

## AGENDA

### SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, June 25, 2021

North Central Texas Council of Governments

1:30 pm      **Full STTC Business Agenda (Videoconference)**

1:30 – 1:35

1. **Approval of May 28, 2021, Minutes**

Action                       Possible Action       Information                      Minutes:      5

Presenter:      Brian Moen, STTC Chair

Item Summary:      Approval of the May 28, 2021, 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. **Transportation Improvement Program Modifications**

Presenter:      Rylea Roderick, NCTCOG

Item Summary:      A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2021-2024 Transportation Improvement Program (TIP) will be requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes.

Background:      August 2021 revisions to the 2021-2024 TIP are provided as [Electronic Item 2.1](#) for the Committee's consideration. These modifications have been reviewed for consistency with the mobility plan, the air quality conformity determination and financial constraint of the TIP.

Performance Measure(s) Addressed:      Roadway, Transit

2.2. **Draft FY2022 and FY2023 Unified Planning Work Program**

Presenter:      Vickie Alexander, NCTCOG

Item Summary:      A recommendation for Regional Transportation Council (RTC) approval of the proposed FY2022 and FY2023 Unified Planning Work Program (UPWP) will be requested, including the UPWP policies contained in Exhibit I-8 of the Work Program. A recommendation for the RTC to direct staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved projects contained in the Work Program will also be sought.

Background:      The North Central Texas Council of Governments (NCTCOG) staff, in cooperation with local governments and transportation agencies, has developed the draft FY2022 and FY2023 UPWP. The

Work Program is a federal requirement for NCTCOG, as the Metropolitan Planning Organization, in order to receive federal Transportation Planning Funds and identifies NCTCOG staff work activities to be performed between October 1, 2021, and September 30, 2023. [Electronic Item 2.2.1](#) contains the Work Program policies that guide the allocation of these federal Transportation Planning Funds. There have been no changes to these existing policies.

The draft FY2022 and FY2023 UPWP has been submitted to the Texas Department of Transportation for review and comment, and information was presented during the June 2021 online public input opportunity. A copy of the draft document has also been available online for review by Regional Transportation Council and Surface Transportation Technical Committee members, as well as the general public. [Electronic Item 2.2.2](#) contains additional information on the draft FY2022 and FY2023 UPWP. A draft of the document for Surface Transportation Technical Committee consideration is available at [www.nctcog.org/trans/study/unified-planning-work-program](http://www.nctcog.org/trans/study/unified-planning-work-program). Copies of the draft document will be available for members upon request.

Performance Measure(s) Addressed: Administrative

**2.3. Automated Vehicles 2.2/2.3 Program: Approval of Proposed Projects**

Presenter: Thomas Bamonte, NCTCOG

Item Summary: Staff seeks approval of projects recommended for funding under the consolidated Automated Vehicles 2.2/2.3 Program.

Background: In October 2018, the Regional Transportation Council (RTC) approved the Automated Vehicle Program 2.0, which included \$10 million for assisting local partners in hosting automated vehicle deployments (AV 2.2) and \$20 million for AV deployments to explore use cases that further regional priorities (AV 2.3). In November 2020, with the funding now available, the RTC approved the application process and selection criteria for the consolidated program. In December 2020, staff held an information session for Committee members. From then until the end of March 2021, staff provided technical assistance to local partners considering applications. Staff briefed the Committee last month on the projects recommended for funding and seeks approval at this time. Information is provided in [Electronic Item 2.3](#).

Performance Measure(s) Addressed: Roadway, Safety

1:40 – 1:50

3. **2021 Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program**

Action       Possible Action       Information      Minutes: 10

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of projects to be submitted for consideration of funding through the Fiscal Year (FY) 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program.

Background: In April 2021, the United States Department of Transportation (US DOT) announced the solicitation of project applications for the 2021 RAISE Discretionary Grant Program regarding strategic capital investments in surface transportation that will have significant local or regional impacts. This program replaces the Better Utilizing Investment to Leverage Development (BUILD) Grant Program. [Electronic Item 3.1](#) is a copy of the Notice of Funding Opportunity that details the \$1 billion discretionary grant program for FY2021, as well as the application requirements. [Electronic Item 3.2](#) provides an overview of the RAISE Discretionary Grant Program, and outlines proposed candidate projects for submittal. Applications are due to the US DOT by July 12, 2021.

For agencies in the region submitting projects, please be aware that you must complete the [www.grants.gov](http://www.grants.gov) registration process before submitting the application and that this process usually takes two-four weeks to complete.

Performance Measure(s) Addressed: Roadway, Goods Movement

1:50 – 1:55

4. **Congestion Management Process**

Action       Possible Action       Information      Minutes: 5

Presenter: Michael Bils, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of the 2021 Congestion Management Process (CMP), including the corridor evaluation process and the process to develop the CMP program of projects will be requested.

Background: The CMP is a systemic and regionally coordinated 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 a population 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. Staff presented a detailed workshop and information to the Surface Transportation Technical Committee in May 2021 and presented an information item to the RTC in June 2021. [Electronic Item 4.1](#)

provides the detailed evaluation of the performance measures and available assets for each CMP segment. An overview of the CMP can be found in [Electronic Item 4.2](#).

Performance Measure(s) Addressed: Air Quality, Safety

1:55 – 2:05

5. **2022 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 2022 Unified Transportation Program (UTP) and Regional 10-Year Plan Update. A recommendation for Regional Transportation Council (RTC) approval of the project listings will be requested.

Background: In December 2016, the Regional Transportation Council (RTC) approved a set of projects in FY2017-2026 funded with Category 2 (MPO selected) and Category 4 (TxDOT District selected), and submitted for Texas Transportation Commission (TTC) consideration with Category 12 (Commission selected) 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 have been made annually in conjunction with the development of the UTP. Since the last update in 2020, North Central Texas Council of Governments staff has been coordinating regularly with the Texas Department of Transportation 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 2022 UTP. In response to a March 12, 2021, deadline set forth by TxDOT, staff has drafted a list that includes these project updates, potential new candidate projects, and scores for each project.

As part of this update to the 10-Year Plan, a proposal for a Category 2/Category 7 exchange is being made. To reduce the region's large carryover balance of Category 7 funds, Category 2 funds would be removed from two projects that are slated for construction in FY2021 and replaced with Category 7 funds. The freed-up Category 2 funds would then be used to replace Surface Transportation Block Grant Program funds on projects across the region or to cover 10-Year Plan project cost overruns.

[Electronic Item 5.1](#) contains the proposed list of projects for the Regional 10-Year Plan. [Electronic Item 5.2](#) includes additional information about the process. [Electronic Item 5.3](#) contains additional details on the scoring methodology.

Performance Measure(s) Addressed: Roadway, Safety

2:05 – 2:15

6. **Dallas-Fort Worth High-Speed Transportation Connections Study**

Action       Possible Action       Information      Minutes: 10

Presenter: Brendon Wheeler, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) adoption of a policy related to the Phase 1 recommendations of the Dallas to Fort Worth High-Speed Transportation (DFWHST) Connections Study, provided in [Electronic Item 6.1](#) (Policy # P21-01). Currently, the project is nearing completion of its first phase, including analysis of route and mode alternatives.

Background: In April 2020, North Central Texas Council of Governments staff began work on the DFWHST Connections Study with consultant assistance. The project is divided into two phases, the first being an alternatives analysis effort. The second phase will include preliminary engineering and a National Environmental Policy Act (NEPA) effort resulting in a federal government action identifying the project's next steps. Staff and the consultant have been analyzing alternatives while engaging the public and stakeholders. The Phase 1 efforts are designed to reduce the number of alternatives (technology and alignment) to a minimum for more detailed analysis in the Phase 2 effort. Details are provided in [Electronic Item 6.2](#).

Performance Measure(s) Addressed: Transit, Safety

2:15 – 2:25

7. **Metropolitan Planning Organization Milestone Policy (Round 2) - Quarterly Status Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will provide the Committee with an update on the status of the Metropolitan Planning Organization (MPO) Milestone Policy Round 2 projects that have not let for construction.

Background: The MPO Milestone Policy was adopted by the Regional Transportation Council (RTC) to ensure that projects that have been funded for more than ten years and have not gone to construction are being implemented in a timely manner and funding is available for other projects in the region. In February 2021, the RTC took action on the second round of the Milestone Policy, including a project tracking process and revised set of policy procedures. Staff was instructed to create a project risk rating system and solicit quarterly status updates on all Milestone Policy projects until they go to construction. The responses were reviewed and a rating has been assigned to each project. Status updates on each project, along with their ratings, can be found in [Electronic Item 7.1](#). Details on the MPO Milestone Policy can be found in [Electronic Item 7.2](#).

Performance Measure(s) Addressed: Roadway, Transit

2:25 – 2:30

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

Action       Possible Action       Information      Minutes: 5

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an overview of current transportation items, including a summary on performance metrics to help understand the impacts of COVID-19 to the transportation system.

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

- Project Completion for Changing Mobility: Data, Insights, and Delivering Innovative Projects during COVID Recovery
- Blue-Green-Grey Program Update ([Electronic Item 8.1](#))
- 2021 Transportation Safety Performance Measure Report ([Electronic Item 8.2](#) and [Electronic Item 8.3](#))
- Metropolitan Planning Organization Certification Status
- Status of Approval for the 2021-2024 Transportation Improvement Program
- World Cup 2026
- Progress North Texas 2021
- Format of Future Regional Transportation Council Meetings

Performance Measure(s) Addressed: Roadway, Transit

2:30 – 2:35

9. **Legislative Update**

Action       Possible Action       Information      Minutes: 5

Presenter: Nicholas Allen, NCTCOG

Item Summary: Staff will provide an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Legislative actions to be covered include the following:

- Federal Infrastructure Bill Update
- 87<sup>th</sup> Texas Legislative Session in Review

Background: Transportation issues continue to be a focus for both the United States Congress and the Texas Legislature. The 1<sup>st</sup> session of the 117<sup>th</sup> US Congress convened on January 3, 2021. The 87<sup>th</sup> Texas Legislature convened on January 12, 2021, and adjourned on May 31, 2021.

Performance Measure(s) Addressed: Roadway, Air Quality

2:35 – 2:40

10. **Overview of the 2020 Bicycle and Pedestrian Annual Traffic Count Report**

Action       Possible Action       Information      Minutes: 5

Presenter: Daniel Snyder, NCTCOG

Item Summary: Staff will provide an overview of the regional bicycle and pedestrian trail data collection program and highlights from the 2020 annual report.

Background: Launched in 2014, the North Central Texas Council of Governments and several cities installed count equipment on regionally significant shared-use paths (trails) to collect

baseline data on bicycle and pedestrian travel. Each year annual reports have been released highlighting patterns and trends, with the latest report on 2020 data currently available at [www.nctcog.org/BikePedCountData](http://www.nctcog.org/BikePedCountData).

Performance Measure(s) Addressed: Bike/Ped+

2:40 – 2:50

11. **Access North Texas 2022 Plan Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Vivian Fung, NCTCOG

Item Summary: Staff will provide an overview of current and upcoming efforts for the Access North Texas 2022 update. The plan outlines strategies to address transit needs and serves as a guide to improve access to work, medical appointments, education, and the community during the next four years.

Background: Access North Texas is the regional public transportation coordination plan for the region, which federal guidelines require the Dallas-Fort Worth area to update every four years. The North Central Texas Council of Governments (NCTCOG) is the lead agency in developing this plan for the 16-county region and on March 8, 2018, the Regional Transportation Council adopted the previous version of the plan.

The purpose of the Access North Texas plan is to identify the public transportation needs of older adults, individuals with disabilities, low-income individuals, and others with transportation challenges. The plan also specifies strategies to address identified transit needs, eliminate gaps in service, and avoid duplication of transit services. Staff are currently in the process of preparing the upcoming update for release in 2022 and have begun engaging the public with meetings, surveys, and utilization of the NCTCOG's Map Your Experience tool. [Electronic Item 11.1](#) provides additional information about the plan update and [Electronic Item 11.2](#) contains a copy of the public survey. More information is available at [www.accessnorthtexas.org](http://www.accessnorthtexas.org).

Performance Measure(s) Addressed: Transit

2:50 – 2:55

12. **University Partnership Program Survey – Measuring Resiliency Dimensions of Transportation Infrastructure in North Central Texas**

Action       Possible Action       Information      Minutes: 5

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will request the Committee contribute their participation in a brief research survey, as part of an ongoing University Partnership Program (UPP) effort, to measure the resiliency of critical North Central Texas transportation infrastructure and develop potential resiliency enhancement strategies.

Background: A resilient infrastructure network not only reduces risk of component failure, but it also ensures sufficient capacity is continually accessible for essential activities, and it reduces

the potential extent and severity of destruction, service interruption, and recovery times as the result of major natural and man-made disruptive events. In fiscal year (FY) 2021, a UPP study proposed cooperatively via University of Texas at Arlington (UTA) faculty and North Central Texas Council of Governments staff was initiated to appraise the overall resiliency dimensions of regional multimodal transportation infrastructure. A critical step for this study will be local government feedback received from a survey expected to inform development of a customized resiliency measurement model. The aim is for this tool to be compatible with US Department of Transportation sustainability and risk management guidance while also respecting specific regional infrastructure conditions, stressors, and environmental characteristics.

Participation in this survey is voluntary, responses will be kept confidential, no personal information will be represented in the final report or in any data available to the public, and completion should take approximately 15 minutes. Please contact Dr. Sherri Kermanshachi at [sharareh.kermanshachi@uta.edu](mailto:sharareh.kermanshachi@uta.edu), the UTA Research Office at [regulatoryservices@uta.edu](mailto:regulatoryservices@uta.edu), or Jeff Neal at [jneal@nctcog.org](mailto:jneal@nctcog.org) for any questions or comments regarding the survey or the UPP project. The survey can be accessed at the following link: <https://resiliencedimensionproject2021.questionpro.com/>. Survey responses are requested to be completed and submitted by Friday, July 2, 2021.

Performance Measure(s) Addressed: Roadway, Transit

2:55 – 3:05

13. **Regional Automated Transportation System Guidelines Development Project**

Action       Possible Action       Information      Minutes: 10

Presenter: Clint Hail, NCTCOG

Item Summary: Staff will provide background information and an update on the Regional Automated Transportation System (ATS) Guidelines Development Project.

Background: As part of the Regional Automated Transportation System Initiative (also referred to as the “People Mover Program” in the past), staff issued a request for proposals at the end of 2020. The purpose of this consultant procurement is to develop a set of performance guidelines for ATS vehicle technology and elevated guideway standards to be used in shaping future engineering procurements related to the Regional Automated Transportation System Initiative. Future engineering procurements related to this initiative will utilize these guidelines in project development activities for systems capable of operating in either a people-movement environment or a goods/freight-movement environment. Hence, the Guidelines Development Project is aimed at



providing general performance guidelines applicable to a wide range of specific use cases. In February 2021, a consultant was selected, and staff will update the Committee on the status of contract development and project delivery.

Performance Measure(s) Addressed: Transit, Safety

3:05 – 3:10

14. **Surface Transportation Technical Committee Officers and Announcement of New Regional Transportation Council Officers**

Action       Possible Action       Information      Minutes: 5

Presenter: Dan Kessler, NCTCOG

Item Summary: Staff will brief the Surface Transportation Technical Committee (STTC) on its officers and the Regional Transportation Council (RTC) officers for the 2021-2022 term.

Background: According to the RTC Bylaws and Operating Procedures, the Executive Board of the North Central Texas Council of Governments annually designates a Chair, Vice Chair, and Secretary for STTC. STTC officers being recommended for approval by the Board are Tanya Brooks, Chair, Assistant Director, Traffic and Management Division, Transportation and Public Works, City of Fort Worth; Ceason G. Clemens, Vice Chair, Deputy District Engineer, Texas Department of Transportation, Dallas District; and Walter Shumac, III, P.E., Secretary, Director of Transportation Services, City of Grand Prairie. In addition, the new Regional Transportation Council officers are Theresa Daniel, Ph.D., Chair, Commissioner, Dallas County; Duncan Webb, Vice Chair, Commissioner, Collin County; and Cary Moon, Secretary, Councilmember, City of Fort Worth.

Performance Measure(s) Addressed: Administrative

3:10 – 3:10

15. **Fast Facts**

Action       Possible Action       Information      Minutes: 0

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

1. Air Quality Funding Opportunities for Vehicles  
(<https://www.nctcog.org/trans/quality/air/funding-and-resources>)
2. Dallas-Fort Worth Clean Cities Events  
(<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
3. Status Report on Ozone Season ([Electronic Item 15.1](#))
4. Know Before You Fly Your Drone Workshops  
([www.northtexasuas.com/UAS-Taskforce#Workshops](http://www.northtexasuas.com/UAS-Taskforce#Workshops))
5. Status of Texas Volkswagen Environmental Mitigation Program Funding Programs ([Electronic Item 15.2](#))
6. Regional Ecosystem Framework and Interactive Viewer Survey  
([Electronic Item 15.3](#))
7. 2020 Travel Demand Management Performance Report  
(<https://www.nctcog.org/trans/manage/tdm/tdm-performance-measures>)

8. Regional Safety Advisory Committee Membership Assignments for 2021-2022 ([Electronic Item 15.4](#))
9. Progress North Texas (<https://nctcog.org/trans/about/publications/2021>)
10. Public Comments Report ([Electronic Item 15.5](#))
11. Written Progress Report:
  - Local Motion ([Electronic Item 15.6](#))
  
16. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
  
17. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on July 23, 2021.***

**MINUTES**

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
May 28, 2021**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, May 28, 2021, at 1:30 pm, by videoconference. The Regional Transportation Council Bylaws establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

1. **Approval of April 23, 2021, Minutes:** The minutes of the April 23, 2021, meeting were approved as submitted in Electronic Item 1. Jim O'Connor (M); Alonzo Liñán (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **Regional Pedestrian Safety Action Plan (2021):** Matt Fall presented an overview of the regional Pedestrian Safety Action Plan (PSAP). As noted at the April 23, 2021, meeting, Texas is one of seven states that account for 54 percent of the pedestrian fatalities nationwide, with fatality rates that are consistently above the national average. For this reason, the Federal Highway Administration (FHWA) designated Texas as a pedestrian Focus State and the cities of Dallas and Fort Worth as Focus Cities. In addition, the Regional Transportation Council's (RTC's) safety position states that even one death on the transportation system is unacceptable and that staff will work with partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel. To address the region's pedestrian fatality rates being consistently above the national average, the North Central Texas Council of Governments developed a Regional Pedestrian Safety Action Plan. The safety plan will compliment Mobility 2045 and enhance existing goals and policies with a more targeted focus on pedestrian safety. The plan also aims to create a specific roadmap for activities, investments, and improvements in the region and to serve as a guide and template for partners to develop detailed local safety action plans of their own. Key elements of the plan include the analysis of the demographics and contributing factors to determine the "who" and "why" involved in pedestrian crashes, and the development of crash density maps to identify areas with the highest frequency of documented crashes between motor vehicles and pedestrians. He noted the Plan also includes goals and policies in support of the RTC safety position, as well as an action plan to guide pedestrian safety projects and programs. Goals of the plan aim to eliminate crashes across the region by 2050, balance the safety and needs of all roadway users with priority given to those most vulnerable, include level of comfort in the design and other phases of development, integrate the most direct routes for pedestrian without forcing them to walk miles out of their way to cross roadways safely, and implement countermeasures where needed. A summary of the Plan policies was also provided and includes collaboration with stakeholders, educational programs for the public and law enforcement, implementation of safety countermeasures along safety corridors, and support for key statewide legislation, among other policies. In addition, action items within the Plan were highlighted and include developing performance measures for tracking the effectiveness of the Plan, regular updates to the Plan, coordination and support for safety programs, policies, and campaigns, and facilitating road safety audits in the near future, among other actionable items. Policies and action items in the plan directly address data driven findings; for example, educating pedestrians on ways to maximize their visibility at night and determining appropriate lighting and engineering treatments on pedestrian infrastructure directly addresses the findings that 80 percent of pedestrian fatalities were

reported in dark lighting conditions. Future efforts include roadway safety audits, development of a regional Bicycle Safety Action Plan, and approval of the Pedestrian Safety Action Plan by reference within the Mobility 2045 Update. The schedule for this effort was reviewed, which included several stakeholder meetings and information briefings to the Committee and RTC. Details were provided in Electronic Item 3 and the finalized plan was available at [www.nctcog.org/pedsafetyplan](http://www.nctcog.org/pedsafetyplan). A motion was made to recommend Regional Transportation Council approval to endorse the Pedestrian Safety Plan. Action included a recommendation for the RTC to direct staff to incorporate the recommendations, including projects, programs, and policies, into future metropolitan transportation plans, specifically the upcoming Mobility 2045 update, as appropriate. Eric Fladager (M); Kathryn Rush (S). The motion passed unanimously.

4. **Air Quality Funding Recommendations Related to the Environmental Protection**

**Agency National Clean Diesel Funding Assistance Program:** Jason Brown presented recommendations for three Calls for Projects (CFP) funded through the Environmental Protection Agency's (EPA's) National Clean Diesel Funding Assistance Program. Funding was available for replacement of heavy-duty diesel vehicles and equipment replacement projects through the Clean Fleets North Texas 2020 CFP (Bucket 1) and the North Texas Emissions Reduction Projects CFP (Bucket 2). In addition, funding was available for the installation of EPA- verified electrification of electrified parking spaces for refrigerated trucks and trailers through the North Texas Freight Terminal Electrification CFP (Bucket 3). Project eligibility for each of the Calls for Projects were highlighted. Details were provided in Electronic Item 4.1. An eligibility screen of applications received was completed to ensure that projects met the work scopes and were in the required geographic areas. For Buckets 1 and 2, adoption of the Clean Fleet Policy was also required. In addition, projects were scored based 75 percent on cost effectiveness and 25 percent on oversight elements. A summary of applications received for the Clean Fleets North Texas 2020 CFP was provided. The City of Dallas submitted an application for six eligible projects totaling approximately \$385,704. If approved, approximately \$109,116 will remain for another application round. Details of projects were provided in Electronic Item 4.2. For the North Texas Emissions Reduction Projects CFP, DHL Supply Chain submitted one application for two eligible projects for a total of approximately \$314,340; Jack Cooper Transport submitted one application with an eligible project totaling approximately \$288,730; and PACCAR Leasing submitted an application for one eligible project totaling approximately \$154,915. Eligible projects do not exhaust available funding, so approximately \$1.3 million remains for the next application round. No applications were received for the North Texas Freight Terminal Electrification CFP which leaves approximately \$960,000 in available funds. Details were provided in Electronic Item 4.3. The schedule for this effort was reviewed, which includes presentation to the Regional Transportation Council on June 10, 2021. To award the remaining funds, the Calls for Projects have a rolling 90-day deadline until all funds are awarded with the next application deadline July 9, 2021. The final deadline for application would be October 18, 2021. Committee Chair Brian Moen asked why staff believes applications have not been received for Bucket 3. Staff noted the eligible projects are more specific which has a smaller market that is not as easily identified for promotion of the grant funding. A motion was made Recommend RTC Approval of Subaward and Rebate Recommended Awards. Bucket 1 - Clean Fleets North Texas 2020, \$385,704 to the City of Dallas to Replace Six Dump Trucks, Any Funds Released from Prior Awards to be Applied to Balance Available to Future Awards. Bucket 2 - North Texas Emissions Reduction Project 2020, \$314,340 to DHL Supply Chain to Replace Two Terminal Tractors; \$288,730 to Jack Cooper Transport to Replace One Class 6-7 Truck; \$154,915 to Paccar Leasing to Replace One Class 6-7 Truck. Stanford Lynch (M); Jim O'Connor (S). The motion passed unanimously.

5. **Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program:** Jeff Neal provided an overview of the Fiscal Year 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant program. This program replaces the Better Utilizing Investment to Leverage Development (BUILD). Approximately \$1 billion is available nationwide for capital projects with up to 80 percent in federal funds available to urban areas and up to 100 percent available to rural areas. Approximately \$30 million in planning grants is available with up to 100 percent available to “areas of persistent poverty.” The submittal deadline for grant applications is July 12, 2021. Project awards are expected to be announced by the United States Department of Transportation by November 22, 2021. Projects will have an obligation deadline of September 30, 2024, and funds must be full expended by September 30, 2029. Through this grant program, North Central Texas Council of Governments staff’s initial proposal is to advance public-private partnership projects that are being implemented in phases across the region. This includes a possible opportunity to advance the next major phase of the North Tarrant Express (NTE) along IH 820 and SH 183. Proposed improvements move across both east and west subregions and include general purpose lane capacity and interchange improvements, as well as new TEXpress lane capacity. The RAISE grant improvements would help to better serve environmental justice populations and address long-term sustainability issues, while also improving general reliability and mobility in the corridor. Proposed grant funds requested is \$25 million. Mr. Neal also highlighted a project to be submitted by the Texas Department of Transportation, the Dallas Loop Trinity Forest Spine Trail (Phase 3). NCTCOG staff will be providing technical assistance for the benefit cost analysis. The project will not count as one of the three projects to be submitted by NCTCOG. The next proposed project is the planned extension of the TEXRail commuter rail line from the Fort Worth TP&P Station to near the Southside/Medical District. Proposed grant funds requested is \$25 million. Enhancing Mobility Within the Southern Dallas Inland Port is also being considered, which has been submitted in previous grant opportunities, and could include transit and intersection improvements to enhance employment, education, and healthcare accessibility in southern Dallas/Dallas County. Proposed grant funds requested is \$7.7 million. The final project being considered is Phase 2 of the Bomber Spur Trail from US 377 to Vickery Boulevard/SH 183. Proposed grant funds requested is \$10.2 million. Mr. Neal noted the projects presented were the best candidates, and a final slate of projects is expected to be presented at the June 25, 2021, Committee meeting. The schedule for this effort was highlighted. Entities submitting their own projects who are interested in receiving a letter of support from the Regional Transportation Council were asked to contact staff by June 21.
  
6. **Congestion Management Process Update:** Michael Bils presented an overview of the update to the region’s Congestion Management Process (CMP). The CMP is one of five federally mandated planning documents required for urbanized areas with populations over 200,000. First enacted in 1991, the region’s first Congestion Management Process was adopted in 1994 with the most recent update approved in 2013. A CMP is used to manage travel demand, reduce single occupancy vehicle travel, improve efficiency of the transportation system, improve safety for all users, maximize transportation funds, justify additional capacity is needed, and coordinate with regional partners. Limited access facilities in the region are evaluated in segments based on performance criteria for crash rate, travel time index (recurring congestion), travel time reliability (non-recurring congestion), and bridge and pavement condition. Assets that exist in each corridor are evaluated based on the categories of roadway infrastructure, modal options, and operational strategies with results filtered through performance criteria and available assets to determine strategies that can be implemented to assist in balancing demand on the corridor, resulting in the following output categories: sufficient, no performance deficiencies; construction, construction has taken place since information was last gather or construction expected in the next three

years; CMP strategy candidates, based on performance deficiencies and available assets there is an opportunity to balance demand on the corridor; and corridor study candidate, assets to match performance deficiencies not available. A map of the process outputs was highlighted, with additional details provided in the workshop slides that will be posted online following the meeting. Staff then reviews available strategies and matches those with performance deficiencies and available assets to narrow the possible strategies for each of the corridors. Review groups will be organized for CMP strategy corridor evaluations including NCTCOG staff, TxDOT or NTTA, transit agencies, and municipalities along the corridors and evaluation of smaller segment, as well as review of the existing TIP projects in corridors. The review groups will then select appropriate strategies which will be used to establish the CMP program of projects to be presented to the Surface Transportation Technical Committee and Regional Transportation for approval, to then be added to the Transportation Improvement Program. Mr. Bilis highlighted project performance evaluation which will be used to develop the baseline performance measures used to evaluate strategies for effectiveness and overall impact on the corridors. Review of existing before/after studies will be used to identify relevant measures with focus on initial criteria performance which will be updated as more information becomes available so that the process continues to evolve without developing a new process. The process could be used to track federal performance measures as necessary. The timeline for this effort was highlighted. The online input opportunity will begin on June 7 with action requested by the Committee in June and the RTC in July.

7. **Director of Transportation Report on Selected Items:** Michael Morris provided an overview of current transportation items. Highlighted were metrics from Changing Mobility: Data, Insights, and Delivering Innovative Projects during COVID Recovery. Additional information was provided in Electronic Item 7.1 and available at [www.nctcog.org/pm/covid-19](http://www.nctcog.org/pm/covid-19). Travel behavior by mode was discussed, as well as construction cost changes and status of projects being implemented in the region. Mr. Morris noted that staff believes the COVID-19 Infrastructure Program has served its purpose and may propose a safety program in the coming months. He noted Texas Department of Transportation Headquarters staff may be interested in an integrated partnership to bring a statewide safety program to the State of Texas. Mr. Morris also noted the Federal Certification Review of the Metropolitan Planning Organization would be conducted June 14-16, 2021. In addition, he noted that fair share funding allocations remain a topic of discussion in the final days of the Texas Legislature. Also highlighted was a pilot program proposed for a Dallas Area Rapid Transit (DART) Silver Line Transit-Oriented Development Planning Grant application. The goal of the pilot program is to balance jobs and housing along the transit corridor. If successful, the program could be used in other corridors within the region. Details were provided in Electronic Item 7.2. Mr. Morris also discussed the revenue sharing proposal for the IH 35E/LBJ “Y Connector” project and noted that results will be provided to members once the final proposal has been made. He also noted the GoCarma application competed in a national competition to assist in the implementation of technology lanes on US 75 and has potential to serve as relief of congestion in other corridors within the region. Committee Chair Brian Moen asked if some of the data from the Changing Mobility effort will be available in the future such is the distribution of travel in the region throughout the day. As a result of the data, agencies may need to reassess current mid-day signal timing. Mr. Morris noted staff could develop a survey to determine what data local agencies have found to be helpful and what data could be helpful moving forward.
8. **2022 Unified Transportation Program and Regional 10-Year Plan Update:** Brian Dell briefed the Committee on the latest activities being undertaken and the plan going forward for the 2022 Unified Transportation Program (UTP) and Regional 10-Year Plan. As a

reminder, Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods for projects funded with Category 2 (MPO selected), Category 4 (TxDOT District selected), and Category 12 (Texas Transportation Commission selected) funds. The region's first 10-Year Plan was approved in December 2016 and has been updated annually since that time in conjunction with development of the Texas Department of Transportation's (TxDOT's) UTP. NCTCOG staff has coordinated with the TxDOT Districts on updates to existing projects and potential new projects. The proposed list of projects for the Regional 10-Year Plan was provided in Electronic Item 8.1. Proposed new projects were scored using the same process used in previous years, which was outlined in Electronic Item 8.3. To satisfy a March 2021 deadline set by TxDOT, a draft project listing was developed that included project scores, revisions, and potential new projects. Principles for the development of the Regional 10-Year Plan were highlighted and listed in Electronic Item 8.2. In addition, Mr. Dell also highlighted historic allocations for each of the funding categories back to the 2017 UTP which corresponds with the December 2016 10 -Year Plan. For Category 2, funding allocations have remained relatively similar for the first four years, but during development of the 2021 UTP funding dropped by approximately \$600 million, which has been projected to continue for 2022. In addition, it is yet to be determined how much Category 12 funds will be allocated in 2022 since the Texas Transportation Commission will be awarding this allocation. Also highlighted was a proposed Surface Transportation Block Grant Program/Category 2 funding exchange. Given that STBG funds have not obligated as quickly as needed and the region has accumulated a significant carryover balance, staff proposed a funding exchange, focused on two projects: US 287 in Johnson and Tarrant Counties and State Loop 9 in Dallas and Ellis Counties. The US 287 project has about \$34 million in Category 2 funds currently allocated. Staff proposed those funds be exchanged for \$34 million STBG funds. Similarly State Loop 9 currently has about \$107 million in Category 2 across four projects, proposed to be exchanged with \$107 million STBG funds. Both projects are expected to let this fiscal year allowing the region to quickly reduce its carryover balance of STBG funds. A proposal will be brought back at a later time with specific projects on which to program the freed-up Category 2 funds. Maps showing approved and proposed projects in the Regional 10-Year Plan and their current status were highlighted. NCTCOG staff will work to finalize projects selection in coordination with TxDOT and await decisions by the TTC on Category 12 funds. Action on the proposed projects listings will be requested at the June Committee meeting and staff will bring back any project changes once the TTC selects projects and approves the 2022 UTP. The timeline for this effort was highlighted. The public comment period will begin in June, followed by proposed action by the Committee in June and RTC in July. TxDOT will conduct public meetings on the 2022 UTP in the summer, with TTC approval anticipated in August 2021.

9. **Draft FY2022 and FY2023 Unified Planning Work Program:** Vickie Alexander presented a summary on the development of the proposed FY2022 and FY2023 Unified Planning Work Program (UPWP). The UPWP is one of the five federally required planning documents as part of the responsibilities of a metropolitan planning organization (MPO). The FY2022 and FY2023 UPWP will cover the period of October 1, 2021, through September 30, 2023, and outlines work activities to be conducted by the North Central Texas Council of Governments (NCTCOG) staff utilizing federal Transportation Planning Funds. In addition to these activities, NCTCOG also includes in the document work activities carried out through other funding sources such as Surface Transportation Block Grant Program, Congestion Mitigation and Air Quality Improvement Program, Regional Toll Revenue, Regional Transportation Council Local funds, and others. In February 2021, local agencies were notified that NCTCOG was initiating development of the FY2022 and FY2023 Unified Planning Work Program and were asked to submit regional transportation planning project ideas or areas where specific technical assistance was needed from NCTCOG. In response

to this request, a total of 47 project submittals were received from 16 agencies. Of the 47 projects, 33 projects were recommended for inclusion in the document. A summary of the submittals received and staff recommendations were provided in Electronic Item 9.

Ms. Alexander reviewed the format of the UPWP document that includes five major tasks:

1) Administration and Management, 2) Transportation Data Development and Maintenance, 3) Short-Range Planning and Programming, and Air Quality and Transit Operations, 4) Metropolitan Transportation Plan, and 5) Special Studies and System Operation. Within these five tasks are several subtasks containing numerous projects. Major planning initiatives contained in the proposed document were highlighted, including an update to Mobility 2045, development of the 2023-2026 Transportation Improvement Program, associated air quality conformity analysis, transit asset management, data collection/travel model enhancements, advancement of technology (autonomous and connected vehicles, high-speed transportation, people-mover systems, etc.), freight planning, and development of a Regional Railroad Information System. Other initiatives include integrated planning for transportation and stormwater management, case studies of mixed-use developments, process to determine return on investment of transportation infrastructure, comprehensive transit studies, bicycle/pedestrian plans, corridor/area studies, development of a Regional Greenhouse Gas Emissions inventory, support for military installations, and continued emphasis on performance-based planning. Ms. Alexander also provided a summary of the federal Transportation Planning Funds for the draft FY2022 and FY2023 UPWP. Staff anticipates approximately \$6.2 million in Federal Transit Administration 5303 funds, approximately \$17 million in Federal Highway Administration PL funds, and approximately \$4.7 million in FY2021 carryover funds. The total amount of Transportation Planning Funds anticipated to be available for the FY2022 and FY2023 UPWP is approximately \$28 million. About \$25 million dollars has been programmed on projects in the UPWP. NCTCOG usually expends about 94 percent of the programmed amount (about \$24 million), resulting in an anticipated carry over balance into FY2024 of around \$4 million. In addition, she noted that information on the other funding sources can be found in the full Work Program document. A draft of the document is due to the Texas Department of Transportation by June 4; a copy will also be provided concurrently to members of the Surface Transportation Technical Committee. The public outreach period begins on June 7, 2021. Action on the FY2022 and FY2023 UPWP will be requested of the Committee at its June 25 meeting and of the RTC in July. The final document is due to the Texas Department of Transportation on July 30.

10. **Automated Vehicles 2.2/2.3 Program: Proposed Projects:** Thomas Bamonte presented projects proposed for funding and deployment under the Automated Vehicle (AV) and AV 2.2 Programs. These programs were adopted in 2018 as part of the AV 2.0 Program. In Fall 2020, the Committee and the Regional Transportation Council were notified of the funding availability and in December 2020 an information forum was held for Committee members. North Central Texas Council of Governments (NCTCOG) staff have worked with interested parties and applicants to provide technical assistance. Applications were due in March 2021, and NCTCOG staff then reviewed applications. A review of how automated vehicle technology has advanced in the region was provided. In 2017, there were no automated trucks operating in this region. Since then, four leading AV truck firms have come to the region, located operations, and are making regular automated trips between Dallas and Houston and other destinations. People mover technology has experienced similar progress. In 2017, Arlington had a single shuttle running in a single quarter mile line and two years later Arlington and Frisco were providing passenger service on a fixed route with stops along the way. Four years later Arlington has integrated automated vehicle service into its citywide VIA transportation service. The goal of projects funded through this effort is to move from individual projects to a regional AV Program covering multiple AV types and use cases. There will also be focus on workforce development and how to prepare the workforce for a changed transportation future. Impact to infrastructure, equity, economic



development, and regional coordination to leverage resources will also be advanced. The first proposed project sponsor is Dallas College for AV service from the Cedar Valley Campus to a nearby high school and further south to multiple community sites and neighborhood. The next proposed project sponsor is also Dallas College for AV service using the Eastfield Campus as a hub to three feeder high schools, multiple shopping and community destinations, as well as connection to two Dallas Area Rapid Transit bus lines. He noted a key component for both the Cedar Valley and Eastfield Campus projects is a workforce development program designed to train students for jobs in automated transportation. The campuses have been working with AV companies on curriculum development and will use input from agencies in the region on curriculum needs. A community food delivery bot service project is the next proposed project that will serve the neighborhoods surrounding Paul Quinn College in South Dallas, which is in a food desert. Paul Quinn will be using sidewalk delivery bots to deliver food from its college garden to local households. Ensuring participants have sufficient internet access to interact with the delivery bots, as well as other opportunities available by accessing the internet, will be an important component of the project. Next, a Tarrant AV Truckport is proposed in northwest Fort Worth. The truckport will serve as a first mile/last mile stop for human-driven trucks before the cargo is transferred to long-haul automated trucks. Eligibility issues are being reviewed, but staff believes it is important for the region to host the nation's first automated truckport in support of the growing AV freight industry in the region. Next, a CAV test bed and community connector project is proposed in northeast Richardson to advance ITS technology in and around a rail station with heavy pedestrian and vehicle use. As part of the deployment, AV service will connect neighborhoods in the area to community and civic buildings, parks, recreation, and social services. The project would also serve the Richardson Innovation Quarter and the new UTD Center for Smart and Connected Mobility. The final proposed project, Dallas Area Rapid Transit Love Link AV Airport Connector, would provide AV service along an established route between Inwood Station and Love Field. A summary of the recommended projects was highlighted and also provided in Electronic Item 10, and the schedule for this effort was reviewed. If approved, projects are expected to be approved in the Transportation Improvement Program in the fall, with TxDOT agreements expected to be finalized in summer 2022. Committee Chair Brian Moen asked if there were match requirements for local agencies and noted that variation among the projects. Mr. Bamonte noted one of the key elements of the AV 2.2 and AV 2.3 programs is to create a level playing field for AV deployment so that all agencies, regardless of their resources, could participate. This element drove the local match requirements for each project. Robert Saylor asked how many applications were received. Mr. Bamonte noted that a total of nine projects applications were submitted.

11. **Legislative Update:** Nicholas Allen provided an update on federal legislative items. President Biden recently offered a \$1.7 trillion infrastructure plan. The new proposed American Jobs Plan removed funding for research, supply chain, and manufacturing, but also lowered roadway funding. The proposal retained electric vehicle and home health aide funding, as well as the corporate tax increase for which many Senate Republicans have indicated they are not willing to agree. The GOP's released its latest \$928 billion counteroffer that includes additional money for roads, bridges, ports, rail, and airports. The action seemed to represent an effort to reach a bipartisan agreement on infrastructure. The recent GOP counteroffer would be funded by unused COVID relief funds. However, the Biden Administration press secretary expressed some disappointment that the GOP proposal did not include what she called substantial new funds for rail and transit. Regarding surface transportation authorization, the Fixing America's Surface Transportation Act expires September 30, 2021. The bill represents federal funding for highways, transit, safety, and rail. House GOP members have proposed the STARTER Act, a \$400 billion plan over five years. This is a \$100 billion increase overall compared to current FAST Act funding. There is

also a bipartisan Senate Environment and Public Works Committee bill that includes a \$304 billion plan over five years for highways and represents a 22 percent increase over current FAST Act appropriations. A House Transportation and Infrastructure bill is also expected in early June for which House members have submitted a total of 2,380 projects through the new earmark process on the bill. Mr. Allen also provided an update on the Texas Legislature. Both the House and Senate have agreed to the Conference Report for Senate Bill 1 and was sent to the Governor's desk. A total of \$248 billion was proposed for the FY22/23 biennium. Both chambers have agreed to the proposed amendment and include a proposal for TCEQ funding at \$647 million and \$30.2 billion in TxDOT funding for the new biennium. Mr. Allen reviewed pending bills for transportation funding and air quality/funding, and unmanned aircraft. Also reviewed were bills that have been approved. If signed by the Governor, HB 2448 will make failure to move over or slow when passing toll road maintenance vehicle on the shoulder a Class B Misdemeanor. HB 3319 would appropriate funds to create a public awareness campaign for the State's move over, slow down law. Other approved bills include those that would permit medium- and heavy-duty natural gas vehicles to be covered under the Texas Natural Gas Vehicle Program and a bill that would create statewide rules for peer-to-peer car sharing services. In closing, Mr. Allen noted that no electric vehicle bills or electric vehicle charging infrastructure bills were approved. In addition, proposed bill for the remittance of LIRAP funds back to counties did not pass and no anti-high-speed rail or anti-tolling bills were approved this session. He noted that a final update will be provided to members about bills signed or vetoed by the Governor at a future meeting.

12. **Regional Traffic Signal Program:** Gregory Masota provided an update of the Regional Traffic Signal Program. The new program replaces the previous Regional Traffic Signal Retiming Program that was focused on implementation of traffic signal retiming to maximize the efficiency of the existing roadway system. The new approach will evaluate traffic signals and implement needed traffic signal improvements and will still include traffic signal retiming. As part of the Regional Traffic Signal Program, a traffic signal assessment and inventory of regional signals will be conducted through use of a survey, and a regional minimum standard will be developed. Initial recommended minimum standards were highlighted. Basic elements include controllers, cabinets, clocks, communications, detection, and operational parameters. Details were provided in Electronic Item 12. Survey questions have been developed with assistance from partner agencies and will seek input about the basic elements of regional traffic signals. Members were asked to help facilitate the collection of the necessary information by communicating with city staff and responding to the survey in a timely manner. Staff met with partner agencies in April/May 2021 and the survey is expected to be released in June/July 2021. Efforts in the new program will also include identifying performance measures to track signal performance and procuring a traffic signal monitoring platform that will use performance measures to identify which corridors need improvement instead of use of a call for projects. Example performance measures include crashes, intersection delays, arrival on red/green, travel times, and others. The procurement of a platform is expected to occur between July and December 2021. Mr. Masota noted that two approaches will be used to identify recommended improvements: 1) inventory of equipment and 2) corridor performance. Improvement recommendations could include signal retiming, signal equipment, signal software, capacity improvement, and others. Funding for improvements will be implemented through the Transportation Improvement Program and is expected to begin in December 2021 following completion of the inventory, procurement of a platform, and identification of corridor and improvement types. Details were provided in Electronic Item 12.

13. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
1. Air Quality Funding Opportunities for Vehicles ([www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding))
  2. Dallas-Fort Worth Clean Cities Events ([www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings))
  3. Status of Texas Volkswagen Environmental Mitigation Program Funding (Electronic Item 13.1)
  4. Status Report on Ozone Season (Electronic Item 13.2)
  5. Know Before You Fly Your Drone Workshops ([www.northtexasuas.com/UAS-Taskforce#Workshops](http://www.northtexasuas.com/UAS-Taskforce#Workshops))
  6. Mobility Matters ([www.nctcog.org/trans/about/publications/mm/mobility-matters-spring-2021](http://www.nctcog.org/trans/about/publications/mm/mobility-matters-spring-2021))
  7. April Online Input Opportunity Minutes (Electronic Item 13.3)
  8. June Online Input Opportunity Notice (Electronic Item 13.4)
  9. Public Comments Report (Electronic Item 13.5)
  10. Written Progress Reports:
    - Local Motion (Electronic Item 13.6)
    - Partner Progress Reports (Electronic Item 13.7)
14. **Other Business (Old and New):** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on June 25, 2021.

The meeting adjourned at 3:25 pm.

## How to Read the Project Modification Listings - Roadway Section

The project listing includes all projects for which Regional Transportation Council action will be requested during this Transportation Improvement Program (TIP) modification cycle. Below is a **sample** TIP modification project listing. The fields are described below.

**TIP Code:** 11461      **Facility:** SH 289      **Location/Limits From:** AT INTERSECTION OF PLANO PARKWAY      **Modification #:** 2017-0004  
**Implementing Agency:** PLANO  
**County:** COLLIN      **CSJ:** 0091-05-053  
**City:** PLANO      **Desc:** INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; INTERSECTION WILL BE NORMALIZED AND SOUTHERN SIGNAL WILL BE REMOVED  
**Request:** REVISE LIMITS TO SH 289 FROM VENTURA DR TO 500 FEET WEST OF BURNHAM DRIVE AND ON PRESTON ROAD FROM ALLIANCE BLVD TO DEXTER DRIVE; REVISE SCOPE TO INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; RECONSTRUCT ALLIANCE BLVD INTERSECTION; ADD SIDEWALKS; INCREASE ENGINEERING FUNDING IN FY2015 AND DELAY TO FY2017; INCREASE CONSTRUCTION FUNDING IN FY2017

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0091-05-053	Cat 7:	\$144,000	\$18,000	\$0	\$18,000	\$0	\$180,000
2015	ENG	0091-05-053	Cat 7:	\$256,000	\$32,000	\$0	\$32,000	\$0	\$320,000
2017	CON	0091-05-053	Cat 5:	\$1,280,000	\$160,000	\$0	\$160,000	\$0	\$1,600,000
2017	CON	0091-05-053	Cat 7:	\$1,200,000	\$150,000	\$0	\$150,000	\$0	\$1,500,000
<b>Phase Subtotal:</b>				<b>\$2,480,000</b>	<b>\$310,000</b>	<b>\$0</b>	<b>\$310,000</b>	<b>\$0</b>	<b>\$3,100,000</b>
<b>Grand Total:</b>				<b>\$2,880,000</b>	<b>\$360,000</b>	<b>\$0</b>	<b>\$360,000</b>	<b>\$0</b>	<b>\$3,600,000</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0091-05-053	Cat 7:	\$144,000	\$18,000	\$0	\$18,000	\$0	\$180,000
2016	ENG	0091-05-053	Cat 7:	\$496,000	\$62,000	\$0	\$62,000	\$0	\$620,000
2017	CON	0091-05-053	Cat 5:	\$2,050,000	\$260,000	\$0	\$260,000	\$0	\$2,570,000
2017	CON	0091-05-053	Cat 7:	\$1,950,000	\$240,000	\$0	\$240,000	\$0	\$2,430,000
<b>Phase Subtotal:</b>				<b>\$4,000,000</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$5,000,000</b>
<b>Grand Total:</b>				<b>\$4,640,000</b>	<b>\$580,000</b>	<b>\$0</b>	<b>\$580,000</b>	<b>\$0</b>	<b>\$5,800,000</b>

<b>TIP CODE:</b>	The number assigned to a TIP project, which is how NCTCOG identifies a project.
<b>FACILITY:</b>	Project or facility name or location (i.e., highway number); some HWY labels used for non-highway projects in the TIP are: VA (various), CS (city street), MH (municipal highway), and SL (state loop).
<b>LOCATION/LIMITS FROM:</b>	Cross-street or location identifying the ends limits of a project.
<b>LOCATION/LIMITS TO:</b>	Identifies the ending point of the project.
<b>MODIFICATION #:</b>	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
<b>IMPLEMENTING AGENCY:</b>	Identifies the lead public agency or municipality responsible for the project.
<b>COUNTY:</b>	County in which project is located.
<b>CONT-SECT-JOB (CSJ):</b>	The Control Section Job Number is a TxDOT-assigned number given to track projects.
<b>CITY:</b>	City in which project is located.
<b>DESCRIPTION (DESC):</b>	Brief description of work to be performed on the project.
<b>REQUEST:</b>	As projects are modified through subsequent TIP/STIP modification cycles, the requested change will be noted.
<b>CURRENTLY APPROVED FUNDING TABLE:</b>	Provides the total funding currently approved for a project; incorporates total funding for all fiscal years and phases. This table will not appear for a modification that is adding a new project to the TIP/STIP.
<b>FY:</b>	Identifies the fiscal year in which the project occurs.
<b>PHASE:</b>	Identifies the phases approved for funding. ENG is Engineering, ENV is Environmental, ROW is Right-of-Way Acquisition, UTIL is Utility Relocation, CON is construction, CON ENG is Construction Engineering, IMP is Implementation, and TRANS is a Transit Transfer.
<b>FUNDING SOURCE:</b>	Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides description of the different funding categories and outlines abbreviations commonly used for the categories: <a href="http://www.nctcog.org/trans/funds/transportation-improvement-program">www.nctcog.org/trans/funds/transportation-improvement-program</a>
<b>REVISION REQUESTED FUNDING TABLE:</b>	Provides the total proposed funding for a project as a result of the requested change; incorporates total funding for all fiscal years and phases.

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55277.1     **Facility:** SS 348     **Location/Limits From:** SH 114     **Modification #:** 2021-0190  
**Impementing Agency:** TXDOT-DALLAS     **Location/Limits To:** LAS COLINAS BLVD  
**County:** DALLAS     **CSJ:** 0353-04-118  
**City:** VARIOUS     **Desc:** CONSTRUCT 0 TO 2 CONCURRENT HOV/MANAGED LANES (TRANSITIONAL SEGMENT)  
**Request:** ADD PROJECT TO APPENDIX D OF THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0353-04-118	SW PE:	\$0	\$100,000	\$0	\$0	\$0	\$100,000
<b>Grand Total:</b>				<b><u>\$0</u></b>	<b><u>\$100,000</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$100,000</u></b>

**TIP Code:** 55277.2     **Facility:** SS 348     **Location/Limits From:** SH 114     **Modification #:** 2021-0196  
**Impementing Agency:** TXDOT-DALLAS     **Location/Limits To:** LAS COLINAS BLVD  
**County:** DALLAS     **CSJ:** 0353-04-115  
**City:** VARIOUS     **Desc:** RECONSTRUCT EXISTING 4 TO 4 GENERAL PURPOSE LANES AND RECONSTRUCT 4 TO 4 LANE FRONTAGE ROADS (TRANSITIONAL SEGMENT)  
**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** RELATED TO TIP 55277.1/CSJ 0353-04-118

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0353-04-115	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2022	ROW	0353-04-115	SW ROW:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
<b>Grand Total:</b>				<b><u>\$1,600,000</u></b>	<b><u>\$1,200,000</u></b>	<b><u>\$0</u></b>	<b><u>\$200,000</u></b>	<b><u>\$0</u></b>	<b><u>\$3,000,000</u></b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 54085      **Facility:** US 67      **Location/Limits From:** IH 20      **Modification #:** 2021-0220  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** IH 35E  
**County:** DALLAS      **CSJ:** 0261-03-030  
**City:** DALLAS      **Desc:** WIDEN 4 TO 6 MAINLANES, RECONSTRUCT EXISTING 2 LANE CONCURRENT HOV TO 1 REVERSIBLE EXPRESS LANE  
**Request:** DECREASE STBG FUNDING IN FY2018 AND MOVE FUNDS TO TIP 55166/CSJ 0918-47-177; INCREASE RTR FUNDING IN FY2018 WITH FUNDS TRANSFERRED FROM TIP 55166/CSJ 0918-47-177;

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0261-03-030	Cat 7:	\$10,329,161	\$2,582,290	\$0	\$0	\$0	\$12,911,451
2018	ROW	0261-03-030	Cat 7:	\$5,203,040	\$1,300,760	\$0	\$0	\$0	\$6,503,800
2018	CON	0261-03-030	Cat 12:	\$20,200,000	\$5,050,000	\$0	\$0	\$0	\$25,250,000
2018	CON	0261-03-030	Cat 2M:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2018	CON	0261-03-030	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$19,580,000	\$0	\$0	\$19,580,000
2018	CON	0261-03-030	Cat 5:	\$4,550,662	\$1,137,665	\$0	\$0	\$0	\$5,688,327
2018	CON	0261-03-030	Cat 7:	\$15,243,373	\$3,810,843	\$0	\$0	\$0	\$19,054,216
<b>Phase Subtotal:</b>				<b>\$47,994,035</b>	<b>\$11,998,508</b>	<b>\$19,580,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$79,572,543</b>
<b>Grand Total:</b>				<b>\$63,526,236</b>	<b>\$15,881,558</b>	<b>\$19,580,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$98,987,794</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0261-03-030	Cat 7:	\$10,329,161	\$2,582,290	\$0	\$0	\$0	\$12,911,451
2018	ROW	0261-03-030	Cat 7:	\$5,203,040	\$1,300,760	\$0	\$0	\$0	\$6,503,800
2018	CON	0261-03-030	Cat 12:	\$20,200,000	\$5,050,000	\$0	\$0	\$0	\$25,250,000
2018	CON	0261-03-030	Cat 2M:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2018	CON	0261-03-030	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$19,580,000	\$0	\$0	\$19,580,000
2018	CON	0261-03-030	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$12,310,400	\$0	\$0	\$12,310,400
2018	CON	0261-03-030	Cat 5:	\$4,550,662	\$1,137,665	\$0	\$0	\$0	\$5,688,327
2018	CON	0261-03-030	Cat 7:	\$2,932,973	\$733,243	\$0	\$0	\$0	\$3,666,216
<b>Phase Subtotal:</b>				<b>\$35,683,635</b>	<b>\$8,920,908</b>	<b>\$31,890,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$76,494,943</b>
<b>Grand Total:</b>				<b>\$51,215,836</b>	<b>\$12,803,958</b>	<b>\$31,890,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$95,910,194</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 11651.5    **Facility:** VA    **Location/Limits From:** ARTHUR INTERMEDIATE AND DELANEY ELEM SAFE ROUTES TO SCHOOL, BOUNDED BY ARTHUR DR TO THE N    **Modification #:** 2021-0232  
**Impementing Agency:** KENNEDALE    **Location/Limits To:** W KENNEDALE PARKWAY TO THE S, RUTH DR TO THE E, CORRY A EDWARDS DR TO THE W  
**County:** TARRANT    **CSJ:** 0902-90-199  
**City:** KENNEDALE    **Desc:** CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, AND CROSSING SAFETY IMPROVEMENTS; CONSTRUCT NEW SIGNAGE, TRAFFIC CALMING TREATMENTS, AND LIGHTING  
**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); NEW FUNDS OFFSET BY A DECREASE ON THE BICYCLE/PEDESTRIAN SAFETY POOL (TIP 11651/CSJ 0902-00-173)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENV	0902-90-199	Cat 5:	\$24,000	\$0	\$0	\$6,000	\$0	\$30,000
2022	ENG	0902-90-199	Cat 5:	\$91,273	\$0	\$0	\$22,818	\$0	\$114,091
2024	CON	0902-90-199	Cat 5:	\$768,483	\$0	\$0	\$192,121	\$0	\$960,604
<b>Grand Total:</b>				<b>\$883,756</b>	<b>\$0</b>	<b>\$0</b>	<b>\$220,939</b>	<b>\$0</b>	<b>\$1,104,695</b>

**TIP Code:** 40044    **Facility:** VA    **Location/Limits From:** ALONG CHIESA ROAD FROM SCHRADE ROAD    **Modification #:** 2021-0280  
**Impementing Agency:** ROWLETT    **Location/Limits To:** NORTH OF MILLER ROAD  
**County:** DALLAS    **CSJ:** 0918-47-207  
**City:** ROWLETT    **Desc:** SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO HEFURTH ELEMENTARY SCHOOL INCLUDING NEW SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, RAMPS, AND SIGNAGE  
**Request:** CANCEL PROJECT AT THE CITY'S REQUEST; CITY WILL FUND THE CONSTRUCTION OF SIDEWALKS IN FY2024 AS A PART OF A PROJECT TO WIDEN CHIESA ROAD  
**Comment:** 2017 TA SET-ASIDE CFP

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0918-47-207	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$134,900	\$134,900
2022	CON	0918-47-207	Cat 9 TA Set Aside:	\$349,348	\$0	\$0	\$87,337	\$0	\$436,685
<b>Grand Total:</b>				<b>\$349,348</b>	<b>\$0</b>	<b>\$0</b>	<b>\$87,337</b>	<b>\$134,900</b>	<b>\$571,585</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0918-47-207	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
2022	CON	0918-47-207	Cat 9 TA Set Aside:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>



## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 25069     **Facility:** VA     **Location/Limits From:** COLLIN CREEK MALL AT PARK BLVD AND US 75     **Modification #:** 2021-0283  
**Impementing Agency:** PLANO  
**County:** COLLIN     **CSJ:** 0918-24-262  
**City:** PLANO     **Desc:** CONSTRUCT 2,000 VEHICLE CAPACITY PARKING GARAGE TO PROVIDE PARKING FOR DOWNTOWN PLANO LIGHT RAIL STATION AND ADJACENT MIXED-USE DEVELOPMENT; INCLUDES ELECTRIC VEHICLE CHARGING INFRASTRUCTURE  
**Request:** REVISE LIMITS FROM COLLIN CREEK GARAGE AT 15TH STREET AND US 75; DELAY CONSTRUCTION PHASE TO FY2022  
**Comment:** FEDERAL FUNDS FOR PUBLIC SPACES; LOCAL FUNDS FOR PRIVATE SPACES; \$15 MILLION TO BE REPAID BY PLANO; LOCAL CONTRIBUTION PAID BY CITY OF PLANO

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	CON	0918-24-262	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$17,500,000	\$17,500,000
2021	CON	0918-24-262	STBG:	\$30,000,000	\$0	\$0	\$7,500,000	\$0	\$37,500,000
<b>Phase Subtotal:</b>				<b>\$30,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,500,000</b>	<b>\$17,500,000</b>	<b>\$55,000,000</b>
<b>Grand Total:</b>				<b>\$30,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,500,000</b>	<b>\$17,500,000</b>	<b>\$55,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	CON	0918-24-262	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$17,500,000	\$17,500,000
2022	CON	0918-24-262	STBG:	\$30,000,000	\$0	\$0	\$7,500,000	\$0	\$37,500,000
<b>Phase Subtotal:</b>				<b>\$30,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,500,000</b>	<b>\$17,500,000</b>	<b>\$55,000,000</b>
<b>Grand Total:</b>				<b>\$30,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,500,000</b>	<b>\$17,500,000</b>	<b>\$55,000,000</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 25036      **Facility:** IH 30      **Location/Limits From:** MACARTHUR      **Modification #:** 2021-0284  
**Impementing Agency:** GRAND PRAIRIE      **Location/Limits To:** SH 161  
**County:** DALLAS      **CSJ:** 1068-04-176  
**City:** GRAND PRAIRIE      **Desc:** INSTALLATION OF NEW DYNAMIC MESSAGE SIGNS AND NEW CCTV CAMERAS  
**Request:** DELAY ENGINEERING PHASE TO FY2021 AND CONSTRUCTION PHASE TO FY2023; INCREASE ENGINEERING FUNDING IN FY2021  
**Comment:** LOCAL CONTRIBUTION PAID BY CITY OF GRAND PRAIRIE

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	1068-04-176	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$75,000	\$75,000
2021	CON	1068-04-176	Cat 5:	\$400,480	\$100,120	\$0	\$0	\$0	\$500,600
<b>Grand Total:</b>				<b>\$400,480</b>	<b>\$100,120</b>	<b>\$0</b>	<b>\$0</b>	<b>\$75,000</b>	<b>\$575,600</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1068-04-176	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$76,322	\$76,322
2023	CON	1068-04-176	Cat 5:	\$400,480	\$100,120	\$0	\$0	\$0	\$500,600
<b>Grand Total:</b>				<b>\$400,480</b>	<b>\$100,120</b>	<b>\$0</b>	<b>\$0</b>	<b>\$76,322</b>	<b>\$576,922</b>

# PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 19010     **Facility:** CS     **Location/Limits From:** ON US 380/WEST UNIVERSITY DRIVE AT COMMUNITY AVE     **Modification #:** 2021-0286  
**Impementing Agency:** MCKINNEY  
**County:** COLLIN     **CSJ:** 0135-02-067  
**City:** MCKINNEY     **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING DUAL LEFT TURN LANES AND RIGHT TURN LANES  
**Request:** INCREASE CMAQ FUNDING IN FY2023 AND REMOVE LOCAL CONTRIBUTION FUNDING IN FY2023 IN ORDER TO UTILIZE ADDITIONAL MTP POLICY BUNDLE TDCS  
**Comment:** 240,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 AND MTP POLICY BUNDLE TDCS; LOCAL CONTRIBUTION PAID BY CITY OF MCKINNEY

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0135-02-067	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$250,000	\$250,000
2022	ROW	0135-02-067	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$340,000	\$340,000
2023	CON	0135-02-067	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$535,294	\$535,294
2023	CON	0135-02-067	Cat 3 - TDC (MPO):	\$0	\$0	\$132,941	\$0	\$0	\$0
2023	CON	0135-02-067	Cat 5:	\$664,706	\$0	\$0	\$0	\$0	\$664,706
<b>Phase Subtotal:</b>				<b>\$664,706</b>	<b>\$0</b>	<b>\$132,941</b>	<b>\$0</b>	<b>\$535,294</b>	<b>\$1,200,000</b>
<b>Grand Total:</b>				<b>\$664,706</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,125,294</b>	<b>\$1,790,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0135-02-067	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$250,000	\$250,000
2022	ROW	0135-02-067	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$340,000	\$340,000
2024	CON	0135-02-067	Cat 3 - TDC (MPO):	\$0	\$0	\$240,000	\$0	\$0	\$0
2024	CON	0135-02-067	Cat 5:	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000
<b>Phase Subtotal:</b>				<b>\$1,200,000</b>	<b>\$0</b>	<b>\$240,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,200,000</b>
<b>Grand Total:</b>				<b>\$1,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$590,000</b>	<b>\$1,790,000</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 40065      **Facility:** VA      **Location/Limits From:** JULIA BURGEN LINEAR PARK TRAIL SYSTEM; FROM THE EXISTING PATH EAST OF MARY STREET      **Modification #:** 2021-0287  
**Impementing Agency:** ARLINGTON      **Location/Limits To:** S. PECAN STREET  
**County:** TARRANT      **CSJ:** 0902-90-085  
**City:** ARLINGTON      **Desc:** CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS OVER TRADING HORSE TRIBUTARY  
**Request:** DELAY CONSTRUCTION AND CONSTRUCTION ENGINEERING PHASES TO FY2023  
**Comment:** 2017 TA SET-ASIDE CFP; TOTAL PROJECT FUNDING IS SPLIT 50% FEDERAL/50% LOCAL; LOCAL CONTRIBUTION PAID BY CITY OF ARLINGTON; PROJECT GROUPED UNDER 5000-00-916

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0902-90-085	Cat 9 TA Set Aside:	\$126,496	\$0	\$0	\$31,624	\$0	\$158,120
2021	CON	0902-90-085	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$406,926	\$406,926
2021	CON	0902-90-085	Cat 9 TA Set Aside:	\$379,092	\$0	\$0	\$94,773	\$0	\$473,865
<b>Phase Subtotal:</b>				<b>\$379,092</b>	<b>\$0</b>	<b>\$0</b>	<b>\$94,773</b>	<b>\$406,926</b>	<b>\$880,791</b>
2021	CONENG	0902-90-085	Cat 9 TA Set Aside:	\$36,980	\$0	\$0	\$9,245	\$0	\$46,225
<b>Grand Total:</b>				<b>\$542,568</b>	<b>\$0</b>	<b>\$0</b>	<b>\$135,642</b>	<b>\$406,926</b>	<b>\$1,085,136</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0902-90-085	Cat 9 TA Set Aside:	\$126,496	\$0	\$0	\$31,624	\$0	\$158,120
2023	CON	0902-90-085	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$406,926	\$406,926
2023	CON	0902-90-085	Cat 9 TA Set Aside:	\$379,092	\$0	\$0	\$94,773	\$0	\$473,865
<b>Phase Subtotal:</b>				<b>\$379,092</b>	<b>\$0</b>	<b>\$0</b>	<b>\$94,773</b>	<b>\$406,926</b>	<b>\$880,791</b>
2023	CONENG	0902-90-085	Cat 9 TA Set Aside:	\$36,980	\$0	\$0	\$9,245	\$0	\$46,225
<b>Grand Total:</b>				<b>\$542,568</b>	<b>\$0</b>	<b>\$0</b>	<b>\$135,642</b>	<b>\$406,926</b>	<b>\$1,085,136</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 11682      **Facility:** VA      **Location/Limits From:** CITY OF FRISCO - AUTOMATED VEHICLE DEPLOYMENT; BOUNDED BY LEBANON RD TO THE NORTH,      **Modification #:** 2021-0289  
**Impementing Agency:** FRISCO      **Location/Limits To:** DALLAS PARKWAY TO THE EAST, SH 121 TO THE SOUTH, AND LEGACY DR TO THE WEST  
**County:** COLLIN      **CSJ:** 0918-24-257  
**City:** FRISCO      **Desc:** IMPLEMENT A LOW/MEDIUM SPEED AV SHUTTLE DEPLOYMENT FOR EMPLOYEES/RESIDENTS/VISITORS OF \$5 BILLION DOLLAR MILE, AND HALL PARK; CITY WILL CONTRACT FOR SERVICES/OPERATION OF SHUTTLE  
**Request:** CANCEL PROJECT AT THE CITY'S REQUEST (PROJECT NOT VIABLE)

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	IMP	0918-24-257	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$125,000	\$125,000
2021	IMP	0918-24-257	Cat 7:	\$300,000	\$0	\$0	\$75,000	\$0	\$375,000
<b>Phase Subtotal:</b>				<b>\$300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$75,000</b>	<b>\$125,000</b>	<b>\$500,000</b>
<b>Grand Total:</b>				<b>\$300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$75,000</b>	<b>\$125,000</b>	<b>\$500,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	IMP	0918-24-257	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
2021	IMP	0918-24-257	Cat 7:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**TIP Code:** 84158      **Facility:** MH      **Location/Limits From:** ON CHISHOLM TRAIL PARKWAY FROM FM 1187      **Modification #:** 2021-0293  
**Impementing Agency:** NTTA      **Location/Limits To:** US 67  
**County:** JOHNSON      **CSJ:** 0000-02-052  
**City:** VARIOUS      **Desc:** CONSTRUCT 0 TO 2 LANE SOUTH BOUND FRONTAGE ROAD  
**Request:** CHANGE SCOPE TO CONSTRUCT 0 TO 2 LANE SOUTHBOUND MAINLANES  
**Comment:** LOCAL CONTRIBUTION PAID BY NTTA

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0000-02-052	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$25,000,000	\$25,000,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000,000</b>	<b>\$25,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0000-02-052	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$25,000,000	\$25,000,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000,000</b>	<b>\$25,000,000</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 21020      **Facility:** CS      **Location/Limits From:** FOREST HILL DR AT FOREST HILL CIRCLE      **Modification #:** 2021-0296  
**Impementing Agency:** FOREST HILL  
**County:** TARRANT      **CSJ:** 0902-90-219  
**City:** FOREST HILL      **Desc:** CONSTRUCT SIGNAL AND INTERSECTION IMPROVEMENTS, INCLUDING SIGNAL RETIMING  
**Request:** DELAY CONSTRUCTION TO FY2024 AFTER ORIGINAL RTC APPROVAL; ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON NOVEMBER 12, 2020  
**Comment:** 100,000 OF TRANSPORATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	CON	0902-90-219	Cat 3 - TDC (MPO):	\$0	\$0	\$100,000	\$0	\$0	\$0
2024	CON	0902-90-219	Cat 5:	\$500,000	\$0	\$0	\$0	\$0	\$500,000
<b>Phase Subtotal:</b>				<b>\$500,000</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>
<b>Grand Total:</b>				<b>\$500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>

**TIP Code:** 25091      **Facility:** VA      **Location/Limits From:** SPRING VALLEY/SHERMAN, BUCKINGHAM/COLLEGE PARK, BELT LINE/PLANO, CAMPBELL/GREENVILLE, CENTENNIAL/ABRAMS      **Modification #:** 2021-0301  
**Impementing Agency:** RICHARDSON      **Location/Limits To:** CENTENNIAL/GREENVILLE, RENNER/SHILOH, COIT/SPRING VALLEY  
**County:** VARIOUS      **CSJ:** 0918-24-266  
**City:** RICHARDSON      **Desc:** TRAFFIC SIGNAL IMPROVEMENTS  
**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS A GROUPED PROJECT  
**Comment:** 332,132 OF TRANSPORATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; POLICY BUNDLE TDCS; GROUPED CSJ 5800-00-915; LOCAL CONTRIBUTION PAID BY CITY OF RICHARDSON; RELATED TO CSJS 0918-47-334, 0918-47-335, 0918-47-338, 0918-47-337, 0918-47-336, 0918-47-332, 0918-47-331

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-24-266	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$240,000	\$240,000
2022	CON	0918-24-266	Cat 3 - TDC (MPO):	\$0	\$0	\$332,132	\$0	\$0	\$0
2022	CON	0918-24-266	Cat 8:	\$3,321,316	\$0	\$0	\$0	\$0	\$3,321,316
<b>Phase Subtotal:</b>				<b>\$3,321,316</b>	<b>\$0</b>	<b>\$332,132</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,321,316</b>
<b>Grand Total:</b>				<b>\$3,321,316</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$240,000</b>	<b>\$3,561,316</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14081      **Facility:** VA      **Location/Limits From:** ON GREAT SOUTHWEST PARKWAY FROM EASTBOUND IH 20 FRONTAGE ROAD      **Modification #:** 2021-0309  
**Impementing Agency:** GRAND PRAIRIE      **Location/Limits To:** WESTBOUND IH 20 FRONTAGE ROAD  
**County:** TARRANT      **CSJ:** 2374-05-092  
**City:** GRAND PRAIRIE      **Desc:** WIDEN ROADWAY FROM 4 TO 6 LANES WITH SIDEWALKS  
**Request:** DELAY ENGINEERING, ROW, AND UTILITY PHASES TO FY2021; DELAY CONSTRUCTION PHASE TO FY2025  
**Comment:** LOCAL CONTRIBUTION PAID BY CITY OF GRAND PRAIRIE; CMAQ FOR SIDEWALKS ONLY

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	2374-05-092	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$330,300	\$330,300
2020	ROW	2374-05-092	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2020	UTIL	2374-05-092	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2021	CON	2374-05-092	Cat 5:	\$375,200	\$93,800	\$0	\$0	\$0	\$469,000
2021	CON	2374-05-092	STBG:	\$1,751,200	\$437,800	\$0	\$0	\$0	\$2,189,000
<b>Phase Subtotal:</b>				<b>\$2,126,400</b>	<b>\$531,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,658,000</b>
<b>Grand Total:</b>				<b>\$2,126,400</b>	<b>\$531,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$530,300</b>	<b>\$3,188,300</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	2374-05-092	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$330,300	\$330,300
2021	ROW	2374-05-092	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2021	UTIL	2374-05-092	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2025	CON	2374-05-092	Cat 5:	\$375,200	\$93,800	\$0	\$0	\$0	\$469,000
2025	CON	2374-05-092	STBG:	\$1,751,200	\$437,800	\$0	\$0	\$0	\$2,189,000
<b>Phase Subtotal:</b>				<b>\$2,126,400</b>	<b>\$531,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,658,000</b>
<b>Grand Total:</b>				<b>\$2,126,400</b>	<b>\$531,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$530,300</b>	<b>\$3,188,300</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 25092      **Facility:** VA      **Location/Limits From:** DEEP ELLUM PARKING IMPROVEMENTS; FROM ELM ST      **Modification #:** 2021-0333  
**Impementing Agency:** DALLAS      **Location/Limits To:** IH 30  
**County:** DALLAS      **CSJ:** 0918-47-363  
**City:** DALLAS      **Desc:** CONSTRUCT NEW PARKING FACILITIES IN THE VACANT LAND UNDER IH 345 AND CONSTRUCT IMPROVEMENTS TO THE EXISTING PARKING LOTS UNDER IH 345, INCLUDING ELECTRIC VEHICLES CHARGING TECHNOLOGY, PARKING METERS, WAYFINDING, AND OTHER INNOVATIVE IMPROVEMENTS  
**Request:** APPROVE PROJECT DETAILS AND THE USE OF TDCS AFTER RTC ACTION, AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON SEPTEMBER 12, 2019; DELAY CONSTRUCTION PHASE TO FY2024 AFTER RTC ACTION  
**Comment:** 900,000 TRANSPORTATION DEVELOPMENT CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0918-47-363	Cat 3 - TDC (MPO):	\$0	\$0	\$100,000	\$0	\$0	\$0
2022	ENG	0918-47-363	STBG:	\$500,000	\$0	\$0	\$0	\$0	\$500,000
<b>Phase Subtotal:</b>				<b>\$500,000</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>
2024	CON	0918-47-363	Cat 3 - TDC (MPO):	\$0	\$0	\$800,000	\$0	\$0	\$0
2024	CON	0918-47-363	STBG:	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000
<b>Phase Subtotal:</b>				<b>\$4,000,000</b>	<b>\$0</b>	<b>\$800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>
<b>Grand Total:</b>				<b>\$4,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,500,000</b>

**TIP Code:** 25093      **Facility:** VA      **Location/Limits From:** DEEP ELLUM AREA PEDESTRIAN AND TRAFFIC SIGNAL IMPROVEMENTS, BOUNDED BY LIVE OAK ST TO THE NORTH,      **Modification #:** 2021-0334  
**Impementing Agency:** DALLAS      **Location/Limits To:** HALL ST TO THE EAST, IH 30 TO THE SOUTH, AND CESAR CHAVEZ BLVD TO THE WEST  
**County:** DALLAS      **CSJ:** 0918-47-362  
**City:** DALLAS      **Desc:** CONSTRUCT NEW SIDEWALKS, ADA RAMPS, CURB EXTENSIONS, PEDESTRIAN LIGHTING, AND UPGRADES TO TRAFFIC SIGNALS IN THE DEEP ELLUM AREA  
**Request:** APPROVE PROJECT DETAILS AND THE USE OF TDCS, AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON SEPTEMBER 12, 2019  
**Comment:** 1,100,000 TRANSPORTATION DEVELOPMENT CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0918-47-362	Cat 3 - TDC (MPO):	\$0	\$0	\$80,000	\$0	\$0	\$0
2022	ENG	0918-47-362	Cat 5:	\$400,000	\$0	\$0	\$0	\$0	\$400,000
<b>Phase Subtotal:</b>				<b>\$400,000</b>	<b>\$0</b>	<b>\$80,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,000</b>
2024	CON	0918-47-362	Cat 3 - TDC (MPO):	\$0	\$0	\$1,020,000	\$0	\$0	\$0
2024	CON	0918-47-362	Cat 5:	\$5,100,000	\$0	\$0	\$0	\$0	\$5,100,000
<b>Phase Subtotal:</b>				<b>\$5,100,000</b>	<b>\$0</b>	<b>\$1,020,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,100,000</b>
<b>Grand Total:</b>				<b>\$5,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,500,000</b>



## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 25095      **Facility:** CS      **Location/Limits From:** BOUNDED BY LOGAN ST ON THE NORTH, BUDD ST ON THE SOUTH      **Modification #:** 2021-0338  
**Impementing Agency:** DALLAS      **Location/Limits To:** IDEAL AVE ON THE EAST, AND TO IH 45 ON THE WEST  
**County:** DALLAS      **CSJ:** 0918-47-365  
**City:** DALLAS      **Desc:** CREATE A TECHNOLOGY ARTERIAL IN THE SM WRIGHT CORRIDOR AREA BY DEPLOYING A WIDE ARRAY OF INTERCONNECTED TRANSPORTATION, PEDESTRIAN, AND TRANSIT INFRASTRUCTURE IMPROVEMENTS  
**Request:** ADD NEW FUNDING AND NEW PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	CON	0918-47-365	Cat 10 - ATCMTD	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000
2022	CON	0918-47-365	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2022	CON	0918-47-365	Cat 3 - RTC/Local:	\$0	\$0	\$2,000,000	\$0	\$0	\$2,000,000
<b>Phase Subtotal:</b>				<b>\$4,000,000</b>	<b>\$0</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$2,000,000</b>	<b>\$8,000,000</b>
<b>Grand Total:</b>				<b>\$4,000,000</b>	<b>\$0</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$2,000,000</b>	<b>\$8,000,000</b>

# PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 13044      **Facility:** US 75      **Location/Limits From:** AT RIDGEVIEW DRIVE      **Modification #:** 2021-0347  
**Impementing Agency:** TXDOT-DALLAS  
**County:** COLLIN      **CSJ:** 0047-06-161  
**City:** ALLEN      **Desc:** RECONSTRUCT INTERCHANGE  
**Request:** ADD STBG FUNDING TO THE CONSTRUCTION PHASE AND ADVANCE CONSTRUCTION TO FY2022; FUNDING INCREASE OFFSET BY A DECREASE ON TIP 30006/CSJ 0047-06-158  
**Comment:** REGIONAL 10 YEAR PLAN PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0047-06-161	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2021	ROW	0047-06-161	SW ROW:	\$4,000,000	\$500,000	\$0	\$500,000	\$0	\$5,000,000
2024	CON	0047-06-161	Cat 1:	\$2,000,000	\$500,000	\$0	\$0	\$0	\$2,500,000
2024	CON	0047-06-161	Cat 2M:	\$20,924,082	\$5,231,020	\$0	\$0	\$0	\$26,155,102
<b>Phase Subtotal:</b>				<b>\$22,924,082</b>	<b>\$5,731,020</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$28,655,102</b>
<b>Grand Total:</b>				<b>\$26,924,082</b>	<b>\$7,731,020</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$35,155,102</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0047-06-161	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2021	ROW	0047-06-161	SW ROW:	\$4,000,000	\$500,000	\$0	\$500,000	\$0	\$5,000,000
2022	CON	0047-06-161	Cat 1:	\$2,000,000	\$500,000	\$0	\$0	\$0	\$2,500,000
2022	CON	0047-06-161	Cat 2M:	\$20,924,082	\$5,231,020	\$0	\$0	\$0	\$26,155,102
2022	CON	0047-06-161	STBG:	\$7,156,475	\$1,789,119	\$0	\$0	\$0	\$8,945,594
<b>Phase Subtotal:</b>				<b>\$30,080,557</b>	<b>\$7,520,139</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$37,600,696</b>
<b>Grand Total:</b>				<b>\$34,080,557</b>	<b>\$9,520,139</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$44,100,696</b>

# PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14071      **Facility:** FM 1378      **Location/Limits From:** AT FM 3286      **Modification #:** 2021-0349  
**Impementing Agency:** TXDOT-DALLAS  
**County:** COLLIN      **CSJ:** 1392-01-044  
**City:** LUCAS      **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS (SIDEWALKS AND TURN LANES)  
**Request:** SPLIT PROJECT INTO TWO SEGMENTS WITH THIS PROJECT BEING THE FIRST SEGMENT; REVISE LIMITS TO FM 1378 FROM FM 3286 TO SOUTH OF FM 3286; ADVANCE CONSTRUCTION PHASE TO FY2023  
**Comment:** RELATED TO TIP 14071.2/CSJ 3476-02-013; CMAQ IS FOR NEW SIGNALS, TURN LANES, PEDESTRIAN IMPROVEMENTS, AND INTERSCTION IMPROVEMENTS ONLY

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1392-01-044	SW PE:	\$0	\$300,000	\$0	\$0	\$0	\$300,000
2021	ROW	1392-01-044	SW ROW:	\$800,000	\$100,000	\$0	\$100,000	\$0	\$1,000,000
2024	CON	1392-01-044	Cat 5:	\$3,028,548	\$757,137	\$0	\$0	\$0	\$3,785,685
<b>Grand Total:</b>				<b>\$3,828,548</b>	<b>\$1,157,137</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$5,085,685</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1392-01-044	SW PE:	\$0	\$300,000	\$0	\$0	\$0	\$300,000
2021	ROW	1392-01-044	SW ROW:	\$800,000	\$100,000	\$0	\$100,000	\$0	\$1,000,000
2024	CON	1392-01-044	Cat 5:	\$1,660,000	\$415,000	\$0	\$0	\$0	\$2,075,000
2024	CON	1392-01-044	STBG:	\$1,368,548	\$342,137	\$0	\$0	\$0	\$1,710,685
<b>Phase Subtotal:</b>				<b>\$3,028,548</b>	<b>\$757,137</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,785,685</b>
<b>Grand Total:</b>				<b>\$3,828,548</b>	<b>\$1,157,137</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$5,085,685</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14071.2     **Facility:** FM 3286     **Location/Limits From:** FM 1378     **Modification #:** 2021-0350  
**Impementing Agency:** TXDOT-DALLAS     **Location/Limits To:** EAST OF FM 1378  
**County:** COLLIN     **CSJ:** 3476-02-013  
**City:** LUCAS     **Desc:** CONSTRUCT INTERSECTION IMPROVEMENT (SIDEWALK AND TURN LANES)  
**Request:** SPLIT FROM TIP 14071/CSJ 1392-01-044 AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); THIS PROJECT REPRESENTS A \$2,750,000 COST INCREASE FROM THE AMOUNT FUNDED ON THE ORIGINAL PROJECT

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	3476-02-013	SW PE:	\$0	\$200,000	\$0	\$0	\$0	\$200,000
2022	ROW	3476-02-013	SW ROW:	\$400,000	\$50,000	\$0	\$50,000	\$0	\$500,000
2024	CON	3476-02-013	Cat 5:	\$744,000	\$186,000	\$0	\$0	\$0	\$930,000
2024	CON	3476-02-013	STBG:	\$1,456,000	\$364,000	\$0	\$0	\$0	\$1,820,000
<b>Phase Subtotal:</b>				<b>\$2,200,000</b>	<b>\$550,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,750,000</b>
<b>Grand Total:</b>				<b>\$2,600,000</b>	<b>\$800,000</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$3,450,000</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

<b>TIP Code:</b> 53086	<b>Facility:</b> US 80	<b>Location/Limits From:</b> LAWSON ROAD (DALLAS/KAUFMAN C/L)	<b>Modification #:</b> 2021-0351
<b>Impementing Agency:</b> TXDOT-DALLAS		<b>Location/Limits To:</b> FM 460	
<b>County:</b> KAUFMAN	<b>CSJ:</b> 0095-03-080		
<b>City:</b> DALLAS	<b>Desc:</b> RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES AND RECONSTRUCT AND WIDEN 2/4 LANE DISCONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS		
	<b>Request:</b> ADVANCE CONSTRUCTION TO FY2023; ADD CAT 11 FUNDING TO CONSTRUCTION IN FY2023		
	<b>Comment:</b> REGIONAL 10 YEAR PLAN PROJECT		

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0095-03-080	SW PE:	\$0	\$7,000,000	\$0	\$0	\$0	\$7,000,000
2021	ROW	0095-03-080	SW ROW:	\$9,600,000	\$1,200,000	\$0	\$1,200,000	\$0	\$12,000,000
2025	CON	0095-03-080	Cat 4:	\$106,400,000	\$26,600,000	\$0	\$0	\$0	\$133,000,000
<b>Grand Total:</b>				<b>\$116,000,000</b>	<b>\$34,800,000</b>	<b>\$0</b>	<b>\$1,200,000</b>	<b>\$0</b>	<b>\$152,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0095-03-080	SW PE:	\$0	\$7,000,000	\$0	\$0	\$0	\$7,000,000
2021	ROW	0095-03-080	SW ROW:	\$9,600,000	\$1,200,000	\$0	\$1,200,000	\$0	\$12,000,000
2023	CON	0095-03-080	Cat 11:	\$803,053	\$200,763	\$0	\$0	\$0	\$1,003,816
2023	CON	0095-03-080	Cat 4:	\$106,400,000	\$26,600,000	\$0	\$0	\$0	\$133,000,000
<b>Phase Subtotal:</b>				<b>\$107,203,053</b>	<b>\$26,800,763</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$134,003,816</b>
<b>Grand Total:</b>				<b>\$116,803,053</b>	<b>\$35,000,763</b>	<b>\$0</b>	<b>\$1,200,000</b>	<b>\$0</b>	<b>\$153,003,816</b>

<b>TIP Code:</b> 13043.2	<b>Facility:</b> IH 30	<b>Location/Limits From:</b> IH 635	<b>Modification #:</b> 2021-0353
<b>Impementing Agency:</b> TXDOT-DALLAS		<b>Location/Limits To:</b> BASS PRO DRIVE (IN GARLAND)	
<b>County:</b> DALLAS	<b>CSJ:</b> 0009-11-259		
<b>City:</b> VARIOUS	<b>Desc:</b> OPERATIONAL IMPROVEMENTS AND BOTTLENECK REMOVAL		
	<b>Request:</b> SPLIT FROM TIP 13043/CSJ 0009-11-129 AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		
	<b>Comment:</b> RELATED TO TIP 13043/CSJ 0009-11-129		

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0009-11-259	SW PE:	\$0	\$4,000,000	\$0	\$0	\$0	\$4,000,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$4,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 21028      **Facility:** VA      **Location/Limits From:** HIGH-SPEED RAIL/CEDARS PLANNING STUDY BOUNDED BY GOOD LATIMER ON THE EAST, CORINTH ON THE SOUTH      **Modification #:** 2021-0361  
**Impementing Agency:** NCTCOG      **Location/Limits To:** THE TRINITY RIVER ON THE WEST, AND YOUNG STREET ON THE NORTH PLANNING STUDY TO LOOK AT POTENTIAL  
  
**County:** DALLAS      **CSJ:** 0918-46-364  
**City:** DALLAS      **Desc:** IMPROVEMENTS TO THE GRID SYSTEM OVER IH 30 & IN THE CEDARS NEIGHBORHOOD OF DALLAS, & TO REVIEW THE POTENTIAL FOR PLACING STRUCTURES ON TOP OF IH 30; INCL. PRELIMINARY ENGINEERING FOR IMPROVEMENTS THAT COME OUT OF PLANNING WORK  
**Request:** CHANGE SOURCE OF MATCH FROM LOCAL TO TRANSPORTATION DEVELOPMENT CREDITS (TDCS) AFTER ORIGINAL RTC ACTION; ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** 800,000 OF TRANSPORATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0918-46-364	Cat 3 - TDC (MPO):	\$0	\$0	\$800,000	\$0	\$0	\$0
2022	ENG	0918-46-364	STBG:	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000
<b>Phase Subtotal:</b>				<b>\$4,000,000</b>	<b>\$0</b>	<b>\$800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>
<b>Grand Total:</b>				<b>\$4,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>

**TIP Code:** 25094      **Facility:** VA      **Location/Limits From:** AGILE CURRICULUM PROGRAM      **Modification #:** 2021-0370  
**Impementing Agency:** NCTCOG  
**County:** VARIOUS      **CSJ:** N/A  
**City:** VARIOUS      **Desc:** AGILE CURRICULUM PROGRAM  
**Request:** ADD NEW PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$150,000	\$0	\$0	\$150,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$150,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,000</b>

# PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 11237.2     **Facility:** CS     **Location/Limits From:** ON CONFLANS RD FROM SH 161     **Modification #:** 2021-0373  
**Impementing Agency:** IRVING     **Location/Limits To:** VALLEY VIEW LANE  
**County:** DALLAS     **CSJ:** 0918-45-812  
**City:** IRVING     **Desc:** CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH  
**Request:** INCREASE CONSTRUCTION AND CONSTRUCTION ENGINEERING FUNDING IN FY2025; DECREASE LOCAL CONTRIBUTION FOR ROW PHASE IN FY2019  
**Comment:** MPO MILESTONE POLICY PROJECT (ROUND 2); LOCAL CONTRIBUTION PAID BY CITY OF IRVING

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0918-45-812	Cat 7:	\$780,078	\$0	\$0	\$197,250	\$0	\$977,328
2015	ENG	0918-45-812	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$315,756	\$315,756
2019	ENV	0918-45-812	Cat 7:	\$126,400	\$0	\$0	\$31,600	\$0	\$158,000
2019	ENG	0918-45-812	Cat 7:	\$462,910	\$0	\$0	\$115,727	\$0	\$578,637
2019	ROW	0918-45-812	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,440,000	\$2,440,000
2019	ROW	0918-45-812	STBG:	\$960,000	\$0	\$0	\$240,000	\$0	\$1,200,000
<b>Phase Subtotal:</b>				<b>\$960,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$240,000</b>	<b>\$2,440,000</b>	<b>\$3,640,000</b>
2019	UTIL	0918-45-812	STBG:	\$1,760,000	\$0	\$0	\$440,000	\$0	\$2,200,000
2025	CON	0918-45-812	STBG:	\$3,744,090	\$0	\$0	\$936,023	\$0	\$4,680,113
2025	CONENG	0918-45-812	STBG:	\$406,400	\$0	\$0	\$101,600	\$0	\$508,000
<b>Grand Total:</b>				<b>\$8,239,878</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,062,200</b>	<b>\$2,755,756</b>	<b>\$13,057,834</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0918-45-812	Cat 7:	\$780,078	\$0	\$0	\$197,250	\$0	\$977,328
2015	ENG	0918-45-812	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$315,756	\$315,756
2019	ENV	0918-45-812	Cat 7:	\$126,400	\$0	\$0	\$31,600	\$0	\$158,000
2019	ENG	0918-45-812	Cat 7:	\$462,910	\$0	\$0	\$115,727	\$0	\$578,637
2019	ROW	0918-45-812	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$300,000	\$300,000
2019	ROW	0918-45-812	STBG:	\$960,000	\$0	\$0	\$240,000	\$0	\$1,200,000
<b>Phase Subtotal:</b>				<b>\$960,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$240,000</b>	<b>\$300,000</b>	<b>\$1,500,000</b>
2019	UTIL	0918-45-812	STBG:	\$1,760,000	\$0	\$0	\$440,000	\$0	\$2,200,000
2025	CON	0918-45-812	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,125,000	\$1,125,000
2025	CON	0918-45-812	STBG:	\$13,500,000	\$0	\$0	\$3,375,000	\$0	\$16,875,000
<b>Phase Subtotal:</b>				<b>\$13,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,375,000</b>	<b>\$1,125,000</b>	<b>\$18,000,000</b>
2025	CONENG	0918-45-812	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$18,750	\$18,750
2025	CONENG	0918-45-812	STBG:	\$625,000	\$0	\$0	\$156,250	\$0	\$781,250
<b>Phase Subtotal:</b>				<b>\$625,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$156,250</b>	<b>\$18,750</b>	<b>\$800,000</b>
<b>Grand Total:</b>				<b>\$18,214,388</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,555,827</b>	<b>\$1,759,506</b>	<b>\$24,529,721</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 83219     **Facility:** CS     **Location/Limits From:** IRVING BOULEVARD/2ND STREET FROM SOWERS ROAD     **Modification #:** 2021-0374  
**Impementing Agency:** IRVING     **Location/Limits To:** LEE STREET  
**County:** DALLAS     **CSJ:** 0918-47-073  
**City:** IRVING     **Desc:** PLANNING AND IMPLEMENTATION STUDY FOR IRVING BOULEVARD/2ND STREET TO MOVE FROM TXDOT ON-SYSTEM TO CITY OF IRVING CONTROL; IMPLEMENTING COMPLETE STREETS THROUGH THE DOWNTOWN CORE  
**Request:** REMOVE THE PROJECT AND ASSOCIATED CONGRESSIONAL EARMARK FUNDING FROM APPENDIX D OF THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS PROJECT IS NO LONGER VIABLE  
**Comment:** MPO MILESTONE POLICY PROJECT (ROUND 2)

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	IMP	0918-47-073	Cat 10 - Cong Earmark:	\$380,000	\$0	\$0	\$0	\$0	\$380,000
<b>Grand Total:</b>				<b>\$380,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$380,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	IMP	0918-47-073	Cat 10 - Cong Earmark:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**TIP Code:** 25093.3     **Facility:** VA     **Location/Limits From:** DEEP ELLUM RIDESHARE PLAZA; NORTHEAST CORNER OF N. GOOD LATIMER     **Modification #:** 2021-0379  
**Impementing Agency:** DART     **Location/Limits To:** AT MONUMENT STREET  
**County:** DALLAS     **CSJ:** 0918-47-361  
**City:** DALLAS     **Desc:** CONSTRUCT DEEP ELLUM RIDESHARE PLAZA TO PROVIDE OFF-STREET PASSENGER PICK-UP/DROP-OFF AREA FOR TRANSPORTATION NETWORK COMPANIES IN ORDER TO IMPROVE TRAFFIC FLOW IN DEEP ELLUM  
**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON SEPTEMBER 12, 2019

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	TRANS	0918-47-361	Cat 5:	\$320,000	\$0	\$0	\$80,000	\$0	\$400,000
<b>Grand Total:</b>				<b>\$320,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$80,000</b>	<b>\$0</b>	<b>\$400,000</b>



## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 11546      **Facility:** CS      **Location/Limits From:** TRE CROSSING      **Modification #:** 2021-0390  
**Impementing Agency:** FWTA      **Location/Limits To:** AT BEACH STREET  
**County:** TARRANT      **CSJ:** 0902-48-808  
**City:** FORT WORTH      **Desc:** REPLACE CROSSING  
**Request:** CANCEL PROJECT; MOVE FUNDS TO TRINITY LAKES STATION PROJECT (TIP 14078/CSJ 0902-90-155) AS TRANSFERRED FUNDS CANNOT EASILY BE RETURNED TO REGIONAL POOL

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	CON	0902-48-808	Cat 7:	\$89,780	\$0	\$0	\$22,445	\$0	\$112,225
<b>Grand Total:</b>				<b>\$89,780</b>	<b>\$0</b>	<b>\$0</b>	<b>\$22,445</b>	<b>\$0</b>	<b>\$112,225</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	CON	0902-48-808	Cat 7:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**TIP Code:** 11558      **Facility:** CS      **Location/Limits From:** TRE CROSSING      **Modification #:** 2021-0397  
**Impementing Agency:** FWTA      **Location/Limits To:** AT BELL SPUR  
**County:** TARRANT      **CSJ:** 0902-48-810  
**City:** FORT WORTH      **Desc:** UPGRADE TO QUAD GATES AND RESURFACE CROSSING  
**Request:** CANCEL PROJECT; MOVE FUNDS TO TRINITY LAKES STATION PROJECT (TIP 14078/CSJ 0902-90-155) AS TRANSFERRED FUNDS CANNOT BE EASILY RETURNED TO THE REGIONAL POOL  
**Comment:** PART OF RICHLAND HILLS AND HURST-BELL STATIONS IMPROVEMENTS (TIP 11411/CSJ 0902-48-551)

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	CON	0902-48-810	Cat 7:	\$185,600	\$0	\$0	\$46,400	\$0	\$232,000
<b>Grand Total:</b>				<b>\$185,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$46,400</b>	<b>\$0</b>	<b>\$232,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	CON	0902-48-810	Cat 7:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 11560      **Facility:** CS      **Location/Limits From:** TRE CROSSING      **Modification #:** 2021-0398  
**Impementing Agency:** FWTA      **Location/Limits To:** AT CARSON STREET  
**County:** TARRANT      **CSJ:** 0902-48-811  
**City:** HALTOM CITY      **Desc:** INSTALL VERTICAL PANELS  
**Request:** PROJECT COMPLETE; DECREASE FUNDING AND MOVE REMAINING FUNDS TO TRINITY LAKES STATION PROJECT (TIP 14078/CSJ 0902-90-155) AS TRANSFERRED FUNDS CANNOT BE EASILY RETURNED TO THE REGIONAL POOL

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	CON	0902-48-811	Cat 7:	\$279,610	\$0	\$0	\$69,903	\$0	\$349,513
<b>Grand Total:</b>				<b>\$279,610</b>	<b>\$0</b>	<b>\$0</b>	<b>\$69,903</b>	<b>\$0</b>	<b>\$349,513</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	CON	0902-48-811	Cat 7:	\$18,771	\$0	\$0	\$4,693	\$0	\$23,464
<b>Grand Total:</b>				<b>\$18,771</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,693</b>	<b>\$0</b>	<b>\$23,464</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 11651.4    **Facility:** VA    **Location/Limits From:** ALONG US 377 FROM DESERT RIDGE DR TO EAST OF FLOYD DR, ALONG FLOYD DR FROM US 377 TO W CLAYTON RD    **Modification #:** 2021-0399  
**Impementing Agency:** TXDOT-FORT WORTH    **Location/Limits To:** ALONG CAMP BOWIE W BLVD FROM ALTA MERE DR TO LACKLAND RD, ALONG LACKLAND RD FROM CAMP BOWIE W BLVD TO Z BOAZ PL  
  
**County:** TARRANT    **CSJ:** 0902-90-126  
**City:** FORT WORTH    **Desc:** SAFE ROUTES TO SCHOOL; CONSTRUCT PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS AND CROSSWALKS IN PROXIMITY TO THE APPLIED LEARNING ACADEMY  
**Request:** REVISE FACILITY AND LIMITS TO SS 580 FROM ALTA MERE DRIVE TO LACKLAND RD; CHANGE SCOPE TO CONSTRUCT PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS AND CURB RAMPS; INCREASE CAT 1 CONSTRUCTION FUNDING AND DELAY TO FY2023; REMOVE CMAQ AND LOCAL CONTRIBUTION FUNDING FROM CONSTRUCTION IN FY2022; RETURN CMAQ FUNDING TO THE BICYCLE/PEDESTRIAN SAFETY POOL (TIP 11651/CSJ 0902-00-173)

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-90-126	SW PE:	\$0	\$313,610	\$0	\$0	\$0	\$313,610
2021	ROW	0902-90-126	SW ROW:	\$122,400	\$30,600	\$0	\$0	\$0	\$153,000
2021	UTIL	0902-90-126	SW ROW:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2022	CON	0902-90-126	Cat 1:	\$120,000	\$30,000	\$0	\$0	\$0	\$150,000
2022	CON	0902-90-126	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$37,500	\$37,500
2022	CON	0902-90-126	Cat 5:	\$410,000	\$0	\$0	\$102,500	\$0	\$512,500
<b>Phase Subtotal:</b>				<b>\$530,000</b>	<b>\$30,000</b>	<b>\$0</b>	<b>\$102,500</b>	<b>\$37,500</b>	<b>\$700,000</b>
<b>Grand Total:</b>				<b>\$692,400</b>	<b>\$384,210</b>	<b>\$0</b>	<b>\$102,500</b>	<b>\$37,500</b>	<b>\$1,216,610</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-90-126	SW PE:	\$0	\$313,610	\$0	\$0	\$0	\$313,610
2021	ROW	0902-90-126	SW ROW:	\$122,400	\$30,600	\$0	\$0	\$0	\$153,000
2021	UTIL	0902-90-126	SW ROW:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2023	CON	0902-90-126	Cat 1:	\$440,000	\$110,000	\$0	\$0	\$0	\$550,000
<b>Grand Total:</b>				<b>\$602,400</b>	<b>\$464,210</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,066,610</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 11562      **Facility:** CS      **Location/Limits From:** TRE CROSSING      **Modification #:** 2021-0401  
**Impementing Agency:** FWTA      **Location/Limits To:** AT MOSIER VALLEY ROAD  
**County:** TARRANT      **CSJ:** 0902-48-798, 0902-48-801  
**City:** FORT WORTH      **Desc:** UPGRADE TO QUAD GATES AND RESURFACE CROSSING  
**Request:** CANCEL PROJECT; MOVE FUNDING TO TRINITY LAKES STATION PROJECT (TIP 14078/CSJ 0902-90-155) AS TRANSFERRED FUNDS CANNOT EASILY BE RETURNED TO THE REGIONAL POOL

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ENG	0902-48-798	Cat 7:	\$40,000	\$0	\$0	\$10,000	\$0	\$50,000
2011	CON	0902-48-801	Cat 7:	\$221,900	\$0	\$0	\$55,475	\$0	\$277,375
<b>Grand Total:</b>				<b>\$261,900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$65,475</b>	<b>\$0</b>	<b>\$327,375</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ENG	0902-48-798	Cat 7:	\$0	\$0	\$0	\$0	\$0	\$0
2011	CON	0902-48-801	Cat 7:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 53030      **Facility:** US 81      **Location/Limits From:** NORTH OF HARMON ROAD      **Modification #:** 2021-0403  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** NORTH OF IH 35W  
**County:** TARRANT      **CSJ:** 0014-15-034  
**City:** FORT WORTH      **Desc:** RECONSTRUCT 2 TO 2 LANE EXISTING SOUTHBOUND FRONTAGE ROAD  
**Request:** INCREASE ROW FUNDING IN FY2021; INCREASE OFFSET BY A DECREASE ON TIP 11572/CSJ 0902-48-579; DELAY CONSTRUCTION PHASE TO FY2023  
**Comment:** MPO MILESTONE POLICY (ROUND 2) PROJECT; RELATED TO TIP 53029/CSJ 0014-14-033, 53031/CSJ 0014-15-035, 53032/CSJ 0014-15-036, 11572/CSJ 0902-48-579

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0014-15-034	SW PE:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2021	ROW	0014-15-034	SW ROW:	\$113,600	\$28,400	\$0	\$0	\$0	\$142,000
2022	CON	0014-15-034	Cat 2M:	\$1,230,543	\$307,636	\$0	\$0	\$0	\$1,538,179
2022	CON	0014-15-034	STBG:	\$5,782,257	\$1,445,564	\$0	\$0	\$0	\$7,227,821
<b>Phase Subtotal:</b>				<b>\$7,012,800</b>	<b>\$1,753,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,766,000</b>
<b>Grand Total:</b>				<b>\$7,526,400</b>	<b>\$1,881,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,408,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0014-15-034	SW PE:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2021	ROW	0014-15-034	SW ROW:	\$593,600	\$148,400	\$0	\$0	\$0	\$742,000
2023	CON	0014-15-034	Cat 2M:	\$1,230,543	\$307,636	\$0	\$0	\$0	\$1,538,179
2023	CON	0014-15-034	STBG:	\$5,782,257	\$1,445,564	\$0	\$0	\$0	\$7,227,821
<b>Phase Subtotal:</b>				<b>\$7,012,800</b>	<b>\$1,753,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,766,000</b>
<b>Grand Total:</b>				<b>\$8,006,400</b>	<b>\$2,001,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,008,000</b>

# PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14078      **Facility:** VA      **Location/Limits From:** TRE STATION AT TRINITY LAKES      **Modification #:** 2021-0406

**Impementing Agency:** FWTA

**County:** TARRANT      **CSJ:** 0902-90-155

**City:** FORT WORTH      **Desc:** CONSTRUCT NEW TRE STATION WITH 4 BUS BAYS AND 500-SPACE PARKING LOT

**Request:** TRANSFER FUNDS \$2,733,205 TOTAL (\$2,186,563 FEDERAL AND \$546,642 LOCAL) FROM TRE GRADE CROSSINGS TIP 11544/CSJ 0902-48-805 \$50,000 STBG (\$40,000 FEDERAL AND \$10,000 LOCAL), TIP 11546/CSJ 0902-48-808 \$112,225 STBG (\$89,780 FEDERAL AND \$22,445 LOCAL), TIP 11548/CSJ 0902-48-809 \$93,600 STBG (\$74,880 FEDERAL AND \$18,720 LOCAL), TIP 11549/CSJ 0902-48-806 \$32,500 STBG (\$26,000 FEDERAL AND \$6,500 LOCAL), TIP 11558/CSJ 0902-48-810 \$232,000 STBG (\$185,600 FEDERAL AND \$46,400 LOCAL), TIP 11559/CSJ 0902-48-799 & 0902-48-807 \$505,233 STBG (\$404,186 FEDERAL AND \$101,047 LOCAL), TIP 11560/CSJ 0902-48-811 \$326,049 STBG (\$260,839 FEDERAL AND \$65,210 LOCAL), TIP 11562/CSJ 0902-48-798 & 0902-48-801 \$327,375 STBG (\$261,900 FEDERAL AND \$65,475 LOCAL), TIP 11593/CSJ 0902-90-142 \$1,054,223 12(S) (\$843,378 FEDERAL AND \$210,845 LOCAL); ADD STBG FUNDING TO FY2022

**Comment:** LOCAL CONTRIBUTION PAID BY TRINITY METRO; TRINITY METRO IS RECEIVING FUNDING FROM MILESTONE POLICY ROUND 2 PROJECTS, THEREFORE, THIS PROJECT MUST BE IMPLEMENTED IN A TIMELY MANNER

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	TRANS	0902-90-155	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2020	TRANS	0902-90-155	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$6,875,000	\$6,875,000
2020	TRANS	0902-90-155	Cat 5:	\$4,500,000	\$0	\$0	\$1,125,000	\$0	\$5,625,000
<b>Phase Subtotal:</b>				<b>\$4,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,125,000</b>	<b>\$6,875,000</b>	<b>\$12,500,000</b>
<b>Grand Total:</b>				<b>\$4,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,125,000</b>	<b>\$7,875,000</b>	<b>\$13,500,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	TRANS	0902-90-155	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2020	TRANS	0902-90-155	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$6,875,000	\$6,875,000
2020	TRANS	0902-90-155	Cat 5:	\$4,500,000	\$0	\$0	\$1,125,000	\$0	\$5,625,000
2020	TRANS	0902-90-155	Cat 7:	\$2,186,563	\$0	\$0	\$546,642	\$0	\$2,733,205
<b>Phase Subtotal:</b>				<b>\$6,686,563</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,671,642</b>	<b>\$6,875,000</b>	<b>\$15,233,205</b>
<b>Grand Total:</b>				<b>\$6,686,563</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,671,642</b>	<b>\$7,875,000</b>	<b>\$16,233,205</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 54018      **Facility:** US 377      **Location/Limits From:** END OF BRAZOS RIVER BRIDGE      **Modification #:** 2021-0413  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** HOLMES DR  
**County:** HOOD      **CSJ:** 0080-03-049  
**City:** GRANBURY      **Desc:** WIDEN 3/4 LANE TO 4/6 LANE DIVIDED WITH INTERCHANGE AT SH 144 AND FM 51  
**Request:** INCREASE ROW FUNDING IN FY2022; INCREASE UTILITIES FUNDING IN FY2023; REVISE LIMITS TO US 377 FROM EAST OF BRAZOS RIVER BRIDGE TO WEST OF FM 51; REVISE SCOPE TO US 377: WIDEN 4 LANE TO 6 LANE (WITH A 4 LANE TRANSITIONAL SECTION AT END) WITH 0 TO 4 LN DISCONTINUOUS ACCESS ROADS AND RAMPS; SH 144: WIDEN 4 LN UNDIVIDED TO 4/5 LN DIVIDED AND INTERSECTION IMPROVEMENTS; FM 51: WIDEN 2 LN UNDIVIDED TO 4 LN UNDIVIDED  
**Comment:** REGIONAL 10 YEAR PLAN PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0080-03-049	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2022	ROW	0080-03-049	SW ROW:	\$2,800,000	\$700,000	\$0	\$0	\$0	\$3,500,000
2023	UTIL	0080-03-049	SW ROW:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2025	CON	0080-03-049	Cat 2M:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
<b>Grand Total:</b>				<b>\$27,600,000</b>	<b>\$6,900,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$34,500,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0080-03-049	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2022	ROW	0080-03-049	SW ROW:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2023	UTIL	0080-03-049	SW ROW:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2025	CON	0080-03-049	Cat 2M:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
<b>Grand Total:</b>				<b>\$32,000,000</b>	<b>\$8,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$40,000,000</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 11559      **Facility:** CS      **Location/Limits From:** TRE CROSSING      **Modification #:** 2021-0428  
**Impementing Agency:** FWTA      **Location/Limits To:** AT CALLOWAY CEMETERY  
**County:** TARRANT      **CSJ:** 0902-48-799, 0902-48-807  
**City:** FORT WORTH      **Desc:** UPGRADE TO QUAD GATES AND RESURFACE CROSSING  
**Request:** DECREASE FUNDS BY \$505,233 TOTAL (\$404,186 FEDERAL AND \$101,047 LOCAL) AND TRANSFER SAVINGS TO TRINITY LAKES STATION (TIP 14078/CSJ 0902-90-155) AS TRANSFERRED FUNDS CANNOT EASILY BE RETURNED TO THE REGIONAL POOL  
**Comment:** MPO MILESTONE POLICY (ROUND 2) PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ENG	0902-48-807	Cat 7:	\$40,000	\$0	\$0	\$10,000	\$0	\$50,000
2013	CON	0902-48-799	Cat 7:	\$506,400	\$0	\$0	\$126,600	\$0	\$633,000
2021	TRANS	0902-48-799	Cat 7:	\$504,186	\$0	\$0	\$126,047	\$0	\$630,233
<b>Grand Total:</b>				<b>\$1,050,586</b>	<b>\$0</b>	<b>\$0</b>	<b>\$262,647</b>	<b>\$0</b>	<b>\$1,313,233</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ENG	0902-48-807	Cat 7:	\$40,000	\$0	\$0	\$10,000	\$0	\$50,000
2013	CON	0902-48-799	Cat 7:	\$506,400	\$0	\$0	\$126,600	\$0	\$633,000
2021	TRANS	0902-48-799	Cat 7:	\$100,000	\$0	\$0	\$25,000	\$0	\$125,000
<b>Grand Total:</b>				<b>\$646,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$161,600</b>	<b>\$0</b>	<b>\$808,000</b>

**TIP Code:** 14090.3      **Facility:** IH 635      **Location/Limits From:** SOUTH GARLAND TRANSIT CENTER      **Modification #:** 2021-0429  
**Impementing Agency:** DART      **Location/Limits To:** DFW AIRPORT  
**County:** DALLAS      **CSJ:** 0918-47-316  
**City:** VARIOUS      **Desc:** IMPLEMENT HIGH-INTENSITY BUS SERVICE  
**Request:** CANCEL PROJECT AND MOVE FUNDING TO TIP 14090.1/CSJ 0902-00-207  
**Comment:** RELATED TO TIP 14090.1/CSJ 0000-02-054 AND 14090.2/CSJ 0000-18-111

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	TRANS	0918-47-316	Cat 5:	\$7,000,000	\$0	\$0	\$1,750,000	\$0	\$8,750,000
<b>Grand Total:</b>				<b>\$7,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,750,000</b>	<b>\$0</b>	<b>\$8,750,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	TRANS	0918-47-316	Cat 5:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>



## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14090.2    **Facility:** IH 35W    **Location/Limits From:** FORT WORTH CENTRAL STATION    **Modification #:** 2021-0430  
**Impementing Agency:** DCTA    **Location/Limits To:** TEXAS HEALTH PRESBYTERIAN HOSPITAL PARK AND RIDE LOT IN DENTON  
**County:** VARIOUS    **CSJ:** 0000-18-111  
**City:** VARIOUS    **Desc:** IMPLEMENT HIGH-INTENSITY BUS SERVICE ALONG THE IH 35W CORRIDOR  
**Request:** CANCEL PROJECT AND MOVE FUNDING TO TIP 14090.1/CSJ 0902-00-207

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	TRANS	0000-18-111	Cat 3 - TDC (MPO):	\$0	\$0	\$420,000	\$0	\$0	\$0
2022	TRANS	0000-18-111	Cat 5:	\$2,100,000	\$0	\$0	\$0	\$0	\$2,100,000
<b>Phase Subtotal:</b>				<b>\$2,100,000</b>	<b>\$0</b>	<b>\$420,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,100,000</b>
<b>Grand Total:</b>				<b>\$2,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,100,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	TRANS	0000-18-111	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2022	TRANS	0000-18-111	Cat 5:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14090.1    **Facility:** IH 35W    **Location/Limits From:** FORT WORTH CENTRAL STATION    **Modification #:** 2021-0431  
**Impementing Agency:** FWTA    **Location/Limits To:** TEXAS HEALTH PRESBYTERIAN HOSPITAL PARK AND RIDE LOT IN DENTON  
**County:** VARIOUS    **CSJ:** 0902-00-297  
**City:** VARIOUS    **Desc:** IMPLEMENT HIGH-INTENSITY BUS SERVICE ALONG THE IH 35W CORRIDOR  
**Request:** INCREASE FUNDING IN FY2022; INCREASE IN FUNDING OFFSET BY A DECREASE ON TIP 14090.2/CSJ 0000-18-111 AND TIP 14090.3/CSJ 0918-47-316; CHANGE TDCS TO LOCAL MATCH

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	TRANS	0902-00-297	Cat 3 - TDC (MPO):	\$0	\$0	\$980,000	\$0	\$0	\$0
2022	TRANS	0902-00-297	Cat 5:	\$4,900,000	\$0	\$0	\$0	\$0	\$4,900,000
<b>Phase Subtotal:</b>				<b>\$4,900,000</b>	<b>\$0</b>	<b>\$980,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,900,000</b>
<b>Grand Total:</b>				<b>\$4,900,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,900,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	TRANS	0902-00-297	Cat 5:	\$14,000,000	\$0	\$0	\$3,500,000	\$0	\$17,500,000
<b>Grand Total:</b>				<b>\$14,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,500,000</b>	<b>\$0</b>	<b>\$17,500,000</b>

**TIP Code:** 55269    **Facility:** IH 35E    **Location/Limits From:** FRANKFORD RD    **Modification #:** 2021-0441  
**Impementing Agency:** TXDOT-DALLAS    **Location/Limits To:** CORPORATE DR  
**County:** DENTON    **CSJ:** 0196-02-132  
**City:** VARIOUS    **Desc:** CONSTRUCT OPERATIONAL IMPROVEMENTS ON NORTHBOUND MAINLANES  
**Request:** DELAY ENGINEERING AND CONSTRUCTION PHASES TO FY2025

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0196-02-132	SW PE:	\$0	\$300,000	\$0	\$0	\$0	\$300,000
2022	CON	0196-02-132	STBG:	\$7,200,000	\$1,800,000	\$0	\$0	\$0	\$9,000,000
<b>Grand Total:</b>				<b>\$7,200,000</b>	<b>\$2,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,300,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0196-02-132	SW PE:	\$0	\$300,000	\$0	\$0	\$0	\$300,000
2025	CON	0196-02-132	STBG:	\$7,200,000	\$1,800,000	\$0	\$0	\$0	\$9,000,000
<b>Grand Total:</b>				<b>\$7,200,000</b>	<b>\$2,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,300,000</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14026      **Facility:** US 180      **Location/Limits From:** INTERSECTION AT US 180/FM 2552      **Modification #:** 2021-0457  
**Impementing Agency:** WEATHERFORD      **Location/Limits To:** INTERSECTION AT US180/WACO ST  
**County:** PARKER      **CSJ:** 0008-03-121  
**City:** WEATHERFORD      **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS AT US 180/FM 2552 AND US 180/WACO ST FOR NEW 4 LANE BYPASS CONNECTIONS  
**Request:** DELAY CONSTRUCTION PHASE TO FY2025 DUE TO FISCAL CONSTRAINTS

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0008-03-121	STBG:	\$253,440	\$63,360	\$0	\$0	\$0	\$316,800
2023	CON	0008-03-121	STBG:	\$1,939,773	\$484,943	\$0	\$0	\$0	\$2,424,716
<b>Grand Total:</b>				<b>\$2,193,213</b>	<b>\$548,303</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,741,516</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0008-03-121	STBG:	\$253,440	\$63,360	\$0	\$0	\$0	\$316,800
2025	CON	0008-03-121	STBG:	\$1,939,773	\$484,943	\$0	\$0	\$0	\$2,424,716
<b>Grand Total:</b>				<b>\$2,193,213</b>	<b>\$548,303</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,741,516</b>

**TIP Code:** 14026.3      **Facility:** FM 51      **Location/Limits From:** SOUTH OF INTERSECTION OF FM 51/BRIDGE STREET      **Modification #:** 2021-0459  
**Impementing Agency:** WEATHERFORD      **Location/Limits To:** NORTH OF INTERSECTION OF FM 51/BRIDGE STREET  
**County:** PARKER      **CSJ:** 0313-02-065  
**City:** WEATHERFORD      **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS AT FM 51 FOR NEW 4 LANE BYPASS  
**Request:** DELAY CONSTRUCTION PHASE TO FY2025 DUE TO FINANCIAL CONSTRAINTS

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0313-02-065	STBG:	\$221,760	\$55,440	\$0	\$0	\$0	\$277,200
2023	CON	0313-02-065	STBG:	\$1,651,528	\$412,882	\$0	\$0	\$0	\$2,064,410
<b>Grand Total:</b>				<b>\$1,873,288</b>	<b>\$468,322</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,341,610</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0313-02-065	STBG:	\$221,760	\$55,440	\$0	\$0	\$0	\$277,200
2025	CON	0313-02-065	STBG:	\$1,651,528	\$412,882	\$0	\$0	\$0	\$2,064,410
<b>Grand Total:</b>				<b>\$1,873,288</b>	<b>\$468,322</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,341,610</b>

# How to Read the Project Modification Listings – Transit Section

The project listing includes all projects for which Regional Transportation Council action will be requested during this Transportation Improvement Program (TIP) modification cycle. Below is a **sample** TIP modification project listing for transit projects. The fields are described below.

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2015 PROGRAM OF PROJECTS **Modification #:** 2015-0695

**Request:** REFINE FY2015 PROGRAM OF PROJECTS

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 20,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>						
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>
12644.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2015	CAPITAL	\$105,426	\$0	\$0	\$26,357	0	\$131,783
12678.15	PROGRAM ADMINISTRATION	2015	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885
12752.15	MOBILITY MANAGEMENT	2015	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000
12765.15	OPERATING ASSISTANCE	2015	OPERATING	\$72,000	\$0	\$0	\$72,000	0	\$144,000
<b>TOTAL:</b>				<b>\$599,311</b>	<b>\$0</b>	<b>\$0</b>	<b>\$98,357</b>	<b>20,000</b>	<b>\$697,668</b>

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>
12644.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2016	CAPITAL	\$105,426	\$0	\$0	\$26,357	0	\$131,783	NO CHANGE
12678.15	PROGRAM ADMINISTRATION	2016	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885	NO CHANGE
12752.15	MOBILITY MANAGEMENT	2016	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	NO CHANGE
12765.15	OPERATING ASSISTANCE	2016	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
<b>TOTAL:</b>				<b>\$527,311</b>	<b>\$0</b>	<b>\$0</b>	<b>\$26,357</b>	<b>20,000</b>	<b>\$553,668</b>	

<b>IMPLEMENTING AGENCY:</b>	Identifies the lead public agency or municipality responsible for the project.
<b>APPORTIONMENT YEAR:</b>	Identifies the apportionment year in which funds were committed to the project.
<b>MODIFICATION #:</b>	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
<b>REQUEST:</b>	Describes the action being requested through the modification.
<b>UZA:</b>	Identifies the Urbanized Area in which the project is located.
<b>COMMENT:</b>	States any comments related to the project.
<b>FUNDING SOURCE:</b>	Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides descriptions of the different funding categories and outlines abbreviations commonly used for the categories: <a href="http://www.nctcog.org/trans/funds/transportation-improvement-program">www.nctcog.org/trans/funds/transportation-improvement-program</a>
<b>CURRENTLY APPROVED FUNDING TABLE:</b>	Provides the total funding currently approved for a program of projects; incorporates total funding for projects in the program. This table will not appear for a modification that is adding a new program of projects to the TIP/STIP.
<b>REVISION REQUESTED FUNDING TABLE:</b>	Provides the total proposed funding for a program of projects as a result of the requested change; incorporates total funding for all projects in the program.

<b>TIP CODE:</b>	The number assigned to a TIP project, which is how NCTCOG identifies a project.
<b>DESCRIPTION:</b>	Identifies the scope of work that will be completed in the project.
<b>FY:</b>	Identifies the fiscal years in which the project occurs.
<b>PROJECT TYPE:</b>	Identifies if the project is a capital, operating, or planning project.
<b>FUNDING TABLE:</b>	Provides funding breakdown for funds associated with that program of projects.
<b>REQUESTED REVISION BY PROJECT:</b>	Identifies the request at the TIP Code level.

Sample

# PROPOSED AUGUST 2021 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2014 PROGRAM OF PROJECTS

**Modification #:** 2021-0108

**Request:** REFINE FY2014 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>					
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12390.14	PURCHASE REPLACEMENT VEHICLES	2019	CAPITAL	\$160,624	\$0	\$0	\$28,346	0	\$188,970
12872.14	OPERATING ASSISTANCE - JARC (TRE SERVICE)	2019	OPERATING	\$615,734	\$0	\$0	\$615,734	0	\$1,231,468
<b>TOTAL:</b>				<b>\$776,358</b>	<b>\$0</b>	<b>\$0</b>	<b>\$644,080</b>	<b>0</b>	<b>\$1,420,438</b>

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12390.14	PURCHASE REPLACEMENT VEHICLES	2022	CAPITAL	\$160,624	\$0	\$0	\$28,346	0	\$188,970	DELAY TO FY2022 AND ADD TO TIP/STIP
12872.14	OPERATING ASSISTANCE - JARC (TRE SERVICE)	2022	OPERATING	\$617,535	\$0	\$0	\$617,535	0	\$1,235,070	INCREASE FUNDING AND ADD TO TIP/STIP
<b>TOTAL:</b>				<b>\$778,159</b>	<b>\$0</b>	<b>\$0</b>	<b>\$645,881</b>	<b>0</b>	<b>\$1,424,040</b>	

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2021-0121

**Request:** REFINE FY2017 PROGRAM OF PROJECTS; DECREASE IN FUNDING IS OFFSET BY AN INCREASE ON TIP 12934.20

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 54,014 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>					
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12678.17	PROGRAM ADMINISTRATION	2018	CAPITAL	\$343,766	\$0	\$0	\$0	0	\$343,766
12752.17	MOBILITY MANAGEMENT	2020	CAPITAL	\$947,069	\$0	\$0	\$0	189,414	\$947,069
<b>TOTAL:</b>				<b>\$1,290,835</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>189,414</b>	<b>\$1,290,835</b>

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12678.17	PROGRAM ADMINISTRATION	2022	CAPITAL	\$343,766	\$0	\$0	\$0	0	\$343,766	DELAY TO FY2022 AND ADD TO TIP/STIP
12752.17	MOBILITY MANAGEMENT	2022	CAPITAL	\$270,069	\$0	\$0	\$0	54,014	\$270,069	DECREASE FUNDING
<b>TOTAL:</b>				<b>\$613,835</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>54,014</b>	<b>\$613,835</b>	

# PROPOSED AUGUST 2021 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2021-0432

**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DENTON-LEWISVILLE

**Comment:** 25,498 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>	
12989.18	GENERAL PLANNING	2022	CAPITAL	\$127,489	\$0	\$0	\$0	25,498	\$127,489	ADD PROJECT (MPO TDCs)	
			<b>TOTAL:</b>	<b>\$127,489</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>25,498</b>	<b>\$127,489</b>		

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2021-0433

**Request:** REFINE FY2018 PROGRAM OF PROJECTS

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>								
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>		
12028.18	SYSTEM PREVENTIVE MAINTENANCE	2021	CAPITAL	\$45,799,311	\$0	\$0	\$11,449,828	0	\$57,249,139		
12515.18	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2019	CAPITAL	\$582,965	\$0	\$0	\$145,742	0	\$728,707		
12846.18	VARIOUS PROJECTS (RAIL)	2019	CAPITAL	\$4,324,204	\$0	\$0	\$1,081,051	0	\$5,405,255		
			<b>TOTAL:</b>	<b>\$50,706,480</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,676,621</b>	<b>0</b>	<b>\$63,383,101</b>		

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>	
12028.18	SYSTEM PREVENTIVE MAINTENANCE	2021	CAPITAL	\$42,799,311	\$0	\$0	\$10,699,828	0	\$53,499,139	DECREASE FUNDING	
12515.18	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2022	CAPITAL	\$3,582,965	\$0	\$0	\$895,742	0	\$4,478,707	INCREASE FUNDING	
12846.18	VARIOUS PROJECTS (RAIL)	2019	CAPITAL	\$4,324,204	\$0	\$0	\$1,081,051	0	\$5,405,255	NO CHANGE	
			<b>TOTAL:</b>	<b>\$50,706,480</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,676,621</b>	<b>0</b>	<b>\$63,383,101</b>		

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0434

**Request:** ADD PROJECTS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 195,064 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>	
12947.21	TCTS PURCHASE OF SERVICE	2022	CAPITAL	\$275,000	\$0	\$0	\$0	55,000	\$275,000	ADD PROJECT (MPO TDCs)	
12948.21	PURCHASE REPLACEMENT VEHICLES	2022	CAPITAL	\$933,758	\$0	\$0	\$0	140,064	\$933,758	ADD PROJECT (MPO TDCs)	
			<b>TOTAL:</b>	<b>\$1,208,758</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>195,064</b>	<b>\$1,208,758</b>		

# PROPOSED AUGUST 2021 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2022 PROGRAM OF PROJECTS

**Modification #:** 2021-0435

**Request:** ADD PROJECTS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5309 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>	
12949.22	TRANSIT ENHANCEMENTS	2022	CAPITAL	\$1,098,800	\$0	\$0	\$274,700	0	\$1,373,500	ADD PROJECT	
12950.22	SERVICE FACILITY IMPROVEMENTS	2022	CAPITAL	\$5,131,200	\$0	\$0	\$1,282,800	0	\$6,414,000	ADD PROJECT	
12951.22	FORT WORTH BIKE SHARE EXPANSION	2022	CAPITAL	\$321,600	\$0	\$0	\$80,400	0	\$402,000	ADD PROJECT	
12952.22	IT SUSTAINABILITY	2022	CAPITAL	\$3,336,000	\$0	\$0	\$834,000	0	\$4,170,000	ADD PROJECT	
12953.22	IT INFRASTRUCTURE	2022	CAPITAL	\$3,119,200	\$0	\$0	\$779,800	0	\$3,899,000	ADD PROJECT	
12954.22	ENTERPRISE RESOURCE PLANNING SYSTEM DEVELOPMENT	2022	CAPITAL	\$760,000	\$0	\$0	\$190,000	0	\$950,000	ADD PROJECT	
<b>TOTAL:</b>				<b>\$13,766,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,441,700</b>	<b>0</b>	<b>\$17,208,500</b>		

**Implementing Agency:** STAR TRANSIT

**Apportionment Year:** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0436

**Request:** ADD PROJECTS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 92,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>	
12627.21	PREVENTIVE MAINTENANCE	2022	CAPITAL	\$350,000	\$0	\$0	\$0	70,000	\$350,000	ADD PROJECT (MPO TDCs)	
12717.21	MOBILITY MANAGEMENT	2022	CAPITAL	\$110,000	\$0	\$0	\$0	22,000	\$110,000	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$460,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>92,000</b>	<b>\$460,000</b>		

**Implementing Agency:** SPECIAL PROGRAMS FOR AGING NEEDS

**Apportionment Year:** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0437

**Request:** ADD PROJECTS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 28,943 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>	
12150.21	OPERATING ASSISTANCE	2022	OPERATING	\$275,682	\$0	\$0	\$275,682	0	\$551,364	ADD PROJECT	
12625.21	PREVENTIVE MAINTENANCE	2022	CAPITAL	\$45,309	\$0	\$0	\$0	9,062	\$45,309	ADD PROJECT (MPO TDCs)	
12711.21	MOBILITY MANAGEMENT	2022	CAPITAL	\$87,405	\$0	\$0	\$0	17,481	\$87,405	ADD PROJECT (MPO TDCs)	
12714.21	ACQUISITION OF SIGNAGE	2022	CAPITAL	\$12,000	\$0	\$0	\$0	2,400	\$12,000	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$420,396</b>	<b>\$0</b>	<b>\$0</b>	<b>\$275,682</b>	<b>28,943</b>	<b>\$696,078</b>		



# PROPOSED AUGUST 2021 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** CITY OF GRAND PRAIRIE

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2021-0438

**Request:** REFINE FY2019 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 80,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12650.19	OPERATING ASSISTANCE	2020	OPERATING	\$262,000	\$170,584	\$0	\$91,416	0	\$524,000	
<b>TOTAL:</b>				<b>\$262,000</b>	<b>\$170,584</b>	<b>\$0</b>	<b>\$91,416</b>	<b>0</b>	<b>\$524,000</b>	
<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12650.19	OPERATING ASSISTANCE	2022	OPERATING	\$262,000	\$0	\$0	\$262,000	0	\$524,000	REVISE FUNDING
12962.19	PURCHASE REPLACEMENT VEHICLES	2022	CAPITAL	\$400,000	\$0	\$0	\$0	80,000	\$400,000	ADD PROJECT (MPO TDCs)
<b>TOTAL:</b>				<b>\$662,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$262,000</b>	<b>80,000</b>	<b>\$924,000</b>	

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2021-0439

**Request:** REFINE FY2019 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DENTON-LEWISVILLE

**Comment:** 14,503 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12916.19	SUPPORT URBANIZED AREA TRANSIT SERVICE	2020	CAPITAL	\$128,626	\$0	\$0	\$32,157	0	\$160,783	
<b>TOTAL:</b>				<b>\$128,626</b>	<b>\$0</b>	<b>\$0</b>	<b>\$32,157</b>	<b>0</b>	<b>\$160,783</b>	
<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12916.19	SUPPORT URBANIZED AREA TRANSIT SERVICE	2020	CAPITAL	\$56,115	\$0	\$0	\$14,029	0	\$70,144	DECREASE FUNDING
12989.19	GENERAL PLANNING	2022	CAPITAL	\$72,511	\$0	\$0	\$0	14,503	\$72,511	ADD PROJECT (MPO TDCs)
<b>TOTAL:</b>				<b>\$128,626</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,029</b>	<b>14,503</b>	<b>\$142,655</b>	

# PROPOSED AUGUST 2021 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** NORTHEAST TRANSPORTATION SERVICES

**Apportionment Year:** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0440

**Request:** REFINE FY2021 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 83,200 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12653.21	PURCHASE OF SERVICE	2021	CAPITAL	\$416,000	\$0	\$0	\$0	83,200	\$416,000	
			<b>TOTAL:</b>	<b>\$416,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>83,200</b>	<b>\$416,000</b>	

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12653.21	PURCHASE OF SERVICE	2021	CAPITAL	\$416,000	\$0	\$0	\$0	83,200	\$416,000	NO CHANGE
12965.21	PURCHASE OF REPLACEMENT VEHICLES	2022	CAPITAL	\$361,250	\$0	\$0	\$63,750	0	\$425,000	ADD PROJECT
12966.21	PURCHASE OF EXPANSION VEHICLES	2022	CAPITAL	\$216,750	\$0	\$0	\$38,250	0	\$255,000	ADD PROJECT
			<b>TOTAL:</b>	<b>\$994,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$102,000</b>	<b>83,200</b>	<b>\$1,096,000</b>	

**Implementing Agency:** CITY OF MCKINNEY

**Apportionment Year:** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0441

**Request:** ADD PROJECTS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** MCKINNEY

**Comment:** 40,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12823.21	OPERATING ASSISTANCE	2022	OPERATING	\$2,935,729	\$477,778	\$0	\$2,457,951	0	\$5,871,458	ADD PROJECT
12866.21	PREVENTIVE MAINTENANCE	2022	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	ADD PROJECT (MPO TDCs)
12867.21	MOBILITY MANAGEMENT	2022	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	ADD PROJECT (MPO TDCs)
			<b>TOTAL:</b>	<b>\$3,135,729</b>	<b>\$477,778</b>	<b>\$0</b>	<b>\$2,457,951</b>	<b>40,000</b>	<b>\$6,071,458</b>	

**Implementing Agency:** CITY OF GRAND PRAIRIE

**Apportionment Year:** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0442

**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 28,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12006.21	PREVENTIVE MAINTENANCE	2022	CAPITAL	\$140,000	\$0	\$0	\$0	28,000	\$140,000	ADD PROJECT (MPO TDCs)
			<b>TOTAL:</b>	<b>\$140,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>28,000</b>	<b>\$140,000</b>	

# PROPOSED AUGUST 2021 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0443

**Request:** REFINE FY2021 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 2,283,674 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12038.21	SYSTEM PREVENTIVE MAINTENANCE	2021	CAPITAL	\$11,000,000	\$0	\$0	\$0	2,200,000	\$11,000,000	
12732.21	ACQUISITION OF SECURITY EQUIPMENT	2021	CAPITAL	\$550,000	\$0	\$0	\$0	110,000	\$550,000	
<b>TOTAL:</b>				<b>\$11,550,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>2,310,000</b>	<b>\$11,550,000</b>	

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12038.21	SYSTEM PREVENTIVE MAINTENANCE	2022	CAPITAL	\$16,095,303	\$0	\$0	\$0	2,186,074	\$16,095,303	INCREASE FUNDING
12549.21	ADA PARATRANSIT SERVICE	2022	CAPITAL	\$4,591,757	\$0	\$0	\$1,147,939	0	\$5,739,696	ADD PROJECT
12732.21	ACQUISITION OF SECURITY EQUIPMENT	2021	CAPITAL	\$488,000	\$0	\$0	\$0	97,600	\$488,000	DECREASE FUNDING
<b>TOTAL:</b>				<b>\$21,175,060</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,147,939</b>	<b>2,283,674</b>	<b>\$22,322,999</b>	

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year:** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0444

**Request:** REFINE FY2021 PROGRAM OF PROJECTS

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12028.21	SYSTEM PREVENTIVE MAINTENANCE	2021	CAPITAL	\$48,323,515	\$0	\$0	\$12,080,879	0	\$60,404,394	
12515.21	ACQUISITION OF SECURITY EQUIPMENT	2021	CAPITAL	\$592,774	\$0	\$0	\$148,194	0	\$740,968	
<b>TOTAL:</b>				<b>\$48,916,289</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,229,073</b>	<b>0</b>	<b>\$61,145,362</b>	

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12028.21	SYSTEM PREVENTIVE MAINTENANCE	2022	CAPITAL	\$54,219,969	\$0	\$0	\$13,554,992	0	\$67,774,961	INCREASE FUNDING
12515.21	ACQUISITION OF SECURITY EQUIPMENT	2021	CAPITAL	\$585,161	\$0	\$0	\$146,290	0	\$731,451	DECREASE FUNDING
<b>TOTAL:</b>				<b>\$54,805,130</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,701,282</b>	<b>0</b>	<b>\$68,506,412</b>	

# PROPOSED AUGUST 2021 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** CITY OF ARLINGTON

**Apportionment Year:** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0445

**Request:** ADD PROJECTS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 733,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>	
12904.21	CAPITAL COST OF CONTRACTING - VIA	2022	CAPITAL	\$3,000,000	\$0	\$0	\$0	600,000	\$3,000,000	ADD PROJECT (MPO TDCs)	
12906.21	CAPITAL COST OF CONTRACTING - HANDITRAN	2022	CAPITAL	\$480,000	\$0	\$0	\$0	96,000	\$480,000	ADD PROJECT (MPO TDCs)	
12973.21	OPERATING ASSISTANCE - HANDITRAN	2022	OPERATING	\$1,087,777	\$0	\$0	\$1,087,777	0	\$2,175,554	ADD PROJECT	
12975.21	PREVENTIVE MAINTENANCE - HANDITRAN	2022	CAPITAL	\$185,000	\$0	\$0	\$0	37,000	\$185,000	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$4,752,777</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,087,777</b>	<b>733,000</b>	<b>\$5,840,554</b>		

**Implementing Agency:** CITY/COUNTY TRANSPORTATION

**Apportionment Year:** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0446

**Request:** ADD PROJECTS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 14,591 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>	
12781.21	ACQUISITION OF SIGNAGE	2022	CAPITAL	\$7,500	\$0	\$0	\$1,500	0	\$9,000	ADD PROJECT	
12782.21	PREVENTIVE MAINTENANCE	2022	CAPITAL	\$44,579	\$0	\$0	\$0	8,916	\$44,579	ADD PROJECT (MPO TDCs)	
12871.21	MOBILITY MANAGEMENT	2022	CAPITAL	\$28,375	\$0	\$0	\$0	5,675	\$28,375	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$80,454</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500</b>	<b>14,591</b>	<b>\$81,954</b>		

**Implementing Agency:** PUBLIC TRANSIT SERVICES

**Apportionment Year:** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0447

**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 7,333 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>	
12666.21	MOBILITY MANAGEMENT	2022	OPERATING	\$36,663	\$0	\$0	\$0	7,333	\$36,663	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$36,663</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>7,333</b>	<b>\$36,663</b>		

# PROPOSED AUGUST 2021 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year:** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0448

**Request:** INCREASE FUNDING BY \$588,269 TRANSIT SECTION 5339 FUNDS TOTAL (\$470,615 FEDERAL AND \$117,654 LOCAL) FOR A REVISED TOTAL OF \$5,588,269 TRANSIT SECTION 5339 FUNDS (\$4,470,615 FEDERAL AND \$1,117,654 LOCAL)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5339 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12730.21	PURCHASE REPLACEMENT VEHICLES	2021	CAPITAL	\$4,000,000	\$0	\$0	\$1,000,000	0	\$5,000,000	
<b>TOTAL:</b>				<b>\$4,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>0</b>	<b>\$5,000,000</b>	
<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12730.21	PURCHASE REPLACEMENT VEHICLES	2021	CAPITAL	\$4,470,615	\$0	\$0	\$1,117,654	0	\$5,588,269	INCREASE FUNDING
<b>TOTAL:</b>				<b>\$4,470,615</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,117,654</b>	<b>0</b>	<b>\$5,588,269</b>	

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2021-0453

**Request:** REVISE FY2020 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 105,387 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5339 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12736.20	PURCHASE REPLACEMENT VEHICLES	2021	CAPITAL	\$600,355	\$0	\$0	\$0	120,071	\$600,355	
12793.20	PROJECT ADMINISTRATION	2021	CAPITAL	\$76,663	\$0	\$0	\$0	15,333	\$76,663	
<b>TOTAL:</b>				<b>\$677,018</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>135,404</b>	<b>\$677,018</b>	
<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12736.20	PURCHASE REPLACEMENT VEHICLES	2021	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	CANCEL PROJECT
12793.20	PROJECT ADMINISTRATION	2021	CAPITAL	\$76,663	\$0	\$0	\$0	15,333	\$76,663	NO CHANGE
12796.20	PURCHASE EXPANSION VEHICLES	2021	CAPITAL	\$600,355	\$0	\$0	\$0	90,054	\$600,355	ADD PROJECT (MPO TDCs)
<b>TOTAL:</b>				<b>\$677,018</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>105,387</b>	<b>\$677,018</b>	

# PROPOSED AUGUST 2021 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2021-0454

**Request:** REVISE FY2018 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 92,004 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5339 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12796.18	PURCHASE EXPANSION VEHICLES	2019	CAPITAL	\$613,355	\$0	\$0	\$0	92,004	\$613,355	
			<b>TOTAL:</b>	<b>\$613,355</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>92,004</b>	<b>\$613,355</b>	
<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12736.18	PURCHASE REPLACEMENT VEHICLES	2022	CAPITAL	\$613,355	\$0	\$0	\$0	92,004	\$613,355	ADD PROJECT (MPO TDCs)
12796.18	PURCHASE EXPANSION VEHICLES	2019	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	CANCEL PROJECT (MPO TDCs)
			<b>TOTAL:</b>	<b>\$613,355</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>92,004</b>	<b>\$613,355</b>	

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2016 PROGRAM OF PROJECTS

**Modification #:** 2021-0455

**Request:** REVISE FY2016 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) WITH NO CHANGE TO OVERALL FUNDED AMOUNT

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 211,068 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5339 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12793.16	PROJECT ADMINISTRATION	2016	CAPITAL	\$58,138	\$0	\$0	\$0	11,628	\$58,138	
12796.16	PURCHASE EXPANSION VEHICLES	2016	CAPITAL	\$1,329,597	\$0	\$0	\$0	199,440	\$1,329,597	
			<b>TOTAL:</b>	<b>\$1,387,735</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>211,068</b>	<b>\$1,387,735</b>	
<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12736.16	PURCHASE REPLACEMENT VEHICLES	2022	CAPITAL	\$1,088,722	\$0	\$0	\$0	163,309	\$1,088,722	ADD PROJECT (MPO TDCs)
12793.16	PROJECT ADMINISTRATION	2016	CAPITAL	\$58,138	\$0	\$0	\$0	11,628	\$58,138	NO CHANGE
12796.16	PURCHASE EXPANSION VEHICLES	2016	CAPITAL	\$240,875	\$0	\$0	\$0	36,131	\$240,875	DECREASE FUNDING
			<b>TOTAL:</b>	<b>\$1,387,735</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>211,068</b>	<b>\$1,387,735</b>	

# PROPOSED AUGUST 2021 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2022 PROGRAM OF PROJECTS

**Modification #:** 2021-0456

**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 502,650 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12948.22	PURCHASE REPLACEMENT VEHICLES	2022	CAPITAL	\$3,351,000	\$0	\$0	\$0	502,650	\$3,351,000	ADD PROJECT (MPO TDCs)
			<b>TOTAL:</b>	<b>\$3,351,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>502,650</b>	<b>\$3,351,000</b>	

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0457

**Request:** INCREASE FUNDING BY \$1,275,000 TRANSIT SECTION 5339 FUNDS TOTAL (\$1,275,000 FEDERAL AND 371,262 REGIONAL TDC [MPO]) FOR A REVISED TOTAL OF \$2,475,000 TRANSIT SECTION 5339 FUNDS (\$2,475,000 FEDERAL AND 371,262 REGIONAL TDC [MPO])

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 371,262 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5339 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12728.21	PURCHASE REPLACEMENT VEHICLES	2021	CAPITAL	\$1,200,000	\$0	\$0	\$0	240,000	\$1,200,000
			<b>TOTAL:</b>	<b>\$1,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>240,000</b>	<b>\$1,200,000</b>

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12728.21	PURCHASE REPLACEMENT VEHICLES	2022	CAPITAL	\$2,475,080	\$0	\$0	\$0	371,262	\$2,475,080	INCREASE FUNDING
			<b>TOTAL:</b>	<b>\$2,475,080</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>371,262</b>	<b>\$2,475,080</b>	

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0459

**Request:** INCREASE FUNDING BY \$2,549,510 TRANSIT SECTION 5337 FUNDS TOTAL (\$1,539,608 FEDERAL AND \$1,009,902 LOCAL) FOR A REVISED FUNDING TOTAL OF \$5,049,510 TRANSIT SECTION 5337 FUNDS (\$4,039,608 FEDERAL AND \$1,009,902 LOCAL) AND REMOVE REGIONAL TDC (MPO)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5337 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12462.21	RAIL PREVENTIVE MAINTENANCE	2021	CAPITAL	\$2,500,000	\$0	\$0	\$0	500,000	\$2,500,000
			<b>TOTAL:</b>	<b>\$2,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>500,000</b>	<b>\$2,500,000</b>

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12462.21	RAIL PREVENTIVE MAINTENANCE	2022	CAPITAL	\$4,039,608	\$0	\$0	\$1,009,902	0	\$5,049,510	INCREASE FUNDING AND REMOVE TDCs
			<b>TOTAL:</b>	<b>\$4,039,608</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,009,902</b>	<b>0</b>	<b>\$5,049,510</b>	

# PROPOSED AUGUST 2021 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year:** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0460

**Request:** INCREASE FUNDING BY \$3,673,923 TRANSIT SECTION 5337 FUNDS TOTAL (\$2,939,138 FEDERAL AND \$734,785 LOCAL) FOR A REVISED FUNDING TOTAL OF \$34,923,923 TRANSIT SECTION 5337 FUNDS (\$27,939,138 FEDERAL AND \$6,984,785 LOCAL)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5337 FUNDS

**Currently Approved:**

			<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12471.21	RAIL PREVENTIVE MAINTENANCE	2021	CAPITAL	\$25,000,000	\$0	\$0	\$6,250,000	0	\$31,250,000	
			<b>TOTAL:</b>	<b>\$25,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,250,000</b>	<b>0</b>	<b>\$31,250,000</b>	

**Revision Requested:**

			<b>FUNDING TABLE:</b>							<u>REVISION REQUESTED</u>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12471.21	RAIL PREVENTIVE MAINTENANCE	2022	CAPITAL	\$27,939,138	\$0	\$0	\$6,984,785	0	\$34,923,923	INCREASE FUNDING
			<b>TOTAL:</b>	<b>\$27,939,138</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,984,785</b>	<b>0</b>	<b>\$34,923,923</b>	

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year:** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0461

**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5312 FUNDS

**Revision Requested:**

			<b>FUNDING TABLE:</b>							<u>REVISION REQUESTED</u>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12988.21	REAL TIME TRANSIT INFRASTRUCTURE	2022	CAPITAL	\$184,000	\$0	\$0	\$46,000	0	\$230,000	ADD PROJECT
			<b>TOTAL:</b>	<b>\$184,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$46,000</b>	<b>0</b>	<b>\$230,000</b>	

**Implementing Agency:** STAR TRANSIT

**Apportionment Year:** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0462

**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5310 FUNDS

**Revision Requested:**

			<b>FUNDING TABLE:</b>							<u>REVISION REQUESTED</u>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12704.21	PURCHASE OF SERVICE	2022	OPERATING	\$485,072	\$0	\$0	\$121,268	0	\$606,340	ADD PROJECT
			<b>TOTAL:</b>	<b>\$485,072</b>	<b>\$0</b>	<b>\$0</b>	<b>\$121,268</b>	<b>0</b>	<b>\$606,340</b>	



# PROPOSED AUGUST 2021 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** SPECIAL PROGRAMS FOR AGING NEEDS

**Apportionment Year:** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0463

**Request:** ADD PROJECTS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 67,738 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED BY PROJECT</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12919.21	PURCHASE OF SERVICE - THE COLONY	2022	CAPITAL	\$161,877	\$0	\$0	\$0	32,375	\$161,877	ADD PROJECT (MPO TDCs)	
12920.21	PURCHASE OF SERVICE - LITTLE ELM	2022	CAPITAL	\$176,815	\$0	\$0	\$0	35,363	\$176,815	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$338,692</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>67,738</b>	<b>\$338,692</b>		

**Implementing Agency:** CITY OF MCKINNEY

**Apportionment Year:** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0464

**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** MCKINNEY

**Comment:** 29,854 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [TPP]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5339 FUNDS

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED BY PROJECT</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12992.21	PURCHASE REPLACEMENT VEHICLES	2022	CAPITAL	\$149,270	\$0	\$0	\$0	29,854	\$149,270	ADD PROJECT (TPP TDCs)	
<b>TOTAL:</b>				<b>\$149,270</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>29,854</b>	<b>\$149,270</b>		

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2022 PROGRAM OF PROJECTS

**Modification #:** 2021-0465

**Request:** REFINE FY2022 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 375,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDCS [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5339 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12728.22	PURCHASE REPLACEMENT VEHICLES	2022	CAPITAL	\$1,200,000	\$0	\$0	\$0	240,000	\$1,200,000		
<b>TOTAL:</b>				<b>\$1,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>240,000</b>	<b>\$1,200,000</b>		

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED BY PROJECT</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12728.22	PURCHASE REPLACEMENT VEHICLES	2022	CAPITAL	\$2,500,000	\$0	\$0	\$0	375,000	\$2,500,000	INCREASE FUNDING	
12994.22	SERVICE VEHICLE REPLACEMENTS	2022	CAPITAL	\$646,400	\$0	\$0	\$161,600	0	\$808,000	ADD PROJECT	
12995.22	REVENUE VEHICLE REPLACEMENTS	2022	CAPITAL	\$23,500,800	\$0	\$0	\$4,147,200	0	\$27,648,000	ADD PROJECT	
<b>TOTAL:</b>				<b>\$26,647,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,308,800</b>	<b>375,000</b>	<b>\$30,956,000</b>		

# PROPOSED AUGUST 2021 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** DENTON COUNTY TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0468

**Request:** REFINE FY2021 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DENTON-LEWISVILLE

**Comment:** 316,699 OF CAT 1 - TDCS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12354.21	ACQUISITION OF SECURITY EQUIPMENT	2021	CAPITAL	\$2,500,000	\$0	\$0	\$0	500,000	\$2,500,000		
12416.21	SYSTEM PREVENTIVE MAINTENANCE	2021	CAPITAL	\$2,500,000	\$0	\$0	\$0	500,000	\$2,500,000		
<b>TOTAL:</b>				<b>\$5,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>1,000,000</b>	<b>\$5,000,000</b>		

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12354.21	ACQUISITION OF SECURITY EQUIPMENT	2021	CAPITAL	\$64,194	\$0	\$0	\$0	12,839	\$64,194	DECREASE FUNDING	
12356.21	ADA PARATRANSIT SERVICE	2022	CAPITAL	\$641,931	\$0	\$0	\$0	128,386	\$641,931	ADD PROJECT (MPO TDCs)	
12416.21	SYSTEM PREVENTIVE MAINTENANCE	2021	CAPITAL	\$877,370	\$0	\$0	\$0	175,474	\$877,370	DECREASE FUNDING	
12465.21	OPERATING ASSISTANCE (SPECIAL RULE)	2022	OPERATING	\$4,707,432	\$0	\$0	\$4,707,432	0	\$9,414,864	ADD PROJECT	
<b>TOTAL:</b>				<b>\$6,290,927</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,707,432</b>	<b>316,699</b>	<b>\$10,998,359</b>		

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0469

**Request:** REFINE FY2021 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 428,306 OF CAT 1 - TDCS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12901.21	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	2021	CAPITAL	\$50,000,000	\$0	\$0	\$12,500,000	0	\$62,500,000		
<b>TOTAL:</b>				<b>\$50,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,500,000</b>	<b>0</b>	<b>\$62,500,000</b>		

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12005.21	GENERAL PLANNING	2022	CAPITAL	\$200,000	\$0	\$0	\$0	40,000	\$200,000	ADD PROJECT (MPO TDCs)	
12205.21	PROJECT ADMINISTRATION	2022	CAPITAL	\$430,265	\$0	\$0	\$0	86,053	\$430,265	ADD PROJECT (MPO TDCs)	
12542.21	SUPPORT URBANIZED AREA TRANSIT SERVICE	2022	CAPITAL	\$1,721,062	\$0	\$0	\$430,265	0	\$2,151,327	ADD PROJECT	
12783.21	PURCHASE EXPANSION VEHICLES	2022	CAPITAL	\$1,081,000	\$0	\$0	\$0	216,200	\$1,081,000	ADD PROJECT (MPO TDCs)	
12870.21	MOBILITY MANAGEMENT	2022	CAPITAL	\$430,265	\$0	\$0	\$0	86,053	\$430,265	ADD PROJECT (MPO TDCs)	
12901.21	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	2021	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	CANCEL PROJECT	
<b>TOTAL:</b>				<b>\$3,862,592</b>	<b>\$0</b>	<b>\$0</b>	<b>\$430,265</b>	<b>428,306</b>	<b>\$4,292,857</b>		

**EXHIBIT I-8**  
**Unified Planning Work Program Policies**

- The emphasis of the Unified Planning Work Program (UPWP) is on planning activities. Projects that require preliminary engineering or design services are not eligible for UPWP Transportation Planning Funds. Such projects should be funded through the Transportation Improvement Program process.
- Twenty-five percent of Federal Transit Administration Section 5303 Planning Funds will be reserved for transit planning and management studies with the funds distributed to the Eastern and Western Subregions based on the formula used for the annual sub-allocation of Transit Formula (5307) Program funds.
- The Texas Department of Transportation (TxDOT) will assist the North Central Texas Council of Governments (NCTCOG) in funding activities related to the preparation of travel forecasts to support TxDOT freeway and high-occupancy vehicle lane studies.
- The North Texas Tollway Authority (NTTA) will assist NCTCOG in funding activities related to the preparation of travel forecasts to support NTTA feasibility studies.
- The transportation authorities will assist NCTCOG in funding activities related to the preparation of travel forecasts to support rail and high-occupancy vehicle lane studies.
- Assistance in Transportation Subarea Studies, Comprehensive/Thoroughfare Planning, Local Technical Assistance, and TransCAD Support will represent approximately 20 percent of the UPWP. Priority will be given to these subtasks identified in the UPWP.
- NCTCOG assistance to local governments in Thoroughfare Planning will be limited to providing travel forecasts to determine facility sizing and lane warrants, in Comprehensive Planning to providing travel forecasts and technical support, in Bicycle/Pedestrian Planning to providing technical guidance on plan and facility development, and in Travel Model Support (TransCAD) to providing model input data and application support. Local governments will be responsible for consultant assistance funding.
- For projects not specified in the UPWP, the requesting entity may be asked to assist in project funding. Scheduling of the planning study is contingent on NCTCOG staff availability. Reprioritization of tasks for that entity using existing commitments in the UPWP is feasible. Work will not be done at the expense of other commitments in the UPWP.
- Entities with consultants requesting work from NCTCOG must follow the same policy as above. Consultants working for an entity need the approval of that entity prior to NCTCOG providing assistance. Consultants shall not commit NCTCOG services without NCTCOG's prior approval.
- Requests by nongovernmental entities will be conducted at full cost upon approval from the impacted local government and permitting staff availability.
- In the event that a requested planning study is similar to a previous study conducted by NCTCOG, the participating entity may be asked to provide financial support for the project.
- Surface Transportation Block Grant Program funds, Congestion Mitigation and Air Quality Improvement Program funds, Regional Toll Revenue funds, and Regional Transportation Council Local funds may be used by NCTCOG to augment UPWP funds.



**FY2022 and FY2023**  
***Unified Planning Work Program for***  
***Regional Transportation Planning***

**Surface Transportation Technical Committee**  
**June 25, 2021**

# ***Five Major Tasks***

**Task 1 – Administration and Management**

**Task 2 – Transportation Data Development and Maintenance**

**Task 3 – Short-Range Planning and Programming, and Air Quality and Transit Operations**

**Task 4 – Metropolitan Transportation Plan**

**Task 5 – Special Studies and System Operations**

## Implemented through:

- 30 Subtasks
- 150-200 Programs and Projects

## Funded through:

- 14 Revenue Sources
- 120+ Grants

# ***FY2022 and FY2023 Major Planning Initiatives***

**Update of Mobility 2045**

**2023-2026 Transportation Improvement Program**

**Air Quality Conformity Analysis**

**Transportation Asset Management**

**Data Collection/Travel Model Enhancements**

**Automated Vehicle Technology**

**High-Speed Passenger Technology**

**Regional Automated Transportation System Initiatives (People Mover)**

**Freight Planning/Regional Railroad Information System**

# ***FY2022 and FY2023 Major Planning Initiatives (cont'd)***

**Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management**

**Case Studies of Mixed-use Developments**

**Comprehensive Transit Studies**

**Bicycle/Pedestrian Plans**

**Corridor/Area Studies**

**Travel Demand Management Study**

**Understanding Public Return on Investment of Transportation Infrastructure**

**Regional Greenhouse Gas Emissions Inventory**

**Support for Regional Military Installations**

**Emphasis on Performance-Based Planning**

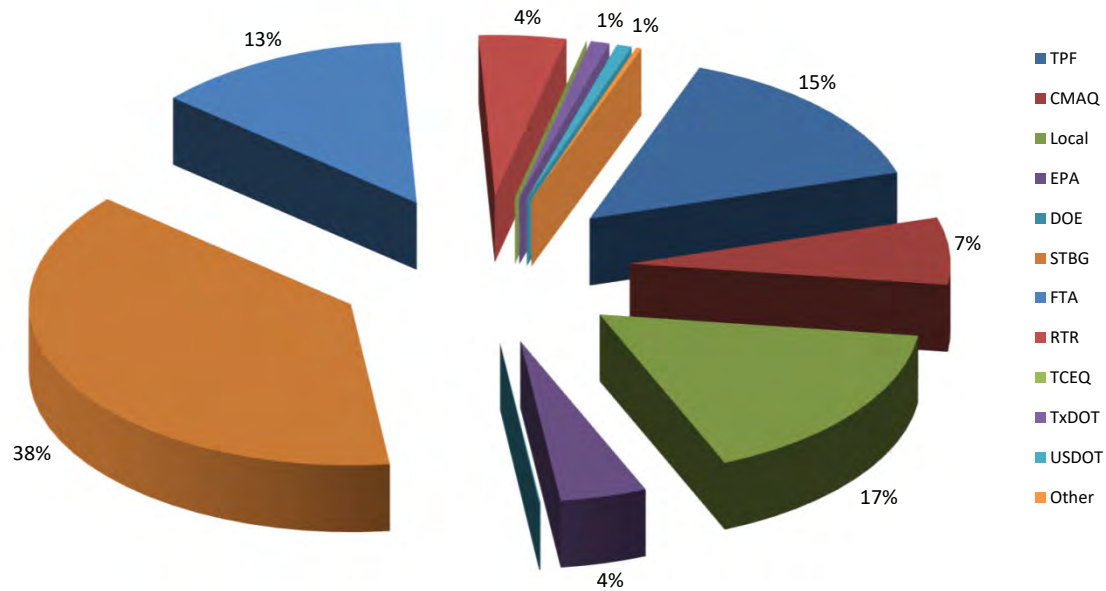
# ***FY2022 and FY2023 TPF Funding Summary***

FY2022 and FY2023 US FTA (5303)	\$ 6,221,628
FY2022 and FY2023 US FHWA (Estimated PL)	\$16,926,430
FY2021 US FHWA (Estimated PL-Carryover)	<u>\$ 4,774,364</u>
<b>Total Transportation Planning Funds</b>	<b>\$27,922,422</b>
<b>Programmed Funds</b>	<b><u>\$25,171,800</u></b>
<b>PL Balance to Carry Over to FY2024</b>	<b>\$ 2,750,622</b>



# Summary of Total Funding

Estimated Total Funding (all sources): \$170,041,209



# ***Development Schedule***

February 19	Initiation of Requests for NCTCOG Assistance
February 19	STTC Notification of UPWP Development
March 2	RTC Notification of UPWP Development
March 12	Project Submittals for NCTCOG Assistance Due
May 28	Draft Recommendations to STTC for Information
June 4	Draft UPWP Due to TxDOT and Concurrently Provided to STTC
June 7	Initiation of Online Outreach for Public Comment
June 10	Draft Recommendations to RTC for Information
June 25	<b>STTC Action on Recommended UPWP</b>
July 8	<b>RTC Action on Recommended UPWP</b>
July 22	<b>Executive Board Action on Recommended UPWP</b>
July 30	<b>Final UPWP Due to TxDOT</b>

## ***Requested STTC Action***

**Recommend RTC approval of the FY2022 and FY2023 Unified Planning Work Program (UPWP), including the UPWP Policies contained in Exhibit I-8 of the Work Program.**

**And**

**Recommend that the RTC direct staff to also administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved projects.**

# ***Unified Planning Work Program Contact Information***

**Dan Kessler**  
Assistant Director of Transportation  
817-695-9248  
[dkessler@nctcog.org](mailto:dkessler@nctcog.org)

**Vickie Alexander**  
Program Manager  
817-695-9242  
[valexander@nctcog.org](mailto:valexander@nctcog.org)

**Vercie Pruitt-Jenkins**  
Administrative Program Coordinator  
817-608-2325  
[vpruitt-jenkins@nctcog.org](mailto:vpruitt-jenkins@nctcog.org)



North Central Texas  
Council of Governments  
Transportation Department

<https://www.nctcog.org/trans/study/unified-planning-work-program>

# PROJECT APPROVALS: *AV2.2/2.3*

---

REGIONAL TRANSPORTATION COUNCIL  
Thomas Bamonte, Senior Program Manager  
Connected and Automated Vehicles Program

June 10, 2021

# AV2.2/2.3 BACKGROUND

**October 2018:** Regional Transportation Council approves “AV 2.0”

- AV2.1: Regional planning exercise for future mobility technology (\$1.5m)
- AV2.2: AV deployment support for local partners (\$10m)
- AV2.3: Strategic investments in AV services (\$20m)

**September – November 2020:** STTC/RTC funding availability announcements

**November 2020:** RTC approves consolidated project approach

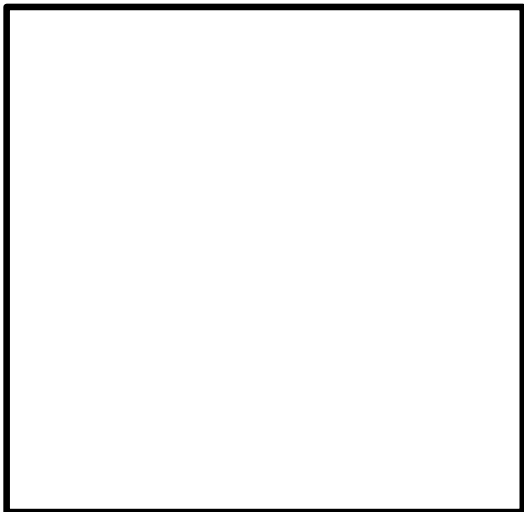
**December 2020:** Information forum for STTC members

**December 2020 – March 2021:** Staff technical support to interested parties and applicants

**March 2021:** Applicants submit proposals

**April 2021:** Staff review

# AV FREIGHT: ZERO TO NETWORK



Aurora

Kodiak

tu simple

AV trucks making regular runs between DFW-Houston and other destinations



2017:

2021: DFW AV Truck Hub



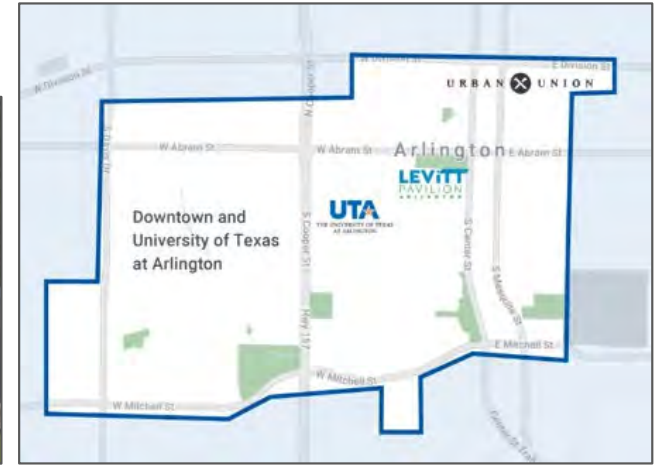
# AV EVOLUTION: DEMO -> PILOT -> SERVICE



2017: Public demo



2019: Fixed route service pilots



2021: Area-wide service





# NEXT STEP: REGIONAL AV PROGRAM

**Multiple AV types:** 18 wheelers to sidewalk delivery bots

**Multiple use cases:** Moving freight, people, and data

**Workforce:** Preparing tomorrow's transportation workforce

**Infrastructure:** Vehicles and infrastructure working together

**Equity:** Targeted use cases to support community needs

**Economic development:** DFW as innovation center

**Regional coordination:** Ongoing staff support for project sponsors

# CEDAR VALLEY CAMPUS AV CLUSTER

**Project Location:** Dallas College Cedar Valley Campus and environs to the south.

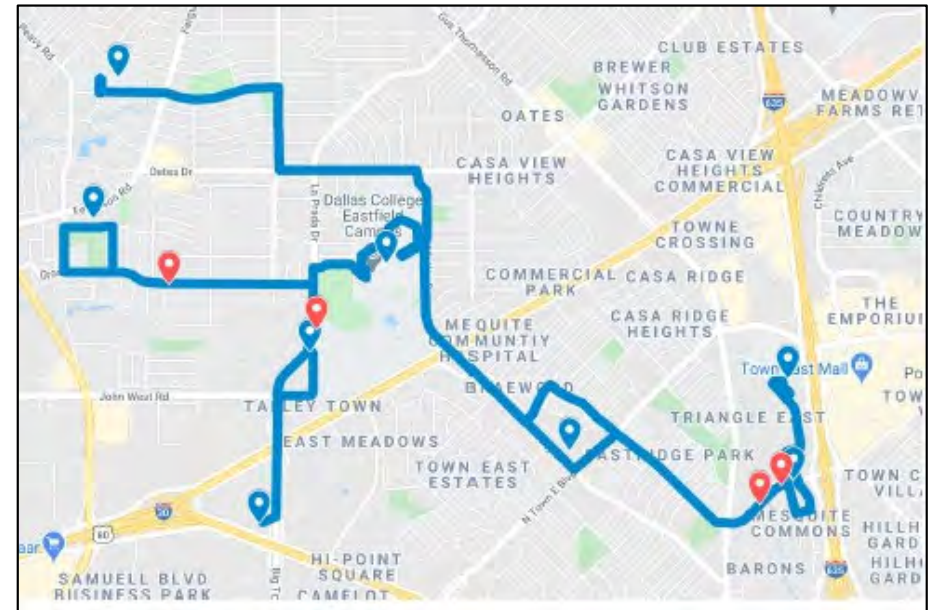
**Description:** Use automated vehicles to serve the campus, neighboring “feeder” high school, community centers, and neighborhood. Workforce development component.



# EASTFIELD CAMPUS COMMUNITY CONNECTOR

**Project location:** Dallas College Eastfield Campus and environs.

**Description:** Automated vehicle transportation for campus and neighboring communities in Dallas and Mesquite. Transit, job center, community connections. Workforce development component.



# WORKFORCE DEVELOPMENT: EASTFIELD CAMPUS & CEDAR VALLEY CAMPUS PROJECTS

**Description:** Workforce development program for:

- (1) transportation technology;
- (2) trucking transportation; and
- (3) goods delivery.

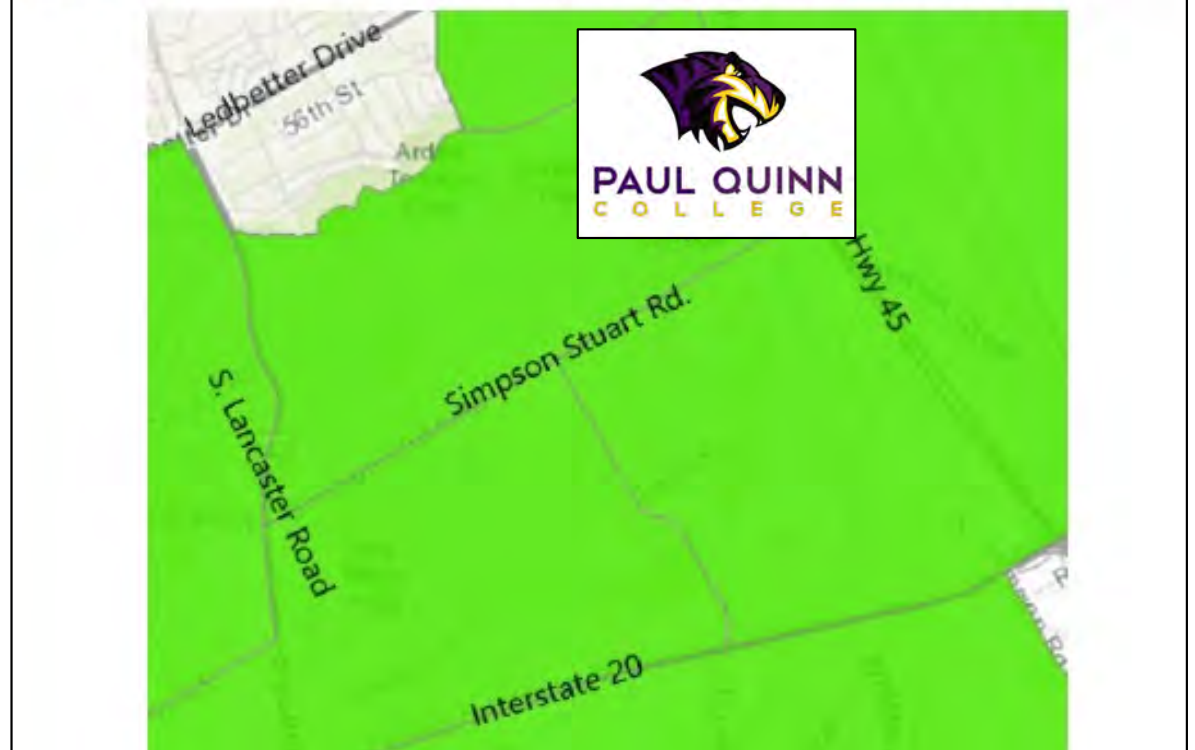


# PAUL QUINN COLLEGE COMMUNITY FOOD DELIVERY BOT SERVICE

**Project location:** Neighborhood immediately surrounding Paul Quinn College in South Dallas.

**Description:** Automated vehicle delivery service of produce from PQC's campus farm to nearby households (approx. 250 at a time). Includes equipping approximately 500 households over life of project with Internet access and training necessary to access bot delivery service and other opportunities.

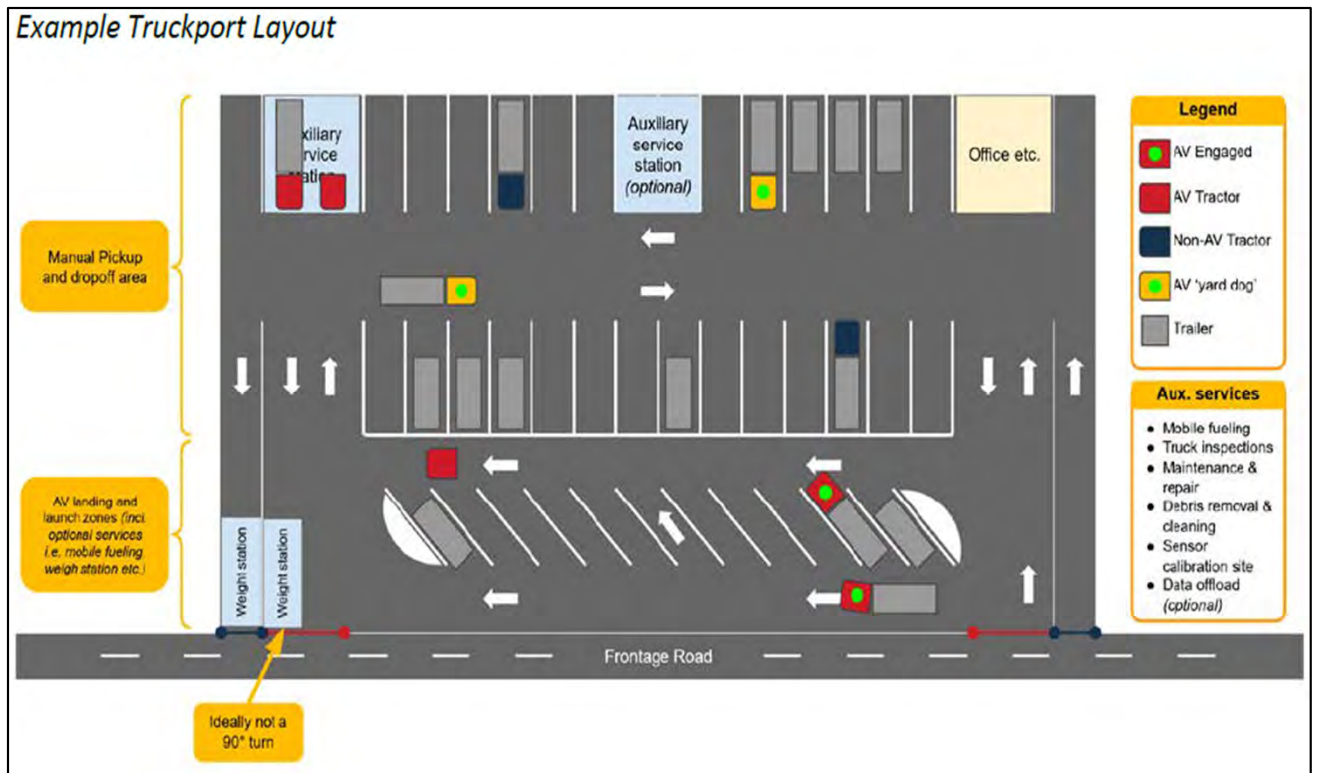
Low-income, Low-access to food – The map below is a representation of the above service area with an overlay of the USDA food desert designated neighborhoods, nearly the entire service area.



# TARRANT AV TRUCKPORT

**Project location:** Northwest Fort Worth (I-35W/SH-170)

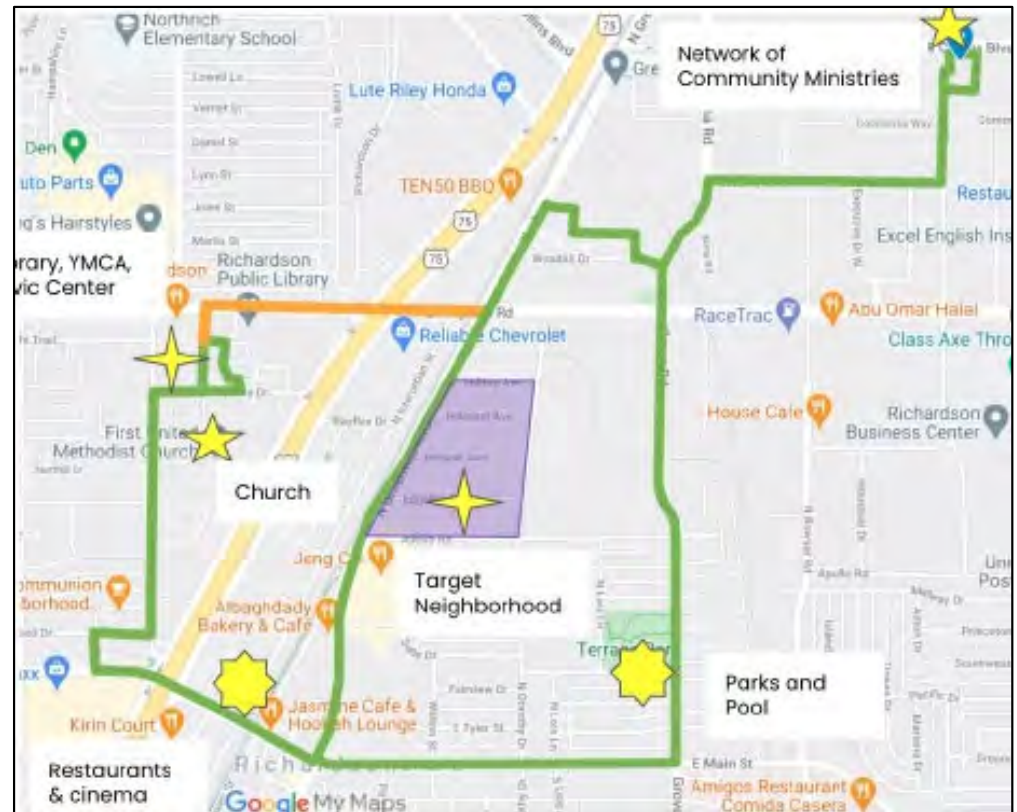
**Description:** Build and operate nation's first AV truckport where AV freight companies can pick up and drop off trailers. Serves as a first mile/ last mile stop for human driven trucks before the long haul in AV mode.



# RICHARDSON CAV TEST BED & COMMUNITY CONNECTOR

**Project Location:** Northeast Richardson

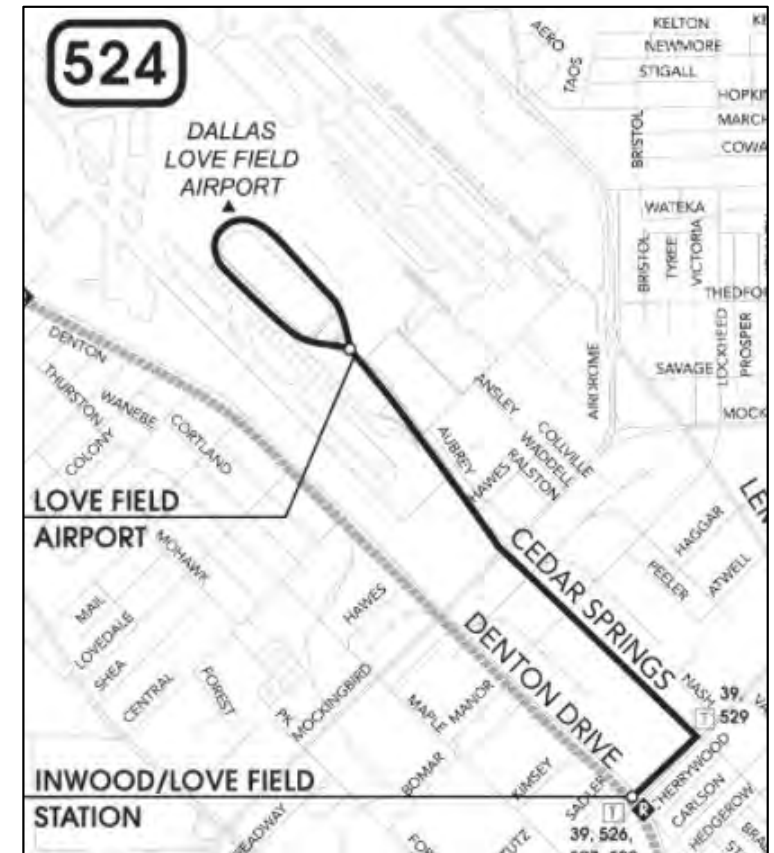
**Description:** Applying CAV solutions to intersections in the technology district to support AV operations as part of AV deployment serving a wide variety of destinations—including City Hall, senior-heavy neighborhood, transit-oriented developments, social service center, the Innovation Quarter, and new UTD Center for Smart and Connected Mobility.



# DART LOVE LINK AV AIRPORT CONNECTOR

**Project location:** Service between Inwood Station and Love Field in Dallas.

**Description:** Four electric and automated buses serving an established route that includes a major airport (Love Field) and already has special route-branding.





# SUMMARY OF AV2.2/2.3 PROJECTS

## Item 10: Recommended AV2.2/2.3 Projects

Implementing Agency	Description	AV2.2: Infrastructure	AV2.3: AV Service	Local	Federal	Total (Local + Federal)	RTC TDCs	Agreement Expectation
Dallas College	Cedar Valley College AV Service/Workforce Development	\$1,150,000	\$2,840,000	\$810,000	\$3,990,000	\$4,800,000	0	Dallas College & TxDOT
Dallas College	Eastfield College AV Service/Workforce Development	\$1,150,000	\$3,560,000	\$990,000	\$4,710,000	\$5,700,000	0	Dallas College & TxDOT
NCTCOG	Paul Quinn College Food & internet delivery	\$250,000	\$1,325,000	\$0	\$1,575,000	\$1,575,000	375,000	NCTCOG & TxDOT
City of Fort Worth	I-35W AV Truckport	\$2,500,000	\$2,297,578	\$0	\$4,797,578	\$4,797,578	1,009,516	City of Fort Worth & TxDOT
City of Richardson	Richardson CAV Infrastructure	\$1,500,000	\$3,300,000	\$171,000	\$4,800,000	\$4,971,000	789,000	City of Richardson & TxDOT
DART	DART Love Link AV Bus Service	\$500,000	\$1,250,000	\$0	\$1,750,000	\$1,750,000	350,000	DART & FTA
<b>Total</b>		<b>\$7,050,000</b>	<b>\$14,572,578</b>	<b>\$1,971,000</b>	<b>\$21,622,578</b>	<b>\$23,593,578</b>	<b>2,523,516</b>	

# NEXT STEPS

**July 2021:** Action item presented to RTC

**Fall 2021:** S/TIP approval expected

**Summer 2022:** TxDOT agreements expected to be finalized by project teams

**FY23:** Project implementation

# Requested Action

Recommend RTC approval of the proposed projects under the AV2.2/2.3 program and authorize staff to take all necessary and appropriate steps to administratively advance the projects and provide technical support to the local partners implementing the projects.

# Contacts

## Thomas Bamonte

Senior Program Manager

Connected and Automated Vehicles

North Central Texas Council of  
Governments

Email: [tbamonte@nctcog.org](mailto:tbamonte@nctcog.org)

Twitter: [@TomBamonte](https://twitter.com/TomBamonte)

## Clint Hail

Transportation Planner

Connected and Automated Vehicles

North Central Texas Council of  
Governments

Email: [chail@nctcog.org](mailto:chail@nctcog.org)

**G4910-9X**

**DEPARTMENT OF TRANSPORTATION**

**Office of the Secretary of Transportation**

**Notice of Funding Opportunity for the Department of Transportation's National Infrastructure Investments (i.e., the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program) under the Consolidated Appropriations Act, 2021**

**AGENCY:** Office of the Secretary of Transportation, DOT

**ACTION:** Notice of Funding Opportunity

**SUMMARY:** The purpose of this notice is to solicit applications for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. Funds for the FY 2021 RAISE grant program are to be awarded on a competitive basis for surface transportation infrastructure projects that will have a significant local or regional impact. This program was formerly known as BUILD Transportation Grants

**DATES:** Applications must be submitted by 5:00 PM Eastern on July 12, 2021.

**ADDRESSES:** Applications must be submitted through [Grants.gov](https://www.grants.gov).

**FOR FURTHER INFORMATION CONTACT:** For further information concerning this notice, please contact the RAISE grant program staff via e-mail at [RAISEgrants@dot.gov](mailto:RAISEgrants@dot.gov), or call Howard Hill at 202-366-0301. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, DOT will regularly post answers to questions and requests for clarifications as well as information about webinars for further guidance on DOT's website at [www.transportation.gov/RAISEgrants](http://www.transportation.gov/RAISEgrants).

**SUPPLEMENTARY INFORMATION:** Each section of this notice contains information and instructions relevant to the application process for these RAISE grants, and all applicants should read this notice in its entirety so that they have the information they need to submit eligible and competitive applications.

## **Table of Contents**

- A. Program Description
- B. Federal Award Information
- C. Eligibility Information
- D. Application and Submission Information
- E. Application Review Information
- F. Federal Award Administration Information
- G. Federal Awarding Agency Contacts
- H. Other Information

### **A. Program Description**

#### **1. Overview**

The Consolidated Appropriations Act, 2021 (Pub. L. 116-260, December 27, 2020) (“FY 2021 Appropriations Act”) appropriated \$1 billion to be awarded by the Department of Transportation (“DOT”) for National Infrastructure Investments (now known as Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants.) RAISE Grants are for capital investments in surface transportation that will have a significant local or regional impact. In addition to capital awards, DOT will award no more than \$30 million for eligible planning, preparation or design of projects eligible for RAISE Grants that do not result in construction with FY2021 RAISE funding, of which at least \$10 million will be awarded to projects located in or to directly benefit areas of persistent poverty.

Since this program was created, \$8.9 billion has been awarded for capital investments in surface transportation infrastructure over 12 rounds of competitive grants. Throughout the program, these discretionary grant awards have supported projects that have a significant local or regional impact consistent with DOT's strategic infrastructure goal.<sup>1</sup> FY 2021 RAISE grants continue to align with DOT's infrastructure goal by guiding strategic investments that enable more efficient movement of people and goods. The FY 2021 RAISE round also highlights this Administration's priorities to invest in national infrastructure projects that result in good-paying jobs, improve safety, apply transformative technology, and explicitly address climate change and racial equity.

Section E of this NOFO, which outlines FY 2021 RAISE Grant selection criteria, describes the process for selecting projects that further these goals. Section F.3 describes progress and performance reporting requirements for selected projects, including the relationship between that reporting and the program's selection criteria.

Consistent with DOT's R.O.U.T.E.S. initiative, DOT seeks rural projects that address deteriorating conditions and disproportionately high fatality rates on rural transportation infrastructure. Please visit <https://www.transportation.gov/rural> to learn more about DOT's efforts to address disparities in rural infrastructure.

## **2. Additional Information**

The RAISE grant program is described in the Federal Assistance Listings under the assistance listing program title "National Infrastructure Investments" and assistance listing number 20.933.

---

<sup>1</sup> See U.S. Department of Transportation Strategic Plan for FY 2018–2022 (Feb. 2018) at <https://www.transportation.gov/dot-strategic-plan>.

### **3. Changes from the FY 2020 NOFO**

National Infrastructure Investments are now known as Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants, formerly TIGER and BUILD Transportation Grants. This FY 2021 RAISE Notice updates the FY 2020 RAISE NOFO to reflect this Administration's priorities for creating good-paying jobs, improving safety, applying transformative technology, and explicitly addressing climate change and advancing racial equity. Consistent with the FY 2021 Appropriations Act requirement that the Secretary shall consider and award projects based solely on the selection criteria from the FY 2017 Notice of Funding Opportunity, the seven selection criteria remain the same as FY 2017. The primary selection criteria are safety, environmental sustainability, quality of life, economic competitiveness, and state of good repair. The secondary selection criteria are partnership and innovation. The Department revised the descriptions of the criteria to clarify how they align with long-term project outcomes. A summary of these changes is provided below, but applicants should refer to Section E for descriptions of the selection criteria.

Consistent with the environmental sustainability merit criterion, the Department seeks to fund projects under the RAISE Program that considered climate change and environmental justice in the planning stage and were designed with specific elements to address climate change impacts. Projects that incorporate such planning considerations are expected to better address climate change and advance long-term environmental sustainability. Projects should directly support Climate Action Plans or apply environmental justice screening tools in the planning stage. Projects should include components that reduce emissions, promote energy efficiency, increase resiliency, and recycle or redevelop existing infrastructure. This objective is consistent with Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad* (86 FR 7619). As part of the Department's implementation of that Executive Order, the Department seeks to fund



projects that, to the extent possible, target at least 40% of resources and benefits towards low-income communities, disadvantaged communities, communities underserved by affordable transportation, or overburdened<sup>2</sup> communities. Section E describes climate change and environmental justice considerations an applicant can undertake. Projects that have not sufficiently considered climate change and environmental justice in their planning, as determined by the Department, will be required to before receiving funds for construction. See Section F.2 of this NOFO for program requirements.

Consistent with the quality of life and partnership merit criteria, the Department seeks to use the RAISE program to encourage racial equity in two areas: (1) incorporating planning and adopting policies related to racial equity and reducing barriers to opportunity; and (2) investing in projects that either proactively address racial equity and barriers to opportunity, including automobile dependence as a form of barrier, or redress prior inequities and barriers to opportunity. This objective supports the Department's strategic goal related to infrastructure, with the potential for significantly enhancing environmental stewardship and community partnerships, and reflects Executive Order 13985, *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government* (86 FR 7009). Section E describes racial equity considerations that an applicant can undertake to address these criteria. Projects that have not sufficiently considered racial equity in their planning, as determined by the Department, will be required to before receiving funds for construction. See Section F.4 of this NOFO for program requirements.

---

<sup>2</sup> Overburdened Community: Minority, low-income, tribal, or indigenous populations or geographic locations in the United States that potentially experience disproportionate environmental harms and risks. This disproportionality can be as a result of greater vulnerability to environmental hazards, lack of opportunity for public participation, or other factors. Increased vulnerability may be attributable to an accumulation of negative or lack of positive environmental, health, economic, or social conditions within these populations or places. The term describes situations where multiple factors, including both environmental and socio-economic stressors, may act cumulatively to affect health and the environment and contribute to persistent environmental health disparities.

The FY 2021 Appropriations Act allows for up to \$30 million to be awarded for the planning, preparation or design of projects eligible for RAISE Grants, of which at least \$10 million will be awarded to projects located in or to directly benefit areas of persistent poverty planning projects. Areas of persistent poverty are defined in Section C.3.iii.

The Department published a FY 2021 RAISE NOFO on January 19, 2021 and withdrew that NOFO on January 22, 2021. This notice supersedes the withdrawn NOFO. Unless repeated here, the content of the withdrawn NOFO is ineffective.

Applicants who are planning to re-apply using materials prepared for prior competitions should ensure that their FY 2021 application fully addresses the criteria and considerations described in this Notice and that all relevant information is up to date.

## **B. Federal Award Information**

### **1. Amount Available**

The FY 2021 Appropriations Act appropriated \$1 billion to be awarded by DOT for the RAISE grant program. FY 2021 RAISE grants are for capital investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. DOT will award no more than \$30 million (of the \$1 billion) for the planning, preparation or design of eligible projects, of which at least \$10 million will be awarded to projects located in or to directly benefit areas of persistent poverty (as defined in Section C.3.iii.). DOT refers to awards for the planning, preparation or design of eligible projects as RAISE planning grants. The FY 2021 Appropriations Act also allows DOT to retain up to \$20 million of the \$1 billion for award, oversight and administration of grants and credit assistance made under the program. In addition to the FY 2021 RAISE funds, unobligated program funds may be made available from prior rounds and awarded under this solicitation to projects that can be obligated before the obligation deadline associated with the respective prior

year funds. The Department expects not more than \$30 million of prior year funds may be awarded. If this solicitation does not result in the award and obligation of all available funds, DOT may publish additional solicitations.

The FY 2021 Appropriations Act allows up to 20 percent of available funds (or \$200 million) to be used by DOT to pay the subsidy and administrative costs of a project receiving credit assistance under the Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA) or Railroad Rehabilitation and Improvement Financing (RRIF) programs, if that use of the FY 2021 RAISE funds would further the purposes of the RAISE grant program.

## **2. Award Size**

The FY 2021 Appropriations Act specifies that RAISE grants may not be less than \$5 million, except that for projects located in rural areas (as defined in Section C.3.ii) the minimum award size is \$1 million. Grants may not be greater than \$25 million. There is no minimum award size for RAISE planning grants, regardless of location. Applicants are strongly encouraged to submit applications only for eligible award amounts.

## **3. Restrictions on Funding**

Pursuant to the FY 2021 Appropriations Act, no more than 10 percent of the funds made available for RAISE grants (or \$100 million) may be awarded to projects in a single State. The Act also directs that not more than 50 percent of the funds provided for RAISE grants (or \$500 million) shall be awarded to rural projects (as defined in section C.3.ii) and directs that not more than 50 percent of the funds provided for RAISE grants (or \$500 million) shall be awarded to urban projects (as defined in section C.3.ii). Further, DOT must take measures to ensure an equitable geographic distribution of grant funds, an appropriate balance in addressing the needs of urban and rural areas including in tribal areas, and investment in a variety of transportation modes.

#### **4. Availability of Funds**

The FY 2021 Appropriations Act requires that FY 2021 RAISE grants funds are available for obligation only through September 30, 2024. Obligation occurs when a selected applicant and DOT enter into a written grant agreement after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements. Unless authorized by DOT in writing after DOT's announcement of FY 2021 RAISE awards, any costs incurred prior to DOT's obligation of funds for a project ("pre-award costs") are ineligible for reimbursement.<sup>3</sup> All FY 2021 RAISE funds must be expended (the grant obligation must be liquidated or actually paid out to the grant recipient) by September 30, 2029. After this date, unliquidated funds are no longer available to the project. As part of the review and selection process described in Section E.2., DOT will consider a project's likelihood of being ready to proceed with an obligation of RAISE grant funds within the statutory timeline. No waiver is possible for these deadlines.

#### **5. Previous BUILD/TIGER Awards**

Recipients of BUILD/TIGER grants may apply for funding to support additional phases of a project previously awarded funds in the BUILD/TIGER program. However, to be competitive, the applicant should demonstrate the extent to which the previously funded project phase has met estimated project schedules and budget, as well as the ability to realize the benefits expected for the project. A previous BUILD/TIGER award, or application, does not affect competitiveness under the FY 2021 RAISE competition.

---

<sup>3</sup> Pre-award costs are only costs incurred directly pursuant to the negotiation and anticipation of the RAISE award where such costs are necessary for efficient and timely performance of the scope of work, as determined by DOT. Costs incurred under an advance construction (23 U.S.C. 115) authorization before the DOT announces that a project is selected for a FY 2021 RAISE award cannot be charged to FY 2021 RAISE funds.

Likewise, costs incurred under an FTA Letter of No Prejudice under Chapter 53 of title 49 U.S.C. before the DOT announces that a project is selected for a FY 2021 RAISE award cannot be charged to FY 2021 RAISE funds.

## **C. Eligibility Information**

To be selected for a RAISE grant, an applicant must be an Eligible Applicant and the project must be an Eligible Project.

### **1. Eligible Applicants**

Eligible Applicants for RAISE grants are State, local, Tribal, and U.S. territories' governments, including transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments.

Multiple States or jurisdictions may submit a joint application and should identify a lead applicant as the primary point of contact and also identify the primary recipient of the award. Joint applications should include a description of the roles and responsibilities of each applicant.

DOT expects that the eligible applicant that submits the application will administer and deliver the project. If the applicant seeks a transfer of the award to another agency, a letter of support from the designated entity must be included in the application.

### **2. Cost Sharing or Matching**

Per the FY 2021 Appropriations Act, the Federal share of project costs for which an expenditure is made under the RAISE grant program may not exceed 80 percent for a project located in an urban area.<sup>4</sup> The Secretary may increase the Federal share of costs above 80 percent for projects located in rural areas and for planning projects located in areas of persistent poverty. Urban area and rural area are defined in Section C.3.ii of this notice. Areas of persistent poverty are defined in Section C.3.iii. DOT shall give priority to projects that require a contribution of Federal funds to complete an overall financing package.

---

<sup>4</sup> To meet match requirements, the minimum total project cost for a project located in an urban area must be \$6.25 million.

Non-Federal sources include State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, or private funds. Toll credits under 23 U.S.C. 120(i) are considered a Federal source under the RAISE program and, therefore, cannot be used to satisfy the statutory cost sharing requirement of a RAISE award. Unless otherwise authorized by statute, non-Federal cost-share may not be counted as the non-Federal share for both the RAISE grant and another Federal grant program. DOT will not consider previously incurred costs or previously expended or encumbered funds towards the matching requirement for any project. Matching funds are subject to the same Federal requirements described in Section F.2. as awarded funds. If repaid from non-Federal sources, Federal credit assistance is considered non-Federal share.

See Section D.2.iii for information about documenting cost sharing in the application.

For each project that receives a RAISE grant award, the terms of the award will require the recipient to complete the project using at least the level of non-Federal funding that was specified in the application. If the actual costs of the project are greater than the costs estimated in the application, the recipient will be responsible for increasing the non-Federal contribution. If the actual costs of the project are less than the costs estimated in the application, DOT will generally reduce the Federal contribution.

### **3. Other**

#### **i. Eligible Projects**

##### **(a) Capital Projects**

Eligible projects for RAISE grants are surface transportation capital projects within the United States or any territory or possession of the United States that include, but are not limited to: (1) highway, bridge, or other road projects eligible under title 23, United States Code; (2) public transportation projects eligible under chapter 53 of title 49, United States Code; (3)

passenger and freight rail transportation projects; (4) port infrastructure investments (including inland port infrastructure and land ports of entry); (5) intermodal projects; and (6) projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government.<sup>5</sup>

Other than projects described in this section, improvements to Federally owned facilities are ineligible under the FY 2021 RAISE program. Research, demonstration, or pilot projects are eligible only if they will result in long-term, permanent surface transportation infrastructure that has independent utility as defined in Section C.3.iv.

#### (b) Planning Projects

Activities eligible for funding under RAISE planning grants are related to the planning, preparation, or design— for example environmental analysis, feasibility studies, and other pre-construction activities—of eligible surface transportation capital projects described in Section C.3.i.(a).

In addition, eligible activities related to multidisciplinary projects or regional planning may include: (1) Development of master plans, comprehensive plans, or corridor plans; (2) Planning activities related to the development of a multimodal freight corridor, including those that seek to reduce conflicts with residential areas and with passenger and non-motorized traffic; (3) Development of port and regional port planning grants, including State-wide or multi-port planning within a single jurisdiction or region; (4) Risk assessments and planning to identify vulnerabilities and address the transportation system’s ability to withstand probable occurrence or recurrence of an emergency or major disaster.

---

<sup>5</sup> Please note that DOT may award a RAISE grant to pay for the surface transportation components of a broader project that has non-surface transportation components, and applicants are encouraged to apply for RAISE grants to pay for the surface transportation components of these projects.

ii. Rural/Urban Definition

For purposes of this notice, a project is designated as urban if it is located within (or on the boundary of) a Census-designated urbanized area<sup>6</sup> that had a population greater than 200,000 in the 2010 Census.<sup>7</sup> If a project is located outside a Census-designated urbanized area with a population greater than 200,000, it is designated as a rural project. Rural and urban definitions differ in some other DOT programs, including TIFIA.

A project located in both an urban and a rural area will be designated as *urban* if the majority of the project's costs will be spent in urban areas. Conversely, a project located in both an urban area and a rural area will be designated as *rural* if the majority of the project's costs will be spent in rural areas. For RAISE planning grants, the location of the project being planned, prepared, or designed will be used for the urban or rural designation.

This definition affects four aspects of the program: (1) not more than \$500 million of the funds provided for RAISE grants are to be used for projects in rural areas; (2) not more than \$500 million of the funds provided for RAISE grants are to be used for projects in urban areas; (3) for a project in a rural area the minimum award is \$1 million; and (4) the Secretary may increase the Federal share above 80 percent to pay for the costs of a project in a rural area.

iii. Areas of Persistent Poverty

Areas of Persistent Poverty means: (1) any county that has consistently had greater than or equal to 20 percent of the population living in poverty during the 30-year period preceding December 27, 2020, as measured by the 1990 and 2000<sup>8</sup> decennial census and the most recent

---

<sup>6</sup> Lists of UAs as defined by the Census Bureau are available on the Census Bureau website at <https://www.census.gov/geographies/reference-maps/2010/geo/2010-census-urban-areas.html>.

<sup>7</sup> See [www.transportation.gov/RAISEBUILDgrants](http://www.transportation.gov/RAISEBUILDgrants) for a list of UAs.

<sup>8</sup> See <https://www.census.gov/data/tables/time-series/dec/census-poverty.html> for county dataset.



annual Small Area Income Poverty Estimates as estimated by the Bureau of the census<sup>9</sup>; (2) any census tract with a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census<sup>10</sup>; or (3) any territory or possession of the United States. A county satisfies this definition only if 20 percent of its population was living in poverty in all three of the listed datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the 2019 Small Area Income Poverty Estimates. DOT will list all counties and census tracts that meet this definition for Areas of Persistent Poverty on the RAISE website at <https://www.transportation.gov/RAISEgrants>.

The FY 2021 definition for Area of Persistent Poverty may differ from other DOT programs, including the FY 2020 FTA Hope Discretionary Grant program.

This definition for Areas of Persistent Poverty affects two aspects of the program: (1) there is no minimum grant size for a planning projects that are located in or are to directly benefit an area of persistent poverty, and (2) the Secretary may increase the Federal share above 80 percent to pay for the costs of a planning project that is located in or is to directly benefit an area of persistent poverty.

The Department will only consider direct benefits to Areas of Persistent Poverty that are clearly and explicitly described in the application narrative. Unless the application addresses the direct benefits to an Areas of Persistent Poverty consistent with the definition in this section, the Department will not assume the project benefits an Area of Persistent Poverty.

---

<sup>9</sup> See <https://www.census.gov/data/datasets/2019/demo/saipe/2019-state-and-county.html> for December 2019 Small Area Income Poverty Dataset

<sup>10</sup> See <https://data.census.gov/cedsci/table?q=ACSST1Y2018.S1701&tid=ACSST5Y2018.S1701&hidePreview=false> for 2014-2018 five year data series from the American Community Survey

iv. Project Components

An application may describe a project that contains more than one component, and may describe components that may be carried out by parties other than the applicant. DOT expects, and will impose requirements on fund recipients to ensure, that all components included in an application will be delivered as part of the RAISE project, regardless of whether a component includes Federal funding. The status of each component should be clearly described (for example, in the project schedule). DOT may award funds for a component, instead of the larger project, if that component (1) independently meets minimum award amounts described in [Section B](#) and all eligibility requirements described in [Section C](#); (2) independently aligns well with the selection criteria specified in Section E.1; and (3) meets National Environmental Policy Act (NEPA) requirements with respect to independent utility. Independent utility means that the component will represent a transportation improvement that is usable and represents a reasonable expenditure of DOT funds even if no other improvements are made in the area, and will be ready for intended use upon completion of that component's construction. All project components that are presented together in a single application must demonstrate a relationship or connection between them. (See Section D.2. for Required Approvals).

Applicants should be aware that, depending upon the relationship between project components and applicable Federal law, DOT funding of only some project components may make other project components subject to Federal requirements as described in Section F.2.

DOT strongly encourages applicants to identify in their applications the project components that have independent utility and separately detail costs and requested RAISE grant funding for those components. If the application identifies one or more independent project components, the application should clearly identify how each independent component addresses

selection criteria and produces benefits on its own, in addition to describing how the full proposal of which the independent component is a part addresses selection criteria.

v. Application Limit

Each lead applicant may submit no more than three applications. Unrelated project components should not be bundled in a single application for the purpose of adhering to the limit. If a lead applicant submits more than three applications as the lead applicant, only the first three received will be considered.

**D. Application and Submission Information**

**1. Address to Request Application Package**

Instructions for submitting applications can be found at [www.transportation.gov/RAISEgrants](http://www.transportation.gov/RAISEgrants) along with specific instructions for the forms and attachments required for submission.

**2. Content and Form of Application Submission**

The application must include the Standard Form 424 (Application for Federal Assistance), cover page, and the Project Narrative. Applicants are encouraged to also complete SF-424C and attach to their application the “RAISE 2021 Project Information” form available at [www.transportation.gov/RAISEgrants](http://www.transportation.gov/RAISEgrants).

DOT recommends that the project narrative follow the basic outline below to address the program requirements and assist evaluators in locating relevant information.

I. Project Description	See D.2.i
II. Project Location	See D.2.ii
III. Grant Funds, Sources and Uses of all Project Funding	See D.2.iii
IV. Selection Criteria	See D.2. iv. and E.1
V. Environmental Risk Review	See D.2. v. and E.1.ii
VI. Benefit Cost Analysis	See D.2.vi. and E.1. iii.

The project narrative should include the information necessary for DOT to determine that the project satisfies project requirements described in Sections B and C and to assess the selection criteria specified in Section E.1. To the extent practicable, applicants should provide supporting data and documentation in a form that is directly verifiable by DOT. DOT expects applications to be complete upon submission. DOT may ask any applicant to supplement data in its application but is not required to do so. Lack of supporting information provided with the application negatively affects competitiveness of the application, as described in Section E.2.

In addition to a detailed statement of work, detailed project schedule, and detailed project budget, the project narrative should include a table of contents, maps and graphics, as appropriate, to make the information easier to review. DOT recommends that the project narrative be prepared with standard formatting preferences (a single-spaced document, using a standard 12-point font such as Times New Roman, with 1-inch margins). The project narrative may not exceed 30 pages in length, excluding cover pages and table of contents. The only substantive portions that may exceed the 30-page limit are documents supporting assertions or conclusions made in the 30-page project narrative, but evaluators are not required to review supporting documents as part of the merit review described in Section E. If possible, website links to supporting documentation should be provided rather than copies of these supporting materials. If supporting documents are submitted, applicants should clearly reference these in the respective section of the project narrative. DOT recommends using appropriately descriptive file names (e.g., “Project Narrative,” “Maps,” “Memoranda of Understanding and Letters of Support,”) for all attachments. DOT recommends applications include the following sections:

- i. Project Description

The first section of the application should provide a description of the project, the transportation challenges that it is intended to address, and how it will address those challenges.

This section should discuss the project's history, including a description of any previously completed components. The applicant may use this section to place the project into a broader context of other transportation infrastructure investments being pursued by the project sponsor. Applicants may also include a detailed statement of work that focuses on the technical and engineering aspects of the project and describes in detail the project to be constructed.

ii. Project Location

This section of the application should describe the project location, including a detailed geographical description of the proposed project, a map of the project's location, and description of connections to existing transportation infrastructure. The application should also identify:

(a) whether the project is located in an Area of Persistent Poverty including the relevant County and/or census tract; and

(b) the Census-designated urbanized area in which the project is located, if relevant.

If the project is not located in an Area of Persistent Poverty but is a project to directly benefit such an area, the application should clearly and explicitly describe those benefits and the affected county or census tract(s). For a project to directly benefit an Area of Persistent Poverty, measurable and non-trivial outcomes, consistent with the selection criteria describe in Section E of this NOFO, must be located in that Area of Persistent Poverty.

iii. Grant Funds, Sources and Uses of Project Funds

This section of the application should describe the budget for the RAISE project (i.e. the project scope that includes RAISE funding). This budget should **not** include any previously incurred expenses. The budget should show how each source of funds will be spent. The budget should also show how each funding source will share in each major construction activity, and present that data in dollars and percentages. If applicable, the budget should identify Federal funds that have been previously authorized by a Federal agency. Funding sources should be

grouped into three categories: non-Federal, RAISE, and other Federal. If the project contains individual components, the budget should separate the costs of each project component. If the project will be completed in phases, the budget should separate the costs of each phase. The budget should clearly identify any expenses expected to be incurred between time of award and obligation because these expenses are not eligible for reimbursement, as described in Section B.4, or for cost sharing, as described in Section C.2. The budget details should sufficiently demonstrate that the project satisfies the statutory cost-sharing requirements described in Section C.2. At a minimum, it should include:

- (a) Costs for the FY2021 RAISE project;
- (b) For all funds to be used for eligible project costs, the source and amount of those funds;
- (c) For non-Federal funds to be used for eligible project costs, documentation of funding commitments. Documentation should also be included as an appendix to the application. If the applicant is not a State DOT and matching contributions from a State DOT are included as non-Federal match, a supporting letter from the State indicating the source of the funds; and
- (d) For Federal funds to be used for eligible project costs, the amount, nature, and source of any required non-Federal match for those funds.

In addition to the information enumerated above, this section should provide complete information on how all project funds may be used. For example, if a particular source of funds is available only after a condition is satisfied, the application should identify that condition and describe the applicant's control over whether it is satisfied. Similarly, if a particular source of funds is available for expenditure only during a fixed time period, the application should describe that restriction. Complete information about project funds will ensure that DOT's

expectations for award execution align with any funding restrictions unrelated to DOT, even if an award differs from the applicant's request.

iv. Selection Criteria

This section of the application should demonstrate how the project aligns with the criteria described in Section E.1 of this notice. DOT encourages applicants to either address each criterion or expressly state that the project does not address the criterion. Applicants are not required to follow a specific format, but the outline suggested addresses each criterion separately and promotes a clear discussion that assists project evaluators. To minimize redundant information in the application, DOT encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application. The guidance in this section is about how the applicant should organize their application. Guidance describing how DOT will evaluate projects against the Selection Criteria is in Section E.1 of this notice. Applicants also should review that section before considering how to organize their application.

(1) Primary Selection Criteria

(a) Safety

This section of the application should describe the anticipated outcomes of the project that support the Safety criterion (described in Section E.1.i.(a) of this notice). The applicant should include information on, and to the extent possible, quantify, how the project would improve safety outcomes within the project area or wider transportation network, to include how the project will reduce the number, rate, and consequences of transportation-related accidents, serious injuries, and fatalities. The application should provide evidence to support the claimed level of effectiveness of the project in reducing accidents, serious injuries, and/or fatalities. If applicable, the applicant should also include information on how the project will improve safety

at highway-rail grade crossings and/or contribute to preventing unintended releases of hazardous materials.

#### (b) Environmental Sustainability

This section of the application should describe how the project addresses the environmental sustainability criterion (described in Section E.1.i.(b) of this notice). Applicants are encouraged to provide information demonstrating that they have considered climate change and environmental justice in the planning stage, in addition to a description of specific project elements that address climate change impacts. Applicants are encouraged to include information demonstrating how the project will reduce emissions, promote energy efficiency, incorporate electrification or zero emission vehicle infrastructure, increase resiliency, improve stormwater management, and recycle or redevelop existing infrastructure. Additional information for how this criterion will be evaluated is in Section E.1.i. of this notice.

#### (c) Quality of Life

This section should describe how the project increases or improves transportation choices for individuals, expands access to essential services, improves connectivity for citizens to jobs, health care, and other critical destinations; proactively addresses racial equity and barriers to opportunity; or otherwise addresses the quality of life criterion (described in Section E.1.i.(c) of this notice).

#### (d) Economic Competitiveness

This section of the application should describe how the project will support the Economic Competitiveness criterion (described in Section E.1.i.(d) of this notice). The applicant should include information about expected impacts of the project on the movement of goods and people, including how the project increases the efficiency of movement and thereby reduces costs of doing business, improves local and regional freight connectivity to the national and global



economy, reduces burdens of commuting, and improves overall well-being. Applicants could also describe whether project delivery and implementation provides opportunities for workers to find good-paying jobs directly related to the project, including opportunities through unions, project labor agreements<sup>11</sup>, local hiring provisions, or other targeted preferential hiring provisions<sup>12</sup> The applicant should describe the extent to which the project contributes to the functioning and growth of the economy, including the extent to which the project addresses congestion or freight connectivity, bridges service gaps in rural areas, or promotes the expansion of private economic development.

(e) State of Good Repair

This section of the application should describe how the project will contribute to a state of good repair by improving the condition or resilience of existing transportation facilities and systems (described in Section E.1.i.(e) of this notice), including the project's current condition, how the proposed project will improve it, and any estimates of impacts on long-term cost structures or overall life-cycle costs.

(2) Secondary Selection Criteria

(a) Partnership

This section of the application should include information to assess the partnership criterion (described in Section E.1.ii.(a) of this notice) including a list of all project parties and details about the proposed grant recipient and other public and private parties who are involved in delivering the project. This section should also describe efforts to collaborate among stakeholders, including with the private sector.

---

<sup>11</sup> Project labor agreement must be consistent with Executive Order 13502.

<sup>12</sup> Preferential hiring provisions must be authorized and comply with Sec. 199B of the FY2021 Appropriations Act.

Applications for projects involving other Federal agencies, or requiring action from other Federal agencies, should demonstrate commitment and involvement of those agencies. For example, relevant port projects should demonstrate alignment with U.S. Army Corps of Engineers investment strategies.

(b) Innovation

This section of the application should describe innovative strategies used and the anticipated benefits of using those strategies, including those corresponding to three categories (described in Section E.1.ii.(b) of this notice): (i) Innovative Technologies, (ii) Innovative Project Delivery, or (iii) Innovative Financing.

(i) Innovative Technologies

If an applicant is proposing to adopt innovative technology, the application should demonstrate the applicant's capacity to implement those innovations, the applicant's understanding of applicable Federal requirements and whether the innovations may require extraordinary permitting, approvals, exemptions, waivers, or other procedural actions, and the effects of those innovations on the project delivery timeline.

If an applicant is proposing to deploy autonomous vehicles or other innovative motor vehicle technology, the application should demonstrate that all vehicles will comply with applicable safety requirements, including those administered by the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA). Specifically, the application should show that vehicles acquired for the proposed project will comply with applicable Federal Motor Vehicle Safety Standards (FMVSS) and Federal Motor Carrier Safety Regulations (FMCSR). If the vehicles may not comply, the application should either (1) show that the vehicles and their proposed operations are within the scope of an exemption or waiver that has already been granted by NHTSA, FMCSA, or both agencies or (2)

directly address whether the project will require exemptions or waivers from the FMVSS, FMCSR, or any other regulation and, if the project will require exemptions or waivers, present a plan for obtaining them.

(ii) Innovative Project Delivery

If an applicant plans to use innovative approaches to project delivery or is located in a State with NEPA delegation authority, applicants should describe those project delivery methods and how they are expected to improve the efficiency of the project development or expedite project delivery.

(iii) Innovative Financing

If an applicant plans to incorporate innovative funding or financing, the applicant should describe the funding or financing approach, including a description of all activities undertaken to pursue private funding or financing for the project and the outcomes of those activities.

v. Environmental Risk

This section of the application should include sufficient information for DOT to evaluate whether the project is reasonably expected to begin construction in a timely manner. To assist DOT's project environmental risk review, the applicant should provide the information requested on project schedule, required approvals and permits, NEPA, risk and mitigation strategies, each of which is described in greater detail in the following sections. Applicants are not required to follow the specific format described here, but this organization, which addresses each relevant aspect of environmental risk, promotes a clear discussion that assists project evaluators. To minimize redundant information in the application, DOT encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application.

The guidance here is about what information applicants should provide and how the applicant should organize their application. Guidance describing how DOT will evaluate environmental risk is described in Section E.1.ii of this notice. Applicants should review that section when considering how to organize their application.

(a) Project Schedule

The applicant should include a detailed project schedule that identifies all major project milestones. Examples of such milestones include State and local planning approvals (e.g., programming on the Statewide Transportation Improvement Program); start and completion of NEPA and other Federal environmental reviews and approvals including permitting; design completion; right of way acquisition; approval of plans, specifications and estimates; procurement; State and local approvals; project partnership and implementation agreements, including agreements with railroads; and construction. The project schedule should be sufficiently detailed to demonstrate that:

- (1.) all necessary activities will be complete to allow RAISE grant funds to be obligated sufficiently in advance of the statutory deadline (June 30, 2024<sup>13</sup>), and that any unexpected delays will not put the funds at risk of expiring before they are obligated;
- (2.) the project can begin construction upon obligation of grant funds and that those funds will be spent expeditiously once construction starts, with all funds expended by September 30, 2029; and

---

<sup>13</sup> The statutory obligation deadline is September 30, 2024. The Department assesses risk against an earlier deadline of June 30, 2024 to allow time to complete administrative processing and address challenges before the statutory deadline.

(3.) all real property and right-of-way acquisition will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 710, and other applicable legal requirements or a statement that no right-of-way acquisition is necessary.

(b) Required Approvals

1. Environmental Permits and Reviews. The application should demonstrate receipt (or reasonably anticipated receipt) of all environmental approvals and permits necessary for the project to proceed to construction on the timeline specified in the project schedule and necessary to meet the statutory obligation deadline, including satisfaction of all Federal, State and local requirements and completion of the NEPA process. Specifically, the application should include:

- i. Information about the NEPA status of the project. If the NEPA process is complete, an applicant should indicate the date of completion, and provide a website link or other reference to the final Categorical Exclusion, Finding of No Significant Impact, Record of Decision, and any other NEPA documents prepared. If the NEPA process is underway, but not complete, the application should detail the type of NEPA review underway, where the project is in the process, and indicate the anticipated date of completion of all milestones and of the final NEPA determination. If the last agency action with respect to NEPA documents occurred more than three years before the application date, the applicant should describe why the project has been delayed and include a proposed approach for verifying and, if necessary, updating this material in accordance with applicable NEPA requirements.

- ii.** Information on reviews, approvals, and permits by other agencies. An application should indicate whether the proposed project requires reviews or approval actions by other agencies,<sup>14</sup> indicate the status of such actions, and provide detailed information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State or local requirements, and when such approvals are expected. Applicants should provide a website link or other reference to copies of any reviews, approvals, and permits prepared.
  - iii.** Environmental studies or other documents, preferably through a website link, that describe in detail known project impacts, and possible mitigation for those impacts.
  - iv.** A description of discussions with the appropriate DOT operating administration field or headquarters office regarding the project's compliance with NEPA and other applicable Federal environmental reviews and approvals.
  - v.** A description of public engagement about the project that has occurred, including details on the degree to which public comments and commitments have been integrated into project development and design.
2. State and Local Approvals. The applicant should demonstrate receipt of State and local approvals on which the project depends, such as State and local environmental and planning approvals and Statewide Transportation Improvement Program (STIP) or (Transportation Improvement Program) TIP

---

<sup>14</sup> Projects that may impact protected resources such as wetlands, species habitat, cultural or historic resources require review and approval by Federal and State agencies with jurisdiction over those resources.

funding. For projects acquiring State DOT-owned right of way, applicants should demonstrate they have coordinated the project with the State DOT or transportation facility owner. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project has broad public support.

3. Federal Transportation Requirements Affecting State and Local Planning. The planning requirements applicable to the relevant operating administration apply to all RAISE grant projects<sup>15</sup>, including intermodal projects located at airport facilities<sup>16</sup>. Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning documents has been or will be included in such documents. If the project is not included in a relevant planning document at the time the application is submitted, the applicant should submit a statement from the appropriate planning agency that actions are

---

<sup>15</sup> Under 23 U.S.C. 134 and 135, all projects requiring an action by FHWA must be in the applicable plan and programming documents (e.g., metropolitan transportation plan, transportation improvement program (TIP) and statewide transportation improvement program (STIP)). Further, in air quality non-attainment and maintenance areas, all regionally significant projects, regardless of the funding source, must be included in the conforming metropolitan transportation plan and TIP. Inclusion in the STIP is required under certain circumstances. To the extent a project is required to be on a metropolitan transportation plan, TIP, and/or STIP, it will not receive a RAISE grant until it is included in such plans. Plans that do not currently include the awarded RAISE project can be amended by the State and MPO. Projects that are not required to be in long range transportation plans, STIPs, and TIPs will not need to be included in such plans to receive a RAISE grant. Port, freight rail, and intermodal projects are not required to be on the State Rail Plans called for in the Passenger Rail Investment and Improvement Act of 2008, or in a State Freight Plan as described in the FAST Act. However, applicants seeking funding for freight projects are encouraged to demonstrate that they have done sufficient planning to ensure that projects fit into a prioritized list of capital needs and are consistent with long-range goals. Means of demonstrating this consistency would include whether the project is in a TIP or a State Freight Plan that conforms to the requirements 49 U.S.C. 70202 prior to the start of construction. Port planning guidelines are available at [StrongPorts.gov](http://StrongPorts.gov).

<sup>16</sup> Projects at grant obligated airports must be compatible with the FAA-approved Airport Layout Plan, as well as aeronautical surfaces associated with the landing and takeoff of aircraft at the airport. Additionally, projects at an airport: must comply with established Sponsor Grant Assurances, including (but not limited to) requirements for non-exclusive use facilities, consultation with users, consistency with local plans including development of the area surrounding the airport, and consideration of the interest of nearby communities, among others; and must not adversely affect the continued and unhindered access of passengers to the terminal.

underway to include the project in the relevant planning document. To the extent possible, freight projects should be included in a State Freight Plan and supported by a State Freight Advisory Committee (49 U.S.C. 70201, 70202), if these exist. Applicants should provide links or other documentation supporting this consideration. Because projects have different schedules, the construction start date for each RAISE grant must be specified in the project-specific agreements signed by relevant operating administration and the grant recipients, based on critical path items that applicants identify in the application and will be consistent with relevant State and local plans.

(c) Assessment of Project Risks and Mitigation Strategies

Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match, unavailability of vehicles that either comply with Federal Motor Vehicle Safety Standards or are exempt from Federal Motor Vehicle Safety Standards in a manner that allows for their legal acquisition and deployment, unavailability of domestically manufactured equipment, or lack of legislative approval, affect the likelihood of successful project start and completion. The applicant should identify all material risks to the project and the strategies that the lead applicant and any project partners have undertaken or will undertake to mitigate those risks. The applicant should assess the greatest risks to the project and identify how the project parties will mitigate those risks.

If an applicant anticipates pursuing a waiver for relevant domestic preference laws, the applicant should describe steps that have been or will be taken to



maximize the use of domestic goods, products, and materials in constructing its project.

To the extent the applicant is unfamiliar with the Federal program, the applicant should contact the appropriate DOT operating administration field or headquarters offices, as found in contact information at [www.transportation.gov/RAISEgrants](http://www.transportation.gov/RAISEgrants), for information on the pre-requisite steps to obligate Federal funds in order to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

RAISE planning grant applicants should describe their capacity to successfully implement the proposed activities in a timely manner.

vi. Benefit Cost Analysis

This section describes the recommended approach for the completion and submission of a benefit-cost analysis (BCA) as an appendix to the Project Narrative. The results of the analysis should be summarized in the Project Narrative directly, as described in Section D.2.

The appendix should provide present value estimates of a project's benefits and costs relative to a no-build baseline. To calculate present values, applicants should apply a real discount rate (i.e., the discount rate net of the inflation rate) of 7 percent per year to the project's streams of benefits and costs. The purpose of the BCA is to enable DOT to evaluate the project's cost-effectiveness by estimating a benefit-cost ratio for the project.

The primary economic benefits from projects eligible for RAISE grants are likely to include savings in travel time costs, vehicle or terminal operating costs, and safety costs for both existing users of the improved facility and new users who may be attracted to it as a result of the project. Reduced damages from vehicle emissions and savings in maintenance costs to public

agencies may also be quantified. Applicants may describe other categories of benefits in the BCA that are more difficult to quantify and value in economic terms, such as improving the reliability of travel times or improvements to the existing human and natural environments (such as increased connectivity, improved public health, storm water runoff mitigation, and noise reduction), while also providing numerical estimates of the magnitude and timing of each of these additional impacts wherever possible. Any benefits claimed for the project, both quantified and unquantified, should be clearly tied to the expected outcomes of the project.

The BCA should include the full costs of developing, constructing, operating, and maintaining the proposed project, as well as the expected timing or schedule for costs in each of these categories. The BCA may also consider the present discounted value of any remaining service life of the asset at the end of the analysis period. The costs and benefits that are compared in the BCA should also cover the same project scope.

The BCA should carefully document the assumptions and methodology used to produce the analysis, including a description of the baseline, the sources of data used to project the outcomes of the project, and the values of key input parameters. Applicants should provide all relevant files used for their BCA, including any spreadsheet files and technical memos describing the analysis (whether created in-house or by a contractor). The spreadsheets and technical memos should present the calculations in sufficient detail and transparency to allow the analysis to be reproduced by DOT evaluators. Detailed guidance for estimating some types of quantitative benefits and costs, together with recommended economic values for converting them to dollar terms and discounting to their present values, are available in DOT's guidance for conducting BCAs for projects seeking funding under the RAISE grant program (see [www.transportation.gov/RAISEgrants/additional-guidance](http://www.transportation.gov/RAISEgrants/additional-guidance)).

### **3. Unique Entity Identifier and System for Award Management (SAM)**

Each applicant must: 1) be registered in SAM before submitting its application; 2) provide a valid unique entity identifier in its application; and 3) continue to maintain an active SAM registration with current information at all times during which it has an active Federal award or an application or plan under consideration by a Federal awarding agency. DOT may not make a RAISE grant to an applicant until the applicant has complied with all applicable unique entity identifier and SAM requirements and, if an applicant has not fully complied with the requirements by the time DOT is ready to make a RAISE grant, DOT may determine that the applicant is not qualified to receive a RAISE grant and use that determination as a basis for making a RAISE grant to another applicant.

### **4. Submission Dates and Times**

Applications must be submitted by 5:00 PM Eastern on July 12, 2021. To submit an application through Grants.gov, applicants must:

- (1) Obtain a Data Universal Numbering System (DUNS) number;
- (2) Register with the System for Award Management (SAM) at [www.SAM.gov](http://www.SAM.gov);
- (3) Create a Grants.gov username and password; and
- (4) The E-Business Point of Contact (POC) at the applicant's organization must respond to the registration email from Grants.gov and login at Grants.gov to authorize the applicant as the Authorized Organization Representative (AOR). Please note that there can be more than one AOR for an organization.

Please note that the Grants.gov registration process usually takes 2-4 weeks to complete and that DOT will not consider late applications that are the result of failure to register or comply

with Grants.gov applicant requirements in a timely manner. For information and instruction on each of these processes, please see instructions at <http://www.grants.gov/web/grants/applicants/applicant-faqs.html>. If applicants experience difficulties at any point during the registration or application process, please call the Grants.gov Customer Service Support Hotline at 1(800) 518-4726, Monday-Friday from 7:00 a.m. to 9:00 p.m. EST.

## **5. Other Submission Requirements**

### **(a) Submission Location**

Applications must be submitted to Grants.gov.

### **(b) Consideration of Applications:**

Only applicants who comply with all submission deadlines described in this notice and electronically submit valid applications through Grants.gov will be eligible for award. Applicants are strongly encouraged to make submissions in advance of the deadline.

### **(c) Late Applications**

Applicants experiencing technical issues with Grants.gov that are beyond the applicant's control must contact [RAISEgrants@dot.gov](mailto:RAISEgrants@dot.gov) prior to the application deadline with the user name of the registrant and details of the technical issue experienced. The applicant must provide:

- (1) Details of the technical issue experienced;
- (2) Screen capture(s) of the technical issues experienced along with corresponding Grants.gov "Grant tracking number;"
- (3) The "Legal Business Name" for the applicant that was provided in the SF-424;
- (4) The AOR name submitted in the SF-424;
- (5) The DUNS number associated with the application; and

(6) The Grants.gov Help Desk Tracking Number.

To ensure a fair competition of limited discretionary funds, the following conditions are not valid reasons to permit late submissions: (1) failure to complete the registration process before the deadline; (2) failure to follow Grants.gov instructions on how to register and apply as posted on its website; (3) failure to follow all instructions in this notice of funding opportunity; and (4) technical issues experienced with the applicant's computer or information technology environment. After DOT reviews all information submitted and contact the Grants.gov Help Desk to validate reported technical issues, DOT staff will contact late applicants to approve or deny a request to submit a late application through Grants.gov. If the reported technical issues cannot be validated, late applications will be rejected as untimely.

(d) Compliance with Section 508 of the Rehabilitation Act of 1973

The Department encourages applicants to submit documents that are compliant with Section 508 of the Rehabilitation Act of 1973. Section 508 guidelines are available at <https://www.access-board.gov/ict/>.

**E. Application Review Information**

**1. Criteria**

(a) Capital Projects

This section specifies the criteria that DOT will use to evaluate and award applications for RAISE grants. The criteria incorporate the statutory eligibility requirements for this program, which are specified in this notice as relevant. For each proposed project, DOT will review the potential long-term benefits for the primary and secondary merit criteria described in this section. DOT does not consider any primary merit criterion more important than the others. Applications that do not demonstrate the project will, more likely than not generate benefits in one or more merit criteria for at least the useful life of the project; demonstrate moderate local or regional

impact; and contain sufficient information to assess the projects benefits will not proceed in the evaluation process. In evaluating the primary and secondary merit criteria, DOT will review the project's local or regional impact as well as the content and credibility of information used to explain project benefits. As described in section E.2, projects that address primary merit criteria will be more competitive than projects that only address secondary merit criteria.

i. Primary Merit Criteria

(a) Safety

DOT will assess the project's ability to foster a safe transportation system for the movement of goods and people, consistent with the Department's strategic goal to reduce transportation-related fatalities and serious injuries across the transportation system. DOT will consider the project's estimated impacts on the number, rate, and consequences of crashes, fatalities and injuries among transportation users; the degree to which the project addresses vulnerable roadway users, the degree to which the project addresses inequities in crash victims, the extent to which the project improves safety at highway/rail grade crossings; the project's incorporation of roadway design and technology that is proven to improve safety; or the project's contribution to preventing unintended releases of hazardous materials.

(b) Environmental Sustainability

DOT will consider the extent to which the project incorporates considerations of climate change and environmental justice in the planning stage and in project delivery, such as through incorporation of specific design elements that address climate change impacts. DOT will evaluate the degree to which the project is expected to reduce emissions, promote energy efficiency, support fiscally responsible land use and transportation efficient design, incorporates electrification or zero emission vehicle infrastructure, increases resiliency, reduces pollution, and recycles or redevelops brownfield sites, particularly communities that disproportionately

experience climate-change-related consequences. DOT will assess whether the project has addressed environmental sustainability, including but not limited to the following examples:

(1) A Local/Regional/State Climate Action Plan which results in lower greenhouse gas emissions has been prepared and the project directly supports that Climate Action Plan;

(2) A Local/Regional/State Equitable Development Plan has been prepared and the project directly supports that Equitable Development Plan;

(3) The project sponsor has used environmental justice tools such as the EJSCREEN to minimize adverse impacts to environmental justice communities

(<https://ejscreen.epa.gov/mapper/>); or

(4) A Local/Regional/State Energy Baseline Study has been prepared and the project directly supports that study;

(5) The project supports a modal shift in freight or passenger movement to reduce emissions, or reduce induced travel demand. The project utilizes demand management strategies to reduce congestion, induced travel demand, and greenhouse gas emissions;

(6) The project incorporates electrification infrastructure, zero-emission vehicle infrastructure, or both;

(7) The project supports the installation of electric vehicle charging stations;

(8) The project promotes energy efficiency;

(9) The project serves the renewable energy supply chain;

(10) The project improves disaster preparedness and resiliency;

(11) The project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, such as through reduction in Clean Air Act criteria pollutants and greenhouse gases, improved stormwater management, or improved habitat connectivity;

(12) The project repairs existing dilapidated or idle infrastructure that is currently causing environmental harm (e.g. brownfield redevelopment);

(13) The project supports or incorporates the construction of energy- and location-efficient buildings;

(14) The project proposes recycling of materials, use of materials known to reduce or reverse carbon emissions, or both.

(c) Quality of Life

DOT will consider the extent to which the project: (i) increases transportation choices and equity for individuals; (ii) expands access to essential services for communities across the United States, particularly for underserved or disadvantaged communities; (iii) improves connectivity for citizens to jobs, health care, and other critical destinations, or (iv) proactively addresses racial equity<sup>17</sup> and barriers to opportunity, through the planning process or through incorporation of design elements. DOT will assess whether the project addresses quality of life, including but not limited to the following examples:

(1) A racial equity impact analysis has been completed for the project;

(2) The project sponsor has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall project delivery and implementation.

(3) The project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity

---

<sup>17</sup> Definitions for “racial equity” and “underserved communities” are found in Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government, Sections 2 (a) and (b).



or that proactively create new connections and opportunities for underserved communities that are underserved by transportation;

(4) The project includes new or improved walking, biking, and rolling access for the disabled, especially access that reverses the disproportional impacts of crashes on people of color, and mitigate neighborhood bifurcation; or

(5) The project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities.

(d) Economic Competitiveness

DOT will assess the degree to which the project will (1) decrease transportation costs and improve access, through reliable and timely access, to employment centers and job opportunities;

(2) improve long-term efficiency or reliability, or reduce costs in the movement of workers or goods; (3) offer significant regional and national improvements in economic strength by

increasing the economic productivity of land, capital, or labor, and improving the economic

strength of regions and cities; (4) result in long-term job creation by supporting good-paying jobs

directly related to the project with the choice of a union, and supporting American industry

through compliance with domestic preference laws, the use of project labor agreements, local

hiring provisions, or other targeted preferential hiring requirements; or (5) help the United States

compete in a global economy by encouraging the location of important industries and future

innovations and technology in the U.S., and facilitating efficient and reliable freight movement.

This criterion is consistent with DOT's strategic objective to promote investments that bring

lasting economic benefit to the Nation.

Projects that bridge gaps in service in rural areas and projects that attract private economic development both support local or regional economic competitiveness.

(e) State of Good Repair

- ii. Consistent with the Department's strategic objective to maintain and upgrade existing transportation systems, DOT will assess whether and to what extent:
- (1) the project is consistent with relevant plans to maintain transportation facilities or systems in a state of good repair and address current and projected vulnerabilities;
  - (2) if left unimproved, the poor condition of the asset will threaten future transportation network efficiency, mobility of goods or accessibility and mobility of people, or economic growth;
  - (3) the project is appropriately capitalized, including whether project sponsor has conducted scenario planning and/or fiscal impact analysis to understand the future impact on public finances;
  - (4) a sustainable source of revenue is available for operations and maintenance of the project and the project will reduce overall life-cycle costs;
  - (5) the project will maintain or improve transportation infrastructure that supports border security functions; and
  - (6) the project includes a plan to maintain the transportation infrastructure in a state of good repair.
- DOT will prioritize projects that ensure the good condition of transportation infrastructure, including rural transportation infrastructure, that support commerce and economic growth. Secondary Merit Criteria

(a) Partnership

DOT will consider the extent to which projects demonstrate strong collaboration among a broad range of stakeholders. Projects with strong partnership typically involve multiple partners in project development and funding, such as State and local governments, other public entities, and private or nonprofit entities, particularly minority business enterprises. DOT will consider applicants that partner with State, local, or private entities for the completion and operation of

transportation infrastructure to have strong partnership. DOT will also assess the extent to which the project application demonstrates collaboration among neighboring or regional jurisdictions to achieve local or regional benefits, especially equity-focused community outreach and public engagement in the project's planning in underserved communities. In the context of public-private partnerships, DOT will assess the extent to which partners are encouraged to ensure long-term asset performance, such as through pay-for-success approaches.

DOT will also consider the extent to which projects include partnerships that bring together diverse transportation agencies or are supported, financially or otherwise, by other stakeholders that are pursuing similar objectives. For example, DOT will consider the extent to which transportation projects are coordinated with economic development, affordable housing projects, water and waste infrastructure, power and electric infrastructure, broadband and land use plans and policies or other public service efforts.

#### (b) Innovation

Consistent with DOT's objectives to encourage transformative projects that take the lead in deploying innovative technologies and practices that drive outcomes in terms of safety, equity, climate and resilience, and economic strength, DOT will assess the extent to which the applicant uses innovative strategies, including: (1) innovative technologies, (2) innovative project delivery, or (3) innovative financing.

##### 1. Innovative Technologies

Consistent with overarching goals to support good-paying jobs with the choice of a union, DOT will assess innovative technological approaches to transportation, particularly in relation to automated, connected, and electric vehicles and the detection, mitigation, and documentation of safety risks. When making RAISE grant award decisions, DOT will consider

any innovative technological approaches proposed by the applicant, particularly projects which incorporate innovative technological design solutions, enhance the environment for connected, electric, and automated vehicles, or use technology to improve the detection, mitigation, and documentation of safety risks. Innovative technological approaches may include, but are not limited to:

- Conflict detection and mitigation technologies (e.g., intersection alerts and signal prioritization);
- Dynamic signaling, smart traffic signals, or pricing systems to reduce congestion;
- Traveler information systems, to include work zone data exchanges;
- Signage and design features that facilitate autonomous or semi-autonomous vehicle technologies;
- Applications to automatically capture and report safety-related issues (e.g., identifying and documenting near-miss incidents);
- Vehicle-to-Everything V2X Technologies (e.g. technology that facilitates passing of information between a vehicle and any entity that may affect the vehicle);
- Vehicle-to-Infrastructure (V2I) Technologies (e.g., digital, physical, coordination, and other infrastructure technologies and systems that allow vehicles to interact with transportation infrastructure in ways that improve their mutual performance);
- Vehicle-to-Grid Technologies (e.g., technologies and infrastructure that encourage electric vehicle charging, and broader sustainability of the power grid);

- Cybersecurity elements to protect safety-critical systems;
- Broadband deployment and the installation of high-speed networks concurrent with the transportation project construction;
- Technology at land and sea ports of entry that reduces congestion, wait times, and delays, while maintaining or enhancing the integrity of our border;
- Work Zone data exchanges or related data exchanges; or
- Other Intelligent Transportation Systems (ITS) that directly benefit the project's users.

For innovative safety proposals, DOT will evaluate safety benefits that those approaches could produce and the broader applicability of the potential results. DOT will also assess the extent to which the project uses innovative technology that supports surface transportation to significantly enhance the operational performance of the transportation system. Please note that all innovative technology must be in compliance with 2 CFR § 200.216.<sup>18</sup>

## 2. Innovative Project Delivery

DOT will consider the extent to which the project utilizes innovative practices in contracting (such as public-private partnerships), congestion management, asset management, or long-term operations and maintenance.

DOT also seeks projects that employ innovative approaches to improve the efficiency and effectiveness of the environmental permitting and review to accelerate project delivery and achieve improved outcomes for communities and the environment. DOT's objective is to achieve timely and consistent environmental review and permit decisions. Accordingly, projects from States with NEPA assignment authority under 23 U.S.C. 327 are considered to use an

---

<sup>18</sup> <https://ecfr.federalregister.gov/current/title-2/subtitle-A/chapter-II/part-200/subpart-C/section-200.216>

innovative approach to project delivery. Participation in innovative project delivery approaches will not remove any statutory requirements affecting project delivery.

Infrastructure investment also provides opportunities for workers to find good-paying jobs with the choice to join a union, and supports American industry through the application of domestic preference requirements. Projects that use project labor agreements and deploy local hiring provisions or targeted preferential hiring provisions also contribute to innovative project delivery.

While RAISE grant award recipients are not required to employ innovative approaches, DOT encourages RAISE grant applicants to describe innovative project delivery methods for proposed projects.

### 3. Innovative Financing

DOT will assess the extent to which the project incorporates innovations in transportation funding and finance through both traditional and innovative means, including by using private sector funding or financing or using congestion pricing or other demand management strategies to address congestion in major urban areas.

#### iii. Demonstrated Project Readiness

During application evaluation, DOT may consider project readiness to assess the likelihood of a successful project. In that analysis, DOT will consider three evaluation ratings: Environmental Risk, Technical Capacity, and Financial Capacity. Environmental Risk assessment analyzes the project's environmental approvals and likelihood of the necessary approval affecting project obligation. The Technical Capacity will be reviewed for all eligible applications and will assess the applicant's capacity to successfully deliver the project in compliance with applicable Federal requirements based on factors including the recipient's experience working with Federal agencies, previous experience with BUILD or INFRA awards,

and the technical experience and resources dedicated to the project. The Financial Capacity assessment reviews the availability of matching funds and whether the applicant presented a complete funding package. Risks do not disqualify projects from award, but competitive applications clearly and directly describe achievable risk mitigation strategies. A project with mitigated risks or with a risk mitigation plan is more competitive than a comparable project with unaddressed risks.

iv. Project Costs and Benefits

DOT may consider the costs and benefits of projects seeking RAISE grant funding. To the extent possible, DOT will rely on quantitative, evidenced-based and data-supported analysis to assess how well a project addresses this criterion, including an assessment of the project's estimated benefit-cost ratio (BCR) based on the applicant-supplied BCA described in Section D.2.vi.

To evaluate the costs and benefits of a proposed project, DOT will assign the project into ranges based on its estimated BCR, and DOT will assign a level of confidence associated with the estimated BCR range. DOT will use these ranges for BCR: Less than 1; 1–1.5; 1.5–3; and greater than 3. The confidence levels are high, medium, and low. Projects for which the BCR is less than 1 will not advance to the Secretary as Highly Rated and will not be selected for an award, unless the project demonstrates clear, unquantified outcomes, as identified by the SRT, consistent with the environmental sustainability and quality of life criteria.

(b) Planning Grants

Planning grant applications will be evaluated against the same criteria as capital grants. The Department will consider how the plan, once implemented, will ultimately further the merit

criteria. DOT will not evaluate the benefits and costs (as expressed in a benefit-cost analysis) or environmental risks of projects that do not include construction.

(c) Additional Considerations

The FY 2021 Appropriations Act requires DOT to consider contributions to geographic diversity among recipients, including the need for a balance between the needs of urban and rural areas, including Tribal areas, and investment in a variety of transportation modes when selecting RAISE grant awards.

**2. Review and Selection Process**

DOT reviews all eligible applications received by the deadline. The RAISE grants review and selection process consists of at least a Technical Review and a Senior Review. In the Merit Review, teams comprising staff from the Office of the Secretary (OST) and operating administrations review all eligible applications and rate projects as Highly Recommended, Recommended, Acceptable, or Unacceptable. For a capital project to receive a Highly Recommended rating, (1) the project must demonstrate that, more likely than not, it will generate long-term benefits in one or more primary merit criteria and does not appear to negatively affect any of the other merit criteria; (2) the project must have a clear, direct, significant, and positive local or regional impact (i.e. the project will, more likely than not, reduce the problem or use the opportunity that project proposes to address); and (3) the application contains sufficient information to assess project benefits and the benefits claimed by the applicant appear reasonable and justifiable. Planning projects will receive the same merit review and rating as capital projects, except that for planning projects the review does not include an assessment of whether the application contains sufficient information to assess project benefits and whether those benefits appear reasonable and justifiable. If the project has not substantively changed from prior submissions to BUILD or other Department programs, staff may rely on previous analysis. The



Senior Review Team, which includes senior leadership from OST and the operating administrations, determines which projects to advance to the Secretary as Highly Rated. The FY 2021 Appropriations Act mandated RAISE grant awards by November 22, 2021. The Secretary selects from the Highly Rated projects for final awards. Consistent with past practice, the Department offers debriefs to applicants not selected for award to receive information about the RAISE project's evaluation.

### **3. Additional Information**

Prior to award, each selected applicant will be subject to a risk assessment as required by 2 CFR § 200.206. DOT must review and consider any information about the applicant that is in the designated integrity and performance system accessible through SAM (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)). An applicant may review information in FAPIIS and comment on any information about itself that a Federal awarding agency previously entered. DOT will consider comments by the applicant, in addition to the other information in FAPIIS, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants.

#### **F. Federal Award Administration Information**

##### **1. Federal Award Notice**

Following the evaluation outlined in Section E, the Secretary will announce awarded projects by posting a list of selected projects at [www.transportation.gov/RAISEgrants](http://www.transportation.gov/RAISEgrants). Notice of selection is not authorization to begin performance or to incur costs for the proposed project. Following that announcement, the relevant operating administration will contact the point of contact listed in the SF 424 to initiate negotiation of the grant agreement for authorization.

Recipients of RAISE Grant awards will not receive lump-sum cash disbursements at the time of award announcement or obligation of funds. Instead, RAISE funds will reimburse recipients only after a grant agreement has been executed, allowable expenses are incurred, and valid requests for reimbursement are submitted.

Unless authorized by DOT in writing after DOT's announcement of FY 2021 RAISE awards, any costs that a recipient incurs before DOT executes a grant agreement for that recipient's project are ineligible for reimbursement, and are ineligible match for cost share requirements.

## **2. Administrative and National Policy Requirements**

### **(a) Administrative Requirements**

Please visit <https://www.transportation.gov/policy-initiatives/build/grant-agreements> for the General Terms and Conditions for BUILD 2020 awards. The RAISE 2021 Terms and Conditions will be similar to the BUILD 2020 Terms and Conditions, but may include relevant updates.

All awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 C.F.R part 200, as adopted by DOT at 2 C.F.R part 1201. Federal wage rate requirements included in subchapter IV of chapter 31 of title 40, U.S.C., apply to all projects receiving funds under this program, and apply to all parts of the project, whether funded with RAISE Grant funds, other Federal funds, or non-Federal funds.

In connection with any program or activity conducted with or benefiting from funds awarded under this notice, recipients of funds must comply with all applicable requirements of Federal law, including, without limitation, the Constitution of the United States; the conditions of performance, non-discrimination requirements, and other assurances made applicable to the award of funds in accordance with regulations of the Department of Transportation; and

applicable Federal financial assistance and contracting principles promulgated by the Office of Management and Budget. In complying with these requirements, recipients, in particular, must ensure that no concession agreements are denied or other contracting decisions made on the basis of speech or other activities protected by the First Amendment. If DOT determines that a recipient has failed to comply with applicable Federal requirements, DOT may terminate the award of funds and disallow previously incurred costs, requiring the recipient to reimburse any expended award funds.

Additionally, applicable Federal laws, rules and regulations of the relevant operating administration administering the project will apply to the projects that receive RAISE grant awards, including planning requirements, Service Outcome Agreements, Stakeholder Agreements, Buy America compliance, and other requirements under DOT's other highway, transit, rail, and port grant programs. For projects that are eligible under RAISE but are not eligible under DOT's other programs or projects that are eligible under multiple DOT programs, the RAISE program will determine the appropriate requirements to ensure the project is delivered consistent with program and Department goals. In particular, Executive Order 14005 directs the Executive Branch Departments and agencies to maximize the use of goods, products, and materials produced in, and services offered in, the United States through the terms and conditions of Federal financial assistance awards. If selected for an award, grant recipients must be prepared to demonstrate how they will maximize the use of domestic goods, products, and materials in constructing their project. RAISE grant projects involving vehicle acquisition must involve only vehicles that comply with applicable Federal Motor Vehicle Safety Standards and Federal Motor Carriers Safety Regulations, or vehicles that are exempt from Federal Motor Vehicle Safety Standards or Federal Motor Carrier Safety Regulations in a manner that allows for the legal acquisition and deployment of the vehicle or vehicles.

For projects administered by FHWA, applicable Federal laws, rules, and regulations set forth in Title 23 U.S.C. and Title 23 C.F.R apply, including the 23 U.S.C. 129 restrictions on the use of toll revenues, and Section 4(f) preservation of parklands and historic properties requirements under 23 U.S.C. 138. For an illustrative list of the other applicable laws, rules, regulations, executive orders, polices, guidelines, and requirements as they relate to a RAISE grant project administered by the FHWA, please see

<https://ops.fhwa.dot.gov/Freight/infrastructure/tiger/#build18>.

For RAISE projects administered by the Federal Transit Administration and partially funded with Federal transit assistance, all relevant requirements under chapter 53 of title 49 U.S.C. apply. For transit projects funded exclusively with RAISE grant funds, some requirements of chapter 53 of title 49 U.S.C. and chapter VI of title 49 C.F.R. apply.

For projects administered by the Federal Railroad Administration, FRA requirements described in 49 U.S.C. Subtitle V, Part C apply.

(b) Program Requirements

i. Climate Change and Environmental Justice Impact Consideration

Each applicant selected for RAISE grant funding must demonstrate effort to consider climate change and environmental justice impacts as described in Section A. Projects that have not sufficiently considered climate change and environmental justice in their planning, as determined by the Department, will be required to do so before receiving funds for construction, consistent with Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad* (86 FR 7619).

a. Racial Equity and Barriers to Opportunity

Each applicant selected for RAISE grant funding must demonstrate effort to improve racial equity and reduce barriers to opportunity as described in Section A. Projects that have not sufficiently considered climate change and environmental justice in their planning, as determined

by the Department, will be required to do before receiving funds for construction, consistent with Executive Order 13985, *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government* (86 FR 7009).

### **3. Reporting**

#### **(a) Progress Reporting on Grant Activities**

Each applicant selected for RAISE grant funding must submit quarterly progress reports and Federal Financial Reports (SF-425) to monitor project progress and ensure accountability and financial transparency in the RAISE grant program.

#### **(b) System Performance Reporting**

Each applicant selected for RAISE grant funding must collect and report to the DOT information on the project's performance based on performance indicators DOT identifies related to program goals (e.g travel time savings, greenhouse gas emissions, passenger counts, level of service, etc). Performance indicators should include measurable goals or targets that DOT will use internally to determine whether the project meets program goals, and grant funds achieve the intended long-term outcomes of the RAISE Grant Program. To the extent possible, performance indicators used in the reporting should align with the measures included in the application and should relate to at least one of the selection criteria defined in Section E.1. Performance reporting continues for several years after project construction is completed, and DOT does not provide RAISE grant funding specifically for performance reporting.

#### **(c) Reporting of Matters Related to Recipient Integrity and Performance**

If the total value of a selected applicant's currently active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceeds \$10,000,000 for any period of time during the period of performance of this Federal award, then the applicant during that period of time must maintain the currency of information reported to the SAM that is made

available in the designated integrity and performance system (currently FAPIIS) about civil, criminal, or administrative proceedings described in paragraph 2 of this award term and condition. This is a statutory requirement under section 872 of Public Law 110-417, as amended (41 U.S.C. 2313). As required by section 3010 of Public Law 111-212, all information posted in the designated integrity and performance system on or after April 15, 2011, except past performance reviews required for Federal procurement contracts, will be publicly available.

### **G. Federal Awarding Agency Contacts**

For further information concerning this notice please contact the RAISE grant program staff via e-mail at [RAISEgrants@dot.gov](mailto:RAISEgrants@dot.gov), or call Howard Hill at 202-366-0301. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, DOT will post answers to questions and requests for clarifications on DOT's website at [www.transportation.gov/RAISEgrants](http://www.transportation.gov/RAISEgrants). To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact DOT directly, rather than through intermediaries or third parties, with questions. DOT staff may also conduct briefings on the RAISE grant selection and award process upon request.

### **H. Other information**

#### **1. Protection of Confidential Business Information**

All information submitted as part of or in support of any application shall use publicly available data or data that can be made public and methodologies that are accepted by industry practice and standards, to the extent possible. If the applicant submits information that the applicant considers to be a trade secret or confidential commercial or financial information, the applicant must provide that information in a separate document, which the applicant may cross-reference from the application narrative or other portions of the application. For the separate document containing confidential information, the applicant must do the following: (1) state on

the cover of that document that it “Contains Confidential Business Information (CBI)”; (2) mark each page that contains confidential information with “CBI”; (3) highlight or otherwise denote the confidential content on each page; and (4) at the end of the document, explain how disclosure of the confidential information would cause substantial competitive harm. DOT will protect confidential information complying with these requirements to the extent required under applicable law. If DOT receives a Freedom of Information Act (FOIA) request for the information that the applicant has marked in accordance with this section, DOT will follow the procedures described in its FOIA regulations at 49 C.F.R. § 7.29. Only information that is in the separate document, marked in accordance with this section, and ultimately determined to be confidential under § 7.29 will be exempt from disclosure under FOIA.

## **2. Publication/Sharing of Application Information**

Following the completion of the selection process and announcement of awards, DOT intends to publish a list of all applications received along with the names of the applicant organizations and funding amounts requested. Except for the information properly marked as described in Section H.1., DOT may make application narratives publicly available or share application information within DOT or with other Federal agencies if DOT determines that sharing is relevant to the respective program’s objectives.

## **3. Department Feedback on Previous Applications**

DOT strives to provide as much information as possible to assist applicants with the application process. DOT will not review applications in advance, but DOT staff are available for technical questions and assistance. To efficiently use Department resources, DOT will prioritize interactions with applicants who have not already received a debrief on their FY 2020 RAISE grant application. Program staff will address questions received at [RAISEgrants@dot.gov](mailto:RAISEgrants@dot.gov) throughout the application period. DOT staff will make reasonable

efforts to schedule meetings on projects through May 15, 2021. After that date, DOT staff will schedule meetings only to the extent possible and consistent with timely completion of other activities.

Issued in Washington D.C. on April 13, 2021



---

Secretary of Transportation

Peter Paul Montgomery Buttigieg





SOURCE: <https://www.transportation.gov/RAISEgrants>

June 25, 2021

Surface Transportation Technical Committee (STTC) – Action Item  
FY 2021 RAISE Discretionary Grant Program – Overview & Proposed Candidate Projects

# RAISE Discretionary Grant Program

## FY 2021 Program Overview

2

### Funding Availability

**\$1 Billion**

– Capital Projects (Nation)

**\$30 Million**

– Planning Grants (Nation)

**50% / 50%**

– Urban / Rural Areas

### Federal Cost Share / Match

**Up to 80%**

– Urban Areas

**Up to 100%**

- a. Rural Areas
- b. Planning Grants in “Areas of Persistent Poverty”

### Maximum Award

**\$25 Million**

– per Project

**\$100 Million**

– per State

### Minimum Award

**\$5 Million**

– Urban Areas

**\$1 Million**

– Rural Areas

**No Minimum**

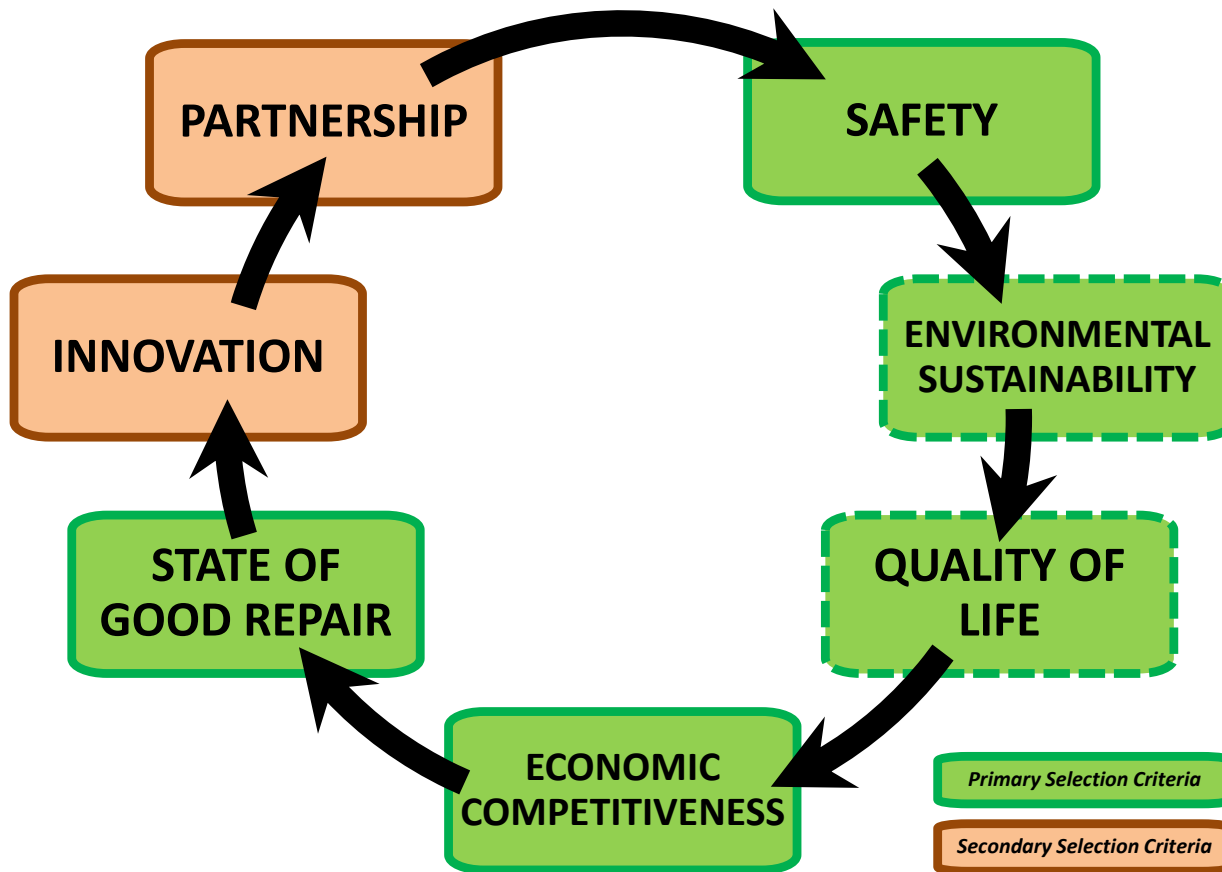
– Planning Grants

- Project awards to be announced by November 22, 2021
- Obligation Deadline: September 30, 2024
- Expenditure Deadline: September 30, 2029

# RAISE Discretionary Grant Program

## Merit Criteria – Additional Considerations

3



- Explicitly considers climate change and environmental justice in the planning and design stage, particularly in communities that may disproportionately experience climate change consequences
- Incorporates infrastructure and/or results in a modal shift that reduces emissions and can support a renewable energy supply chain
- Increases resiliency and disaster preparedness
- Increases transportation choices and equity for all individuals
- Expands access and connectivity to essential services, particularly for underserved or disadvantaged communities
- Proactively addresses racial equity and barriers to opportunity through the planning process or design elements

# RAISE Discretionary Grant Program

## Possible Opportunity to Advance North Tarrant Express (NTE) / SH 183

4

- Per prior RTC direction, staff continues to work with TxDOT and private sector partners to complete additional NTE phases and other public/private partnership (PPP) projects.
- Recent projections indicate general purpose and TEXpress capacity improvements are anticipated to be triggered in mid-2022, with an open-to-traffic date of June 2024.
- The private sector partner is currently coordinating with TxDOT to advance the first item.
- The private sector partner will be paying for these improvements in these amounts:

Capacity Improvements	\$ in Millions	Notes
SH 183/NTE Segment 1 (IH 35W/IH 820 interchange to west of IH 820/SH 121 interchange) & 2W Widening (east of Bedford/Eules Road to east of Westpark Way)	<b>\$162</b>	<i>Add 1 general purpose lane in NTE Segment 1 Add 1 TEXpress lane in NTE Segment 2W</i>
Reliance Parkway to SH 161 (former Segment 2E): Build 2+2 TEXpress lanes	<b>\$860</b>	<i>Segment (5.3 miles) would be built and operated by private sector as an extension of the current facility</i>
SH 161 to Story Road: Build 2+2 TEXpress lanes	<b>\$270</b>	<i>Segment (2 miles) where Cintra funds would be paid to TxDOT for lane balancing east of SH 161</i>
	<b>\$1,292</b>	

# RAISE Discretionary Grant Program

## Proposed Candidate Projects (DRAFT)

5

EAST/ WEST	AGENCY	PREVIOUS SUBMITTAL	PROJECT		TOTAL COST	GRANT FUNDS	UPDATED STATUS		
			TITLE	DESCRIPTION/LIMITS			NEPA	FUNDING	DELIVERY (Other Means)
EAST	TxDOT (Dallas)	N/A	<b>Dallas “Loop” – Trinity Forest Spine Trail (Phase 3)</b>	Construct Trinity Forest Spine Trail segment from Bruton Avenue to reconstructed US 175/Lake June Road interchange (w/ trail branch to Pemberton Hill Road)	<b>\$34.0M</b>	<b>\$13.0M</b>	PENDING	YES (partial)	NCTCOG/City of Dallas
BOTH	NCTCOG	N/A	<b>NTE/SH 183 Capacity &amp; Safety Improvements (IH 35W – Story Road)</b>	Addition of ultimate general purpose/ TEXpress lane capacity west of SH 161, with lane balancing improvements east of SH 161	<b>\$1.317B</b>	<b>\$25.0M</b>	PENDING	YES (partial)	TxDOT/Cintra
WEST	NCTCOG	N/A	<b>TEXRail Fort Worth Near Southside/Medical District Extension</b>	Extend TEXRail from Fort Worth T&P Station to Near Southside/Medical District	<b>\$127.5M</b>	<b>\$25.0M</b>	PENDING	YES (partial)	FTA/NCTCOG/City of Fort Worth
EAST	NCTCOG	INFRA (2021) BUILD (2020)	<b>Enhancing Mobility Within the Southern Dallas Inland Port</b>	Electric bus transit, sidewalk, and traffic signal intersection improvements for enhanced employment, education, and healthcare accessibility in southern Dallas/Dallas County	<b>\$12.8M</b>	<b>\$7.7M</b>	NO	YES (partial)	COVID-19 #00X Round 3 (partial)

Selected by TxDOT (Dallas) w/ NCTCOG providing benefit-cost analysis (BCA) technical assistance; does not count against NCTCOG’s three submittal choices  
 Proposed NCTCOG candidate projects

# RAISE Discretionary Grant Program

## Proposed Submittal Timeline

6

<b>April 13, 2021</b>	RAISE Grant FY 2021 NOFO Announced
<b>May 28, 2021</b>	STTC Information <i>(NCTCOG Projects – Candidates Identified)</i>
<b>June 10, 2021</b>	RTC Information
<b>June 18, 2021</b>	STTC Agenda “Mail-Out” <i>(NCTCOG Projects – Scope, Cost, &amp; Funding Sources/Shares Finalized)</i>
<b>June 21, 2021</b>	RTC Letter of Support Deadline <i>(for projects submitted by partnering agencies, submit to Kyle Roy – <a href="mailto:kroy@nctcog.org">kroy@nctcog.org</a>)</i>
<b>June 25, 2021</b>	<b>STTC Action</b>
<b>July 8, 2021</b>	RTC Action
<b>July 12, 2021</b>	<b>RAISE Grant Application Submittal Deadline – <a href="http://www.grants.gov">www.grants.gov</a></b>
<b>July 22, 2021</b>	Executive Board Endorsement

# RAISE Discretionary Grant Program

## Requested STTC Action

7

- **Recommend Regional Transportation Council (RTC) approval of:**
  - **Proposed projects to submit for funding consideration through the FY 2021 RAISE Discretionary Grant Program**
  - **Administratively amending the TIP, STIP, and other planning/administrative documents to include proposed projects, if selected for an FY 2021 RAISE Grant award**

## ***Contact Information***

### **Natalie Bettger**

Senior Program Manager  
(817) 695-9280  
nbettger@nctcog.org

### **Christie Gotti**

Senior Program Manager  
(817) 608-2338  
cgotti@nctcog.org

### **Chris Klaus**

Senior Program Manager  
(817) 695-9286  
cklaus@nctcog.org

### **Dan Lamers**

Senior Program Manager  
(817) 695-9263  
dlamers@nctcog.org



### **Karla Weaver**

Senior Program Manager  
(817) 608-2376  
kweaver@nctcog.org

## ***Application Preparation***

### **Jody Loza**

Principal Planner  
(817) 704-5609  
jloza@nctcog.org

### **Jeffrey C. Neal**

Senior Program Manager  
(817) 608-2345  
jneal@nctcog.org

### **Shannon Stevenson**

Senior Program Manager  
(817) 608-2304  
sstevenson@nctcog.org

**June 25, 2021**

**Surface Transportation Technical Committee (STTC) – Action Item**  
FY 2021 RAISE Discretionary Grant Program – Overview & Proposed Candidate Projects



## Detailed Evaluation by CMP Corridor Segment

CMP Segmen	Facility	From_Facility	To_Facility	CrashRate	TravelTimeIndex	LOTRR	Pavement Condition	Bridge Condition	Roadway Infrastru	Modal Options	Roadway Operations	CMP Output
31.1	CTP	IH 30	IH 20	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	M	L	Continue to Monitor
31.2	CTP	IH 20	US 67	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	M	Continue to Monitor
21.4	DNT	IH 635 (North)	IH 35E	Sufficient	Sufficient	Needs Improvement	Sufficient	Sufficient	H	M	M	CMP Strategy
21.1	DNT	S of US 380 (Freeway Lanes)	SRT	Needs Improvement	Sufficient	Sufficient	Sufficient	Sufficient	M	L	L	Partial Construction
21.2	DNT	SRT	PGBT (North)	Needs Improvement	Sufficient	Needs Improvement	Sufficient	Sufficient	L	L	M	CMP Strategy
21.3	DNT	PGBT (North)	IH 635 (North)	Needs Improvement	Needs Improvement	Needs Improvement	Sufficient	Sufficient	M	M	M	CMP Strategy
30.4	IH 20	CTP	IH 35W	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	M	M	Continue to Monitor
30.2	IH 20	IH 30	IH 820 (West)	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Continue to Monitor
30.12	IH 20	IH 35E	IH 45	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	M	Continue to Monitor
30.5	IH 20	IH 35W	IH 820 (East)	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	M	M	Continue to Monitor
30.13	IH 20	IH 45	US 175	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Continue to Monitor
30.15	IH 20	IH 635 (East)	US 80	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Continue to Monitor
30.6	IH 20	IH 820 (East)	US 287	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	M	Partial Construction
30.3	IH 20	IH 820 (West)	CTP	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	M	Continue to Monitor
30.9	IH 20	PGBT	SL 12	Sufficient	Sufficient	Needs Improvement	Sufficient	Sufficient	L	L	M	Partial Construction
30.8	IH 20	SH 360	PGBT	Sufficient	Needs Improvement	Needs Improvement	Sufficient	Sufficient	L	L	M	CMP Strategy
30.10	IH 20	SL 12	US 67	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Partial Construction
30.1	IH 20	SS 312	IH 30	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Partial Construction
30.14	IH 20	US 175	IH 635 (East)	Needs Improvement	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	CMP Strategy
30.7	IH 20	US 287	SH 360	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	M	Partial Construction
30.11	IH 20	US 67	IH 35E	Needs Improvement	Sufficient	Sufficient	Sufficient	Sufficient	M	L	M	CMP Strategy
30.16	IH 20	US 80	Kaufman C/L	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Continue to Monitor
28.1	IH 30	IH 20	IH 820 (West)	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Continue to Monitor
28.9	IH 30	IH 35E	IH 45	Needs Improvement	Needs Improvement	Sufficient	Sufficient	Sufficient	H	H	M	Full Construction
28.3	IH 30	IH 35W	IH 820 (East)	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	H	H	M	Continue to Monitor
28.10	IH 30	IH 45	US 80	Needs Improvement	Needs Improvement	Sufficient	Sufficient	Sufficient	L	M	M	CMP Strategy
28.12	IH 30	IH 635 (East)	PGBT	Sufficient	Sufficient	Needs Improvement	Sufficient	Sufficient	L	L	L	Corridor Study
28.4	IH 30	IH 820 (East)	SH 360	Sufficient	Sufficient	Needs Improvement	Sufficient	Sufficient	L	L	L	Partial Construction
28.2	IH 30	IH 820 (West)	IH 35W	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	H	M	L	Continue to Monitor
28.13	IH 30	PGBT	Rockwall C/L	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Partial Construction
28.6	IH 30	PGBT	SL 12	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	H	Partial Construction
28.14	IH 30	Rockwall C/L	SS 302	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Partial Construction
28.5	IH 30	SH 360	PGBT	Sufficient	Needs Improvement	Sufficient	Sufficient	Sufficient	L	L	L	Full Construction
28.7	IH 30	SL 12	IH 35E	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	M	H	Partial Construction
28.11	IH 30	US 80	IH 635 (East)	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Continue to Monitor
28.8	IH 30 "Horsesh"	IH 35E	IH 35E	Needs Improvement	Needs Improvement	Needs Improvement	Sufficient	Needs Improvement	L	H	L	Recent Construction
25.1	IH 345	SS 366	IH 30	Sufficient	Needs Improvement	Sufficient	Sufficient	Needs Improvement	L	H	L	CMP Strategy
3.1	IH 35	Denton C/L	IH 35E/IH35W	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	M	Continue to Monitor
7.7	IH 35E	DNT	IH 30	Needs Improvement	Needs Improvement	Sufficient	Sufficient	Sufficient	L	H	M	Partial Construction
7.10	IH 35E	IH 20	US 77	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Partial Construction
7.8	IH 35E	IH 30	US 67	Needs Improvement	Sufficient	Sufficient	Sufficient	Needs Improvement	L	H	L	Full Construction
7.1	IH 35E	IH 35W	SRT	Needs Improvement	Sufficient	Sufficient	Sufficient	Sufficient	L	H	H	CMP Strategy
7.4	IH 35E	IH 635 (North)	SL 12	Needs Improvement	Sufficient	Sufficient	Sufficient	Sufficient	L	H	H	CMP Strategy
7.3	IH 35E	PGBT	IH 635 (North)	Needs Improvement	Needs Improvement	Sufficient	Sufficient	Sufficient	H	H	H	Full Construction
7.6	IH 35E	SH 183	DNT	Sufficient	Needs Improvement	Needs Improvement	Sufficient	Sufficient	L	H	L	Full Construction
7.5	IH 35E	SL 12	SH 183	Sufficient	Needs Improvement	Needs Improvement	Sufficient	Sufficient	L	H	L	Full Construction
7.2	IH 35E	SRT	PGBT	Needs Improvement	Sufficient	Sufficient	Sufficient	Sufficient	L	H	H	Full Construction
7.9	IH 35E	US 67	IH 20	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	H	M	M	Continue to Monitor
5.1	IH 35W	FM 917	US 67	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Partial Construction
5.8	IH 35W	IH 20	Tarrant C/L	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	M	Continue to Monitor
5.7	IH 35W	IH 30	IH 20	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	M	M	M	Continue to Monitor
5.5	IH 35W	IH 820 (North)	SH 121	Needs Improvement	Needs Improvement	Sufficient	Sufficient	Sufficient	L	M	H	Partial Construction
5.2	IH 35W	SH 114	US 287	Sufficient	Needs Improvement	Sufficient	Sufficient	Sufficient	L	L	L	Partial Construction
5.6	IH 35W	SH 121	IH 30	Needs Improvement	Needs Improvement	Needs Improvement	Sufficient	Sufficient	L	H	H	Partial Construction
5.9	IH 35W	Tarrant C/L	FM 917	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Full Construction
5.4	IH 35W	US 287	IH 820 (North)	Needs Improvement	Sufficient	Needs Improvement	Sufficient	Sufficient	L	L	L	Partial Construction
27.3	IH 45	IH 20	SL 9	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Continue to Monitor
27.1	IH 45	IH 30	US 175	Needs Improvement	Needs Improvement	Sufficient	Sufficient	Sufficient	L	H	M	CMP Strategy
27.2	IH 45	US 175	IH 20	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	M	M	Continue to Monitor
131.2	IH 635 (East)	IH 30	US 80	Sufficient	Needs Improvement	Needs Improvement	Sufficient	Sufficient	L	L	M	CMP Strategy
131.1	IH 635 (East)	US 75	IH 30	Sufficient	Needs Improvement	Sufficient	Sufficient	Sufficient	L	M	H	Full Construction
131.3	IH 635 (East)	US 80	IH 20	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	M	Continue to Monitor
130.4	IH 635 (North)	DNT	US 75	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	M	H	Continue to Monitor
130.3	IH 635 (North)	IH 35E	DNT	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	M	M	H	Continue to Monitor

Detailed Evaluation by CMP Corridor Segment

CMP Segmen	Facility	From_Facility	To_Facility	CrashRate	TravelTimeIndex	LOTR	Pavement Condition	Bridge Condition	Roadway Infrastru	Modal Options	Roadway Operations	CMP Output
130.2	IH 635 (North)	PGBT (West)	IH 35E	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	H	M	L	Continue to Monitor
130.1	IH 635 (North)	SH 121	PGBT (West)	Sufficient	Sufficient	Needs Improvement	Sufficient	Sufficient	H	M	L	Partial Construction
151.3	IH 820 (East)	IH 30	US 287	Needs Improvement	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Full Construction
151.2	IH 820 (East)	SH 121	IH 30	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Partial Construction
151.1	IH 820 (East)	SH 183	SH 121	Needs Improvement	Needs Improvement	Needs Improvement	Sufficient	Sufficient	L	L	L	Full Construction
151.4	IH 820 (East)	US 287	IH 20	Sufficient	Needs Improvement	Sufficient	Sufficient	Sufficient	H	L	L	Full Construction
150.2	IH 820 (North)	IH 35W	SH 183	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	H	Continue to Monitor
150.1	IH 820 (North)	SH 199	IH 35W	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	M	Continue to Monitor
153.1	IH 820 (West)	IH 20	IH 30	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	M	L	M	Continue to Monitor
153.2	IH 820 (West)	IH 30	SH 199	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	M	Continue to Monitor
13.1	International	FSH 114	SH 183	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	H	M	L	Continue to Monitor
121.1	PGBT (East)	US 75	IH 30	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Continue to Monitor
120.2	PGBT (North)	DNT	US 75	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	M	M	Continue to Monitor
120.1	PGBT (North)	IH 35E	DNT	Needs Improvement	Sufficient	Needs Improvement	Sufficient	Sufficient	H	L	M	Recent Construction
15.3	PGBT (West)	IH 30	IH 20	Needs Improvement	Sufficient	Sufficient	Sufficient	Sufficient	H	L	M	Full Construction
123.2	PGBT (West)	IH 635 (North)	IH 35E	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	M	Full Construction
15.2	PGBT (West)	SH 183	IH 30	Sufficient	Sufficient	Needs Improvement	Sufficient	Sufficient	H	L	M	Full Construction
123.1	PGBT (West)	SL 12	IH 635 (North)	Sufficient	Sufficient	Needs Improvement	Sufficient	Sufficient	L	L	L	Full Construction
15.1	PGBT/SH 161	SH 114	SH 183	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	M	L	Full Construction
12.5	SH 114	International Parkway	PGBT (West)	Sufficient	Sufficient	Needs Improvement	Sufficient	Sufficient	H	H	H	CMP Strategy
12.6	SH 114	PGBT (West)	SH 183	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	M	H	Partial Construction
12.4	SH 114	SH 121	International Parkway/DFW Connec	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	H	Continue to Monitor
12.3	SH 114	SH 170	SH 121	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Partial Construction
11.5	SH 121	IH 35E	IH 635 (North)	Sufficient	Sufficient	Needs Improvement	Needs Improvement	Sufficient	L	L	L	Partial Construction
11.6	SH 121	IH 635 (North)	SH 114	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	M	L	Continue to Monitor
11.10	SH 121	IH 820 (East)	IH 35W	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	H	L	Partial Construction
11.7	SH 121	SH 114	SH 360	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Continue to Monitor
11.9	SH 121	SH 183	IH 820 (East)	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	H	Continue to Monitor
11.8	SH 121	SH 360	SH 183	Sufficient	Needs Improvement	Sufficient	Sufficient	Sufficient	L	L	L	Recent Construction
22.3	SH 183	PGBT	SL 12	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	M	H	H	Recent Construction
22.5	SH 183	SH 114	IH 35E	Sufficient	Needs Improvement	Sufficient	Sufficient	Sufficient	L	M	H	Full Construction
22.1	SH 183	SH 121	SH 360	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	H	Recent Construction
22.2	SH 183	SH 360	PGBT	Sufficient	Needs Improvement	Needs Improvement	Sufficient	Sufficient	L	H	H	Recent Construction
22.4	SH 183	SL 12	SH 114	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	H	H	H	Full Construction
14.2	SH 199	Tarrant C/L	IH 820 (North)	Needs Improvement	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Recent Construction
9.3	SH 360	IH 30	IH 20	Sufficient	Sufficient	Sufficient	Needs Improvement	Sufficient	H	L	M	Full Construction
9.1	SH 360	SH 121	SH 183	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	M	L	L	Continue to Monitor
9.2	SH 360	SH 183	IH 30	Sufficient	Needs Improvement	Sufficient	Sufficient	Sufficient	H	L	M	Full Construction
9.4	SH 360 (Toll)	IH 20	US 287	Needs Improvement	Sufficient	Sufficient	Sufficient	Sufficient	L	L	M	Recent Construction
17.3	SL 12	IH 30	IH 20	Sufficient	Sufficient	Sufficient	Needs Improvement	Sufficient	L	L	L	Rehab
17.1	SL 12	IH 35E	SH 183	Sufficient	Needs Improvement	Needs Improvement	Needs Improvement	Sufficient	H	L	H	Full Construction
17.2	SL 12	SH 183	IH 30	Sufficient	Needs Improvement	Sufficient	Needs Improvement	Sufficient	L	M	L	Partial Construction
11.4	SRT	DNT	IH 35E	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	M	Full Construction
11.3	SRT	US 75	DNT	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	M	Full Construction
52.1	SS 280	IH 35W	IH 30	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	M	L	Continue to Monitor
44.1	SS 366	IH 35E	US 75	Needs Improvement	Needs Improvement	Needs Improvement	Needs Improvement	Sufficient	H	M	L	CMP Strategy
42.1	SS 482	SH 183	IH 35E	Sufficient	Sufficient	Sufficient	Needs Improvement	Sufficient	L	M	L	Rehab
36.3	US 175	IH 20	SH 34	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Continue to Monitor
36.1	US 175	IH 45	IH 20	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	M	L	Partial Construction
1.6	US 287	IH 20	SH 360 Toll	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Continue to Monitor
1.5	US 287	IH 35W	IH 820 (East)	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	M	L	Continue to Monitor
1.4	US 287	Tarrant C/L	IH 35W	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Partial Construction
38.2	US 67	IH 20	SH 360	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Partial Construction
38.1	US 67	IH 35E	IH 20	Sufficient	Sufficient	Needs Improvement	Needs Improvement	Sufficient	M	M	M	Full Construction
23.1	US 75	Collin C/L	Collin Co. Outer Loop	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Continue to Monitor
23.2	US 75	Collin Co. Outer Loop	SH 121	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	M	L	L	Continue to Monitor
23.6	US 75	IH 635 (North)	SS 366	Sufficient	Needs Improvement	Needs Improvement	Sufficient	Sufficient	H	H	L	CMP Strategy
23.5	US 75	PGBT	IH 635 (North)	Sufficient	Needs Improvement	Needs Improvement	Needs Improvement	Sufficient	L	H	L	CMP Strategy
23.3	US 75	SH 121	SRT	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Continue to Monitor
23.4	US 75	SRT	PGBT	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Continue to Monitor
32.1	US 80	IH 30	IH 635 (East)	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	M	L	L	Continue to Monitor
32.2	US 80	IH 635 (East)	IH 20	Sufficient	Sufficient	Sufficient	Sufficient	Needs Improvement	L	L	L	Rehab

# CONGESTION MANAGEMENT PROCESS UPDATE

Surface Transportation  
Technical Committee

June 25, 2021

Michael Bilis



North Central Texas  
Council of Governments

# CMP Overview


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

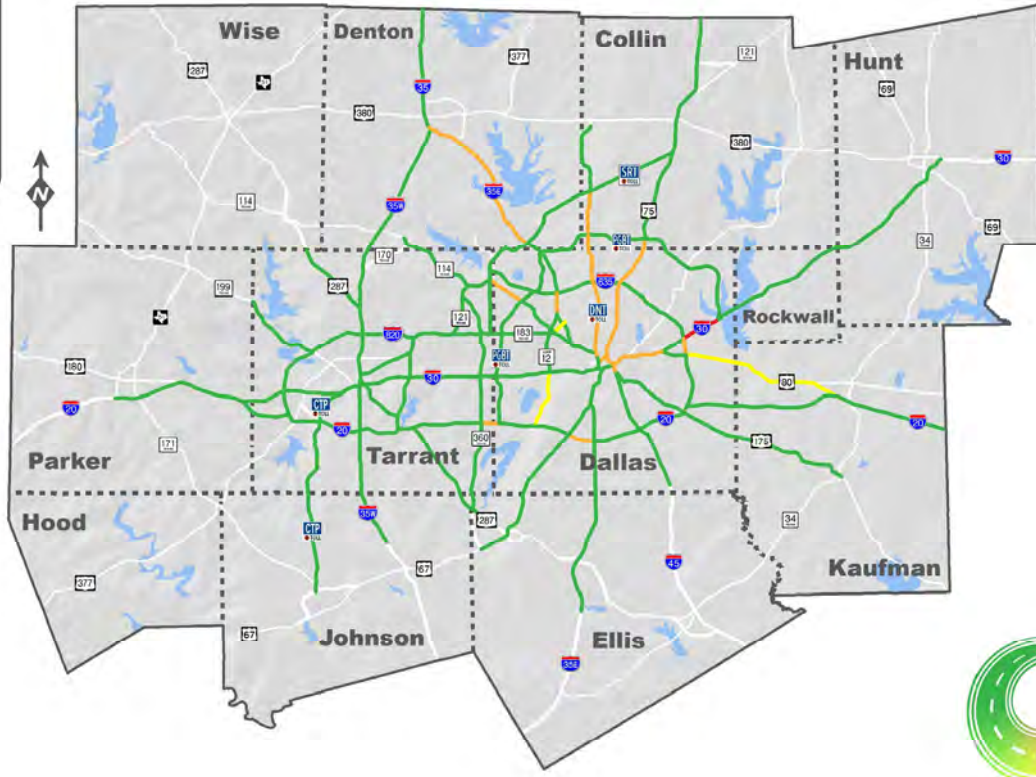
- Used to:
  - Manage Travel Demands
  - Reduce Single Occupancy Vehicle Travel
  - Improve Efficiency of Transportation System
  - Improve Safety for all System Users
  - Maximize Transportation Funds
  - Justify Additional Capacity is Needed
  - Coordinate with Regional Partners

# Congestion Management Process Flow



# Process Outputs

-  Construction (Recent or Planned) (61)
-  Continue to Monitor (45)
-  CMP Strategy (16)
-  Rehab (3)
-  Corridor Study (1)



 North Central Texas Council of Governments  
January 2021



# CMP Strategy Corridors

Facility	From	To
DNT (3 segments)	SRT	IH 35E
US 75 (2 segments)	SS 366	PGBT
IH 20	SH 360	PGBT
IH 20	US 67	IH 35E
IH 20	US 175	IH 635 (East)
IH 30	IH 45	US 80
IH 345	SS 366	IH 30
IH 35E	IH 35W	SRT
IH 35E	IH 635 (North)	SL 12
IH 45	IH 30	US 175
IH 635 (East)	IH 30	US 80
SH 114	International Parkway	PGBT (West)
SS 366	IH 35E	US 75

# CMP Strategy Selection

Expert Review Process

Review  
Possible  
Strategies

Evaluate  
Smaller  
Segments

Select  
Strategies

Add to TIP



# CMP Strategy Review

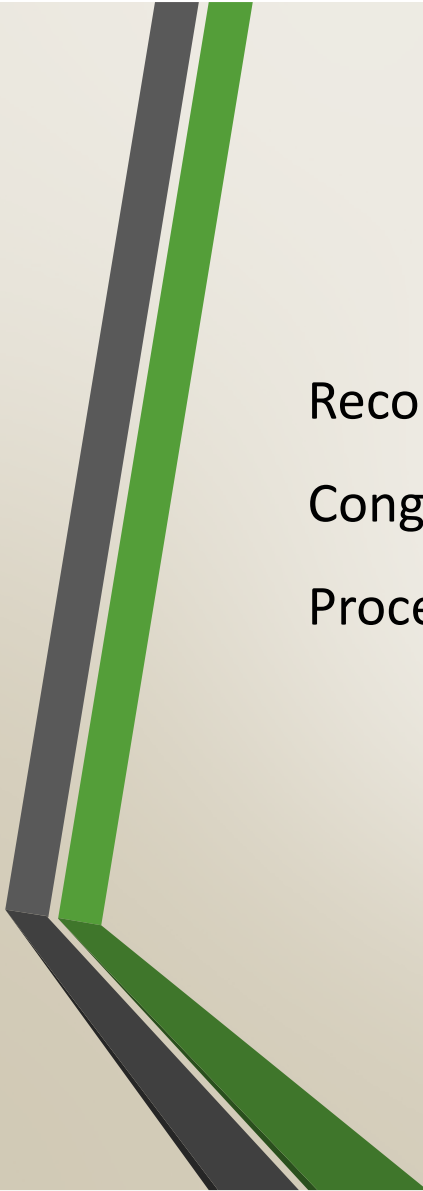
- Organize Review Group
  - Cities, TxDOT/NTTA, Transit Agencies, Counties
  - NCTCOG Staff in Associated Program Areas
- Review Existing TIP Projects on Corridor
- Group Selects Strategies
- Establish CMP Program of Projects
  - Request STTC and RTC Approval
  - Program into TIP

# Project Performance Evaluation

- Develop a Set of Baseline Performance Measures to Evaluate Strategies for Effectiveness
- Look to Existing Before/After Studies for Relevant Measures
  - Before/After Speeds
  - Before/After Volumes
  - Before/After Crash Rate
  - Transit Ridership/Mode Split
  - Changes in Asset Condition
  - Changes in Criteria Performance Measures, Peak Hour LOS, Crash Rate, Travel Time Reliability
- Focus on “Initial Criteria” Performance Measures (Crash Rate, Reliability, etc.)
- Use Process to Track Federal Performance Measures as Necessary

# CMP Schedule

Committee	Dates
<del>STTC Workshop and STTC Information</del>	<del>May 28, 2021</del>
Public Online Input Opportunity	June 7, 2021-July 6, 2021
<del>RTC Information</del>	<del>June 10, 2021</del>
STTC Action	June 25, 2021
RTC Action	July 8, 2021



# 2021 CMP Requested Action

Recommend the Regional Transportation Council Approval of the 2021 Congestion Management Process, Corridor Evaluation Process and Process to Develop CMP Program of Projects



## Contacts

Michael Bills  
Transportation Planner  
(817) 695-9294  
mbils@nctcog.org

Eric Quintana  
Transportation Planner  
(817) 608-2381  
equintana@nctcog.org

Natalie Bettger  
Senior Program Manager  
(817) 614-8083  
nbettger@nctcog.org

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)  
FY 2017 - FY 2031

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 2031								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	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
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 (Actual)	2021	Project also has \$97,983 of local funding	\$34,891,277	\$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 (Actual)	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-\$3,415,689 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)	July 2022	2022	Project also has \$2,500,000 of Category 1 funding for potential cost overruns	\$24,107,754	\$24,107,754	\$20,179,763	\$24,107,754							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)	July 2022	2022		\$11,360,404	\$11,360,404	\$11,167,795	\$11,360,404							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	Project also has \$4,500,000 of Category 1 funding for potential cost overruns	\$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; Project completed in August 2020	\$2,746,785	\$2,746,785			\$2,746,785	\$2,746,785					81.78
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)	September 2025	2026	Propose to reduce funding and move to CSJ 0047-04-031, which is ready to advance sooner	\$26,723,141	\$6,000,000			\$22,859,947	\$6,000,000					81.22
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 moved to breakout project CSJ 0135-04-036	TBD	\$0	\$0	\$0		\$0	\$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)	October 2020 (Actual)	2021		\$54,174,694	\$54,174,694			\$54,174,694	\$54,174,694					84.75

Amounts only include Category 2/4/12 funding.  
Red text and strikethroughs indicate changes since May 2021 STTC meeting  
Carryover funds from previous years are not accounted for

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)**  
**FY 2017 - FY 2031**

DRAFT

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 2031								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	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
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)	September 2021	2022	Project also has \$5,000,000 of Category 1 funding for potential cost overruns	\$38,783,754	\$38,783,754	\$35,150,000	\$38,783,754							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)	July 2020 (Actual)	June 2025	2025		\$16,802,639	\$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	July 2020 (Actual)	June 2028	2028	Project also has \$3,092,629 of Category 1 funding; Staff proposes to move Category 2 funding to a breakout project (CSJ 0047-05-057) that is the priority section for Collin County and the City of McKinney	\$125,981,920	\$0	\$77,315,723	\$0							78.69
Collin	TBD	0047-05-057	SH 5	Spur 399 to Power House Street	Reconstruct and widen 2/4 lane undivided roadway to 4/6 lane divided urban roadway	July 2020 (Actual)	June 2026	2026	Breakout project of larger SH 5 project (TIP 13026/CSJ 0047-05-054) that is the priority section for Collin County and the City of McKinney; Funding partially offset by reduction on TIP 13026/CSJ 0047-05-054)	\$86,750,627	\$86,750,627	\$0	\$86,750,627							78.69
Collin	TBD	0047-04-031	SH 5	SH 121 to North of Collin County Outer Loop	Reconstruct and widen 2 lane rural to 4 lane urban roadway	September 2018 (Actual)	September 2022	2023	Staff proposes to add project to the 10-Year Plan; Funding to be offset by reductions on CSJ 1012-02-030 and TIP 55112/CSJ 0353-05-120	\$31,699,658	\$31,699,658	\$0	\$31,699,658							73.19
Collin	TBD	0047-05-058	SH 5	SH 5/Spur 399 to Spur 399 Extension	Reconstruct 6 lane arterial to 6 lane freeway and add 0 to 4 lane frontage roads	January 2023	January 2030	2030	Breakout of larger US 380 project; Funding offset by reduction on CSJ 0135-03-053	\$21,952,000	\$21,952,000	\$0	\$21,952,000							60.18
Collin	TBD	0135-15-002	US 380	JCT US 380/BUS 380 to New Extension of Spur 399	Reconstruct 6 lane arterial to 6 lane freeway and add 0 to 4 lane frontage roads	December 2022	August 2026	2026	Breakout of larger US 380 project; Category 2 funding offset by reduction on CSJ 0135-03-053; TxDOT to request Category 12 funding from the TTC for this project	\$807,520,000	\$807,520,000	\$0	\$109,996,800	\$0	\$104,307,200	\$0	\$593,216,000			87.62
Collin	55156	0364-04-049	Spur 399	At SH 5	Construct interchange	July 2020 (Actual)	June 2026	2026	Project added to the 10-Year Plan via 2020 UTP; Project also has \$4,000,000 of Category 1 funding for potential cost overruns	\$38,496,804	\$19,273,554	\$19,273,554	\$19,273,554							80.91
Collin	TBD	0364-04-051	Spur 399	US 75 to SH 5	Reconstruct 6 lane arterial to 6 lane freeway and add 0 to 4 lane frontage roads	January 2023	August 2027	2027	Breakout of larger US 380 project; Funding offset by reduction on CSJ 0135-03-053	\$9,968,000	\$9,968,000	\$0	\$9,968,000							67.27
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; Project also has \$11,000,000 of Collin County funds	\$63,683,197	\$52,683,197	\$41,097,161	\$52,683,197							81.70
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	\$5,722,380	\$5,722,380	\$4,521,469	\$5,722,380							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 moved to breakout project (CSJ 0135-03-053)	\$450,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0			72.91
Collin	TBD	0135-03-053	US 380	SH 5 (New Extension of Spur 399) to FM 1827	Reconstruct 6 lane arterial to 6 lane freeway and add 0 to 4 lane frontage roads	October 2022	August 2026	2026	US 380 breakout project; Reduce Category 2 and 4 funding and move to various breakout projects	\$16,083,200	\$16,083,200	\$278,000,000	\$16,083,200	\$150,000,000	\$0					95.51

Amounts only include Category 2/4/12 funding.  
 Red text and strikethroughs indicate changes since May 2021 STTC meeting  
 Carryover funds from previous years are not accounted for

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)**  
**FY 2017 - FY 2031**

DRAFT

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 2031								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	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Collin	TBD	0135-04-036	US 380	JCT US 380/BUS 380 to CR 560	Reconstruct 6 lane arterial to 6 lane freeway and add 0 to 4 lane frontage roads	April 2023	October 2024	2025	US 380 breakout project; Staff previously placed Collin County North/South roadway placeholder funding on this section of US 380 as it includes a N/S roadway bridge at the lake; Remove \$60,000,000 of Category 2 funds and replace with \$60,000,000 of Collin County funds to complete the funding exchanges on the Panther Creek Parkway and McKinney National Airport runway projects approved by the RTC in November 2020; TxDOT to request Category 12 funding from the TTC for this project	\$127,008,000	\$67,008,000	\$87,000,000	\$27,000,000	\$0	\$40,008,000					87.62
Collin	TBD	0135-02-065	US 380	Coit Road to JCT US 380/BUS 380	Reconstruct 6 lane arterial to 6 lane freeway and add 0 to 4 lane frontage roads	December 2022	August 2026	2026	Breakout of larger US 380 project; Category 2 funding offset by reduction on CSJ 0135-03-053	\$165,692,800	\$165,692,800	\$0	\$120,000,000	\$0	\$45,692,800					69.40
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; Project completed in April 2020	\$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)	March 2022	2022	Project also has \$2,500,000 of Category 1 funding; Staff proposes to fund the gap on this project with savings from the US 75 Peak Hour Lane project (TIP 30006/CSJ 0047-06-158)	\$35,100,696	\$26,155,102	\$26,155,102	\$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; Staff proposes to move \$8,945,594 STBG from this project to the US 75 at Ridgeview Interchange	\$6,973,925	\$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	\$5,692,037	\$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 lane frontage roads	June 2012 (Actual)	September 2024	2025	TxDOT to request Category 12 funding from the TTC for this project	\$67,384,036	\$67,384,036			\$0	\$67,384,036					91.35
<b>Total Proposed Funding - Collin County</b>												<b>\$1,641,878,697</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	\$80,581,578	\$80,581,578	\$71,368,576	\$80,581,578							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	December 2022	September 2024	2025	Project being implemented by the Fort Worth District, but using Dallas District Category 4 funding	\$11,000,000	\$11,000,000			\$11,000,000	\$11,000,000					88.54
Dallas	13018	0581-02-146	IH 30	at SL 12	Construct direct connectors (Phase 1)	January 2023	August 2025	2025		\$250,000,000	\$0			\$0	\$0					76.19

Amounts only include Category 2/4/12 funding.  
 Red text and strikethroughs indicate changes since May 2021 STTC meeting  
 Carryover funds from previous years are not accounted for



**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)**  
**FY 2017 - FY 2031**

DRAFT

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 2031								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	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Dallas	13030	0009-11-254	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	December 2020 (Actual)	February 2025	2025	Project was awarded \$213,000,000 of Category 12 Strategic Priority funding and \$62,000,000 of S111 funding; 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; Strategic Priority funding increased and Clear Lanes funding decreased in UTP; TxDOT to request Category 12 funding from the TTC for this project	\$451,538,342	\$451,538,342	\$0	\$0			\$25,000,000	\$25,000,000	\$325,000,000	\$426,538,342	81.67
Dallas	<del>13043</del> <u>13043.2</u>	0009-11-259	IH 30	IH 635 to Bass Pro Drive <u>(in Garland)</u>	Operational improvements and bottleneck removal	October 2021	August 2029	2029	Funding moved to breakout project (CSJ 0009-11-252); The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country); 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 from the TTC for this project	\$70,507,801	\$70,507,801			\$0	\$70,507,801					80.71
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 (Actual)	2021	Project was awarded Category 4 funds via the 2019 UTP; Project also has \$15,000,000 of Category 1 funding for potential cost overruns	\$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)	March 2021 (Actual)	2021	Project was awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has \$3,500,000 of Category 1 funding for potential cost overruns	\$30,182,264	\$30,182,264	\$7,827,157	\$7,827,157			\$22,355,107	\$22,355,107			85.20
Dallas	13043.1	0009-11-252	IH 30	IH 45 to IH 635	Reconstruct and widen from 6/8 to 10 general purpose lanes and reconstruct 4/6/8 discontinuous to 4/6 discontinuous frontage roads	April 2023	March 2026	2026	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; Category 12 funding amount remains at \$25,000,000 in the UTP	\$1,108,449,456	\$25,000,000					\$25,000,000	\$25,000,000			77.40

Amounts only include Category 2/4/12 funding.  
 Red text and strikethroughs indicate changes since May 2021 STTC meeting  
 Carryover funds from previous years are not accounted for

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)**  
**FY 2017 - FY 2031**

DRAFT

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 2031								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	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Dallas	13012.2	0196-03-274	IH 35E	IH 635 to Denton County Line	Reconstruct and widen 6 to 8 general purpose lanes and reconstruct existing 2/8 discontinuous frontage roads to 2/8 discontinuous frontage roads	March 2013 (Actual)	August 2021	2021	Design-build project; Project was awarded \$229,655,586 of Category 12 Clear Lanes funding and \$182,098,750 of Design-Build funds by the TTC	\$614,317,018	\$432,218,268	\$202,562,682	\$202,562,682			\$229,655,586	\$229,655,586			77.05
Dallas	13012.3	0196-03-282	IH 35E	IH 635 to Denton County Line	Reconstruct existing 2 managed lanes to 2 managed lanes	March 2013 (Actual)	August 2021	2021	Project split out from TIP 13012.2/CSJ 0196-03-274; Category 2 funds are offset by a reduction in funding on TIP 13012.2/CSJ 0196-03-274; Project was awarded \$14,470,000 of Design-Build funds for the remainder of the project	\$93,951,732	\$79,481,732	\$79,481,732	\$79,481,732							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)	February 2023	2023	Project also has \$583,000 of STBG funds	\$13,245,644	\$12,662,644	\$12,662,644	\$12,662,644							89.30
Dallas	55061	0196-03-199	IH 35E	IH 30 to North of Oak Lawn Avenue	Reconstruct 10 to 10 general purpose lanes, and reconstruct 0/2/6 discontinuous to 2/6 lane discontinuous frontage roads	July 2005 (Actual)	August 2027	2027		\$428,320,000	\$0					\$0	\$0			72.81
Dallas	55062	0196-03-266	IH 35E	North of Oak Lawn Avenue to SH 183	Reconstruct 10 to 10 general purpose lanes, and reconstruct 4/6 to 4/6 lane frontage roads	August 2021	August 2027	2027		\$636,480,000	\$0					\$0	\$0			68.59
Dallas	55094	0442-02-159	IH 35E	US 67 to Laureland Drive	Construct 0 to 1 reversible express lane		August 2027	2027	Funding was previously removed from this project	\$0	\$0									74.33
Dallas	55163	2374-01-192	IH 635	SL 354 (Denton Drive) to BNSF RR	Construction of IH 35E/IH 635 interchange, including 4 concurrent managed lanes, 10 general purpose lanes, and 4 discontinuous frontage roads	January 2023	October 2025	2026		\$400,000,000	\$0					\$0	\$0			77.58
Dallas	55164	2374-07-075	IH 635	West of Luna Road to BNSF RR	Construction of IH 35E/IH 635 interchange, including 0 to 4 concurrent managed lanes, 10 to 10 general purpose lanes, and 4 to 4/6 continuous frontage roads	January 2023	October 2025	2026		\$80,000,000	\$0					\$0	\$0			78.18
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		\$30,136,042	\$30,136,042	\$30,136,042	\$30,136,042							93.22
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)	August 2021	2021	Project added to the 10-Year Plan via 2020 UTP; Funding offset by reduction in funding on TIP 55094/CSJ 0442-02-159	\$3,667,581	\$3,667,581			\$3,667,581	\$3,667,581					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; \$7,202,000 of Design-Build funding to offset reduction in Category 2 funding	\$57,972,000	\$50,770,000	\$46,393,000	\$46,393,000					\$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	Project also has \$63,193,281 of Design-build funding	\$246,941,214	\$183,747,933	\$30,500,000	\$30,500,000	\$132,848,147	\$132,848,147	\$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; Project also has \$6,513,375 of Design-build funding	\$49,935,875	\$43,422,500	\$43,422,500	\$43,422,500							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; Project also has \$122,653,801 of Design-Build funding	\$408,845,681	\$161,425,000	\$8,430,000	\$8,430,000	\$42,151,853	\$42,151,853	\$110,843,147	\$110,843,147			87.35

Amounts only include Category 2/4/12 funding.  
 Red text and strikethroughs indicate changes since May 2021 STTC meeting  
 Carryover funds from previous years are not accounted for

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)**  
**FY 2017 - FY 2031**

DRAFT

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 2031								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	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
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; Project also has \$26,139,846 of Design-build funding	\$200,405,486	\$167,122,782	\$167,122,782	\$167,122,782						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; Project also has \$83,400,711 of Design-build funding	\$303,694,615	\$195,293,904	\$195,293,904	\$195,293,904						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	Project also has \$125,710,231 of Design-build funds	\$432,206,098	\$306,495,867			\$306,495,867	\$306,495,867				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; Project also has \$8,509,875 of Design-build funding	\$65,242,375	\$56,732,500	\$56,732,500	\$56,732,500						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, 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 Story Road	Construct 6 to 8 general purpose lanes and 2 to 6 concurrent managed lanes	TBD	TBD	TBD	Project to be funded by the private sector	\$270,000,000	\$0	\$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	\$11,916,518	\$11,916,518	\$11,916,518	\$11,916,518						96.67	
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	\$11,687,425	\$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)	May 2021 (Actual)	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)	May 2020 (Actual)	2020	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP; Project also has \$2,000,000 of Category 1 funding for potential cost overruns	\$210,000,000	\$210,000,000			\$210,000,000	\$210,000,000				83.94	

Amounts only include Category 2/4/12 funding.  
 Red text and strikethroughs indicate changes since May 2021 STTC meeting  
 Carryover funds from previous years are not accounted for

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)**  
**FY 2017 - FY 2031**

DRAFT

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 2031								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	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Dallas	55112	0353-05-120	SL 12	At Skillman	Reconstruct grade separation	March 2025	September 2030	2031	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Discussions underway between City of Dallas, TxDOT and NCTCOG regarding project scope; Project also has \$1,116,185 of Category 1 funding; Staff proposes to defund this project given discussions on specific scope have not concluded, and move funding to CSJ 0047-04-031; Once scope discussions have concluded, funding will be re-evaluated	\$19,264,001	\$0			\$17,200,000	\$0					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 turn lanes	November 2017 (Actual)	August 2021	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$432,000 of CMAQ funding, \$3,788,000 of RTR funding, and \$3,589,488 of STBG funding; Staff proposes to remove Category 2 funding and replace with STBG funding as part of a funding swap to reduce the region's STBG carryover balance	\$43,045,357	\$0	\$35,235,869	\$0							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 turn lanes	November 2017 (Actual)	August 2021	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$408,000 of CMAQ funding and \$13,722,970 of STBG funding; Staff proposes to remove Category 2 funding and replace with STBG funding as part of a funding swap to reduce the region's STBG carryover balance	\$67,236,678	\$0	\$53,105,708	\$0							77.62
Dallas	53003	0094-03-060	SS 482	At SH 114 and SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	May 2020 (Actual)	2020	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP	\$210,000,000	\$210,000,000					\$210,000,000	\$210,000,000			83.89
Dallas	TBD	0261-02-081	US 67	At Lake Ridge Parkway	Construct grade separation (Phase 1)	February 2021 (Actual)	March 2027	2027	Project split out from TIP 55014/CSJ 0261-01-041; Category 2 funding offset by reduction on TIP 55014/CSJ 0261-01-041	\$27,487,146	\$4,421,204	\$0	\$4,421,204							64.93
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 2022	2022	Funded with \$15,000,000 of STBG funding; Project included on list in order to get TTC concurrence to proceed	\$4,781,453	\$0									92.85
Dallas	53110.2	2374-02-162	IH 635	At US 80	Reconstruct existing interchange	April 2020 (Actual)	September 2024	2025	Staff proposes to move \$90,000,000 from TIP 53110/CSJ 0095-02-096 and \$10,350,386 from TIP 53109/CSJ 0095-02-107 to this breakout project; TxDOT to request Category 12 funding from the TTC to fund the rest of the project	\$210,426,225	\$210,426,225			\$0	\$100,350,386	\$0	\$110,075,839			74.65
Dallas	53109	0095-02-107	US 80	East of Town East Blvd. to East of Belt Line Road	Reconstruct and widen 4 to 6/8 mainlanes and 2/4/6 to 4/6 lane continuous frontage roads and reconstruct IH 635 interchange	April 2020 (Actual)	September 2024	2025	TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; Staff proposes to move \$10,350,386 to TIP 53110/CSJ 2374-02-162	\$94,649,614	\$94,649,614			\$105,000,000	\$94,649,614	\$0	\$0			82.45

Amounts only include Category 2/4/12 funding.  
 Red text and strikethroughs indicate changes since May 2021 STTC meeting  
 Carryover funds from previous years are not accounted for

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)**  
**FY 2017 - FY 2031**

DRAFT

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 2031								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	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Dallas	53110	0095-02-096	US 80	East of Belt Line Road to Lawson Road	Reconstruct and widen 4 to 6 mainlanes and 2/4 to 4/6 lane continuous frontage roads	April 2020 (Actual)	September 2024	2025	Project split out from TIP 53109; TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; Reduce Category 4 funding and move to CSJ 2374-02-162; TxDOT to request Category 12 funding from the TTC for the rest of the project	\$206,481,677	\$206,481,677			\$100,000,000	\$10,000,000	\$0	\$196,481,677			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 (Actual)	September 2024	2025	TxDOT to request Category 12 funding from the TTC for this project	\$66,972,608	\$66,972,608					\$0	\$66,972,608			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	July 2020 (Actual)	October 2020 (Actual)	2021	Project also has \$1,000,000 of Category 1 funding for potential cost overruns	\$2,163,200	\$2,163,200	\$2,163,200	\$2,163,200							79.24
<b>Total Proposed Funding - Dallas County</b>											<b>\$3,596,985,275</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)	August 2022	2022	Project also has \$5,000,000 of Category 1 funding for potential cost overruns	\$44,660,582	\$44,660,582	\$42,817,890	\$44,660,582							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	TBD	0195-03-099	IH 35E	N. Texas Blvd to IH 35W	Reconstruct interchange and existing 4 to 4/8 lane frontage roads (facility transition area)	October 2019 (Actual)	January 2023	2025	Project split out from TIP 13033.3/CSJ 0195-03-090; Category 12 funding to be moved from TIP 13033.3/CSJ 0195-03-090	\$43,821,225	\$43,821,225	\$0	\$35,008,319					\$0	\$8,812,906	71.42
Denton	13033.3	0195-03-090	IH 35	IH 35W to US 380	Reconstruct interchange and 4 to 4/8 lane frontage roads	January 2012 (Actual)	January 2023	2023	Project awarded Category 12 Strategic Priority funding via the 2020 UTP; \$8,812,906 of Category 12 funding to be moved to CSJ 0195-03-099	\$130,812,652	\$130,812,652							\$139,625,558	\$130,812,652	82.76
Denton	55197	0195-02-074	IH 35	US 77 North of Denton to South of Belz Rd	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct 4 to 4/6 lane frontage roads	November 2019 (Actual)	December 2025	2026	New project awarded Category 12 Strategic Priority funding via the 2020 UTP; Project also has \$29,050,000 of Category 11 funding; \$196,670,000 of Category 12 funds to be moved to TIP 55197.2/CSJ 0195-02-081	\$483,232,084	\$454,182,084			\$54,090,000	\$131,202,084			\$519,650,000	\$322,980,000	90.11
Denton	55197.2	0195-02-081	IH 35	South of Belz Rd 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	October 2019 (Actual)	December 2024	2025	Project split out from TIP 55197/CSJ 0105-02-074; \$196,670,000 Category 12 funds to be moved to this project from TIP 55197/CSJ 0195-02-074	\$196,670,000	\$196,670,000							\$0	\$196,670,000	90.11
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 4/6 lane frontage roads	November 2019 (Actual)	January 2023	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	\$223,357,330	\$223,357,330			\$16,360,575	\$43,647,905	\$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	October 2019 (Actual)	August 2022	2022	Project awarded Category 12 Strategic Priority funding via the 2020 UTP	\$27,745,863	\$27,745,863			\$369,251	\$883,567			\$26,862,296	\$26,862,296	87.58

Amounts only include Category 2/4/12 funding.  
 Red text and strikethroughs indicate changes since May 2021 STTC meeting  
 Carryover funds from previous years are not accounted for

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)**  
**FY 2017 - FY 2031**

DRAFT

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 2031								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	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
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 2/6 continuous frontage from (SRT/SH 121 to Dallas C/L)	TBD	August 2026	2026	Some funding previously moved to TIP 13033.2/CSJ 0196-02-127 and TIP 13033.4/CSJ 0196-02-126; Remaining Category 2 funding moved to IH 35E at Lake Sharon/Dobbs/Corinth project through 2020 10-Year Plan Update; Denton Priority Project #1	\$745,933,304	\$0	\$0	\$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	March 2013 (Actual)	January 2023	2023	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Denton Priority Project #3; Increased Category 2 funding offset by reduction on CSJ 0196-01-113	\$45,022,538	\$45,022,538	\$43,805,797	\$45,022,538						78.08	
Denton	13033.2	0196-02-127	IH 35E	At Business 121	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	January 2025	2025	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Denton Priority Project #4; Increased Category 2 funding partially offset by reduction on CSJ 0196-01-113	\$96,444,954	\$96,444,954	\$82,179,822	\$96,444,954						82.90	
Denton	13033.4	0196-02-126	IH 35E	At Corporate Drive	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	January 2025	2025	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125; Denton Priority Project #5; Increased Category 2 funding offset by reduction on CSJ 0196-01-113	\$79,809,723	\$79,809,723	\$72,883,443	\$79,809,723						81.45	
Denton	25033.2	0196-02-125	IH 35E	Turbeville Road to FM 407	Reconstruct existing 4 general purpose lanes (NB only); Widen and convert 2 lane reversible to 4 lane concurrent managed lanes; Widen 4/6 lane continuous to 4/8 lane continuous frontage roads	February 2019 (Actual)	May 2028	2028	Funding previously moved to TIP 13033.4/CSJ 0196-02-126 and TIP 13033.1/CSJ 0196-02-128; Remaining Category 2 funding moved to TIP 13033.1/CSJ 0196-02-128, TIP 13033.2/CSJ 0196-02-127, TIP 13033.4/CSJ 0196-02-126, TIP 23033.3/CSJ 0196-01-109, and IH 35E at Lake Sharon/Dobbs/Corinth projects through 2020 10-Year Plan Update	\$671,000,928	\$0	\$0	\$0						76.34	
Denton	25033.3	0196-01-109	IH 35E	South of Mayhill Road to South of SL 288	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	June 2025	2025	Split from TIP 25033.2/CSJ 0196-02-125; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125; Increased Category 2 funding partially offset by reduction on CSJ 0196-01-113	\$72,094,705	\$72,094,705	\$62,176,453	\$72,094,705						89.53	
Denton	TBD	0196-01-113	IH 35E	at Lake Sharon Drive/Dobbs Road/Corinth	Construct interchange	March 2013 (Actual)	January 2028	2028	Denton Priority Project #6; \$34,014,485 of Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 and TIP 13033/CSJ 0196-02-124; Decrease Category 2 funding and move to TIP 13033.1/CSJ 0196-02-128 and TIP 13033.2/CSJ 0196-02-127 and TIP 25033.3/CSJ 0196-01-109	\$65,059,297	\$3,735,754	\$34,014,485	\$3,735,754						68.29	

Amounts only include Category 2/4/12 funding.  
 Red text and strikethroughs indicate changes since May 2021 STTC meeting  
 Carryover funds from previous years are not accounted for

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)**  
**FY 2017 - FY 2031**

DRAFT

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 2031								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	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Denton	55230	0081-13-058	IH 35W	Tarrant County Line to SH 114	Reconstruct and widen 4 lane rural to 6 lane urban freeway	July 2021	September 2023	2024		\$90,000,000	\$0					\$0	\$0			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	July 2021	September 2023	2024		\$338,580,457	\$0					\$0	\$0			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 (Actual)	September 2025	2026	TxDOT to request Category 12 funds from the TTC for this project	\$376,973,505	\$376,973,505					\$0	\$376,973,505			86.76
Denton	55177	0353-09-002	SH 114	West of US 377 to East of US 377	Construct 0 to 6 lane grade separation over US 377	November 2018 (Actual)	June 2021	2021		\$52,218,505	\$52,218,505	\$26,109,253	\$26,109,253	\$26,109,253	\$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	August 2020 (Actual)	August 2025	2025	Project has \$30,000,000 of STBG funds as approved via the COVID-19 Infrastructure Program (Round 3); TxDOT to request Category 12 funds from the TTC for this project	\$84,372,179	\$54,372,179	\$0	\$0			\$0	\$54,372,179			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 frontage roads	August 2020 (Actual)	August 2025	2025		\$20,467,084	\$20,467,084	\$0	\$20,467,084							93.17
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 \$9,237,129 2MP1, \$12,465,854 4P1, & \$2,901,189 CMAQ	\$24,604,172	\$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 \$2,847,689 of Category 1 & \$1,922,275 of CMAQ	\$18,214,077	\$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)	June 2020 (Actual)	2020	Also has \$95,000 local and \$665,000 CMAQ; Local funding is the money required to pay for additional bicycle/ pedestrian scope items that TxDOT will not fund	\$18,599,014	\$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)	<del>February 2022</del> <del>May 2021</del>	<del>2022</del> <del>2021</del>	Construction also funded with \$56,200,000 CMAQ and \$22,277,120 STBG	\$140,844,543	\$62,367,423	\$62,367,423	\$62,367,423							87.93
											<b>Total Proposed Funding - Denton County</b>								<b>\$2,026,138,045</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)	November 2021	March 2026	2026		\$26,260,060	\$25,000,000	\$25,000,000	\$25,000,000							70.00

Amounts only include Category 2/4/12 funding.  
 Red text and strikethroughs indicate changes since May 2021 STTC meeting  
 Carryover funds from previous years are not accounted for

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)**  
**FY 2017 - FY 2031**

DRAFT

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 2031								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	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
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)	September 2020 (Actual)	July 2028	2028		\$46,661,591	\$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	January 2020 (Actual)	September 2025	2026		\$108,694,468	\$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	Realign existing 2 lane rural undivided roadway to 6 lane urban roadway	January 2020 (Actual)	September 2025	2026	Breakout of TIP 13035.1/CSJ 1051-01-051	\$46,972,575	\$10,000,000	\$10,000,000	\$10,000,000						71.72	
Ellis	13034	0442-03-042	IH 35E	At FM 664	Reconstruct interchange	January 2020 (Actual)	February 2023	2023		\$49,432,235	\$49,432,235		\$41,970,617	\$49,432,235					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)	February 2023	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	\$18,648,267	\$11,998,257	\$9,034,914	\$11,998,257						80.46	
Ellis	13029	0092-03-053	IH 45	At FM 664	Construct interchange	January 2020 (Actual)	September 2025	2026	Project was awarded Category 12 Strategic Priority funding via the 2019 UTP; Project also has \$4,486,132 of Category 1 funding	\$62,648,178	\$62,648,478	\$6,223,337	\$28,648,178				\$34,000,000	\$34,000,000	76.70	
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 turn lanes	November 2017 (Actual)	August 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 and \$1,500,000 of Category 1 funding; Staff proposes to remove Category 2 funding and replace with STBG funding as part of a funding swap to reduce the region's STBG carryover balance	\$11,004,170	\$0	\$8,770,170	\$0						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 turn lanes	November 2017 (Actual)	August 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 and \$1,500,000 of Category 1 funding; Staff proposes to remove Category 2 funding and replace with STBG funding as part of a funding swap to reduce the region's STBG carryover balance	\$11,893,729	\$0	\$10,297,729	\$0						77.58	
Ellis	35001	0172-05-115	US 287	At Walnut Grove Road	Construct interchange	April 2017 (Actual)	April 2019 (Actual)	2019	Project also has \$976,621 of Category 11 funding	\$27,676,261	\$26,700,000		\$26,700,000	\$26,700,000					86.84	
Ellis	55014	0261-01-041	US 67	At Lake Ridge Parkway	Construct grade separation (Phase 1)	February 2021 (Actual)	March 2027	2027	Project added to the 10-Year Plan via 2020 UTP; \$10,000,000 of Category 1 funding added to UTP; Staff proposes to move excess funding to breakout project in Dallas County (CSJ 0261-02-081)	\$30,694,054	\$30,694,054	\$35,115,258	\$30,694,054						64.93	
											<b>Total Proposed Funding - Ellis County</b>								<b>\$332,718,485</b>	

Amounts only include Category 2/4/12 funding.  
 Red text and strikethroughs indicate changes since May 2021 STTC meeting  
 Carryover funds from previous years are not accounted for



**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)**  
**FY 2017 - FY 2031**

DRAFT

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 2031								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	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Kaufman	TBD	0095-03-085	FM 460	at US 80	Replace bridge and approaches	April 2020 (Actual)	August 2023	2023	Project awarded INFRA grant funding; Category 4 funding was committed as well as part of grant application; Project also has \$1,003,816 of Category 1 funding and \$1,882,263 of Category 6 funding	\$9,239,667	\$6,443,588			\$6,443,588	\$6,443,588					87.33
Kaufman	55111	2588-01-017	FM 548	Windmill Farms Blvd to South of SH 205 (Rockwall County Line)	Widen and reconstruct 2 lane rural to 4 lane urban divided (6 lane ultimate)	July 2019 (Actual)	March 2026	2026		\$39,613,924	\$8,448,796	\$8,448,796	\$8,448,796							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 2026	2026	Project split out from TIP 55111/CSJ 2588-01-017	\$64,419,678	\$49,551,204	\$49,551,204	\$49,551,204							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)	October 2020 (Actual)	2021		\$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	July 2020 (Actual)	October 2020 (Actual)	2021	Project also has \$1,000,000 of Category 1 funding for potential cost overruns	\$3,163,200	\$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	April 2020 (Actual)	August 2023	2023		\$133,000,000	\$133,000,000			\$133,000,000	\$133,000,000	\$0	\$0			87.15
<b>Total Proposed Funding - Kaufman County</b>																			<b>\$212,532,406</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	\$9,917,861	\$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 2026	2026		\$8,592,968	\$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 main lanes; 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; Increased funding offset by reduction on TIP 55221/CSJ 0009-12-215	\$304,603,781	\$254,603,781	\$68,764,518	\$76,783,395		\$142,219,578	\$177,820,386				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; Move \$35,600,808 to TIP 13036/CSJ 0009-12-219	\$178,424,272	\$178,424,273			\$32,000,000	\$32,000,000	\$182,025,080	\$146,424,272			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; Ramp modifications and interchange at FM 740	March 2019 (Actual)	September 2022	2023	Project awarded Category 12 Clear Lanes funding via the 2020 UTP	\$93,302,686	\$93,302,686	\$69,111,136	\$55,202,686		\$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 (Actual)	2021	Project split out from TIP 55169/CSJ 0009-11-241; Project was awarded Category 4 funds via the 2019 UTP; Project also has \$1,000,000 of Category 1 funding for potential cost overruns	\$8,000,000	\$7,000,000			\$7,000,000	\$7,000,000					96.33

Amounts only include Category 2/4/12 funding.  
 Red text and strikethroughs indicate changes since May 2021 STTC meeting  
 Carryover funds from previous years are not accounted for

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)**  
**FY 2017 - FY 2031**

DRAFT

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 2031								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		
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121		
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)	April 2026	2026	Project split out from TIP 55074	\$37,352,578	\$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)	April 2026	2026		\$6,206,000	\$5,525,459	\$5,525,459	\$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 \$699,442 of Category 1	\$17,257,442	\$14,900,000	\$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	\$719,165							N/A	
<b>Total Proposed Funding - Rockwall County</b>																					<b>\$593,032,931</b>
Various	TBD	0918-00-341	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2022	2023	Staff proposes to request Category 12 funds from the TTC for this project; Additional funds would pay for a proposed expansion of this program; Includes \$4,387,500 of STBG	\$6,084,000	\$1,696,500							\$0	\$1,696,500	N/A	
Various	TBD	0918-00-342	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2023	2024	Staff proposes to request Category 12 funds from the TTC for this project; Additional funds would pay for a proposed expansion of this program; Includes \$4,575,000 of STBG	\$6,588,000	\$2,013,000							\$0	\$2,013,000	N/A	
Various	TBD	0918-00-362	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2024	2025	Staff proposes to request Category 12 funds from the TTC for this project; Additional funds would pay for a proposed expansion of this program; Includes \$4,725,000 of STBG	\$7,056,000	\$2,331,000							\$0	\$2,331,000	N/A	
<b>Total Proposed Funding - Various County</b>																					<b>\$6,040,500</b>
<b>Total Category 2, 4, and 12 Funding</b>											\$8,409,326,339	\$2,707,018,470	\$2,657,662,581	\$1,204,744,782	\$1,314,759,841	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121		
<b>Total Amount Remaining for Programming</b>											\$516,526,595	<b>(\$87,104,004)</b>	\$441,940,155	\$18,914,467	\$74,586,440	\$0	\$0	\$0	\$0		
<b>Total Allocation/Authorizations</b>											\$8,925,852,934										

Project Lettings (Includes Proposed Funding for FY 2022-FY 2031)			
	Category 2	Category 4	Category 12
2016	\$0	\$2,746,785	\$0
2018	\$77,106,426	\$56,477,612	\$0
2019	\$547,894,686	\$201,700,000	\$442,115,800
2020	\$88,735,687	\$0	\$422,015,000
2021	\$435,379,059	\$211,526,407	\$252,010,693
2022-2031	\$1,508,546,723	\$842,309,037	\$3,320,762,424
<b>Total</b>	<b>\$2,657,662,581</b>	<b>\$1,314,759,841</b>	<b>\$4,436,903,917</b>

Amounts only include Category 2/4/12 funding.  
 Red text and strikethroughs indicate changes since May 2021 STTC meeting  
 Carryover funds from previous years are not accounted for

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District)**  
**FY 2017 - FY 2031**

DRAFT

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 2031						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
												\$1,088,239,717	\$1,093,956,888	\$542,843,326	\$545,473,225	\$799,602,000	\$1,010,602,000		\$208,330,000	\$285,917,500
Denton	54068	3559-01-004	SH 170	Denton County Line to SH 114 Interchange	Restripe 2 to 4 mainlanes and ramp modifications	May 2020 (Actual)	June 2020 (Actual)	2020	Project is a breakout of TIP 54088/CSJ 3559-02-007; Implemented by TxDOT Fort Worth District	\$1,000,000	\$1,000,000						\$1,000,000	\$1,000,000	63.12	
											<b>Total Proposed 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	<del>54018</del> 54019	0080-03-049 <del>0080-04-081</del>	US 377	<del>East of Old Acton Highway to Brazos River Bridge</del> East of Brazos River Bridge to West of FM 51	<del>US 377: Widen 4 lane continuous two-way left turn lane to 6 lane divided with interchange at BU 377H</del> US 377: Widen 4 lane (with a 4 lane transitional section at end) with 0 to 4 lane discontinuous access roads and ramps; SH 144: Widen 4 lane undivided to 4/5 divided and intersection improvements; FM 51: Widen 2 lane undivided to 4 lane undivided. Widen 4 lane continuous two-way left turn lane to 6 lane divided with interchange at BU 377H	September 2022	May 2026	2026		\$35,000,000	\$25,000,000	\$25,000,000	\$25,000,000							72.76
											<b>Total Proposed Funding - Hood County</b>						<b>\$25,000,000</b>			
Johnson	13040	0747-05-043	FM 157	8th Street to North of County Road 108B	Realign roadway 2 lane rural to 2 lane urban with sidewalks and turn lanes	September 2021	May 2024	2024	Project split out from TIP 13041/CSJ 0747-05-042	\$6,700,000	\$6,700,000	\$4,500,000	\$6,700,000							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 2021	May 2024	2024		\$6,800,000	\$6,800,000	\$6,800,000	\$6,800,000							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	February 2022	August 2026	2026		\$78,000,000	\$78,000,000	\$78,000,000	\$78,000,000							72.84
Johnson	11955	1181-02-033	FM 917	West of Ave F to Main Street	Construct railroad grade separation and realign FM 917	June 2022	July 2024	2024		\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000							77.01
Johnson	11955	1181-03-036	FM 917	South Main Street to East of SH 174	Construct railroad grade separation and realign FM 917	June 2022	July 2024	2024	Project split out from TIP 11955/CSJ 1181-02-033	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000							86.06
Johnson	13046	0014-03-088	IH 35W	At FM 917	Reconstruct interchange	May 2021	February 2024	2024		\$22,000,000	\$22,000,000			\$15,000,000	\$22,000,000					84.42
Johnson	13060	0172-10-013	US 287	Tarrant County Line to Lone Star Road/FM 157	Construct freeway auxiliary lanes, new 0 to 2 lane frontage roads, ramps, Texas U-turn at Lone Star Bridge and widen from 2 to 3 lanes, Lone Star Road widen 2 to 3 lanes, shared use path, intersection improvements at US 287 and Lone Star Road/FM 157, retaining wall, drainage structure, sidewalks and signals	August 2021	August 2021	2021	Project added to the 10-Year Plan via 2020 UTP; Staff proposes to remove Category 2 funding and replace with STBG funding to help reduce regional carryover balance	\$22,800,000	\$0	\$22,800,000	\$0							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 Proposed Funding - Johnson County</b>						<b>\$130,450,000</b>			

Amounts only include Category 2/4/12 funding.  
 Red text and strikethroughs indicate changes since May 2021 STTC meeting  
 Carryover funds from previous years are not accounted for.

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District)  
FY 2017 - FY 2031**

DRAFT

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 2031						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
												\$1,088,239,717	\$1,093,956,888	\$542,843,326	\$545,473,225	\$799,602,000	\$1,010,602,000		\$208,330,000	\$285,917,500
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	\$16,550,000	\$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 and U-turn bridges	August 2023	September 2024	2025	\$11,000,000 of Category 1 funded in UTP; TxDOT to request Category 12 funding to replace Category 1 funding and cover the remaining funding needed	\$52,000,000	\$52,000,000		\$21,000,000	\$21,000,000	\$0	\$31,000,000			75.83	
Parker	13061	0008-03-094	IH 20	FM 1187/3325 to Tarrant/Parker County Line	Reconstruct IH 20 frontage roads, reconstruct ramps, reconstruct main lanes for freight clearance, and construct shared-use paths from FM 1187/FM 3325 to Walsh Ranch Parkway	September 2022	January 2025	2025	Project split out from CSJ 1068-05-014	\$29,000,000	\$29,000,000		\$29,000,000	\$29,000,000					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 2022	January 2025	2025	Grouped project	\$6,000,000	\$6,000,000		\$6,000,000	\$6,000,000					78.99	
Parker	14012	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 Proposed Funding - Parker County</b>							<b>\$99,000,000</b>		
Tarrant	11244	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	\$53,109,245	\$0	\$0							N/A	
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	2374-05-084	IH 20	Park Springs Blvd. to Dallas County Line	Reconstruct freeway from 8 to 10 lanes and 4/6/8 lane to 4/6/8 lane continuous frontage roads	June 2023	August 2031	2031	Split from IH 20 from US 287 to Park Springs Blvd; Funding previously moved to TIP 13027.2/CSJ 2374-05-093	\$300,000,000	\$0	\$0	\$0						76.01	
Tarrant	13027	2374-05-093	IH 20	Park Springs Blvd. to Dallas County Line	Operational improvements	June 2023	January 2025	2025	\$50,000,000 of Category 2 funding previously offset by a reduction on TIP 13027.1/CSJ 2374-05-084	\$125,000,000	\$50,000,000	\$50,000,000	\$50,000,000			\$0	\$0		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) and add shared-use path and sidewalks	September 2020 (Actual)	September 2021	2022	Split from IH 20 from US 287 to Park Springs Blvd; Project is part of the Southeast Connector project	\$536,545,645	\$536,545,645	\$330,215,646	\$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 and add shared-use path and sidewalks	September 2020 (Actual)	September 2021	2022	Project is part of the Southeast Connector	\$115,402,715	\$115,402,715	\$115,402,715	\$115,402,715						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)	April 2020 (Actual)	2020		\$23,000,000	\$23,000,000		\$23,000,000	\$23,000,000					77.27	

Amounts only include Category 2/4/12 funding.  
Red text and strikethroughs indicate changes since May 2021 STTC meeting  
Carryover funds from previous years are not accounted for.

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District)**  
**FY 2017 - FY 2031**

DRAFT

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 2031								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	
												\$1,088,239,717	\$1,093,956,888	\$542,843,326	\$545,473,225	\$799,602,000	\$1,010,602,000	\$208,330,000	\$285,917,500	
Tarrant	13002	1068-01-230	IH 30	IH 820 to Chisholm Trail Parkway	Reconstruct from 6 to 8 mainlanes; Reconstruct 2/8 lane to 2/8 lane discontinuous frontage roads and convert 2 way frontage road sections to one way eastbound and westbound (1 lane to 2 lane discontinuous)	April 2022	September 2025	2026	Category 2 funding moved to TIP 55045/CSJ 0008-13-206; Project will be re-funded in a future 10-Year Plan update; TxDOT to request Category 12 funding from the TTC for this project	\$130,000,000	\$130,000,000	\$0	\$0			\$0	\$130,000,000			73.24
Tarrant	13003	1068-01-214	IH 30	SS 580 (East of Linkcrest Drive) to IH 820	Reconstruct 4 to 6 main lanes; Reconstruct 4 lane discontinuous frontage to 4/6 lane continuous frontage roads; Reconstruct SS 580 interchange	October 2021	September 2024	2025	TxDOT to request Category 12 funding from the TTC for this project	\$140,000,000	\$140,000,000	\$0	\$0	\$90,000,000	\$90,000,000	\$0	\$50,000,000			79.63
Tarrant	TBD	1068-02-072	IH 30	East of IH 35W to Cooper Street	Widen 6 to 8/10 general purpose lanes	January 2025	September 2031	2032	Staff proposes to move funding to a project being implemented in an earlier year; Project will be funded in a future 10-Year Plan Update	\$1,000,000,000	\$0	\$10,000,000	\$0							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	April 2021	September 2024	2025	TxDOT to build safety barriers into managed lane design	\$127,820,000	\$127,820,000			\$103,820,000	\$127,820,000					80.82
Tarrant	TBD	0014-02-055	IH 35W	North of IH 20 to South of SH 174	IH 20 Interchange operational improvements	November 2022	August 2027	2027	TxDOT to request Category 12 funding from the TTC for this project	\$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	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	September 2020 (Actual)	September 2021	2022	Project is part of the Southeast Connector; Design-build project; Project awarded \$340,202,000 of Category 12 Clear Lanes funding via the 2019 UTP and an additional \$89,400,000 via the 2020 UTP; Project also awarded \$350,000,000 of Design-Build funding	\$819,422,670	\$469,422,670	\$39,820,670	\$39,820,670			\$429,602,000	\$429,602,000			81.89
Tarrant	13005	0008-14-132	IH 820	Navajo Trail/Cahoba Drive to Marine Creek Parkway	Relocate ramps, realign frontage roads, add bridges	June 2021	September 2025	2026	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
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	June 2020 (Actual)	July 2020 (Actual)	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 (Actual)	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	\$28,400,000	\$0	\$0	\$0							N/A

Amounts only include Category 2/4/12 funding.  
 Red text and strikethroughs indicate changes since May 2021 STTC meeting  
 Carryover funds from previous years are not accounted for.

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District)  
FY 2017 - FY 2031**

DRAFT

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 2031								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	
												\$1,088,239,717	\$1,093,956,888	\$542,843,326	\$545,473,225	\$799,602,000	\$1,010,602,000	\$208,330,000	\$285,917,500	
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 2020 (Actual)	June 2020 (Actual)	2020	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	13064	0094-05-070	SH 183	At Pumphrey	Construct intersection improvements including turn lanes and new traffic signal	November 2023	June 2024	2024		\$20,000,000	\$10,000,000	\$10,000,000	\$10,000,000							61.51
Tarrant	TBD	0094-01-032	SH 183	At UP RR	Replace railroad underpass	August 2021	August 2022	2022	Staff proposes to add project to the 10-Year Plan; Project also has \$12,000,000 of Category 6 funding	\$30,000,000	\$18,000,000	\$0	\$18,000,000							88.61
Tarrant	TBD	0008-14-059 0364-01-054	SH 183/IH 820	SH 183 from East of IH 820/SH 121 Interchange to Reliance Parkway and IH 820 from East of IH 35W to West of IH 820/SH 121 Interchange	SH 183: Widen from 4 to 6 managed lanes; IH 820: Widen from 4 to 6 general purpose lanes	April 2023	August 2023	2023	Project to be funded by the private sector as part of the North Tarrant Express CDA; NTE Segments 1 and 2	\$162,000,000	\$0									72.81
Tarrant	TBD	0094-02-136 0364-05-039	SH 183	Reliance Parkway to SH 161	Construct 6/8 to 8 general purpose lanes and 2/3 to 6 managed lanes	April 2023	August 2023	2023	Project to be funded by the private sector as part of the North Tarrant Express CDA	\$862,000,000	\$0									72.81
Tarrant	13005	0171-05-068	SH 199	South End of Lake Worth Bridge to IH 820	Construct 0 to 6 main lanes and interchange at IH 820	June 2021	September 2025	2026	\$20,000,000 of Category 2 funds previously moved to CSJ 0008-14-132 (part of the SH 199 improvements)	\$180,000,000	\$180,000,000	\$180,000,000	\$180,000,000							86.64
Tarrant	13037	0171-05-094	SH 199	West Fork of Trinity River to IH 820	Reconstruct and widen 4/6 to 4/6 lane divided urban	June 2021	August <del>2024</del> <del>2023</del> <u>2024</u>	<del>2023</del> <u>2024</u>		\$68,661,515	\$68,661,515	\$68,661,515	\$68,661,515							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	April 2020 (Actual)	June 2020 (Actual)	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	April 2020 (Actual)	June 2020 (Actual)	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)	August 2024	2025	Project is split out from TIP 51346	\$55,000,000	\$55,000,000	\$55,000,000	\$55,000,000							94.82
Tarrant	13058	2266-02-150	SH 360	SH 183 to IH 30	Operational improvements	June 2024	August 2024	2024		\$20,000,000 \$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		\$62,000,000	\$62,000,000	\$62,000,000	\$62,000,000							N/A
Tarrant	13059	0172-09-037	US 287	Union Pacific Railroad to Johnson County Line	Construct freeway auxiliary lanes, construct 0/4 to 4 frontage road lanes, Texas U-turn, retaining walls, drainage structures, sidewalks, and signalization	August 2021	August 2021	2021	Project added to the 10-Year Plan via 2020 UTP; Staff proposes to remove Category 2 funding and replace with STBG funding to help reduce regional carryover balance	\$11,250,000	\$0	\$11,250,000	\$0							76.90
Tarrant	55042	0172-09-028	US 287	IH 20 Interchange to Sublett Road	Reconstruct and widen 4 to 6 general purpose lanes and 4/6 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes, and add shared-use path and sidewalks	September 2020 (Actual)	September 2021	2022	Project is part of the Southeast Connector; Design-build project	\$30,000,000	\$30,000,000			\$30,000,000	\$30,000,000					80.36

Amounts only include Category 2/4/12 funding.  
Red text and strikethroughs indicate changes since May 2021 STTC meeting  
Carryover funds from previous years are not accounted for.

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District)**  
FY 2017 - FY 2031

DRAFT

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 2031						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
												\$1,088,239,717	\$1,093,956,888	\$542,843,326	\$545,473,225	\$799,602,000	\$1,010,602,000		\$208,330,000	\$285,917,500
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 to 4/6 discontinuous frontage road lanes; Add shared-use path and sidewalks	September 2020 (Actual)	September 2021	2022	Project is part of the Southeast Connector; Design-build project	\$89,874,140	\$89,874,140	\$49,874,140	\$49,874,140	\$40,000,000	\$40,000,000					80.20
Tarrant	13063	0014-15-078	US 81/US 287	South of North Tarrant Parkway to Avondale Haslet Road	Operational improvements including ramp modifications, 0 to 2 lane frontage roads, and sidewalks	December 2021	September 2024	2025	Project added to the 10-Year Plan via 2020 UTP	\$71,600,010	\$13,000,000	\$5,000,000	\$5,000,000	\$0	\$8,000,000					81.86
<b>Total Proposed Funding - Tarrant County</b>																	<b>\$3,007,811,181</b>			
Wise	13004	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	July 2021	September 2024	2025	Split from TIP 13004/CSJ 2418-01-013	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000							67.70
Wise	13004	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	July 2021	September 2024	2025		\$17,000,000	\$13,300,000	\$13,300,000	\$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 previously changed to Category 2; Project also has Category 6 funding under CSJ 0312-04-029	\$26,000,000	\$26,000,000	\$14,000,000	\$26,000,000							72.48
Wise	13004	0013-07-083	US 81	North of CR 2195 to North of US 380	Construct mainlane grade separation at relocated FM 1810 and US 81D, with addition of ramps and 0 to 2 lane frontage roads	July 2021	September 2024	2025	Split from TIP 13004/CSJ 2418-01-013; Project also has \$8,000,000 of Category 1 funding	\$32,700,000	\$16,700,000	\$16,700,000	\$16,700,000							68.44
<b>Total Proposed Funding - Wise County</b>																	<b>\$59,600,000</b>			
Various	TBD	0902-00-309	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2022	2023	Staff proposes to request Category 12 funds from the TTC for this project; Additional funds would pay for a proposed expansion of this program; Includes \$2,567,500 of STBG	\$3,380,000	\$812,500							\$0	\$812,500	N/A
Various	TBD	0902-00-310	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2023	2024	Staff proposes to request Category 12 funds from the TTC for this project; Additional funds would pay for a proposed expansion of this program; Includes \$2,905,000 of STBG	\$3,780,000	\$875,000							\$0	\$875,000	N/A
Various	TBD	0902-00-311	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2024	2025	Staff proposes to request Category 12 funds from the TTC for this project; Additional funds would pay for a proposed expansion of this program; Includes \$3,132,000 of STBG	\$4,032,000	\$900,000							\$0	\$900,000	N/A
<b>Total Proposed Funding - Various County</b>																	<b>\$2,587,500</b>			
<b>Total Category 2, 4, and 12 Funding</b>											<b>\$3,325,448,681</b>	<b>\$1,399,966,181</b>	<b>\$1,388,116,181</b>	<b>\$601,813,000</b>	<b>\$640,813,000</b>	<b>\$799,602,000</b>	<b>\$1,010,602,000</b>	<b>\$208,330,000</b>	<b>\$285,917,500</b>	
<b>Total Amount Remaining for Programming</b>											<b>(\$389,499,068)</b>	<b>(\$311,726,464)</b>	<b>(\$294,159,293)</b>	<b>(\$58,969,674)</b>	<b>(\$95,339,775)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
<b>Total Allocation/Authorizations</b>											<b>\$2,935,949,613</b>									

Project Lettings (Includes Proposed Funding for FY 2022-FY 2031)			
	Category 2	Category 4	Category 12
2017	\$0	\$0	\$0
2018	\$65,950,000	\$0	\$370,000,000
2019	\$12,000,000	\$0	\$0
2020	\$78,006,400	\$113,993,000	\$155,000,000
2021	\$0	\$0	\$0
2022-2031	\$1,232,159,781	\$526,820,000	\$771,519,500
<b>Total</b>	<b>\$1,388,116,181</b>	<b>\$640,813,000</b>	<b>\$1,296,519,500</b>

Amounts only include Category 2/4/12 funding.  
Red text and strikethroughs indicate changes since May 2021 STTC meeting  
Carryover funds from previous years are not accounted for.

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

DRAFT

FY 2017 - FY 2031

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 2031				MPO Project Score
												Cat 2 Hunt Approved	Cat 2 Hunt Proposed	Cat 12 Hunt Approved	Cat 12 Hunt Proposed	
												\$57,350,000	\$67,022,160	\$142,000,000	\$150,569,206	
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	<del>June 2025</del> January 2021	<del>August 2025</del> May 2024	2025	Hunt County is doing environmental clearance; TxDOT to request Category 12 funding for this project	\$16,800,000	\$16,800,000	\$15,000,000	\$15,000,000	\$0	\$1,800,000	82.54
Hunt	13051	0692-01-020	FM 1570	SH 34 to IH 30	Widen 2 to 4 lane divided roadway (South Project)	<del>June 2027</del> January 2021	<del>October 2027</del> May 2024	2028	TxDOT to request Category 12 funding for this project	\$24,640,000	\$24,640,000			\$0	\$24,640,000	90.27
Hunt	13039	2658-01-013	FM 2642	FM 35 to SH 66	Widen 2 lane to 4 lane divided urban with sidewalks	June 2020 (Actual)	September 2022	2023	Project also has \$11,485,840 of Category 7 funds; TxDOT to request Category 12 funding for this project	\$21,056,000	\$8,066,160	\$7,314,160	\$7,314,160	\$0	\$752,000	82.30
Hunt	13050	0009-13-167	IH 30	At FM 1570	Construct interchange	June <del>2022</del> 2020	<del>September</del> August 2022	2023	Project was awarded Category 12 funds via 2018 UTP; Project also has \$8,000,000 of Category 7 funds; TxDOT to request additional Category 12 funding for this project	\$31,200,000	\$31,200,000			\$22,000,000	\$23,200,000	75.78
Hunt	55223	0009-13-173	IH 30	West of FM 1903 to East of FM 1903	Reconstruct overpass and approaches	June <del>2022</del> 2020	September 2022	2023	Project also has \$14,450,000 of Category 7 funds	\$37,908,000	\$23,408,000	\$15,550,000	\$23,408,000			76.27
Hunt	55224	0009-13-168	IH 30	South of FM 36 to North of FM 36	Reconstruct overpass	<del>February 2023</del> June 2020	May 2023	2023	Project was awarded Category 12 funds via 2018 UTP; TxDOT to request additional Category 12 funding for this project	\$26,000,000	\$26,000,000			\$25,000,000	\$26,000,000	77.26
Hunt	55225	0009-13-169	IH 30	South of FM 1565 to North of FM 1565	Reconstruct overpass	<del>February 2023</del> June 2020	May 2023	2023	Project was awarded Category 12 funds via the 2018 UTP; TxDOT to request additional Category 12 funding for this project	\$26,000,000	\$26,000,000			\$25,000,000	\$26,000,000	76.40
Hunt	55226	0009-13-170	IH 30	South of CR 2509 to North of CR 2509	Construct new interchange	<del>February 2023</del> June 2020	May 2023	2023	Project was awarded Category 12 funds via 2018 UTP; TxDOT to request additional Category 12 funding for this project	\$31,200,000	\$31,200,000			\$30,000,000	\$31,200,000	82.02
Hunt	13065	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	\$44,800,000	\$16,781,206			\$40,000,000	\$16,781,206	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	<del>September 2022</del> June 2024	<del>2023</del> 2025	Funded with \$4,200,000 of STBG through COVID-19 Infrastructure Program (Round 3)	\$4,200,000	\$0					64.92
Hunt	13053	0768-01-057	SH 24/ SH 11	Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements	September 2019 (Actual)	<del>March 2023</del> September 2024	<del>2023</del> 2025	TxDOT to request additional Category 12 funding for this project	\$5,096,000	\$5,096,000	\$4,900,000	\$4,900,000	\$0	\$196,000	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)	October 2020 (Actual)	2021		\$16,400,000	\$16,400,000	\$16,400,000	\$16,400,000			80.86
												<b>Total Proposed Funding - Hunt County</b>				<b>\$217,591,366</b>
<b>Total Category 2 and 12 Funding</b>											\$217,591,366	\$59,164,160	\$67,022,160	\$142,000,000	\$150,569,206	
<b>Total Amount Remaining for Programming</b>											\$0	<del>(\$1,814,160)</del>	\$0	\$0	\$0	
<b>Total Allocation/Authorizations</b>											\$217,591,366					

Project Lettings (Includes Proposed Funding for FY 2022-FY 2031)		
	Category 2	Category 12
2017	\$0	\$0
2018	\$0	\$0
2019	\$0	\$0
2020	\$0	\$0
2021	\$16,400,000	\$0
2022-2031	\$50,622,160	\$150,569,206
<b>Total</b>	<b>\$67,022,160</b>	<b>\$150,569,206</b>

Amounts only include Category 2 and 12 funding.  
Red text and strikethroughs indicate changes since May 2021 STTC meeting  
Carryover funds from previous years are not accounted for.



**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
Collin	13026.2	0047-04-030	SH 5	South of CR 275 to South of SH 121	Reconstruct, widen, and realign 2 lane undivided roadway to 4 lane divided urban roadway (Ultimate 6); Realign SH 121/SH 5 intersection	December 2022	September 2023	2024		\$21,201,649	\$500,000
Collin	55257	0549-03-031	SH 121	at SH 5	Reconstruct interchange	December 2022	September 2023	2024		\$26,548,591	\$500,000
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)	October 2019 (Actual)	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)	October 2019 (Actual)	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)	May 2019 (Actual)	December 2025	2026		\$8,990,001	\$500,000
Dallas	55232	0095-13-038	IH 20	Lawson Road to Kaufman County Line	Add 0 to 4 lane continuous frontage roads	April 2020 (Actual)	August 2027	2027		\$72,990,000	\$500,000
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	SL 12 to SH 183	Widen 4/8 to 6/8 general purpose lanes and reconstruct 4/8 to 4/6/8 continuous frontage roads (ultimate)		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 4/6 lane frontage roads	February 2019 (Actual)	September 2022	2023		\$136,301,942	\$500,000
Denton	55239	1951-01-011	FM 1515	Masch Branch Road in City of Denton to Bonnie Brae Street	Widen and reconstruct 2 lane rural to 4/6 lane urban	September 2020	August 2028	2028		\$36,775,382	\$500,000
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 (Actual)	January 2024	2024		\$310,692,449	\$500,000
Denton	20175	2250-02-013	SL 288	US 380 West of Denton to IH 35 at LP 288	Construct 2 lane rural roadway on new location with interchange at IH 35; NW quadrant & interchange	September 2020 (Actual)	September 2026	2027		\$18,200,869	\$500,000
Denton	53075	2250-02-014	SL 288	US 380 West of Denton to IH 35W South of Denton	Construct 0 to 2 lane frontage roads (Ultimate 4 lanes)	September 2020 (Actual)	September 2026	2027		\$40,052,869	\$500,000
Denton	55229	0081-06-040	US 377	US 380 to North of BUS 377E	Reconstruct and widen 2 lane undivided roadway to 4 lane divided facility (Ultimate 6 lane)	October 2020	August 2028	2028		\$127,615,463	\$500,000

**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	83223	1051-01-038	FM 664	US 287 in Waxahachie to FM 1387	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway (Ultimate 6)	September 2020 (Actual)	September 2025	2026		\$48,559,701	\$500,000
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 2019 (Actual)	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 2019 (Actual)	November 2022	2023		\$30,000,000	\$500,000
Kaufman	TBD	2588-01-020	FM 548	US 80 to FM 1641	Widen and reconstruct 2 lane to 4 lane urban divided	August 2020 (Actual)	April 2028	2028		\$1,295,925	\$500,000
Kaufman	55256	1217-01-019	FM 1641	FM 548 to FM 148	Widen and reconstruct 2 lane to 4 lane urban divided	August 2020 (Actual)	April 2028	2028		\$43,573,208	\$500,000
Kaufman	55219	0095-14-027	IH 20	Dallas County Line to SP 557	Add 0 to 4 lane continuous frontage roads	April 2020 (Actual)	April 2027	2027		\$373,040,000	\$500,000
Kaufman	55220	0495-01-071	IH 20	SP 557 to East of CR 138 (Wilson Road)	Add 0 to 4 lane continuous frontage roads	April 2020 (Actual)	April 2027	2027		\$143,730,000	\$500,000
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 4 lane divided urban (ultimate 6)	August 2019 (Actual)	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 4 lane divided urban (ultimate 6)	August 2019 (Actual)	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 4 lane divided urban (ultimate 6)	August 2019 (Actual)	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

Proposed Category 2/STBG Funding Exchanges

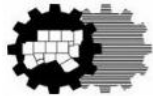
DRAFT

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Programmed Category 2 To Be Released	Category 7 To Be Programmed
<b>Eastern Subregion</b>												
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 turn lanes	November 2017 (Actual)	August 2021	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$432,000 of CMAQ funding, \$3,788,000 of RTR funding, and \$3,589,488 of STBG funding; Staff proposes to remove Category 2 funding and replace with STBG funding as part of a funding swap to reduce the region's STBG carryover balance	\$43,045,357	(\$35,235,869)	\$35,235,869
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 turn lanes	November 2017 (Actual)	August 2021	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$408,000 of CMAQ funding and \$13,722,970 of STBG funding; Staff proposes to remove Category 2 funding and replace with STBG funding as part of a funding swap to reduce the region's STBG carryover balance	\$67,236,678	(\$53,105,708)	\$53,105,708
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 turn lanes	November 2017 (Actual)	August 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 and \$1,500,000 of Category 1 funding; Staff proposes to remove Category 2 funding and replace with STBG funding as part of a funding swap to reduce the region's STBG carryover balance	\$11,004,170	(\$8,770,170)	\$8,770,170
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 turn lanes	November 2017 (Actual)	August 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 and \$1,500,000 of Category 1 funding; Staff proposes to remove Category 2 funding and replace with STBG funding as part of a funding swap to reduce the region's STBG carryover balance	\$11,893,729	(\$10,297,729)	\$10,297,729
											(\$107,409,476)	\$107,409,476
<b>Western Subregion</b>												
Johnson	13060	0172-10-013	US 287	Tarrant County Line to Lone Star Road/FM 157	Construct freeway auxiliary lanes, new 0 to 2 lane frontage roads, ramps, Texas U-turn at Lone Star Bridge and widen from 2 to 3 lanes, Lone Star Road widen 2 to 3 lanes, shared use path, intersection improvements at US 287 and Lone Star Road/FM 157, retaining wall, drainage structure, sidewalks and signals	August 2021	August 2021	2021	Project added to the 10-Year Plan via 2020 UTP; Remove Category 2 funding and replace with STBG funding	\$22,800,000	(\$22,800,000)	\$22,800,000
Tarrant	13059	0172-09-037	US 287	Union Pacific Railroad to Johnson County Line	Construct freeway auxiliary lanes, construct 0/4 to 4 frontage road lanes, Texas U-turn, retaining walls, drainage structures, sidewalks, and signalization	August 2021	August 2021	2021	Project added to the 10-Year Plan via 2020 UTP; Remove Category 2 funding and replace with STBG funding	\$11,250,000	(\$11,250,000)	\$11,250,000
											(\$34,050,000)	\$34,050,000

# **2022 UNIFIED TRANSPORTATION PROGRAM (UTP) AND REGIONAL 10-YEAR PLAN UPDATE**

---

**Surface Transportation Technical Committee  
June 25, 2021**



**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.
- The plan includes projects funded with Category 2 (MPO selected), Category 4 (TxDOT District selected), and Category 12 (Texas Transportation Commission (TTC) selected)
- The Regional 10-Year Plan was originally approved by the Regional Transportation Council (RTC) in December 2016.
- This plan is updated annually in conjunction with the development of Texas Department of Transportation's (TxDOT) UTP.

# ACTIVITIES UNDERTAKEN SINCE LAST UPDATE

- TxDOT began developing the 2022 UTP.
- NCTCOG staff has coordinated with the TxDOT Districts regarding project updates (e.g., costs/funding, environmental clearance and let dates), and potential new projects.
- Proposed new projects were scored using the same process used in previous years.
- A draft project listing was developed that included project scores, project revisions, and potential new projects.

# 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
- Maintain toll lanes/toll managed lanes on selected corridors
- Re-fund previously unfunded projects, when possible
- Ensure all RTC projects are approved in 2022 UTP (including “placeholders”)
- Projects must be scored and should have a score sufficient to qualify for funding

# REGIONAL FUNDING ALLOCATIONS FOR 2017-2022 UTPs

<b>Funding Category</b>	<b>2017 Allocation</b>	<b>2018 Allocation</b>	<b>2019 Allocation</b>	<b>2020 Allocation</b>	<b>2021 Allocation</b>	<b>2022 Proposed Allocation</b>
Category 2	\$3.784B	\$3.607B	\$3.832B	\$3.516B	\$2.913B	\$2.931B
Category 4	\$830M	\$1.553B	\$1.637B	\$1.537B	\$1.340B	\$1.348B
Category 12	\$812M	\$2.130B	\$1.395B	\$3.041B	\$3.089B	TBD
<b>Total Allocation</b>	<b>\$5.426B</b>	<b>\$7.290B</b>	<b>\$6.864B</b>	<b>\$8.094B</b>	<b>\$7.342B</b>	<b>\$4.279B</b>

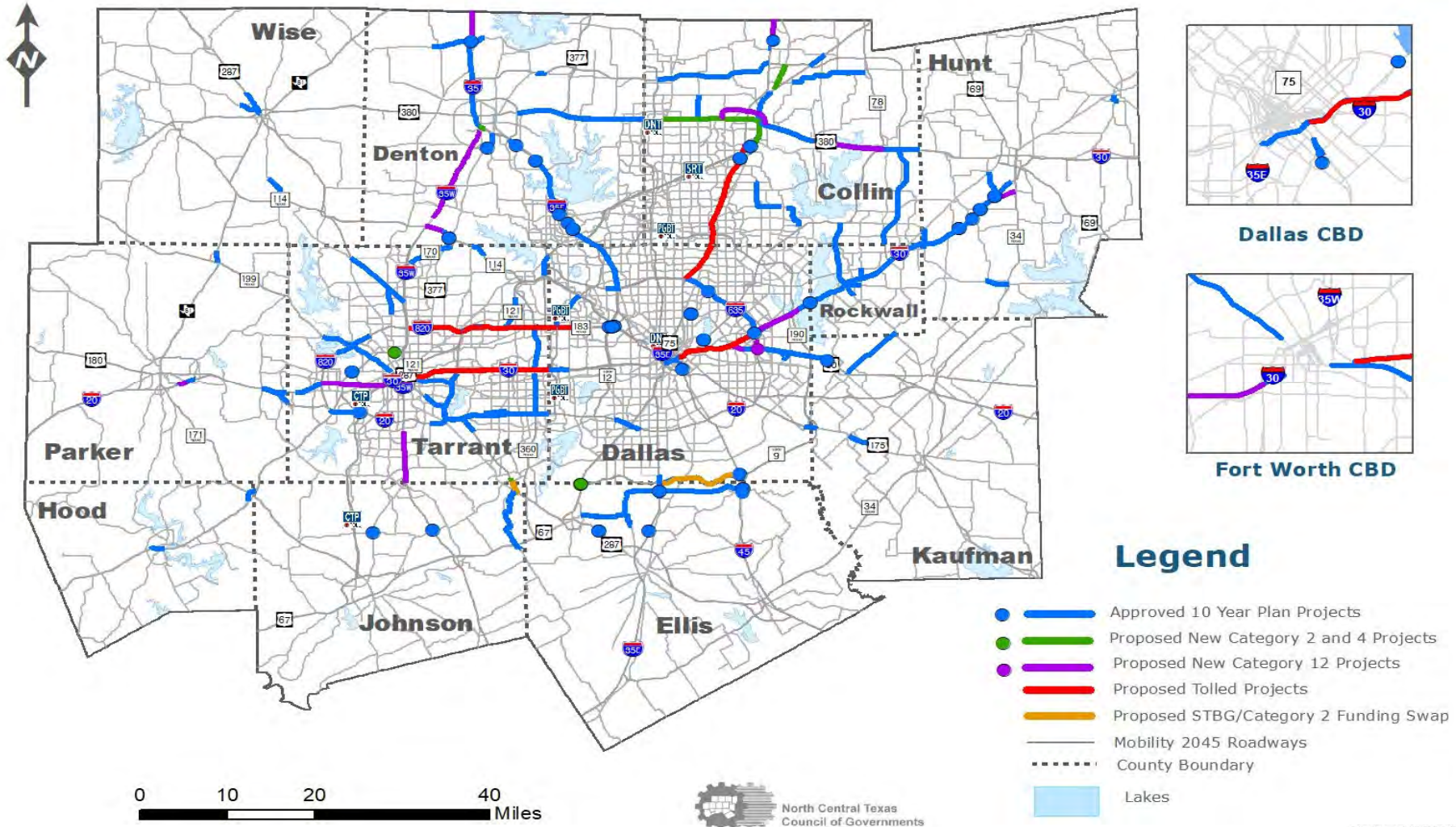


# PROPOSED STBG/CATEGORY 2 FUNDING EXCHANGE

- Given that Surface Transportation Block Grant (STBG) funds are not being obligated as quickly as needed, a STBG/Category 2 funding exchange is being proposed.
- Two projects were identified for this proposal: US 287 in Johnson and Tarrant Counties and State Loop 9 in Dallas and Ellis Counties
- The US 287 projects have ~\$34M of Category 2 funding, which will be exchanged with ~\$34M of STBG funds
- The State Loop 9 projects have ~\$107M of Category 2 funding, which will be exchanged with ~\$107M of STBG funds
- Both projects were selected because they can be let in Fiscal Year (FY) 2021, which will allow the region to quickly reduce the carryover balance of STBG funds.
- A proposal will be brought back with specific projects on which to program the freed-up Category 2 funds.

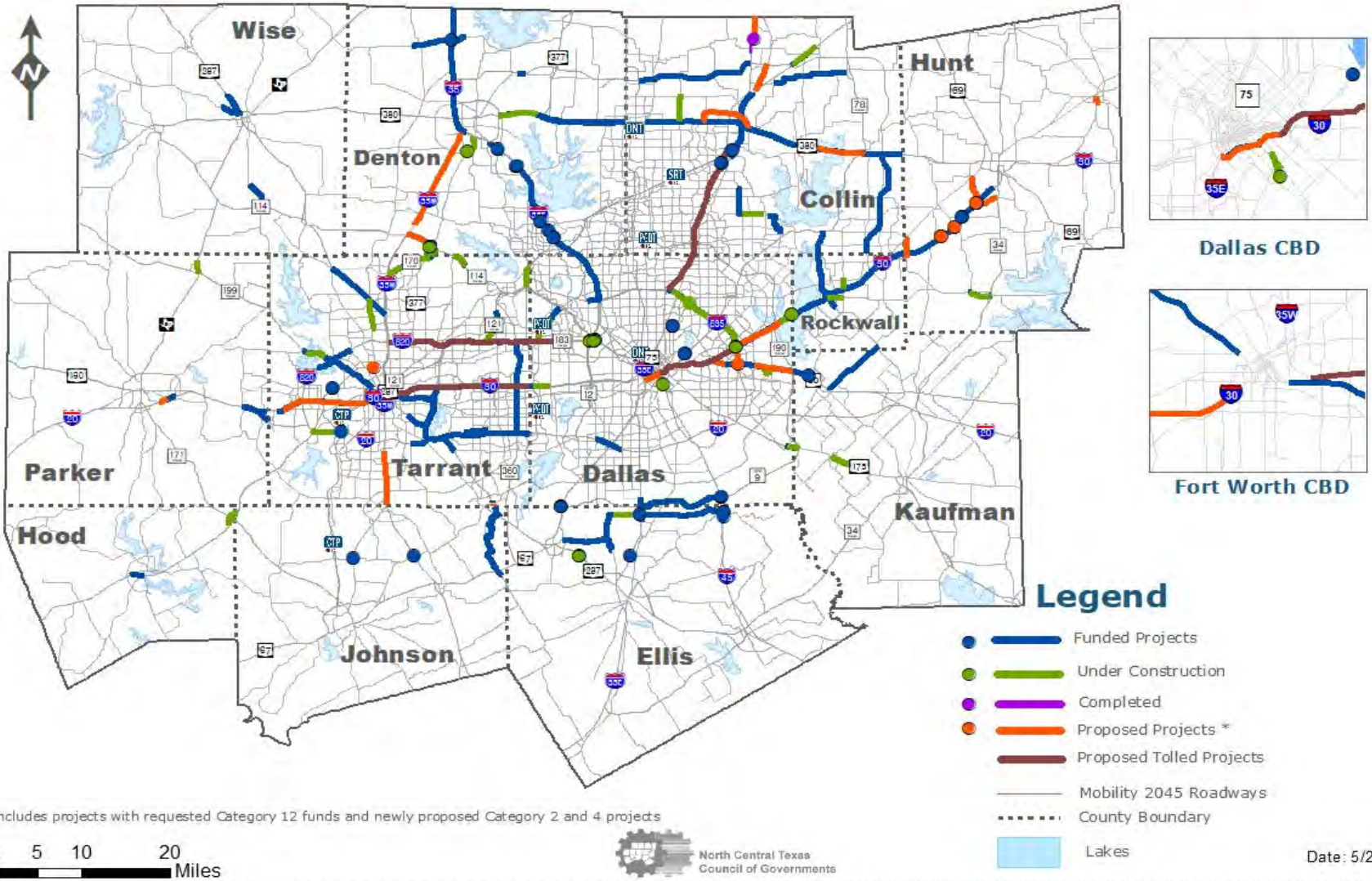
# Dallas-Fort Worth Regional 10 Year Plan Projects

## FY 2017 - FY 2031



# Dallas-Fort Worth Regional 10 Year Plan Project Status

FY 2017 - FY 2031



# TIMELINE

<b>MEETING/TASK</b>	<b>DATE</b>
Funding Targets Received	February 2021
Initial draft list due to TxDOT	March 12, 2021
STTC Information	May 28, 2021
RTC Information	June 10, 2021
NCTCOG Public Involvement	June 2021
<b>STTC Action</b>	<b>June 25, 2021</b>
RTC Action	July 8, 2021
TxDOT Public Meetings for 2022 UTP	June/July 2021
Anticipated TTC Approval of 2022 UTP	August 2021

# NEXT STEPS

- Await decisions by the TTC on Category 12 funding
- Bring back any project changes to the Surface Transportation Technical Committee (STTC) and RTC once the TTC weighs in and approves the UTP

# REQUESTED ACTION

- Recommend RTC approval of:
  - The 2021 Regional 10-Year Plan project listing
  - The proposed Category 2/STBG funding exchanges
  - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amending other planning/administrative documents to incorporate these changes.

# CONTACT/QUESTIONS?

Christie J. Gotti  
Senior Program Manager  
Ph: (817) 608-2338  
[cgotti@nctcog.org](mailto:cgotti@nctcog.org)

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

Cody Derrick  
Transportation Planner III  
Ph: (817) 608-2391  
[cderrick@nctcog.org](mailto:cderrick@nctcog.org)

### 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				



**DRAFT**

Policy Support to Advance the Dallas-Fort Worth High-Speed Transportation Connections Study into Phase 2

(P21-01)

Since the Regional Transportation Council (RTC) desires the North Central Texas region to be a national leader in transportation technology, the RTC wishes to advance high-speed transportation technologies between Fort Worth, Arlington, and Dallas.

High-speed rail planning has advanced further in the Dallas to Houston corridor. The Dallas, Arlington, Fort Worth connection directly interfaces with the downtown Dallas high-speed rail station. The RTC has approved a presentation to the Texas Transportation Commission to advance high-speed transportation from Fort Worth to Waco, Temple/Killeen, Austin, San Antonio, Laredo, and Monterrey, Mexico. This policy position supports the connection of a statewide network from Houston to the Dallas-Fort Worth region and south along the IH 35 corridor.

The RTC continues to support Mobility 2045 plan policies TR3-011, TR3-012, and TR3-013, as noted in section 6.4, relating to a “one-seat ride” system operation; station locations in downtown Fort Worth, Arlington, and downtown Dallas; and planning and development of sustainable land uses to support economic development in those three station areas.

Following guidance received from Governor Abbott, the RTC wishes to utilize public Right-of-Way for this high-speed transportation (HST) facility as much as possible. As such, RTC directs staff to proceed with the alignment recommendations of the Phase 1 Alternative Analysis for the DFW HST Connections Study, which generally follow the Interstate Highway 30 corridor, into Phase 2 activities.

RTC directs staff to advance both high-speed rail and hyperloop into Phase 2 activities pursuant to Phase 1 recommendations, including coordination with the United States Department of Transportation in determining appropriate approval process for environmental clearance. Efforts will continue with the Phase 1 partnership between NCTCOG, the Federal Railroad Administration, and the Federal Transit Administration.

RTC directs staff to continue coordination with local governments and the Texas Department of Transportation in Phase 2 efforts including preliminary engineering and environmental documentation required by the National Environmental Policy Act.

RTC directs staff to integrate these alignment and mode recommendations into future mobility, air quality, safety, and other regional planning activities as appropriate.

Phase 1 work is on schedule and on budget. The RTC has already funded all planned Phase 2 activities. The RTC will continue to be regularly briefed on Phase 2 activities.

Approved: \_\_\_\_\_

# HIGH-SPEED TRANSPORTATION

## Dallas-Fort Worth



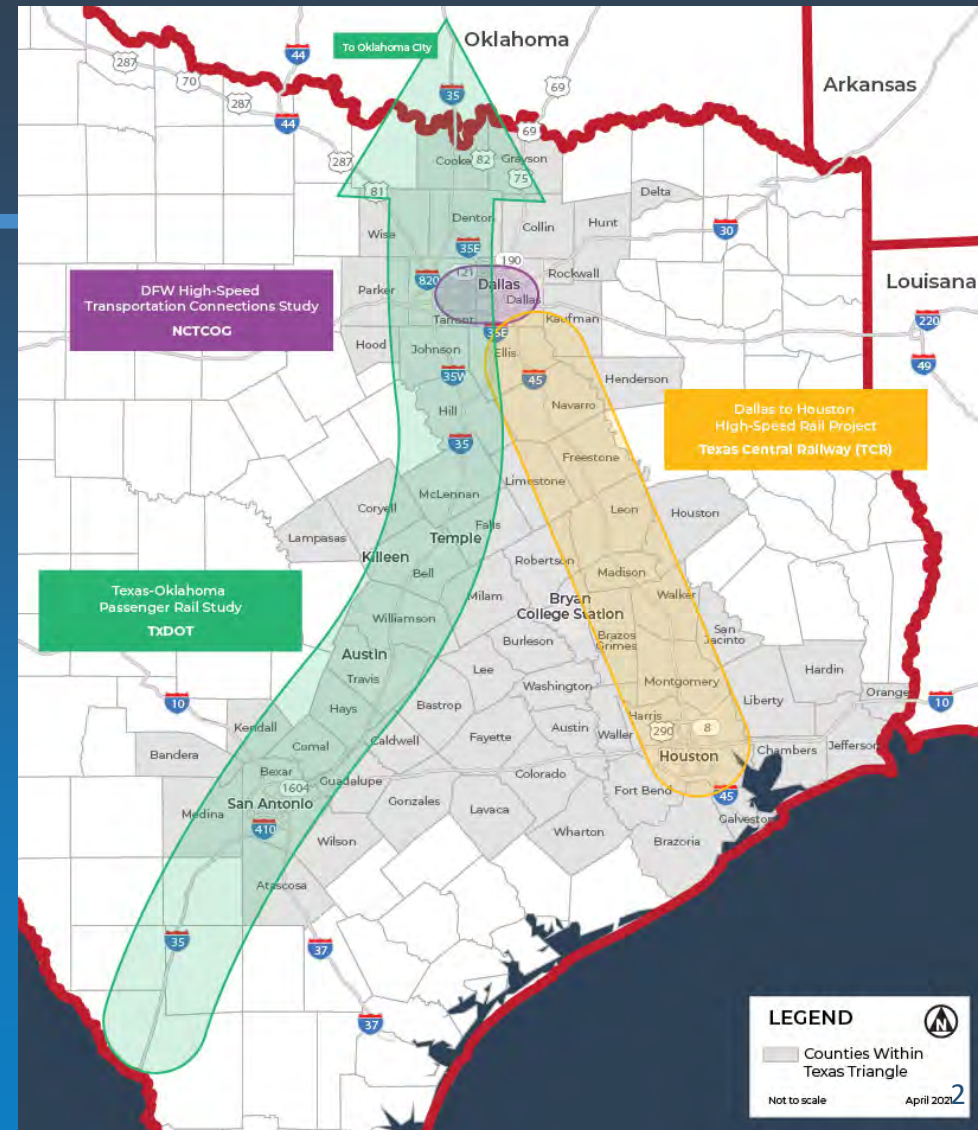
06-25-2021 Surface Transportation Technical Committee  
Brendon Wheeler, P.E. - NCTCOG

# Objective of this Study

Evaluate high-speed transportation alternatives (both alignments and technology) to:

- Connect Dallas-Fort Worth to other proposed high-performance passenger systems in the state
- Enhance and connect the Dallas-Fort Worth regional transportation system

Obtain federal environmental approval of the viable alternative





# DFW Leads the Way

National leader in technology advancement

Solidifies DFW as national hub with possible future connections to DFW International Airport through Arlington station.

DFW region as the “Gateway to Texas” with high-speed connections to:

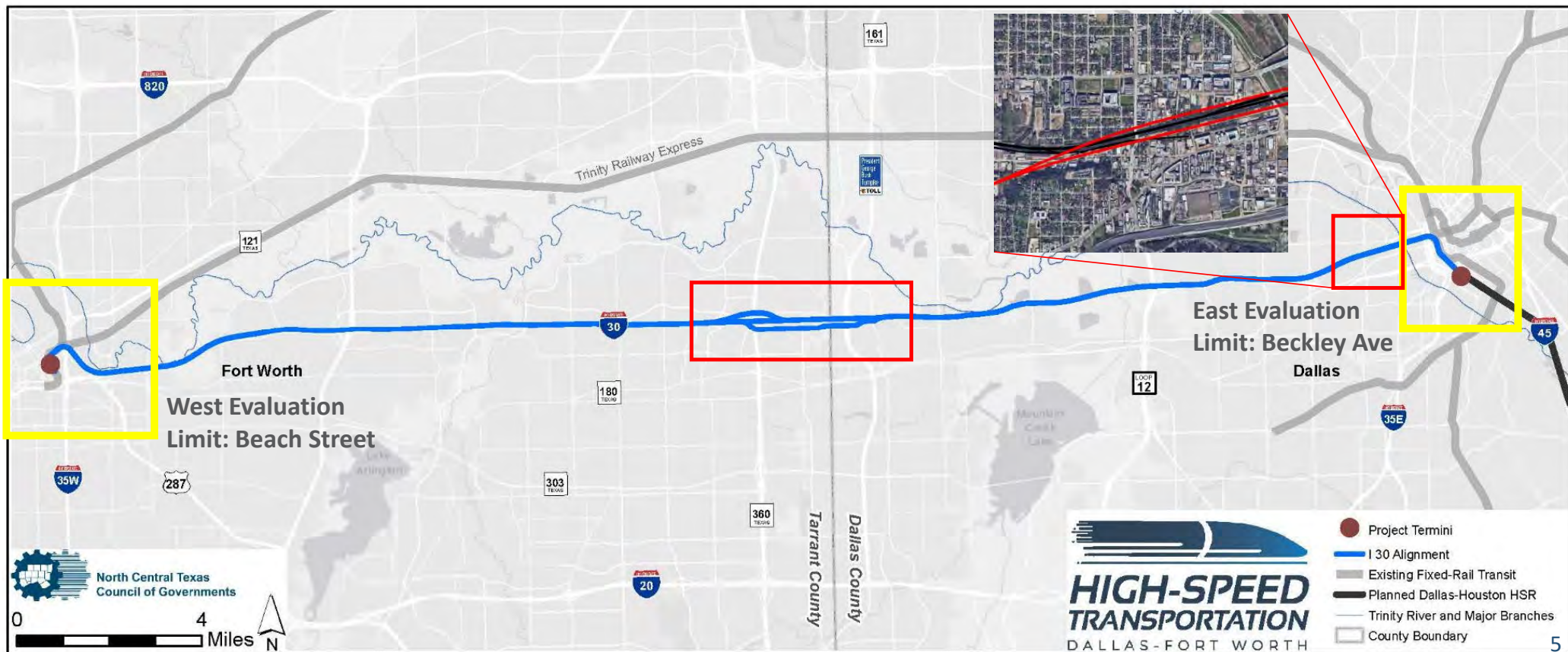
Dallas to Houston High-Speed Rail

Fort Worth to Laredo High-Speed Transportation

# Initial Set of Alignments/Corridors



# Recommended Phase 1 Alignments

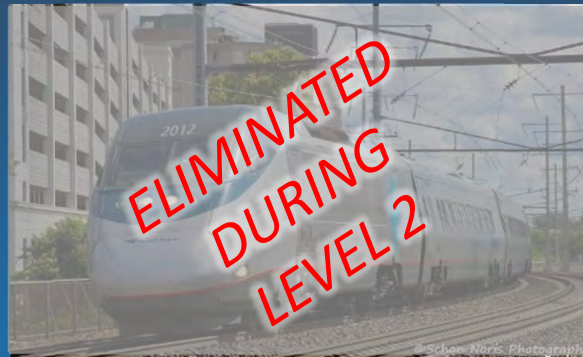


# Recommended Phase 1 Modes

Conventional



Higher-Speed



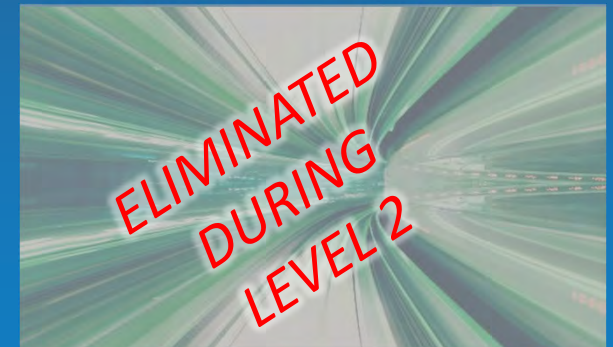
High-Speed



Maglev



Hyperloop



Emerging Technologies



# Public Input

## Public Meetings on May 19 and 20

140 attendees

26 questions answered

## Received 45+ Comments during Official Comment Period

General support for IH 30 alignments

Support for both Hyperloop and High-Speed Rail

Connectivity with Dallas to Houston High-Speed Rail

Questions related to alignment and station location specifics





# Phase 2 Activities

Preliminary Engineering

Environmental Documentation in NEPA Process

Goal: Record of Decision or Finding of No Significant Impact

Early coordination with Federal Partners on structure of process

Continued coordination with TxDOT, local governments, and stakeholders throughout

Expected 2-year timeframe



# Requested STTC Action

Staff requests STTC recommend RTC adopt a high-speed corridor policy:

- Continued support of Mobility 2045 plan policies for 3-station concept and one-seat ride
- Staff directed to:
  - Proceed with Phase 1 recommendations for alignments and modes
  - Coordinate with Federal Partners to determine appropriate path forward into NEPA with advancing technology
  - Continue coordination with TxDOT and local governments in Phase 2
  - Integrate alignment and mode recommendations into other planning activities

# Upcoming Schedule

- April 23 – STTC Briefing
- May 6 – FTA/FRA Progress Meeting
- May 13 – RTC Briefing
- May 14 – Elected Officials Briefing
- May 19 – Public Meeting, 12:00 noon
- May 20 – Public Meeting, 6:00pm
- May 27 – Resource Agency Meeting
- June 3 – FTA/FRA Progress Meeting
- June 4 – Technical Work Group #8
- June 25 – STTC Action ← *TODAY*
- July 1 – FTA/FRA Progress Meeting
- July 8 – RTC Action
- August 5 – FTA/FRA Progress Meeting
- August 2021 – Complete Phase 1



# Contacts

Dan Lamers, PE  
Senior Program Manager  
817.695.9263  
dlamers@nctcog.org

Rebekah Hernandez  
Communications Supervisor  
682.433.0477  
rhernandez@nctcog.org

Brendon Wheeler, PE, CFM  
Senior Transportation Planner  
682.433.0478  
bwheeler@nctcog.org

[www.nctcog.org/dfw-hstcs](http://www.nctcog.org/dfw-hstcs)

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)  
QUARTERLY STATUS UPDATE

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 COMMENTS	FEBRUARY 2021 RECOMMENDATION	JUNE 2021 COMMENTS	JUNE 2021 RISK RATING
<b>PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2021</b>														
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20060	0918-24-154	PLANO	PLANO	LEGACY DRIVE FROM INDEPENDENCE PARKWAY TO K AVENUE	ADD RIGHT TURN LANES AND DUAL LEFT TURN LANES	\$2,015,500	RTR, LOCAL CONTRIBUTION	05/2021	07/2021		CONFIRM FUNDING IN FY 2021	CITY NOTED POSSIBLE UTILITY RELOCATION ISSUE	<u>MEDIUM RISK</u>
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20066	2374-03-074	TXDOT DALLAS	DALLAS	IH 20 AT BONNIE VIEW RD	IMPROVE APPROACH, WIDEN BRIDGE TO ADD TURN LANES, AND REPLACE TRAFFIC SIGNAL SYSTEM	\$2,988,645	STBG, LOCAL CONTRIBUTION	05/2021	05/2021 (ACTUAL)	CITY OF DALLAS RESPONSIBLE FOR ANY COST OVERRUNS	CONFIRM FUNDING IN FY 2021	PROJECT HAS LET	<u>LOW RISK</u>
2009 SUSTAINABLE DEVELOPMENT CFP	20240	0918-47-027	DALLAS	DALLAS	COLLECTIVE MIXED USE DEVELOPMENT	BICYCLE LANES, SIDEWALKS, PEDESTRIAN AND INTERSECTION IMPROVEMENTS BOUNDED BY FORT WORTH AVE, BAHAMA DR, IH 30, AND PLYMOUTH ROAD; AND CONNECTION TO COOMBS CREEK TRAIL ALONG PLYMOUTH RD	\$2,482,813	RTR	06/2021	09/2021	PHASE 1 OF PROJECT HAS BEEN COMPLETED (NO INVOICES RECEIVED YET); DESIGN FOR PHASE 2 EXPECTED TO BE COMPLETED IN DECEMBER 2020; PHASE 2 CONSTRUCTION ANTICIPATED TO BEGIN SUMMER 2021	CONFIRM FUNDING IN FY 2021	TRANSPORTATION DIRECTOR TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION	<u>MEDIUM RISK</u>
<b>PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2022</b>														
2004 PARTNERSHIP PROGRAM	11237.2	0918-45-812	IRVING	IRVING	CONFLANS RD FROM SH 161 TO VALLEY VIEW LANE	CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH	\$13,057,834	STBG, LOCAL CONTRIBUTION	03/2022	03/2022	NEED TO FINALIZE FUNDING SOURCE FOR SHORTFALL; PROJECT HAS A FUNDING GAP OF \$17,819,887	CONFIRM EXISTING FUNDING IN FY 2022; CITY IS REQUESTING THAT THE RTC COVER THE FUNDING GAP; A FUNDING INCREASE WILL BE BROUGHT BACK TO THE RTC FOR CONSIDERATION IN THE NEXT TIP MODIFICATION CYCLE	CONDEMNATION PROCEEDINGS ARE UNDERWAY; TIP MODIFICATION REQUEST TO INCREASE FUNDING IS PENDING; TRANSPORTATION DIRECTOR TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION	<u>MEDIUM RISK</u>
2005-2006 PARTNERSHIP PROGRAM 3	11726.4	0918-47-168	DALLAS COUNTY	DALLAS	RIVERFRONT BLVD FROM CADIZ STREET TO UNION PACIFIC RAILROAD	RECONSTRUCT 6/8 LANE TO 6 LANE WITH BIKE/PEDESTRIAN IMPROVEMENTS AND INTERSECTION IMPROVEMENTS	\$49,400,000	RTR, LOCAL CONTRIBUTION	06/2022	08/2022	DESIGN IS NEARING COMPLETION AND THE CONSTRUCTION LET DATE IS JANUARY 2021 CONTINGENT ON THE ONGOING EMINENT DOMAIN PROCESS BETWEEN THE CITY OF DALLAS AND UNION PACIFIC RAILROAD. PROJECT IS SCHEDULED TO BEGIN IN MAY 2021; PROJECT HAS EXPERIENCED DELAYS AND IS NOW EXPECTED TO LET JUNE 2022	CONFIRM FUNDING IN FY 2022	AGREEMENT WITH AND ACQUIRING EASEMENT FROM UNION PACIFIC RAILROAD POSE POTENTIAL ISSUES; TRANSPORTATION DIRECTOR TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION	<u>MEDIUM RISK</u>
2006-2008 LOCALLY FUNDED	83129.1	0000-18-030	FLOWER MOUND	FLOWER MOUND	DENTON CREEK BLVD AT GRAHAM BRANCH	BUILD NEW LOCATION 0 TO 4 LANE BRIDGE	\$7,000,000	LOCAL CONTRIBUTION	07/2022	06/2022		CONFIRM FUNDING IN FY 2022		<u>LOW RISK</u>
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20111	0918-46-239	LEWISVILLE	LEWISVILLE	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO FM 2281	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 5	\$6,843,921	RTR, LOCAL CONTRIBUTION	05/2022	05/2022	PROPOSED LET DATE UPDATED FROM WHAT WAS ORIGINALLY SUBMITTED AFTER DISCUSSIONS WITH CITY OF LEWISVILLE	CONFIRM FUNDING IN FY 2022	SCHEDULE IS HOLDING, BUT UTILITY RELOCATION SCHEDULE MAY BE AMBITIOUS	<u>MEDIUM RISK</u>
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20261.2	0918-47-297	MESQUITE	MESQUITE	MGR TRAIL AT MESQUITE CITY LIMITS NEAR DUCK CREEK TO MESQUITE HERITAGE TRAIL NEAR NORTHWEST DR	CONSTRUCT NEW HIKE/BIKE TRAIL FROM MESQUITE HERITAGE TRAIL TO CONNECTING MGR TRAIL IN GARLAND; CONNECTS ACROSS IH 30 AND DUCK CREEK	\$827,115	RTR, LOCAL CONTRIBUTION	09/2021	07/2021		CONFIRM FUNDING IN FY 2022		<u>LOW RISK</u>
DECEMBER 2009 EMERGENCY RTR FUNDING CHANGES	20213	0918-47-051	DALLAS COUNTY	GRAND PRAIRIE	WILDLIFE PARKWAY FROM SH 161 TO BELT LINE RD	CONSTRUCT 0/2 LANE RURAL TO 2/4 LANE DIVIDED INCLUDING BRIDGE OVER TRINITY RIVER	\$44,510,339	RTR, LOCAL CONTRIBUTION	06/2022	08/2022	PROJECT HAS EXPERIENCED DELAYS AND IS NOW EXPECTED TO LET JUNE 2022	CONFIRM FUNDING IN FY 2022		<u>LOW RISK</u>
<b>PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2023</b>														
2004 PARTNERSHIP PROGRAM 1	11572	0902-48-579	TXDOT FORT WORTH	VARIOUS	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY	CONSTRUCT NORTH TARRANT PARKWAY OVER US 81 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287	\$15,886,906	STBG, LOCAL CONTRIBUTION	01/2023	01/2023	PROJECT IS RELATED TO TIP 53029, 53030, 53031, AND 53032; PROJECT IS PARTIALLY FUNDED; PROJECT HAS AN \$8,333,204 FUNDING GAP	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023		<u>LOW RISK</u>
2004 PARTNERSHIP PROGRAM 1	53029	0014-15-033	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE NORTHBOUND FRONTAGE ROAD	\$8,228,000	SW PE, SW ROW, CAT 2M, STBG	01/2023	01/2023	PROJECT IS RELATED TO TIP 53029, 53030, 53031, AND 53032; PROJECT IS PARTIALLY FUNDED; PROJECT HAS A \$6,016,331 FUNDING GAP	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023		<u>LOW RISK</u>

**REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)  
QUARTERLY STATUS UPDATE**

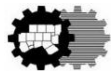
CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 COMMENTS	FEBRUARY 2021 RECOMMENDATION	JUNE 2021 COMMENTS	JUNE 2021 RISK RATING	
2004 PARTNERSHIP PROGRAM 1	53030	0014-15-034	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE EXISTING SOUTHBOUND FRONTAGE ROAD	\$9,408,000	SW PE, SW ROW, CAT 2M, STBG	01/2023	01/2023	PROJECT IS RELATED TO TIP 53029, 53030, 53031, AND 53032; PROJECT IS PARTIALLY FUNDED; PROJECT HAS A \$7,227,821 FUNDING GAP	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023		<u>LOW RISK</u>	
2004 PARTNERSHIP PROGRAM 1	53031	0014-15-035	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT NB AND SB EXIT RAMP TO HARMON ROAD/NORTH TARRANT PARKWAY AND SB ENTRANCE RAMP FROM HARMON ROAD	\$2,038,179	SW PE, CAT 2M	01/2023	01/2023	PROJECT IS RELATED TO TIP 53029, 53030, 53031, AND 53032	CONFIRM FUNDING IN FY 2023		<u>LOW RISK</u>	
2004 PARTNERSHIP PROGRAM 1	53032	0014-15-036	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF FM 3479 TO NORTH OF IH 35W INTERCHANGE	CONSTRUCT AUXILIARY LANE FROM NORTHBOUND EXIT TO NORTH TARRANT PARKWAY; AUXILIARY LANE FOR SOUTHBOUND ENTRANCE FROM NORTH TARRANT PKWY	\$2,056,479	SW PE, CAT 2M	01/2023	01/2023	PROJECT IS RELATED TO TIP 53029, 53030, 53031, AND 53032	CONFIRM FUNDING IN FY 2023		<u>LOW RISK</u>	
2006-2008 LOCALLY FUNDED	82384	0000-18-019	FLOWER MOUND	FLOWER MOUND	KIRKPATRICK LN (PHASE III) FROM FM 1171 TO BELLAIRE BLVD	CONSTRUCT 0 TO 4 LANE ROADWAY	\$9,500,000	LOCAL CONTRIBUTION	10/2022	08/2023	DESIGN ON PROJECT IS SCHEDULED FOR OCTOBER 2021 WITH CONSTRUCTION FOLLOWING IN OCTOBER 2022.	CONFIRM FUNDING IN FY 2023	PROJECT IS CURRENTLY NOT FUNDED BY CITY	<u>MEDIUM RISK</u>	
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20108	0918-46-238	LEWISVILLE	LEWISVILLE	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 4	\$15,502,609	RTR, LOCAL CONTRIBUTION	12/2022	12/2022	PROPOSED LET DATE UPDATED FROM WHAT WAS ORIGINALLY SUBMITTED AFTER DISCUSSIONS WITH CITY OF LEWISVILLE	CONFIRM FUNDING IN FY 2023		<u>LOW RISK</u>	
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20113	0918-46-240	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM FM 544 TO JOSEY LANE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 6	\$19,164,449	RTR	12/2022	07/2021	PROPOSED LET DATE UPDATED FROM WHAT WAS ORIGINALLY SUBMITTED AFTER DISCUSSIONS WITH CITY OF LEWISVILLE	CONFIRM FUNDING IN FY 2023		<u>LOW RISK</u>	
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20131	0918-46-236	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM ELM FORK TRINITY RIVER BRIDGE TO DGNO RR	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 2	\$11,812,679	RTR, LOCAL CONTRIBUTION	12/2022	12/2022	PROPOSED LET DATE UPDATED FROM WHAT WAS ORIGINALLY SUBMITTED AFTER DISCUSSIONS WITH CITY OF LEWISVILLE	CONFIRM FUNDING IN FY 2023		<u>LOW RISK</u>	
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20152	0918-46-237	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE AT ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 3	\$21,844,715	RTR; LOCAL CONTRIBUTION	12/2022	12/2022	PROPOSED LET DATE UPDATED FROM WHAT WAS ORIGINALLY SUBMITTED AFTER DISCUSSIONS WITH CITY OF LEWISVILLE	CONFIRM FUNDING IN FY 2023		<u>LOW RISK</u>	
<b>PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2024 OR BEYOND</b>															
2005-2006 PARTNERSHIP PROGRAM 3	11734	0902-90-034	DFW AIRPORT	VARIOUS	EAST-WEST CONNECTOR FROM SH 360 TO RENTAL CAR DRIVE	CONSTRUCTION OF EAST-WEST CONNECTOR 0 TO 2 LANES DIVIDED URBAN WITH INTERSECTIONS AT SH 360, 20TH AVE, AND RENTAL CAR DRIVE	\$37,597,032	STBG, LOCAL CONTRIBUTION	12/2023	05/2022	PROPOSED LET DATE UPDATED FROM WHAT WAS ORIGINALLY SUBMITTED AFTER DISCUSSIONS WITH TXDOT	CONFIRM FUNDING IN FY 2024		<u>LOW RISK</u>	
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20084	0047-14-053	TXDOT DALLAS	VARIOUS	US 75 FROM NORTH OF CR 370 TO CR 375 (GRAYSON COUNTY LINE)	RECONSTRUCT AND WIDEN FROM 4 LANE TO 6 LANE FREEWAY AND RECONSTRUCT EXISTING 4 LANE TO 4/6 LANE FRONTAGE ROADS	\$27,000,000	SW PE, S102, RTR	09/2023	09/2023	PROJECT IS PARTIALLY FUNDED; CATEGORY 12 FUNDS HAVE BEEN REQUESTED IN THE PAST FOR THIS PROJECT, BUT NOT RECEIVED; DESIGN IS COMPLETE AND RIGHT-OF-WAY HAS BEEN ACQUIRED; UTILITIES WILL BE RELOCATED UPON CONFIRMATION OF FUNDING COMMITMENT; PROJECT IS PARTIALLY FUNDED WITH \$5,000,000 RTR ACCT 1 FUNDS	CONTINUE MONITORING PROJECT PROGRESS AND CONTINUE TO REQUEST TTC APPROVAL OF CATEGORY 12 FUNDS FOR THIS PROJECT	PROJECT IS NOT FUNDED; CATEGORY 12 FUNDING HAS BEEN REQUESTED FROM THE TEXAS TRANSPORTATION COMMISSION	<u>HIGH RISK</u>	
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20115	0081-03-047	TXDOT DALLAS	ARGYLE	US 377 FROM SOUTH OF FM 1171 TO CRAWFORD ROAD	RECONSTRUCT AND WIDEN ROADWAY FROM 2 LANE RURAL TO 4 LANE DIVIDED URBAN	\$52,007,246	RTR, SW PE, SW ROW, LOCAL CONTRIBUTION	09/2024	09/2024	PROJECT IS ENVIRONMENTALLY CLEARED AND RIGHT-OF-WAY IS BEING PURCHASED; CONSTRUCTION IS NOT FULLY FUNDED; READY TO LET DATE IS 01/2022 ONCE FUNDING IS SECURED; APPROXIMATELY \$76M IS NEEDED TO FULLY FUND CONSTRUCTION ON THIS PROJECT	KEEP PROJECT IN APPENDIX D (ENVIRONMENTAL CLEARANCE SECTION OF TIP) UNTIL FUNDING IS SECURED	PROJECT IS NOT FULLY FUNDED; RIGHT-OF-WAY PURCHASES ARE CONTINUING WITH A READY TO LET DATE OF 09/2022 ONCE FUNDING IS SECURED; CONTINUE PURSUING FUNDING FOR THE PROJECT	<u>MEDIUM RISK</u>	
2010 CONGRESSIONAL EARMARK	53079	0902-50-104	BURLESON	BURLESON	ALSBURY FROM HULEN ST TO CR 1020 (APPROXIMATELY 0.2 MILES)	CONSTRUCTION OF A 4 LANE EXTENSION OF ALSBURY BOULEVARD	\$1,287,880	CAT 10 (CONGRESSIONAL EARMARK), LOCAL CONTRIBUTION	09/2023	07/2023	EARMARK FUNDS ARE AT RISK OF RESCISSION BY FHWA; PROPOSED LET DATE UPDATED FROM WHAT WAS ORIGINALLY SUBMITTED AFTER DISCUSSIONS WITH TXDOT	CONFIRM FUNDING IN FY 2024	RIGHT-OF WAY DURATION IS CURRENTLY 10 MONTHS (TXDOT SUGGESTS FACTORING IN AT LEAST 18 MONTHS)	<u>LOW RISK</u>	
<b>TOTAL FUNDING</b>							<b>\$362,460,341</b>								

# METROPOLITAN PLANNING ORGANIZATION (MPO) MILESTONE POLICY (ROUND 2) QUARTERLY STATUS UPDATE

---

Surface Transportation Technical Committee

June 25, 2021



North Central Texas  
Council of Governments  
Transportation Department

# BACKGROUND

- ❖ The objective of the MPO Milestone Policy is to ensure that projects that have been funded for at least 10 years and have not gone to construction are being implemented in a timely manner.
- ❖ The second round of the Milestone Policy was initiated in November 2019 to review projects currently over 10 years old that have not been implemented.
- ❖ In February 2021, the RTC approved the second round Milestone Policy, including:
  - ❖ Establishing deadlines by which projects must go to construction
  - ❖ A revamped project tracking process



# RTC APPROVED MILESTONE POLICY TRACKING PROCESS

- ❖ Quarterly status reports are required on all projects on the Milestone Policy list until they go to letting.
- ❖ Reports must detail steps that the project sponsor is taking to advance the project (e.g., executing funding or railroad agreements, engaging property owners or utility companies, etc.)
- ❖ NCTCOG staff evaluates the reports and “rates” the projects based on how well the project sponsor is implementing the project(s) and how many risk factors there are. The rating system is as follows:
  - ❖ Green – Low risk of project delays
  - ❖ Yellow – Medium risk of project delays
  - ❖ Red – High risk of project delays
- ❖ If the committed schedule is not met and the project has been graded as red/high risk, the project will likely be recommended for cancellation.

# PROJECT MONITORING EFFORTS

- ❖ Questionnaires were sent to implementing agencies with projects on the Milestone Policy List that have not gone to construction and will continue to be sent on a quarterly basis until projects let.
- ❖ Projects that are deemed to be at medium or high risk of missing their deadlines may require further coordination between NCTCOG staff and implementing agencies.
- ❖ Assistance will be provided as needed to help ensure that projects stay on track (e.g., facilitating discussions with railroads).

# PROJECTS SUMMARY (FEBRUARY 2021)

PROJECT CATEGORIES	NUMBER OF PROJECTS	FUNDING AMOUNT
Cancelled	10	\$23,782,958
Under Construction or Complete	8	\$246,173,091
FY 2021 Scheduled Letting	3	\$7,486,958
FY 2022 Scheduled Letting	6	\$121,639,209
FY 2023 Scheduled Letting	10	\$93,552,660
Scheduled Letting in FY 2024+	4	\$117,892,158
<b>Total</b>	<b>41</b>	<b>\$610,527,034</b>

Note: Some projects have let, but actual construction has not begun. Staff will continue to monitor those projects.

# SUMMARY OF PROJECTS THAT HAVE NOT GONE TO CONSTRUCTION (JUNE 2021)

PROJECT CATEGORIES	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Scheduled Letting FY 2021	3	\$7,486,958
Scheduled Letting FY 2022	6	\$121,639,209
Scheduled Letting FY 2023	10	\$115,442,016
Scheduled Letting FY 2024 or Beyond	4	\$117,892,158
<b>Total</b>	<b>23</b>	<b>\$362,460,341</b>

In future updates, the focus will be on projects that have not gone to construction (i.e., those that have not proceeded to actual construction and those not previously canceled or completed).

# SUMMARY OF PROJECT RISK

PROJECT RATING	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Green (Low Risk of Delay)	15	\$200,153,027
Yellow (Medium Risk of Delay)	7	\$135,307,314
Red (High Risk of Delay)	1	\$27,000,000
Total	23	\$362,460,341

# NEXT STEPS

- ❖ Continue monitoring project progress and providing any assistance needed
- ❖ Provide quarterly updates moving forward

# QUESTIONS?

Christie J. Gotti  
Senior Program Manager  
Ph: (817) 608-2338  
[cgotti@nctcog.org](mailto:cgotti@nctcog.org)

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

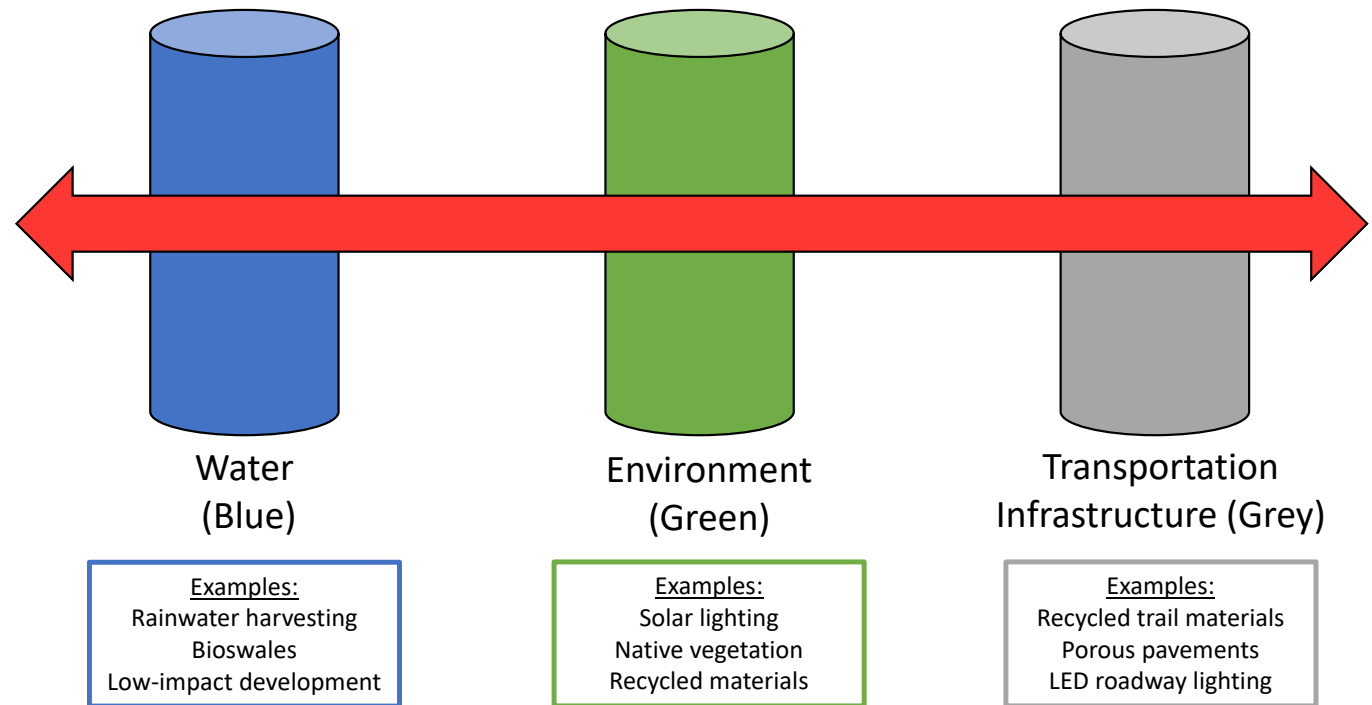
James Adkins  
Transportation Planner  
Ph: (682) 433-0482  
[jadkins@nctcog.org](mailto:jadkins@nctcog.org)

# Blue-Green-Grey Funding Initiative

## SILO BUSTING

### Purpose:

1. Promote the planning and construction of green or sustainable infrastructure in the region.
2. Advance small projects with innovative outcomes that can be replicated regionally.





# Blue-Green-Grey Funding Initiative

## Previous Rounds

FY 18: \$109,170 for three projects (RTC Local)

FY 19: \$138,500 for three projects (RTC Local)

Project reports at: <http://www.nctcog.org/greeninfrastructure>

## 2021 Round

Up to \$300,000 RTC Local available for the total; maximum of \$75,000 awarded to each applicant

Eligible applicants: Universities, Cities, Counties, Transit Authorities, Private Firms, Non-Profits, School Districts, and Individuals

Pre-application workshop: Week of July 12, 2021

Proposals submittal period open: July 19, 2021

Proposals due: August 12, 2021

Announce funding awards: October-December 2021

# NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

## 2020 Safety Program Performance Measures

### NCTCOG's Support of Federal Safety Performance Targets

- NCTCOG Aspirational Safety Goal: Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.
- On February 14, 2019, the Regional Transportation Council adopted a resolution supporting Highway Safety Improvement Program Performance Targets (i.e. PM1) as established by the Texas Department of Transportation (TxDOT) in collaboration with statewide stakeholders.
- TxDOT targets were developed using a data-driven, multi-year, collaborative process which resulted in a two percent reduction from original trend line by Target Year 2022 — achieved by reducing each intermediate year by 0.4 percent in 2018, 0.8 percent in 2019, 1.2 percent in 2020, 1.6 percent in 2021, and 2.0 percent in 2022.
- Targets are based on a five year rolling average and are revisited annually.

Safety Performance Targets	2019 TxDOT Targets	2019 NCTCOG Targets	2020 TxDOT Targets	2020 NCTCOG Targets	2021 TxDOT Targets	2021 NCTCOG Targets
	0.8% Reduction		1.2% Reduction		1.6% Reduction	
<b>No. of Fatalities</b>	3,791.0	5,992	4,068	589.3	3,687*	572.4
<b>Fatality Rate</b>	1.414	0.838	1.48	0.803	1.33*	0.762
<b>No. of Serious Injuries</b>	17,751.0	3,999.6	18,602	3,514.7	17,151	3,375.3
<b>Serious Injury Rate</b>	6.550	5.568	6.56	4.768	6.06	4.485
<b>No. of Non-motorized Fatalities and Serious Injuries</b>	2,237.6	582.4	2,477	595.0	2,316.4	592.3

\*2021 Targets for TxDOT include new 50% reduction by 2035 targets for fatalities and fatality rate only.

### Actual Safety Performance Reporting for 2019 Targets

- Biennial reporting schedule for Actual Performance reporting of Safety Performance Targets.
- Reporting of 2019 Actual Performance was conducted during the first quarter of 2021.
- Reporting of the 2020 Actual Performance will be conducted during the first quarter of 2022.
- An agency is determined to have met or made significant progress toward meeting its targets when at least four of the five established performance targets a) are met or b) the outcome for a performance measure is less than the five-year rolling average data for the performance measure for the year prior to the establishment of the State's target.

Safety Performance Measures	2019 Original Target	2019 Actual Performance	2012-2016 Baseline Performance	Met Target?	Better than the Baseline?	Met or Made Significant Progress?
<b>Number of Fatalities</b>	599.2	557.2	496	Yes	No	Yes
<b>Rate of Fatalities</b>	0.838	0.781	0.768	Yes	No	
<b>Number of Serious Injuries</b>	3,999.6	3,692	3,754	Yes	Yes	
<b>Rate of Serious Injuries</b>	5.568	5.200	5.807	Yes	Yes	
<b>No. of Non-Motorized Fatalities and Serious Injuries</b>	582.4	559	497	Yes	No	

# NCTCOG's 12-County MPA Crash and Fatality Data 2016-2020

NCTCOG receives regional crash data from TxDOT's Crash Records Information System annually. The performance measures below highlight reportable crashes and fatalities that occurred in the NCTCOG 12-county Metropolitan Planning Area (MPA) from 2016 to 2020. The data below indicates that in 2020 the NCTCOG region experienced **one crash every four minutes** and **one fatality every 12 hours**.

2016-2020 Crashes						
County	2016	2017	2018	2019	2020	% Change 2019-2020
Collin	13,905	13,102	13,209	13,940	10,270	-26.33%
Dallas	55,680	50,556	49,754	55,254	48,291	-12.60%
Denton	12,232	11,965	11,762	12,192	9,551	-21.66%
Ellis	2,595	2,724	2,811	2,796	2,838	1.50%
Hood	794	821	725	798	706	-11.53%
Hunt	1,418	1,346	1,470	1,364	1,357	-0.51%
Johnson	2,283	2,353	2,368	2,394	2,190	-8.52%
Kaufman	2,025	1,913	2,128	2,016	1,954	-3.08%
Parker	2,177	2,308	2,217	2,201	2,035	-7.54%
Rockwall	1,374	1,364	1,412	1,592	1,428	-10.30%
Tarrant	34,732	34,312	33,049	32,458	27,428	-15.50%
Wise	970	954	971	930	900	-3.23%
<b>Total</b>	<b>130,185</b>	<b>123,718</b>	<b>121,876</b>	<b>127,935</b>	<b>108,948</b>	<b>-14.84%</b>

2016-2020 Fatalities						
County	2016	2017	2018	2019	2020	% Change 2019-2020
Collin	50	68	45	53	64	20.75%
Dallas	316	281	295	271	333	22.88%
Denton	49	49	51	52	59	13.46%
Ellis	28	33	16	27	49	81.48%
Hood	15	11	5	12	9	-25.00%
Hunt	28	27	17	25	26	4.00%
Johnson	23	21	23	39	20	-48.72%
Kaufman	28	31	25	32	33	3.13%
Parker	21	20	29	26	21	-19.23%
Rockwall	12	13	8	2	7	250%
Tarrant	166	182	169	171	188	9.94%
Wise	19	22	16	14	11	-21.43%
<b>Total</b>	<b>755</b>	<b>758</b>	<b>699</b>	<b>724</b>	<b>820</b>	<b>13.26%</b>

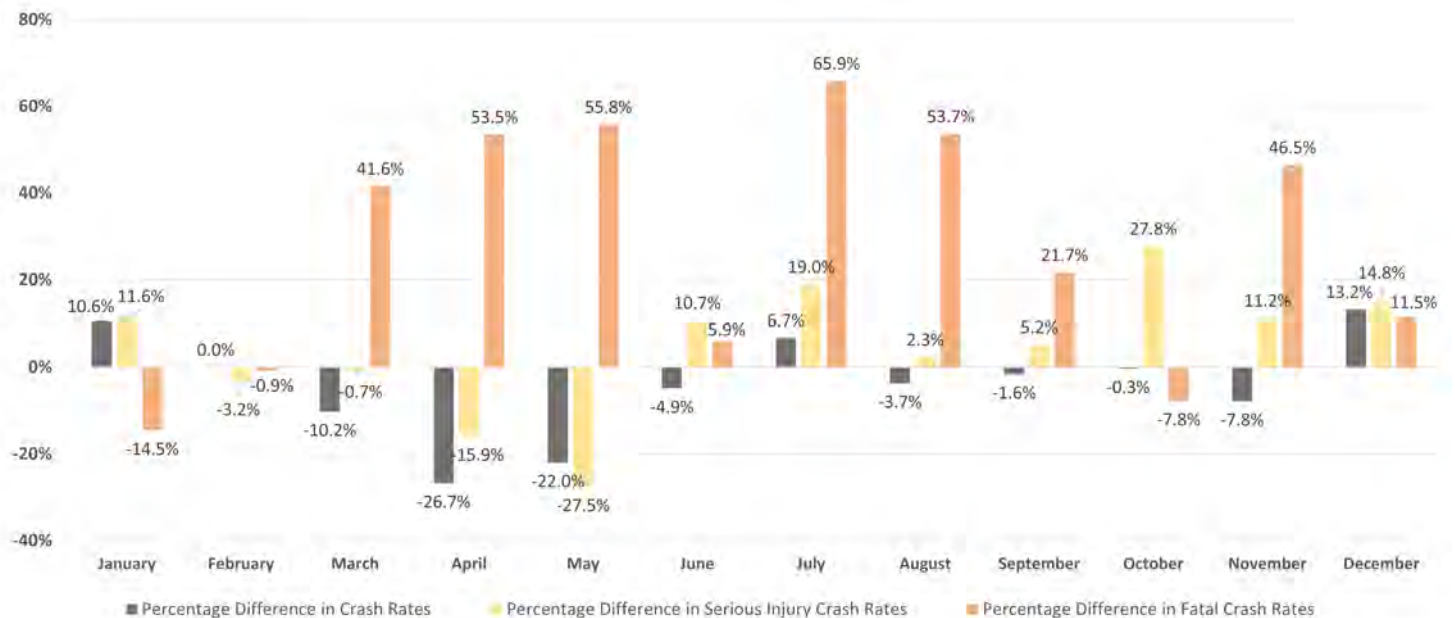
Data Source: TxDOT Crash Records Information System (CRIS) current as of 4/7/2020 - All TxDOT disclaimers apply to this information.

Note: A reportable motor vehicle crash is defined by TxDOT as: "Any crash involving a motor vehicle in transport that occurs or originates on a traffic way, results in injury to or death of any person, or damage to property of any one person to the apparent extent of \$1,000."

## Impact of COVID-19 Related Travel Behavior Changes on Crashes in 2020

As soon as the COVID-19 pandemic began, NCTCOG began monitoring how our region's traffic patterns were effected. The stay-at-home orders which began in March 2020 had an immediate effect on traffic safety as can be seen in the graph below. While the total number and rate of crashes\* fell in March, the number of fatal crashes actually increased due to excessive speeds on empty roadways. This trend of fewer overall crashes but more fatal crashes continued through the rest of 2020 and into 2021.

### Percentage Difference in Fatal, Serious Injury, and All Crash Rates from 2019—2020



\*Crash rates are calculated as the number of crashes relative to the number of vehicle miles traveled within the study area.

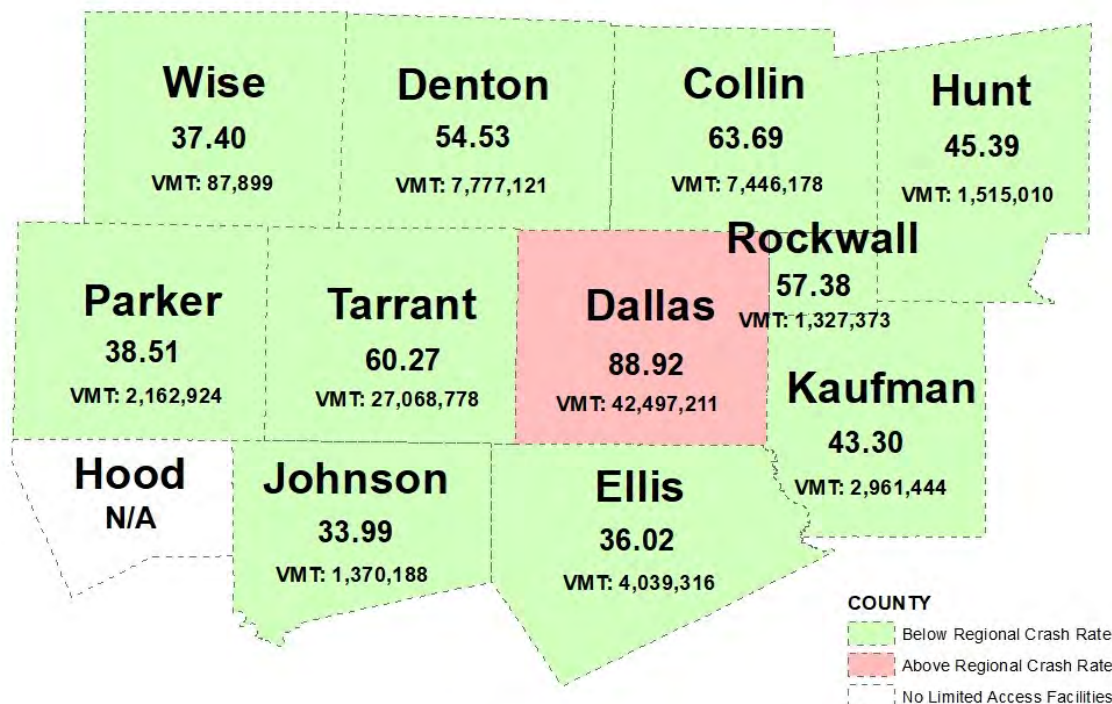
# 2020 Contributing Factors for Serious Injury and Fatality Crashes

	Top Ten Contributing Factors — Limited Access Facilities Only	2019	2020
1	Speeding (Overlimit / Unsafe Speed / Failed to Control Speed)	32.37%	33.04%
2	Impaired Driving (Under Influence: Had Been Drinking, Alcohol, Drug / Taking Medication / Fatigued or Asleep)	10.84%	11.99%
3	Failed to Drive in Single Lane	10.84%	9.86%
4	Driver Related (Distraction in Vehicle / Driver Inattention / Road Rage / Cell/Mobile Device Use - (Talking / Texting / Other / Unknown) - [0.48%])	10.01%	9.41%
5	Faulty Evasive Action	6.22%	8.35%
6	Changed Lane When Unsafe	8.95%	7.10%
7	Disabled/Parked in Traffic Lane	1.92%	5.60%
8	Pedestrian Failed to Yield Right of Way to Vehicle	5.00%	5.24%
9	Followed Too Closely	4.02%	2.93%
10	Wrong Way Driving (Wrong Way—One Way Road / Wrong Side—Not Passing)	1.02%	1.42%

Note: The Contributing Factor Analysis above includes Primary, Secondary, and Tertiary Contributing Crash Factors on limited access facilities in the NCTCOG 12-County MPA only. Speeding has been the number one contributing factor for all analysis done from 2010-2020. For more information on contributing factor trends for previous years, please visit the [NCTCOG Safety Program](#) webpage.

## 2020 Crash Rates by County

NCTCOG calculates crash rates on limited access facilities for counties within the NCTCOG 12-County MPA. The map below displays these crash rates by county in comparison to the regional crash rate of 69.83. This represents a slight decrease from the 2019 rate of 79.32 crashes per 100 million vehicle miles traveled (VMT). Dallas County was the only county with a crash rate above the regional average in 2020.



**COUNTY**  
■ Below Regional Crash Rate  
■ Above Regional Crash Rate  
 No Limited Access Facilities

Crash Rates calculated for limited access facilities: IH, SH, and US mainlanes

2020 Regional Crash Rate = 69.83



# NCTCOG Bicycle and Pedestrian Safety Program Updates

## Look Out Texans Campaign and Planning Efforts

Look Out Texans is a safety and education campaign that encourages North Texans to watch out for one another and offers specific tips to bike, walk, and drive safely together. The campaign features North Texans promoting various safety tips to help everyone understand how people bicycling, walking, and driving should interact together. bring a greater sense of community and respect to our roads. Unfortunately, between 2015 and 2019, there were more than 10,000 reported bicycle and pedestrian crashes involving a motor vehicle and over 845 fatalities in North Central Texas, according to TxDOT. Look Out Texans wants to improve safety on our North Texas roads and remind everyone to look out for our friends, families, and neighbors.



The safety tips are for people bicycling, walking, and driving. For people bicycling, they should follow the same traffic rules as people driving, ride in the same direction as traffic, always stop at traffic signals and stop signs, and use hand signals to notify motorists of their intent. People walking must be alert and visible. Pedestrians should only cross streets at crosswalks and intersections where they can gauge traffic and be visible. Before crossing, pedestrians should make eye contact with drivers to ensure they are seen. Finally, people driving should allow at least three feet when passing someone on a bicycle. State law allows bicyclists to ride on roadways and use the middle of a lane. Drivers must also look out for people walking, always yielding to crossing pedestrians. To view safety education videos and see all 21 safety tips of the Look Out Texans campaign, visit

[LookOutTexans.org](http://LookOutTexans.org).

## Pedestrian Safety Action Plan

In response to the steadily increasing number of reported pedestrian crashes across North Texas in the past decade, NCTCOG has completed a Pedestrian Safety Action Plan (PSAP) for the 12-county MPA. Between 2014 and 2018, a total of 7,072 pedestrian crashes were reported in the MPA, resulting in 672 pedestrian deaths, well above state and national averages. For example, in 2018, the national average was 1.92 pedestrian fatalities per 100k population, whereas the State of Texas and the MPA were and 2.13 and 2.06 per 100k population, respectively. Due to these high numbers of crashes and fatalities, the Federal Highway Administration designated two cities in the region, Dallas and Fort Worth, as Focus Cities, and the State of Texas as a Focus State for pedestrian safety.



The PSAP is intended to serve as a guide for State, regional and local governments for improving overall pedestrian safety across the MPA. The Plan includes goals, action items and policies, all aimed at supporting the safety position adopted by the Regional Transportation Council, which states that “even one death on the transportation system is unacceptable,” and the action taken by the Texas Transportation Commission, who ordered TxDOT to “develop strategies for reducing traffic deaths by 50 percent by 2035 and to zero by 2050.”

Throughout the development of the PSAP, data analysis was used to determine the demographics of individuals involved in the incidents, as well as the most common contributing crash factors. Crash density maps were also developed to identify where crashes are happening most frequently. The PSAP further identifies pedestrian safety corridors, which are roadway segments with a high frequency of documented crashes between motor vehicles and pedestrians. A total of 105 safety corridors were identified, within four counties and 10 cities, capturing nearly 30 percent of all reported crashes in the region. These corridors will be used in a targeted approach to assist in future project and program selection, where applying proven safety countermeasures will be most effective in reducing the region’s overall crash numbers.

Goals of the PSAP aim to eliminate crashes across the region by 2050, balance the safety and needs of all roadway users with priority given to those most vulnerable, to include level of comfort in the design and other phases of development, to integrate the most direct routes for pedestrians (without forcing them to walk far out of their way to cross roadways safely), and to implement countermeasures where needed. Policies of the PSAP include collaboration with stakeholders, educational programs for the public and for law enforcement, implementation of safety countermeasures along the safety corridors, and support for key statewide legislation, amongst others. All the goals and policies established within the PSAP fit within one of the Three Es: Education, Engineering or Enforcement. The PSAP, including all appendices, can be viewed at [www.nctcog.org/pedsafetyplan](http://www.nctcog.org/pedsafetyplan).

# NCTCOG Traffic Incident Management Program

## 2020 Regional Crash Pyramid — NCTCOG 12-County MPA

The crash pyramid represents the high volume of crashes in the region, equating to five injury crashes every hour. There is an obvious need for highly effective training for those agencies responsible for managing and clearing traffic incidents. Traffic incident management training promotes consistency among agency responders, significantly improves responder and motorist safety, and reduces the duration of traffic incidents.



On average, each injury crash requires

- 2 Law Enforcement
- 4 Fire/Rescue
- 2 Emergency Medical Services
- 1 Towing and Recovery
- 9 Responders

Potentially 36 responders “working in or near moving traffic” every hour 24/7/365.

\*Crash pyramid does not include “Unknown Injury Crashes”

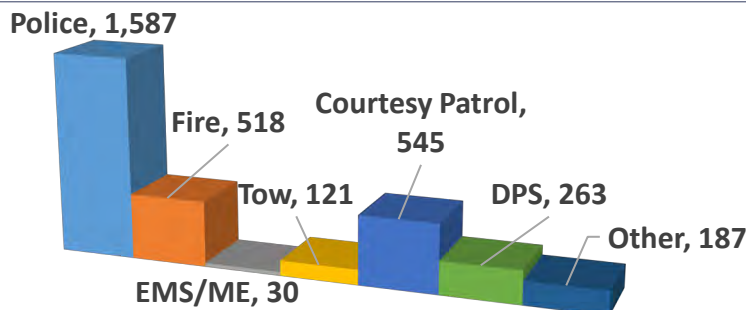
### NCTCOG TIM First Responder and Manager’s Course

The Traffic Incident Management (TIM) training series was developed in February of 2003 and first offered in December of 2003. The goal of the TIM training course is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve the air quality in the Dallas-Fort Worth region. The **First Responder and Manager’s Course**, geared towards those with daily involvement in responding to traffic incidents, is offered six times per year. The training is eligible for TCOLE Credits, Fire Commission Credits, and Emergency Medical Services Continuing Education Units.

NCTCOG First Responder and Manager’s Course Attendance		
2003 - 2019	January 2020 — February 2021*	Total
3,190	76	3,266

\*Training requirements put in place during COVID-19 restrictions included: only hosting classes in locations with room sizes adequate for social distancing, as well as limiting the number of attendees to 20 (including instructors), in order to ensure adequate space for social distancing.

### NCTCOG First Responder and Manager’s Course Attendance - Breakdown By Discipline



### NCTCOG TIM Executive Level Course Attendance \*

The **Executive Level Course** was introduced in 2005 and is geared towards agency decision and policy makers and provides a high-level overview of the topics discussed in the First Responder and Manager’s Course. The Executive Level Course is offered twice a year.

Police	Fire	City Staff	Elected Officials	Public Works/ Strategic Services Transportation	Medical Staff	Other	Total (February 2005 - November 2020)
398	168	33	14	55	15	253	936

\*May 2020 TIM Executive Level Course cancelled due to COVID-19 restrictions. The November 2020 Course was held virtually.

# NCTCOG Traffic Incident Management Program

## NCTCOG First Responder and Manager's Course Attendance — Breakdown By Agency

Cities and Counties Represented (78): August 2013 - February 2021

<b>Allen</b>	<b>Dallas</b>	<b>Hickory Creek</b>	<b>Northlake</b>
<b>Alvarado</b>	<b>Decatur</b>	<b>Hurst</b>	<b>Plano</b>
<b>Argyle</b>	<b>Denton</b>	<b>Irving</b>	<b>Ponder</b>
<b>Arlington</b>	<b>DeSoto</b>	Joshua	Princeton
Aubrey	<b>Duncanville</b>	<b>Keene</b>	<b>Prosper</b>
<b>Azle</b>	<b>Eules</b>	<b>Keller</b>	Reno
<b>Balch Springs</b>	<b>Farmers Branch</b>	Kennedale	<b>Richardson</b>
<b>Bedford</b>	<b>Flower Mound</b>	Krum	<b>Richland Hills</b>
<b>Benbrook</b>	<b>Forest Hill</b>	Lake Cities	<b>Roanoke</b>
<b>Burleson</b>	Forney	<b>Lake Worth</b>	<b>Rockwall</b>
Caddo Mills	<b>Fort Worth</b>	<b>Lavon</b>	<b>Sachse</b>
<b>Carrollton</b>	<b>Frisco</b>	Lewisville	<b>Seagoville</b>
<b>Cedar Hill</b>	<b>Garland</b>	Little Elm	<b>Springtown</b>
<b>Cleburne</b>	<b>Glenn Heights</b>	Mansfield	<b>Terrell</b>
Colleyville	<b>Granbury</b>	Maypearl	<b>University Park</b>
<b>Corinth</b>	<b>Grand Prairie</b>	<b>McKinney</b>	<b>Venus</b>
Cresson	<b>Grapevine</b>	Melissa	<b>Waxahachie</b>
	<b>Greenville</b>	<b>Mesquite</b>	<b>Willow Park</b>
		<b>N. Richland Hills</b>	<b>Wilmer</b>

Counties: **Collin, Dallas**, Erath, Hunt, Tarrant, and Wise

**Notes:**

1. Agencies shown in **bold text** have attended both the First Responder and Manager's Course and the Executive Level Course.
2. The last major course update was done in August 2013.
3. *Due to COVID-19 related restrictions, there was a reduced number of "n-person" NCTCOG TIM training classes (3) held in 2020.*
4. A complete list of Agency Attendance from 2003 is available upon request.

### First Responder Struck-By 'Fatality' Stats (2019-2020)

Every day, firefighters, EMTs/paramedics, state troopers, police officers, sheriff's deputies, tow operators, and department of transportation responders are exposed to the grave hazards inherent in emergency responses on the nation's highways and roadways. Below is a breakdown of the fatality statistics at the regional, statewide, and national level, broken down by discipline.

Discipline	2019 National	2020 National	2019 Statewide	2020 Statewide	2019 NCTCOG Region	2020 NCTCOG Region
Police	18	17	5	3	1	0
Fire/EMS	9	4	2	1	0	0
Towing	14	21	3	1	2	0
Roadside Assistance Patrol	0	3	0	0	0	0
<b>Total Responder Fatality Struck-bys</b>	<b>41</b>	<b>45</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>

"Between January—April 2021, nationwide **seventeen** responders have been struck and killed by vehicles (one in Dallas TX)." [www.ResponderSafety.com](http://www.ResponderSafety.com)

### NCTCOG Roadside Assistance Patrol Struck-By 'Non-Fatality' Stats

Roadside Assistance Patrol	Dallas County	LBJ Express	NTE Express	NTTA	Tarrant County	NCTCOG Region
2017	*	2	0	*	1	3
2018	*	1	1	13	3	5
2019	1	7	4	9	0	12
2020	*	0	1	15	2	3

The regional Roadside Assistance Patrol Program struck-by data was collected directly from regional mobility assistance patrol providers. Staff is looking to collect non-fatality struck-by information from all regional response agencies *for future reports*.  
\* Information Unavailable or Pending from reporting agency.

# NCTCOG Incident Management Equipment Purchases 2020 Call for Projects

NCTCOG opened the second Incident Management Equipment Purchase Call for Projects (CFP) to assist regional police, fire, and public works agencies in purchasing equipment and technology that aid in quick incident clearance and mitigation. Equipment and technology that aid in quick incident clearance assists with both keeping motorists and first responders safe on the roadway and in improved air quality for the region. The CFP covered multiple jurisdictions throughout the Dallas-Fort Worth nonattainment area, including Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties. A total of \$1.5 million was available to regional first responder agencies to assist them in purchasing equipment and technology used to mitigate traffic incidents.

## Eastern Subregion Agencies - Projects Approved for Funding

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	\$68,505	Thermal Imaging Cameras
7	Town of Prosper	\$3,200	Traffic Safety Vests
8	City of Dallas	\$38,500	LED Active Lighting Reflective Safety Vests
9	City of Dallas	\$70,000	Portable Hand-held Radios
10	City of Terrell	\$70,522	FARO Laser Scanner System
11	Kaufman Police & Fire Department	\$16,595	Portable Message Board
12	Kaufman Police & Fire Department	\$9,300	Arrowboard Trailers
13	Kaufman Police & Fire Department	\$2,400	Reflective Class 2 Vests
14	Kaufman Police & Fire Department	\$950	Traffic Cones
15	City of Terrell	\$9,307	Traffic Control & Scene Management Equipment
16	Town of Flower Mound	\$54,250	Response Trailer & Equipment
17	Irving Police Department	\$5,585	Crash Data Recovery Kit
18	Farmersville Police Department	\$9,042	Speed Trailer & Equipment
19	City of Richardson	\$57,590	FARO 3D Scanner
20	City of Richardson	\$39,790	Video Management System
21	Cedar Hill Police Department	\$26,570	Dynamic Message Signs
22	Irving Police Department	\$98,384	Traffic Control, Safety & Personal Protective Equipment
	<b>Total</b>	<b>\$939,140</b>	

## Western Subregion Agencies - Projects Approved for Funding

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	City of Keller	\$24,700	Traffic Control & Scene Management Equipment
6	Fort Worth Police Department	\$6,150	Traffic Cones
7	Fort Worth Police Department	\$3,480	Roadside Assistance Equipment
8	Fort Worth Police Department	\$2,669	Tow/Recovery Equipment
9	Fort Worth Police Department	\$32,680	PPE Equipment
10	City of Fort Worth	\$107,500	Pan-Tilt-Zoom Camera
	<b>Total</b>	<b>\$303,802</b>	

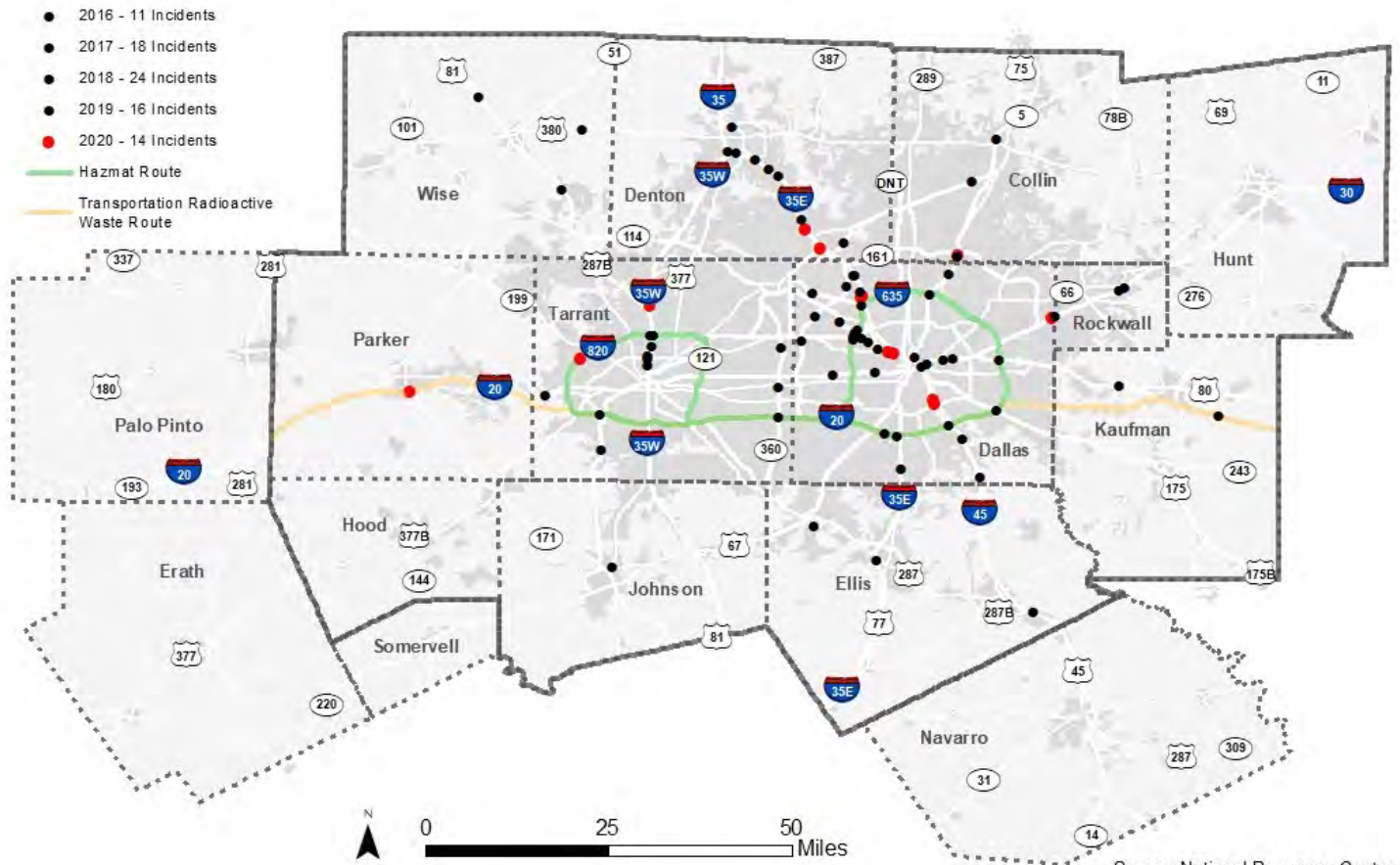
## Blocking Equipment Pilot Projects (Funded using Regional Toll Revenue (RTR) Funds)

1	Mesquite Fire Department	\$39,200	Scorpion Attenuator/Blocker
2	City of Grand Prairie	\$34,500	204 Scorpion Blocker
		\$31,400	A1R1 Scorpion Blocker
3	Town of Flower Mound	\$26,900	Scorpion Trailer Attenuator/Blocker & Arrowboard
	<b>Total</b>	<b>\$132,000</b>	



# 2020 NCTCOG 16-County HazMat Incidents

NCTCOG continues to monitor major hazardous material spills on limited access facilities using data obtained from the National Response Center. This analysis helps identify roadway corridors which have been impacted by incidents involving a hazardous material. Currently, the IH 20 corridor and the regional loops IH 820 and IH 635 are designated as radioactive waste routes. In 2020, there were 14 significant HazMat spills within the 16-county region. This is down from the previous year, which had 16 such incidents.



Source: National Response Center  
Data current as of January 21, 2021

County	2016	2017	2018	2019	2020	Total
Collin	0	3	0	0	0	3
Dallas	4	10	11	8	8	41
Denton	2	1	4	1	2	10
Ellis	0	0	1	2	0	3
Erath	0	0	0	0	0	0
Hood	0	0	0	0	0	0
Hunt	0	0	0	0	0	0
Johnson	0	1	0	0	0	1
Kaufman	0	0	1	1	0	2
Navarro	0	0	0	0	0	0
Parker	0	0	0	0	1	1
Palo Pinto	0	0	0	0	0	0
Rockwall	0	0	2	0	0	2
Somervell	0	0	0	0	0	0
Tarrant	4	3	3	3	3	16
Wise	0	0	2	1	0	3
<b>Total</b>	<b>10</b>	<b>18</b>	<b>24</b>	<b>16</b>	<b>14</b>	<b>82</b>

# Roadside Assistance Program

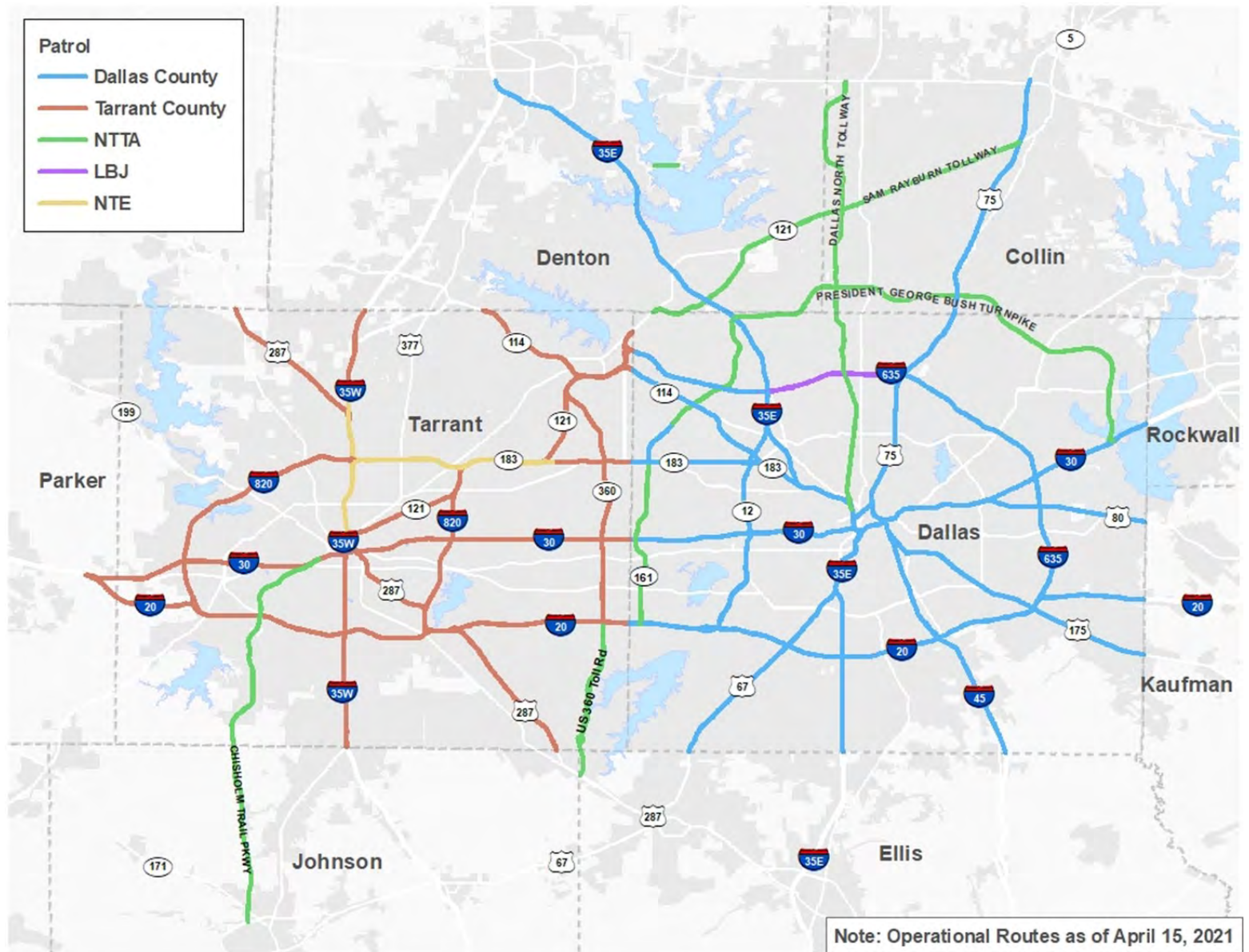
The Roadside Assistance Program (RAP) is a crucial part of incident response and traffic safety efforts in North Texas. Area RAP programs help alleviate congestion and prevent secondary crashes on busy highways/freeways and toll roads by providing free assistance to stalled and stranded motorists by either getting the vehicles operating again or moving them off the facility completely. Patrols also provide protection to other first responders, and give advance warning to motorists approaching the scene of a crash. Patrol coverage is focused on congested highway systems in Dallas and Tarrant Counties but also extends into portions of Collin, Denton, and Johnson Counties.

Patrols are currently operated by the Dallas County Sheriff's Office, Tarrant County Sheriff's Office, North Texas Tollway Authority (NTTA), LBJ Express, and North Tarrant Express (NTE) Mobility Partners. Each agency's coverage area is shown in the map below.

## Roadside Assistance Program Performance Measures

Agency	2019 Assists	2020 Assists
Dallas County Operations	68,649	67,251
Tarrant County Operations	27,135	23,706
NTTA	44,702	43,747
NTE Express	6,185	3,604
LBJ Express	6,080	4,023

## Patrol Routes



# In 2020, Dallas/Fort Worth Area Roadside Assistance Patrols

provided:



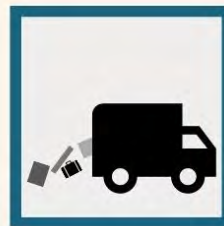
**65,197**  
Driver Assistance /  
Stalled Vehicle



**26,891**  
Courtesy Check /  
Directions



**4,909**  
Crash  
Assistance



**17,106**  
Debris  
Removal



**16,600**  
Protection to  
First Responders



**7,680**  
Abandoned  
Vehicle Check

**Total Combined Assists: 142,331**

**Notes:**

Data includes Dallas County, Tarrant County, LBJ and NTE Texpress, and NTTA motorist assists combined.

2,467 assists were either not found or were cancelled before a patrol vehicle arrived, 1,481 assists were not categorized.

## Hours of Operation

## Phone Number

**Dallas County**



Mon - Fri 5 AM - 9:30 PM  
Sat - Sun 11 AM - 7:30 PM



(214) 320-4444

**Tarrant County**



Mon - Sun 6 AM - 10 PM



(817) 884-1213

**NTTA**



Mon - Sun 24 Hours a Day



(214) 224-2203  
or #999

**NTE and  
LBJ TEXpress**



Mon - Sun 24 Hours a Day



(972) 661-8693  
or #789



## Regional Wrong Way Driving Mitigation Projects — 2020 Update

The NCTCOG Wrong-Way Driving (WWD) Mitigation Pilot Program focuses on preventing incidents where a driver enters a limited access facility in the wrong direction by installing WWD countermeasures at known hotspots. Phase 1 of this program began in Dallas County in 2014 by introducing low cost systemic countermeasures such as replacing conflicting lane signage and arrow markings. Since its initiation, the project has expanded to several additional counties shown in the table below. Over the past year the Dallas District has worked to complete intersection improvements in Denton and Navarro Counties. Only 33 intersections remain to be completed out of the 417 proposed intersections.

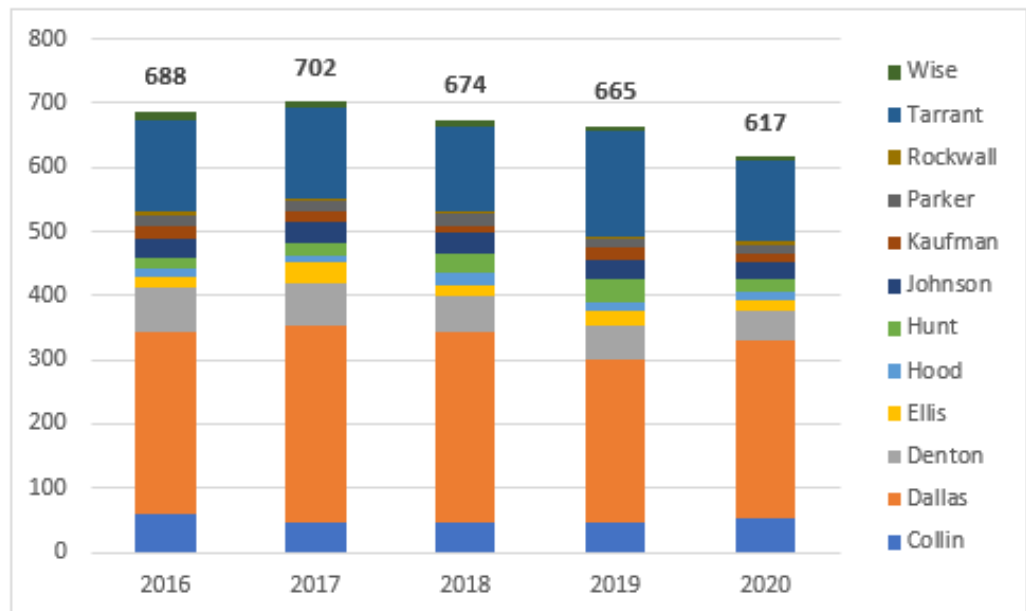
The North Texas Tollway Authority (NTTA) uses thermal cameras and sensors embedded in ramps to detect wrong way drivers on their tolled facilities. If this happens, automatic alerts are sent to NTTA staff who notify law enforcement. NTTA has also added prevention measures like flashing signs to correct a wrong way driver's travel before they enter the highway. Dynamic messaging signs are also used to warn oncoming traffic about the presence of a wrong way vehicle. In 2020, NTTA expanded these countermeasures to several new locations throughout North Texas.

### Phase I Signalized and Non-signalized Intersections: TxDOT Dallas District

Dallas County Intersections			Additional Counties		
	Proposed Intersections	Remaining Intersections		Proposed Intersections	Remaining Intersections
Carrollton	11	0	Collin County	39	17
Dallas	174	7	Denton County	20	0
Farmers Branch	2	0	Ellis County	6	6
Garland	17	0	Rockwall County	4	0
Grand Prairie	25	0	Navarro County	3	0
Irving	38	0	Kaufman County	3	3
Mesquite	17	0	Dallas (DNT)*	13	0
Richardson	6	0			
Rowlett	5	0			
TxDOT	34	0			
Totals	329	7		88	26

## 12-County MPA - Wrong Way Driving Crashes: 2016-2020

From 2016 to 2020, the number of crashes on all roadways caused by a wrong way driver decreased 10.3 percent within the 12-county MPA. The total number of crashes caused by a wrong way driver fell to a five year low in 2020.



Note: WWD crashes include those where wrong way driving was identified as either a primary, secondary, or tertiary contributing factor to the crash.

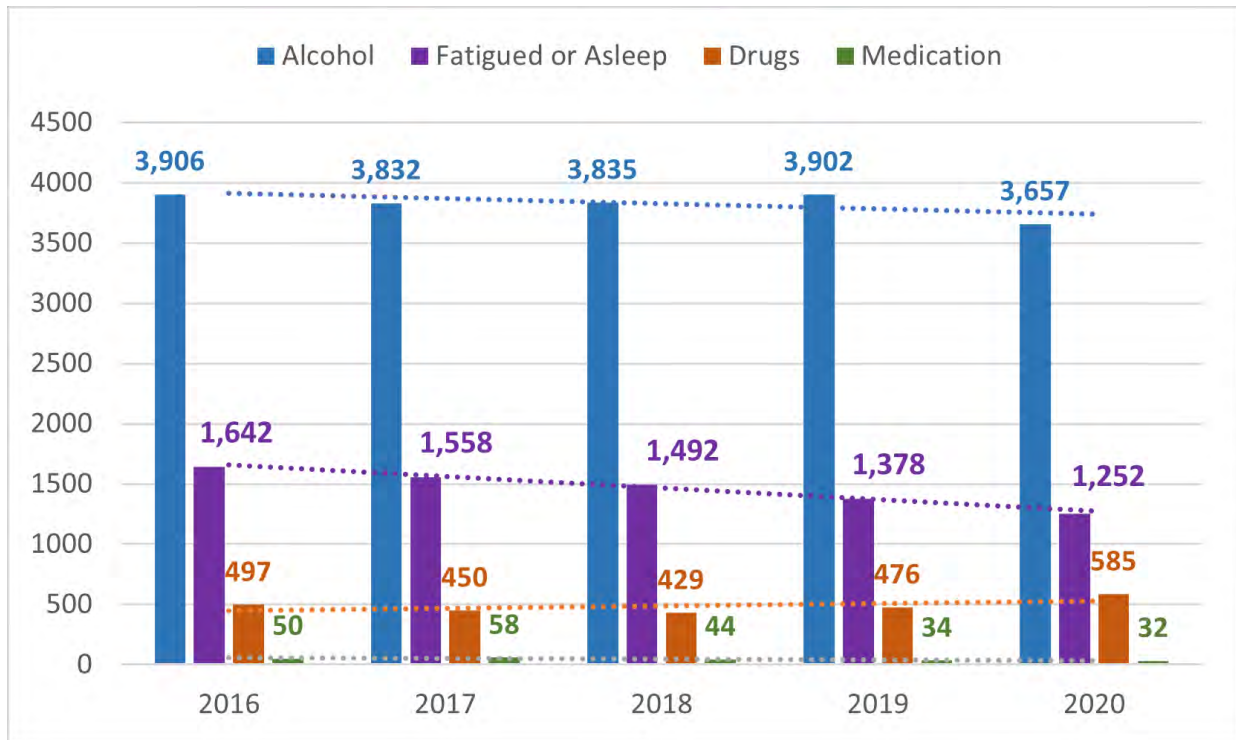
## Highway Safety Improvement Program

The TxDOT Highway Safety Improvement Program (HSIP) Call for Projects (CFP) is a funding opportunity for highway safety projects that decrease the number of fatalities and serious injuries on all public roadways. Funds are provided for construction and operational improvements that address crash types outlined in the Texas Strategic Highway Safety Program. The 2020 TxDOT HSIP CFP resulted in the following projects for our region:

- The Dallas District received approval on 30 projects for a total of \$12,549,274.73.
- The Fort Worth District received approval on 34 projects for a total of \$27,992,387.

# Crashes Involving Impaired Drivers: 2016 — 2020

Crashes involving a driver impaired by alcohol, illegal drugs, legal medication, or fatigue have remained one of the top ten contributing factors in both the state of Texas and NCTCOG region. The graph below highlights these crashes in the North Central Texas 12-county region from the past five years. During this time period, the number of crashes involving an impaired driver has decreased close to 9.3 percent overall and included a drop in the number of crashes where medication was cited as a contributing factor.



Note: The Impaired Driving Analysis includes TxDOT crash records where the primary, secondary, or tertiary contributing factors were cited as “Had been drinking”, “Taking medication”, “Under influence—alcohol”, “Under influence—drugs”, or “Fatigued or Asleep”. Motor vehicle crash within the NCTCOG 12-County area are included.

## Commercial Vehicle Enforcement Equipment and Training Program

In 2020, NCTCOG contracted with Intercomp Company to purchase and distribute 26 sets of LP600 portable scales (104 scales total) to Commercial Vehicle Enforcement (CVE) agencies in North Central Texas. As part of the program, the LP600 scales and usage training were provided to 15 unique CVE agencies free of charge. The goal of the CVE Equipment and Training Program is to increase our area CVE agencies’ ability to enforce commercial vehicle weight requirements; in doing so, reducing the number of crashes caused by overloaded and unsafe commercial motor vehicles and protecting regional roadways and bridges from damage by enforcing compliance with state laws regulating commercial vehicle weight. CVE agencies that received the equipment and training are included below.

Arlington Police Department	Kaufman County Sheriff’s Office
Bedford Police Department	Midlothian Police Department
Cedar Hill Police Department	Plano Police Department
Dallas County Sheriff’s Department	Richardson Police Department
Fort Worth Police Department	Southlake Police Department
Grand Prairie Police Department	The Colony Police Department
Haltom City Police Department	Wylie Police Department
Irving Police Department	

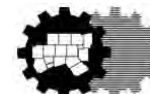
### Contact Information

Camille Fountain  
(817) 704-2521  
[cfountain@nctcog.org](mailto:cfountain@nctcog.org)

Kevin Kroll  
(817) 695-9258  
[kkroll@nctcog.org](mailto:kkroll@nctcog.org)

Michael Misantonis  
(817) 608-2384  
[mmistois@nctcog.org](mailto:mmistois@nctcog.org)

Sonya J. Landrum  
(817) 695-9273  
[slandrum@nctcog.org](mailto:slandrum@nctcog.org)



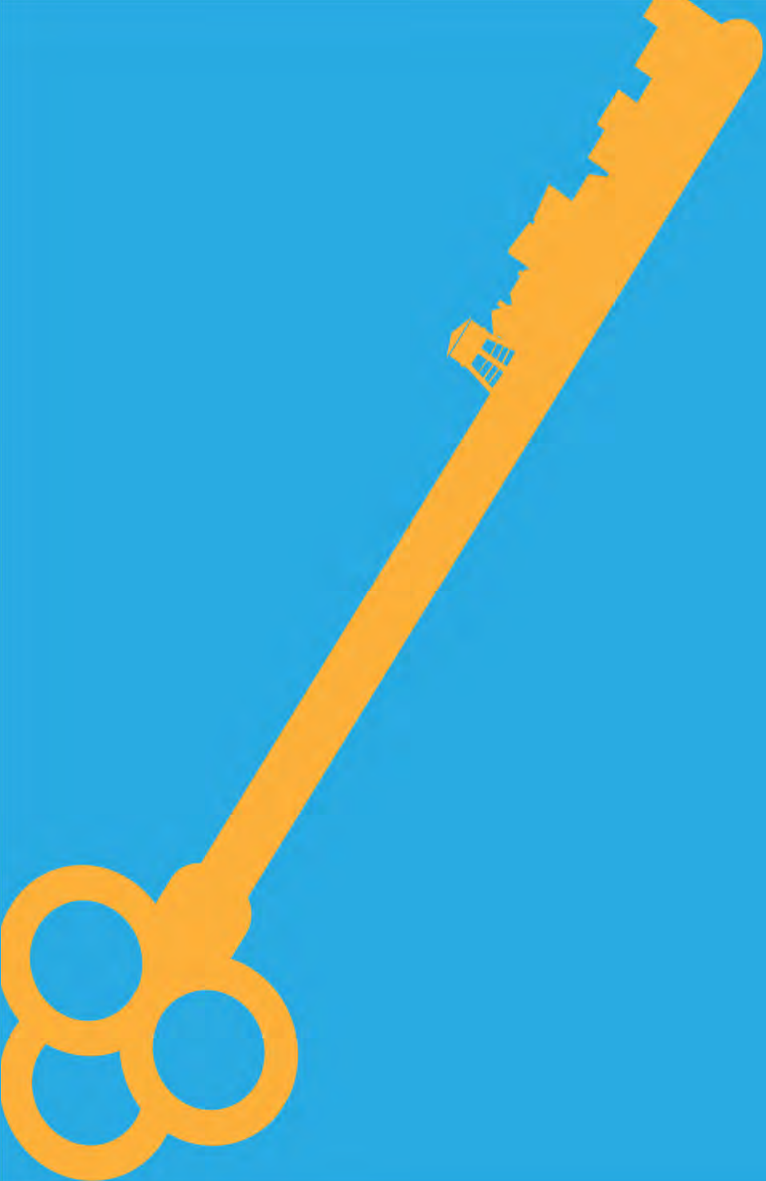
North Central Texas  
Council of Governments  
Transportation Department

# NCTCOG Regional Crash Fact Sheet (Calendar Year 2020)

1. The Fatality Rate on North Central Texas (12-county) roadways for 2020 was 1.027 deaths per one-hundred million vehicle miles traveled. This is an increase from the 2019 fatality rate.
2. The North Central Texas (12-county) Region experienced an increase in the number of motor vehicle traffic fatalities. The 2020 death toll of 820 was an increase of 13.26% from the 724 deaths recorded in 2019.
3. There were 2,942 serious injury crashes in the North Central Texas (12-county) Region in 2020 with 3,323 people sustaining a serious injury.
4. Fatalities in traffic crashes in rural areas of the North Central Texas (12-county) Region accounted for 19.15% of the region's traffic fatalities. There were 157 deaths in rural traffic crashes.\*
5. Single vehicle, run off the road crashes resulted in 222 deaths in 2020. This was 26.8% of all motor vehicle traffic deaths in 2020.
6. There were 192 people killed in crashes occurring in intersections or related to an intersection in 2020.
7. There were 76 people killed in head-on crashes in 2020.
8. Based on reportable crashes in 2020:
  - One person was killed every 10 hours 35 minutes.
  - One person was injured every 9 minutes 53 seconds.
  - One reportable crash occurred every 4 minutes 49 seconds.
9. Of all persons killed in vehicles in 2020 where restraint usage was applicable and usage was known, 24.26% were reported as not restrained when the fatal crash occurred.
10. 51,949 persons were injured in motor vehicle traffic crashes in 2020.
11. There were 122 motorcyclists (operators and passengers) killed in 2020. About 48% of motorcyclists killed were not wearing helmets at the time of the crash.
12. Pedestrian fatalities totaled 203 in 2020. This is a 20.69% increase from 2019.
13. Pedalcyclist fatalities totaled 13 in 2020. This is a 46.15% increase from 2019.
14. There were 98 people killed in motor vehicle traffic crashes in 2020 where the use of alcohol was cited by police as a crash contributing factor. This is 12.98% of the total number of people killed in motor vehicle traffic crashes in 2020.
15. During 2020, 49.5% of alcohol-related crashes were reported from between 10:00 PM and 3:59 AM. Also, 45.58% of alcohol-related crashes occurred on weekends.
16. There were 57 people killed in crashes involving distracted driving in 2020. This is a 20% increase from 2019.

\*Rural is defined as a geographical location having a population of less than 5,000.





# Access North Texas 2022 Plan Update

---

Surface Transportation Technical Committee  
June 25, 2021

Vivian Fung  
Transit Management and Planning

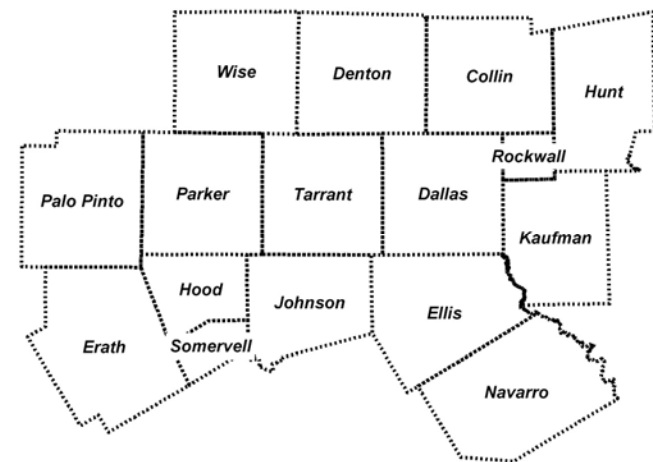
# Background

Regional public transportation coordination plan to:

- Identify the public transportation needs of older adults, individuals with disabilities, low-income individuals and others with transportation challenges
- Specify strategies to:
  - Address needs and current challenges
  - Eliminate gaps in service
  - Avoid duplication of transit services
  - Meet federal and State requirements for transit coordination in the 16 counties

RTC adopted the last update on March 8, 2018

Updates are required every 4 years





# Background

Regional Public Transportation Coordination Plan  
Required by FTA & TxDOT

Information is used for planning & funding decisions

Visit [www.accessnorthtexas.org](http://www.accessnorthtexas.org) to find the 2018 update  
and public input opportunities for the 2022 update.



**Federal Transit  
Administration**



**Texas  
Department  
of Transportation**

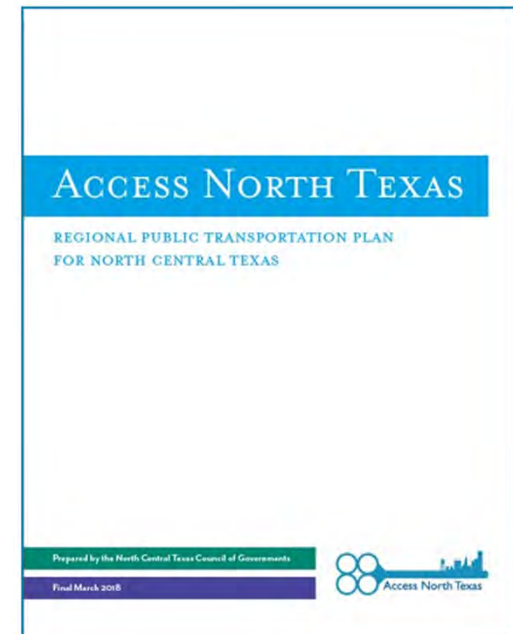
# The 2018 Plan Update

Regional and County-Specific Strategies Identified

Encourages non-traditional transit solutions

Used as a guide for funding and project implementation decisions since the plan was released

More info at [www.accessnorthtexas.org](http://www.accessnorthtexas.org)



# Regional Strategies from 2018 Update



**Regional Strategy 1** In areas with no public transit service, assess community needs and implement transit



**Regional Strategy 2** Expand projects that have a no-wrong-door approach



**Regional Strategy 3** Create partnerships to simplify regional trips



**Regional Strategy 4** Explore partnerships to increase the affordability of fares



**Regional Strategy 5** Work towards uniform, regional fares



**Regional Strategy 6** Integrate funding sources to maximize efficiency and increase affordability



**Regional Strategy 7** Utilize non-traditional partnerships to deliver public transportation



**Regional Strategy 8** Recruit and educate, influential champions for public transit

# Progress Since 2018: Select Projects

## City of Arlington, Via Rideshare Service

- Started on-demand service with small area near the Entertainment District and has expanded to cover most of the City of Arlington
- Trips are scheduled online and take place within a one-to-two-block walk

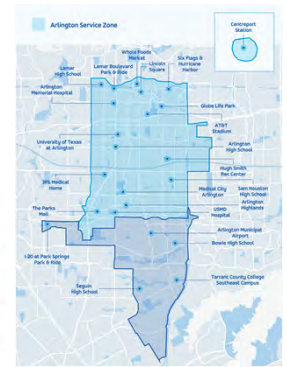
## DART, GoPass® Expansion & Discount Program

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

## My Ride North Texas 2.0

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

**MY  
RIDE**  
NORTH TEXAS



# Ongoing Outreach Efforts

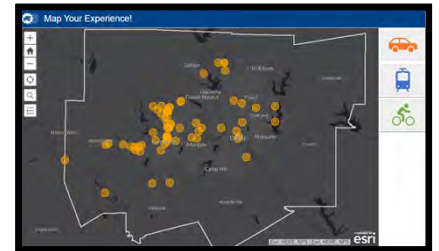
Virtual Public Meetings



Survey



Map Your Experience



# Virtual Public Meetings

County	Weekday Meeting #1	Weekday Meeting #2	Weekend Meeting
<b>Hunt</b>	April 27, 11:00 AM	April 29, 5:30 PM	
<b>Johnson</b>	May 5, 2:00 PM	May 6, 6:00 PM	
<b>Rockwall</b>	May 12, 12:00 PM	May 13, 6:00 PM	
<b>Ellis &amp; Navarro</b>	May 19, 2:00 PM	May 20, 6:00PM	
<b>Parker &amp; Palo Pinto</b>	May 26, 2:00 PM	May 27, 6:00 PM	
<b>Wise</b>	June 2, 11:00 AM	June 3, 5:30 PM	
<b>Collin</b>	June 9, 12:00 PM	June 10, 6:00 PM	June 12, 11:00 AM
<b>Hood &amp; Somervell &amp; Erath</b>	June 16, 2:00 PM	June 17, 6:00 PM	
<b>Denton</b>	June 23, 2:00 PM	June 24, 6:00 PM	June 26, 11:00 AM
<b>Dallas</b>	June 29, 11:00 AM	July 1, 6:00 PM	June 26, 1:00 PM
<b>Tarrant</b>	July 7, 12:00 PM	July 8, 6:00 PM	July 10, 11:00 AM
<b>Kaufman</b>	July 14, 2:00 PM	July 15, 6:00 PM	

Shaded dates have occurred, but recordings are posted online after the meetings

# Survey Outreach

Take the Public Survey  
(English)



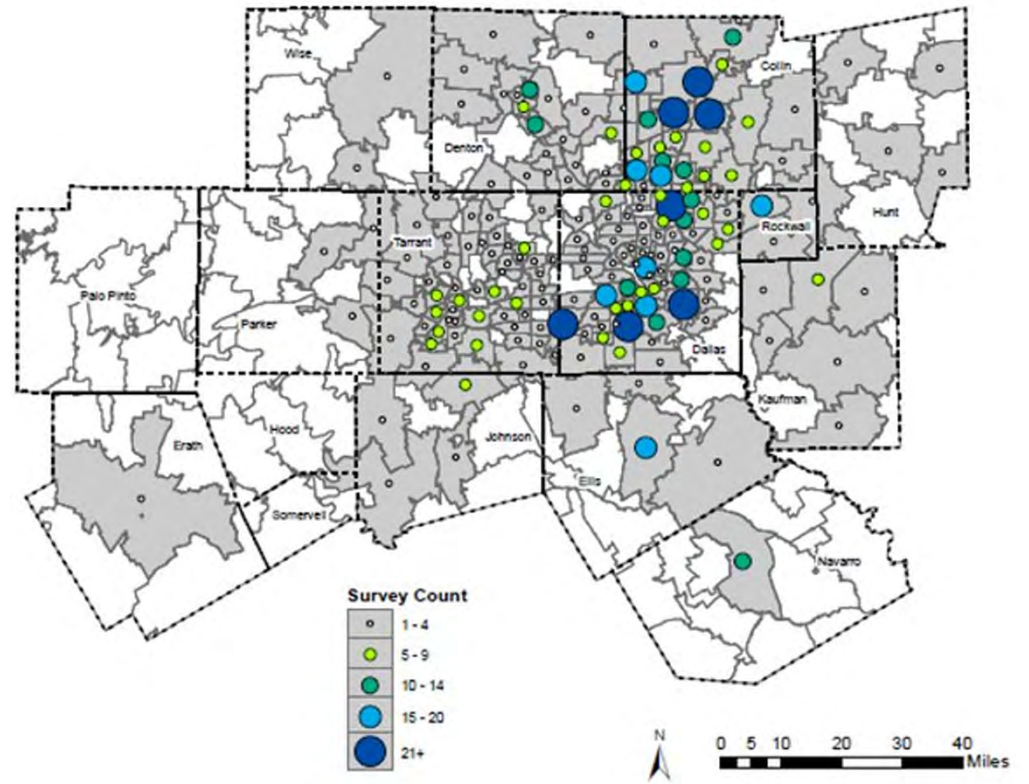
Tomar La Encuesta Publica  
(Español)



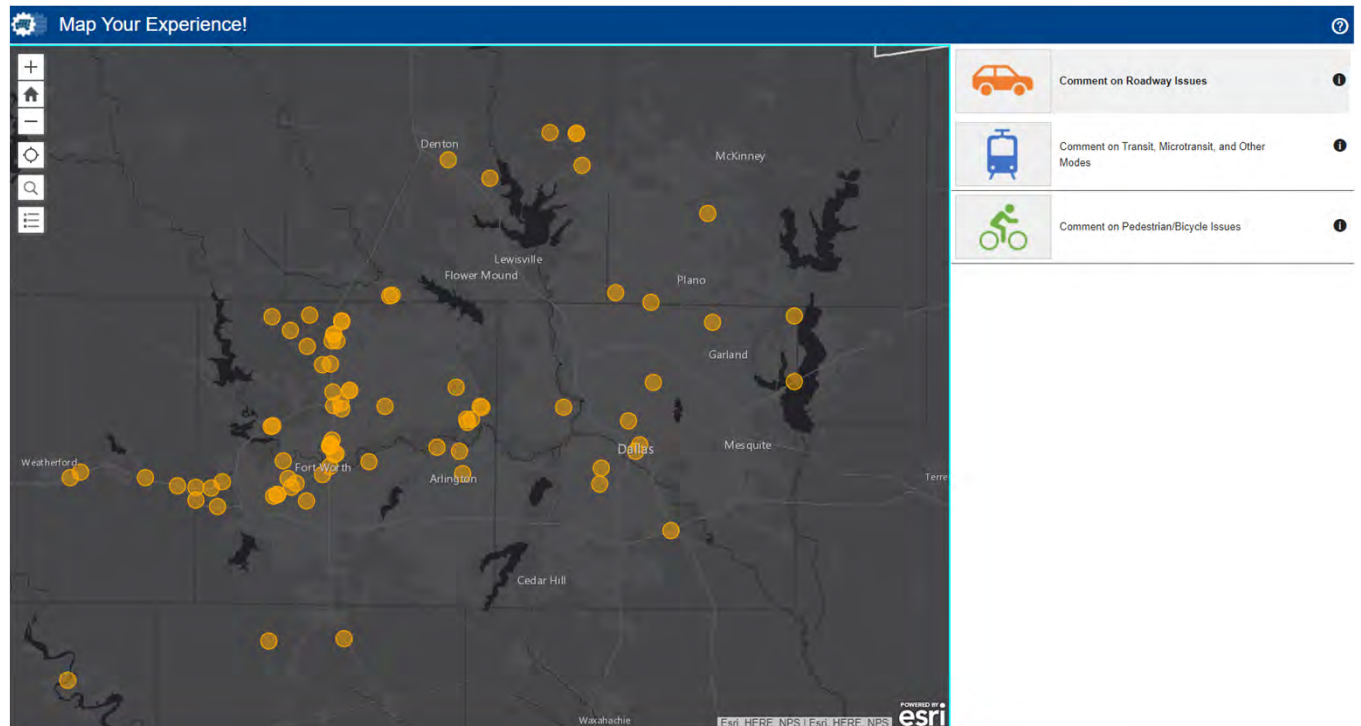
Take the Agency Survey  
(for Organizations)



Distribution of Access North Texas Stakeholder Poll Responses  
January - July 2017



# Map Your Experience Tool



<http://www.nctcog.org/mapyourexperience>



# Plan In Progress

## COMPLETED/CURRENT

---

### Public Involvement Framework:

- Develop Survey Template
- Access North Texas Update webpage
- Press Release and Articles

### Public Outreach Activities:

- Kick-Off Meeting with Partners
- Virtual Public Meetings
- Surveys
- Map Your Experience Tool

## FUTURE

- Continue Partner Coordination
- Data Analysis and Develop Goals/Strategies
- Draft Plan Review
- Incorporate Public Comments on Proposed Plan
- Board Approval
- Plan Implementation



# Access North Texas 2022 Update Timeline





# CONTACT US

## For More Information

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

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

### **Vivian Fung**

Transportation Planner

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

### **Shannon Stevenson**

Senior Program Manager

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

### **Gypsy Gavia**

Principal Transportation Planner

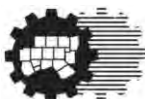
[ggavia@nctcog.org](mailto:ggavia@nctcog.org)



### **Access North Texas Survey**

This 5-minute survey is designed to collect public feedback on the transportation needs of seniors, individuals with disabilities, and individuals with lower incomes within the region. For more information about Access North Texas, you may visit our website at [www.accessnorthtexas.org](http://www.accessnorthtexas.org).

1. What is your five-digit mailing ZIP code? \_\_\_\_\_
2. What year were you born? \_\_\_\_\_
3. Are you a student?
  - Yes     No     Prefer not to answer
4. Do you have a disability or other condition that makes transportation difficult for you?
  - Yes     No     Prefer not to answer
5. Are you a veteran?
  - Yes     No     Other \_\_\_\_\_
6. Which of the following categories best describes your employment status?
  - a. Employed, working 40+ hours per week
  - b. Employed, working 21-39 hours per week
  - c. Employed, working 1-20 hours per week
  - d. Employed, furloughed
  - e. Not employed, looking for work
  - f. Not employed, NOT looking for work
  - g. Not employed, disabled or unable to work
  - h. Not employed, retired
  - i. Prefer not to answer
7. How much total combined money did all members of your HOUSEHOLD earn last year?
  - a. \$0 to \$10,000
  - b. \$10,001 to \$25,000
  - c. \$25,001 to \$50,000
  - d. \$50,001 to \$75,000
  - e. \$75,001 to \$100,000
  - f. \$100,001 to \$125,000
  - g. \$125,001 to \$150,000
  - h. \$150,001 to \$175,000
  - i. \$175,001 to \$200,000
  - j. \$200,001 and up
  - k. Prefer not to answer



8. Do you have a vehicle?
- a. Yes, I own a vehicle
  - b. Yes, I rent a vehicle
  - c. Yes, I share a vehicle with my household
  - d. No, I do not own, rent, or share a vehicle
  - e. Other, please specify \_\_\_\_\_
9. How do you usually travel? Select up to three responses.
- Drive myself
  - Carpool with friends or family
  - Public Bus or Light Rail System
  - Bicycle
  - Walking
  - Paratransit
  - Transportation network company (like Uber or Lyft)
  - Taxi
  - Community organization's bus or van
  - Vanpool
  - Other, please specify \_\_\_\_\_
10. In the last six months, have you MISSED any of the following trips due to a lack of transportation? (Check all that apply)
- Work
  - School
  - Medical
  - Meals
  - Religious activity
  - Social or Entertainment
  - Shopping
  - I have not missed any trips due to lack of transportation
  - Other, please specify \_\_\_\_\_
11. In the last six months, have you been DELAYED for any of the following trips due to a lack of transportation? (Check all that apply)
- Work
  - School
  - Medical
  - Meals
  - Religious activity
  - Social or Entertainment
  - Shopping
  - I have not been delayed for any trips due to lack of transportation
  - Other, please specify \_\_\_\_\_
12. Is there anywhere you would like to travel but cannot due to a lack of transportation?
- Yes     No



13. If you answered YES for #12, where do you want to travel? (List up to 3 destinations and the city that each destination is located)

- a. \_\_\_\_\_
- b. \_\_\_\_\_
- c. \_\_\_\_\_

14. What keeps you from getting where you need to go? (Check all that apply)

- No car available to me
- Nobody to drive me
- Safety concerns with public transportation
- Health concerns with public transportation
- Unable to use public transportation due to a disability
- I don't know the public transportation options
- Public transportation services do not meet my needs
- N/A – I can get to where I need to go
- Other, please specify \_\_\_\_\_

15. Does public transportation meet your needs?

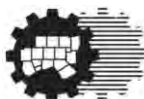
- Yes     No

16. If you answered NO for #15, why doesn't public transportation meet your needs? (Check all that apply)

- Takes too long
- Costs too much
- Too many transfers
- Not reliable
- Requires advance reservations
- Not available at locations I need to travel
- Not available on days I need to travel
- Not available at times I need to travel
- Need additional assistance getting to/from or on/off the vehicle
- I prefer a different mode or type of public transportation
- Other, please specify \_\_\_\_\_

17. Which of the following potential services would be most appealing to you OR members of your household: (Select the top 2 choices)

- Fixed-route bus service
- Commuter bus to light rail stations
- Light rail service
- Demand-response service or on-demand service
- Other





18. What is the best way to enhance your transit experience? (Select the top 3 choices.)

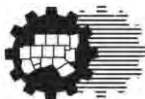
- Increased health and sanitation measures
- Increased safety measures
- More frequent buses or trains
- Increased reliability
- Expanded service areas
- Expanded service times
- Fewer transfers between providers for regional trips
- Additional assistance provided by driver or personal attendant
- Better information about how to use transit
- Other \_\_\_\_\_

19. What additional input do you have about regional public transportation services?

Agencies: Please return survey no later than Monday, August 2

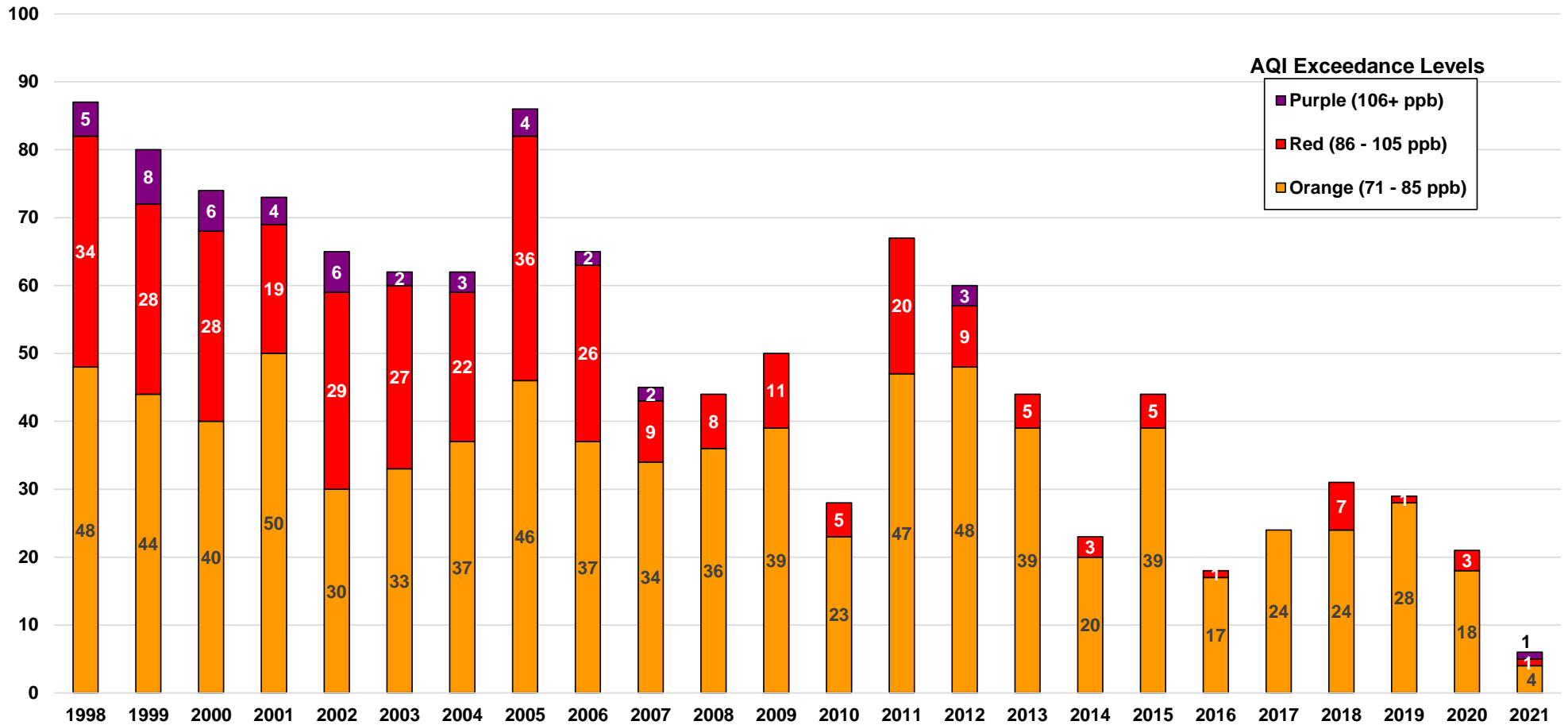
via e-mail to [accessnorthtexas@nctcog.org](mailto:accessnorthtexas@nctcog.org) or via mail to:

**ATTN: Rachel Jenkins, NCTCOG**  
**PO Box 5888**  
**Arlington, TX 76005-5888**



# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on  $\leq 70$  ppb (As of June 18, 2021)



AQI Exceedance Levels

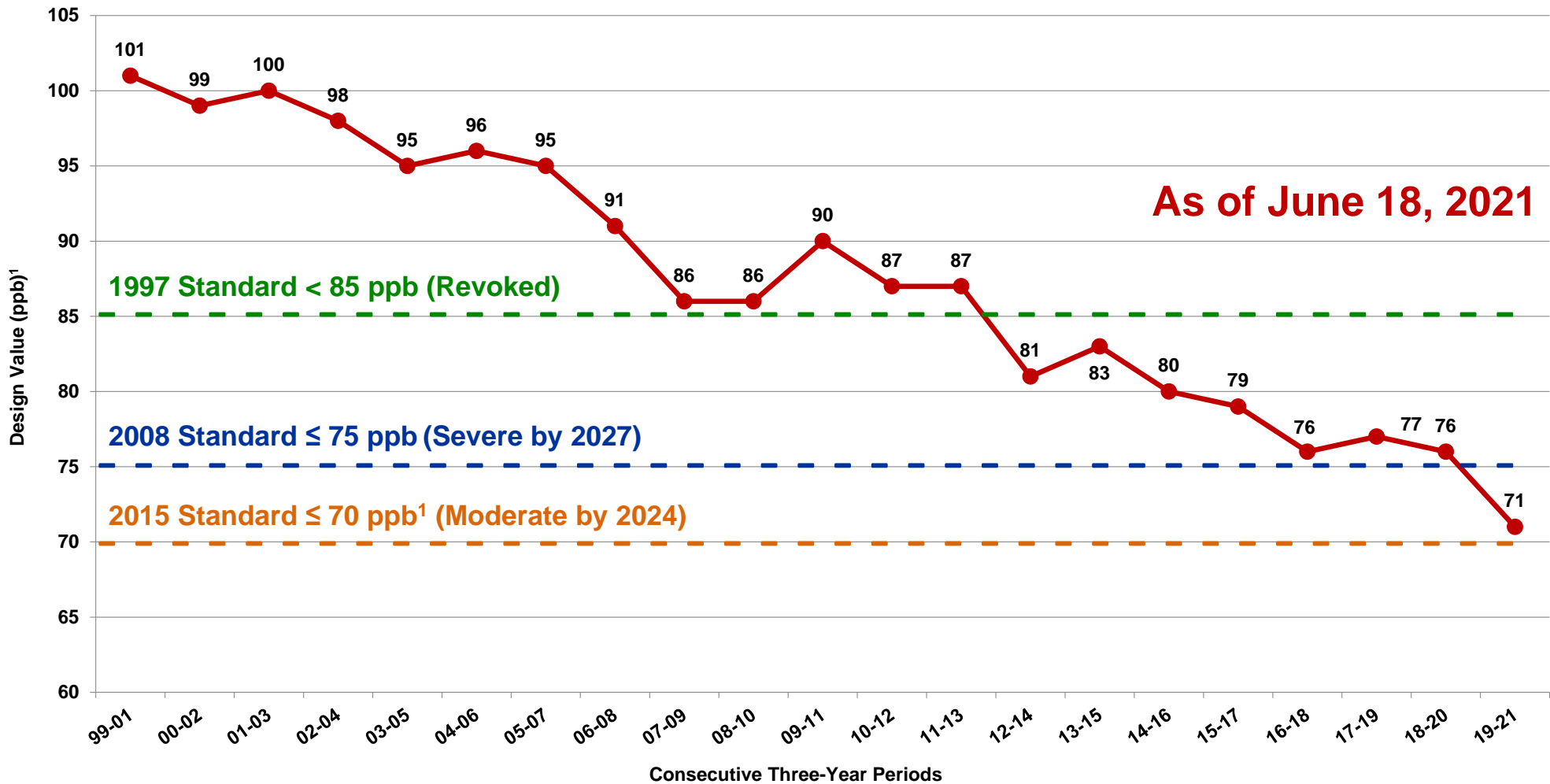
- Purple (106+ ppb)
- Red (86 - 105 ppb)
- Orange (71 - 85 ppb)

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

Source: TCEQ, [http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr\\_monthly.pl](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**  
Transportation System Modeler II  
[vthimmavajjhala@nctcog.org](mailto:vthimmavajjhala@nctcog.org)  
817-704-2504

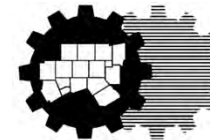
**JENNY NARVAEZ**  
Program Manager  
[jnarvaez@nctcog.org](mailto:jnarvaez@nctcog.org)  
817-608-2342

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

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

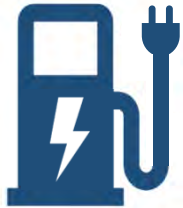
# STATUS OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

**Surface Transportation Technical Committee  
June 25, 2021**



North Central Texas  
Council of Governments

# KEY TAKEAWAYS



**Over 1600 Level 2 Charger Rebates Requested**



**NCTCOG Region Has Requested 26% of All Requested Level 2 Funds**



**All TCEQ Priority Areas Have Requested Level 2 Funding**

# TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM

Statewide Allocation	Program	DFW Area Allocation	Schedule	Status*
~\$169.5 Million	School, Shuttle, and Transit Buses	\$11,684,806	Closed	>\$17.3 Million Requested All Available Funds Awarded
	Refuse Vehicles	\$8,346,290	Closed	\$9,448,544 Requested \$4,421,139 Awarded
	Freight & Port Drayage Vehicles	\$6,677,032	Closed	\$8,876,616 Requested \$5,294,158 Awarded
	Electric Forklifts and Port Cargo-Handling Equipment	\$6,677,032	To Be Determined	
	Electric Airport Ground Support Equipment			
	Ocean-Going Vessel Shore Power			
~\$35.5 Million	ZEV Infrastructure - Level 2 Rebate	\$10,465,958 (Statewide)	Open; First-Come First Served Until 9/9/2021	\$3,985,500 Requested \$415,000 Awarded <b>\$10,050,958 Available</b>
	ZEV Infrastructure – DC Fast Charge Funding	~\$25 Million (Statewide)	Possible Opening Summer/Fall 2021	

\*Data reflects information posted at [www.texasvwfund.org](http://www.texasvwfund.org) as of June 11, 2021

# GEOGRAPHIC DISTRIBUTION OF ZEV LEVEL 2 FUNDING REQUESTS

## Priority Areas

Area	Counties
Dallas-Fort Worth Area	Collin, Dallas, Denton, Ellis, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant, Wise
Houston-Galveston-Brazoria Area	Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, Waller
San Antonio Area	Bexar, Comal, Guadalupe, Wilson
Austin Area	Bastrop, Caldwell, Hays, Travis, Williamson
El Paso County	El Paso
Bell County	Bell
Beaumont-Port Arthur Area	Hardin, Jefferson, Orange



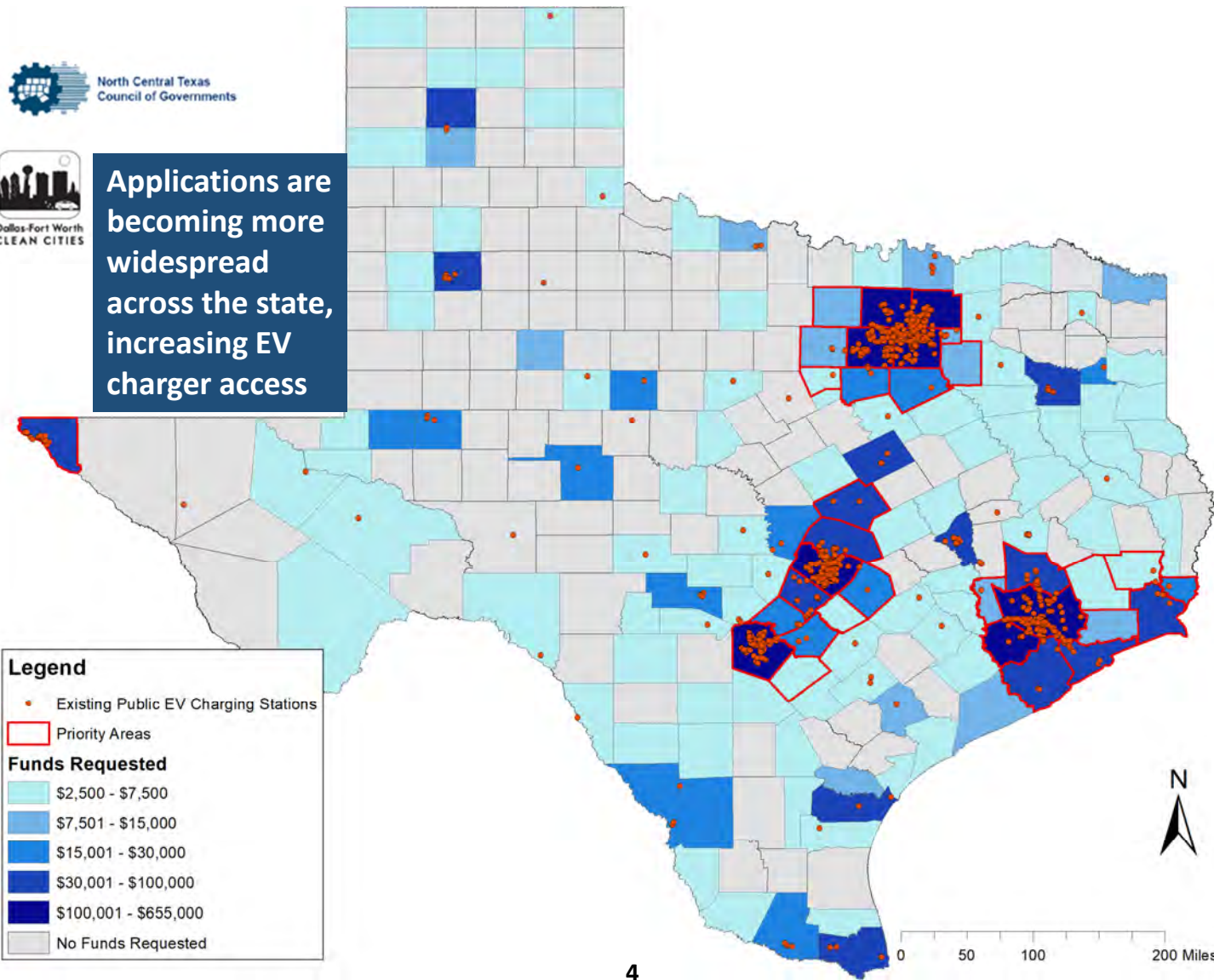
Applications are becoming more widespread across the state, increasing EV charger access

**Legend**

- Existing Public EV Charging Stations
- Priority Areas

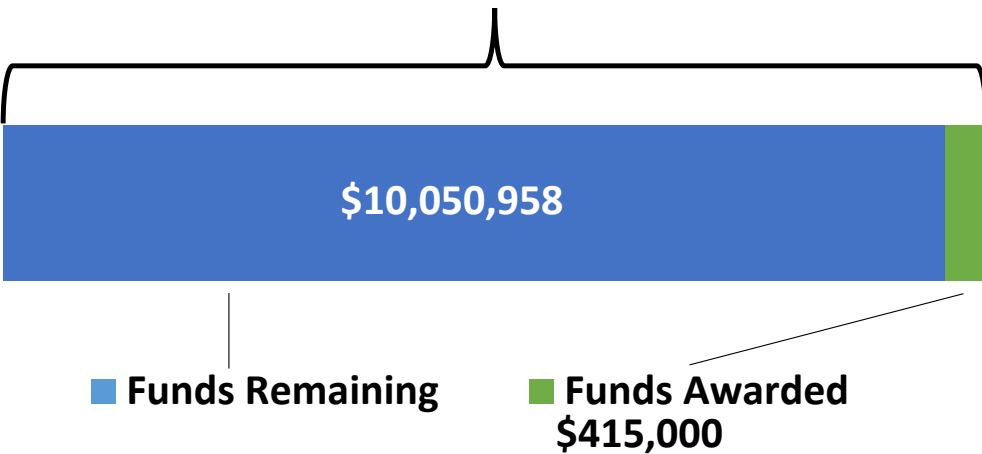
**Funds Requested**

- \$2,500 - \$7,500
- \$7,501 - \$15,000
- \$15,001 - \$30,000
- \$30,001 - \$100,000
- \$100,001 - \$655,000
- No Funds Requested



# TxVEMP ZEV Infrastructure Level 2 Rebate

Total Statewide Allocation of Funds = \$10,465,958

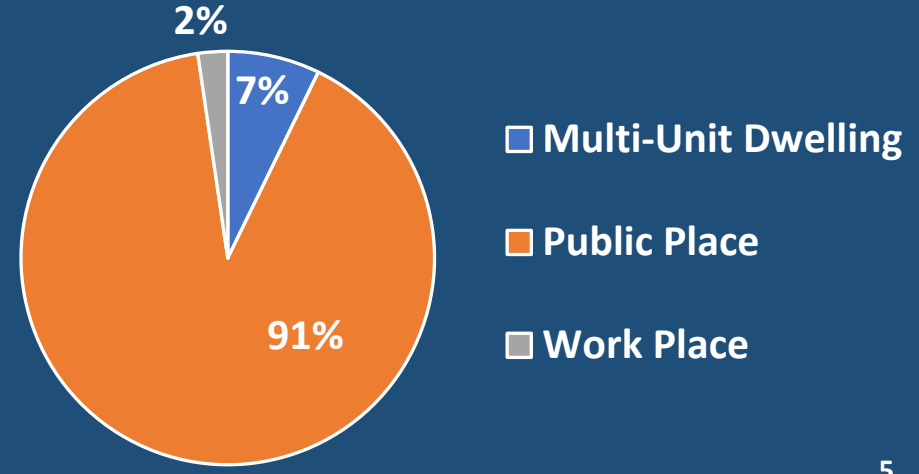


**All Rebates First Come, First Served**  
**DEADLINE: 9/9/2021 or until funds run out, whichever is first**

## Quick Facts

**1608**  
Charger Rebates Requested  
For Total of \$3,985,500

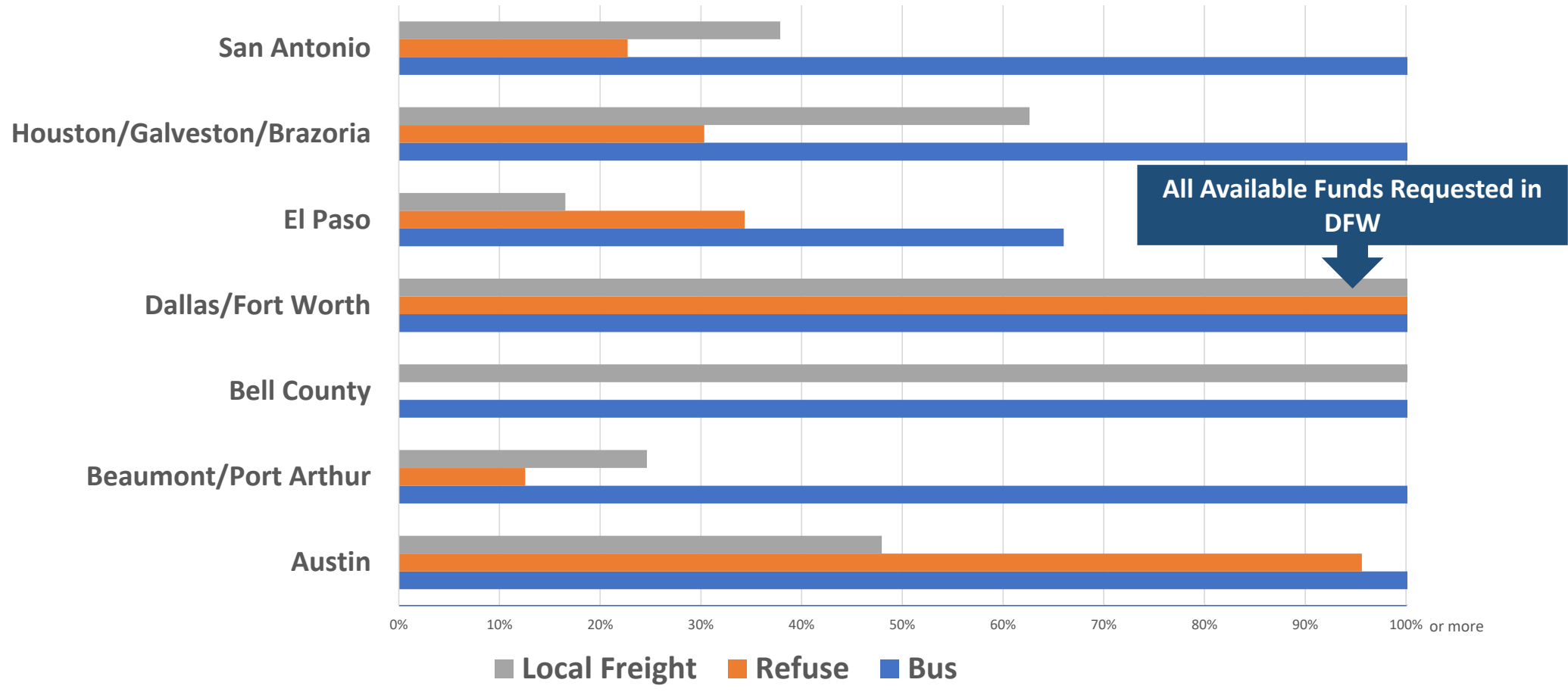
## Infrastructure Distribution to Date



Data reflects information posted at [www.texasvfund.org](http://www.texasvfund.org) as of June 11, 2021

# PERCENT FUNDING REQUESTED BY REGION

## Percent Available Funds Requested by Funding Round

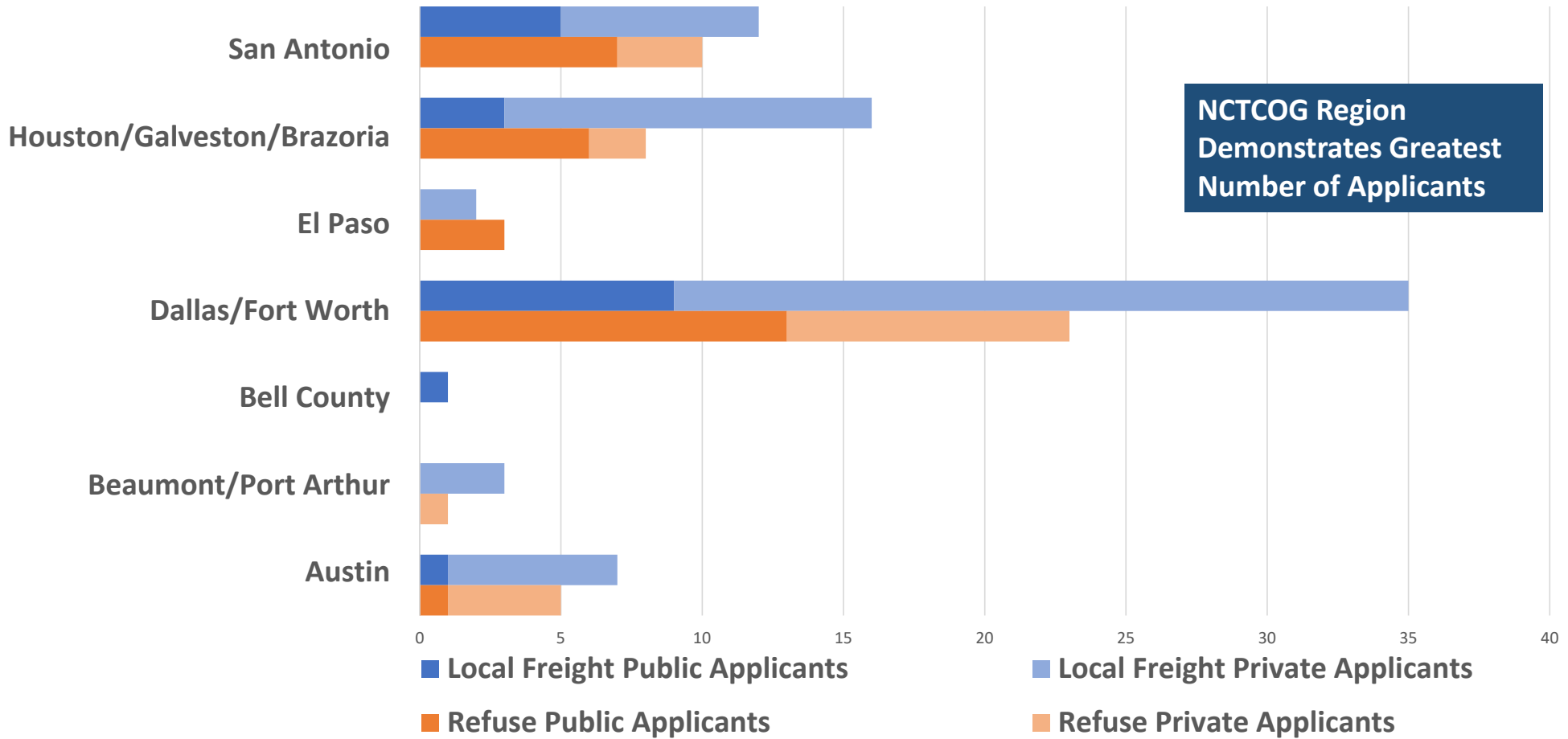


Data reflects information posted at [www.texasvfund.org](http://www.texasvfund.org) as of June 11, 2021



# NUMBER OF APPLICANTS BY REGION

## Local Freight and Refuse Vehicle Applicants



NCTCOG Region  
Demonstrates Greatest  
Number of Applicants

Data reflects information posted at [www.texasvfund.org](http://www.texasvfund.org) as of June 11, 2021

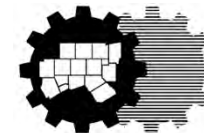
## FOR MORE INFORMATION

**Bailey Muller**  
**Senior Air Quality Planner**  
**817-695-9299**  
**bmuller@nctcog.org**

**Jared Wright**  
**Air Quality Planner I**  
**817-608-2374**  
**jwright@nctcog.org**

**Amy Hodges**  
**Principal Air Quality Planner**  
**817-704-2508**  
**ahodges@nctcog.org**

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

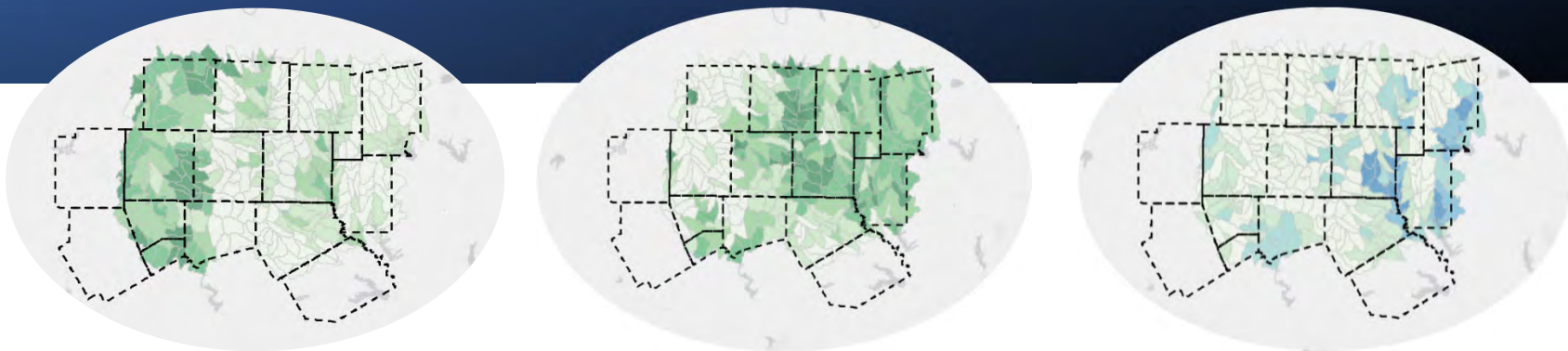


North Central Texas  
Council of Governments

# Please complete NCTCOG's survey on the Regional Ecosystem Framework and Interactive Viewer

NCTCOG is considering updating and modifying the Regional Ecosystem Framework and Interactive Viewer ([www.nctcog.org/REF](http://www.nctcog.org/REF)) to better meet the needs of transportation and infrastructure professionals. We would benefit from your opinions even if you do not use these tools.

**Survey link:** <https://form.jotform.com/211364644456053>





**North Central Texas Council of Governments**

TO: Surface Transportation Technical Committee  
Regional Safety Advisory Committee

DATE: June 11, 2021

FROM: Sonya J. Landrum  
Program Manager

SUBJECT: Regional Safety Advisory Committee 2021 – 2022 Membership Appointments

The North Central Texas Council of Governments (NCTCOG) would like to thank you for your continued support of and/or participation on the Regional Safety Advisory Committee (RSAC) to date. Your agency's participation is vital to RSAC's success. The 2021 – 2022 term is upon us, and we request that you designate your agency's membership on the RSAC. As part of the Committee initiatives:

“One Surface Transportation Technical Committee (STTC) member from each organization, as designated in the Regional Transportation Council (RTC) Bylaws, may choose to represent their entity on the RSAC, or they may choose to designate an alternate representative.” Private sector participation is allowed with one representative from each private sector agency. Members shall provide NCTCOG staff notice of their decision in writing annually.

In order to designate your agency's membership on the RSAC, please provide the following by responding to Camille Fountain at [CFountain@nctcog.org](mailto:CFountain@nctcog.org) by **Friday, July 16, 2021**.

1. Confirm your participation in the activities of the RSAC; or
2. Designate an individual to represent your entity by providing their full contact information including: Name, Job Title, Agency, Mailing Address, City, State, Zip, Phone, and E-mail address. Only their name and agency will be made available in roster format on NCTCOG's website.

If your organization has more than one representative on STTC, please coordinate to determine one official individual to represent your organization on the RSAC, though all staff and interested parties are welcome to attend. For individuals not responding with confirmation of participation and membership by the July 16<sup>th</sup> deadline, your agency's seat on the RSAC will be noted as vacant for the 2021 – 2022 term. The first meeting of the 2021 – 2022 term will be held on July 23, 2021. A copy of the current RSAC roster is attached.

If you have any questions or concerns, please feel free to contact me at [slandrum@nctcog.org](mailto:slandrum@nctcog.org). Thank you in advance for your participation on the NCTCOG Regional Safety Advisory Committee.

***Sonya J. Landrum***  
Sonya Landrum

SJL:bw  
Attachment

cc: Natalie Bettger, Senior Program Manager, NCTCOG

616 Six Flags Drive, Centerpoint Two  
P.O. Box 5888, Arlington, Texas 76005-5888  
(817) 640-3300 FAX: 817-608-7806  
[www.nctcog.org](http://www.nctcog.org)

**NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS  
REGIONAL SAFETY ADVISORY COMMITTEE (RSAC)  
2020 – 2021 MEMBERS**

Joe Acosta  
Trinity Metro

Curtis Jarecki, P.E.  
City of Frisco

Joe Atwood, P.E.  
(Representing) Hood County

G. "Gus" Khankarli, P.E., PMP, CLTD  
City of Dallas

George Barnes  
Dallas Area Rapid Transit

Minh Le, P.E.  
Texas Transportation Institute

Kimberly Brawner  
City of Celina

Alonzo Liñán, PE, PTOE, MPA\*  
City of Keller

Robert Cohen  
City of Southlake

Jim Lockart  
City of Waxahachie

Rick Cortez, P.E.  
City of Mesquite

Sagar Medisetty.  
City of Lewisville

Jacqueline Culton  
City of Duncanville

Yang Ouyang, P.E., PTOE  
North Texas Tollway Authority

Chad Davis, P.E.  
Wise County

Cody Owen  
City of Irving

John Denholm, P.E.  
Lee Engineering

Huma Patel  
City of Garland

Caryl DeVries  
City of Grand Prairie

Mohammed Quadeer, P.E.  
TxDOT Fort Worth District

Rama Dhanikonda  
City of Richardson

Elizabeth Reynolds  
City of Grapevine

Claud "Buz" Elsom  
(Representing) Rockwall County

John Romberger  
City of Carrollton

Roger Harmon  
Johnson County

Greg Royster, P.E.  
Dallas-Fort Worth International Airport

Ron Hartline, P.E.  
City of The Colony

Robert Severance III  
City of Cleburne

Amelia Hayes, P.E.  
FHWA – Texas Division

Anthony Smith  
Dallas County

Matthew Hotelling, P.E, PTOE  
Town of Flower Mound

Kevin St. Jacques  
Hunt County

\*Denotes Chair

\*\*Denotes Vice Chair

***Regional Safety Advisory Committee (RSAC, continued)***

Matthew Tilke, P.E.  
City of Plano

Joe Trammel  
Tarrant County

Asma Tuly\*\*  
City of Allen

Caroline Waggoner  
City of North Richland Hills

William Wiegand  
City of Haltom City

\*\*Denotes Chair

\*Denotes Vice Chair

## 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 Tuesday, April 20, through Wednesday, May 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

This month, public comments were received on a number of topics across social media platforms and via email. Bicycle and pedestrian comments, including the opening of the celebration of the Northaven Trail, were in the majority.

In addition, comments were accepted through a new, online map tool. Users can drop a pin on a location in the region and leave a detailed comment. This month, there were four bicycle and pedestrian comments, one transit comment and 19 roadway comments. To read them, visit: <http://nctcoggis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

#### Aviation

##### Twitter –

1. .@MassDOT, @MnDOT, @NCTCOGtrans , the Ohio UAS Center of @ODOT\_Statewide and @citybeautiful - will to work with @NASAaero to consider inclusion of AAM in transportation plans.

[https://futuretransport-news.com/nasa-to-help-local-governments-plan-for-advanced-air-mobility/?utm\\_source=twitter&utm\\_medium=social&utm\\_campaign=futuretrn-news&utm\\_term=News](https://futuretransport-news.com/nasa-to-help-local-governments-plan-for-advanced-air-mobility/?utm_source=twitter&utm_medium=social&utm_campaign=futuretrn-news&utm_term=News) #futuretransport #news #urbanairmobility #futuremobility #urbanmobility @NASA – Future Transport-News (@FutureTrn\_News)



## Bicycle & Pedestrian

### Email –

#### 1. John Greer

More funding needed for bus, train, biking and walking. Biking should include commuters and separate riders from cars to appeal to more people concerned with safety and nonrecreational biking. Air pollution costs health and lives while biking and walking add years of life.

### Twitter –

1. Groundbreaking for the @NorthavenTrail bridge on Saturday, May 8! We're one step closer to connecting NHT, WRC, CWC, and SoPAC trails! #DallasParks #DallasTrails – Jeff Kitner (@JeffKitner)



2. Save the date! Groundbreaking for the bridge on May 8. Let us know if you're attending!  
<https://facebook.com/events/192370712700264/> – Northaven Trail (@NorthavenTrail)



**NORTHAVEN TRAIL BRIDGE**

**GROUNDBREAKING CEREMONY**  
SATURDAY MAY 8 at 10am

We invite you to join Dallas Mayor Eric Johnson  
and City of Dallas Park and Recreation Department  
11231 N. Central Expressway (The southwest corner of Northaven Road and southbound frontage road of US75)

A partnership with the City of Dallas, Dallas County, North Central Texas Council of Governments,  
TxDOT & Friends of Northaven Trail. Project is located in City Council Districts 10, 11 and 13 &  
County Commissioner Districts 1 and 2.

3. Big news in the neighborhood! Walk or bike over on Saturday, May 8! #DallasParks #DallasTrails – Jeff Kitner (@JeffKitner)

**Something big is happening your neighborhood!**

We invite you to walk or bike over and join us for the  
Northaven Trail Bridge Groundbreaking Ceremony  
Saturday May 8 at 10am  
11231 N. Central Expressway (The southwest corner of Northaven Road and southbound frontage road of US75)

A partnership with the City of Dallas, Dallas County, North Central Texas Council of Governments,  
TxDOT & Friends of Northaven Trail. Project is located in City Council Districts 10, 11 and 13 &  
County Commissioner Districts 1 and 2.

4. Bridge groundbreaking on Saturday at 10 am! – Northaven Trail (@NorthavenTrail)



5. Yesterday's groundbreaking was so much fun! Thanks to all of elected officials, board members, and others who helped get the project kicked off. @CityOfDallas @DallasParkRec @TxDOT @TxDOTDallas @DallasCountyTx @NCTCOGtrans – Northaven Trail (@NorthavenTrail)



6. Take a ride on the Preston Ridge Trail! This 6.2-mile-long trail through Plano runs north from Ridgeview Drive down to Eldorado Park: <https://vimeo.com/377584525> @NCTCOGtrans #loveplano #recreateresponsibly - Plano Parks & Rec (@PlanoParksRec)



**Preston Ridge Trail**  
 The Preston Ridge trail is a fourteen-and-a-half-mile, north-south concrete trail that begins in Dallas and...  
[vimeo.com](https://vimeo.com/377584525)

7. Travel Demand Management addresses travel behavior by reducing the number of cars on roadways through the promotion of alternatives to driving alone. Do you walk, bike, carpool or ride transit? Guess what? You're part of TDM! Earn rewards here: <https://tryparkingit.com> #TDMWeek – NCTCOGTransportation (@NCTCOGtrans)



Is there some way we can further encourage or incentivize our local businesses to provide bicycle parking? I'd love to use my bike more, but there aren't any secure facilities to lock my bike to at most destinations. – Stephen Rausch (@StephenJRausch)

Thanks for your patience with us! One way to encourage local businesses to provide more bike parking is to contact the BPAC representative from the city you are in to let them know you would like to see more bike parking near essential destinations. 1/2 – NCTCOGTransportation (@NCTCOGtrans)

You can find BPAC representatives by following this link and selecting "Roster:" <https://bit.ly/3ffW5Nx>. Hope this helps, but feel free to reach out if not! 2/2 – NCTCOGTransportation (@NCTCOGtrans)

Awesome! Thank you so much! – Stephen Rausch (@StephenJRausch)

### **Electric Vehicles**

#### **Twitter –**

1. Why you're going to be seeing more Electric Vehicles in North Texas with footage from @pluginamerica Drive Electric Earth Day at @ShannonBrewery, hosted by @NTXTeslaOwners and sponsored by @oncor. Watch tonight on @CBSDFW News @ 10 @NCTCOGtrans @TxETRA\_TX @MyEVJourney – Rick Bollar (@bollar)



### Programs

#### Twitter –

1. The Try Parking It program through @NCTCOGtrans is ingenious! You can join the program, and if you telecommute, you can earn rewards. Learn more at – KGV Texas (@KGBVTexas)

Try Parking It - Get Rewards for Greener Trips  
Join Try Parking It and get rewards when you walk, bike, telecommute, carpool, vanpool, take the train, ride the bus, or work a compressed ...  
[tryparkingit.com](http://tryparkingit.com)

## Project Planning

### Email –

#### 1. **Ashleigh McClendon**

The outer loop proposes route is concerning as the proposed route through established neighborhoods and also through 100+ year-old farms and ranches.

### Roadway

### Oral –

#### 1. **Mona Fields (this is an oral comment submitted via voicemail on 5/4/21)**

West of Fort Worth in the Aledo area, exit 1187 is a nightmare between 7:30 in the morning and 9 or 9:30 in the morning and again in the afternoon from about 3:30 to 6 pm.

### Email –

#### 1. **Darwin Yeary**

Dear NCTCOG Representatives,

The Weatherford Transportation Issues meeting, which is held on the last Thursday of the month, in which you referred me to, I want to report about to you.

Upon attending their last meeting in April, I was quite disappointed with some of the same complainants in which were there were back from the prior meeting that I attended. I also had reported some of the same complaints four months prior to that.

Upon asking why no explanation was given to my request, little to no answer was given. You may refer to my last e-mail to you. These are the same issues with no regard by this unaccountable panel. I will list again for your inquiry.

1. Speeding 55 to 60 MPH on Harmon St. in which is posted 35 MPH sign limit.
2. Other streets in this same area Connaways Addition, with the same problem.
3. This area with no sidewalks has many families with children, with is of no concern by this board.
4. The Mineral Wells Hwy connects with the South end of this subdivision, where Street racing into late hours at night are yet to be enforced. The Dept of Transportation location is only two blocks west of this Connaways Addition exits.
5. Motorcycle racing even at night, exceeds 90 to 100 MPH. Absolutely no "Disturbing the Peace" laws are recognized or concerned about.
6. North Main St, is State Hwy 51N, which runs thru a large residential low income area north of the Union Pacific railroad tracks. It is severely deficient toward the residents living there.

There are no protected crosswalks or Red Lite protections for Automobiles to cross over, with uncontrolled speeding by Tractor Trailers going the same speed of

automobiles, for the three miles within the Weatherford City limits.

7. Many residents feel this is a disregarded threat to them, and a discrimination issue for low income citizens who also pay Weatherford taxes.

8. The same Hwy 51N coming from the north, where the loop exist has no "Truck Route" sign routing southwest to I 20. This loop was approved and begun for Citizen's input who were expecting limited Truck traffic off of the Town Square. Instead this Loop was used primarily for "Economic Development" for new businesses. I do hope the NCTCOG will request that the Traffic Control Board of Weatherford, do the right thing for Citizen Taxpayers and their Safety and future consideration. Also hoping your board will consider a Passenger West to Los Angeles Ca. Railroute by Southern Pacific Railway. It's Depo is still at Weatherford, in need of repair.

### **Response from NCTCOG Transportation staff**

Mr. Yeary,

Thank you for contacting the NCTCOG Transportation Department.

Your input is of great importance, and your comments will be included in our monthly public comments report that is provided to both the Surface Transportation Technical Committee (STTC) and Regional Transportation Council (RTC).

Please don't hesitate to contact us with any additional comments or concerns.

### **Transit**

#### **Email –**

##### **1. John Hatler**

Request for more bus service on route 18, 25, 7 and 24 as well as more service to Alliance later into the evening in Fort Worth.

##### **2. Pamela Rambert**

Good Morning,

I hope this email finds you well.

I am reaching out today to voice my concern and opposition to proposed public transportation in DeSoto, Duncanville, Cedar Hill, and Lancaster. My family and every friend and associate I've

spoken with who leave in these cities are opposed to it. I have been a home owner in both Cedar Hill and DeSoto since 1998, so I am a vested resident and my opinion matters.

Have a blessed day and stay safe.

**Response by DeSoto city councilmember**

Hello Ms. Rambert,

Thank you for sharing your sentiments about public transportation. Currently in the City of DeSoto, we contract public transportation services with Star Transit - <https://www.startransit.org/routes/desoto/> . They have provided transportation services for the city since 2018.

Services Explanation:

[http://www.ci.desoto.tx.us/DocumentCenter/View/18082/09292020-Online-Final--DeSoto\\_STAR-Transit-east-dallas-county-Final?bidId=](http://www.ci.desoto.tx.us/DocumentCenter/View/18082/09292020-Online-Final--DeSoto_STAR-Transit-east-dallas-county-Final?bidId=)

Star Transit in the News:


<https://www.dallasnews.com/news/healthy-living/2020/03/03/transportation-options-are-increasing-for-seniors/>

<https://www.masstransitmag.com/management/press-release/21156907/star-transit-star-transit-updates-routes-services-in-east-dallas-county>

The City of DeSoto also receives federal funding through the Community Development Block Grant Program. A portion of those funds have appropriated for our a CDBG transportation program to provide taxi cab transportation for essential services to our low to moderate income residents. Senior Citizens are the primary participants in this program. Program Details: <http://www.ci.desoto.tx.us/1844/Transportation>

Thank you again for reaching out. Please feel free to contact me to share any additional details about your concerns.

**Twitter –**

1. What will happen when it's a diesel engine on Cotton Belt/Silver Line going faster (45 mph) than any speed in the area allowed for cars (35 mph)? It won't be able to stop in time. This is my fear. @dartmedia #SafetyFirst #TooFast @VisionZeroTexas @NCTCOGtrans @NCTCOG\_Official – caraathome (@) (@caraathome)

**Doyle Rader** @DoyleRader · Apr 21  
Some kid was walking in between the tracks between Blue Line stations out in east Dallas. Train had to slam on the brakes.

2. How you drive plays a role in your fuel consumption. Speeding, aggressive and jerky driving can reduce gas mileage as much as 33% on the highway and 5% on city streets.  
#CarCareMonth #DriveEfficiently – NCTCOGTransportation (@NCTCOGtrans)



The most efficient driving habit is one involving public #transit.

It's time we as a region invest as heavily in our bike, bus, & rail networks as we do our highway infrastructure. 🚲🚌🚆 > 🏠 – Loren S. (@txbornviking)

That way we can afford the increase in the toll rate every other year, essential since we can't do anything new besides tollroads or tolled lanes here in DFW. – Garrett Trietsch (@gtrietsc)





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

June 2021

## INSIDE

### **Additional funding OK'd to help transit**

The Regional Transportation Council has approved allocation of more than \$354 million in federal assistance to transit providers in the Dallas-Fort Worth area as part of the American Rescue Plan.

This was the third relief package provided to public transportation agencies across the nation. With the infusion to Dallas Area Rapid Transit, Denton County Transportation Authority, Trinity Metro, Public Transit Services (Parker and Palo Pinto counties) and Star Transit (Dallas, Kaufman and Rockwall counties), the region's providers have now received 132% of operating costs through a combination of three emergency relief bills since the COVID-19 pandemic began. Read more on page 2.



North Central Texas  
Council of Governments

### **NASA to help region integrate Advanced Air Mobility**

North Texas is attracting attention for its embrace of creative transportation solutions from an agency that knows something about moving people in innovative ways – NASA.

The North Central Texas Council of Governments has entered into an agreement with the National Aeronautics and Space Administration to study the potential of drone technology and integrate it into future transportation plans.

NASA will work with NCTCOG and a group of public- and private-sector partners to study cargo-carrying drones and automated air taxis during a series of at least four future workshops.

NASA has been engaged with the Federal Aviation Administration and other regions about how to integrate Advanced Air Mobility technologies such as drones, also called unmanned aircraft systems, into metropolitan areas.

Drones are becoming more common for use in business, public safety and for recreational purposes. During the COVID-19 pandemic, NCTCOG has been hosting monthly virtual workshops to help professional operators and hobbyists remain up to date on the rules and regulations governing drone use.

The NASA workshops will bring together subject-matter experts from NASA and transportation planning to help the region develop best practices, from identifying a common set of terms to use in discussions and planning documents, to evaluating potential criteria that might be used in locating future “vertiports.”

NCTCOG will coordinate with NASA on how emerging cargo-carrying drone and passenger-carrying air taxi services can best be included in its civic transportation plans. NCTCOG's workshops are expected to be held in summer 2022.

---

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.

## American Rescue Plan funding approved by RTC to help transit agencies

The Regional Transportation Council has approved more than \$354 million in federal assistance to transit providers in the Dallas-Fort Worth area as part of the American Rescue Plan Act.

This was the third relief package provided to public transportation agencies across the nation. With the recent infusion to Dallas Area Rapid Transit, Trinity Metro, Denton County Transportation Authority, Public Transit Services (Parker and Palo Pinto counties) and STAR Transit (Kaufman, Rockwall and a portion of Dallas County), the region's providers have now received 132% of their Fiscal Year 2018 operating costs, through a combination of three emergency relief bills since the COVID-19 pandemic began. Signed into law in March, this legislation was preceded by the Coronavirus Aid, Relief, and

Economic Security

(CARES) Act and

Coronavirus Response and

Relief Supplemental

Appropriations Act

(CRRSAA), which provided

\$39 billion to transit

agencies across the US.

The primary objective of the

funding is to ensure public

transit agencies receive

sufficient funding to address

the impacts caused by

COVID-19.

Public transportation contin-

ues to be one of the hardest

-hit modes of transportation

by the pandemic, with

ridership still down

approximately 50%,

according to data collected by NCTCOG. Efforts have been underway since the beginning of the

pandemic to boost public confidence in transit vehicles and ensure they could continue providing reliable

service. Masks remain required on transit vehicles and at stations. The transit agencies have closely

followed other COVID-19 protocols as they have sought to keep employees and passengers safe and

healthy.

Funding for the American Rescue Plan will be provided at a 100% federal share, with no local match

required. Funds are prioritized for operational and payroll needs but can also be used to support

expenses traditionally eligible under the Urbanized Area Formula Program and the Enhanced Mobility of

Seniors and Individuals with Disabilities Program.

For updates on how public transportation and other modes are recovering from the effects of the pandemic, visit [www.nctcog.org/pm/covid-19](http://www.nctcog.org/pm/covid-19).



Federal aid is helping transit agencies through COVID-19 pandemic while they work to continue keeping employees and riders healthy.

### **Annual report highlights pandemic progress**

Progress North Texas 2021 is now available and takes readers on a journey through how the region's roadways, public transit and air travel were affected by COVID-19.

The pandemic had a profound effect on many aspects of life, including transportation. But North Texans will also read about some positive developments in areas such as active transportation and system reliability, and how the region is coming together to solve problems.

This year's report is organized around the theme of Transportation For All. Transportation serves its constituents best when its components work together. The region has growing transit and bicycle-pedestrian options that complement the roadway system to help keep people moving in a rapidly growing metropolitan area.

Congratulations to Angie Anderson of Cleburne High School, whose illustration of what Transportation For All means to her won this year's contest. Angie's artwork is featured on the cover.

Read this year's report online at [www.nctcog.org/ourregion](http://www.nctcog.org/ourregion). Copies are also available for neighborhood associations, community organizations or any individual or group wanting to learn more about transportation planning. The FREE report can be requested directly from the webpage.

### **\$2.3M available for diesel emissions reduction**

NCTCOG is offering approximately \$2.3 million in grant funding for projects that reduce freight emissions through two competitive calls for projects.

Assistance is available for entities seeking to reduce idling from transport refrigeration units of heavy-duty diesel trucks and trailers through the North Texas Freight Terminal Electrification 2020 Call for Projects.

Additionally, entities can qualify for funding for replacement of existing diesel-powered heavy-duty vehicles or equipment and installation of idling control technology for rail and switch yards through the North Texas Emissions Reduction Project 2020 Call for Projects.

The terminal electrification funding opportunity is open to any entity owning or operating a private freight terminal or distribution center that receives heavy-duty truck transport refrigeration units and/or trailers in the 10-county non-attainment area. Up to 30% of the eligible project cost can be funded.

Funding will be used to assist in the following:

- Construction and installation of EPA SmartWay-verified electrified parking spaces at truck terminals and distribution centers
- Installation of electric power monitoring equipment
- Installation of electric power connection kits used to power heavy-duty truck and trailer refrigeration units

The North Texas Emissions Reduction Project funding is available to private-sector fleets for heavy-duty diesel vehicles and equipment operating in the Dallas-Fort Worth area. Project funding may be used for replacement of an older diesel on-road vehicle and non-road equipment with a newer model year. Vehicle replacement includes over-the-road, long-haul trucks and other freight and goods movement trucks and equipment.

Also, funding is available for installation of idling control technology at rail and switch yards. Funding could cover between 25% and 45% of the eligible project cost.

Applications for both calls for projects are due to NCTCOG at 5 p.m. July 9. For information, visit [www.nctcog.org/agfunding](http://www.nctcog.org/agfunding).

## 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

\*\*\*

## 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

### **\$2.3 million**

Grant funding offered by NCTCOG available for projects that reduce freight emissions.

# **PUBLIC** *Involvement*

## **Online public input opportunity begins June 7**

Beginning June 7, members of the public can provide input on several transportation initiatives managed by NCTCOG staff, including the Unified Planning Work Program, regional 10-Year Plan and Congestion Management Process. Residents can comment on these and other topics through July 6 by visiting [www.nctcog.org/input](http://www.nctcog.org/input).

The Unified Planning Work Program for regional transportation planning provides a summary of the transportation and related air quality planning efforts to be conducted by NCTCOG as the metropolitan planning organization. Draft recommendations for the Fiscal Year 2022 and Fiscal Year 2023 UPWP will be presented.

The 10-Year Plan identifies major projects to be implemented in the region through 2031. Urbanized areas with populations over 200,000 must implement and maintain a CMP to measure congestion levels and prioritize management strategies. Details on both initiatives will also be presented for review and comment. In addition to maintaining transportation planning documents, NCTCOG staff assists in managing funding for different modes of transportation and will present information related to Federal Transit Administration funding through the American Rescue Plan Act of 2021 and Fiscal Year 2021 Program of Projects. Funding requests for several automated vehicle projects will also be discussed.

Finally, federal regulations require large metropolitan areas to conduct a review of the metropolitan planning process every four years. Details of this year's Federal Highway Administration and FTA joint certification review process will be provided. The presentation and a survey from the federal agencies will be available online at [www.nctcog.org/input](http://www.nctcog.org/input). All public comments for this item should be submitted directly to FHWA and FTA.

Proposed modifications to the list of funded projects, Mobility 2045 administrative revisions, the Access North Texas plan, Map Your Experience tool and vehicle funding opportunities will also be highlighted. To request printed copies of the information discussed, call 817-608-2365 or email [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).

---

Prepared in cooperation with the US Department of Transportation (Federal Highway Administration and Federal Transit Administration) and the Texas Department of Transportation. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration or the Texas Department of Transportation.

Imagery provided by Getty Images.