

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, September 24, 2021 North Central Texas Council of Governments

1:30 pm Full STTC Business Agenda (Videoconference)

- 1:30 – 1:35**
1. **Approval of August 27, 2021, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Tanya Brooks, STTC Chair
Item Summary: Approval of the August 27, 2021, meeting minutes contained in [Electronic Item 1](#) will be requested.
Background: N/A

 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: November 2021 revisions to the 2021-2024 TIP are provided as [Electronic Item 2.1.1](#) 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. Additionally, [Electronic Item 2.1.2](#) includes changes made to the Grouped Projects listing proposed by the Texas Department of Transportation.
- Performance Measure(s) Addressed: Roadway, Transit
- 2.2. **Endorsement of the Regional Transportation Council's Ratification of Emergency Funding Authorization to Dallas Area Rapid Transit for Interim Funding for the Regional Vanpool Program**
Presenter: Shannon Stevenson, NCTCOG
Item Summary: Endorsement of the Regional Transportation Council's (RTC's) ratification of emergency funding authorization to Dallas Area Rapid Transit (DART) for interim funding for the Regional Vanpool Program until new agreements are fully executed and funding is in place will be requested.
Background: The North Central Texas Council of Governments (NCTCOG) is currently working to expediate a new agreement with the Texas Department of Transportation for the continuation of the Regional

Vanpool Program, which is administered by DART as a subrecipient of NCTCOG. The agreement process was delayed resulting in a gap in funding for DART's vanpool program until new agreements are fully executed. NCTCOG anticipates all agreement delays will be resolved within 90 days, but interim funding is needed to continue vanpool service. This service is part of the air quality commitments by the Regional Transportation Council to comply with air quality requirements. Ratification of emergency funding was approved by the RTC on September 9, 2021.

Endorsement of the RTC's ratification of emergency funding to DART utilizing Regional Transportation Council Local funds in an amount not to exceed \$45,000 to ensure continuation of vanpool services for DART participants will be requested.

Performance Measure(s) Addressed: Transit

1:40 – 1:50

3. **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 projects funded by the Texas Transportation Commission (TTC) in the 2022 Unified Transportation Program (UTP) and make proposals regarding the Category 2/Surface Transportation Block Grant Program (STBG) funding exchange that was approved earlier in the summer. A recommendation for Regional Transportation Council (RTC) approval of the final 10-Year Plan project listings and Category 2/STBG funding exchange will be requested.

Background: In the summer of 2021, the Committee and the RTC approved updates to the Regional 10-Year Plan which included additional Category 2 and Category 4 funds and requests to the TTC for Category 12 funds. The TTC approved the final 2022 UTP at its August 2021 meeting. Staff will discuss which projects were approved for funding in the UTP, provide project recommendations to complete the Category 2/STBG funding exchange, and provide a preview of the upcoming schedule for the development of the next 10-Year Plan and UTP. These details are provided in [Electronic Item 3.1](#). [Electronic Item 3.2](#) contains the revised 10-Year Plan project listings. [Electronic Item 3.3](#) contains the 10-Year Plan projects that have let or been completed. [Electronic Item 3.4](#) contains the projects being proposed for the Category 2/STBG funding exchange.

Performance Measure(s) Addressed: Roadway, Safety

1:50 – 2:00

4. **Trinity Railway Express Shuttle Funding for Continued Operations**

Action Possible Action Information Minutes: 10

Presenter: Gypsy Gavia, NCTCOG

Item Summary: Staff will request a recommendation for the Regional Transportation Council (RTC) to approve final funding for Trinity Metro to continue providing shuttle service between Dallas Fort Worth International Airport (DFW Airport) and the Trinity Railway Express (TRE) Centreport Station.

Background: In 2018, DFW Airport notified the North Central Texas Council of Governments of its intent to discontinue service once TEXRail service was fully operational. In coordination with DFW Airport, Dallas Area Rapid Transit (DART) and Trinity Metro, staff worked to identify replacement services to ensure this critical last-mile connection is maintained and the Regional Transportation Council approved for Trinity Metro to assume responsibility for continued operations of the shuttle service.

The service has continued to operate as a partnership between DFW Airport, DART, and Trinity Metro with RTC support, but due to budget constraints and pandemic ridership, the partners have requested additional operational support as they finalize a sustainability plan for the service. Staff requests Committee approval to provide final funding in an amount not to exceed \$910,000 total to support operations of the shuttle service between the TRE Centreport Station and DFW Airport. Recommendation for funding includes utilizing existing Regional Toll Revenue (RTR) funds previously authorized by the RTC for transit projects in an amount not to exceed \$290,000 for the first year and subsequent operations to be funded with previously approved COVID-19 Infrastructure Program #015: Transit Partnership Surface Transportation Block Grant Program funds in an amount not to exceed \$620,000. More details can be found in [Electronic Item 4](#).

Performance Measure(s) Addressed: Transit

2:00 – 2:10

5. **Call for Projects to Reduce Diesel Emissions**

Action Possible Action Information Minutes: 10

Presenter: Huong Duong, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council approval to open a new, competitive Calls for Projects (CFP) to award rebates through the North Texas Clean Diesel Projects 2021 funding initiative.

Background: Over the past few years, the North Central Texas Council of Governments (NCTCOG) has been successful in receiving grant funding for multiple proposals submitted to the Environmental Protection Agency (EPA) under the National Clean Diesel Funding Assistance Program authorized by the Diesel Emissions Reduction Act. Consistent with the awards

and original proposal submitted in February 2020, NCTCOG is to conduct open, competitive CFPs to distribute funds.

The North Texas Clean Diesel Projects 2021 funding initiative provides rebates to replace older, high-emitting diesel-powered vehicles, engines, and equipment in addition to locomotive engine idle-reduction technology, owned by public and private fleets in the ten-county ozone nonattainment area. A schedule and project selection criteria for the CFPs will be presented. These initiatives are an extension of clean vehicle and technology efforts listed as Weight-of-Evidence in the current State Implementation Plan. [Electronic Item 5](#) provides additional details.

Performance Measure(s) Addressed: Air Quality

2:10 – 2:20

6. **Locally Enforced Motor Vehicle Idling Restrictions Resolution**

Action Possible Action Information Minutes: 10

Presenter: Jason Brown, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of the revised Resolution Supporting Locally Enforced Motor Vehicle Idling Restrictions in North Central Texas (R21-06).

Background: In 2008, the RTC approved the Resolution Supporting Locally Enforced Motor Vehicle Idling Restrictions in North Central Texas (R08-03). This is included as [Electronic Item 6.1](#) and supports local government adoption and enforcement of the Texas Commission on Environmental Quality's (TCEQ's) Idling Limitations Rule. This Rule is provided in [Electronic Item 6.2](#). The North Central Texas Council of Governments is recommending an update to the resolution that will allow more flexibility for local governments to adopt an idle-restriction ordinance or resolution while still being eligible for State funding for idle-reduction infrastructure projects. Draft resolution R21-06 is included as [Electronic Item 6.3](#). Mobility 2045 includes policy efforts on best practices to minimize fleet emissions impacts. [Electronic Item 6.4](#) provides additional details.

Performance Measure(s) Addressed: Air Quality

2:20 – 2:30

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

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an overview of current transportation items.

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

- Statewide Safety Program
- Timing of D2 for Mobility 2045 ([Electronic Item 7](#))
- Electric Vehicle Manufacturing Facility in the Region

- Regional Transportation Council Meeting at the Irving Transportation Summit on August 18, 2022
- 2023-2026 Management/Operations and Safety

Performance Measure(s) Addressed: Safety, Transit

2:30 – 2:40

8. 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 Milestone Policy Round 2 projects that have not let for construction.

Background: The Metropolitan Planning Organization (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. 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 are reviewed and a rating is assigned to each project.

Status updates on each project, along with their latest ratings, can be found in [Electronic Item 8.1](#). Details on the MPO Milestone Policy can be found in [Electronic Item 8.2](#).

Performance Measure(s) Addressed: Roadway

2:40 – 2:50

9. Transit Strategic Partnerships Initiative Overview

Action Possible Action Information Minutes: 10

Presenter: Rachel Jenkins, NCTCOG

Item Summary: Staff will provide information regarding the Transit Strategic Partnerships funding process.

Background: Each year, the Federal Transit Administration (FTA) awards approximately \$130 million in funding to public transportation providers in North Texas. The Regional Transportation Council's policy is to set aside two percent for Transit Strategic Partnerships projects, formally known as the Transit Call for Projects. The process for awarding these funds was recently redesigned and updated for a more deliberate approach to help address gaps in service. Through this program, staff will review proposals for innovative transit projects and solutions both from agencies looking to directly implement service and those seeking partnership with an existing transit provider. Proposals will be evaluated by their ability to address needs of transit dependent populations, strategic value, sustainability, stakeholder collaboration, and recommendations from existing plans and studies. Staff will

provide an update on how the redesigned process is being implemented and resources available to assist those seeking funding. Additional information is provided in [Electronic Item 9](#).

Performance Measure(s) Addressed: Administrative, Transit

2:50 – 3:00

10. **Status Report on Electric Vehicles and National Drive Electric Week**

Action Possible Action Information Minutes: 10

Presenter: Soria Adibi, NCTCOG

Item Summary: Staff will provide an update on the status of electric vehicle (EV) adoption in North Texas. Upcoming National Drive Electric Week (NDEW) events will also be highlighted.

Background: The North Central Texas Council of Governments continues to encourage EV adoption as a strategy to improve local air quality by reducing transportation system emissions. As the industry matures, availability and adoption of this technology continues to grow in both the passenger-vehicle and heavy-duty sectors. Staff has also begun planning National Drive Electric Week activities, including both in-person and virtual opportunities for consumers and fleets to learn more about current options. NDEW is between September 25 – October 3, 2021. Additional details are available in [Electronic Item 10](#).

Performance Measure(s) Addressed: Air Quality

3:00 – 3:00

11. **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/fundingvehicle>)
2. Dallas-Fort Worth Clean Cities Events
(<https://www.dfwcleancities.org/events>)
3. Know Before You Fly Your Drone Workshops
(www.northtexasuas.com/UAS-Taskforce#Workshops)
4. Status Report on Texas Volkswagen Environmental Mitigation Program Funding ([Electronic Item 11.1](#))
5. Status Report on Ozone ([Electronic Item 11.2](#))
6. Federal Highway Administration Improving Bicycle Safety at the Intersection Workshop ([Electronic Item 11.3](#))
7. Results of Surface Transportation Technical Committee Survey on Changing Mobility Data ([Electronic Item 11.4](#))
8. North Central Texas Council of Governments Summary of Transportation and Air Quality Bills – 87th Texas Legislature ([Electronic Item 11.5](#))
9. Federal Highway Administration Recognizes City of Irving's Work through the Waze Data-Sharing Program
(<https://www.fhwa.dot.gov/innovation/everydaycounts/edcnews/20210902.cfm>)
10. August Online Input Opportunity Minutes ([Electronic Item 11.6](#))

11. October Online Input Opportunity Notice (Handout)

12. Public Comments Report ([Electronic Item 11.7](#))

13. Written Progress Reports:

- Local Motion (<https://nctcog.org/trans/about/publications/locmo/local-motion-september-1>)
- Partner Progress Reports ([Electronic Item 11.8](#))

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

13. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on October 22, 2021.***

MINUTES

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
August 27, 2021**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, August 27, 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 June 25, 2021, Minutes:** The minutes of the June 25, 2021, meeting were approved as submitted in Electronic Item 1. Daniel Vedral (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1 **Endorsement of Regional Transportation Council Action on Texas Supplement Environmental Project Funding Recommendations:** Committee endorsement of the Regional Transportation Council's August 12, 2021, approval of funding recommendations for the North Central Texas Council of Governments Clean School Bus Program was requested. Funding recommendation details were provided in Electronic Item 2.1.
 - 2.2. **Endorsement of Regional Transportation Council Approval for 2021 Incident Management Freeway Blocking Equipment Call for Projects:** Endorsement of the Regional Transportation Council's approval of utilization of \$1 million in Regional Toll Revenue funding to fund the regional Incident Management Freeway Blocking Equipment Call for Projects was requested. Additional information on the funding source request was provided in Electronic Item 2.2.
 - 2.3. **Endorsement of Regional Transportation Council Action on Ensuring Equity: Dallas Opportunity Zone 1 Funding Partnership and Federal Transit Administration Areas of Persistent Poverty:** Endorsement of a funding partnership with the City of Dallas and a proposed Federal Transit Administration (FTA) grant application in the City of Fort Worth, including the ability to amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents, as needed, to incorporate these projects was requested. Details on the proposed partnership with the City of Dallas and the proposed FTA grant application in Fort Worth were provided in Electronic Item 2.3.2.
 - 2.4. **Endorsement of Regional Transportation Council Action on Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program:** Endorsement of the Regional Transportation Council's (RTC's) action approving regional support for the City of Fort Worth's application for a grant under the United States Department of Transportation (US DOT) 2021 Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant program was requested. Action included approval of up to \$2 million in Regional Toll Revenue funds as a regional contribution to the \$14 million project in the event US DOT awards the requested grant. The remaining project funding

upon receipt of a grant award will come from Cintra, the operator of the North Tarrant Express corridors (\$5 million), and US DOT (\$7 million). Electronic Item 2.4 provided more information.

- 2.5. Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program: Committee approval of funding recommendations for the North Texas Emissions Reduction Project 2020 Call for Projects (CFP) and North Texas Freight Terminal Electrification 2020 CFP was requested. An overview of the calls for projects and staff recommendations were provided in Electronic Item 2.5.1. Electronic Item 2.5.2 and Electronic Item 2.5.3 included detailed project listings.

A motion was made to approve the items on the Consent Agenda. Bryan G. Ramey II (M); Walter Shumac III (S). The motion passed unanimously.

3. **SH 183 Segment 2 East: Request to the Texas Department of Transportation to Formally Request a Change Proposal from Cintra and Request to Cintra to Extend an RTC Financial Backstop for Design Costs:** Michael Morris provided an overview of action needed to continue the advancement of SH 183 Segment 2 East. Details of the project, including interest by the private sector to implement capacity improvements were highlighted, as well as Regional Transportation Council (RTC) action in 2020 approving a \$3 million financial backstop to permit Cintra to proceed with design elements of the project. As part of the process, he noted the Texas Department of Transportation (TxDOT) must formally request a Change Proposal from Cintra for the capacity improvements and once that change proposal goes to Cintra the \$3 million financial backstop would no longer be needed to engineer the project. He noted the deadline for TxDOT to issue the Change Proposal was August 31, 2021, and if not issued, the RTC financial backstop would be triggered unless extended by Cintra. Staff reviewed options to proceed and noted it believed a request to TxDOT to formally request an extension of the deadline for the Change Proposal was the appropriate approach. In addition, staff proposed the RTC would be presented details of why TxDOT should proceed with the project. He noted the project was in the tolled managed lane boundary of the Mobility Plan and previously included managed lanes in the corridor so the project is fully grandfathered. In addition, there are safety implications due to lane imbalances. A map and latest financial information for the project was provided in Electronic Item 3. A motion was made to recommend Regional Transportation Council approval for the Texas Department of Transportation to formally request a Change Proposal from Cintra for SH 183 Segment 2E capacity improvements and request Cintra to extend a Regional Transportation Council financial backstop for design costs. Robert Woodbury (M); Daniel Vedral (S). The motion passed unanimously.
4. **2021 Population Estimates and New North Central Texas Council of Governments Demographic Forecast Process:** Dan Kessler presented 2021 Population Estimates as well as ongoing efforts to develop revised 2045 Population and Employment for the Metropolitan Area. The North Central Texas Council of Governments (NCTCOG) Research and Information Services (RIS) Department, in partnership with the Transportation Department, annually develops population estimates that are used by local governments and agencies in the region. Estimates are based on housing completions and occupancy rates as of January 2021 and represent the growth that took place in 2020. It was noted that despite the ongoing pandemic, demographic growth in the region has continued. As of January 1, 2021, staff estimated the region to be at a population of approximately 7.87 million, adding 158,000 to the region in 2020. As expected, growth has continued in the major cities, as well as in Collin and Denton counties. Regional population growth since 2000 was highlighted, and it was noted that growth has climbed above 150,000 persons a

year in the last three years. Mr. Kessler also provided an overview of ongoing efforts to develop new forecasts of demographic activity that will be used to support the Mobility 2045 Update. He noted that over the last four to five years, staff has focused on incorporating land use and comprehensive plans into the forecasting process, so the allocation reflects the plans laid out by local governments. The forecasting process is data-driven and approximately every five years a comprehensive inventory of what is occurring on every parcel in the 16-county region is included. The individual parcel data is used to help drive the forecast process as well as land use. Mr. Kessler highlighted the demographic forecast process which includes determining control totals for population and employment by reviewing external forecasts from national demographers and economists relative to other metropolitan areas across the state. New control totals for the region out to 2045 were received which included 11.5 million people and 3.9 million households by 2045. In comparison to previous control totals for 2045 from the same author, the Perryman Group, the region is expected to have an additional 400,000 persons and experience employment growth of 1 million more jobs. He noted that much of the employment growth was believed to be the result of individuals with multiple jobs which has implications on travel forecasting. The projected change in population, households, and employment from 2020 to 2045 was highlighted and remained steady for all categories at around 1.5 percent annually. Mr. Kessler noted that draft forecasts would soon be provided for local review, with finalized forecasts expected in the October timeframe and available for the Mobility 2045 Update. Kathryn Rush asked how the most recent population projections compared to the projections that were used to develop Mobility 2045. She noted that the updated forecasts will be helpful as the City of Dallas begins work on its comprehensive plan. Mr. Kessler noted that the 2021 population projections add approximately 400,000 to the population estimates used when developing Mobility 2045. He added the more significant difference between the projections is the additional 1 million jobs simulated in the model. Mr. Kessler noted that demographics data will be provided to local governments in the next several days and members were encouraged to review. He also discussed how the annual estimates compared to the recent Census data and noted that the data was within 100,000 persons across the full 16-county region. John Polster asked if local governments would have an opportunity to review data before it was finalized and allocated by county. Mr. Kessler noted that NCTCOG receives the control totals from the Perryman Group by county and that allocations are largely based on the land use and comprehensive plans provided by local governments. He encouraged local governments to provide feedback to NCTCOG staff. Mr. Polster discussed continued growth in Collin and Denton counties and noted the importance that the growth is reflected in the models used by NCTCOG and that an opportunity to review county allocations before they are final would be appreciated. Clarence Daugherty noted that in the past NCTCOG and local governments have had different viewpoints regarding the distribution of population across transportation management zones and that review at a lower level may be more productive. Todd Plesko noted that it was surprising to see the change in ratio between jobs and people and discussed potential causes such as employment of those that do not live within the region. Michael Morris noted that consideration of such items as those with multiple jobs, those that work within the region but do not live within the region, and similar variables in a post COVID-19 environment were being reviewed but may not be fully captured in this round of demographics. Development of new demographics every three to four years helps correct for these types of variables. Alberto Mares discussed NCTCOG population estimates and Census data, noting that Ellis County numbers were approximately 8,000 lower than internal projections. He asked if there was an appeal process for the Census and wondered if the pandemic caused an undercount or led to smaller households and asked if NCTCOG would be reworking the internal formula it used to calculate population estimates. Mr. Kessler noted that Transportation staff would follow up with RIS staff who work closely with the Census Bureau and can look at time series data to see if there has been a historical under

count in the county or some discernable pattern. In terms of an actual appeal process to the census, he noted that he was not aware of any appeals process. Chad Edwards asked if staff had an opportunity to look at how growth outside of the region such as in Gainesville and Sherman may be influencing travel patterns into Collin and Denton counties. Mr. Morris noted there are external boundary stations included in the travel models and that staff could bring back to the Committee growth rates at those external stations for comparison. Mr. Kessler noted that staff is mindful of the growth in areas such as Sherman, Denison, and Gainesville. In addition, traffic data is now available in real time and allows for staff to follow regularly versus reviewing that data months later. He noted that staff would bring back a pre-station to the Committee once the 2045 forecasts were finalized.

5. **Metropolitan Transportation Plan: Project Selection Overview:** Brendon Wheeler provided an overview of the process for projects to be selected and included in the Mobility Plan, as well as an overview of funding prioritization efforts. During the June 10, 2021, Regional Transportation Council (RTC) meeting, staff was asked to provide an overview of the plan update process. The Mobility Plan includes nine goals focused around four main themes related to mobility, quality of life, system sustainability, and implementation. These goals serve to provide a foundation for how projects are selected and are achieved through the programs, policies, and projects within the plan. The process for how projects, primarily roadway projects are selected for the long-range plan and then prioritized was highlighted. All potential projects must have a general funding source/concept of how they can be funded, require local consensus, and technical analysis must verify need for the project. Next projects are scored based on established goals named in federal legislation as well as regional goals and companion metrics, assigned weights, and then scored to determine inclusion into the plan. After the projects are scored through the selection process the Mobility Plan is financially constrained. Projects are reviewed to determine if they add to system continuity and whether they improve the system. In addition, projects may be part of a phased implementation and may complete a previously included project. Once projects have been included into the long-range Mobility Plan (20+ years), projects are prioritized to determine which projects are included in the Regional 10-Year Plan, the first 10 years of the long-range plan. Projects are reviewed through a system and technical selection process to determine if they provide continuity to the system, are part of a phased implementation, reduce congestion reduction, enhance safety/reliability, and others. Once scored, projects are ranked in the project readiness category based on environmental clearance status and proposed letting schedules and then prioritized for inclusion in the Regional 10-Year Plan. Mike Galizio asked for clarification as to whether state highway or local arterial projects that are fully funded with local funds must be included in the Mobility Plan. Staff noted that any project of regional significance must be included in the Mobility Plan for air quality conformity regardless of funding source.
6. **Dallas-Fort Worth Regional East/West Funding Distribution:** Brian Dell provided the Committee with information regarding the process for developing the funding distribution between the Eastern (Dallas and Paris Districts) and Western (Fort Worth District) subregions, which was recently requested by a Regional Transportation Council (RTC) member. Federal funding comes to the Metropolitan Planning Organization (MPO) from the United States Department of Transportation (US DOT) through the Texas Department of Transportation (TxDOT). Allocations are based on a variety of factors depending on the funding source and when received are not suballocated to cities or counties. However, the North Central Council of Governments (NCTCOG) splits the funds into two subregions that are divided by the TxDOT Dallas and Fort Worth district boundary line. This practice has helped the region stay focused on overall priorities and each subregion works within its available funding. The RTC Bylaws stipulate that for Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG)

funding categories, the funding split is reevaluated when a new transportation funding bill is passed by Congress. Once enacted by Congress, staff works to reassess the various inputs that go into determining the east/west funding distribution for CMAQ and STBG. Following approval by the RTC, the new distribution is applied to the RTC-selected funding programs. A map identifying the east/west split as it aligns with the metropolitan planning area boundary was presented. Within the 16-county NCTCOG boundary is the 12-county MPO boundary for which staff leads transportation planning efforts. The division between the eastern and western subregions aligns with the boundary for the TxDOT Fort Worth and Dallas districts (including Hunt County in the Paris District). CMAQ funds are received because the region is in nonattainment for ozone and allocations are based on population and air quality nonattainment factors. Once received, air quality staff use ozone precursor data for each subregion to determine the appropriate distribution of funds. It was noted that only 10 of the 12 counties in the MPO boundary are designated as nonattainment and as a result, CMAQ funding cannot be allocated in Hood or Hunt counties. STBG funds are distributed to regions with populations of 200,000 or greater and based on the population of the urbanized areas (UZAs) in the region. The resulting percentage split applies to other mobility funding categories such as Category 2 funding in the Regional 10-Year Plan. Once funds are provided to the region, staff uses population, employment, activity, and vehicle miles traveled to determine the allocation percentages between the subregions. The three urbanized areas in the region were highlighted and it was noted that while the allocations to the region are based on UZA population, it is the RTC's policy to spend the funding outside of those UZAs but within the MPO boundary. Formula inputs for STBG and CMAQ based on the Fixing America's Surface Transportation Act were highlighted. Based on the inputs, funding distribution was calculated as 32 percent west/68 percent east for STBG and 34 percent west/66 percent east for CMAQ. In addition to inputs specific to each funding category, environmental justice/equity is considered when developing funding distributions including minority population, low-income population, minority or low income, and limited English proficiency. Analysis of the environmental justice indicators showed a minority or low-income population distribution similar to the funding distribution for the western and eastern regions that were ultimately approved by the RTC at 32 west/68 east. Historical funding distributions back to 1991, when the RTC first received project selection authority, were highlighted. Although funding distributions have changed slightly with the various transportation funding bills the percentages have remained relatively consistent. Mr. Dell noted that tracking the east/west funding distribution for the region has helped the region maintain a cooperative and cohesive project selection process, as well as focus on necessary project selection. He also discussed the process to track other funding sources that are not formula allocated between the subregions such as Category 12 and statewide Transportation Alternatives Set-Aside funds. In 2010, the RTC approved a policy position directing staff to monitor TxDOT project selections that are not formula allocated and regularly report on the distribution between the eastern and western subregions. Each quarter, an update is brought to STTC and RTC that details TxDOT funding awards in these categories. The RTC may choose to make specific adjustments from time to time to adjust any imbalances created by non-formula project selection at the State level. Mr. Dell noted that when the next transportation funding bill passes, staff will work through the process presented and bring the results back to the Committee and RTC. Michael Morris noted that staff was hopeful that new Census data and transportation infrastructure legislation will both be available for recalculation of the percentages. In addition, he noted would be monitoring the Unified Transportation Program for discretionary funded projects that are not formula allocated. Once resolution of any imbalance has been resolved, he noted staff will likely close out the current cycle of east/west funding allocations/tracking, recalculate the appropriate funding split and begin a new tracking effort.

7. **Director of Transportation Report on Selected Items:** Michael Morris provided an overview of current transportation items. He noted that Dallas Area Rapid Transit, the City of Dallas, the Texas Department of Transportation (TxDOT), and the North Central Texas Council of Governments continue efforts on the D2 rail line. A map of the project was provided in Electronic Item 7.1. Interface of the rail line with IH 345 has been a major focus and resolution is expected in the next several weeks. Also discussed was the revenue sharing proposal for the IH 635/IH 35E project. He noted that staff was monitoring and would provide final information to members once completed. Mr. Morris also congratulated the TxDOT Fort Worth District on the early completion of IH 635/SH 121 at the Dallas Fort Worth International Airport. In addition, a funding opportunity through an Economic Development Administration grant was highlighted. He noted that staff were reviewing potential project applications including Geometric Design for Autonomous Vehicles, Electric Vehicle Charging on the Move, and Next Generation Transit Signal preemption. Details were provided in Electronic Item 7.2. Also, the US Senate has introduced the Infrastructure Investment and Jobs Act which includes the federal reauthorization bill and infrastructure investment program. As staff look at options to eliminate food deserts, provide equal access to the internet, and advance efforts being considered for the EDA grant, he noted staff would be considering which of the programs, as well as whether funding from the CARES Act allocated to local entities would be the best funding opportunity for these innovative efforts. Mr. Morris discussed the comprehensive list/map of projects in the region requested by the RTC during its June meeting. A map was provide in Electronic Item 7.3. He noted that staff continued to work on the best option to provide the full picture of projects in the region to staff and would provide an update at a future meeting. He also noted TxDOT recently named Brian Barth, P.E., as Deputy Executive Director for Program Delivery. In addition, RTC Member Orientation was scheduled for September 9, 2021, and Committee members were encouraged to view the virtual meeting. As follow up on the letter to the Secretary of Transportation, he noted the 2021-2024 Transportation Improvement Program had been approved. In addition, at the July 8, 2021, RTC meeting, members approved a letter to the Texas Transportation Commission on Phase 2 of the IH 35E project. He noted that project was able to proceed. Regarding the format of future Committee and RTC meetings, he noted he would continue to work with the RTC Chair to determine the appropriate format for each meeting. A letter to the region on the Margaret McDermott Bridge was provided in Electronic Item 7.4. In addition, it was noted that progress continued on the Fort Worth Bypass Channel and that staff would be working to get Regional Toll Revenue money back on the Alliance Airport Runway Extension.
8. **US 75 Implementation/Policy Position:** Dan Lamers provided an update on progress being made on the US 75 corridor between IH 635 in Dallas County north to Collin County on SH 121. The project currently includes concurrent, interim high-occupant vehicle (HOV) lanes separated by plastic pylons. Interim HOV lanes were initially set up while the North Central Texas Council of Governments (NCTCOG), the Texas Department of Transportation (TxDOT), and local governments worked on a permanent solution for the corridor. Since the interim HOV lanes were funded using Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds and an administrative mechanism under federal law does not exist to allow the project to be replaced with a different project unless there are equivalent air quality benefits, staff has been working to determine the appropriate path forward. Two options for the corridor were highlighted. The first option would be to charge single-occupant vehicle users (SOV) a nominal toll and to pay HOV users an incentive through credits to continue use of the lanes. The second and preferred option would include no charge for SOV users and would provide an incentive to HOV users. TxDOT has designed the US 75 corridor to operate under both options. Mr. Lamers noted a grant from the Federal Highway Administration will allow staff to implement a pilot project on the US 75 corridor using the GoCarma application to evaluate the effectiveness of allowing SOVs to utilize the HOV lane

while providing an incentive to HOVs. The HOV incentive would be provided through the existing GoCarma application currently being utilized on the TEXpress Lanes and would monitor traffic by time of day, facility, and lane to determine if there is a potential long-term solution. This would be applied in the US 75 corridor and used to develop a back-office proof of concept. Goals for the US 75 corridor include reducing fatalities and crashes by improving traffic flow, improving responses to crashes, reducing congestion, improving air quality, enhancing traffic signal green times, and removing pylons to allow traffic to operate smoothly in the corridor. The schedule for the effort was reviewed. Mr. Lamers noted that US 75 environmental clearance of the new approach was expected to be completed by winter 2022 with the ultimate project expected to be opened in summer 2024. Efforts on the demonstration framework would begin in winter 2022 and implementation was expected to begin no later than 2024. Michael Morris discussed the current operation of the HOV lanes on US 75 and noted the lanes no longer operated as an HOV and have met their design life. However, in federal law there is no way to transition the corridor and Federal Highway Administration lawyers have asked for assistance to address this issue for this region as well as other regions. Chris Flanigan noted that during the June 2021 Committee meeting, he believed it was announced that the GoCarma application/project on US 75 would let within six months and asked why this presentation stated a different date. Mr. Morris noted the letting date was dependent upon potential federal legislation and that the proposed options allow for the project to proceed under either option depending on legislative direction. John Polster asked if the grant to test the GoCarma application would allow time for the region to continue work on the project until there is new legislation. Staff noted the pilot program was an opportunity for staff to test whether a technology can not only provide a discount to carpoolers but also test the application as a mechanism to provide an incentive for users to carpool or as a revenue accounting system to fund transportation in the future. Since the GoCarma application can be used to monitor or influence travel behavior by time, location, and the lane used it opens up new discussions on how it may be used to incentivize traffic or charge user fees.

9. **Fiscal Year 2021 Project Tracking Initiative:** Brian Dell provided an update on the Fiscal Year (FY) 2021 Project Tracking Initiative. Due to implementation delays on projects over the last several years and resulting carry over balances, a more robust project tracking effort was initiated to help prevent delays on projects and reduce existing carry over balances. At the beginning of the fiscal year, the Regional Transportation Council (RTC) and Surface Transportation Technical Committee (STTC) were provided a list of projects by phase scheduled to advance during the coming year and since that time staff have been providing quarterly updates on the statuses of those projects. This process provides opportunities for sponsors to raise issues and help to ensure that funds are being obligated. A summary of FY2021 Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds was provided. Approximately \$78 million of the \$112.5 million in CMAQ funds allocated in FY2021 has obligated, including 22 out of 45 project phases. For FY2021 Surface Transportation Block Grant Program (STBG) funds, of the \$207 million allocated approximately \$194 million has obligated, totaling 28 phases out of 54. In addition, the status of Transportation Alternatives Set-Aside funds was highlighted. Of the \$12.4 million programmed, approximately \$9.3 million has obligated. Mr. Dell noted that approximately one month remained in the fiscal year and highlighted the recent STBG/Category 2 funding partnership that helped to rapidly reduce the balance of STBG funds. In addition, he noted that as of August 2021, sufficient Transportation Alternative Set Aside funds have obligated to prevent of lapse of any funds for FY2021. Staff will continue to monitor project progress and provide quarterly updates, as well as begin tracking of FY2022 funds. A list of the projects that were scheduled to begin in FY2021 and their current status was provided in Electronic Item 9.1 and additional details of the project tracking initiative were provided in Electronic Item 9.2.

10. **Status on Texas Volkswagen Environmental Mitigation Program Funding:** Bailey Muller provided an update on the progress of Volkswagen Settlement activities. The State of Texas received approximately \$200 million through the Texas Volkswagen Environmental Mitigation Program which is managed by the Texas Commission on Environmental Quality. Three funding programs remain available, as well as \$35.5 million for zero emission vehicle infrastructure available statewide. She noted that for each of the programs, the DFW region submitted the greatest number of applications and requested all funding made available to the region. Additional information was provided in Electronic Item 10.1. Nearly \$40 million was left available in other parts of the state and the North Central Texas Council of Government has been vocal that the region was not allocated its fair share of the funding based on the State's proposal to allocate funding. Comments were recently submitted to the Texas Commission on Environmental Quality (TCEQ) as it anticipates the next cycles of funding under this program, including criteria that may help ensure the best projects are selected, encouraging how TCEQ may distribute remaining funds from previous funding cycles, and also encouraging funds to be used for zero emission vehicle projects. A copy of the correspondence and accompanying analyses was provided in Electronic Item 10.2. She also highlighted an ongoing funding opportunity for Level 2 zero-emission vehicle charging infrastructure. She noted the number of applications submitted statewide and that the deadline for funding is September 9 and approximately \$6.2 million remained available. Funding is available for public charging stations, workplace charging, and multi-unit dwelling charging stations installed from September 20, 2020, through the deadline of September 9, 2021. In addition, private entities can combine incentives to make new charging stations more affordable. Members were asked to share information with their jurisdictions and community to help the region apply for as much funding as possible. Additional information was available at www.dfwcleancities.org/workplacecharging and www.dfwcleancities.org/multifamily. Ms. Muller also highlighted funding that would be available soon for DC fast charge and/or hydrogen infrastructure. Additional information will be available after the upcoming TCEQ webinar. Members were asked to review any relevant recordings of past Clean Cities meetings and webinars, as well as to find information about the upcoming National Drive Electric Week at www.dfwcleancities.org/events. Bryan G. Ramey II asked where Oncor was in terms of providing the extra electrical backbone to run charging infrastructure. In addition, he asked how entities within the region are providing charging as some type of membership or fee-based access. Ms. Muller noted that Oncor is involved and has contacts available on its website regarding charging infrastructure and are preparing its network for additional capacity needed for electric vehicle charging. She also noted that charging infrastructure varies but that most entities seem to be charging for the power provided and that platforms can be adjusted overtime as equipment owners adjust to the demand.
11. **Dallas-Fort Worth Clean Cities Annual Fleet Recognition:** Amy Hodges presented an overview of the 2020 Dallas-Fort Worth (DFW) Clean Cities Annual Survey results, as well as recognized fleets for their efforts to improve air quality and reduce their energy impact in the region. As part of the mission as a Clean Cities Coalition, each year the North Central Texas Council of Governments (NCTCOG) collects data from fleets in the region regarding alternative fuel use and other fuel-savings activities. This data is centered around the air quality emphasis areas for high-emitting vehicles/equipment, anti-idling, vehicles miles of travel, and energy/fuel use. The Department of Energy produces a report for the region based on the surveys collected, which was made available at www.dfwcleancities.org/annualreport. For 2020, 55 fleets reported on over 10,000 alternative fuel vehicles and equipment which resulted in a reduction of nearly 24 million gasoline gallon equivalent reductions, as well as reductions in nitrogen oxides and greenhouse gas emissions. Details were provided in Electronic Item 11. Ms. Hodges thanked fleets that completed a survey for 2020. She noted that data from the surveys are

used to highlight fleets that demonstrate excellence in their fleet reporting by reducing emissions and fuel consumption, and by partnering with DFW Clean Cities. Bronze winners included the cities of Arlington, Benbrook, Frisco, McKinney, Mesquite, and Kaufman County, Prosper Independent School District (ISD), Span Transit, and Trinity Metro. Silver fleet winners included the cities of Coppell, Irving, Denton County, and the Town of Addison. Gold winners included the cities of Carrollton, Dallas, Denton, Grapevine, Lewisville, and Southlake, as well as Dallas Area Rapid Transit, Denton ISD, and Dallas Fort Worth International Airport. Shining Star fleets recognized for greatest progress in NO_x reduction included Dallas Area Rapid Transit, the cities of Carrollton, Coppell, Dallas, and Span Transit. Those recognized for greatest progress in gasoline gallon equivalent reductions included Dallas Area Rapid Transit and the cities of Coppell, Dallas, and Grapevine. In addition, those recognized for greatest progress transitioning to alternative fuels included the cities of Carrollton, Plano, Denton ISD, and Prosper ISD. Ms. Hodges also highlighted entities recognized through the Fleet Challenge in which fleets had an opportunity to state a quantifiable goal in 2019 and then based on a comparison of 2019 and 2020 survey data, it was determined if the goal was met. City of Bedford was recognized for increasing its overall fuel economy by 33 percent, City of Carrollton for increasing its number of alternative fuel vehicles by 21 percent, City of Frisco for increasing its fuel economy by 8 percent, and Dallas Fort Worth International Airport for increasing its renewable natural gas volume usage to 55 percent. Ms. Hodges noted that for the upcoming 2021 Annual Survey, the Dallas-Fort Worth Clean Cities Collation has a goal of over 27.5 million gasoline gallon equivalent reductions. Entities were asked to complete the annual survey, available at www.dfwcleancities.org/annualreport beginning in January 2022. Details were provided in Electronic Item 11.

12. **Update Regarding Lapsing Federal Funding:** Ken Bunkley provided information on the lapse of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds in Fiscal Year (FY) 2020 and the status of Transportation Alternatives Set Aside Program (TASA) funds. Federal regulations state that apportioned funds are available in the year of apportionment plus three years and that any apportioned amounts that remain unobligated at the end of the three years will lapse. Historically the Texas Department of Transportation (TxDOT) has managed Surface Transportation Block Grant Program (STBG), CMAQ, TASA, and other funding categories and ensured funding was spent on a first-in, first-out basis to prevent lapses. Additionally, TxDOT or the Federal Transportation Administration (FTA) (for transit projects) has alerted Metropolitan Planning Organizations (MPOs) when there has been potential for funding lapses in the coming year. In April 2021, TxDOT informed the North Central Texas Council of Governments (NCTCOG) that approximately \$24 million of CMAQ funding had lapsed at the end of FY2020. Prior documentation received by NCTCOG from the State showed a carry-over balance from FY2020 of approximately \$16 million so NCTCOG met with TxDOT Finance and the local TxDOT Districts in June 2021 to discuss the situation and to prevent the lapse of funds moving forward. Staff learned that although historically TxDOT spent oldest funds first, at some point TxDOT stopped this practice without realizing the ramifications. Also, the typical backstop of FHWA reminders to TxDOT did not occur last year. Staff also learned that TxDOT reduced all funds by the Congressional spending limits each year. By TxDOT applying the spending limit to CMAQ funds over the years, it led to staff believing there was less funding than was actually available. Mr. Bunkley noted that TxDOT has identified strategies to prevent these occurrences in the future. In the future, TxDOT will go back to the process of obligating the oldest funding first. If funding lapse becomes eminent, TxDOT will consider obligating advanced construction (early approval) to obligate funds. In addition, TxDOT will identify potential lapses in funds at the beginning of each fiscal year, document progress toward obligating potentially lapsing funds on monthly obligation reports to MPOs, no longer apply congressional spending limits to CMAQ funds, and recommit to sending monthly obligation

reports to MPOs versus the sporadic process followed for the last few years. Going forward, NCTCOG will continue to review monthly obligation reports, watch the FHWA Fiscal Management Information System report for lapsing funds, and report possible lapses back to the Committee and the Regional Transportation Council. Mr. Bunkley reviewed CMAQ obligations for FY2021, totaling approximately \$78 million, of which \$76 million has been obligated and another \$13 million expected to obligate before the end of FY2021. In review of reports earlier in the day, another \$7 million had obligated. Based on this information, he noted CMAQ funds were not at risk of lapsing in FY2021. Regarding the potential lapse of TASA funds, in March 2021 TxDOT advised NCTCOG that \$7,095,497 was at risk of lapsing if not obligated by the end of FY2021. This funding included the amount that was above the congressional spending limit. Staff reviewed total funding programmed in FY2021 of approximately \$10 million and noted approximately \$8.6 million has obligated preventing a TASA funding lapse. Mr. Bunkley noted this took multiple discussions with TxDOT and local implementing agencies, as well as expedited review by TxDOT. Looking ahead to FY2022, a minimum of \$5.5 million must be obligated in the fiscal year to prevent a lapse. In addition to the \$1.8 million from FY2021, another \$17.8 million is programmed for FY2022. He noted it is imperative that projects let on schedule and encouraged all agencies with TASA funds to coordinate with TxDOT early to avoid delays and ensure timely reviews. Additional information was provided in Electronic Item 12.

13. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
 1. Dallas Area Rapid Transit Red and Blue Lines Corridor Transit-Oriented Development Study Final Report Complete (Electronic Item 13.1)
 2. Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report (Electronic Item 13.2)
 3. August Transportation Improvement Program Modification Cycle Canceled by the State (Electronic Item 13.3)
 4. North Texas Center for Mobility Technologies Project Tracking (Electronic Item 13.4)
 5. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources>)
 6. Dallas-Fort Worth Clean Cities Events (<https://dfwcleancities.org/events>)
 7. Status Report on Ozone Season (Electronic Item 13.5)
 8. Know Before You Fly Your Drone Workshops (www.northtexasuas.com/UAS-Taskforce#Workshops)
 9. August Online Input Opportunity Notice (Electronic Item 13.6)
 10. September Online Input Opportunity Notice (Handout)
 11. Public Comments Report (Electronic Item 13.7)
 12. Written Progress Reports:
 - Local Motion (Electronic Item 13.8)
 - Partner Progress Reports (Electronic Item 13.9)
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 September 24, 2021. The meeting was later canceled.

The meeting adjourned at 3:30 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
Phase Subtotal:				\$2,480,000	\$310,000	\$0	\$310,000	\$0	\$3,100,000
Grand Total:				\$2,880,000	\$360,000	\$0	\$360,000	\$0	\$3,600,000

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
Phase Subtotal:				\$4,000,000	\$500,000	\$0	\$500,000	\$0	\$5,000,000
Grand Total:				\$4,640,000	\$580,000	\$0	\$580,000	\$0	\$5,800,000

TIP CODE:	The number assigned to a TIP project, which is how NCTCOG identifies a project.
FACILITY:	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).
LOCATION/LIMITS FROM:	Cross-street or location identifying the ends limits of a project.
LOCATION/LIMITS TO:	Identifies the ending point of the project.
MODIFICATION #:	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
IMPLEMENTING AGENCY:	Identifies the lead public agency or municipality responsible for the project.
COUNTY:	County in which project is located.
CONT-SECT-JOB (CSJ):	The Control Section Job Number is a TxDOT-assigned number given to track projects.
CITY:	City in which project is located.
DESCRIPTION (DESC):	Brief description of work to be performed on the project.
REQUEST:	As projects are modified through subsequent TIP/STIP modification cycles, the requested change will be noted.
CURRENTLY APPROVED FUNDING TABLE:	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.
FY:	Identifies the fiscal year in which the project occurs.
PHASE:	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.
FUNDING SOURCE:	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: www.nctcog.org/trans/funds/transportation-improvement-program
REVISION REQUESTED FUNDING TABLE:	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 NOVEMBER 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 54008 **Facility:** IH 35E **Location/Limits From:** US 67 **Modification #:** 2021-0221
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** IH 30
County: DALLAS **CSJ:** 0442-02-088
City: DALLAS **Desc:** CONVT 2 REV HOV TO 2 REV EXP LN FROM IH 30 TO COLORADO; RECONST & WDN 8 TO 10 GP LN & RECONST 1 REV HOV TO 2 REV EXP LN FROM COLORADO TO US 67; RECONST 4/6 LN CONT FRTG RD FROM COLORADO TO MARSALIS; RECONST 4/6 TO 2/6 LN DIS FRTG RD FROM MARSALIS TO US 67
Request: DECREASE ENGINEERING FUNDING IN FY2018; INCREASE UTILITIES FUNDING IN FY2018; INCREASE STBG FUNDING IN FY2018 WITH FUNDS TRANSFERRED FROM TIP 54085/CSJ 0261-03-030; INCREASE CAT 12 FUNDING FOR CONSTRUCTION IN FY2018; ADD LOCAL CONTRIBUTION FUNDING IN FY2018 WITH FUNDS TRANSFERRED FROM TIP 55166/CSJ 0918-47-177; DECREASE RTR FUNDING IN FY2018
Comment: SOUTHERN GATEWAY; \$133.33M CATEGORY 12 FROM IH 345 COST SAVINGS, \$3.408M FROM TDC REVOLVER SWAP, AND BALANCE IS CONGESTION RELIEF FUNDS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0442-02-088	Cat 12:	\$52,569,170	\$13,142,292	\$0	\$0	\$0	\$65,711,462
2018	ROW	0442-02-088	S102:	\$32,000,000	\$4,000,000	\$0	\$4,000,000	\$0	\$40,000,000
2018	UTIL	0442-02-088	Cat 12:	\$7,853,180	\$1,963,295	\$0	\$0	\$0	\$9,816,475
2018	CON	0442-02-088	Cat 11:	\$208,000,000	\$52,000,000	\$0	\$0	\$0	\$260,000,000
2018	CON	0442-02-088	Cat 12:	\$53,777,650	\$13,444,413	\$0	\$0	\$0	\$67,222,063
2018	CON	0442-02-088	Cat 2M:	\$32,000,000	\$8,000,000	\$0	\$0	\$0	\$40,000,000
2018	CON	0442-02-088	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$12,978,800	\$0	\$0	\$12,978,800
2018	CON	0442-02-088	Cat 5:	\$38,647,738	\$9,661,935	\$0	\$0	\$0	\$48,309,673
2018	CON	0442-02-088	Cat 7:	\$10,551,818	\$2,637,955	\$0	\$0	\$0	\$13,189,773
Phase Subtotal:				\$342,977,206	\$85,744,303	\$12,978,800	\$0	\$0	\$441,700,309
Grand Total:				\$435,399,556	\$104,849,890	\$12,978,800	\$4,000,000	\$0	\$557,228,246

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0442-02-088	Cat 12:	\$41,803,040	\$10,450,760	\$0	\$0	\$0	\$52,253,800
2018	ROW	0442-02-088	S102:	\$32,000,000	\$8,000,000	\$0	\$0	\$0	\$40,000,000
2018	UTIL	0442-02-088	Cat 12:	\$13,426,105	\$3,356,526	\$0	\$0	\$0	\$16,782,631
2018	CON	0442-02-088	Cat 11:	\$208,000,000	\$52,000,000	\$0	\$0	\$0	\$260,000,000
2018	CON	0442-02-088	Cat 12:	\$60,561,255	\$15,140,314	\$0	\$0	\$0	\$75,701,569
2018	CON	0442-02-088	Cat 2M:	\$32,000,000	\$8,000,000	\$0	\$0	\$0	\$40,000,000
2018	CON	0442-02-088	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$8,000,000	\$0	\$0	\$8,000,000
2018	CON	0442-02-088	Cat 5:	\$38,647,738	\$9,661,935	\$0	\$0	\$0	\$48,309,673
2018	CON	0442-02-088	Cat 7:	\$22,862,218	\$2,637,955	\$0	\$3,077,600	\$0	\$28,577,773
Phase Subtotal:				\$362,071,211	\$87,440,204	\$8,000,000	\$3,077,600	\$0	\$460,589,015
Grand Total:				\$449,300,356	\$109,247,490	\$8,000,000	\$3,077,600	\$0	\$569,625,446

PROPOSED NOVEMBER 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: CANCEL PROJECT; WILL BE 100% LOCALLY FUNDED
Comment: THIS MODIFICATION WAS ORIGINALLY APPROVED BY THE RTC ON 7/8/2021; HOWEVER, THE CITY HAS SINCE DETERMINED THEY WILL NO LONGER BE USING FEDERAL FUNDS

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
Phase Subtotal:				\$30,000,000	\$0	\$0	\$7,500,000	\$17,500,000	\$55,000,000
Grand Total:				\$30,000,000	\$0	\$0	\$7,500,000	\$17,500,000	\$55,000,000

REVISION REQUESTED:

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	\$0	\$0
2021	CON	0918-24-262	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 40017 **Facility:** VA **Location/Limits From:** DUDLEY BRANCH TRAIL FROM NORTH CARROLLTON/FRANKFORD DART STATION **Modification #:** 2021-0294
Impementing Agency: CARROLLTON **Location/Limits To:** OLD DENTON RD
County: DENTON **CSJ:** 0918-46-282
City: CARROLLTON **Desc:** CONSTRUCT APPROX 2.1 MILES BIKE/PEDESTRIAN TRAIL
Request: DELAY CONSTRUCTION PHASE TO FY2023
Comment: CMAQ FUNDING IS 75% FEDERAL 25% LOCAL; LOCAL CONTRIBUTION PAID BY THE CITY OF CARROLLTON

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0918-46-282	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$727,662	\$727,662
2021	CON	0918-46-282	Cat 5:	\$2,804,347	\$0	\$0	\$934,785	\$0	\$3,739,132
2021	CONENG	0918-46-282	Cat 5:	\$195,653	\$0	\$0	\$65,218	\$0	\$260,871
Grand Total:				\$3,000,000	\$0	\$0	\$1,000,003	\$727,662	\$4,727,665

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0918-46-282	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$727,662	\$727,662
2023	CON	0918-46-282	Cat 5:	\$2,804,347	\$0	\$0	\$934,785	\$0	\$3,739,132
2023	CONENG	0918-46-282	Cat 5:	\$195,653	\$0	\$0	\$65,218	\$0	\$260,871
Grand Total:				\$3,000,000	\$0	\$0	\$1,000,003	\$727,662	\$4,727,665

TIP Code: 21081 **Facility:** SL 12 **Location/Limits From:** NORTHWEST HIGHWAY AT TULANE BLVD INTERSECTION **Modification #:** 2021-0326
Impementing Agency: DALLAS
County: DALLAS **CSJ:** N/A
City: DALLAS **Desc:** CONSTRUCT ACCESS POINT INTO REDEVELOPING LAND USE AREA
Request: CANCEL PROJECT AT THE REQUEST OF THE CITY OF DALLAS AFTER RTC ACTION ON APRIL 8, 2021; DEVELOPER IS FUNDING

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	CON	N/A	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 21045 **Facility:** CS **Location/Limits From:** CITY OF RICHARDSON ADAPTIVE TRAFFIC SIGNALS; WATERVIEW/TATUM, RUTFORD/SYNERGY PARK, RENNER/SYNERGY PARK, **Modification #:** 2021-0344
Impementing Agency: RICHARDSON **Location/Limits To:** CAMPBELL/WATERVIEW, RENNER/CUSTER, RENNER/ALMA, RENNER/RENNER PKWY, CAMPBELL/COLLINS, CAMPBELL/COLLINS, CAMPBELL/CANYON
County: VARIOUS **CSJ:** 0918-47-382
City: RICHARDSON **Desc:** IMPLEMENTATION OF PHASES 2 AND 3 OF THE DALI AUTONOMOUS TRAFFIC SIGNAL SYSTEM
Request: DELAY PROJECT FROM FY2021 TO FY2022 AND INCREASE FUNDING FROM \$150,000 TO \$296,000 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 NOVEMBER 12, 2020
Comment: CITY OF RICHARDSON IS PARTICIPATING IN THE PROJECT USING THEIR OWN LABOR FORCES IN PLACE OF REQUIRED LOCAL MATCH

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	CON	0918-47-382	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$296,000	\$0	\$0	\$296,000
Grand Total:				\$0	\$0	\$296,000	\$0	\$0	\$296,000

TIP Code: 21070 **Facility:** CS **Location/Limits From:** JUPITER ROAD AT CAMPBELL ROAD **Modification #:** 2021-0346
Impementing Agency: RICHARDSON
County: DALLAS **CSJ:** 0918-47-387
City: RICHARDSON **Desc:** INTERSECTION IMPROVEMENTS INCLUDING CONSTRUCTION OF NEW DEDICATED RIGHT-TURN LANES ON EB CAMPBELL ROAD & SB JUPITER ROAD
Request: DELAY CONSTRUCTION FROM FY2024 TO FY2025; REVISE SCOPE FROM REALIGN SOUTHBOUND LANES TO ADD ADDITIONAL THROUGH LANE TO INTERSECTION IMPROVEMENTS INCLUDING CONSTRUCTION OF NEW DEDICATED RIGHT-TURN LANES ON EB CAMPBELL ROAD & SB JUPITER ROAD AFTER RTC APPROVAL; AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: LOCAL CONTRIBUTION FOR ENGINEERING AND ROW TO PAID BY CITY OF RICHARDSON; LOCAL FUNDING FOR CONSTRUCTION INCLUDES \$500,000 DALLAS COUNTY MCIP FUNDS

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0918-47-387	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$260,000	\$260,000
2023	ROW	0918-47-387	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$15,000	\$15,000
2025	CON	0918-47-387	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$350,000	\$350,000
2025	CON	0918-47-387	STBG:	\$1,788,000	\$0	\$0	\$447,000	\$0	\$2,235,000
Phase Subtotal:				\$1,788,000	\$0	\$0	\$447,000	\$350,000	\$2,585,000
Grand Total:				\$1,788,000	\$0	\$0	\$447,000	\$625,000	\$2,860,000

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 21077 **Facility:** VA **Location/Limits From:** ON MERRITT ROAD FROM PRESIDENT GEORGE BUSH TURNPIKE **Modification #:** 2021-0356
Impementing Agency: ROWLETT **Location/Limits To:** CHIESA ROAD
County: DALLAS **CSJ:** 0918-47-384
City: ROWLETT **Desc:** CONSTRUCT 0 TO 4 LANE DIVIDED ROADWAY WITH SIDEWALKS, BIKE LANES, LIGHTING AND LANDSCAPING; CONSTRUCT BRIDGE OVER MUDDY CREEK
Request: ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON APRIL 8, 2021; INCREASE CONSTRUCTION FUNDING IN FY2024 WITH LOCAL FUNDS; ADD LOCALLY FUNDED ENGINEERING PHASE IN FY2016 AND ENVIRONMENTAL PHASE IN FY2021; CHANGE SCOPE FROM CONSTRUCTION OF A 0 TO 4 LANE DIVIDED ROADWAY WITH SIDEWALKS TO CONSTRUCT 0 TO 4 LANE DIVIDED ROADWAY WITH SIDEWALKS, BIKE LANES, LIGHTING AND LANDSCAPING; CONSTRUCT BRIDGE OVER MUDDY CREEK SINCE ORIGINAL RTC ACTION ON APRIL 8, 2021
Comment: LOCAL CONTRIBUTION PAID BY CITY OF ROWLETT

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0918-47-384	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,052,415	\$1,052,415
2021	ENV	0918-47-384	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$200,960	\$200,960
2023	ROW	0918-47-384	STBG:	\$400,000	\$0	\$0	\$100,000	\$0	\$500,000
2024	CON	0918-47-384	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000
2024	CON	0918-47-384	STBG:	\$13,600,000	\$0	\$0	\$3,400,000	\$0	\$17,000,000
Phase Subtotal:				\$13,600,000	\$0	\$0	\$3,400,000	\$3,000,000	\$20,000,000
Grand Total:				\$14,000,000	\$0	\$0	\$3,500,000	\$4,253,375	\$21,753,375

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 21067 **Facility:** FM 2499 **Location/Limits From:** AT FM 407 (JUSTIN ROAD) **Modification #:** 2021-0362
Impementing Agency: TXDOT-DALLAS
County: DENTON **CSJ:** 2681-01-027
City: FLOWER MOUND **Desc:** CONSTRUCT DUAL LEFT TURN LANES ON EASTBOUND, WESTBOUND, AND SOUTHBOUND APPROACHES; CONSTRUCT ADDITIONAL THROUGH LANE NORTHBOUND; RECONFIGURE SIGNALIZATION
Request: ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON APRIL 8, 2021; CHANGE MATCH FROM LOCAL MATCH TO STATE MATCH, MOVE FEDERAL FUNDS FROM ENGINEERING PHASE TO ROW PHASE, ADD STATE ENGINEERING FUNDS, DELAY CONSTRUCTION FROM FY2024 TO FY2025, AND CHANGE IMPLEMENTING AGENCY FROM FLOWER MOUND TO TXDOT-DALLAS AFTER ORIGINAL RTC ACTION
Comment: STBG FOR CAPACITY IMPROVEMENTS; CMAQ FOR INTERSECTION AND SIGNAL IMPROVEMENTS

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	2681-01-027	SBPE:	\$0	\$250,000	\$0	\$0	\$0	\$250,000
2023	ROW	2681-01-027	Cat 5:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2025	CON	2681-01-027	Cat 5:	\$1,000,000	\$250,000	\$0	\$0	\$0	\$1,250,000
2025	CON	2681-01-027	STBG:	\$264,000	\$66,000	\$0	\$0	\$0	\$330,000
Phase Subtotal:				\$1,264,000	\$316,000	\$0	\$0	\$0	\$1,580,000
Grand Total:				\$1,664,000	\$666,000	\$0	\$0	\$0	\$2,330,000

TIP Code: 21066 **Facility:** FM 1171 **Location/Limits From:** AT FM 2499 (LONG PRAIRIE ROAD) **Modification #:** 2021-0363
Impementing Agency: TXDOT-DALLAS
County: DENTON **CSJ:** 1311-01-060
City: FLOWER MOUND **Desc:** CONSTRUCT WESTBOUND RIGHT TURN LANE; REALIGN A DRIVEWAY AT THE INTERSECTION
Request: ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON APRIL 8, 2021; CHANGE IMPLEMENTING AGENCY FROM FLOWER MOUND TO TXDOT-DALLAS, CHANGE MATCH FROM LOCAL MATCH TO STATE MATCH, ADD LOCAL FUNDS AND SWPE FUNDS FOR DESIGN AFTER ORIGINAL RTC ACTION
Comment: LOCAL CONTRIBUTION PAID BY CITY OF FLOWER MOUND

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	1311-01-060	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2022	ENG	1311-01-060	SW PE:	\$0	\$200,000	\$0	\$0	\$0	\$200,000
Phase Subtotal:				\$0	\$200,000	\$0	\$0	\$100,000	\$300,000
2023	CON	1311-01-060	Cat 5:	\$428,000	\$107,000	\$0	\$0	\$0	\$535,000
Grand Total:				\$428,000	\$307,000	\$0	\$0	\$100,000	\$835,000

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55235 **Facility:** SH 114 **Location/Limits From:** EAST OF IH 35W **Modification #:** 2021-0367
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** BUS 114K
County: DENTON **CSJ:** 0353-02-037
City: ROANOKE **Desc:** CONSTRUCT 0 TO 6 MAIN LANES, RECONSTRUCT AND WIDEN 4 TO 4/6 LANE FRONTAGE ROADS
Request: DELAY CONSTRUCTION PHASE FROM FY2022 TO FY2025 AFTER RTC ACTION; ADD CONSTRUCTION FUNDING IN FY2025 AND REVISE LIMITS TO SH 114 FROM EAST OF IH 35W TO WEST OF US 377 AS APPROVED BY THE RTC ON NOVEMBER 12, 2020
Comment: PART OF DENTON COUNTY RTR/RTC FEDERAL FUNDING EXCHANGE

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0353-02-037	SW PE:	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000
2021	ROW	0353-02-037	SW ROW:	\$20,000,000	\$2,500,000	\$0	\$2,500,000	\$0	\$25,000,000
Grand Total:				\$20,000,000	\$12,500,000	\$0	\$2,500,000	\$0	\$35,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0353-02-037	SW PE:	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000
2021	ROW	0353-02-037	SW ROW:	\$20,000,000	\$2,500,000	\$0	\$2,500,000	\$0	\$25,000,000
2025	CON	0353-02-037	STBG:	\$24,000,000	\$6,000,000	\$0	\$0	\$0	\$30,000,000
Grand Total:				\$44,000,000	\$18,500,000	\$0	\$2,500,000	\$0	\$65,000,000

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); INCREASE RTC/LOCAL FUNDS FROM \$150,000 TO \$350,000
Comment: THIS MODIFICATION WAS ORIGINALLY BROUGHT TO THE RTC ON AUGUST 12, 2021; HOWEVER, SINCE THAT TIME IT WAS DETERMINED THAT ADDITIONAL FUNDS ARE NEEDED

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$350,000	\$0	\$0	\$350,000
Grand Total:				\$0	\$0	\$350,000	\$0	\$0	\$350,000

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 21089 **Facility:** VA **Location/Limits From:** REGIONWIDE ON-ROAD VEHICLE EMISSIONS PROJECT **Modification #:** 2021-0371
Impementing Agency: NCTCOG **Location/Limits To:** ESTABLISH MOBILE EMISSIONS ENFORCEMENT AND VEHICLE EMISSIONS DATA COLLECTION
County: VARIOUS **CSJ:** 0918-00-373
City: VARIOUS **Desc:** TASK FORCE TO COMBAT FRAUD TEMP REGISTRATIONS, INSPECTION IN LIGHT & MED DUTY VEHICLES, & EMISSIONS COMPONENT TAMPERING; COLLECT TAILPIPE EMISSIONS DATA FROM MED & HEAVY-DUTY VEHICLES TO DEVELOP AQ PLANNING STRATEGIES AND FOR EMISSIONS MODELING COMPARISON
Request: REVISE SCOPE FROM ESTABLISH MOBILE EMISSIONS ENFORCEMENT TASK FORCE TO COMBAT FRAUDULENT REGISTRATION PLATES, INSPECTIONS IN LIGHT- AND MEDIUM DUTY VEHICLES, AND EMISSIONS COMPONENT TAMPERING; COLLECT TAILPIPE EMISSIONS DATA FROM MEDIUM AND HEAVY-DUTY VEHICLES TO DEVELOP AIR QUALITY PLANNING STRATEGIES TO ESTABLISH MOBILE EMISSIONS ENFORCEMENT AND VEHICLE EMISSIONS DATA COLLECTION TASK FORCE TO COMBAT FRAUD TEMP REGISTRATIONS, INSPECTION IN LIGHT & MED DUTY VEHICLES, & EMISSIONS COMPONENT TAMPERING; COLLECT TAILPIPE EMISSIONS DATA FROM MED & HEAVY-DUTY VEHICLES TO DEVELOP AQ PLANNING STRATEGIES AND FOR EMISSIONS MODELING COMPARISON AFTER ORIGINAL RTC APPROVAL; ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: 500,000 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	0918-00-373	Cat 3 - TDC (MPO):	\$0	\$0	\$500,000	\$0	\$0	\$0
2022	ENG	0918-00-373	STBG:	\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000
Phase Subtotal:				\$2,500,000	\$0	\$500,000	\$0	\$0	\$2,500,000
Grand Total:				\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 21034 **Facility:** CS **Location/Limits From:** ON HICKORY CREEK ROAD FROM FM 1830 (COUNTRY CLUB ROAD) **Modification #:** 2021-0417
Impementing Agency: DENTON **Location/Limits To:** RIVERPASS DRIVE
County: DENTON **CSJ:** 0918-46-332
City: DENTON **Desc:** RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES WITH SHARED-USE PATH; INTERSECTION IMPROVEMENTS AT RIVERPASS DRIVE
Request: ADD LOCAL CONTRIBUTION FOR ENGINEERING PHASE IN FY2019, ROW AND UTILITY PHASES IN FY2021, CONSTRUCTION PHASE IN FY2023; AND CHANGE CONSTRUCTION FUNDING FROM STBG TO RTR 121-DE1 AFTER ORIGINAL RTC ACTION; ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: LOCAL CONTRIBUTION PAID BY THE CITY OF DENTON

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0918-46-332	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,999,200	\$2,999,200
2021	ROW	0918-46-332	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,988,356	\$4,988,356
2021	UTIL	0918-46-332	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,801,505	\$3,801,505
2023	CON	0918-46-332	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$29,009,660	\$29,009,660
2023	CON	0918-46-332	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$10,000,000	\$2,500,000	\$0	\$12,500,000
Phase Subtotal:				\$0	\$0	\$10,000,000	\$2,500,000	\$29,009,660	\$41,509,660
Grand Total:				\$0	\$0	\$10,000,000	\$2,500,000	\$40,798,721	\$53,298,721

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11898.1 **Facility:** CS **Location/Limits From:** ON AVONDALE-HASLET FROM INTERMODAL PARKWAY **Modification #:** 2021-0500
Impementing Agency: HASLET **Location/Limits To:** WEST OF HASLET COUNTY LINE ROAD
County: TARRANT **CSJ:** 0902-90-020
City: HASLET **Desc:** CONSTRUCT NEW 0 TO 4 LANE AND RECONSTRUCT EXISTING 2 LANE TO 4 LANE DIVIDED URBAN ROADWAY
Request: ADD LOCAL CONTRIBUTION FUNDING FOR ENGINEERING PHASE IN FY2021 AND DECREASE STBG FUNDING DUE TO CONFLICT WITH FHWA PERFORMANCE END DATE; ADDITIONAL LOCAL FUNDS FROM RELATED PROJECT TIP 11898.3/CSJ 0902-90-141
Comment: LOCAL CONTRIBUTION PAID BY CITY OF HASLET AND TARRANT COUNTY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0902-90-020	Cat 7:	\$1,340,656	\$0	\$0	\$335,164	\$0	\$1,675,820
2019	ENG	0902-90-020	Cat 7:	\$399,344	\$0	\$0	\$99,836	\$0	\$499,180
Grand Total:				\$1,740,000	\$0	\$0	\$435,000	\$0	\$2,175,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0902-90-020	Cat 7:	\$440,000	\$0	\$0	\$110,000	\$0	\$550,000
2019	ENG	0902-90-020	Cat 7:	\$260,000	\$0	\$0	\$65,000	\$0	\$325,000
2020	ENG	0902-90-020	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,300,000	\$1,300,000
Grand Total:				\$700,000	\$0	\$0	\$175,000	\$1,300,000	\$2,175,000

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 13058 **Facility:** SH 360 **Location/Limits From:** SH 183 **Modification #:** 2021-0508
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** IH 30
County: TARRANT **CSJ:** 2266-02-150
City: ARLINGTON **Desc:** OPERATIONAL IMPROVEMENTS
Request: DELAY CONSTRUCTION PHASE TO FY2025; REVISE CONSTRUCTION FUNDING SHARES FROM 90% FEDERAL/10% STATE TO 80% FEDERAL/20% STATE
Comment: REGIONAL 10 YEAR PLAN PROJECT; GROUPED CSJ 5000-00-952

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	2266-02-150	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2022	ROW	2266-02-150	SW ROW:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2023	UTIL	2266-02-150	SW ROW:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2024	CON	2266-02-150	Cat 2M:	\$18,000,000	\$2,000,000	\$0	\$0	\$0	\$20,000,000
Grand Total:				\$22,800,000	\$3,200,000	\$0	\$0	\$0	\$26,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	2266-02-150	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2022	ROW	2266-02-150	SW ROW:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2023	UTIL	2266-02-150	SW ROW:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2024	CON	2266-02-150	Cat 2M:	\$0	\$0	\$0	\$0	\$0	\$0
2025	CON	2266-02-150	Cat 2M:	\$16,000,000	\$4,000,000	\$0	\$0	\$0	\$20,000,000
Grand Total:				\$20,800,000	\$5,200,000	\$0	\$0	\$0	\$26,000,000

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55249 **Facility:** IH 45 **Location/Limits From:** AT SL 9 **Modification #:** 2021-0518
Impementing Agency: TXDOT-DALLAS
County: DALLAS **CSJ:** 0092-02-130
City: VARIOUS **Desc:** RECONSTRUCT EXISTING 2 TO 2 LANE SOUTHBOUND FRONTAGE ROAD AND RAMP MODIFICATIONS
Request: ADVANCE CONSTRUCTION PHASE TO FY2021 AS APPROVED BY THE RTC ON JULY 8, 2021; REVISE CONSTRUCTION FUNDING AFTER ORIGINAL RTC ACTION
Comment: REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 54119/CSJ 2964-10-005, 54119.1/2964-10-008, 54119.2/2964-10-009, 54119.3/2964-12-001, 54119.4/2964-12-002, 54119.5/0442-02-162, & 54119.6/0442-03-044

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0092-02-130	SW PE:	\$0	\$150,000	\$0	\$0	\$0	\$150,000
2021	ROW	0092-02-130	SW ROW:	\$450,000	\$50,000	\$0	\$0	\$0	\$500,000
2023	CON	0092-02-130	Cat 4:	\$2,934,065	\$733,516	\$0	\$0	\$0	\$3,667,581
Grand Total:				\$3,384,065	\$933,516	\$0	\$0	\$0	\$4,317,581

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0092-02-130	SW PE:	\$0	\$150,000	\$0	\$0	\$0	\$150,000
2021	ROW	0092-02-130	SW ROW:	\$450,000	\$50,000	\$0	\$0	\$0	\$500,000
2021	CON	0092-02-130	Cat 1:	\$316,371	\$79,093	\$0	\$0	\$0	\$395,464
2021	CON	0092-02-130	Cat 4:	\$3,066,667	\$766,667	\$0	\$0	\$0	\$3,833,334
Phase Subtotal:				\$3,383,038	\$845,760	\$0	\$0	\$0	\$4,228,798
Grand Total:				\$3,833,038	\$1,045,760	\$0	\$0	\$0	\$4,878,798

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 13054 **Facility:** IH 20 **Location/Limits From:** FM 2552 **Modification #:** 2021-0521
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** BANKHEAD HIGHWAY
County: PARKER **CSJ:** 0314-07-061
City: WEATHERFORD **Desc:** CONSTRUCT 0 TO 4/6 WESTBOUND AND EASTBOUND FRONTAGE ROADS AND U-TURN BRIDGES
Request: INCREASE CONSTRUCTION FUNDING AS APPROVED BY THE RTC ON JULY 8, 2021; DELAY CONSTRUCTION PHASE TO FY2027; DELAY UTILITY PHASE TO FY2023 THEREBY ADDING PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: REGIONAL 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0314-07-061	SBPE:	\$1,200,000	\$300,000	\$0	\$0	\$0	\$1,500,000
2020	UTIL	0314-07-061	SW ROW:	\$600,000	\$150,000	\$0	\$0	\$0	\$750,000
2025	CON	0314-07-061	Cat 4:	\$18,900,000	\$2,100,000	\$0	\$0	\$0	\$21,000,000
Grand Total:				\$20,700,000	\$2,550,000	\$0	\$0	\$0	\$23,250,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0314-07-061	SBPE:	\$1,200,000	\$300,000	\$0	\$0	\$0	\$1,500,000
2023	UTIL	0314-07-061	SW ROW:	\$600,000	\$150,000	\$0	\$0	\$0	\$750,000
2027	CON	0314-07-061	Cat 12:	\$24,800,000	\$6,200,000	\$0	\$0	\$0	\$31,000,000
2027	CON	0314-07-061	Cat 4:	\$18,900,000	\$2,100,000	\$0	\$0	\$0	\$21,000,000
Phase Subtotal:				\$43,700,000	\$8,300,000	\$0	\$0	\$0	\$52,000,000
Grand Total:				\$45,500,000	\$8,750,000	\$0	\$0	\$0	\$54,250,000

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 53141 **Facility:** FM 730 **Location/Limits From:** APPROX 3 MILES NORTH OF SH 114 **Modification #:** 2021-0522
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SH 114
County: WISE **CSJ:** 0312-04-022
City: BOYD **Desc:** WIDEN AND RECONSTRUCT FROM 2 LANE TO 2 LANE URBAN FOR SHOULDERS AND SAFETY, ADD TURN LANES
Request: INCREASE CONSTRUCTION FUNDING IN FY2022 AS APPROVED BY THE RTC ON JULY 8, 2021; REVISE SCOPE TO RECONSTRUCT AND WIDEN EXISTING 2 TO 2 LANE URBAN ROADWAY AND REPLACE BRIDGE AND CULVERT STRUCTURES
Comment: REGIONAL 10 YEAR PLAN PROJECT; CSJ 0312-04-029 IS A RELATED PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0312-04-022	SW PE:	\$1,760,000	\$440,000	\$0	\$0	\$0	\$2,200,000
2022	CON	0312-04-022	Cat 2M:	\$11,200,000	\$2,800,000	\$0	\$0	\$0	\$14,000,000
Grand Total:				\$12,960,000	\$3,240,000	\$0	\$0	\$0	\$16,200,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0312-04-022	SW PE:	\$1,760,000	\$440,000	\$0	\$0	\$0	\$2,200,000
2022	CON	0312-04-022	Cat 2M:	\$20,800,000	\$5,200,000	\$0	\$0	\$0	\$26,000,000
Grand Total:				\$22,560,000	\$5,640,000	\$0	\$0	\$0	\$28,200,000

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55041 **Facility:** IH 820 **Location/Limits From:** IH 20 **Modification #:** 2021-0523
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** BRENTWOOD STAIR ROAD
County: TARRANT **CSJ:** 0008-13-125
City: FORT WORTH **Desc:** 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
Request: REVISE LIMITS TO IH 820 FROM IH 20 TO ROSEDALE AVE/SP 303
Comment: REGIONAL 10 YEAR PLAN PROJECT; PART OF THE SE CONNECTOR PROJECT; DESIGN-BUILD PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0008-13-125	SW PE:	\$51,574,260	\$12,893,565	\$0	\$0	\$0	\$64,467,825
2021	ROW	0008-13-125	SW ROW:	\$53,311,200	\$13,327,800	\$0	\$0	\$0	\$66,639,000
2021	UTIL	0008-13-125	SW ROW:	\$44,978,118	\$11,244,530	\$0	\$0	\$0	\$56,222,648
2022	CON	0008-13-125	Cat 12:	\$343,681,600	\$85,920,400	\$0	\$0	\$0	\$429,602,000
2022	CON	0008-13-125	Cat 2M:	\$31,856,536	\$7,964,134	\$0	\$0	\$0	\$39,820,670
2022	CON	0008-13-125	Cat 3 - Design Build:	\$280,000,000	\$70,000,000	\$0	\$0	\$0	\$350,000,000
Phase Subtotal:				\$655,538,136	\$163,884,534	\$0	\$0	\$0	\$819,422,670
Grand Total:				\$805,401,714	\$201,350,429	\$0	\$0	\$0	\$1,006,752,143

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0008-13-125	SW PE:	\$51,574,260	\$12,893,565	\$0	\$0	\$0	\$64,467,825
2021	ROW	0008-13-125	SW ROW:	\$53,311,200	\$13,327,800	\$0	\$0	\$0	\$66,639,000
2021	UTIL	0008-13-125	SW ROW:	\$44,978,118	\$11,244,530	\$0	\$0	\$0	\$56,222,648
2022	CON	0008-13-125	Cat 12:	\$343,681,600	\$85,920,400	\$0	\$0	\$0	\$429,602,000
2022	CON	0008-13-125	Cat 2M:	\$31,856,536	\$7,964,134	\$0	\$0	\$0	\$39,820,670
2022	CON	0008-13-125	Cat 3 - Design Build:	\$280,000,000	\$70,000,000	\$0	\$0	\$0	\$350,000,000
Phase Subtotal:				\$655,538,136	\$163,884,534	\$0	\$0	\$0	\$819,422,670
Grand Total:				\$805,401,714	\$201,350,429	\$0	\$0	\$0	\$1,006,752,143

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55043 **Facility:** IH 20 **Location/Limits From:** IH 820 **Modification #:** 2021-0525
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** PARK SPRINGS
County: TARRANT **CSJ:** 2374-05-066
City: ARLINGTON **Desc:** RECONSTRUCT AND WIDEN FROM 8/10 TO 10 GENERAL PURPOSE LANES, 4/6 DISCONTINUOUS LANES TO 4/8 DISCONTINUOUS FRONTAGE ROAD LANES, 0 TO 8 COLLECTOR DISTRIBUTOR LANES (FROM IH 820 TO US 287), AND ADD SHARED-USE PATH AND SIDEWALKS
Request: REVISE LIMITS TO IH 20 FROM IH 820 TO LITTLE ROAD; CLARIFY SCOPE TO IDENTIFY 4/6 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/8 DISCONTINUOUS FRONTAGE ROAD LANES, WITH THE REST OF THE SCOPE REMAINING THE SAME
Comment: PART OF SOUTHEAST CORRIDOR PROJECT; REGIONAL 10 YEAR PLAN; RELATED TO TIP 55041/CSJ 0008-13-125; DESIGN-BUILD PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	2374-05-066	SW PE:	\$0	\$57,798,362	\$0	\$0	\$0	\$57,798,362
2021	ROW	2374-05-066	SW ROW:	\$20,909,600	\$5,227,400	\$0	\$0	\$0	\$26,137,000
2022	CON	2374-05-066	Cat 12:	\$42,664,000	\$10,666,000	\$0	\$0	\$0	\$53,330,000
2022	CON	2374-05-066	Cat 2M:	\$264,172,516	\$66,043,129	\$0	\$0	\$0	\$330,215,645
2022	CON	2374-05-066	Cat 4:	\$122,400,000	\$30,600,000	\$0	\$0	\$0	\$153,000,000
Phase Subtotal:				\$429,236,516	\$107,309,129	\$0	\$0	\$0	\$536,545,645
Grand Total:				\$450,146,116	\$170,334,891	\$0	\$0	\$0	\$620,481,007

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	2374-05-066	SW PE:	\$0	\$57,798,362	\$0	\$0	\$0	\$57,798,362
2021	ROW	2374-05-066	SW ROW:	\$20,909,600	\$5,227,400	\$0	\$0	\$0	\$26,137,000
2022	CON	2374-05-066	Cat 12:	\$42,664,000	\$10,666,000	\$0	\$0	\$0	\$53,330,000
2022	CON	2374-05-066	Cat 2M:	\$264,172,516	\$66,043,129	\$0	\$0	\$0	\$330,215,645
2022	CON	2374-05-066	Cat 4:	\$122,400,000	\$30,600,000	\$0	\$0	\$0	\$153,000,000
Phase Subtotal:				\$429,236,516	\$107,309,129	\$0	\$0	\$0	\$536,545,645
Grand Total:				\$450,146,116	\$170,334,891	\$0	\$0	\$0	\$620,481,007

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55044 **Facility:** US 287 **Location/Limits From:** IH 820 **Modification #:** 2021-0526
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** BERRY STREET
County: TARRANT **CSJ:** 0172-06-080
City: FORT WORTH **Desc:** RECONSTRUCT 6 TO 6 MAINLANES PLUS AUXILIARY LANES WITH 4 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/6 DISCONTINUOUS FRONTAGE ROAD LANES; ADD SHARED-USE PATH AND SIDEWALKS
Request: REVISE LIMITS TO US 287 FROM IH 820 TO VILLAGE CREEK ROAD
Comment: REGIONAL 10 YEAR PLAN PROJECT; PART OF SE CONNECTOR PROJECT DESIGN-BUILD PROJECT; RELATED TO TIP 55041/CSJ 0008-13-125

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0172-06-080	SW PE:	\$8,132,454	\$2,033,114	\$0	\$0	\$0	\$10,165,568
2021	ROW	0172-06-080	SW ROW:	\$61,702,400	\$15,425,600	\$0	\$0	\$0	\$77,128,000
2022	CON	0172-06-080	Cat 2M:	\$39,899,312	\$9,974,828	\$0	\$0	\$0	\$49,874,140
2022	CON	0172-06-080	Cat 4:	\$32,000,000	\$8,000,000	\$0	\$0	\$0	\$40,000,000
Phase Subtotal:				\$71,899,312	\$17,974,828	\$0	\$0	\$0	\$89,874,140
Grand Total:				\$141,734,166	\$35,433,542	\$0	\$0	\$0	\$177,167,708

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0172-06-080	SW PE:	\$8,132,454	\$2,033,114	\$0	\$0	\$0	\$10,165,568
2021	ROW	0172-06-080	SW ROW:	\$61,702,400	\$15,425,600	\$0	\$0	\$0	\$77,128,000
2022	CON	0172-06-080	Cat 2M:	\$39,899,312	\$9,974,828	\$0	\$0	\$0	\$49,874,140
2022	CON	0172-06-080	Cat 4:	\$32,000,000	\$8,000,000	\$0	\$0	\$0	\$40,000,000
Phase Subtotal:				\$71,899,312	\$17,974,828	\$0	\$0	\$0	\$89,874,140
Grand Total:				\$141,734,166	\$35,433,542	\$0	\$0	\$0	\$177,167,708

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 25090 **Facility:** VA **Location/Limits From:** ON US 75 FROM DALLAS COUNTY LINE TO SH 121 **Modification #:** 2021-0527
Impementing Agency: NCTCOG **Location/Limits To:** TECHNOLOGY OR OTHER CONSTRAINED CORRIDORS; COULD BE EXPANDED TO OTHER CORRIDORS IN THE FUTURE
County: VARIOUS **CSJ:** 0918-00-366
City: VARIOUS **Desc:** GOCARMA DEMONSTRATION OF SMARTPHONE-BASED ALTERNATIVE TO CURRENT GAS TAX STRUCTURE
Request: ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORATION IMPROVEMENT PROGRAM (STIP)
Comment: LOCAL CONTRIBUTION TO BE PAID FOR BY CONSULTANT; PROJECT GROUPED UNDER CSJ 5000-00-950

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	IMP	0918-00-366	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,075,000	\$4,075,000
2022	IMP	0918-00-366	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$925,000	\$0	\$0	\$925,000
2022	IMP	0918-00-366	STBG:	\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000
Phase Subtotal:				\$5,000,000	\$0	\$925,000	\$0	\$4,075,000	\$10,000,000
Grand Total:				\$5,000,000	\$0	\$925,000	\$0	\$4,075,000	\$10,000,000

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 13063 **Facility:** US 81 **Location/Limits From:** IH 35W **Modification #:** 2021-0530
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** AVONDALE HASLET ROAD
County: TARRANT **CSJ:** 0014-15-078
City: FORT WORTH **Desc:** CONSTRUCT 0 TO 2 LANE CONTINUOUS FRONTAGE ROADS IN EACH DIRECTION AND INTERSECTION IMPROVEMENTS
Request: DELAY CONSTRUCTION PHASE TO FY2027; INCREASE CONSTRUCTION FUNDING IN FY2027, REVISE LIMITS TO US 81/US 287 FROM SOUTH OF NORTH TARRANT PARKWAY TO AVONDALE HASLET PARKWAY, AND REVISE SCOPE AS OPERATIONAL IMPROVEMENTS INCLUDING RAMP MODIFICATIONS, 0 TO 2 LANE FRONTAGE ROADS, AND SIDEWALKS AS APPROVED BY THE RTC ON JULY 8, 2021; ADD ENGINEERING PHASE IN FY2019; ADD ROW AND UTILITIES PHASE IN FY2023 THEREBY ADDING PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: REGIONAL 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	CON	0014-15-078	Cat 2M:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
Grand Total:				\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0014-15-078	SW PE:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2023	ROW	0014-15-078	SW ROW:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2023	UTIL	0014-15-078	SW ROW:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2027	CON	0014-15-078	Cat 2M:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2027	CON	0014-15-078	Cat 4:	\$6,400,000	\$1,600,000	\$0	\$0	\$0	\$8,000,000
Phase Subtotal:				\$10,400,000	\$2,600,000	\$0	\$0	\$0	\$13,000,000
Grand Total:				\$14,400,000	\$3,600,000	\$0	\$0	\$0	\$18,000,000

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 13027.2 **Facility:** IH 20 **Location/Limits From:** PARK SPRINGS BLVD **Modification #:** 2021-0532
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** DALLAS COUNTY LINE
County: TARRANT **CSJ:** 2374-05-093
City: ARLINGTON **Desc:** OPERATIONAL IMPROVEMENTS
Request: REVISE SCOPE TO CONSTRUCT CONTINUOUS EB AND WB FRONTAGE ROADS ON IH 20 FROM PARK SPRINGS TO COOPER STREET; ON EB IH 20 EXIT TO BARDIN ROAD (FRONTAGE ROAD) IMPROVE DRAINAGE SITUATION DUE TO COMMERCIAL DEVELOPMENT DURING STORM EVENTS
Comment: REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 13027.1/CSJ 2374-05-084

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	2374-05-093	SW PE:	\$4,500,000	\$500,000	\$0	\$0	\$0	\$5,000,000
2025	CON	2374-05-093	Cat 2M:	\$40,000,000	\$10,000,000	\$0	\$0	\$0	\$50,000,000
Grand Total:				\$44,500,000	\$10,500,000	\$0	\$0	\$0	\$55,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	2374-05-093	SW PE:	\$4,500,000	\$500,000	\$0	\$0	\$0	\$5,000,000
2025	CON	2374-05-093	Cat 2M:	\$40,000,000	\$10,000,000	\$0	\$0	\$0	\$50,000,000
Grand Total:				\$44,500,000	\$10,500,000	\$0	\$0	\$0	\$55,000,000

TIP Code: 30007 **Facility:** US 75 **Location/Limits From:** BETHANY DRIVE **Modification #:** 2021-0534
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** SH 121
County: COLLIN **CSJ:** 0047-06-163
City: ALLEN **Desc:** ADD PEAK HOUR TRAVEL LANES
Request: ADVANCE ENGINEERING PHASE TO FY2022 AND CONSTRUCTION PHASE TO FY2023 THEREBY ADDING PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); DECREASE CONSTRUCTION FUNDING IN FY2023; REVISE SCOPE TO ADD TECHNOLOGY LANES
Comment: RELATED TO CSJS 0047-06-158, 0047-07-232, AND 0047-06-161

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0047-06-163	SW PE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2045	CON	0047-06-163	STBG:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
Grand Total:				\$8,000,000	\$2,500,000	\$0	\$0	\$0	\$10,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0047-06-163	SW PE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2023	CON	0047-06-163	STBG:	\$5,614,508	\$1,403,627	\$0	\$0	\$0	\$7,018,135
Grand Total:				\$5,614,508	\$1,903,627	\$0	\$0	\$0	\$7,518,135

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 14033 **Facility:** CS **Location/Limits From:** ON SOUTH SHADY SHORES ROAD FROM WEST SHADY SHORES ROAD **Modification #:** 2021-0536
Impementing Agency: DENTON CO **Location/Limits To:** SWISHER ROAD
County: DENTON **CSJ:** 0918-46-316
City: SHADY SHORES **Desc:** RECONSTRUCT ROAD FROM 2 TO 2 LANES TO ELEVATE OUT OF FLOOD PLAIN WITH DRAINAGE IMPROVEMENTS
Request: ADD \$3,000,000 RTR 121-DE1 FUNDS TO CONSTRUCTION PHASE IN FY2024
Comment: LOCAL CONTRIBUTION FOR ENGINEERING PAID BY DENTON COUNTY, LAKE DALLAS, AND SHADY SHORES; LOCAL CONTRIBUTION FOR UTILITY AND CONSTRUCTION PHASES PAID BY DENTON COUNTY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-46-316	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,400,000	\$1,400,000
2022	UTIL	0918-46-316	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,800,000	\$2,800,000
2024	CON	0918-46-316	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
2024	CON	0918-46-316	Cat 7:	\$10,000,000	\$0	\$0	\$2,500,000	\$0	\$12,500,000
Phase Subtotal:				\$10,000,000	\$0	\$0	\$2,500,000	\$1,500,000	\$14,000,000
Grand Total:				\$10,000,000	\$0	\$0	\$2,500,000	\$5,700,000	\$18,200,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-46-316	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,400,000	\$1,400,000
2022	UTIL	0918-46-316	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,800,000	\$2,800,000
2024	CON	0918-46-316	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
2024	CON	0918-46-316	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$2,400,000	\$600,000	\$0	\$3,000,000
2024	CON	0918-46-316	STBG:	\$10,000,000	\$0	\$0	\$2,500,000	\$0	\$12,500,000
Phase Subtotal:				\$10,000,000	\$0	\$2,400,000	\$3,100,000	\$1,500,000	\$17,000,000
Grand Total:				\$10,000,000	\$0	\$2,400,000	\$3,100,000	\$5,700,000	\$21,200,000

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 25022 **Facility:** VA **Location/Limits From:** CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR **Modification #:** 2021-0538
Impementing Agency: FORT WORTH **Location/Limits To:** TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION
County: TARRANT, VARIOUS **CSJ:** 0902-90-050
City: FORT WORTH **Desc:** CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL
Request: INCREASE CONSTRUCTION FUNDING IN FY2022; DELAY ROW AND UTILITIES TO FY2022
Comment: CITY TO COVER ANY ADDITIONAL COST OVERRUNS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENV	0902-90-050	Cat 5:	\$295,000	\$0	\$0	\$73,750	\$0	\$368,750
2019	ENG	0902-90-050	Cat 5:	\$672,600	\$0	\$0	\$168,150	\$0	\$840,750
2021	ROW	0902-90-050	Cat 5:	\$110,200	\$0	\$0	\$27,550	\$0	\$137,750
2021	UTIL	0902-90-050	Cat 5:	\$34,200	\$0	\$0	\$8,550	\$0	\$42,750
2022	CON	0902-90-050	Cat 5:	\$2,706,334	\$0	\$0	\$676,583	\$0	\$3,382,917
Grand Total:				\$3,818,334	\$0	\$0	\$954,583	\$0	\$4,772,917

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENV	0902-90-050	Cat 5:	\$295,000	\$0	\$0	\$73,750	\$0	\$368,750
2019	ENG	0902-90-050	Cat 5:	\$672,600	\$0	\$0	\$168,150	\$0	\$840,750
2022	ROW	0902-90-050	Cat 5:	\$110,200	\$0	\$0	\$27,550	\$0	\$137,750
2022	UTIL	0902-90-050	Cat 5:	\$34,200	\$0	\$0	\$8,550	\$0	\$42,750
2022	CON	0902-90-050	Cat 5:	\$3,786,334	\$0	\$0	\$946,583	\$0	\$4,732,917
Grand Total:				\$4,898,334	\$0	\$0	\$1,224,583	\$0	\$6,122,917

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55207 **Facility:** US 80 **Location/Limits From:** AT SH 205/FM 148 **Modification #:** 2021-0539
Impementing Agency: TXDOT-DALLAS
County: KAUFMAN **CSJ:** 0095-04-069
City: TERRELL **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS (SIDEWALKS AND TURN LANES)
Request: REMOVE CATEGORY 1 FUNDING AND INCREASE CATEGROY 5 FUNDING FOR CONSTRUCTION
Comment: LOCAL CONTRIBUTION PAID BY KAUFMAN COUNTY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0095-04-069	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2019	ENG	0095-04-069	SBPE:	\$0	\$325,000	\$0	\$0	\$0	\$325,000
Phase Subtotal:				\$0	\$325,000	\$0	\$0	\$2,000,000	\$2,325,000
2019	ROW	0095-04-069	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2022	CON	0095-04-069	Cat 1:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2022	CON	0095-04-069	Cat 5:	\$7,152,486	\$1,788,122	\$0	\$0	\$0	\$8,940,608
Phase Subtotal:				\$7,952,486	\$1,988,122	\$0	\$0	\$0	\$9,940,608
Grand Total:				\$9,552,486	\$2,513,122	\$0	\$200,000	\$2,000,000	\$14,265,608

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0095-04-069	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2019	ENG	0095-04-069	SBPE:	\$0	\$325,000	\$0	\$0	\$0	\$325,000
Phase Subtotal:				\$0	\$325,000	\$0	\$0	\$2,000,000	\$2,325,000
2019	ROW	0095-04-069	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2022	CON	0095-04-069	Cat 5:	\$7,479,959	\$1,869,990	\$0	\$0	\$0	\$9,349,949
Grand Total:				\$9,079,959	\$2,394,990	\$0	\$200,000	\$2,000,000	\$13,674,949

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 30006 **Facility:** US 75 **Location/Limits From:** DALLAS COUNTY LINE **Modification #:** 2021-0544
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** BETHANY DRIVE
County: COLLIN **CSJ:** 0047-06-158
City: VARIOUS **Desc:** REMOVE HOV LANES AND ADD PEAK HOUR TRAVEL LANES
Request: ADVANCE ENGINEERING PHASE TO FY2022 AND CONSTRUCTION PHASE TO FY2023 THEREBY ADDING PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); REVISE SCOPE TO REMOVE HOV LANES AND ADD TECHNOLOGY LANES; DECREASE CONSTRUCTION FUNDING IN FY2023
Comment: RELATED TO TIP 30005/CSJ 0047-07-232, TIP 13044/CSJ 0047-06-161, AND TIP 30007/CSJ 0047-06-163; PART OF EASTERN SUBREGION SUPPLEMENTAL PROJECT COMMITMENTS FOR THE TXDOT CONGESTION RELIEF PROGRAM APPROVED BY THE RTC JANUARY 20, 2016

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0047-06-158	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2045	CON	0047-06-158	STBG:	\$12,000,000	\$3,000,000	\$0	\$0	\$0	\$15,000,000
Grand Total:				\$12,000,000	\$4,500,000	\$0	\$0	\$0	\$16,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0047-06-158	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2023	CON	0047-06-158	STBG:	\$9,614,508	\$2,403,627	\$0	\$0	\$0	\$12,018,135
Grand Total:				\$9,614,508	\$3,903,627	\$0	\$0	\$0	\$13,518,135

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 30005 **Facility:** US 75 **Location/Limits From:** IH 635 **Modification #:** 2021-0545
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** COLLIN COUNTY LINE
County: DALLAS **CSJ:** 0047-07-232
City: RICHARDSON **Desc:** REMOVE HOV LANES AND ADD PEAK HOUR TRAVEL LANES
Request: ADVANCE ENGINEERING PHASE TO FY2022 AND CONSTRUCTION PHASE TO FY2023 THEREBY ADDING PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); REVSE SCOPE TO REMOVE HOV LANES AND ADD TECHNOLOGY LANES; DECREASE CONSTRUCTION FUNDING IN FY2023
Comment: RELATED TO TIP 30006/CSJ 0047-06-158, TIP 13044/CSJ 0047-06-161, AND TIP 30007/CSJ 0047-06-163; PART OF EASTERN SUBREGION SUPPLEMENTAL PROJECT COMMITMENTS FOR THE TXDOT CONGESTION RELIEF PROGRAM APPROVED BY THE RTC JANUARY 20, 2016

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0047-07-232	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2045	CON	0047-07-232	STBG:	\$12,000,000	\$3,000,000	\$0	\$0	\$0	\$15,000,000
Grand Total:				\$12,000,000	\$4,000,000	\$0	\$0	\$0	\$16,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0047-07-232	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2023	CON	0047-07-232	STBG:	\$9,614,508	\$2,403,627	\$0	\$0	\$0	\$12,018,135
Grand Total:				\$9,614,508	\$3,403,627	\$0	\$0	\$0	\$13,018,135

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 13043 **Facility:** IH 30 **Location/Limits From:** IH 635 **Modification #:** 2021-0548
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** BASS PRO DRIVE
County: DALLAS **CSJ:** 0009-11-129
City: VARIOUS **Desc:** RECONSTRUCT 8 TO 8 GENERAL PURPOSE LANES AND RECONSTRUCT 4/6 LANE DISCONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS
Request: REMOVE PROJECT FROM APPENDIX D OF THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); DECREASE IN FUNDING OFFSETS AN INCREASE ON TIP 13043.2/CSJ 0009-11-259
Comment: REGIONAL 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0009-11-129	SW PE:	\$0	\$50,000,000	\$0	\$0	\$0	\$50,000,000
2045	ROW	0009-11-129	SW ROW:	\$90,000,000	\$10,000,000	\$0	\$0	\$0	\$100,000,000
Grand Total:				\$90,000,000	\$60,000,000	\$0	\$0	\$0	\$150,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0009-11-129	SW PE:	\$0	\$0	\$0	\$0	\$0	\$0
2045	ROW	0009-11-129	SW ROW:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11678 **Facility:** VA **Location/Limits From:** DFW AUTOMATED VEHICLE PROVING GROUNDS PROJECT (REGION-WIDE) **Modification #:** 2021-0551
Impementing Agency: NCTCOG
County: VARIOUS **CSJ:** 0918-00-324
City: VARIOUS **Desc:** ADVANCE HIGH-SPEED AUTOMATED VEHICLE PROGRAM THROUGH SHARED-USE MOBILITY COLLABORATIONS AND OTHER AV-RELATED TECHNOLOGIES AND PARTNERSHIPS
Request: DELAY IMPLEMENTATION PHASE TO FY2022 THEREBY ADDING PROJECT TO THE 2021-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: 50,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC[MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN THE FUNDING TOTAL; REGIONAL MTP POLICY BUNDLY TDCS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	0918-00-324	Cat 3 - TDC (MPO):	\$0	\$0	\$50,000	\$0	\$0	\$0
2020	IMP	0918-00-324	STBG:	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Phase Subtotal:				\$250,000	\$0	\$50,000	\$0	\$0	\$250,000
Grand Total:				\$250,000	\$0	\$0	\$0	\$0	\$250,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	IMP	0918-00-324	Cat 3 - TDC (MPO):	\$0	\$0	\$50,000	\$0	\$0	\$0
2022	IMP	0918-00-324	STBG:	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Phase Subtotal:				\$250,000	\$0	\$50,000	\$0	\$0	\$250,000
Grand Total:				\$250,000	\$0	\$0	\$0	\$0	\$250,000

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11612.2 **Facility:** VARIOUS **Location/Limits From:** REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR) **Modification #:** 2021-0552
Impementing Agency: NCTCOG **Location/Limits To:** TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.COM

County: VARIOUS **CSJ:** 0902-00-232, 0902-00-233, 0902-00-234
City: VARIOUS **Desc:** PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; ADMINISTRATION OF VANPOOL PROGRAM; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE
Request: REVISE SCOPE TO PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE (I.E., REMOVING ADMINISTRATION OF THE VANPOOL PROGRAM)
Comment: 455,000 OF TRANSPORATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	0902-00-232	Cat 3 - TDC (MPO):	\$0	\$0	\$107,800	\$0	\$0	\$0
2020	IMP	0902-00-232	STBG:	\$539,000	\$0	\$0	\$0	\$0	\$539,000
2020	IMP	0902-00-233	Cat 3 - TDC (MPO):	\$0	\$0	\$172,200	\$0	\$0	\$0
2020	IMP	0902-00-233	STBG:	\$861,000	\$0	\$0	\$0	\$0	\$861,000
Phase Subtotal:				\$1,400,000	\$0	\$280,000	\$0	\$0	\$1,400,000
2022	IMP	0902-00-234	Cat 3 - TDC (MPO):	\$0	\$0	\$175,000	\$0	\$0	\$0
2022	IMP	0902-00-234	STBG:	\$875,000	\$0	\$0	\$0	\$0	\$875,000
Phase Subtotal:				\$875,000	\$0	\$175,000	\$0	\$0	\$875,000
Grand Total:				\$2,275,000	\$0	\$0	\$0	\$0	\$2,275,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	0902-00-232	Cat 3 - TDC (MPO):	\$0	\$0	\$107,800	\$0	\$0	\$0
2020	IMP	0902-00-232	STBG:	\$539,000	\$0	\$0	\$0	\$0	\$539,000
2020	IMP	0902-00-233	Cat 3 - TDC (MPO):	\$0	\$0	\$172,200	\$0	\$0	\$0
2020	IMP	0902-00-233	STBG:	\$861,000	\$0	\$0	\$0	\$0	\$861,000
Phase Subtotal:				\$1,400,000	\$0	\$280,000	\$0	\$0	\$1,400,000
2022	IMP	0902-00-234	Cat 3 - TDC (MPO):	\$0	\$0	\$175,000	\$0	\$0	\$0
2022	IMP	0902-00-234	STBG:	\$875,000	\$0	\$0	\$0	\$0	\$875,000
Phase Subtotal:				\$875,000	\$0	\$175,000	\$0	\$0	\$875,000
Grand Total:				\$2,275,000	\$0	\$0	\$0	\$0	\$2,275,000

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11639.1 **Facility:** VA **Location/Limits From:** DCTA VANPOOL PROGRAM **Modification #:** 2021-0553
Impementing Agency: DCTA
County: DENTON **CSJ:** 0918-46-312, 0918-46-313, 0918-46-314
City: VARIOUS **Desc:** OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE
Request: DECREASE LOCAL CONTRIBUTION FUNDS IN FY2020, FY2022, AND FY2023 THEREBY CHANGING THE FUNDING SHARES FOR THE PROJECT
Comment: LOCAL CONTRIBUTION PAID BY DCTA; FEDERAL PARTICIPATION CAPPED AT 50%

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	TRANS	0918-46-312	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$484,714	\$484,714
2020	TRANS	0918-46-312	Cat 7:	\$301,600	\$0	\$0	\$75,400	\$0	\$377,000
Phase Subtotal:				\$301,600	\$0	\$0	\$75,400	\$484,714	\$861,714
2022	TRANS	0918-46-313	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$682,500	\$682,500
2022	TRANS	0918-46-313	Cat 7:	\$327,600	\$0	\$0	\$81,900	\$0	\$409,500
Phase Subtotal:				\$327,600	\$0	\$0	\$81,900	\$682,500	\$1,092,000
2023	TRANS	0918-46-314	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$758,333	\$758,333
2023	TRANS	0918-46-314	Cat 7:	\$364,000	\$0	\$0	\$91,000	\$0	\$455,000
Phase Subtotal:				\$364,000	\$0	\$0	\$91,000	\$758,333	\$1,213,333
Grand Total:				\$993,200	\$0	\$0	\$248,300	\$1,925,547	\$3,167,047

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	TRANS	0918-46-312	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$226,200	\$226,200
2020	TRANS	0918-46-312	STBG:	\$301,600	\$0	\$0	\$75,400	\$0	\$377,000
Phase Subtotal:				\$301,600	\$0	\$0	\$75,400	\$226,200	\$603,200
2022	TRANS	0918-46-313	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$245,700	\$245,700
2022	TRANS	0918-46-313	STBG:	\$327,600	\$0	\$0	\$81,900	\$0	\$409,500
Phase Subtotal:				\$327,600	\$0	\$0	\$81,900	\$245,700	\$655,200
2023	TRANS	0918-46-314	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$273,000	\$273,000
2023	TRANS	0918-46-314	STBG:	\$364,000	\$0	\$0	\$91,000	\$0	\$455,000
Phase Subtotal:				\$364,000	\$0	\$0	\$91,000	\$273,000	\$728,000
Grand Total:				\$993,200	\$0	\$0	\$248,300	\$744,900	\$1,986,400

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11176.7 **Facility:** VA **Location/Limits From:** REGIONAL VANPOOL PROGRAM FOR WESTERN SUBREGION **Modification #:** 2021-0554
Impementing Agency: FWTA
County: TARRANT **CSJ:** 0902-90-059, 0902-90-060
City: VARIOUS **Desc:** OPERATE VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; INCLUDES COST OF VEHICLE LEASING AND PART OF ADMINISTRATIVE COSTS, BALANCE OF COSTS ARE 100% LOCAL
Request: DECREASE LOCAL CONTRIBUTION FUNDS FOR CONSTRUCTION PHASE IN FY2018 THEREBY CHANGING THE FUNDING SHARES FOR THE PROJECT; CHANGE CSJ FOR CATEGORY 7 FUNDS IN FY2018 TO 0902-90-060
Comment: LOCAL CONTRIBUTION PAID BY FWTA; FEDERAL PARTICIPATION CAPPED AT 50%

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	TRANS	0902-90-059	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,133,156	\$1,133,156
2017	TRANS	0902-90-059	Cat 7:	\$705,075	\$0	\$0	\$176,269	\$0	\$881,344
Phase Subtotal:				\$705,075	\$0	\$0	\$176,269	\$1,133,156	\$2,014,500
2018	TRANS	0902-90-059	Cat 7:	\$731,850	\$0	\$0	\$182,963	\$0	\$914,813
2018	TRANS	0902-90-060	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,176,187	\$1,176,187
Phase Subtotal:				\$731,850	\$0	\$0	\$182,963	\$1,176,187	\$2,091,000
Grand Total:				\$1,436,925	\$0	\$0	\$359,232	\$2,309,343	\$4,105,500

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	TRANS	0902-90-059	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,133,156	\$1,133,156
2017	TRANS	0902-90-059	Cat 7:	\$705,075	\$0	\$0	\$176,269	\$0	\$881,344
Phase Subtotal:				\$705,075	\$0	\$0	\$176,269	\$1,133,156	\$2,014,500
2018	TRANS	0902-90-060	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$548,887	\$548,887
2018	TRANS	0902-90-060	Cat 7:	\$731,850	\$0	\$0	\$182,963	\$0	\$914,813
Phase Subtotal:				\$731,850	\$0	\$0	\$182,963	\$548,887	\$1,463,700
Grand Total:				\$1,436,925	\$0	\$0	\$359,232	\$1,682,043	\$3,478,200

TIP Code: 11649 **Facility:** VA **Location/Limits From:** DART VANPOOL PROGRAM **Modification #:** 2021-0555
Impementing Agency: NCTCOG
County: VARIOUS **CSJ:** 0918-00-280, 0918-00-281, 0918-00-343, 0918-00-363
City: VARIOUS **Desc:** OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; SUBSIDIZE A PORTION OF THE COST FOR STAFFING, VEHICLE LEASE COSTS, VANPOOL VEHICLE WRAPPINGS, AND EMERGENCY RIDE HOME SERVICES
Request: DECREASE LOCAL CONTRIBUTION FUNDS IN FY2021 AND FY2022 THEREBY CHANGING THE FUNDING SHARES FOR THE PROJECT
Comment: LOCAL CONTRIBUTION PAID BY DART; FEDERAL PARTICIPATION CAPPED AT 50%

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0918-00-280	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,102,517	\$1,102,517
2017	IMP	0918-00-280	Cat 7:	\$1,041,250	\$0	\$0	\$260,312	\$0	\$1,301,562
Phase Subtotal:				\$1,041,250	\$0	\$0	\$260,312	\$1,102,517	\$2,404,079
2018	IMP	0918-00-281	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,706,906	\$1,706,906
2018	IMP	0918-00-281	STBG:	\$1,062,075	\$0	\$0	\$265,518	\$0	\$1,327,593
Phase Subtotal:				\$1,062,075	\$0	\$0	\$265,518	\$1,706,906	\$3,034,499
2021	IMP	0918-00-343	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,998,429	\$3,998,429
2021	IMP	0918-00-343	STBG:	\$2,146,000	\$0	\$0	\$536,500	\$0	\$2,682,500
Phase Subtotal:				\$2,146,000	\$0	\$0	\$536,500	\$3,998,429	\$6,680,929
2022	IMP	0918-00-363	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,493,750	\$2,493,750
2022	IMP	0918-00-363	STBG:	\$1,197,000	\$0	\$0	\$299,250	\$0	\$1,496,250
Phase Subtotal:				\$1,197,000	\$0	\$0	\$299,250	\$2,493,750	\$3,990,000
Grand Total:				\$5,446,325	\$0	\$0	\$1,361,580	\$9,301,602	\$16,109,507

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0918-00-280	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,102,517	\$1,102,517
2017	IMP	0918-00-280	Cat 7:	\$1,041,250	\$0	\$0	\$260,312	\$0	\$1,301,562
Phase Subtotal:				\$1,041,250	\$0	\$0	\$260,312	\$1,102,517	\$2,404,079
2018	IMP	0918-00-281	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,706,906	\$1,706,906
2018	IMP	0918-00-281	STBG:	\$1,062,075	\$0	\$0	\$265,518	\$0	\$1,327,593
Phase Subtotal:				\$1,062,075	\$0	\$0	\$265,518	\$1,706,906	\$3,034,499
2021	IMP	0918-00-343	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,609,500	\$1,609,500
2021	IMP	0918-00-343	STBG:	\$2,146,000	\$0	\$0	\$536,500	\$0	\$2,682,500
Phase Subtotal:				\$2,146,000	\$0	\$0	\$536,500	\$1,609,500	\$4,292,000
2022	IMP	0918-00-363	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$897,750	\$897,750
2022	IMP	0918-00-363	STBG:	\$1,197,000	\$0	\$0	\$299,250	\$0	\$1,496,250
Phase Subtotal:				\$1,197,000	\$0	\$0	\$299,250	\$897,750	\$2,394,000
Grand Total:				\$5,446,325	\$0	\$0	\$1,361,580	\$5,316,673	\$12,124,578

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 14069 **Facility:** FM 544 **Location/Limits From:** AT FM 1378 (COUNTRY CLUB ROAD) **Modification #:** 2021-0556
Impementing Agency: TXDOT-DALLAS
County: COLLIN **CSJ:** 0619-03-061
City: WYLIE **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT AND RIGHT TURN LANES
Request: INCREASE CONSTRUCTION FUNDING IN FY2024 DUE TO COST OVERRUNS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0619-03-061	SW PE:	\$0	\$150,000	\$0	\$0	\$0	\$150,000
2021	ROW	0619-03-061	SW ROW:	\$450,000	\$50,000	\$0	\$50,000	\$0	\$550,000
2024	CON	0619-03-061	Cat 5:	\$2,149,938	\$537,485	\$0	\$0	\$0	\$2,687,423
Grand Total:				<u>\$2,599,938</u>	<u>\$737,485</u>	<u>\$0</u>	<u>\$50,000</u>	<u>\$0</u>	<u>\$3,387,423</u>

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0619-03-061	SW PE:	\$0	\$150,000	\$0	\$0	\$0	\$150,000
2021	ROW	0619-03-061	SW ROW:	\$450,000	\$50,000	\$0	\$50,000	\$0	\$550,000
2024	CON	0619-03-061	Cat 5:	\$2,949,938	\$737,485	\$0	\$0	\$0	\$3,687,423
Grand Total:				<u>\$3,399,938</u>	<u>\$937,485</u>	<u>\$0</u>	<u>\$50,000</u>	<u>\$0</u>	<u>\$4,387,423</u>

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11727 **Facility:** CS **Location/Limits From:** ON MEDICAL DISTRICT DR, FROM IH 35E **Modification #:** 2021-0570
Impementing Agency: DALLAS CO **Location/Limits To:** HARRY HINES BLVD
County: DALLAS **CSJ:** 0918-45-884
City: DALLAS **Desc:** RECONSTRUCT AND WIDEN FROM 4-LANE TO 6-LANE DIVIDED ROADWAY INCLUDING REPLACEMENT OF RAILROAD BRIDGES ON ACTIVE RAIL CORRIDOR
Request: REVISE SCOPE TO RECONSTRUCT AND WIDEN FROM 4-LANE TO 6-LANE DIVIDED ROADWAY
Comment: LOCAL CONTRIBUTION PAID BY DALLAS AND DALLAS COUNTY; MILESTONE POLICY PROJECT NOT TO BE DELAYED BEYOND FY2018 (PROJECT LET 03/2018)

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	ENG	0918-45-884	Cat 10 - Cong Earmark:	\$2,790,400	\$0	\$0	\$697,600	\$0	\$3,488,000
2015	ROW	0918-45-884	Cat 10 - Cong Earmark:	\$1,216,090	\$0	\$0	\$304,023	\$0	\$1,520,113
2016	UTIL	0918-45-884	Cat 10 - Cong Earmark:	\$400,000	\$0	\$0	\$100,000	\$0	\$500,000
2018	CON	0918-45-884	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,181,839	\$1,181,839
2018	CON	0918-45-884	Cat 7:	\$16,170,000	\$0	\$0	\$4,042,500	\$0	\$20,212,500
Phase Subtotal:				\$16,170,000	\$0	\$0	\$4,042,500	\$1,181,839	\$21,394,339
Grand Total:				\$20,576,490	\$0	\$0	\$5,144,123	\$1,181,839	\$26,902,452

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	ENG	0918-45-884	Cat 10 - Cong Earmark:	\$2,790,400	\$0	\$0	\$697,600	\$0	\$3,488,000
2015	ROW	0918-45-884	Cat 10 - Cong Earmark:	\$1,216,090	\$0	\$0	\$304,023	\$0	\$1,520,113
2016	UTIL	0918-45-884	Cat 10 - Cong Earmark:	\$400,000	\$0	\$0	\$100,000	\$0	\$500,000
2018	CON	0918-45-884	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,181,839	\$1,181,839
2018	CON	0918-45-884	Cat 7:	\$16,170,000	\$0	\$0	\$4,042,500	\$0	\$20,212,500
Phase Subtotal:				\$16,170,000	\$0	\$0	\$4,042,500	\$1,181,839	\$21,394,339
Grand Total:				\$20,576,490	\$0	\$0	\$5,144,123	\$1,181,839	\$26,902,452

PROPOSED NOVEMBER 2021 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2019 PROGRAM OF PROJECTS

Modification #: 2021-0559

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

UZA: DALLAS-FORTH WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:

REVISION REQUESTED:				FUNDING TABLE:						REVISION REQUESTED	
<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>	
12014.19	INLAND PORT SERVICE ENHANCEMENTS	2022	CAPITAL	\$530,852	\$0	\$0	\$132,713	0	\$663,565	ADD PROJECT	
TOTAL:				\$530,852	\$0	\$0	\$132,713	0	\$663,565		

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2021 PROGRAM OF PROJECTS

Modification #: 2021-0560

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

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:

REVISION REQUESTED:				FUNDING TABLE:						REVISION REQUESTED	
<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>	
12916.21	SUPPORT URBANIZED AREA TRANSIT SERVICE	2022	CAPITAL	\$128,387	\$0	\$0	\$32,097	0	\$160,484	ADD PROJECT	
TOTAL:				\$128,387	\$0	\$0	\$32,097	0	\$160,484		

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2019 PROGRAM OF PROJECTS

Modification #: 2021-0562

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

CURRENTLY APPROVED:				FUNDING TABLE:					
<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>
12678.19	PROGRAM ADMINISTRATION	2020	CAPITAL	\$363,942	\$0	\$0	\$0	0	\$363,942
12915.19	SUPPORT ENHANCED MOBILITY TRANSIT SERVICE	2020	CAPITAL	\$1,762,399	\$0	\$0	\$440,600	0	\$2,202,999
TOTAL:				\$2,126,341	\$0	\$0	\$440,600	0	\$2,566,941

Revision Requested:

REVISION REQUESTED:				FUNDING TABLE:						REVISION REQUESTED	
<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>	
12678.19	PROGRAM ADMINISTRATION	2020	CAPITAL	\$363,942	\$0	\$0	\$0	0	\$363,942	NO CHANGE	
12752.19	MOBILITY MANAGEMENT	2022	CAPITAL	\$1,762,399	\$0	\$0	\$440,600	0	\$2,202,999	ADD PROJECT	
12915.19	SUPPORT ENHANCED MOBILITY TRANSIT SERVICE	2020	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
TOTAL:				\$2,126,341	\$0	\$0	\$440,600	0	\$2,566,941		

Grouped Project CSJs

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right-of-Way Acquisition	Right-of-Way (ROW) acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done within existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, <u>passing</u> , non-added capacity) or drainage improvements associated with rehabilitation. <u>[See Note 3].</u>
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment, and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System (ITS) Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/Intelligent Vehicle Highway System (IVHS) programs.
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of <u>Projects including</u> bicycle and pedestrian lanes, paths and facilities <u>(e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.). Safe Routes to School non-infrastructure related activities (e.g., enforcement, tolls, and education programs).</u>

Grouped Project CSJs (continued)

5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities and bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, <u>preventative maintenance of transit vehicles and facilities</u> , acquisition of third-party transit services, transit marketing, and mobility management/coordination. Additionally, includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet [See Note <u>34</u>].
<u>5000-00-919</u>	<u>Recreational Trails Program</u>	<u>Off-Highway Vehicle (OHV), Equestrian, Recreational Water/Paddling Trails and related facilities; Recreational Trails related education and safety programs.</u>

Note 1: Projects eligible for grouping include associated project phases (Preliminary Engineering, Right-of-Way and Construction).

Note 2: Projects funded with ~~Transportation Alternatives Program (TAP), Transportation Enhancement, and~~ Congestion Mitigation Air Quality Improvement Program funding require a Federal eligibility determination, and are not approved to be grouped.

Note 3: Passing lanes include "SUPER 2" lanes consistent with TxDOT's Roadway Design Manual.

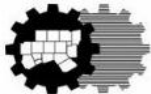
Note 34: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.

Note 25: Projects funded as part of the Recreational Trails Program (RTP) consistent with the revised grouped project category definitions may be grouped. RTP projects that are not consistent with the revised grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). Road diet projects may not be grouped.

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

Surface Transportation Technical Committee

September 24, 2021



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- The updated Regional 10-Year Plan project listing was approved by the Regional Transportation Council (RTC) on July 8, 2021.
- Approved changes included addressing cost overruns on existing projects with Category 2 and/or 4 funds and requesting Category 12 funds from the Texas Transportation Commission (TTC).
- The TTC approved the 2022 UTP at its August 2021 meeting.
- In the 2022 UTP, all Category 2 and 4 requests were funded. Of the \$1.98B of Category 12 funds requested, approximately \$339M was awarded to the region (\$255M in the Eastern Subregion and \$84M in the Western Subregion).

PROPOSED FUNDING CHANGES

▪ **Projects with Funding Category Changes**

- FM 2642 from FM 35 to SH 66 (Hunt County) – Increase Category 2 funding from \$7,314,160 to \$8,066,160 as Category 12 was not awarded
- SH 24/SH 11 from Culver St to Live Oak St and SH 11 from SH 24 to Monroe St (Hunt County) – Increase Category 2 funding from \$4,900,000 to \$5,096,000 as Category 12 was not awarded
- US 75 from North of CR 370 to CR 375 (Grayson CL) (Collin County) – Category 12 request partially funded with Category 4 instead

CATEGORY 12 FUNDING AWARDED BY THE TTC (WESTERN SUBREGION)

- IH 20 from FM 2552 to Bankhead Highway (Parker County) – Project awarded \$31,000,000
- IH 30 from SS 580 (East of Linkcrest Dr) to IH 820 (Tarrant County) – Project awarded \$50,000,000
- Regional Mobility Assistance Patrol (Fort Worth District) – Project awarded \$2,587,500 (covers 3 years of implementation)

CATEGORY 12 FUNDING AWARDED BY THE TTC (EASTERN SUBREGION)

- US 380 from JCT US 380/BUS 380 to CR 560 (Collin County) – Project awarded \$40,008,000
- IH 30 from IH 35E to IH 45 (Dallas County) – Project awarded additional \$101,538,342
- US 80 from East of Belt Line Rd to Lawson Rd (Dallas County) – Project awarded \$103,240,838
- IH 30 at FM 1570 (Hunt County) – Project awarded additional \$1,200,000
- IH 30 from South of FM 36 to North of FM 36 (Hunt County) – Project awarded additional \$1,000,000
- IH 30 from South of FM 1565 to North of FM 1565 (Hunt County) – Project awarded additional \$1,000,000
- IH 30 from South of CR 2509 to North of CR 2509 (Hunt County) – Project awarded additional \$1,200,000
- Regional Mobility Assistance Patrol (Dallas District) – Project awarded \$6,040,500 (covers 3 years of implementation)

REGIONAL FUNDING ALLOCATIONS FOR 2017-2022 UTPs

Funding Category	2017 Allocation	2018 Allocation	2019 Allocation	2020 Allocation	2021 Allocation	2022 Allocation
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	<u>\$2.601B</u>
Total Allocation	\$5.426B	\$7.290B	\$6.864B	\$8.094B	\$7.342B	\$6.880B

*Category 12 amounts are the total project authorizations in a given UTP, as the funds are not allocated to a specific region or TxDOT District

STBG/CATEGORY 2 FUNDING EXCHANGE

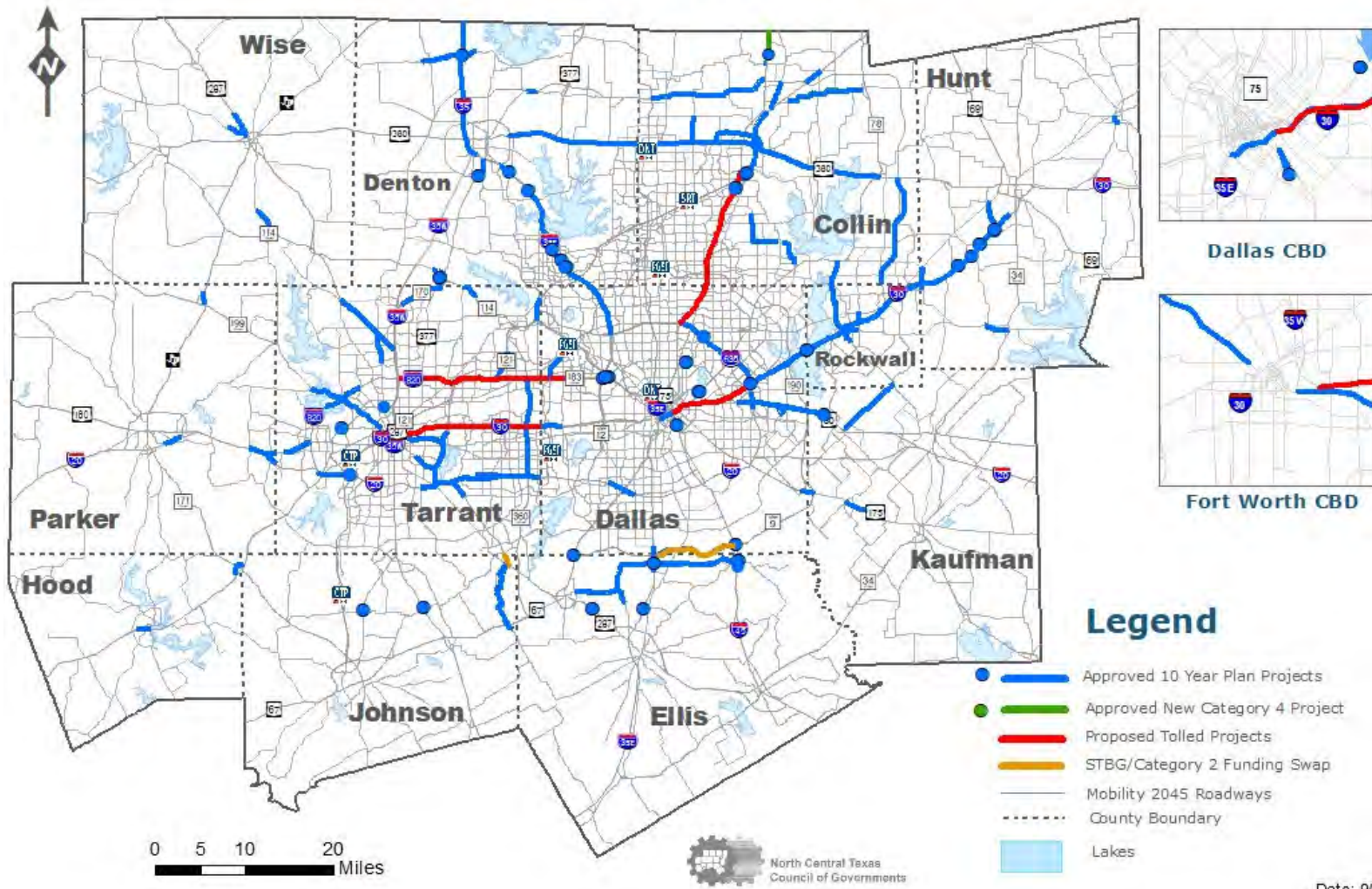
- In July 2021, the RTC approved the exchange of Category 2 funding on US 287 and SL 9 with Fiscal Year (FY 2021) STBG funds to help reduce the region's large STBG carryover balance.
- Staff committed to bring back a proposal with specific projects on which to program the freed-up Category 2 funds.
- The amount being exchanged has been reduced from the originally proposed amount of \$141,459,476 due to cost savings at letting on the SL 9 project of \$41,683,842.

STBG/CATEGORY 2 FUNDING EXCHANGE PROJECT PROPOSALS

TIP Code	CSJ	Project	Proposed Category 2 Funds
State Loop 9 Funding Exchange Projects			
TBD	TBD	FM 429 from N of US 80 to 1 mile S of US 80	\$10,000,000
55235	0353-02-037	SH 114 from W of US 377 to E of IH 35W	\$30,000,000
30001	N/A	IH 35E Phase 2 Placeholder	\$25,725,634
Total Funding			\$65,725,634
US 287 Funding Exchange Projects			
21022	0008-13-248	IH 820 at Trinity Railway Express Line from North of Trinity Blvd to South of SH 10	\$18,000,000
21093.1	0008-03-131	IH 20 from FM 1187 to US 180	\$3,411,564
TBD	TBD	SH 360 from Trinity River to Post and Paddock	\$12,638,436
Total Funding			\$34,050,000

Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2031



Legend

- — Approved 10 Year Plan Projects
- — Approved New Category 4 Project
- Proposed Tolled Projects
- STBG/Category 2 Funding Swap
- Mobility 2045 Roadways
- County Boundary
- Lakes

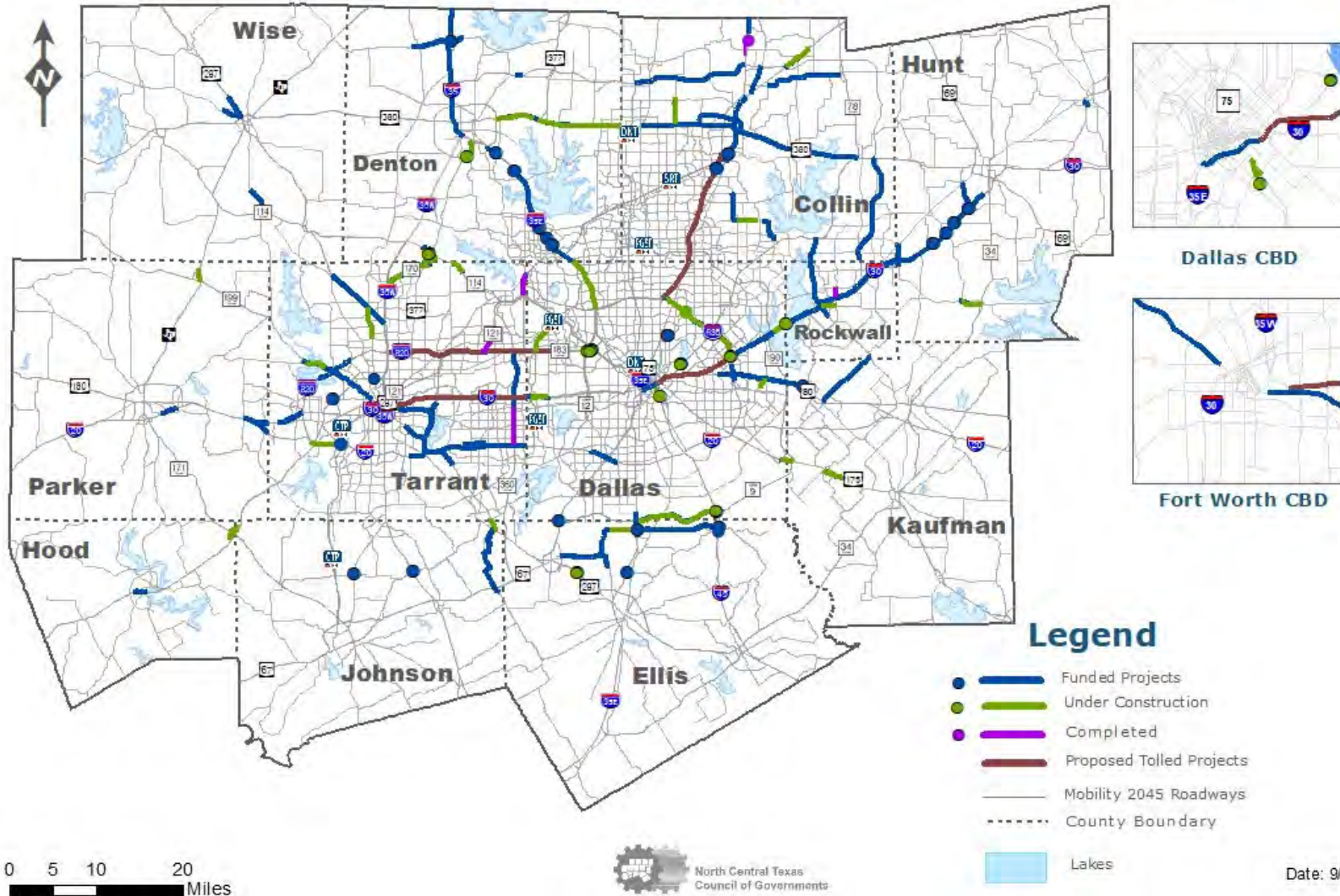
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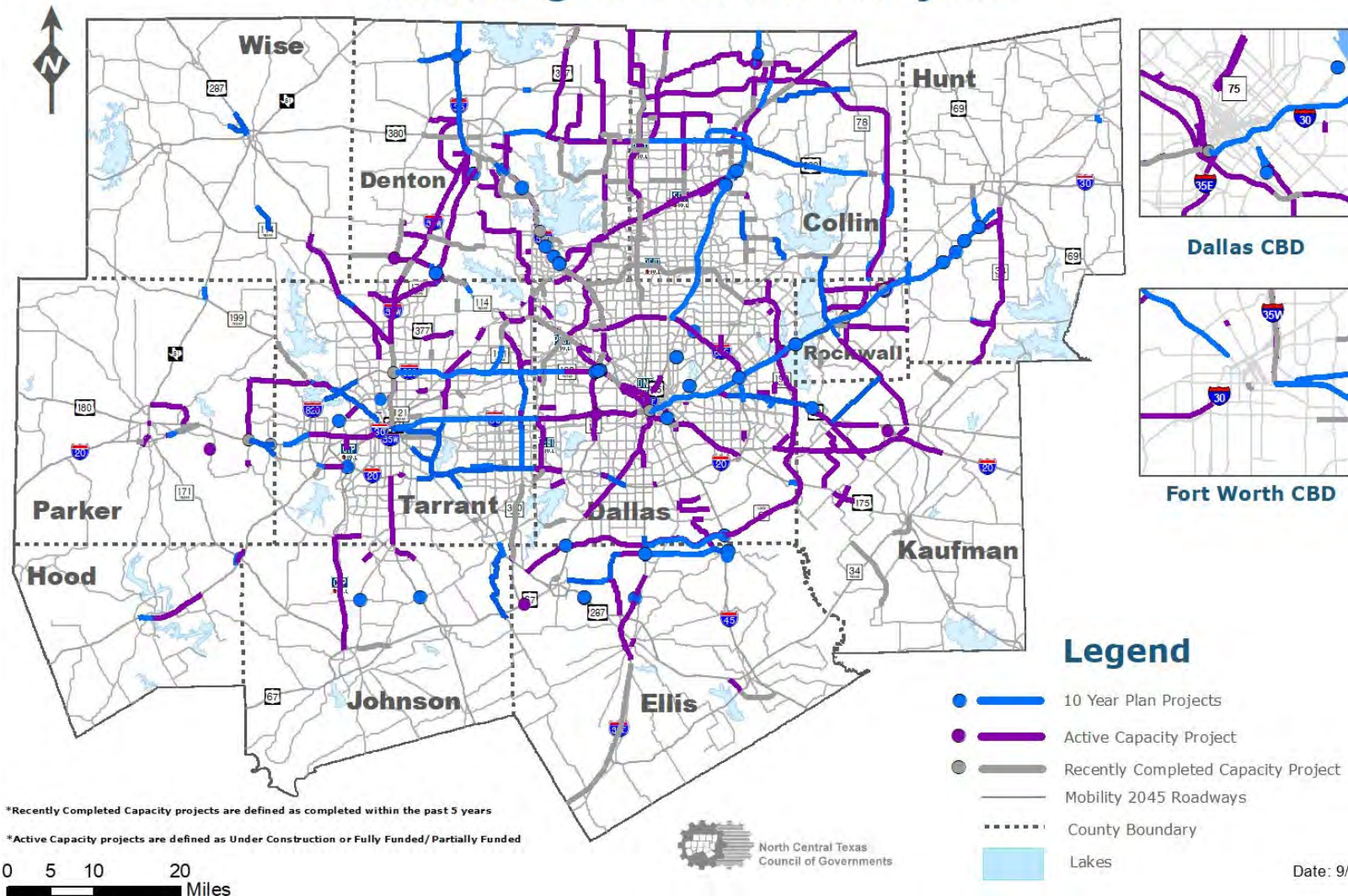
Date: 9/3/2021

Dallas-Fort Worth Regional 10 Year Plan Project Status

FY 2017 - FY 2031



Recently Completed & Active Capacity Transportation Projects including 10 Year Plan Projects



NEXT STEPS

- NCTCOG will continue to coordinate with TxDOT on the next round of 10-Year Plan changes, including continuing efforts to re-fund projects that had funding removed in previous 10-Year Plans
 - Funding targets will likely not be available until after a draft project list is due to TxDOT Austin
- The process used to prioritize and score 10-Year Plan projects is under review by NCTCOG staff. A proposal for the revised process will be brought back for review and approval at a future meeting.

ANTICIPATED 2023 UTP SCHEDULE

MEETING/TASK	DATE
TxDOT Funding Analysis	Oct. 2021-Feb. 2022
Initial Draft List Due to TxDOT	January 2022
Anticipated Receipt of Funding Targets	February 2022
NCTCOG Public Involvement	April-May 2022
STTC Action	April-May 2022
RTC Action	May-June 2022
TxDOT Public Meetings for 2023 UTP	June-August 2022
Anticipated TTC Approval of 2023 UTP	August 2022

REQUESTED ACTION

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

CONTACT/QUESTIONS?

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

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

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

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY 2022 - FY 2031

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2022 - FY 2031								MPO Project Score
											Cat 2 RTC Approved	Cat 2 TTC Approved	Cat 4 RTC Approved	Cat 4 TTC Approved	Cat 12 Clear Lanes RTC Proposed	Cat 12 Clear Lanes TTC Approved	Cat 12 Strategic Priority RTC Proposed	Cat 12 Strategic Priority TTC Approved	
											\$1,950,486,878	\$1,950,486,878	\$916,895,477	\$916,895,477	\$717,123,838	\$717,123,838	\$1,170,895,779	\$1,170,895,779	
Collin County Projects																			
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		\$24,107,754	\$24,107,754	\$24,107,754	\$24,107,754							85.74
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	\$11,360,404	\$11,360,404							84.96
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
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	Funding reduced and moved to CSJ 0047-04-031, which is ready to advance sooner	\$23,859,947 \$26,723,144	\$6,000,000			\$6,000,000	\$6,000,000					81.22
TBD	TBD	North/ South Roadways	West and East of Lake Lavon			TBD	TBD	Feasibility study being done by NCTCOG; In prior years, moved \$100,000,000 of Category 12 funds to the US 380 corridor; Moved \$15,000,000 of Category 2 to TIP 13036/CSJ 0009-12-219 and \$35,000,000 of Category 2 to TIP 55221/CSJ 0009-12-215; Reduction in Category 2 funding offset by increase in Category 12 funding; Funding moved to breakout project CSJ 0135-04-036	TBD	\$0	\$0	\$0			\$0	\$0			70.56
TBD	TBD	Regional Outer Loop	DNT to SH 121			TBD	TBD	Working on local environmental document; Collin County desires that local funds be used on Regional Outer Loop, so federal funds were moved to North/South Roadways and US 380 projects; Collin County to contribute \$111,249,684 in bond funds over next 5 years	TBD	\$0	\$0	\$0							70.00
TBD	TBD	Regional Outer Loop	US 380 to Rockwall County Line; North/South Arterial			TBD	TBD	Collin County desires that local funds be used on Regional Outer Loop, so federal funds moved to US 380 project; Collin County to contribute \$32,400,000 in bond funds over next 5 years	TBD	\$0	\$0	\$0							70.00
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 July 2022	2022	Project also has \$5,000,000 of Category 1 funding for potential cost overruns	\$38,783,754	\$38,783,754	\$38,783,754	\$38,783,754							87.89
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 2027	2025 2027		\$15,002,115 \$16,802,639	\$10,000,000	\$10,000,000	\$10,000,000							72.39
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	Category 2 funding moved to breakout project (CSJ 0047-05-057) that is the priority section for Collin County and the City of McKinney	\$125,981,920	\$0	\$0	\$0							78.69
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	\$86,750,627	\$86,750,627							78.69
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	Funding offset by reductions on CSJ 1012-02-030 and TIP 55112/CSJ 0353-05-120	\$31,699,658	\$31,699,658			\$31,699,658	\$31,699,658					73.19

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**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY 2022 - FY 2031**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2022 - FY 2031								MPO Project Score
											Cat 2 RTC Approved	Cat 2 TTC Approved	Cat 4 RTC Approved	Cat 4 TTC Approved	Cat 12 Clear Lanes RTC Proposed	Cat 12 Clear Lanes TTC Approved	Cat 12 Strategic Priority RTC Proposed	Cat 12 Strategic Priority TTC Approved	
											\$1,950,486,878	\$1,950,486,878	\$916,895,477	\$916,895,477	\$717,123,838	\$717,123,838	\$1,170,895,779	\$1,170,895,779	
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	\$21,952,000	\$21,952,000							60.18
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; Project was not awarded Category 12 funding in 2022 UTP	\$807,520,000	\$807,520,000 \$214,304,000	\$109,996,800	\$109,996,800	\$104,307,200	\$104,307,200	\$0 \$593,216,000	\$0			87.62
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	\$34,372,146 \$38,496,804	\$19,273,554	\$19,273,554	\$19,273,554						80.91	
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	\$9,968,000	\$9,968,000							67.27
55233	0135-03-046	US 380	Airport Drive to 4th Street West of Bridgefarmer Road	Widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	January 2023	2023 2024	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	\$52,683,197	\$52,683,197							81.70
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 2024	Project added to the 10-Year Plan via 2020 UTP	\$5,722,380	\$5,722,380	\$5,722,380	\$5,722,380							76.46
TBD	TBD	US 380	Denton County Line to Hunt County Line		December 2021	August 2026	2026	Collin County to contribute \$316,053,616 in bond funds over next 5 years; Funding previously moved to breakout project (CSJ 0135-03-053)	\$450,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		72.91
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	\$16,083,200	\$16,083,200	\$16,083,200	\$16,083,200	\$0	\$0					95.51
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; Project also includes \$60,000,000 of Collin County funds to complete the funding exchanges on the Panther Creek Parkway and McKinney National Airport runway projects approved by the RTC in November 2020; Project was awarded \$40,008,000 of Category 12 Strategic Priority funding via 2022 UTP	\$127,008,000	\$67,008,000	\$27,000,000	\$27,000,000		\$0 \$40,008,000	\$0	\$40,008,000	\$40,008,000	87.62	
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	\$120,000,000	\$120,000,000	\$45,692,800	\$45,692,800					69.40
13044	0047-06-161	US 75	At Ridgeview Drive	Reconstruct interchange	June 2019 (Actual)	June March-2022	2022	Project also has \$2,500,000 of Category 1 funding and \$8,945,594 of STBG funding	\$37,600,696 \$35,100,696	\$26,155,102	\$26,155,102	\$26,155,102							79.42
30006	0047-06-158	US 75	Dallas County Line to Bethany Drive	Remove HOV lanes and add peak hour travel technology lanes	May 2022 June-2020	August 2022	2022	Funded with \$15,000,000 \$12,018,135 of STBG funding; Project included on list in order to get TTC concurrence to proceed	\$12,018,135 \$6,973,925	\$0									94.24
30007	0047-06-163	US 75	Bethany Drive to SH 121	Add peak hour travel technology lanes	May 2022 June-2020	August 2022	2022	Funded with \$10,000,000 \$7,018,135 of STBG funding; Project included on list in order to get TTC concurrence to proceed	\$7,018,135 \$5,692,037	\$0									91.62
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	MPO Milestone Policy Project (Round 2); Category 4 funding was awarded instead of Category 12	\$58,953,568 \$67,384,036	\$17,597,275 \$70,507,801			\$0	\$17,597,275	\$0 \$67,384,036	\$0			91.35
											Total Proposed Funding - Collin County								\$869,712,276

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FY 2022 - FY 2031**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2022 - FY 2031								MPO Project Score
											Cat 2 RTC Approved	Cat 2 TTC Approved	Cat 4 RTC Approved	Cat 4 TTC Approved	Cat 12 Clear Lanes RTC Proposed	Cat 12 Clear Lanes TTC Approved	Cat 12 Strategic Priority RTC Proposed	Cat 12 Strategic Priority TTC Approved	
											\$1,950,486,878	\$1,950,486,878	\$916,895,477	\$916,895,477	\$717,123,838	\$717,123,838	\$1,170,895,779	\$1,170,895,779	
Dallas County Projects																			
55240	2374-04-085	IH 20	West of Cockrell Hill Road to Hampton Road	Construct 0 to 4 lane frontage road	July 2019 (Actual)	December 2021	2022	Commitment to Red Bird Mall area	\$80,581,578	\$80,581,578	\$80,581,578	\$80,581,578							75.69
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
13018	0581-02-146	IH 30	at SL 12	Construct direct connectors (Phase 1)	January 2023	August 2025 <u>2045</u>	2025 <u>2045</u>		\$250,000,000	\$0					\$0	\$0			76.19
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)	March 2024 February 2025	<u>2024</u> 2025	Project was awarded \$213,000,000 of Category 12 Strategic Priority funding and \$62,000,000 of S111 funding in the 2020 UTP; The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country; TIP 21079/CSJ 0918-47-385); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; Project was awarded an additional \$101,538,342 of Category 12 funding in 2022 UTP	\$451,538,342	\$451,538,342	\$0	\$0			\$126,538,342 <u>\$25,000,000</u>	\$126,538,342 <u>\$126,538,342</u>	\$325,000,000 <u>\$426,538,342</u>	\$325,000,000 <u>\$325,000,000</u>	81.67
13043.2	0009-11-259	IH 30	IH 635 to Bass Pro Drive (in Garland)	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; TIP 21079/CSJ 0918-47-385); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; Project was not awarded Category 12 funding in the 2022 UTP	\$70,507,801	\$0 <u>\$70,507,801</u>					\$0 <u>\$70,507,801</u>	\$0 <u>\$0</u>			80.71
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	The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country; TIP 21079/CSJ 0918-47-385); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor	\$1,108,449,456	\$25,000,000					\$25,000,000	\$25,000,000			77.40
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
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 <u>2045</u>	2027 <u>2045</u>		\$428,320,000	\$0					\$0	\$0			72.81
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 <u>2045</u>	2027 <u>2045</u>		\$636,480,000	\$0					\$0	\$0			68.59
55094	0442-02-159	IH 35E	US 67 to Laureland Drive	Construct 0 to 1 reversible express lane		August 2027 <u>2045</u>	2027 <u>2045</u>	Funding was previously removed from this project	\$0	\$0									74.33

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FY 2022 - FY 2031**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2022 - FY 2031								MPO Project Score
											Cat 2 RTC Approved	Cat 2 TTC Approved	Cat 4 RTC Approved	Cat 4 TTC Approved	Cat 12 Clear Lanes RTC Proposed	Cat 12 Clear Lanes TTC Approved	Cat 12 Strategic Priority RTC Proposed	Cat 12 Strategic Priority TTC Approved	
											\$1,950,486,878	\$1,950,486,878	\$916,895,477	\$916,895,477	\$717,123,838	\$717,123,838	\$1,170,895,779	\$1,170,895,779	
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
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
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
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
TBD	TBD	SH 183	SH 161 to Story Road	Construct 6 to 8 general purpose lanes and 2 to 6 concurrent managed lanes	TBD	TBD	TBD	Project to be funded by the private sector	\$360,000,000 \$270,000,000	\$0	\$0	\$0							72.81
TBD	TBD	SH 183	PGBT Western Extension (SH 161) to SL 12					Funding previously moved to TIP 53003 and 11527	\$0	\$0	\$0	\$0							65.95
TBD	TBD	SH 183	SL 12 to SH 114					Funding previously moved to TIP 11527	\$0	\$0	\$0	\$0							65.95
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 has \$1,116,185 of Category 1 funding; Funding moved to CSJ 0047-04-031; Once scope discussions have concluded, funding will be re-evaluated	\$19,264,001	\$0			\$0	\$0					78.89
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	\$4,421,204	\$4,421,204							64.93
30005	0047-07-232	US 75	IH 635 to Collin County Line	Remove HOV lanes and add peak hour travel technology lanes	May 2022 June 2020	August 2022	2022	Funded with \$15,000,000 \$12,018,135 of STBG funding; Project included on list in order to get TTC concurrence to proceed	\$12,018,135 \$4,781,453	\$0									92.85
53110.2	2374-02-162	IH 635	At US 80	Reconstruct existing interchange	April 2020 (Actual)	September 2024	2025	\$90,000,000 moved from TIP 53110/CSJ 0095-02-096 and \$10,350,386 moved from TIP 53109/CSJ 0095-02-107 to this breakout project; Project was not awarded Category 12 funding in 2022 UTP	\$210,426,225	\$100,350,386 \$210,426,225		\$100,350,386	\$100,350,386	\$0 \$110,075,839	\$0				74.65
53109	0095-02-107	US 80	East of Town East Blvd. to East of Belt Line Road	Reconstruct and widen 4 to 6/8 mainlanes and 2/4/6 to 4/6 lane continuous frontage roads and reconstruct IH 635 interchange	April 2020 (Actual)	September 2024	2025	TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; \$10,350,386 moved to TIP 53110/CSJ 2374-02-162	\$94,649,614	\$94,649,614		\$94,649,614	\$94,649,614	\$0	\$0				82.45

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											Cat 2 RTC Approved	Cat 2 TTC Approved	Cat 4 RTC Approved	Cat 4 TTC Approved	Cat 12 Clear Lanes RTC Proposed	Cat 12 Clear Lanes TTC Approved	Cat 12 Strategic Priority RTC Proposed	Cat 12 Strategic Priority TTC Approved		
											\$1,950,486,878	\$1,950,486,878	\$916,895,477	\$916,895,477	\$717,123,838	\$717,123,838	\$1,170,895,779	\$1,170,895,779		
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; Category 4 funding reduced and moved to CSJ 2374-02-162; <u>Project awarded \$103,240,838 of Category 12 Clear Lanes funding via the 2022 UTP</u>	\$206,481,677	\$206,481,677 <u>\$113,240,838</u>			\$10,000,000	\$10,000,000	\$196,481,677 <u>\$103,240,838</u>	<u>\$103,240,838</u>			79.95	
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	<u>Project was not awarded Category 12 funding in the 2022 UTP</u>	\$66,972,608	\$66,972,608 <u>\$0</u>					\$66,972,608 <u>\$0</u>	<u>\$0</u>			75.63	
Total Proposed Funding - Dallas County																		\$893,444,606		
Denton County Projects																				
83255	0816-02-072	FM 455	West of FM 2450 to East of Marion Road	Reconstruct and widen 2 lane rural highway to 4 lane divided urban	February 2018 (Actual)	July August 2022	2022	Project also has \$5,000,000 of Category 1 funding for potential cost overruns	\$44,660,582	\$44,660,582	\$44,660,582	\$44,660,582								91.11
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
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)	September <u>January</u> 2023	2024 <u>2025</u>	Project split out from TIP 13033.3/CSJ 0195-03-090; Category 12 funding moved from TIP 13033.3/CSJ 0195-03-090	\$43,821,225	\$43,821,225	\$35,008,319	\$35,008,319					\$8,812,906	\$8,812,906		71.42
13033.3	0195-03-090	IH 35	IH 35W to US 380	Reconstruct interchange and 4 to 4/8 lane frontage roads	January 2012 (Actual)	September <u>January</u> 2023	2024 <u>2023</u>	Project awarded Category 12 Strategic Priority funding via the 2020 UTP; \$8,812,906 of Category 12 funding moved to CSJ 0195-03-099	\$130,812,652	\$130,812,652							\$130,812,652	\$130,812,652		82.76
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 <u>\$30,664,453</u> of Category 11 funding; \$196,670,000 of Category 12 funds moved to TIP 55197.2/CSJ 0195-02-081 in the 2022 UTP	\$483,232,084 <u>\$484,846,537</u>	\$454,182,084			\$131,202,084	\$131,202,084			\$322,980,000	\$322,980,000		90.11
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 moved to this project from TIP 55197/CSJ 0195-02-074 via the 2022 UTP	\$196,670,000	\$196,670,000							\$196,670,000	\$196,670,000		90.11
55198	0195-03-087	IH 35	US 380 to US 77 North of Denton	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and 4 to 4/6 lane frontage roads	November 2019 (Actual)	September <u>January</u> 2023	2024 <u>2023</u>	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			\$43,647,905	\$43,647,905	\$100,000,000	\$100,000,000	\$79,709,425	\$79,709,425		79.11
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			\$883,567	\$883,567			\$26,862,296	\$26,862,296		87.58
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
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 via the 2022 UTP	\$45,022,538	\$45,022,538	\$45,022,538	\$45,022,538								78.08

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**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY 2022 - FY 2031**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2022 - FY 2031								MPO Project Score
											Cat 2 RTC Approved	Cat 2 TTC Approved	Cat 4 RTC Approved	Cat 4 TTC Approved	Cat 12 Clear Lanes RTC Proposed	Cat 12 Clear Lanes TTC Approved	Cat 12 Strategic Priority RTC Proposed	Cat 12 Strategic Priority TTC Approved	
											\$1,950,486,878	\$1,950,486,878	\$916,895,477	\$916,895,477	\$717,123,838	\$717,123,838	\$1,170,895,779	\$1,170,895,779	
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	\$96,444,954	\$96,444,954							82.90
13033.4	0196-02-126	IH 35E	At Corporate Drive	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	January 2025	2025	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Denton Priority Project #5; Increased Category 2 funding offset by reduction on CSJ 0196-01-113	\$79,809,723	\$79,809,723	\$79,809,723	\$79,809,723							81.45
25033.2	0196-02-125	IH 35E	Turbeville Road to FM 407	Reconstruct existing 4 general purpose lanes (NB only); Widen and convert 2 lane reversible to 4 lane concurrent managed lanes; Widen 4/6 lane continuous to 4/8 lane continuous frontage roads	February 2019 (Actual)	May 2028	2028	Funding previously moved to TIP 13033.4/CSJ 0196-02-126 and TIP 13033.1/CSJ 0196-02-128; Remaining Category 2 funding moved to TIP 13033.1/CSJ 0196-02-128, TIP 13033.2/CSJ 0196-02-127, TIP 13033.4/CSJ 0196-02-126, TIP 25033.3/CSJ 0196-01-109, and IH 35E at Lake Sharon/Dobbs/Corinth projects through 2020 10-Year Plan Update	\$671,000,928	\$0	\$0	\$0							76.34
25033.3	0196-01-109	IH 35E	South of Mayhill Road to South of SL 288	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	June 2025	2025	Split from TIP 25033.2/CSJ 0196-02-125; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Increased Category 2 funding partially offset by reduction on CSJ 0196-01-113	\$72,094,705	\$72,094,705	\$72,094,705	\$72,094,705							89.53
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 (2020 10-Year Plan Update) and TIP 13033/CSJ 0196-02-124; Category 2 funding decreased and moved to TIP 13033.1/CSJ 0196-02-128 and TIP 13033.2/CSJ 0196-02-127 and TIP 25033.3/CSJ 0196-01-109	\$65,059,297	\$3,735,754	\$3,735,754	\$3,735,754							68.29
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
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
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	<u>Project was not awarded Category 12 funding in 2022 UTP</u>	\$376,973,505	\$376,973,505				\$376,973,505	\$0				86.76
55235	0353-02-037	SH 114	East of IH 35W to BUS 114K	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads	August 2020 (Actual)	August 2025	2025	Project has \$30,000,000 of STBG funds as approved via the COVID-19 Infrastructure Program (Round 3); <u>Project was not awarded Category 12 funding in 2022 UTP</u>	\$84,372,179	\$54,372,179	\$0	\$0		\$54,372,179	\$0				93.14
55260	0353-09-003	SH 114	BUS 114K to West of US 377	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 frontage roads	August 2020 (Actual)	August 2025	2025		\$20,467,084	\$20,467,084	\$20,467,084	\$20,467,084							93.17
											Total Proposed Funding - Denton County								\$1,438,824,494

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**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY 2022 - FY 2031**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2022 - FY 2031								MPO Project Score
											Cat 2 RTC Approved	Cat 2 TTC Approved	Cat 4 RTC Approved	Cat 4 TTC Approved	Cat 12 Clear Lanes RTC Proposed	Cat 12 Clear Lanes TTC Approved	Cat 12 Strategic Priority RTC Proposed	Cat 12 Strategic Priority TTC Approved	
											\$1,950,486,878	\$1,950,486,878	\$916,895,477	\$916,895,477	\$717,123,838	\$717,123,838	\$1,170,895,779	\$1,170,895,779	
Ellis County Projects																			
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
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
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
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
13034	0442-03-042	IH 35E	At FM 664	Reconstruct interchange	January 2020 (Actual)	February 2023	2023		\$49,432,235	\$49,432,235			\$49,432,235	\$49,432,235					78.12
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
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	\$11,998,267	\$11,998,267	\$11,998,267							80.46
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	\$28,648,178	\$28,648,178					\$34,000,000	\$34,000,000	76.70
55014	0261-01-041	US 67	At Lake Ridge Parkway	Construct grade separation (Phase 1)	February 2021 (Actual)	March 2027	2027	Project added to the 10-Year Plan via 2020 UTP	\$30,694,054	\$30,694,054	\$30,694,054	\$30,694,054							64.93
Total Proposed Funding - Ellis County																		\$288,918,495	
Kaufman County Projects																			
TBD	0095-03-085	FM 460	at US 80	Replace bridge and approaches	April 2020 (Actual)	August 2023 November 2022	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 and \$3,944,904 of Category 10 funding	\$12,270,755 \$9,239,667	\$6,443,588			\$6,443,588	\$6,443,588					87.33
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
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
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	Project also has \$1,003,816 of Category 11 funding	\$134,000,000 \$134,003,816	\$133,000,000			\$133,000,000	\$133,000,000	\$0	\$0			87.15
Total Proposed Funding - Kaufman County																		\$197,443,588	
Rockwall County Projects																			
13017	2588-02-008	FM 548	S of SH 205 (Kaufman County Line) to SH 205	Widen and reconstruct 2 lane rural to 4 lane divided urban roadway (Ultimate 6)	July 2019 (Actual)	March 2026	2026	Project also has \$2,392,968 of Category 1 funding	\$8,592,968	\$6,200,000	\$6,200,000	\$6,200,000							78.71
13036	0009-12-219	IH 30	SH 205 to West of FM 2642 (Hunt County Line)	Reconstruct & widen 4 to 6 main lanes; Reconstruct & widen 4 to 4/6 lane 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	\$76,783,395	\$76,783,395			\$177,820,386	\$177,820,386			80.07

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FY 2022 - FY 2031**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2022 - FY 2031								MPO Project Score
											Cat 2 RTC Approved	Cat 2 TTC Approved	Cat 4 RTC Approved	Cat 4 TTC Approved	Cat 12 Clear Lanes RTC Proposed	Cat 12 Clear Lanes TTC Approved	Cat 12 Strategic Priority RTC Proposed	Cat 12 Strategic Priority TTC Approved	
											\$1,950,486,878	\$1,950,486,878	\$916,895,477	\$916,895,477	\$717,123,838	\$717,123,838	\$1,170,895,779	\$1,170,895,779	
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	\$178,424,272	\$178,424,273			\$32,000,000	\$32,000,000	\$146,424,272	\$146,424,272			81.35
55221	0009-12-215	IH 30	Dalrock Road to SH 205 (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	\$55,202,686	\$55,202,686			\$38,100,000	\$38,100,000			83.74
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
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	Project also has \$680,541 of Category 1 funding	\$6,206,000	\$5,525,459	\$5,525,459	\$5,525,459							88.75
Total Proposed Funding - Rockwall County											\$562,088,703								
Various County Projects																			
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	Additional funds would pay for a proposed expansion of this program; Includes \$4,387,500 of STBG; Project was awarded \$1,696,500 of Category 12 Strategic Priority funds in the 2022 UTP	\$6,084,000	\$1,696,500							\$1,696,500	\$1,696,500	N/A
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	Additional funds would pay for a proposed expansion of this program; Includes \$4,575,000 of STBG; Project was awarded \$2,013,000 of Category 12 Strategic Priority funds in the 2022 UTP	\$6,588,000	\$2,013,000							\$2,013,000	\$2,013,000	N/A
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	Additional funds would pay for a proposed expansion of this program; Includes \$4,725,000 of STBG; Project was awarded \$2,331,000 of Category 12 Strategic Priority funds in the 2022 UTP	\$7,056,000	\$2,331,000							\$2,331,000	\$2,331,000	N/A
Total Proposed Funding - Various County											\$6,040,500								
Total Category 2, 4, and 12 Funding										\$4,256,472,662	\$1,508,546,733	\$1,508,546,733	\$842,309,037	\$859,906,312	\$717,123,838	\$717,123,838	\$1,170,895,779	\$1,170,895,779	
Total Amount Remaining for Programming										\$498,929,310	\$441,940,145	\$441,940,145	\$74,586,440	\$56,989,165	\$0	\$0	\$0	\$0	
Total Allocation/Authorizations										\$4,755,401,972									

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**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY 2022 - FY 2031**

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 2022 - FY 2031								MPO Project Score
											Cat 2 FTW RTC Approved	Cat 2 FTW TTC Approved	Cat 4 FTW RTC Approved	Cat 4 FTW TTC Approved	Cat 12 Clear Lanes FTW RTC Proposed	Cat 12 Clear Lanes FTW TTC Approved	Cat 12 Strategic Priority FTW RTC Proposed	Cat 12 Strategic Priority FTW TTC Approved	
											\$938,000,488	\$938,000,488	\$431,480,225	\$431,480,225	\$479,602,000	\$479,602,000	\$86,917,500	\$86,917,500	
Hood County Projects																			
54018	0080-03-049	US 377	East of Brazos River Bridge to West of FM 51	US 377: Widen 4 lane to 6 lane (with a 4 lane transitional section at end) with 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	September 2022	September 2026 September 2026	2027 2026		\$35,000,000	\$25,000,000	\$25,000,000	\$25,000,000							72.76
Total Proposed Funding - Hood County																	\$25,000,000		
Johnson County Projects																			
13040	0747-05-043	FM 157	8th Street to North of County Road 108B	Realign roadway 2 lane rural to 2 lane urban with sidewalks and turn lanes	May 2022 September 2021	June 2025 May 2024	2025 2024	Project split out from TIP 13041/CSJ 0747-05-042	\$7,641,619 \$6,700,000	\$6,700,000	\$6,700,000	\$6,700,000							78.10
13041	0747-05-042	FM 157	US 67 to 8th Street	Reconstruct from 2 lane rural to 2 lane urban with sidewalks and turn lanes	May 2022 September 2021	June 2025 May 2024	2025 2024		\$7,459,763 \$6,800,000	\$6,800,000	\$6,800,000	\$6,800,000							87.39
54053	0747-05-035	FM 157	BU 287P to US 67	Realign and widen roadway and widen 2 to 4 lanes rural urban divided	February 2022	August 2026	2026		\$125,000,000 \$78,000,000	\$78,000,000	\$78,000,000	\$78,000,000							72.84
11955.1	1181-02-033	FM 917	West of Ave F to Main Street	Construct railroad grade separation and realign FM 917	June 2022	September 2026 July 2024	2027 2024		\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000							77.01
11955.2	1181-03-036	FM 917	South Main Street to East of SH 174	Construct railroad grade separation and realign FM 917	June 2022	September 2026 July 2024	2027 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
13046	0014-03-088	IH 35W	At FM 917	Reconstruct interchange	May 2021	March 2026 February 2024	2026 2024		\$24,600,000 \$22,000,000	\$22,000,000		\$22,000,000	\$22,000,000						84.42
Total Proposed Funding - Johnson County																	\$126,500,000		
Parker County Projects																			
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	2026 2025	\$31,000,000 of Category 12 Strategic Priority funding awarded in the 2022 UTP.	\$68,700,000 \$52,000,000	\$52,000,000		\$21,000,000	\$21,000,000	\$0 \$21,000,000	\$0	\$31,000,000	\$31,000,000		75.83
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
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	\$10,000,000 \$6,000,000	\$6,000,000		\$6,000,000	\$6,000,000						78.99
Total Proposed Funding - Parker County																	\$87,000,000		
Tarrant County Projects																			
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
13027.1	2374-05-084	IH 20	Park Springs Blvd. to Dallas County Line	Reconstruct freeway from 8 to 10 lanes and 4/6/8 lane to 4/6/8 lane continuous frontage roads	June 2023	August 2031	2031	Split from IH 20 from US 287 to Park Springs Blvd; Funding previously moved to TIP 13027.2/CSJ 2374-05-093	\$365,000,000 \$300,000,000	\$0	\$0	\$0							76.01

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FY 2022 - FY 2031**

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 2022 - FY 2031								MPO Project Score
											Cat 2 FTW RTC Approved	Cat 2 FTW TTC Approved	Cat 4 FTW RTC Approved	Cat 4 FTW TTC Approved	Cat 12 Clear Lanes FTW RTC Proposed	Cat 12 Clear Lanes FTW TTC Approved	Cat 12 Strategic Priority FTW RTC Proposed	Cat 12 Strategic Priority FTW TTC Approved	
											\$938,000,488	\$938,000,488	\$431,480,225	\$431,480,225	\$479,602,000	\$479,602,000	\$86,917,500	\$86,917,500	
13027.2	2374-05-093	IH 20	Park Springs Blvd. to Dallas County Line	Operational improvements <u>Construct continuous eastbound and westbound frontage roads on IH 20 from Park Springs to Cooper Street; On eastbound IH 20 exit to Bardin Road (frontage road) improve drainage due to commercial developments during storm events</u>	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 \$111,607,149	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000			\$0	\$0	76.01	
55043	2374-05-066	IH 20	IH 820 to Park Springs-Little Road	Reconstruct & widen 8/10 to 10 general purpose lanes, 4/6 discontinuous frontage road lanes to 4/8 discontinuous frontage road lanes, & 0 to 8 CD lanes (from IH 820 to US 287) and add shared-use path and sidewalks	September 2020 (Actual)	September 2021 August 2022	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	
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 August 2022	2022	Project is part of the Southeast Connector	\$115,402,715	\$115,402,715	\$115,402,715	\$115,402,715						85.40	
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; <u>Project was not awarded Category 12 funding in 2022 UTP</u>	\$130,000,000	\$130,000,000 \$0	\$0	\$0			\$0 \$0	\$0 \$0		73.24	
13003	1068-01-214	IH 30	SS 580 (East of Linkcrest Drive) to IH 820	Reconstruct 4 to 6 main lanes; Reconstruct 4 lane discontinuous frontage to 4/6 lane continuous frontage roads; Reconstruct SS 580 interchange	October 2021 January 2022	September 2024	2025	TxDOT to request Category 12 funding from the TTC for this project; <u>\$50,000,000 of Category 12 Texas Clear Lanes funding in the 2022 UTP</u>	\$140,000,000	\$140,000,000	\$0	\$0	\$90,000,000	\$90,000,000	\$50,000,000	\$50,000,000		79.63	
TBD	1068-02-072	IH 30	East of IH 35W to Cooper Street	Widen 6 to 8/10 general purpose lanes	January 2025	September 2031	2032	Project will be funded in a future 10-Year Plan Update	\$1,000,000,000	\$0	\$0	\$0						60.78	
13001	1068-02-147	IH 30	West of Cooper Street to Dallas County Line	Reconstruct and widen 6 to 8 general purpose lanes, convert 2 concurrent express lanes to 2/3 concurrent express lanes, and reconstruct existing 4/6 to 4/6 discontinuous frontage road lanes	April 2021 June 2023	September 2024	2025	TxDOT to build safety barriers into managed lane design	\$127,820,000 \$146,300,000	\$127,820,000			\$127,820,000	\$127,820,000				80.82	
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	<u>Project was not awarded Category 12 funding in 2022 UTP</u>	\$75,000,000	\$75,000,000 \$0						\$75,000,000 \$0	\$0 \$0	83.01	
55041	0008-13-125	IH 820 (SE)	IH 20 to Brentwood Stair Road <u>Rosedale Ave/SP 303</u>	Reconstruct and widen freeway from 4/8 to 8/14 main lanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes and remove 4 to 0 CD lanes; Add shared-use path and sidewalks	September 2020 (Actual)	September 2021 August 2022	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		
13005.1	0008-14-132	IH 820	Navajo Trail/Cahoba Drive to Marine Creek Parkway	Relocate ramps, realign frontage roads, add bridges	June 2021	September 2025 August 2026	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	
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	

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**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY 2022 - FY 2031**

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 2022 - FY 2031								MPO Project Score
											Cat 2 FTW RTC Approved	Cat 2 FTW TTC Approved	Cat 4 FTW RTC Approved	Cat 4 FTW TTC Approved	Cat 12 Clear Lanes FTW RTC Proposed	Cat 12 Clear Lanes FTW TTC Approved	Cat 12 Strategic Priority FTW RTC Proposed	Cat 12 Strategic Priority FTW TTC Approved	
											\$938,000,488	\$938,000,488	\$431,480,225	\$431,480,225	\$479,602,000	\$479,602,000	\$86,917,500	\$86,917,500	
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
13064	0094-05-070	SH 183	At Pumpfrey	Construct intersection improvements including turn lanes and new traffic signal	November 2023	September 2025 June 2024	2026 2024		\$20,740,724 \$20,000,000	\$10,000,000	\$10,000,000	\$10,000,000							61.51
13065	0094-01-032	SH 183	At UP RR & UP RR Spur	Replace railroad underpass	July, August 2021 (Actual)	August 2022	2022	Project also has \$12,000,000 of Category 6 funding	\$30,000,000	\$18,000,000	\$18,000,000	\$18,000,000							88.61
TBD	0008-14-059 0364-01-054	SH 183/IH 820	SH 183 from East of IH 820/SH 121 Interchange to Reliance Parkway and IH 820 from East of IH 35W to West of IH 820/SH 121 Interchange	SH 183: Widen from 4 to 6 managed lanes; IH 820: Widen from 4 to 6 general purpose lanes	April 2023	August 2023	2023	Project to be funded by the private sector as part of the North Tarrant Express CDA; NTE Segments 1 and 2	\$162,000,000	\$0									72.81
TBD	0094-02-136 0364-05-039	SH 183	Reliance Parkway to SH 161	Construct 6/8 to 8 general purpose lanes and 2/3 to 6 managed lanes	April 2023	August 2023	2023	Project to be funded by the private sector as part of the North Tarrant Express CDA	\$1,000,000,000 \$862,000,000	\$0									72.81
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	August 2026 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
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 2024	2024		\$68,661,515	\$68,661,515	\$68,661,515	\$68,661,515							78.28
13008	2266-02-148	SH 360	North of E. Randol Mill Rd. to South of E. Randol Mill Rd.	Reconstruct 6 to 8 main lanes and railroad underpass and 4/8 lane to 4/8 lane continuous frontage roads	November 2017 (Actual)	August 2024	2025	Project is split out from TIP 51346	\$55,000,000	\$55,000,000	\$55,000,000	\$55,000,000							94.82
13058	2266-02-150	SH 360	SH 183 to IH 30	Operational improvements	June 2024	September 2026 August 2024	2027 2024	Project also has \$740,748 of Cat 1 funding	\$103,000,000 \$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000							77.49
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)	August 2022 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
55044	0172-06-080	US 287	IH 820 to Berry Street Village Creek Road	Reconstruct 6 to 6 mainlanes plus 0 to 2 auxiliary lanes with 4 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes; Add shared-use path and sidewalks	September 2020 (Actual)	August 2022 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
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 2026	2027 2025	Project added to the 10-Year Plan via 2020 UTP	\$71,600,010	\$13,000,000	\$5,000,000	\$5,000,000	\$8,000,000	\$8,000,000					81.86
Total Proposed Funding - Tarrant County																		\$2,024,811,781	
Wise County Projects																			
13004.3	0013-09-012	BU 81-D	North of CR 1160 CR 1160 - Realigned FM 1810 Intersection to North of CR 2090	Realignment of BU 81-D at realigned intersection of US 81/287 and FM 1810/BU 81-D	September 2023 July 2024	June 2027 September 2024	2027 2025	Split from TIP 13004/CSJ 2418-01-013	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000							67.70
13004.1	2418-01-013	FM 1810	West of CR 1170 to intersection of US 81/287 at FM 1810 CR 1160 - Realigned BU 81D intersection	Realignment of FM 1810 and grade separation & retaining walls at realigned intersection at US 81/287 & BU 81D	September 2023 July 2024	June 2027 September 2024	2027 2025		\$17,000,000	\$13,300,000	\$13,300,000	\$13,300,000							67.70

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**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY 2022 - FY 2031**

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 2022 - FY 2031						MPO Project Score		
											Cat 2 FTW RTC Approved	Cat 2 FTW TTC Approved	Cat 4 FTW RTC Approved	Cat 4 FTW TTC Approved	Cat 12 Clear Lanes FTW RTC Proposed	Cat 12 Clear Lanes FTW TTC Approved		Cat 12 Strategic Priority FTW RTC Proposed	Cat 12 Strategic Priority FTW TTC Approved
											\$938,000,488	\$938,000,488	\$431,480,225	\$431,480,225	\$479,602,000	\$479,602,000		\$86,917,500	\$86,917,500
53141	0312-04-022	FM 730	Approximately 3 miles north of SH 114 to SH 114	Reconstruct and widen existing 2 to 2 lane roadway and replace bridge and culvert structures Widen and reconstruct from 2 lane to 2 lane urban for shoulders and safety, add turn lanes	N/A	August 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	\$26,000,000	\$26,000,000						72.48	
13004.2	0013-07-083	US 81	North of CR 2195 to North of US 380	Construct mainline grade separation at relocated FM 1810 and US 81D, with addition of ramps and 0 to 2 lane frontage roads	September 2023 July 2021	June 2027 September 2024	2027 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	
Total Proposed Funding - Wise County																	\$59,600,000		
Various County Projects																			
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	Additional funds would pay for a proposed expansion of this program; Includes \$2,567,500 \$2,437,500 of STBG and \$130,000 of Category 1 funding; Project was awarded \$812,500 of Category 12 Strategic Priority funding via 2022 UTP	\$3,380,000	\$812,500							\$812,500	\$812,500	N/A
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	Additional funds would pay for a proposed expansion of this program; Includes \$2,905,000 of STBG; Project was awarded \$875,000 of Category 12 Strategic Priority funding via 2022 UTP	\$3,780,000	\$875,000							\$875,000	\$875,000	N/A
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	Additional funds would pay for a proposed expansion of this program; Includes \$3,132,000 \$2,700,000 of STBG and \$432,000 of Category 1 funding; Project was awarded \$900,000 of Category 12 Strategic Priority funding via 2022 UTP	\$4,032,000	\$900,000							\$900,000	\$900,000	N/A
Total Proposed Funding - Various County																	\$2,587,500		
Total Category 2, 4, and 12 Funding										\$2,325,499,281	\$1,232,159,781	\$1,232,159,781	\$526,820,000	\$526,820,000	\$479,602,000	\$479,602,000	\$86,917,500	\$86,917,500	
Total Amount Remaining for Programming										(\$389,499,068)	(\$294,159,293)	(\$294,159,293)	(\$95,339,775)	(\$95,339,775)	\$0	\$0	\$0	\$0	
Total Allocation/Authorizations										\$1,936,000,213									

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Carryover funds from previous years are not accounted for in totals

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Planned Projects
FY 2022 - FY 2031**

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 2022 - FY 2031				MPO Project Score
											Cat 2 Hunt RTC Proposed	Cat 2 Hunt TTC Approved	Cat 12 Hunt RTC Proposed	Cat 12 Hunt TTC Approved	
											\$50,622,160	\$51,570,160	\$107,152,000	\$146,400,000	
Hunt County Projects															
13052	2659-01-010	FM 1570	IH 30 to SH 66	Construct 2 lane to 4 lane divided with shoulders (HMAC pavement and RR crossing) North project	June 2025	August 2025	2025	Hunt County is doing environmental clearance; <u>Project has \$1,800,000 of Category 1 funding</u>	\$16,800,000	\$15,000,000	\$15,000,000	\$15,000,000	<u>\$0</u> \$1,800,000	<u>\$0</u>	82.54
13051	0692-01-020	FM 1570	SH 34 to IH 30	Widen 2 to 4 lane divided roadway (South Project)	June 2027	October 2027	2028	<u>Category 12 funding was not awarded for this project</u>	\$24,640,000	<u>\$0</u> \$24,640,000			<u>\$0</u> \$24,640,000	<u>\$0</u>	90.27
13039	2658-01-013	FM 2642	FM 35 to SH 66	Widen 2 lane to 4 lane divided urban with sidewalks	June 2020 (Actual)	September 2022	2023	Project also has \$11,485,840 of Category 7 funds; <u>TTC did not approve Category 12 funding, so Category 2 was used to cover cost overruns</u>	\$21,056,000	\$8,066,160	<u>\$8,066,160</u> \$7,314,160	<u>\$8,066,160</u>	\$752,000	<u>\$0</u>	82.30
13050	0009-13-167	IH 30	At FM 1570	Construct interchange	June 2022	September 2022	2023	Project was awarded Category 12 funds via 2018 UTP; Project also has \$8,000,000 of Category 7 funds; <u>Project was awarded an additional \$1,200,000 of Category 12 Strategic Priority funds in 2022 UTP</u>	\$31,200,000	<u>\$23,200,000</u> \$31,200,000			\$23,200,000	\$23,200,000	75.78
55223	0009-13-173	IH 30	West of FM 1903 to East of FM 1903	Reconstruct overpass and approaches	June 2022	September 2022	2023	Project also has \$14,450,000 of Category 7 funds	\$37,908,000	\$23,408,000	\$23,408,000	\$23,408,000			76.27
55224	0009-13-168	IH 30	South of FM 36 to North of FM 36	Reconstruct overpass	February 2023	May 2023	2023	Project was awarded Category 12 funds via 2018 UTP; <u>Project was awarded an additional \$1,000,000 of Category 12 Strategic Priority funds in 2022 UTP</u>	\$26,000,000	\$26,000,000			\$26,000,000	\$26,000,000	77.26
55225	0009-13-169	IH 30	South of FM 1565 to North of FM 1565	Reconstruct overpass	February 2023	May 2023	2023	Project was awarded Category 12 funds via the 2018 UTP; <u>Project was awarded an additional \$1,000,000 of Category 12 Strategic Priority funds in 2022 UTP</u>	\$26,000,000	\$26,000,000			\$26,000,000	\$26,000,000	76.40
55226	0009-13-170	IH 30	South of CR 2509 to North of CR 2509	Construct new interchange	February 2023	May 2023	2023	Project was awarded Category 12 funds via 2018 UTP; <u>Project was awarded an additional \$1,200,000 of Category 12 Strategic Priority funds in 2022 UTP</u>	\$31,200,000	\$31,200,000			\$31,200,000	\$31,200,000	82.02
TBD	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; <u>Project funding remained at \$40,000,000 in 2022 UTP</u>	\$44,800,000	<u>\$40,000,000</u> \$16,781,206			<u>\$0</u> \$16,781,206	<u>\$40,000,000</u>	62.27
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	September 2022	2023	Funded with \$4,200,000 of STBG through COVID-19 Infrastructure Program (Round 3)	\$4,200,000	\$0					64.92
13053	0768-01-057	SH 24/ SH 11	Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements	September 2019 (Actual)	March 2023	2023	<u>TTC did not approve Category 12 funding, so Category 2 was used to cover cost overruns</u>	\$5,096,000	\$5,096,000	<u>\$5,096,000</u> \$4,990,000	<u>\$5,096,000</u>	<u>\$0</u> \$196,000	<u>\$0</u>	65.49
Total Proposed Funding - Hunt County													\$197,970,160		
Total Category 2 and 12 Funding										\$197,970,160	\$51,570,160	\$51,570,160	\$107,152,000	\$146,400,000	
Total Amount Remaining for Programming										\$0	(\$948,000)	\$0	\$0	\$0	
Total Allocation/Authorizations										\$197,970,160					

Amounts only include Cat 2/4/12 funding
Red text and strikethroughs indicate changes since June 2021 STTC meeting
Carryover funds from previous years are not accounted for in totals

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY 2017 - FY 2021

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2021								MPO Project Score
											Cat 2 RTC Approved	Cat 2 TTC Approved	Cat 4 RTC Approved	Cat 4 TTC Approved	Cat 12 Clear Lanes RTC Approved	Cat 12 Clear Lanes TTC Approved	Cat 12 Strategic Priority RTC Approved	Cat 12 Strategic Priority TTC Approved	
Collin County Projects																			
54005	2351-01-017	FM 2478	FM 1461 to US 380	Widen 2 lane rural highway to 4 lane divided; Realign intersection at FM 1461; 6 lane ultimate	September 2017 (Actual)	September 2020 (Actual)	2021	Project also has \$97,983 of local funding; Project low bid: \$24,834,021	\$34,891,277	\$34,793,244	\$34,793,244	\$34,793,244							89.25
54005.1	2351-02-014	FM 2478	FM 1461 to North of FM 1461	Widen 2 lane rural highway to 4 lane divided; 6 lane ultimate; Realign intersection of FM 1461	September 2017 (Actual)	September 2020 (Actual)	2021	Project split out from TIP 54005/CSJ 2351-01-017; Project low bid: \$3,219,051	\$3,985,550	\$3,985,550	\$3,985,550	\$3,985,550							89.82
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
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
13015	0549-03-024	SH 121	Collin County Outer Loop to North of FM 455	Reconstruct and widen from 2 lane to 4 lane rural divided; Construct 0 to 4 lane discontinuous access road and FM 455 interchange	January 2018 (Actual)	October 2020 (Actual)	2021	Project low bid: \$38,917,859	\$54,174,694	\$54,174,694			\$54,174,694	\$54,174,694					84.75
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
Total Approved Funding - Collin County											\$129,163,660								
Dallas County Projects																			
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
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
55169	0009-11-241	IH 30	Bass Pro Drive to Dalrock Road	Construct 0 to 6 lane frontage roads, Bayside bridge, and ramp modifications; Reconstruct Dalrock interchange	September 2018 (Actual)	March 2021 (Actual)	2021	Project was awarded Category 4 funds via the 2019 UTP; Project also has \$15,000,000 of Category 1 funding for potential cost overruns; Project low bid: \$120,678,632	\$120,574,879	\$120,574,879			\$120,574,879	\$120,574,879					86.81
55179	0009-11-238	IH 30	Bass Pro Drive in Garland to Dalrock Road	Widen to add shoulder	March 2019 (Actual)	March 2021 (Actual)	2021	Project was awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has \$3,500,000 of Category 1 funding for potential cost overruns; Project low bid: \$13,601,005	\$30,182,264	\$30,182,264	\$7,827,157	\$7,827,157		\$22,355,107	\$22,355,107				85.20
13012.2	0196-03-274	IH 35E	IH 635 to Denton County Line	Reconstruct and widen 6 to 8 general purpose lanes and reconstruct existing 2/8 discontinuous frontage roads to 2/8 discontinuous frontage roads	March 2013 (Actual)	August 2021 (Actual)	2021	Design-build project; Project was awarded \$229,655,586 of Category 12 Clear Lanes funding and \$182,098,750 of Design-Build funds by the TTC	\$614,317,018	\$432,218,268	\$202,562,682	\$202,562,682		\$229,655,586	\$229,655,586				77.05
13012.3	0196-03-282	IH 35E	IH 635 to Denton County Line	Reconstruct existing 2 managed lanes to 2 managed lanes	March 2013 (Actual)	August 2021 (Actual)	2021	Project split out from TIP 13012.2/CSJ 0196-03-274; Category 2 funds are offset by a reduction in funding on TIP 13012.2/CSJ 0196-03-274; Project was awarded \$14,470,000 of Design-Build funds for the remainder of the project	\$93,951,732	\$79,481,732	\$79,481,732	\$79,481,732							77.05
55067	0092-14-088	IH 45	Lenway St. to Good Latimer	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual)	December 2019 (Actual)	2020	Project low bid: \$30,136,042	\$30,136,042	\$30,136,042	\$30,136,042	\$30,136,042							93.22
55249	0092-02-130	IH 45	At SL 9	Reconstruct existing 2 to 2 lane southbound frontage road and ramp modifications	November 2017 (Actual)	July August 2021 (Actual)	2021	Project added to the 10-Year Plan via 2020 UTP; Funding offset by reduction in funding on TIP 55094/CSJ 0442-02-159; Project also has \$395,464 of Category 1 funding; Project low bid: \$4,228,798	\$3,833,334 \$3,667,581	\$3,833,334 \$3,667,581			\$3,667,581	\$3,667,581					83.30
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
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

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY 2017 - FY 2021**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2021								MPO Project Score	
											Cat 2 RTC Approved	Cat 2 TTC Approved	Cat 4 RTC Approved	Cat 4 TTC Approved	Cat 12 Clear Lanes RTC Approved	Cat 12 Clear Lanes TTC Approved	Cat 12 Strategic Priority RTC Approved	Cat 12 Strategic Priority TTC Approved		
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	
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	
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	
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	
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	
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	
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	
55065	0092-01-059	SH 310/ SM Wright Interchange	Pennsylvania Avenue to North of AI Lipscomb Way	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual)	December 2019 (Actual)	2020	Related to TIP 55067/CSJ 0092-14-088 and TIP 20062/CSJ 0092-01-052; Project low bid: \$11,916,518	\$11,916,518	\$11,916,518	\$11,916,518	\$11,916,518							96.67	
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 \$1,070,725 Category 11; Category 12 funds are part of MPO Revolver Swap; Category 11 funding to cover cost overruns; Project low bid: \$11,599,215	\$11,687,425	\$9,915,000	\$7,900,000	\$7,900,000					\$2,015,000	\$2,015,000	85.16	
13032	0009-02-067	SH 78	At Gaston Ave	Reconfigure intersection with sidewalk improvements	December 2018 (Actual)	May 2021 (Actual)	2021	August 2017 RTC Proposition 1 Adjustment; Remainder of project funded with \$4,500,000 of CMAQ funds; Project low bid: \$6,336,367	\$5,500,000	\$1,000,000	\$1,000,000	\$1,000,000							84.62	
11527	0581-02-124	SL 12	At SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	May 2020 (Actual)	2020	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP; Project also has \$2,000,000 of Category 1 funding for potential cost overruns; Project low bid: \$194,356,319	\$194,356,319 \$210,000,000	\$210,000,000				\$210,000,000	\$210,000,000				83.94	
54119.1	2964-10-008	SL 9	IH 35E to Dallas/Ellis County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July 2021 August 2021 (Actual)	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$432,000 of CMAQ funding, \$3,788,000 of RTR funding, and \$3,589,488 of STBG funding; Category 2 funding removed and replaced with STBG funding as part of a funding swap to reduce the region's STBG carryover balance; Project low bid: \$24,307,399	\$24,307,399 \$43,045,357	\$0	\$0	\$0							79.83	
54119.2	2964-10-009	SL 9	Ellis/Dallas County Line to IH 45	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July 2021 August 2021 (Actual)	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$408,000 of CMAQ funding and \$13,722,970 of STBG funding; Category 2 funding removed and replaced with STBG funding as part of a funding swap to reduce the region's STBG carryover balance; Project low bid: \$54,463,351	\$54,463,351 \$67,236,678	\$0	\$0	\$0							77.62	
53003	0094-03-060	SS 482	At SH 114 and SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	May 2020 (Actual)	2020	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP; Project low bid: \$91,202,288	\$91,202,288 \$210,000,000	\$210,000,000				\$210,000,000	\$210,000,000				83.89	
55120	0197-02-124	US 175	East of East Malloy Bridge Rd. to Kaufman County Line	Ramp modifications, mill and inlay existing frontage roads	July 2020 (Actual)	October 2020 (Actual)	2021	Project low bid: \$907,339	\$2,163,200	\$2,163,200	\$2,163,200	\$2,163,200							79.24	
Total Approved Funding - Dallas County																			\$2,362,743,582	

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY 2017 - FY 2021**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2021						MPO Project Score		
											Cat 2 RTC Approved	Cat 2 TTC Approved	Cat 4 RTC Approved	Cat 4 TTC Approved	Cat 12 Clear Lanes RTC Approved	Cat 12 Clear Lanes TTC Approved		Cat 12 Strategic Priority RTC Approved	Cat 12 Strategic Priority TTC Approved
Denton County Projects																			
55177	0353-09-002	SH 114	West of US 377 to East of US 377	Construct 0 to 6 lane grade separation over US 377	November 2018 (Actual)	June 2021 (Actual)	2021	Project low bid: \$32,367,838	\$52,218,505	\$52,218,505	\$26,109,253	\$26,109,253	\$26,109,253	\$26,109,253					100.00
51060	0353-02-053	BS 114K	At UP RR Underpass in Roanoke DOT No 795 342V	Replace railroad underpass and improve BS 114-K drainage	August 2015 (Actual)	November 2019 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,000,000 of bridge funds and \$552,921 of CMAQ; Project low bid: \$11,088,528	\$11,052,921 \$10,123,776	\$7,500,000	\$7,500,000	\$7,500,000						89.06	
20118	0081-04-025	US 377	IH 35E to South of FM 1830	Widen 2 lane to 6 lane urban divided section with sidewalk improvements	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$9,237,129 2MP1, \$12,465,854 4P1, & \$2,901,189 CMAQ; Project low bid: \$18,441,508	\$25,702,983 \$24,604,172	\$1,098,811	\$1,098,811	\$1,098,811						N/A	
20120	0081-03-048	US 377	Henrietta Creek Rd. to North of BS 114K	Reconstruct and widen 2/4 to 4 lane divided urban	August 2015 (Actual)	November 2019 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$2,847,689 of Category 1 & \$1,922,275 of CMAQ; Project low bid: \$18,803,011	\$18,214,077	\$13,444,113	\$13,444,113	\$13,444,113						93.81	
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 \$4,690,906 of Category 1 funds; Project low bid: \$10,207,204	\$12,479,796 \$7,788,890	\$1,500,000	\$1,500,000	\$1,500,000						N/A	
55104	0135-10-057	US 377/380	SL 288 to US 377/US 380 Intersection	Add raised median with left turn lanes, add right turn lanes and re-stripe for shared use	June 2018 (Actual)	June 2020 (Actual)	2020	Also has \$95,000 local and \$665,000 CMAQ; Local funding is the money required to pay for additional bicycle/ pedestrian scope items that TxDOT will not fund; Project low bid: \$20,616,737	\$18,599,014	\$17,839,014	\$17,839,014	\$17,839,014						91.90	
20096	0135-10-050	US 380	US 377 to West of CR 26 (Collin County Line)	Widen 4 to 6 lanes divided urban with new grade separations at FM 423, FM 720, Navo Rd., Teel Pkwy, and Legacy Drive with sidewalk improvements	June 2018 (Actual)	July 2021 (Actual) February 2022	2021 2022	Construction also funded with \$56,200,000 CMAQ and \$22,277,120 STBG; Project low bid: \$132,896,797	\$140,844,543	\$62,367,423	\$62,367,423	\$62,367,423						87.93	
Total Approved Funding - Denton County																		\$155,967,867	
Ellis County Projects																			
11751	1051-01-037	FM 664	(On Ovilla Road) from Westmoreland Road to IH 35E	Widen 2 lanes to 6 lanes urban divided including intersection improvements along Ovilla Road/FM 664 with sidewalk improvements	June 2015 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,433,608 CMAQ & \$15,713,331 \$15,173,331 STBG; Low bid in 5/2018 was \$28,247,127, leaving funds in for change orders	\$35,706,939 \$30,000,000	\$17,100,000	\$17,100,000	\$17,100,000						N/A	
54119.3	2964-12-001	SL 9	From IH 35E to Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July August 2021 (Actual)	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$734,000 of CMAQ funding and \$1,500,000 of Category 1 funding; Category 2 funding removed and replaced with STBG funding as part of a funding swap to reduce the region's STBG carryover balance; Project low bid: \$4,690,541	\$4,690,541 \$11,004,170	\$0	\$0	\$0						83.87	
54119.4	2964-12-002	SL 9	Dallas/Ellis County Line to Ellis/Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July August 2021 (Actual)	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$96,000 of CMAQ funding and \$1,500,000 of Category 1 funding; Category 2 funding removed and replaced with STBG funding as part of a funding swap to reduce the region's STBG carryover balance; Project low bid: \$5,034,801	\$5,034,801 \$11,893,729	\$0	\$0	\$0						77.58	
35001	0172-05-115	US 287	At Walnut Grove Road	Construct interchange	April 2017 (Actual)	April 2019 (Actual)	2019	Project also has \$976,621 of Category 11 funding; Project low bid: \$27,616,577	\$27,676,261	\$26,700,000		\$26,700,000	\$26,700,000					86.84	
Total Approved Funding - Ellis County																		\$43,800,000	

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY 2017 - FY 2021**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2021						MPO Project Score	
											Cat 2 RTC Approved	Cat 2 TTC Approved	Cat 4 RTC Approved	Cat 4 TTC Approved	Cat 12 Clear Lanes RTC Approved	Cat 12 Clear Lanes TTC Approved		Cat 12 Strategic Priority RTC Approved
Kaufman County Projects																		
51460	0197-03-054	US 175	FM 148 to CR 4106 in Crandall	Construct new 2 lane frontage roads; Convert existing frontage road from 2 lane, 2-way to 2 lane, 1-way frontage road and ramp modifications	February 2019 (Actual)	October 2020 (Actual)	2021	Project low bid: \$12,972,961	\$12,925,618	\$12,925,618	\$12,925,618	\$12,925,618					79.23	
55134	0197-03-074	US 175	Dallas County Line to West of FM 1389	Ramp modifications, mill and inlay existing frontage roads	July 2020 (Actual)	October 2020 (Actual)	2021	Project also has \$1,000,000 of Category 1 funding for potential cost overruns; Project low bid: \$1,238,789	\$3,163,200	\$2,163,200	\$2,163,200	\$2,163,200					78.16	
Total Approved Funding - Kaufman County																\$15,088,818		
Rockwall County Projects																		
83222	1015-01-023	FM 3549	IH 30 to North of SH 66	Widen from 2 lane rural to 4 lane urban divided section with sidewalk improvements	March 2016 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 5/18 4/18 ; Project also has \$859,000 of CMAQ & \$733,798 Category 11; Project low bid: \$9,250,063 ; Project was completed in August 2021	\$9,917,861	\$8,325,063	\$8,325,063	\$8,325,063					N/A	
55222	0009-12-221	IH 30	Dalrock Road (Rockwall County Line) to East of Dalrock Road	Transition from Dalrock Interchange including reconstruction of existing 4 to 4 lane frontage roads and ramps	September 2018 (Actual)	March 2021 (Actual)	2021	Project split out from TIP 55169/CSJ 0009-11-241; Project was awarded Category 4 funds via the 2019 UTP; Project also has \$1,000,000 of Category 1 funding for potential cost overruns; Project low bid: \$8,124,858	\$8,000,000	\$7,000,000		\$7,000,000	\$7,000,000				96.33	
2998	1290-02-017	SH 276	SH 205 to FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18; Project also has \$1,658,000 of CMAQ and \$699,442 of Category 1; Project low bid: \$16,957,442	\$17,257,442	\$14,900,000	\$14,900,000	\$14,900,000					N/A	
55096	1290-03-027	SH 276	FM 549 to East of FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Category 1 funds will be used to cover overruns; Project low bid: \$719,165	\$719,165	\$719,165	\$719,165	\$719,165					N/A	
Total Approved Funding - Rockwall County																\$30,944,228		
Total Category 2, 4, and 12 Funding										\$2,737,708,155	\$1,149,115,858	\$1,149,115,858	\$472,450,804	\$472,450,804	\$1,109,749,493	\$1,109,749,493	\$6,392,000	\$6,392,000

Project Lettings			
	Category 2	Category 4	Category 12
2016	\$0	\$2,746,785	\$0
2018	\$77,106,426	\$56,477,612	\$0
2019	\$547,894,686	\$201,700,000	\$442,115,800
2020	\$88,735,687	\$0	\$422,015,000
2021	\$435,379,059	\$211,526,407	\$252,010,693
Total	\$1,149,115,858	\$472,450,804	\$1,116,141,493

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY 2017 - FY 2021**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2021								MPO Project Score
											Cat 2 FTW RTC Approved	Cat 2 FTW TTC Approved	Cat 4 FTW RTC Approved	Cat 4 FTW TTC Approved	Cat 12 Clear Lanes FTW RTC Approved	Cat 12 Clear Lanes FTW TTC Approved	Cat 12 Strategic Priority FTW RTC Approved	Cat 12 Strategic Priority FTW TTC Approved	
Denton County Projects																			
54068	3559-01-004	SH 170	Denton County Line to SH 114 Interchange	Restripe 2 to 4 mainlanes and ramp modifications	May 2020 (Actual)	June 2020 (Actual)	2020	Project is a breakout of TIP 54088/CSJ 3559-02-007; Implemented by TxDOT Fort Worth District	\$1,000,000	\$1,000,000							\$1,000,000	\$1,000,000	63.12
Total Approved Funding - Denton County																		\$1,000,000	
Hood County Projects																			
54114	0080-11-001	US 377	Johnson/Hood County Line to South of SH 171	Construct 0 to 4 lane divided roadway with interchange at US 377 and BU 377; Grade separation at FWWR and SH 171	September 2017 (Actual)	August 2018 (Actual)	2018	Category 2 funds for this project have been swapped for Category 7 due to increased cash flow capacity at the federal level; Project also has \$11,800,000 in local funding from Hood County; <u>Project low bid: \$46,969,449</u>	\$41,000,000	\$0	\$0	\$0							N/A
Total Approved Funding - Hood County																		\$0	
Johnson County Projects																			
13060	0172-10-013	US 287	Tarrant County Line to Lone Star Road/FM 157	Construct freeway auxiliary lanes, new 0 to 2 lane frontage roads, ramps, Texas U-turn at Lone Star Bridge and widen from 2 to 3 lanes, Lone Star Road widen 2 to 3 lanes, shared use path, intersection improvements at US 287 and Lone Star Road/FM 157, retaining wall, drainage structure, sidewalks and signals	August 2021 (Actual)	August 2021 (Actual)	2021	Project added to the 10-Year Plan via 2020 UTP; Staff proposed to remove Category 2 funding and replace with STBG funding to help reduce regional carryover balance; <u>Project low bid: \$17,554,206</u>	\$22,800,000	\$0	\$0	\$0							78.96
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; <u>Project low bid: \$13,744,381</u>	\$14,700,000	\$3,950,000	\$3,950,000	\$3,950,000							N/A
Total Approved Funding - Johnson County																		\$3,950,000	
Parker County Projects																			
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; <u>Project low bid: \$21,057,907; Cost overruns being covered with Category 1 funds</u>	\$21,800,000 \$16,550,000	\$12,000,000	\$12,000,000	\$12,000,000							85.32
14012.1	0171-03-070	SH 199	North of Ash Street to North of Old Springtown Road	Reconstruct roadway and intersection improvements	March 2019 (Actual)	May 2019 (Actual)	2019	Project split out from TIP 14012/CSJ 0313-02-057; Grouped project; Fully funded with Category 1 funds, so remove Category 2 funds; <u>Project low bid: \$2,303,163</u>	\$0	\$0	\$0								76.15
Total Approved Funding - Parker County																		\$12,000,000	

Amounts only include Category 2/4/12 funding.
Red text and strikethroughs indicate changes since June 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) - Let or Completed Projects
FY 2017 - FY 2021**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2021								MPO Project Score
											Cat 2 FTW RTC Approved	Cat 2 FTW TTC Approved	Cat 4 FTW RTC Approved	Cat 4 FTW TTC Approved	Cat 12 Clear Lanes FTW RTC Approved	Cat 12 Clear Lanes FTW TTC Approved	Cat 12 Strategic Priority FTW RTC Approved	Cat 12 Strategic Priority FTW TTC Approved	
Tarrant County Projects																			
11244.1	0718-02-045	FM 156	US 81/287 to Watauga Rd. (McElroy)	Reconstruct and widen 2 lane to 4 lane divided	July 2018 (Actual)	August 2018 (Actual)	2018	Category 2 funds for this project were swapped for Category 7 due to increased cash flow capacity at the federal level; Project already had \$13,109,245 of Category 7 before this change; Low bid of \$48.6M; TxDOT wants to keep remainder for potential change orders	\$53,109,245 \$53,350,916	\$0	\$0	\$0							N/A
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	<u>Project low bid: \$20,961,182</u>	\$23,000,000	\$23,000,000			\$23,000,000	\$23,000,000					77.27
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; <u>Project low bid: \$31,413,964</u>	\$36,000,000	\$33,000,000	\$33,000,000	\$33,000,000							80.68
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; <u>Project completed in August 2021</u>	\$371,600,000	\$370,000,000				\$370,000,000	\$370,000,000				N/A
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; <u>Project low bid: \$16,964,773; Project completed in December 2020</u>	\$28,400,000	\$0	\$0	\$0							N/A
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; <u>Project low bid: \$98,999,997</u>	\$154,000,000	\$154,000,000						\$154,000,000	\$154,000,000	63.12	
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	<u>Project low bid: \$5,929,113</u>	\$22,000,000	\$22,000,000			\$22,000,000	\$22,000,000					90.50
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	<u>Project low bid: \$97,837,881</u>	\$113,999,400	\$113,999,400	\$45,006,400	\$45,006,400	\$68,993,000	\$68,993,000					89.09
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	<u>Project low bid: \$53,391,000; Project completed in April 2021</u>	\$62,000,000	\$62,000,000	\$62,000,000	\$62,000,000							N/A
13059	0172-09-037	US 287	Union Pacific Railroad to Johnson County Line	Construct freeway auxiliary lanes, construct 0/4 to 4 frontage road lanes, Texas U-turn, retaining walls, drainage structures, sidewalks, and signalization	August 2021 (Actual)	August 2021 (Actual)	2021	Project added to the 10-Year Plan via 2020 UTP; Staff proposed to remove Category 2 funding and replace with STBG funding to help reduce regional carryover balance; <u>Project low bid: \$12,193,894</u>	\$11,250,000	\$0	\$0	\$0							76.90
Total Category 2, 4, and 12 Funding										\$794,949,400	\$155,956,400	\$155,956,400	\$113,993,000	\$113,993,000	\$370,000,000	\$370,000,000	\$155,000,000	\$155,000,000	

Project Lettings			
	Category 2	Category 4	Category 12
2017	\$0	\$0	\$0
2018	\$65,950,000	\$0	\$370,000,000
2019	\$12,000,000	\$0	\$0
2020	\$78,006,400	\$113,993,000	\$155,000,000
2021	\$0	\$0	\$0
Total	\$155,956,400	\$113,993,000	\$525,000,000

Amounts only include Category 2/4/12 funding.
Red text and strikethroughs indicate changes since June 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) - Let or Completed Projects
FY 2017 - FY 2021**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2021				MPO Project Score
											Cat 2 Hunt RTC Approved	Cat 2 Hunt TTC Approved	Cat 12 Hunt RTC Approved	Cat 12 Hunt TTC Approved	
Hunt County Projects															
55152	1290-07-001	SH 276	West of FM 36 to SH 34	Construct 4 lane facility on new location (Quinlan Bypass) with a continuous left turn lane	November 2018 (Actual)	October 2020 (Actual)	2021	<u>Project low bid: \$14,191,647</u>	\$16,400,000	\$16,400,000	\$16,400,000	\$16,400,000			80.86
											Total Approved Funding - Hunt County			\$16,400,000	
Total Category 2 and 12 Funding										\$16,400,000	\$16,400,000	\$16,400,000	\$0	\$0	

Project Lettings		
	Category 2	Category 12
2017	\$0	\$0
2018	\$0	\$0
2019	\$0	\$0
2020	\$0	\$0
2021	\$16,400,000	\$0
Total	\$16,400,000	\$0

**Proposed Category 2/STBG Funding Exchanges
Projects with Category 2 Removed**

County	TIP Code	CSJ	Facility	Limits	Description	Originally Proposed Category 2 to be Exchanged	Cost Savings from Letting	Revised Category 2 Proposed for Removal	STBG Proposed to be Added
Eastern Subregion									
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	\$35,235,869	\$18,737,958	-\$16,497,911	\$16,497,911
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	\$53,105,708	\$12,773,327	-\$40,332,381	\$40,332,381
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	\$8,770,170	\$4,813,629	-\$3,956,541	\$3,956,541
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	\$10,297,729	\$5,358,928	-\$4,938,801	\$4,938,801
						\$107,409,476	\$41,683,842	-\$65,725,634	\$65,725,634
Western Subregion									
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	\$22,800,000	\$0	-\$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	\$11,250,000	\$0	-\$11,250,000	\$11,250,000
						\$34,050,000	\$0	-\$34,050,000	\$34,050,000

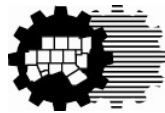
**Proposed Category 2/STBG Funding Exchanges
Projects to Receive Category 2 Funds**

County	TIP Code	CSJ	Facility	Limits	Description	Currently Approved CMAQ/STBG Funding	CMAQ/STBG Funding Proposed for Removal	Proposed Category 2 Funding	Comments
Eastern Subregion Projects									
Kaufman	TBD	TBD	FM 429	From North of US 80 to approximately 1 mile south of US 80	Realign FM 429 with at-grade crossing in order to construct UPRR siding track nearby and to remove offset intersection of US 80 and FM 429	\$10,000,000	-\$10,000,000	\$10,000,000	
Denton	55235	0353-02-037	SH 114	From West of US 377 to East of IH 35W	Construct 0 to 6 main lanes, reconstruct and widen 4 to 4/6 lane frontage roads	\$30,000,000	-\$30,000,000	\$30,000,000	
Various	30001	N/A	IH 35E	TBD	Phase 2 Placeholder	\$36,300,000	-\$25,725,634	\$25,725,634	Current placeholder has CMAQ and STBG funds; Staff proposes that all STBG funds (\$23,200,000) and a portion of the CMAQ funds (\$2,525,634 of \$13,100,000) be converted to Category 2 funds
Total						\$76,300,000	-\$65,725,634	\$65,725,634	
Western Subregion Projects									
Tarrant	21022	0008-13-248	IH 820	at Trinity Railway Express Line from North of Trinity Blvd to South of SH 10	Reconstruct northbound 2 to 2 general purpose lanes and approaches	\$18,000,000	-\$18,000,000	\$18,000,000	
Parker	21093.1	0008-03-131	IH 20	From FM 1187 to US 180	Reconstruct from 6 to 6 general purpose lanes and reconstruct and widen 4 continuous to 4/6 lane continuous frontage roads	\$4,000,000	-\$3,411,564	\$3,411,564	The remainder of the funds will remain STBG as approved by the RTC as part of the COVID-19 Infrastructure Program (Round 4)
Tarrant	TBD	TBD	SH 360	From Trinity River to Post and Paddock	Construct 0 to 2 lane southbound frontage road, bridge over Riverside Parkway, and new sidewalks	\$12,638,436	-\$12,638,436	\$12,638,436	
Total						\$34,638,436	-\$34,050,000	\$34,050,000	

Trinity Railway Express (TRE) Shuttle Funding for Continued Operations

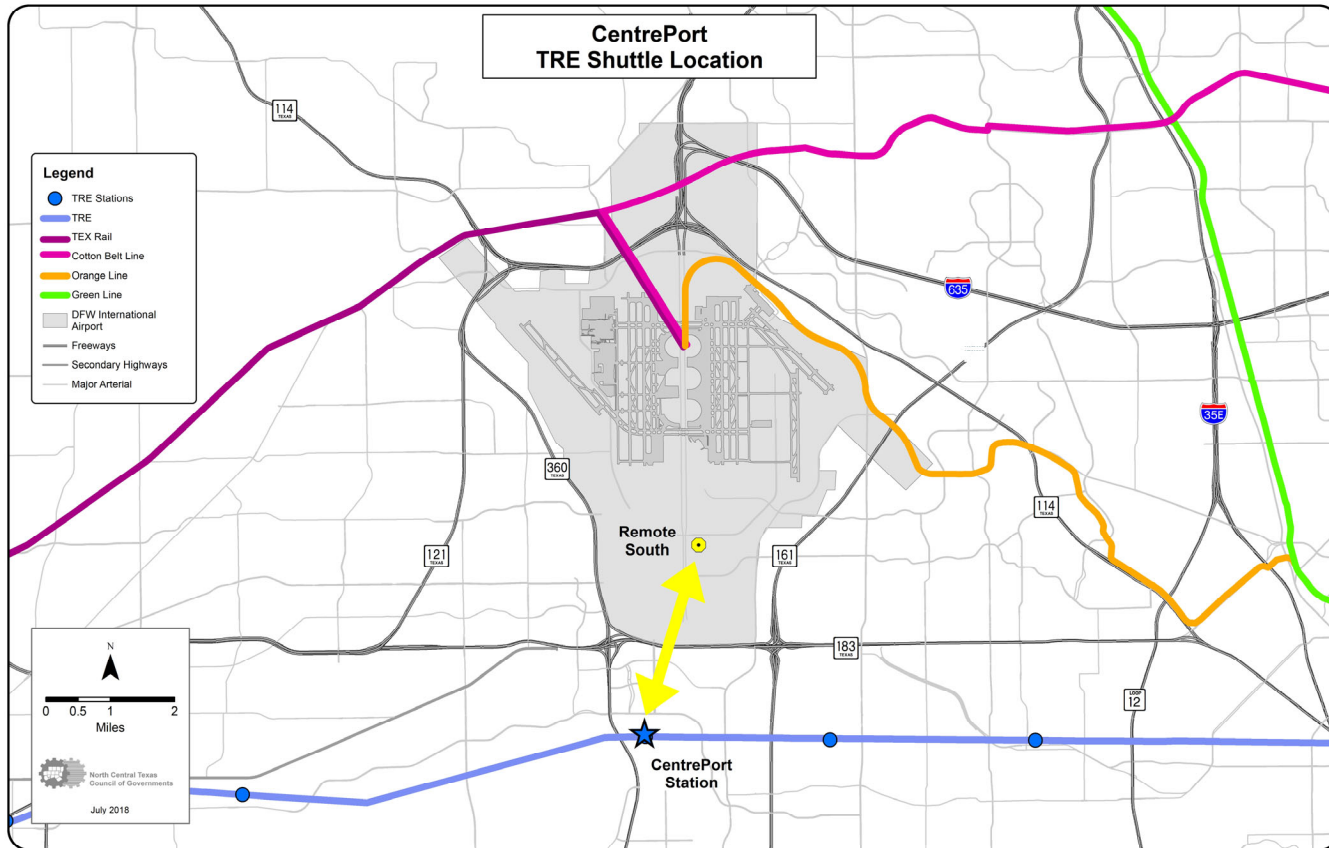
Surface Transportation Technical Committee
September 24, 2021

Gypsy Gavia
Principal Transportation Planner



North Central Texas
Council of Governments

TRE Shuttle Location



Project Background

- September 2009:** DFW Airport awarded transit funds to implement TRE shuttle service from Centreport Station to Remote South Parking Lot. Project was awarded again in 2012 and 2015 Transit Call for Projects.
- March 2018:** DFW Airport notified NCTCOG of its intention to discontinue service once TEXrail service was fully operational
- April 2019:** Trinity Metro began operating service as the TRE Link – Route 31 and DFW Airport’s funding was transferred to Trinity Metro
- Summer 2021:** Trinity Metro, DART, and DFW Airport reached out to NCTCOG seeking support for the continuation of this critical first/last mile service

Request from TRE Shuttle Partners

- How Much:** Total of \$910,000 in Regional Toll Revenue (RTR) Funds for Transit Projects and Surface Transportation Block Grant (STBG) Funds from previously approved COVID-19 Infrastructure Program #015: Transit Partnership Funding
- What:** Final funding as Trinity Metro, DART, and DFW Airport finalize a sustainability plan over the next year
- When:** October 1, 2021 – September 30, 2024
- Future Plans:** Operational expenses to be split between Trinity Metro, DART, and DFW Airport or possibly incorporate into Trinity Metro's service area

Proposed Budget Matrix

	RTC		Trinity Metro, DART, and DFW Airport	
Service Period	RTR Funds ¹	STBG Funds ²	Local Match <i>(Split 3 ways)</i>	Annual Totals
Year 1 (FY2022)	\$290,000		\$290,000	\$580,000
Year 2 (FY2023)		\$300,000	\$300,000	\$600,000
Year 3 (FY2024)		\$320,000	\$320,000	\$640,000
TOTAL	\$290,000	\$620,000	\$910,000	\$1,820,000

¹ First year of proposed funding is available through existing Regional Toll Revenue funds previously approved for transit

² Subsequent funding would be available through previously approved COVID-19 Infrastructure Program #015: Transit Partnership Funding

Action Requested

STTC Approval:

To utilize existing Regional Toll Revenue funds previously approved for transit and previously approved COVID-19 Infrastructure Program #015: Transit Partnership Surface Transportation Block Grant (STBG) funds for a total not to exceed of \$910,000;

For Trinity Metro, DART, and DFW Airport to assume funding responsibility after FY2024 for shuttle service between the TRE Centreport Station and DFW Airport; and

To revise administrative documents as appropriate to incorporate this project.

For More Information

Shannon Stevenson

Senior Program Manager
Transit Management & Planning

sstevenson@nctcog.org

817-608-2304

Gypsy Gavia

Principal Transportation Planner
Transit Management & Planning

ggavia@nctcog.org

817-695-9134



NCTCOG PRESENTATION

Call for Projects to Reduce Diesel Emissions

SURFACE TRANSPORTATION
TECHNICAL COMMITTEE

September 24, 2021

Huong Duong, Air Quality Planner

RELEVANCE TO REGIONAL PLANNING

Purpose:

Performance Measure:

Air Quality

Mobility 2045:

Air Quality Policy AQ2-005:

Efforts to improve air quality are enhanced by policies which provide guidance on best practices to minimize fleet emissions impacts

through acquisition, operation, and/or maintenance behaviors.

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

[Appendix C - Environmental Considerations](#)



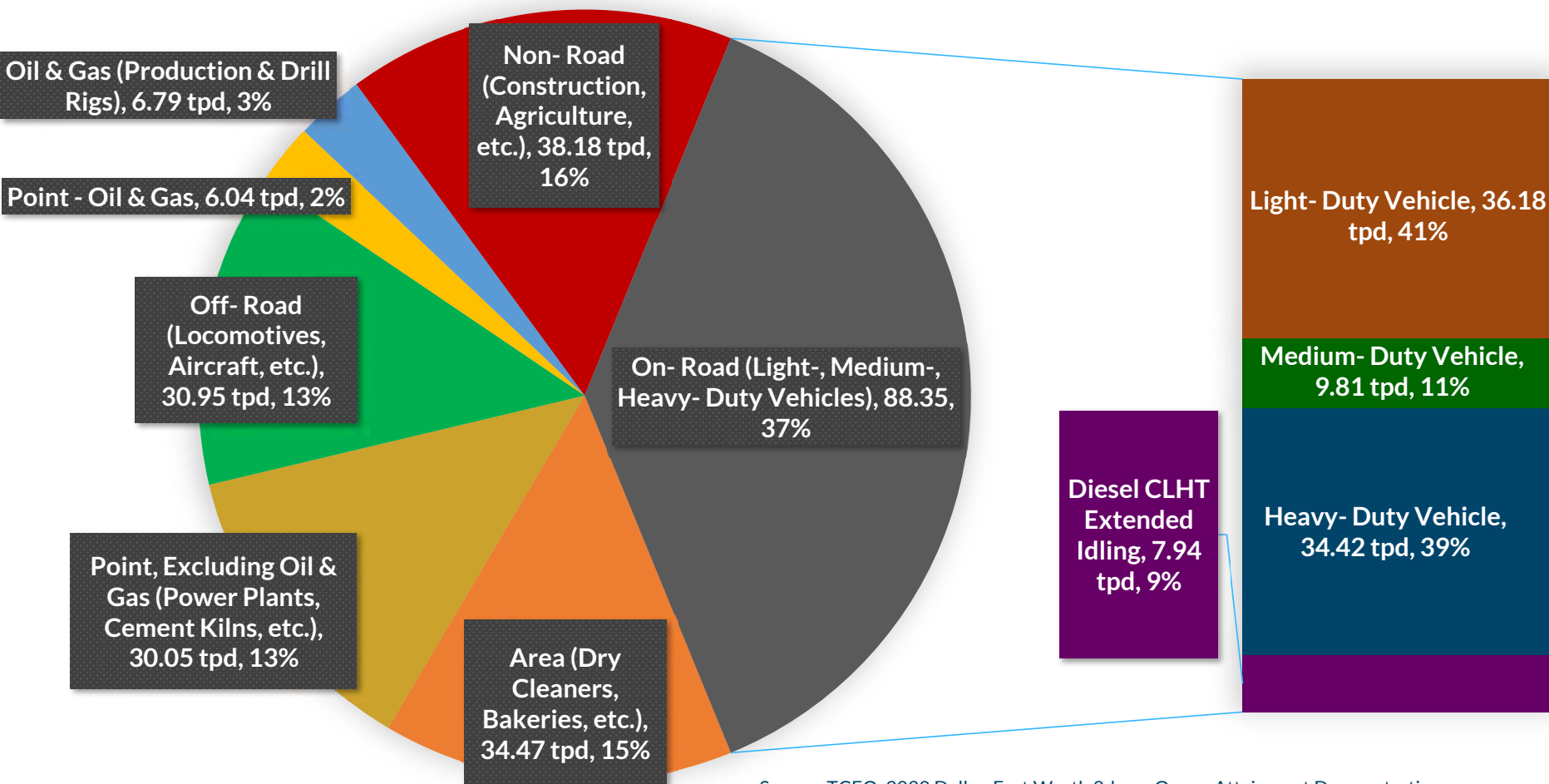
Call for Projects to Reduce Diesel Emissions

Air Quality Emphasis Areas:

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

Estimated 2020 NOx Emissions Inventory (categorized by source)

Source Category Estimates = 234.75 tons per day (tpd)



Source: TCEQ, 2020 Dallas-Fort Worth 8-hour Ozone Attainment Demonstration State Implementation Plan

*CLHT= Combination Long Haul Truck



Call for Projects to Reduce Diesel Emissions

CALL FOR PROJECTS SUMMARY

NAME	PROJECT TYPES	STATUS
Clean Fleets North Texas 2020 (Bucket 1)	Replace Heavy-Duty Diesel Vehicles and Equipment	Closing October 8, 2021
North Texas Emissions Reduction Project 2020 (Bucket 2)	Replace High-Use Diesel Vehicles/Equipment, Rail/Switch Yard Idle Reduction Technologies	Closed, Funds Exhausted
North Texas Freight Terminal Electrification 2020 (Bucket 3)	Installation of Transport Refrigerated Unit Electrified Parking Spaces, Connection Kits, Power Monitoring	On-Going
North Texas Clean Diesel Projects 2021 (Bucket 4)	Replace Onroad and Nonroad Diesel Engines/Vehicles/Equipment; Install Locomotive Shore Power	New



New Funding and Applicant Eligibility

Funding Source: Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program

Call for Project	North Texas Clean Diesel Projects 2021 (Bucket 4)
Project Types	Replace Onroad and Nonroad Diesel Engines/Vehicles/Equipment; Install Locomotive Shore Power
Available Funding*	\$1,531,290
Applicants	Private Fleets and Companies; Public Entities such as Local Governments
Geographic Area	10-County Nonattainment Area**
Clean Fleet Policy	Must Adopt RTC Clean Fleet Policy or Similar

*A committed project of \$825,000 was included in the EPA award.

**This includes Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties.



Project Eligibility

North Texas Clean Diesel Project 2021 (Bucket 4)

Eligible Activities	Funding Threshold		
<u>Replace Onroad Diesel Vehicles and Engines*</u> <ul style="list-style-type: none"> GVWR: 16,001 and Up; EMY: Older - 2009 (Also EMY 2010 - Newer if Replacing with Electric); Must Operate > 7,000 Miles/Year during 24 Months Prior to Application 	<u>Replacement Type</u>	<u>Vehicles/ Equipment</u>	<u>Engines</u>
	New is Electric (Zero Emission):	45%	60%
	Cost if New is Powered by Certified to CARB Optional Low-NO _x Standards:	35%	50%
	Cost for All Others or EPA Certified:	25%	40%
<u>Replace Nonroad Diesel Equipment*</u> <ul style="list-style-type: none"> Must Operate > 500 Hours/Year during 24 Months Prior to Application; Eligible Tiers Vary 	New is Electric (Zero Emission):	45%	60%
	Cost if New is Powered by Certified to CARB Optional Low-NO _x Standards:	35%	50%
	Cost for All Others or EPA Certified:	25%	40%
<u>Locomotive Engine Replacement and Shore Power Installation**</u>	40% Cost Coverage		

*All old vehicles/engines/equipment must be scrapped; other model years eligible on case-by-case basis. California Air Resources Board (CARB); Engine Model Year (EMY); Gross Vehicle Weight Rating (GVWR)

**All equipment and installation must be completed by EPA SmartWay Verified Technology Vendor.



Call for Projects to Reduce Diesel Emissions

Project Eligibility

North Texas Clean Diesel Project 2021 (Bucket 4)

Eligible Activities	Funding Threshold	
<p><u>Replacement of Diesel Transport Refrigeration Unit (TRU) Trailer</u></p> <ul style="list-style-type: none"> • TRU trailer Replacement ONLY 	<p><u>Replacement Type</u></p>	<p><u>Maximum Funding Level</u></p>
	<p>New Zero Tailpipe Emission eTRU* Trailer includes Charging Unit</p>	<p>45%</p>
<p><u>Replacement of Drayage**</u></p> <ul style="list-style-type: none"> • GVWR: 33,001 and Up; • EMY: Older - 2009 (Also EMY 2010 - Newer if Replacing with Electric); • Operates on or transgresses through port or intermodal rail yard property for the purposes of loading, unloading, or transporting cargo 	<p>2014 or Newer Diesel, Alternative Fuel Vehicle, Gasoline, or Zero Emission Vehicle:</p>	<p>50%</p>
	<p>2018 or Newer: Zero-Emission or CARB Low-NOx</p>	

*New unit will operate solely on grid, battery, or other zero emission power sources

**Drayage truck operator must hold a valid and current vehicle registration and driver's license issued in the United States. Operator must have proof that your existing truck has been covered for primary liability insurance over the last year.



Call for Projects to Reduce Diesel Emissions

Eligibility and Scoring Criteria

North Texas Clean Diesel Project 2021 (Bucket 4)

Characteristics	Rebate Program Purpose: Reduces administrative burden as compared to a subgrant program.	
	Competitive application process Purpose: Choose the best activities for our region.	
Eligibility	Operate in Required Geographic Area	
	Clean Fleet Policy Adoption Purpose: Reserve Funding for Fleets that are Engaged Beyond Grant Opportunities; Consistent with RTC Adoption of Clean Fleet Policy	
Scoring Criteria	Criteria	% of Total Score
	Cost Per Ton NO_x Emissions Reduced Purpose: Maximize Emissions Reductions	70%
	Rebate Recipient Oversight Criteria Purpose: Balance Project Benefits with Administrative Burden	25%
	Geographic Impact Criteria Purpose: Preference to Projects Operating in Environmental Justice areas	5%



ACTION REQUESTED

Recommend RTC Approval Of:

North Texas Clean Diesel Project 2021 **(Bucket 4)**

1. Issue Call for Projects
2. Details
 - Eligibility Screens
 - Selection Criteria
3. Schedule
 - Call for Projects Estimated Open: October 14, 2021
 - Rolling 90-Day Application Deadline to Fully Award Funds



CONTACT US



Huong Duong
Air Quality Planner
HDuong@nctcog.org | 817-704-5678



Trey Pope
Air Quality Planner
Tpope@nctcog.org | 817-695-9297



Jason Brown
Principal Air Quality Planner
Jbrown@nctcog.org | 817-704-2514



Chris Klaus
Senior Program Manager
Cklaus@nctcog.org | 817-695-9286



**RESOLUTION SUPPORTING LOCALLY ENFORCED MOTOR VEHICLE
IDLING LIMITATIONS IN NORTH CENTRAL TEXAS
(R08-03)**

WHEREAS, the North Central Texas Council of Governments (NCTCOG) has been designated as the Metropolitan Planning Organization for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council, comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be a forum for cooperative decisions on transportation; and,

WHEREAS, the Dallas-Fort Worth area is a federally designated nonattainment area for the pollutant ozone and air quality impacts the public and economic health of the entire region; and,

WHEREAS, the Regional Transportation Council is responsible for air quality conformity; and the Clean Air Act Amendments of 1990 require that in air quality nonattainment areas, transportation plans and improvement programs conform to the applicable air quality implementation plan; and,

WHEREAS, Locally Enforced Idling Restriction is a Voluntary Mobile Source Emission Reduction Program commitment in the Dallas-Fort Worth Eight-Hour Ozone Attainment Demonstration State Implementation Plan (SIP); and,

WHEREAS, the Regional Transportation Council has no regulatory authority to enforce idling restrictions; and recognizes that local governments have such authority upon entering into a Memorandum of Agreement (MOA) with the Texas Commission on Environmental Quality (TCEQ).

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

- Section 1.** The Regional Transportation Council endorses the TCEQ Idling Limitations Rule as published in the Texas Administrative Code, Chapter 114, Subchapter J, Operational Controls for Motor Vehicles, Division 2, Locally Enforced Motor Vehicle Idling Limitations.
- Section 2.** The Regional Transportation Council encourages local government adoption of the TCEQ Idling Limitations Rule by reference, and supports creation of a North Texas MOA to be entered into by local governments for the purpose of enforcement.
- Section 3.** The Regional Transportation Council commits to provide local governments assistance with development of applicable enforcement and education programs.
- Section 4.** The Regional Transportation Council may consider compliance with this resolution when considering future Regional Transportation Council funding action.

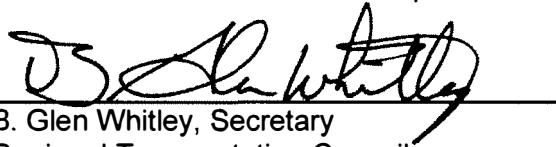
Section 5. This resolution will be transmitted to all local governments in the nine-county ozone nonattainment area.

Section 6. This resolution shall be in effect immediately upon adoption.



Oscar Trevino, Chair
Regional Transportation Council
Mayor, City of North Richland Hills

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on May 8, 2008.



B. Glen Whitley, Secretary
Regional Transportation Council
County Judge, Tarrant County

<u>Title 30</u>	Environmental Quality
<u>Part 1</u>	Texas Commission on Environmental Quality
<u>Chapter 114</u>	Control of Air Pollution from Motor Vehicles
<u>Subchapter J</u>	Operational Controls for Motor Vehicles
<u>Division 2</u>	Locally Enforced Motor Vehicle Idling Limitations

<u>§114.510</u>	Definitions
<u>§114.511</u>	Applicability
<u>§114.512</u>	Control Requirements for Motor Vehicle Idling
<u>§114.517</u>	Exemptions

RULE §114.510 Definitions

Unless specifically defined in the Texas Health and Safety Code, Chapter 382 (also known as the Texas Clean Air Act) or in the rules of the commission, the terms used in this subchapter have the meanings commonly ascribed to them in the field of air pollution control. In addition to the terms which are defined by Texas Health and Safety Code, Chapter 382; §3.2 of this title (relating to Definitions); §101.1 of this title (relating to Definitions); and §114.1 of this title (relating to Definitions), the following words and terms, when used in this subchapter, have the following meanings, unless the context clearly indicates otherwise.

- (1) Idle--The operation of an engine in the operating mode where the engine is not engaged in gear, where the engine operates at a speed at the revolutions per minute specified by the engine or vehicle manufacturer for when the accelerator is fully released, and there is no load on the engine.
- (2) Local government--A city, county, municipality, or political subdivision of the state.
- (3) Motor vehicle--Any self-propelled device powered by an internal combustion engine and designed to operate with four or more wheels in contact with the ground, in or by which a person or property is or may be transported, and is required to be registered under Texas Transportation Code, §502.002, excluding vehicles registered under §502.006(c).
- (4) Primary propulsion engine--A gasoline or diesel-fueled internal combustion engine attached to a motor vehicle that provides the power to propel the motor vehicle into motion and maintain motion.

Source Note: The provisions of this §114.510 adopted to be effective December 9, 2004, 29 TexReg 11355

RULE §114.511 Applicability

The provisions of §114.512 and §114.517 of this title (relating to Control Requirements for Motor Vehicle Idling; and Exemptions) are applicable only within the jurisdiction of a local government that has signed a Memorandum of Agreement with the commission to delegate enforcement of the provisions of this division to that local government.

Source Note: The provisions of this §114.511 adopted to be effective December 9, 2004, 29 TexReg 11355

RULE §114.512 Control Requirements for Motor Vehicle Idling

No person shall cause, suffer, allow, or permit the primary propulsion engine of a motor vehicle to idle for more than five consecutive minutes when the motor vehicle, as defined in §114.510 of this title (relating to Definitions), is not in motion.

Source Note: The provisions of this §114.512 adopted to be effective December 9, 2004, 29 TexReg 11355; amended to be effective May 17, 2006, 31 TexReg 3900; amended to be effective February 21, 2008, 33 TexReg 1345; amended to be effective August 11, 2011, 36 TexReg 4972

RULE §114.517 Exemptions

The provisions of §114.512 of this title (relating to Control Requirements for Motor Vehicle Idling) do not apply to:

- (1) a motor vehicle that has a gross vehicle weight rating of 14,000 pounds or less;
- (2) a motor vehicle that has a gross vehicle weight rating greater than 14,000 pounds and that is equipped with a 2008 or subsequent model year heavy-duty diesel engine or liquefied or compressed natural gas engine that has been certified by the United States Environmental Protection Agency or another state environmental agency to emit no more than 30 grams of nitrogen oxides emissions per hour when idling;
- (3) the primary propulsion engine of a motor vehicle being used to provide air conditioning or heating necessary for employee health or safety in an armored vehicle while the employee remains inside the vehicle to guard the contents or while the vehicle is being loaded or unloaded;
- (4) a motor vehicle forced to remain motionless because of traffic conditions over which the operator has no control;
- (5) a motor vehicle being used by the United States military, national guard, or reserve forces, or as an emergency or law enforcement motor vehicle;
- (6) the primary propulsion engine of a motor vehicle providing a power source necessary for mechanical operation, other than propulsion, and/or passenger compartment heating, or air conditioning;
- (7) the primary propulsion engine of a motor vehicle being operated for maintenance or diagnostic purposes;
- (8) the primary propulsion engine of a motor vehicle being operated solely to defrost a windshield;
- (9) the primary propulsion engine of a motor vehicle that is being used to supply heat or air conditioning necessary for passenger comfort and safety in vehicles intended for commercial

or public passenger transportation, or passenger transit operations, in which case idling up to a maximum of 30 minutes is allowed;

- (10) the primary propulsion engine of a motor vehicle being used to provide air conditioning or heating necessary for employee health or safety while the employee is using the vehicle to perform an essential job function related to roadway construction or maintenance;
- (11) the primary propulsion engine of a motor vehicle being used as airport ground support equipment;
- (12) the owner of a motor vehicle rented or leased to a person that operates the vehicle and is not employed by the owner; or
- (13) a motor vehicle when idling is necessary to power a heater or air conditioner while a driver is using the vehicle's sleeper berth for a government-mandated rest period and is not within two miles of a facility offering external heating and air conditioning connections at a time when those connections are available.

Source Note: The provisions of this §114.517 adopted to be effective December 9, 2004, 29 TexReg 11355; amended to be effective May 17, 2006, 31 TexReg 3900; amended to be effective February 21, 2008, 33 TexReg 1345; amended to be effective August 11, 2011, 36 TexReg 4972; amended to be effective August 30, 2012, 37 TexReg 6619

**RESOLUTION SUPPORTING LOCALLY ENFORCED MOTOR VEHICLE IDLING
RESTRICTIONS IN NORTH CENTRAL TEXAS****(R21-06)**

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be the regional forum for cooperative decisions on transportation; and,

WHEREAS, the Dallas-Fort Worth area is a federally designated nonattainment area for the pollutant ozone and air quality impacts the public and economic health of the entire region; and,

WHEREAS, the Regional Transportation Council is responsible for air quality conformity; and the Clean Air Act Amendments of 1990 require that in air quality nonattainment areas, transportation plans and improvement programs conform to the applicable air quality implementation plan; and,

WHEREAS, Locally Enforced Motor Vehicle Idling Restriction is a commitment that will be documented in the Dallas-Fort Worth Eight-Hour Ozone Attainment Demonstration State Implementation Plan (SIP) as Weight-of-Evidence; and,

WHEREAS, the Regional Transportation Council has no regulatory authority to enforce idling restrictions; and recognizes that local governments have such authority by implementing an idling restriction ordinance or resolution, or by entering into a Memorandum of Agreement (MOA) with the Texas Commissions on Environmental Quality (TCEQ).

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The Regional Transportation Council endorses the implementation of a locally enforced motor vehicle idling restriction ordinance or resolution to aid in reducing mobile source emissions and as Weight-of-Evidence in the State Implementation Plan.

Section 2. The Regional Transportation Council encourages local government adoption of an idling restriction ordinance or resolution.

Section 3. The Regional Transportation Council commits to provide local governments assistance with development of applicable enforcement and education programs.

Section 4. The Regional Transportation Council may consider compliance with this resolution when considering future Regional Transportation Council funding action.

Section 5. This resolution will be transmitted to local governments in the ten

county ozone nonattainment area.

Section 6. This resolution shall be in effect immediately upon its adoption.

Theresa M. Daniel, Ph.D., Chair
Regional Transportation Council
Commissioner, Dallas County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on October 14, 2021.

Cary Moon, Secretary
Regional Transportation Council
Councilmember, City of Fort Worth



NCTCOG PRESENTATION

Locally Enforced Motor Vehicle Idling Restrictions

Surface Transportation Technical Committee

September 24, 2021

Jason Brown, Principal Air Quality Planner

Relevance to Regional Planning

Air Quality Emphasis Areas:

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

Performance Measure:

Air Quality

Mobility 2045:

Air Quality Policy AQ2-005:

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

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

[Appendix C - Environmental Considerations](#)

Texas Commission on Environmental Quality

Locally Enforced Motor Vehicle Idling Limitations

Texas Administrative Code RULE §114.510 - 114.517

Description

Applicability

- GVW > 14,000 pounds
- April 1- October 31
- Only within jurisdictions having signed Memorandum of Agreement with the Texas Commission on Environmental Quality

Control Requirements

Main engine may not idle for more than five minutes when not in motion

No driver using vehicle's sleeper berth may idle in:

- A residential neighborhood
- A school zone
- Within 1,000 feet of a hospital
- Within 1,000 feet of a public school during hours
- Within 2-mile radius of an electrified truck stop

Exemptions

- Vehicle Type
- Operations
- Air-Conditioning and heating provisions

Penalty

Fine not to exceed \$500

2008

RTC Resolution created to encourage cities to adopt the TCEQ vehicle idling restriction rule by signing an MOA*

2018

Most *MOAs have expired, but ordinances are still in place for most cities

2007

Motor Vehicle Idling Rule implemented in DFW SIP

2016

Statewide Idling Working Group was created

2021

Propose RTC Resolution revision

Background

Collaboration with the Texas Commission on Environmental Quality and local cities assisted the development of the Engine Off North Texas Local Government Guide which led to the revision of the RTC Resolution.

Regional Transportation Council Resolution

Current (2008)

1. Identified Locally Enforced Motor Vehicle Idling Restrictions as a Voluntary Mobile Emission Reduction Program
2. Endorsed implementation of TCEQ Idling Limitations Rule
3. Encourage local governments to adopt TCEQ Idling Limitations Rule
4. Effective April 10, 2008

Proposed (2021)

1. Identified Locally Enforced Motor Vehicle Idling Restrictions as Weight of Evidence
2. Endorse implementation of an idling restriction ordinance/resolution
3. Encourage local governments to adopt any idling restriction as applicable to local government needs
4. Effective October 14, 2021

Benefits of Revised RTC Resolution

Allows some cities and counties to have more **flexibility** in implementing an idling restriction ordinance or resolution while still being **eligible for funding for idle reduction infrastructure** from the Texas Commission on Environmental Quality.

Program efforts will be **documented** as **Weight of Evidence** within the State Implementation Plan.



Action Requested

Recommend RTC Approval of:

Revised RTC Resolution Supporting Locally
Enforced Motor Vehicle Idling Restrictions in
North Central Texas.



CONTACT US



Jason Brown

Principal Air Quality

jbrown@nctcog.org | 817-704-2514



Huong Duong

Air Quality Planner

hduong@nctcog.org | 817-704-5678



Chris Klaus

Seniro Program Manager

cklaus@nctcog.org | 817-695-9286

For More Information Visit
EngineOffNorthTexas.org



Images were provided by NCTCOG Staff and GETTY Images

TIMING OF D2 FOR MOBILITY 2045

Michael Morris, P.E.
Director of Transportation

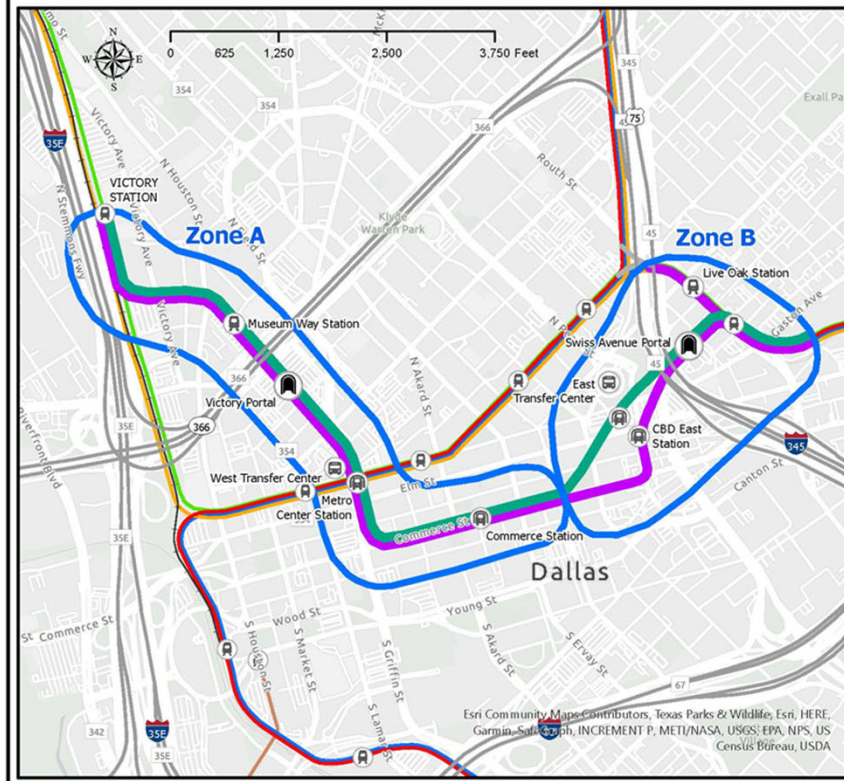
Surface Transportation Technical Committee
September 24, 2021



**Attachment 1
DART D2 Project
Council District 2, 14**

- █ Locally Preferred Alternative - City Council Resolution September 2017
- █ DART's Current Proposed Alternative

- | | | |
|---|---|---|
| █ BLUE LINE | █ RED LINE |  TRINITY RAILWAY |
| █ GREEN LINE | █ MCKINNEY AVENUE TROLLEY | |
| █ ORANGE LINE | █ DALLAS STREETCAR | |



Esri Community Maps Contributors, Texas Parks & Wildlife, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

Map by Transportation GIS, February 2021



D2 TIMING: WHEN WILL DALLAS CBD ROADWAY CAPACITY FAIL?

Mobility 2045 Timing Issue (Mobility and Air Quality)

DART Transit

Ridership Lagging

Advancing Phase 1 Bus Program

Current Customers are Traditional Transit Users

Silver Line and D2 Balanced Investment



POLICY REVIEW

Potential Change in Trends

Not Population Growth

Population and Employment Location

Slow Employee Return to Work

Large Employer Employee Location

Function of Building Structure

Potential City of Dallas Interest

D2

Phase 2 Signal Improvements for Transit

Street Cars/TRE to Fair Park



REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY ROUND 2
QUARTERLY STATUS UPDATE

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	JULY 2021 RISK RATING	SEPTEMBER 2021 COMMENTS	SEPTEMBER 2021 RISK RATING
PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2021													
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	12/2021 09/2021	CONFIRM FUNDING IN FY 2021	MEDIUM RISK	PHASE 2 OF THE PROJECT IS NOT EXPECTED TO LET PRIOR TO THE ESTABLISHED DEADLINE FOR THE PROJECT; STAFF IS COORDINATING WITH THE CITY OF DALLAS TO GET THE LATEST PROJECT STATUS AND DETERMINE NEXT STEPS	HIGH RISK
PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2022													
11237.2	0918-45-812	IRVING	IRVING	CONFLANS RD FROM SH 161 TO VALLEY VIEW LANE	CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH	\$24,529,721 \$13,957,834	STBG, LOCAL CONTRIBUTION	03/2022	06/2022 03/2022	CONFIRM EXISTING FUNDING IN FY 2022; CITY IS REQUESTING THAT THE RTC COVER THE FUNDING GAP; A FUNDING INCREASE WILL BE BROUGHT BACK TO THE RTC FOR CONSIDERATION IN THE NEXT TIP MODIFICATION CYCLE	MEDIUM RISK	CONDEMNATION PROCEEDINGS CONTINUE; PROJECT IS NOW FULLY FUNDED; TRANSPORTATION DIRECTOR TO CONTINUE TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION	MEDIUM RISK
11726.4	0918-47-168	DALLAS COUNTY	DALLAS	RIVERFRONT BLVD FROM CADIZ STREET TO UNION PACIFIC RAILROAD	RECONSTRUCT 6/8 LANE TO 6 LANE WITH BIKE/PEDESTRIAN IMPROVEMENTS AND INTERSECTION IMPROVEMENTS	\$49,400,000	RTR, LOCAL CONTRIBUTION	06/2022	08/2022	CONFIRM FUNDING IN FY 2022	MEDIUM RISK	AGREEMENT WITH AND ACQUIRING EASEMENT FROM UNION PACIFIC RAILROAD POSE POTENTIAL ISSUES; TRANSPORTATION DIRECTOR TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION	MEDIUM RISK
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	03/2023 06/2022	CONFIRM FUNDING IN FY 2022	LOW RISK	NEW ESTIMATED LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; DEVELOPER TIMELINE HAS BEEN PUSHED BACK DUE TO IMPACTS OF COVID-19 PANDEMIC	MEDIUM RISK
20111	0918-46-239	LEWISVILLE	LEWISVILLE	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO FM 2281	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 5	\$6,843,921	RTR, LOCAL CONTRIBUTION	05/2022	12/2022 05/2022	CONFIRM FUNDING IN FY 2022	MEDIUM RISK	NEW ESTIMATED LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; CITY IS NOW ANTICIPATING CONDEMNATION PROCEEDINGS FOR ONE PARCEL	MEDIUM RISK
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	11/2021 08/2022	CONFIRM FUNDING IN FY 2022	LOW RISK		LOW RISK
PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2023													
11572	0902-48-579	TXDOT FORT WORTH	VARIOUS	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY	CONSTRUCT NORTH TARRANT PARKWAY OVER US 81 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287	\$15,101,054 \$15,886,906	STBG, LOCAL CONTRIBUTION	01/2023	01/2023	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023	LOW RISK		LOW RISK
53029	0014-15-033	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE NORTHBOUND FRONTAGE ROAD	\$8,228,000	SW PE, SW ROW, CAT 2M, STBG	01/2023	01/2023	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023	LOW RISK		LOW RISK
53030	0014-15-034	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE EXISTING SOUTHBOUND FRONTAGE ROAD	\$10,008,000 \$9,498,900	SW PE, SW ROW, CAT 2M, STBG	01/2023	01/2023	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023	LOW RISK		LOW RISK

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

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	JULY 2021 RISK RATING	SEPTEMBER 2021 COMMENTS	SEPTEMBER 2021 RISK RATING
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	CONFIRM FUNDING IN FY 2023	<u>LOW RISK</u>		<u>LOW RISK</u>
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	CONFIRM FUNDING IN FY 2023	<u>LOW RISK</u>		<u>LOW RISK</u>
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	CONFIRM FUNDING IN FY 2023	<u>MEDIUM RISK</u>	PROJECT IS CURRENTLY NOT FUNDED BY CITY	<u>MEDIUM RISK</u>
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	CONFIRM FUNDING IN FY 2023	<u>LOW RISK</u>		<u>LOW RISK</u>
20113	0918-46-240	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM FM 544 TO JOSEY LANE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 6	\$19,164,449	RTR	12/2022	10/2021 07/2024	CONFIRM FUNDING IN FY 2023	<u>LOW RISK</u>		<u>LOW RISK</u>
20131	0918-46-236	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM ELM FORK TRINITY RIVER BRIDGE TO DGNO RR	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 2	\$11,812,679	RTR, LOCAL CONTRIBUTION	12/2022	05/2022 12/2022	CONFIRM FUNDING IN FY 2023	<u>LOW RISK</u>		<u>LOW RISK</u>
20152	0918-46-237	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE AT ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 3	\$21,844,715	RTR; LOCAL CONTRIBUTION	12/2022	05/2022 12/2022	CONFIRM FUNDING IN FY 2023	<u>LOW RISK</u>		<u>LOW RISK</u>
PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2024 OR BEYOND													
11734	0902-90-034	DFW AIRPORT	VARIOUS	EAST-WEST CONNECTOR FROM SH 360 TO RENTAL CAR DRIVE	CONSTRUCTION OF EAST-WEST CONNECTOR 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	12/2022 05/2022	CONFIRM FUNDING IN FY 2024	<u>LOW RISK</u>		<u>LOW RISK</u>
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	CONTINUE MONITORING PROJECT PROGRESS AND CONTINUE TO REQUEST TTC APPROVAL OF CATEGORY 12 FUNDS FOR THIS PROJECT	<u>HIGH RISK</u>	PROJECT IS NOT FULLY FUNDED; CATEGORY 12 FUNDING NOT AWARDED BY THE TEXAS TRANSPORTATION COMMISSION IN THE 2022 UTP; TXDOT TO CONTINUE REQUESTING CATEGORY 12 FUNDING FOR THE PROJECT	<u>MEDIUM RISK</u>
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	KEEP PROJECT IN APPENDIX D (ENVIRONMENTAL CLEARANCE SECTION OF TIP) UNTIL FUNDING IS SECURED	<u>MEDIUM RISK</u>	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>
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	CONFIRM FUNDING IN FY 2024	<u>LOW RISK</u>	CITY HAS OPTED TO REPAY THE EARMARK FUNDS AND FUND THE PROJECT WITH LOCAL FUNDS IN ORDER TO ACCELERATE ITS IMPLEMENTATION	<u>LOW RISK</u>
TOTAL FUNDING						\$367,915,116							

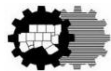
**REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
QUARTERLY STATUS UPDATE**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST. / ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	JULY 2021 RISK RATING	SEPTEMBER 2021 COMMENTS	SEPTEMBER 2021 RISK RATING
PROJECTS THAT ARE UNDER CONSTRUCTION													
20066	2374-03-074	TXDOT DALLAS	DALLAS	IH 20 AT BONNIE VIEW RD	IMPROVE APPROACH, WIDEN BRIDGE TO ADD TURN LANES, AND REPLACE TRAFFIC SIGNAL SYSTEM	\$2,988,645	STBG, LOCAL CONTRIBUTION	05/2021	05/2021 (ACTUAL)	CONFIRM FUNDING IN FY 2021	<u>LOW RISK</u>		<u>N/A (PROJECT HAS LET)</u>
20060	0918-24-154	PLANO	PLANO	LEGACY DRIVE FROM INDEPENDENCE PARKWAY TO K AVENUE	ADD RIGHT TURN LANES AND DUAL LEFT TURN LANES	\$2,015,500	RTR, LOCAL CONTRIBUTION	05/2021	07/2021 (ACTUAL)	CONFIRM FUNDING IN FY 2021	<u>MEDIUM RISK</u>		<u>N/A (PROJECT HAS LET)</u>
20261.2	0918-47-297	MESQUITE	MESQUITE	MGR TRAIL AT MESQUITE CITY LIMITS NEAR DUCK CREEK TO MESQUITE HERITAGE TRAIL NEAR NORTHWEST DR	CONSTRUCT NEW HIKE/BIKE TRAIL FROM MESQUITE HERITAGE TRAIL TO CONNECTING MGR TRAIL IN GARLAND; CONNECTS ACROSS IH 30 AND DUCK CREEK	\$827,115	RTR, LOCAL CONTRIBUTION	09/2021	07/2021 (ACTUAL)	CONFIRM FUNDING IN FY 2022	<u>LOW RISK</u>		<u>N/A (PROJECT HAS LET)</u>
TOTAL FUNDING						\$5,831,260							

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

Surface Transportation Technical Committee

September 24, 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.

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

PROJECT CATEGORIES	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Scheduled Letting FY 2021	1	\$2,482,813
Scheduled Letting FY 2022	5	\$132,283,981
Scheduled Letting FY 2023	10	\$115,256,164
Scheduled Letting FY 2024 or Beyond	4	\$117,892,158
Total	20	\$367,915,116

To date, 3 projects have let prior to their established deadlines.

SUMMARY OF PROJECT RISK

PROJECT RATING	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Green (Low Risk of Delay)	12	\$189,151,415
Yellow (Medium Risk of Delay)	7	\$176,280,888
Red (High Risk of Delay)	1	\$2,482,813
Total	20	\$367,915,116

PROJECT RISK BY FISCAL YEAR

PROJECT CATEGORY	PROJECT RATING		
	Green (Low Risk of Delay)	Yellow (Medium Risk of Delay)	Red (High Risk of Delay)
Scheduled Letting FY 2021	0	0	1
Scheduled Letting FY 2022	1	4	0
Scheduled Letting FY 2023	9	1	0
Scheduled Letting FY 2024 or Beyond	2	2	0
TOTAL	12	7	1

NEXT STEPS

- ❖ Continue monitoring project progress and providing any assistance needed
- ❖ Provide quarterly updates moving forward
- ❖ Bring back an update and recommendation on the one high risk project in the City of Dallas once more information is gathered

QUESTIONS?

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

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

James Adkins
Transportation Planner
Ph: (682) 433-0482
jadkins@nctcog.org

TRANSIT STRATEGIC PARTNERSHIPS

Surface Transportation Technical Committee
September 24, 2021

Rachel Jenkins, Transportation Planner
Transit Management and Planning



AWARDING FEDERAL TRANSIT FUNDS IN NORTH TEXAS

Public transportation providers in the region were awarded ~\$136M in Federal Transit Administration (FTA) formula funds through the Fiscal Year 2021 apportionment award cycle

Two processes are used to award transit funds

- ~ 98% available annually through Programs of Projects (POP) process which are allocated to transit providers
- ~ 2% set aside for Strategic Partnerships

FEDERAL FORMULA FUNDING TRANSIT PROGRAMS FOR URBAN AREAS

Section	Program	Purpose	Project Types
5307	Urbanized Area Formula (includes Job Access/ Reverse Commute projects)	Serve general public including low-income populations	Capital Operating Planning
5310	Enhanced Mobility of Seniors and Individuals with Disabilities	Serve needs of the elderly and individuals with disabilities	Capital Operating
5337	State of Good Repair	Maintain rail services	Capital
5339	Bus and Bus Facilities	Purchase Vehicles and/or maintain bus services	Capital

FY2021 STRATEGIC PARTNERSHIP FUNDING FOR THE REGION

Available Funding for North Texas¹

UZA	Section 5307	Section 5310
Dallas-Fort Worth-Arlington (DFWA) UZA:	\$1,721,062	\$2,036,056
Denton-Lewisville (DL) UZA:	\$128,387	\$222,945
Total :	\$1,849,449	\$2,259,001

A portion of Section 5310 funding is available at 100% federal share with no local match component required, per the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (Pub. L. 116-260)

¹FTA funding for the McKinney UZA is administered through TxDOT

OVERVIEW

- Process to evaluate transit project ideas and implement services based on need and feasibility
- Accept proposals on rolling basis
- Encourage partnerships between non-service providers and existing transit providers
- Not intended to make up for operating shortfalls, but demonstration projects in urbanized areas



STRATEGIC PARTNERSHIPS: IMPROVED PROCESS



PRIORITIZES ACCESS
NORTH TEXAS, TRANSIT
STUDIES ACCESSIBILITY
AND ENVIRONMENTAL
JUSTICE



ADDRESSES GAPS
IN SERVICE



RESPONSIVE TO
IMMEDIATE NEEDS



LEVERAGES
FUNDING WHEN
IT'S AVAILABLE



PROACTIVE



SIMPLIFIED
PROCESS



PROPOSAL

- Simplifies focus on identifying challenges/gaps
- Addresses innovation, Access North Texas, recent transit studies' recommendations, accessibility, environmental justice, transit dependent populations, risk
- Encourages collaboration

EVALUATION CRITERIA

CATEGORY	POSSIBLE POINTS
Needs Assessment Addresses Access North Texas, Transit Studies, Transit Dependent Populations, Environmental Justice, Accessibility	60
Strategic Value and Innovation Is it an innovative project that serves an immediate need? Could it serve as a model to other agencies? Non-duplicative?	15
Project Funding and Sustainability Are budget assumptions sound and reasonable? Meets minimum funding requirements? Local match identified? Project Sustainability?	15
Implementation Capacity and Collaboration Include coordination with stakeholders and existing providers? Does the agency have the required capacity to implement?	10
TOTAL	100

NEEDS ASSESSMENT

Access North Texas

- Does the proposed project address regional and/or county strategies?

Transit Studies

- Does the proposed project fall into one of the study areas?
- If so, does it reference recommendations from the associated study?

Transit-Dependent Populations

- How does the proposed project intend to serve seniors, individuals with disabilities, low-income individuals, etc.?

Environmental Justice Index

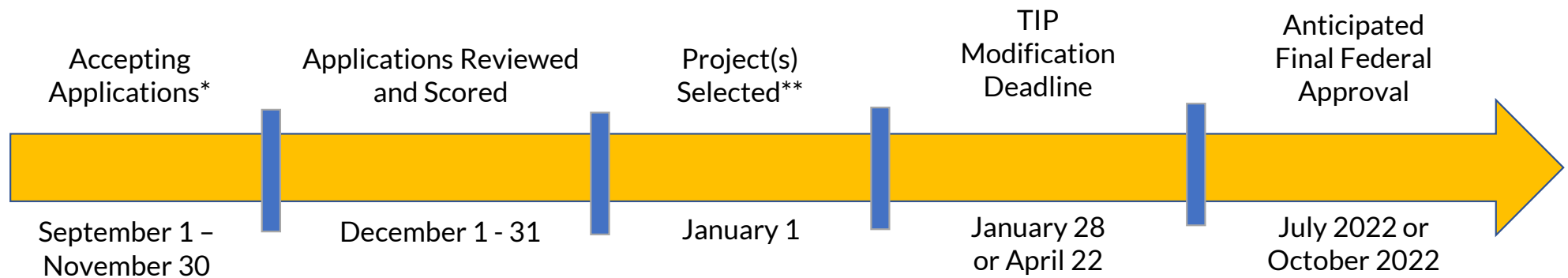
- Does the proposed service area fall above the regional percentage for minority population, population below poverty, or both?

Accessibility

- How will the proposed project improve accessibility?

INITIAL APPLICATION CYCLE

Launch of September 1, 2021



**Typically, a 6-month rolling application period. First cycle is expedited.*

*** Projects may get shifted to next cycle if more development is needed*

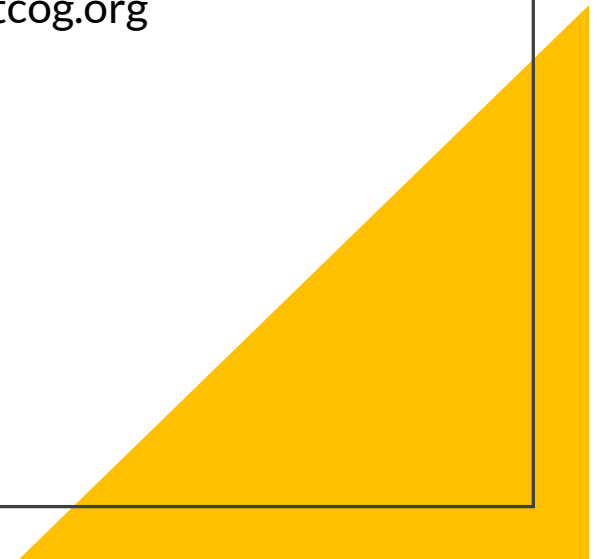
**** Selected projects may be submitted to either of the two TIP deadlines within the cycle.*

QUESTIONS?

Shannon Stevenson
Senior Program Manager
Ph: (817) 608-2304
sstevenson@nctcog.org

Gypsy Gavia
Principal Transportation Planner
Ph: (817) 695-9134
ggavia@nctcog.org

Rachel Jenkins
Transportation Planner
Ph: (817) 608-2329
rjenkins@nctcog.org





Status Report on Electric Vehicles and National Drive Electric Week

SORIA ADIBI
SURFACE TRANSPORTATION TECHNICAL COMMITTEE
9.24.2021



Expanding EV Availability



Light-Duty Vehicles

(Sedans, Pickups, SUVs, Vans)

90 Battery-Electric

115 Plug-In Hybrid Electric

9 Fuel Cell Electric



Buses

30 Battery-Electric Transit

4 Fuel Cell Electric Transit

14 Battery-Electric School Buses



Trucks

5 Battery-Electric Refuse

11 Battery-Electric
Delivery

3 Plug-In Hybrid Delivery

1 Fuel Cell EV Delivery

Source: Alternative Fuels Data Center, Information by Fleet Application and Vehicle Search Tools; <https://afdc.energy.gov/>

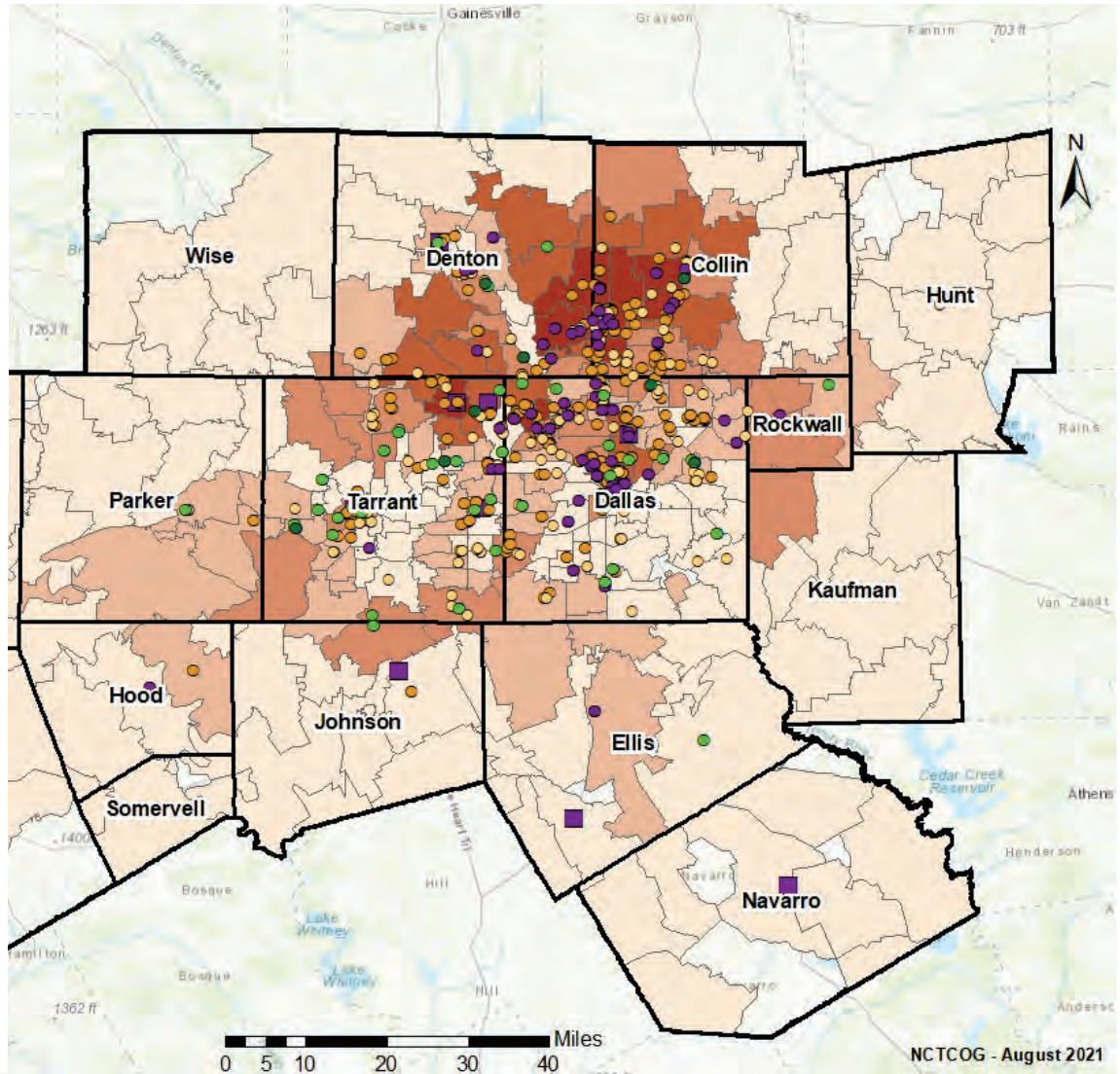
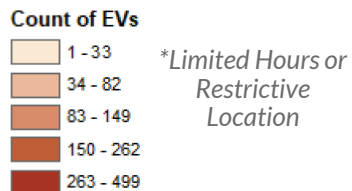


Status Report on Electric Vehicles and
National Drive Electric Week

Legend

- Level 2 Chargers
- Level 2 Chargers (Limited Access)*
- DC Fast Chargers
- DC Fast Chargers (Limited Access)*
- Tesla Destination Chargers
- Tesla Superchargers
- Counties

EV Registration by Zip Code



Infrastructure Availability and EV Adoption by Zip Code

New Incentives for EV Purchases and for DC Fast Charge Stations Available, First-Come, First-Served
www.nctcog.org/aqfunding

> 18,000
EVs Registered in North Texas in August 2021

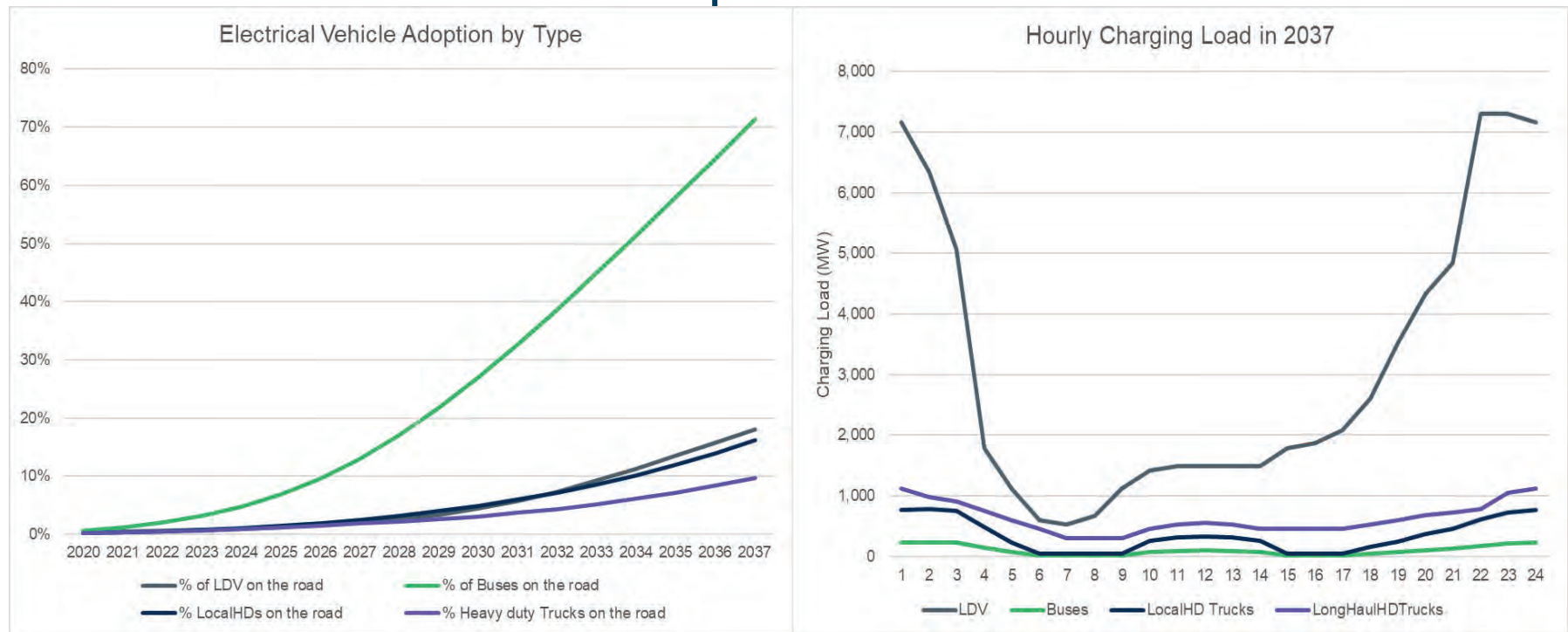
32.5%
Average Annual Growth Rate of EVs Registration from 2015-2020



Status Report on Electric Vehicles and National Drive Electric Week

EV Registration Data Available at www.dfwcleancities.org/evnt

ERCOT Long-Term System Assessment Assumptions



Source: Electric Reliability Council of Texas (ERCOT) Long-Term System Assessment, [http://www.ercot.com/content/wcm/key_documents_lists/213867/2022 LTSA Update InputAssumptions August2021.pdf](http://www.ercot.com/content/wcm/key_documents_lists/213867/2022_LTSA_Update_InputAssumptions_August2021.pdf). Uses an adjusted forecast from Bloomberg New Energy Finance Electric Vehicle Outlook (<https://about.bnef.com/electric-vehicle-outlook/>) and National Renewable Energy Laboratory charging load profiles.



For Fleets: Extended “Test Drives” Available

DFW Clean Cities “Try and Drive Alternative” Program

Offers Ranging from 1 Day – 2 Months

4 Participating Vendors

- 1 Light-Duty Sedan
- 1 Truck for Refuse Applications
- 1 Truck for Delivery Applications
- 1 Truck for Regional Haul/Drayage Applications
- 2 Terminal Tractors

www.nctcog.org/dfwtrydrive

 +23

New Plug In Electric Vehicles added
in 2020 to North Texas Fleets



Status Report on Electric Vehicles and
National Drive Electric Week

Imagery Provided by: NCTCOG

National Drive Electric Week 2021

For Fleets and Local Government Staff

Electric Truck Webinar

September 29, 3:00-4:30 PM

EV Charging Station Webinar

September 30, 10:00 AM

Peterbilt Facility Tour

October 1, By Invite Only

For the Public

Oncor 3rd Annual EV Road Rally

Participating Cities: Allen, Dallas, Irving,
Jacksonville, Plano, and Southlake

September 25 – October 2

MAIN EVENT: EV Showcase and Film Screening

October 3, 2021, 4-8:30 PM

The REC of Grapevine

www.driveelectricdfw.org



Image Provided By: Ken Oltmann/CoServ



Contact Us



Soria Adibi

Senior Air Quality Planner

sadibi@nctcog.org | 817-704-5667



Bethany Ross

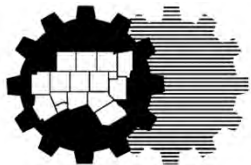
Air Quality Planner

Bross@nctcog.org | 817-704-5663



STATUS REPORT ON TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

**Surface Transportation Technical Committee
September 24, 2021**



North Central Texas
Council of Governments

OVERVIEW OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM (TXVEMP) FUNDING

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 \$5,863,995 Awarded
	Freight & Port Drayage Vehicles	\$6,677,032	Closed	\$8,876,816 Requested \$5,619,030 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)	Closed	\$4,305,000 Requested \$1,775,000 Awarded
	ZEV Infrastructure – DC Fast Charge and Hydrogen Refueling	~\$25 Million (Statewide)	Opening Fall 2021	Not Yet Open

*Data reflects information posted at www.texasvwfund.org as of August 27, 2021

COMING SOON - TXVEMP ZEV INFRASTRUCTURE

Total Statewide Allocation = ~\$21 Million
First-Come, First-Served

Purchase/Installation of:

DC Fast Charge EV Charging Stations

Up to \$150,000 per Charger

Maximum \$600,000 per Site

Maximum 5 Sites in 90 Days

Hydrogen Fueling Infrastructure

Up to 25% or 33% Depending on

Volume of Fuel Dispensed

Maximum \$600,000 per Site

DC Fast Charge Stations Ideal for Sites where Drivers Stop for Shorter Periods of Time, Such as:

- **Fueling Stations/Travel Plazas**
- **Fast Food/Quick Service Restaurants**
- **Certain Retail**

Initial Eligibility Prioritizes Sites Along Highway Corridors

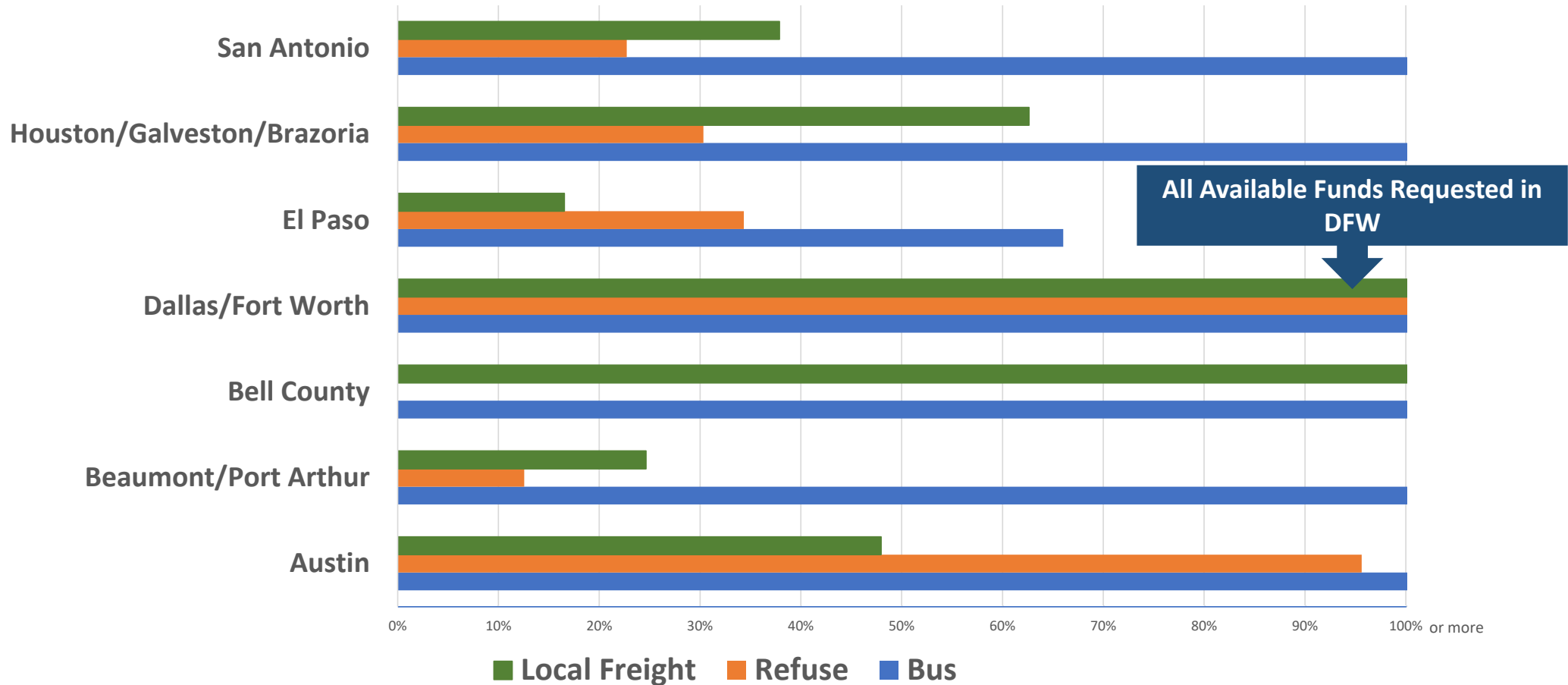
STATUS/SUMMARY OF PROGRAMS ALREADY CLOSED

**Funding Rounds for Bus, Refuse, and Local Freight
Truck Replacements/Repowers**

Rebate for Installation of Level 2 Charging Stations

PERCENT FUNDING REQUESTED BY REGION

Percent Available Funds Requested by Funding Round



Data reflects information posted at www.texasvfund.org as of August 27, 2021

TXVEMP ZEV INFRASTRUCTURE LEVEL 2 REBATE

**APPLICATIONS CLOSED
SEPTEMBER 9, 2021**

Total Statewide Allocation = \$10,465,958

\$6,160,958

\$4,305,000

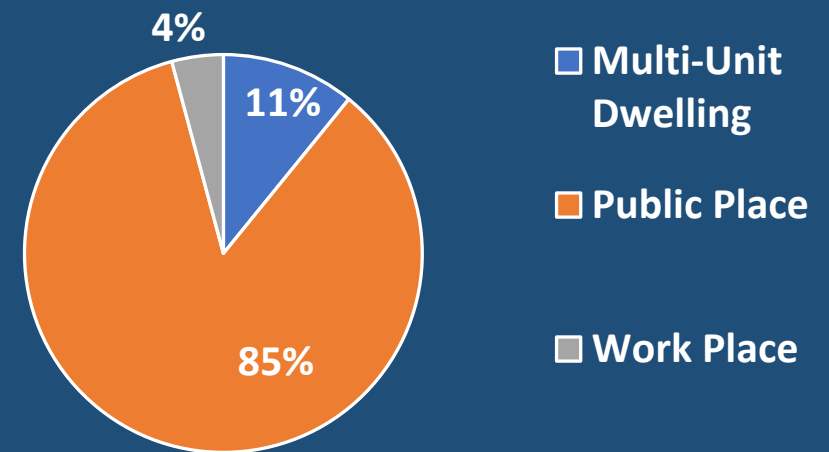
Funds Remaining

Funds Requested

DFW Area Requested 27% of All Funds to Date

2446 Sites Requested Statewide

Distribution by Site Type

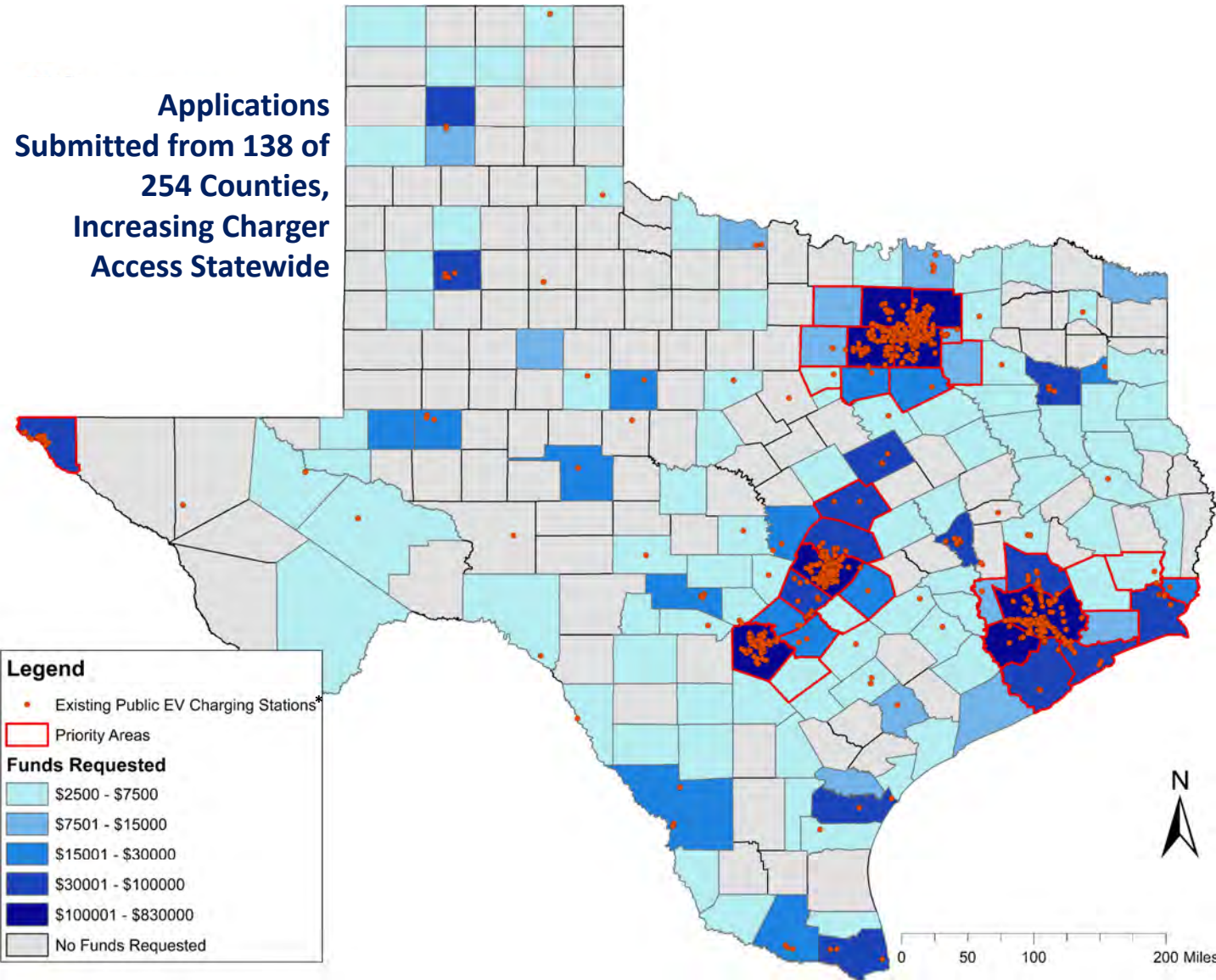


GEOGRAPHIC DISTRIBUTION OF ZEV LEVEL 2 FUNDING REQUESTS

Applications Submitted from 138 of 254 Counties, Increasing Charger Access Statewide

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



*Existing Station Data from Department of Energy Alternative Fuel Station Locator, January 2021

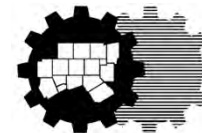
FOR MORE INFORMATION

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

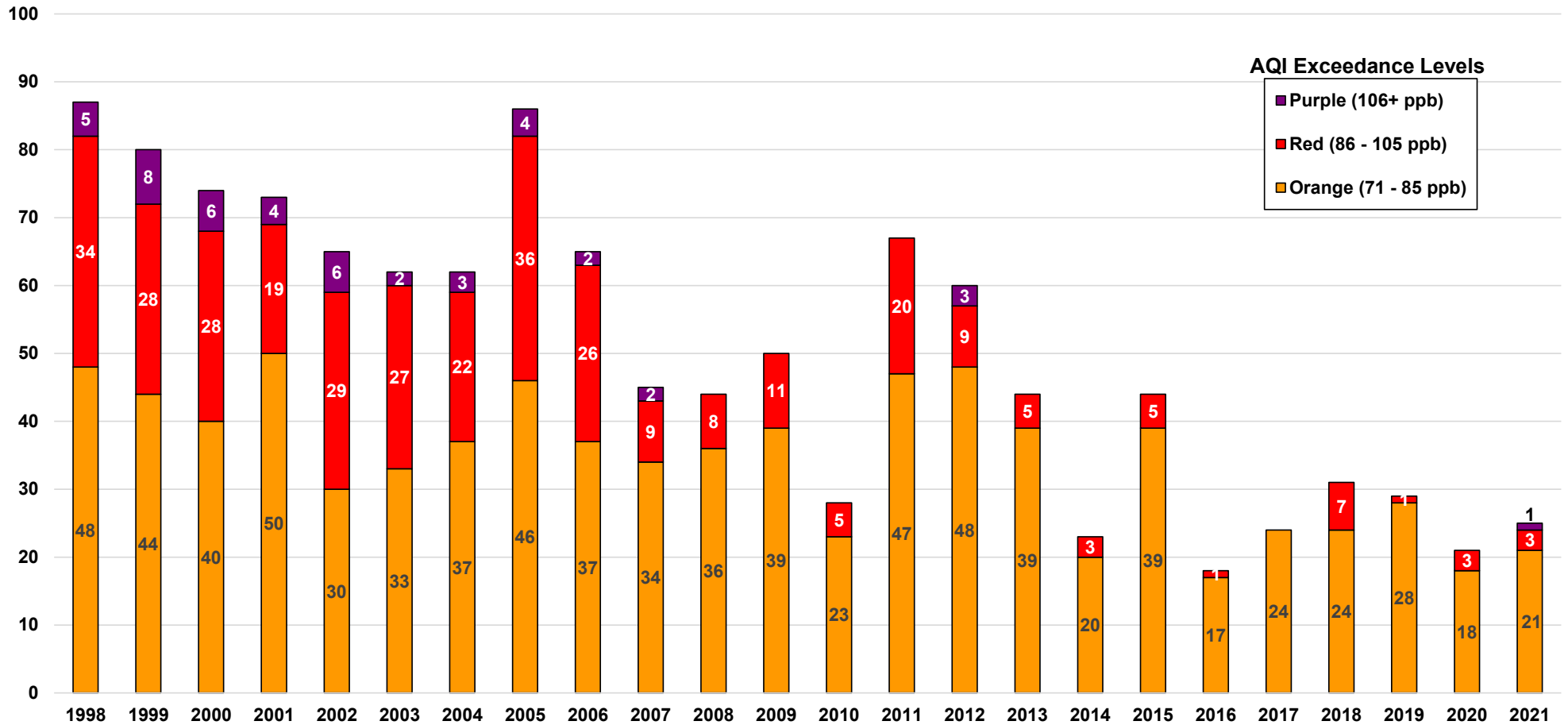
www.nctcog.org/aqfunding, “Hot Topics”



North Central Texas
Council of Governments

8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of September 17, 2021)



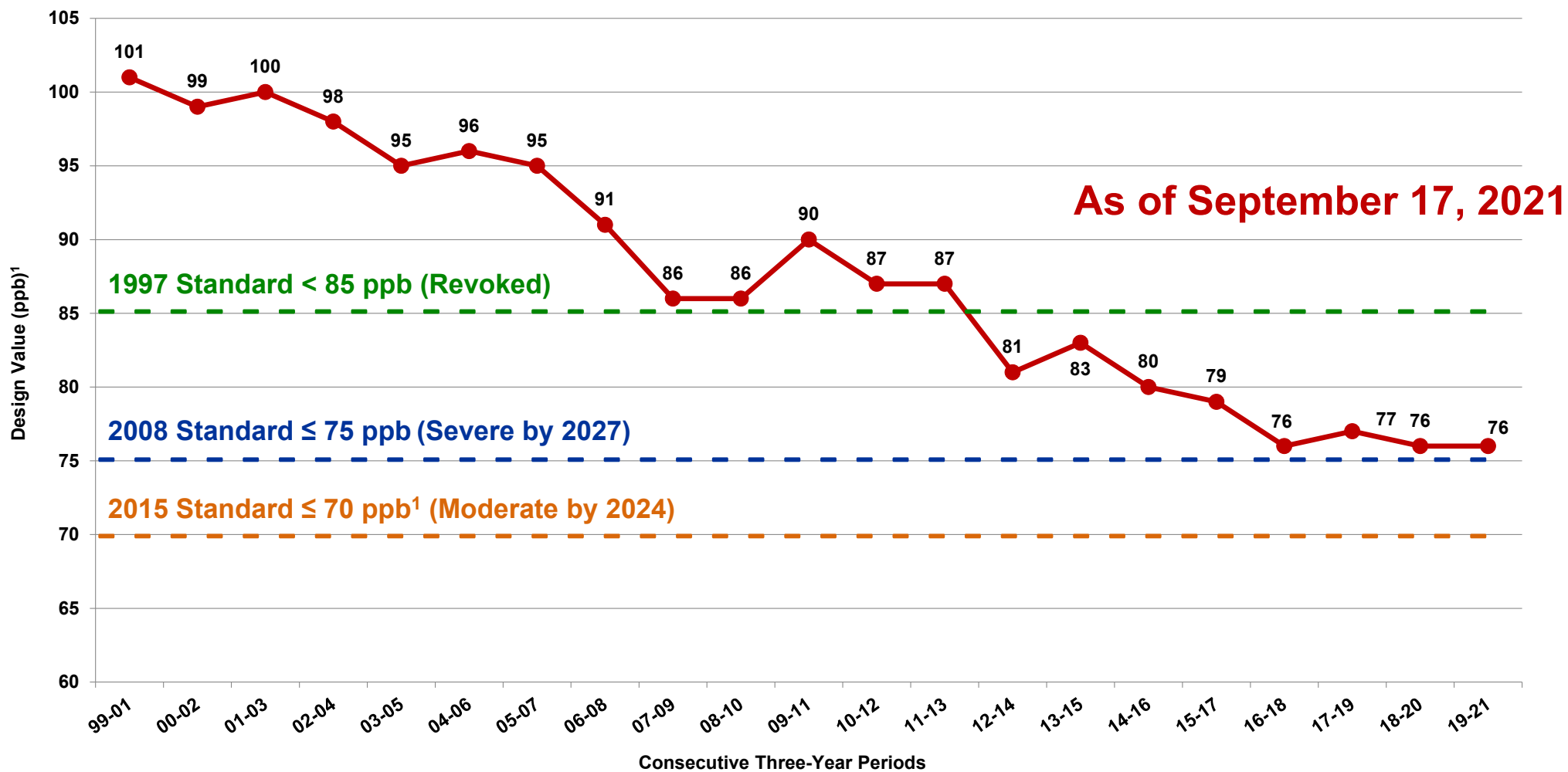
AQI Exceedance Levels

- 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
 ppb = parts per billion

8-HOUR OZONE NAAQS HISTORICAL TRENDS



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

FOR MORE INFORMATION

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

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

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

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

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



Improving Bicycle Safety at the Intersection One-Day Workshop

Online registration for the one-day course is now available at

nctcog.org/IntersectionSafety

Why focus on intersection safety?

The Federal Highway Administration will lead in-person workshops at the North Central Texas Council of Governments offices to review best practices to improve bicycle safety and level of comfort at intersections.

According to the National Highway Traffic Safety Administration's Traffic Safety Facts, 29 percent of all nationwide bicyclist-involved crash fatalities in 2018 occurred within roadway intersections. Between 2014 and 2018 throughout the Dallas – Fort Worth Metropolitan Planning Area, 63 percent of all bicycle crashes happened within an intersection, and 12 percent of those crashes resulted in either a fatality or serious injury.

Workshop facilitators will address the following topics:

- Intersection Designs
- Signal Timing and Signal Methods
- Bike Crossing Treatments
- Case Studies and Guidance Documents

This workshop is offered FREE of charge and will be held in person at NCTCOG offices.

(The workshop includes a 30-minute lunch break. Lunch arrangements will be identified in your confirmation email.)

Seating is limited!

To ensure your seat please register early for one of the workshop dates at

nctcog.org/intersectionsafety

(Note: The same material will be presented at both workshops.)

Date:	Tuesday, November 16 OR Thursday, November 18, 2021	Location:	William Pitstick Conference Rm. NCTCOG
Time:	9:00 am to 4:00 pm (Sign-in begins at 8:30 am)		616 Six Flags Dr. Arlington, TX 76011

Contact Barb Walsh at bwalsh@nctcog.org or (817) 695-9245 for additional information.

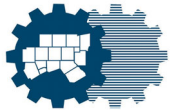
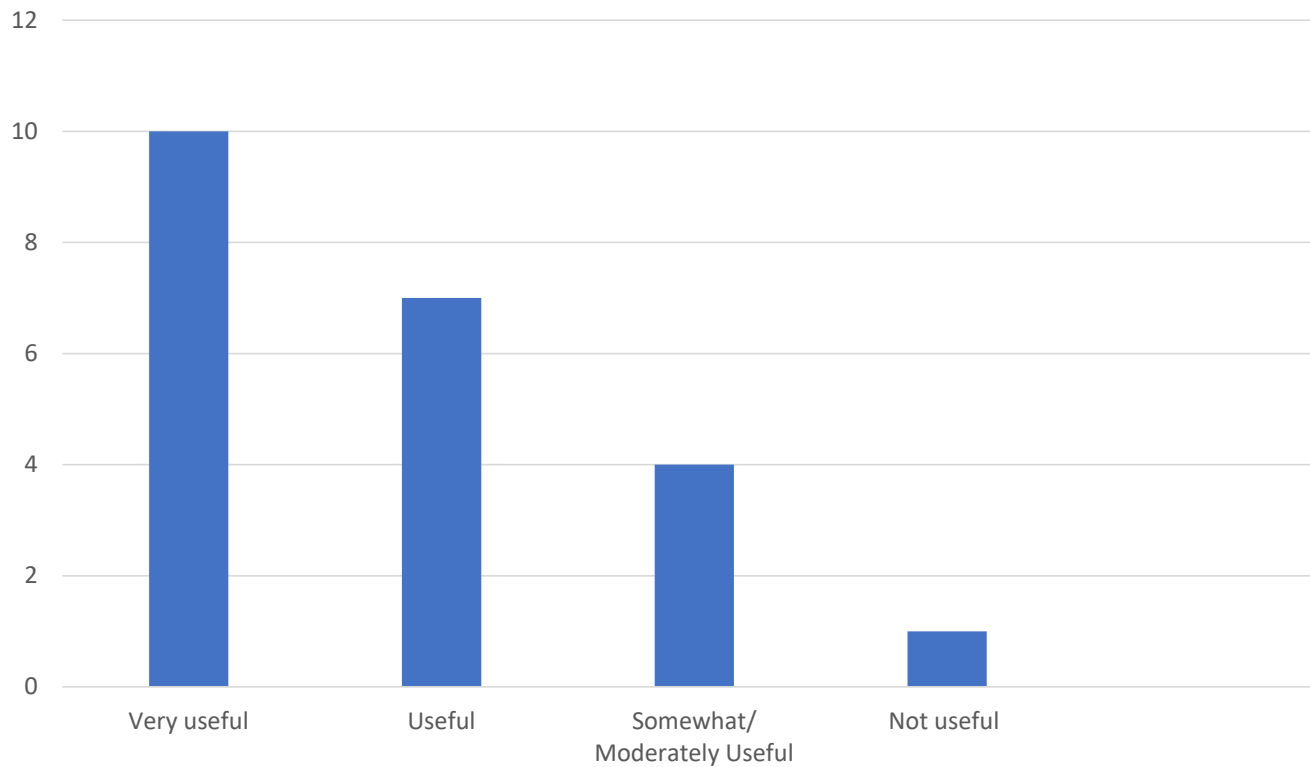
STTC Survey on Changing Mobility Data

23 responses

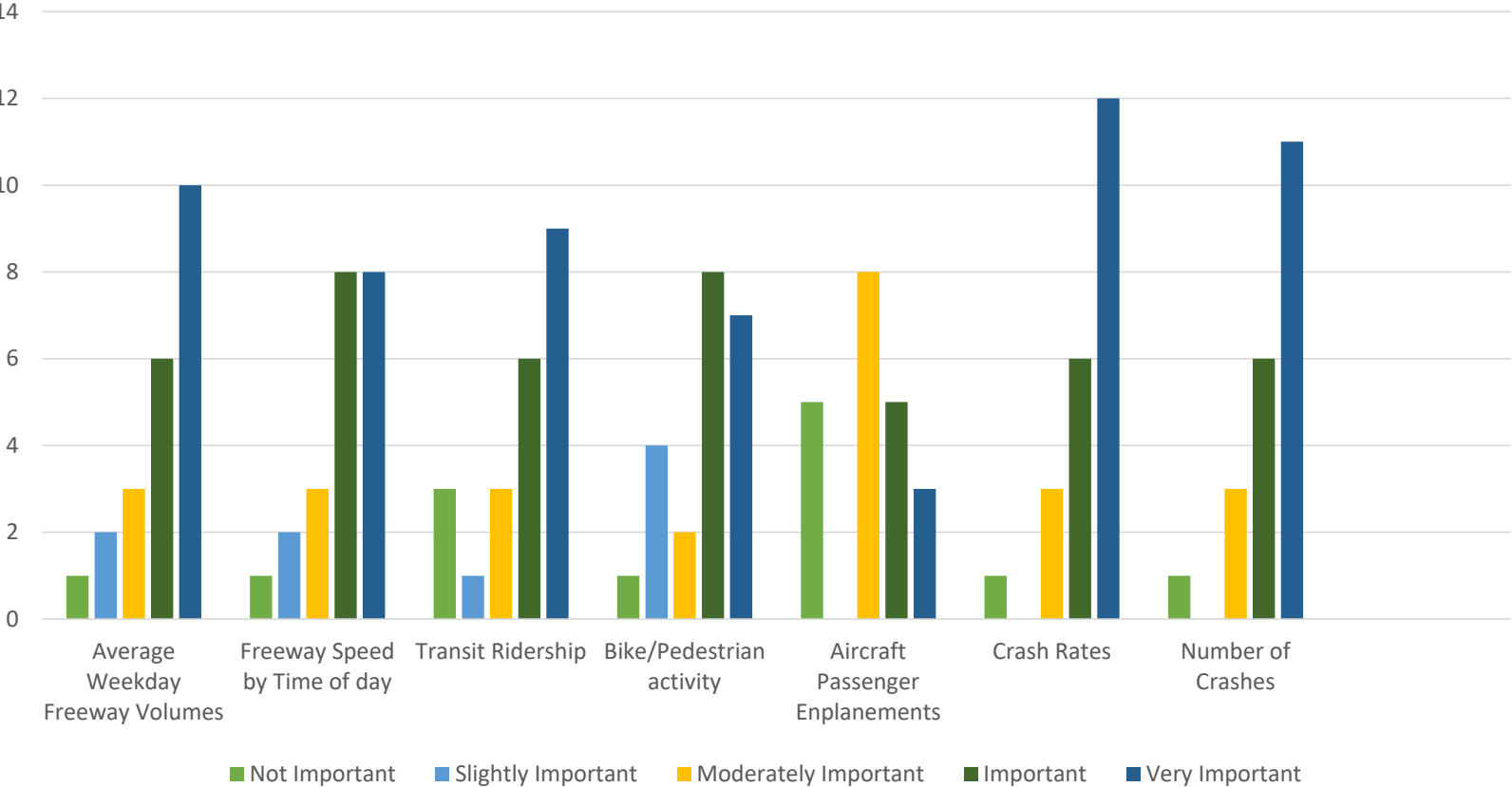


North Central Texas
Council of Governments

#1. Did you find the monthly COVID-19 performance metrics (Changing Mobility) presentations useful?



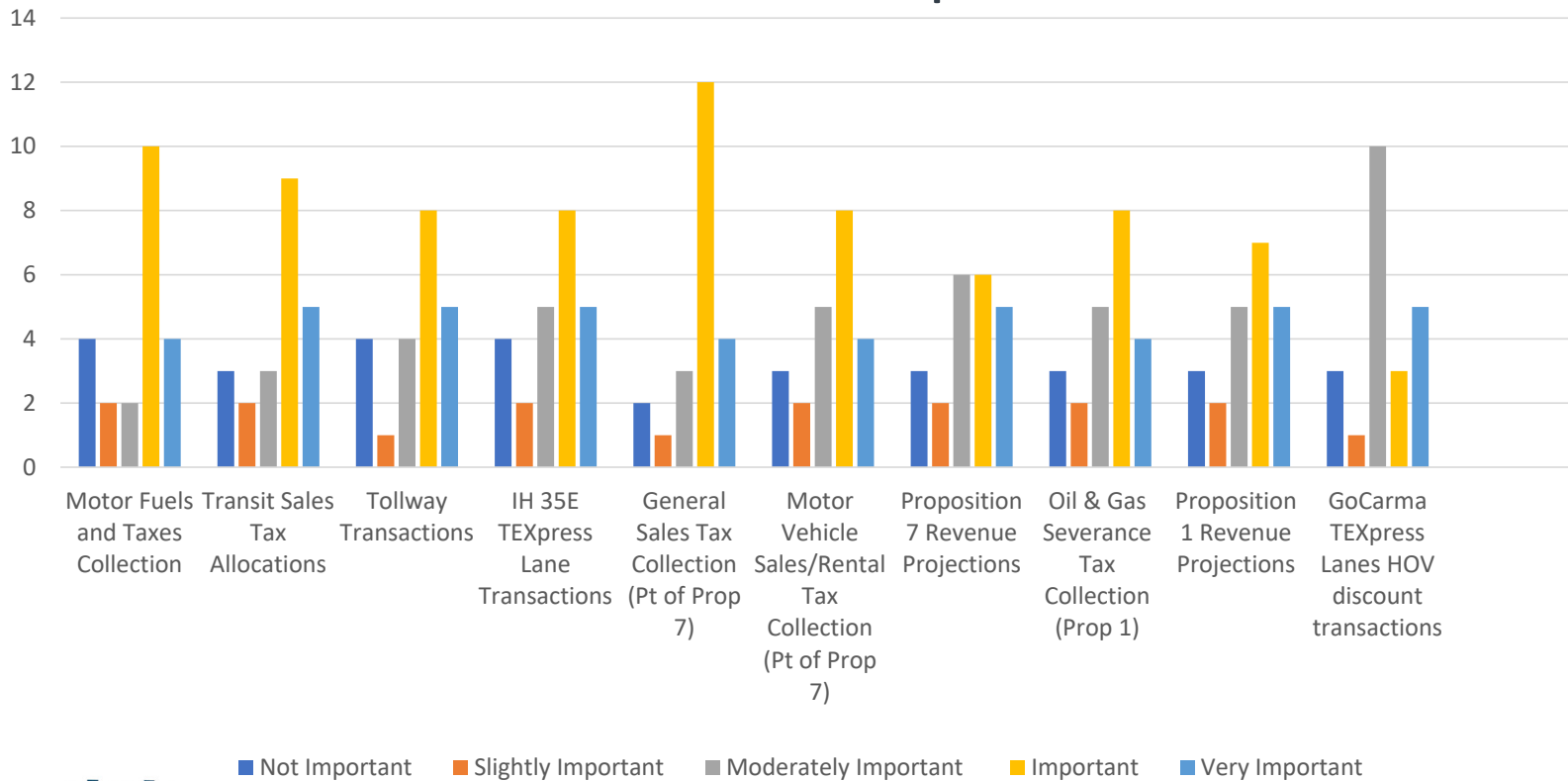
#2. Indicate the importance of continuing to report data in Metric #1: Travel Behavior



Voted *very important* and *important* most often (in order):

1. Crash Rates
2. Number of Crashes
3. Average Weekday Freeway Volumes
4. Freeway Speed by Time of Day
5. Transit Ridership
6. Bike/Pedestrian activity
7. Aircraft Passenger Enplanements

#3. Indicate the importance of continuing to report data in Metric #2: Financial Implications

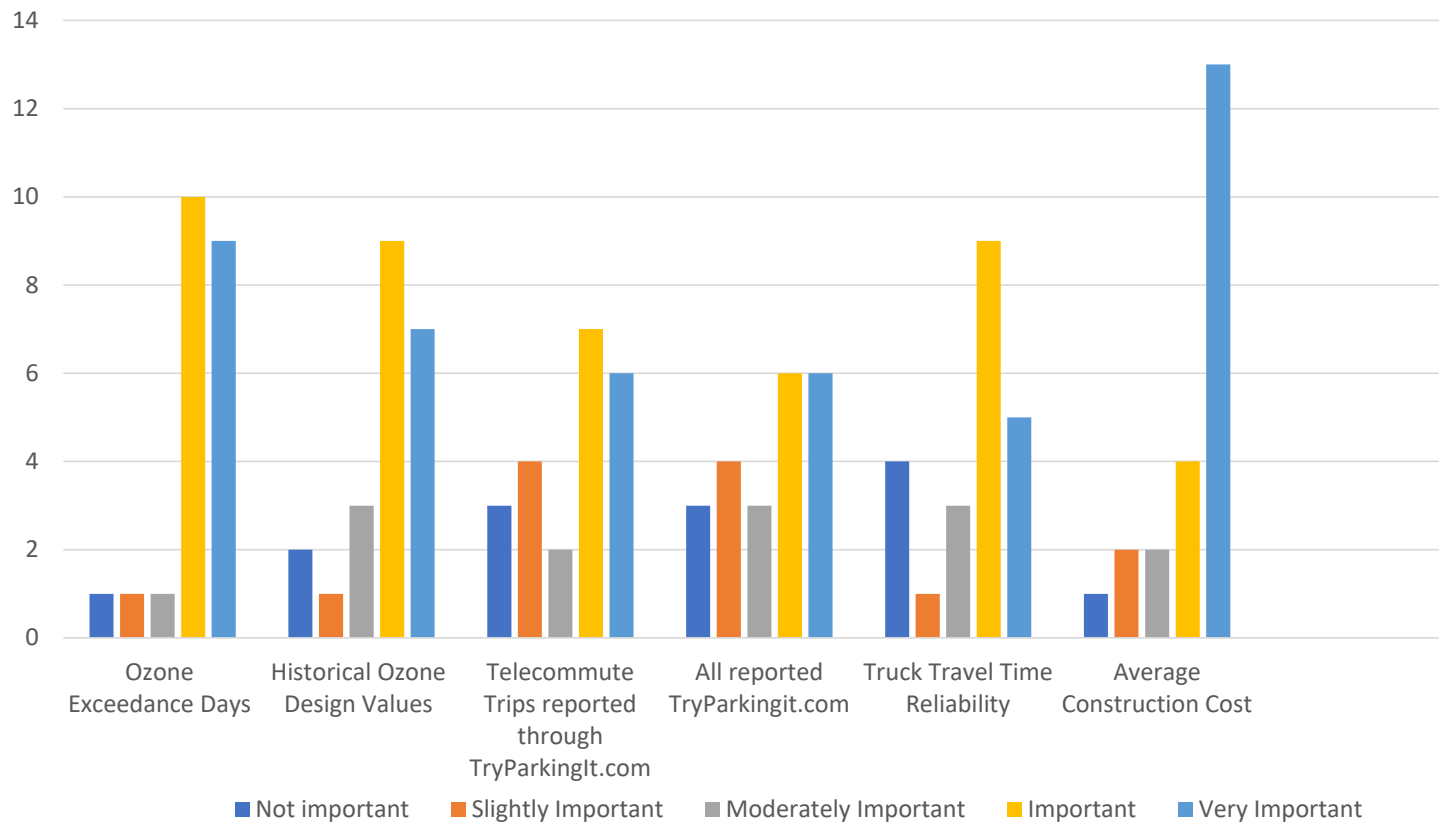


Voted **very important and important** most often (in order):

1. General Sales Tax Collection (Part of Proposition 7)
 2. Motor Fuels and Taxes Collection
 3. Transit Sales Tax Allocations
 4. Tollway Transactions
 5. IH 35E TEXpress Lane Transactions
 6. Motor Vehicle Sales/Rental Tax Collection (Part of Proposition 7)
 7. Oil & Gas Severance Tax Collection (Part of Proposition 1)
1. Proposition 1 Revenue Projections
 2. Proposition 7 Revenue Projections
 3. GoCarma TEXpress Lanes HOV discount transactions



#4. Indicate the importance of continuing to report data in Metric #3: Benefits of Travel Behavior Response



Voted *very important and important* most often (in order):

1. Ozone Exceedance Days
2. Average Construction Cost
3. Historical Ozone Design Values
4. Truck Travel Time Reliability
5. Telecommute Trips reported through TryParkingIt.com
6. All reported TryParkingIt.com

Key Takeaways

STTC members who felt the overall Changing Mobility effort was **very useful** were far more likely to indicate that most data was **very important** or **important**

Many respondents were selective in the data that was important to them specifically (i.e., it was clear some respondents had a bike/ped focus or air quality focus, marking those items as **important** but others as less so)

Some indicated the data would be better as an annual report that compares multiple years

Some indicated that more in-depth information on origin-destination and personal travel decisions is needed because travel is mostly back, but not all offices are at full occupancy

The survey did not receive many responses (23) from STTC members

Recommendations

As previously stated, Changing Mobility effort will end

NCTCOG staff will move away from pandemic-based metrics and data reporting, but will look into options to provide open data that can be shared with partners

The data sharing could be paired with the federal and regional performance measures





North Central Texas Council of Governments

Summary of Approved Transportation and Air Quality Bills

87th Texas Legislature

Air Quality and Energy

HB 963 (Lozano) - Relating to the Texas Natural Gas Vehicle Grant program.

HB 963 expands the Texas Natural Gas Vehicle Grant program to include used natural gas medium-duty and heavy-duty trucks. Before the passage of this bill, only new medium and heavy-duty natural gas vehicles were eligible for the Texas Natural Gas Vehicle Grant program. The used medium-duty and heavy-duty trucks must be model year 2017 or later to be eligible for the program and must be less than six years older than the current model year at the time of submission of the grant application.

This Act takes effect September 1, 2021.

HB 2361 (Landgraf) - Relating to the New Technology Implementation Grant program administered by the Texas Commission on Environmental Quality.

HB 2361 amends the New Technology Implementation Grant program. When awarding grants under the program, projects that reduce flaring emissions and reduce other site emissions were added to the list of projects that will be given preference by the Texas Commission on Environmental Quality (TCEQ). In addition, the grant program will now allow the cost of a lease as an allowable expense for a grant project, as it pertains to the installation of emissions reducing equipment.

This Act takes effect September 1, 2021.

HB 4472 (Landgraf) - Relating to the Texas Emissions Reduction Plan fund and account.

HB 4472 grants the remittance of Texas Emissions Reduction Plan (TERP) funds to the State Highway Fund (SHF) for use by the Texas Department of Transportation (TxDOT) on congestion mitigation and air quality projects in nonattainment areas and affected counties. TCEQ must remit at least 35 percent of the balance remaining in the TERP Fund after each biennium to be transferred to the State Highway Fund for congestion mitigation projects. The bill also requires the unencumbered balance remaining in the TERP Fund after each biennium be transferred to the SHF.

TxDOT must provide a report to TCEQ no later than October 1 of each year on all congestion mitigation and air quality improvement projects in nonattainment areas that are planned to be funded or have received funding during the preceding 10 years.

The bill would require projects involving marine vessels or engines that have received a grant through the Diesel Emission Reduction Incentive program be required to operate in an intercoastal waterway or bay adjacent to a nonattainment area or affected county at least 55 percent of the time over the lifetime of the project.

Finally, the bill would change the deposit of title fees from the Texas Mobility Fund (TMF) to the TERP Fund and would direct TxDOT to transfer an equal amount from the SHF to the TMF.

This Act takes effect September 1, 2021.

SB 398 (Menendez) - Relating to distributed renewable generation resources.

SB 398 requires commercial entities that sell and install solar energy equipment to residential buyers to provide key disclosures to their customers including contact information, cost and fees, and applicable equipment or warranties.

SB 398 restricts municipalities from prohibiting the installation of solar energy devices for residential and small commercial customers. The bill also outlines rules for certain distribution generation facilities and municipalities.

This Act takes effect September 1, 2021.

SB 1202 (Hancock) - Relating to the applicability of certain utility provisions to a vehicle charging service.

SB 1202 clarifies the use of an electric vehicle charging station as not a transaction to be governed by existing retail electric policies. Furthermore, an electric vehicle charging station is not an electric utility or a retail electric provider.

This Act takes effect September 1, 2021.

Appropriations and Revenue

SB 1 (Nelson) - General Appropriations Act All Articles

SB 1 totals \$248.5 billion for Fiscal Years (FY) 2022-2023, a 5.2 percent decrease over FY20-21 total funds. General Revenue Funds for FY22-23 totals \$116.3 billion, a 5.5 percent increase over FY20-21.

Article VI - Natural Resources Texas Commission on Environmental Quality (TCEQ)

Funding for TCEQ totals \$647 million and includes the following amounts:

- Clean Air Account No. 151 - \$105 million
- Texas Emissions Reduction Plan Account No. 5071 - \$1.4 million

Air Quality Planning

Amounts appropriated include \$4.5 million for the biennium out of the Clean Air Account No. 151, Air Quality Assessment and Planning, for air quality planning activities to reduce ozone in “affected counties” not designated as nonattainment areas

for the National Ambient Air Quality Standards (NAAQS) as of September 1, 2020 and other areas at significant risk of being designated nonattainment for the O3 NAAQS in the future as approved by TCEQ. These activities may be carried out through interlocal agreements.

Expenditure of these funds is limited to inventorying emissions, monitoring of pollution levels, and administration of the program. TCEQ shall allocate a base amount of \$281,250 to each state planning region containing such areas and the remaining funds proportionally to each state planning region with a combined population of affected counties in excess of 350,000. Grants issued from appropriations identified in this rider should require that no more than 10 percent of the allocation be used for administrative purposes and prohibit the expenditure of the following: marketing and outreach activities, bicycle use programs, carpooling awareness, environmental awareness campaigns, and locally enforceable pollution reduction programs. The grant recipients shall channel the funds to those projects most useful for the State Implementation Plan (SIP).

For informational purposes, the affected counties that are not designated “nonattainment” for NAAQS as of September 1, 2020 include Bastrop, Caldwell, Comal, El Paso, Gregg, Guadalupe, Hardin, Harrison, Hays, Henderson, Hood, Hunt, Jefferson, Nueces, Orange, Rusk, San Patricio, Smith, Travis, Upshur, Williamson, and Wilson Counties. Additional “attainment/unclassifiable” areas may also be added by TCEQ to this grant program based on their status as being part of a core-based statistical area with design values in excess of 60 parts per billion.

Texas Emissions Reduction Plan (TERP)

Contingent upon the receipt of money deposited to the credit of the TERP Fund by TCEQ, TCEQ may temporarily utilize General Revenue-Dedicated Texas Emissions Reduction Plan No. 5071 funds in an amount not to exceed \$1.4 million in FY22. These funds shall be utilized only for the purpose of temporary cash flow needs when expenditures for operation and maintenance of TERP exceed monthly collections received. The transfer and reimbursement of funds shall be made under procedures established by the Comptroller of Public Accounts to ensure all borrowed funds are reimbursed by TCEQ on or before August 31 of each fiscal year and deposited before September 30 of the following fiscal year.

TERP Annual Report

In addition to other reporting requirements, TCEQ shall produce an annual report on its expenditures, number of projects, and the estimated pollution reduced, and the cost-effectiveness of each program authorized as part of TERP that are spent out of the TERP Trust Fund. The annual report must be delivered to the Legislative Budget Board and Governor’s Office by December 1 of each year.

Article VII - Business and Economic Development

Texas Department of Transportation (TxDOT)

Funding for TxDOT totals \$30.2 billion, which includes \$26.5 billion for highway planning and design, right-of-way acquisition, construction, and maintenance and preservation. Of TxDOT’s biennial budget of \$30.2 billion, SB 1 appropriates \$15.28 billion in FY22 and \$14.96 billion in FY23. The budget includes approximately \$9.84 billion in federal funds as a key funding source. State fees, taxes, and other revenues comprise the remaining funds.

Total funding includes the following funds:

- Proposition 1 - Estimated deposits total \$1.26 billion in FY22 and \$1.67 billion in FY23.
- Proposition 7 - Estimated deposits total \$5 billion for the biennium in State sales and use tax revenues; plus, revenue from State motor vehicle sales and rental tax revenues totals \$13.3 million in FY22 and \$55.1 million in FY23.

SB 1 creates a new Rider 48 to fund the new Urban Air Mobility Advisory Committee. The Committee will assess current State law to facilitate the development of urban air mobility operations and infrastructure in this State.

SB 1 amended Rider 43 on Comprehensive Development Agreements to include additional reporting requirements that prohibit TxDOT from expending funds to amend the terms, extend the scope, issue a change order, or alter the provisions of an executed Comprehensive Development Agreement without providing a report on the modifications to the Legislative Budget Board (LBB) and receiving LBB approval.

The Act takes effect September 1, 2021.

HB 2219 (Canales) - Relating to the issuance of Texas Mobility Fund obligations.

HB 2219 allows the Texas Transportation Commission to issue Texas Mobility Fund obligations between May 31, 2021, and January 1, 2027, but the aggregate principal amount may not exceed 60 percent of the outstanding principal amount that existed May 1, 2021. In addition, funds may not be used for toll projects.

This Act takes effect September 1, 2021.

HJR 99 (Canales) - Proposing a constitutional amendment authorizing a county to finance the development or redevelopment of unproductive, underdeveloped, or blighted areas in the county.

If a constitutional amendment is approved by voters, HJR 99 would authorize the legislature to allow a county or an incorporated city or town to issue bonds or notes to finance the development or redevelopment of an unproductive, underdeveloped, or blighted area within the county, city, or town and to pledge for repayment of those bonds or notes increases in property tax revenues imposed in the area by the county, city, or town and other political subdivisions.

A county that issues bonds or notes for transportation improvements may not pledge for the repayment of those bonds or notes more than 65 percent of the increases in ad valorem tax revenues each year or use proceeds from the bonds or notes to finance the construction, operation, maintenance, or acquisition of rights-of-way of a toll road.

The election date for HJR 99 is November 2, 2021.

Automated Vehicles/Technology/Unmanned Aircraft

HB 5 (Ashby) - Relating to the expansion of broadband services to certain areas.

HB 5 amends Government Code to expand broadband access in Texas. First, the bill creates the Broadband Development Office within the Comptroller's Office to serve as a resource of information on broadband service and digital connectivity in the State.

The Broadband Development Office must prepare, update, and publish online, a broadband development map that classifies each designated area in the state as eligible or ineligible for program incentives. The map will be updated annually.

In addition, the Office is required to establish a Broadband Development Program to award grants, low-interest loans, and other financial incentives to applicants for the purpose of expanding access to broadband service in designated areas.

The Broadband Development Office must also prepare, update, and publish online, a State Broadband Plan that establishes long-term goals for greater access to and adoption, affordability, and use of broadband service in this State.

Finally, HB 5 creates the new Broadband Development Account in the General Revenue Fund that will consist of legislative appropriations, gifts, grants, donations, and federal funds received for the purpose of broadband development.

This Act takes effect on June 15, 2021.

HB 1758 (Krause) - Relating to the operation and use of an unmanned aircraft.

HB 1758 adds a definition of "drone" to Texas Code of Criminal Procedure. Drone is defined as an unmanned aircraft, watercraft, or ground vehicle or a robotic device that may be controlled remotely by a human operator or operates autonomously through computer software. In addition, HB 1758 creates statute related to law enforcement agencies' use of force via drone.

This Act takes effect September 1, 2021.

HB 3026 (Canales) - Relating to the operation and regulation of certain automated motor vehicles.

HB 3026 amends Transportation Code to specify that if a vehicle safety inspection is required for an automated motor vehicle that is designed to be operated exclusively by the automated driving system, then the vehicle shall automatically be considered to pass the inspection when it comes to the absence of certain vehicle equipment that will not be used by an automated driving system.

This Act takes effect September 1, 2021.

SB 149 (Powell) - Relating to the prosecution of the offense of operation of an unmanned aircraft over certain facilities.

SB 149 adds military installations owned or operated by or for the federal government, the State of Texas, or another governmental entity to the list of critical infrastructure. Public or private airports depicted in any current aeronautical chart published by the Federal Aviation Administration are also added to the list of critical infrastructure.

Unmanned aircraft are prohibited from operating over critical infrastructure facilities when they are not higher than 400 feet above ground level, if an unmanned aircraft makes contact with the facility, or within a distance close enough to interfere with operations or cause a disturbance.

This Act takes effect September 1, 2021.

SB 507 (Nichols) - Relating to an accommodation process authorizing the use of state highway rights-of-way by broadband-only providers.

SB 507 requires the Texas Transportation Commission to establish a process to authorize broadband providers to use State highway rights-of-way for new broadband installations, additions or maintenance of existing broadband, adjustments, relocations and existing broadband facilities.

Due to the State's narrowly tailored definition of "utility" providers, broadband-only services had been excluded from the definition and from access to TxDOT rights-of-way. SB 507 allows broadband-only providers to gain parity with the other utilities that are allowed to access TxDOT rights-of-way.

This Act takes effect June 14, 2021.

SB 763 (Powell) - Relating to the creation of the Urban Air Mobility Advisory Committee.

SB 763 amends Transportation Code to require the Texas Transportation Commission to create an advisory committee to assess current State law and any potential changes needed to facilitate the development of urban air mobility operations and infrastructure in Texas.

The Commission will appoint advisory committee members and the committee will hold public hearings across the state. The advisory committee will report to the commission and to the members of the legislature the committee's findings and recommendations no later than September 1, 2022. The advisory committee is abolished on January 1, 2023.

This Act takes effect September 1, 2021.

Bicycle/Pedestrian

SB 1055 (Huffman) - Relating to motor vehicle accidents involving a pedestrian or other vulnerable road user within the area of a crosswalk.

SB 1055 creates a Class A misdemeanor for motor vehicle operators that cause bodily injury to pedestrians, cyclists, or a person operating a motor-assisted scooter, electronic personal assistive mobility device, neighborhood electric vehicle, or golf cart, while they use a crosswalk legally. In addition, when a green signal is exhibited, motorists must stop and yield to pedestrians who lawfully occupy an intersection or an adjacent crosswalk.

This Act takes effect September 1, 2021.

City Planning and Land Use

HB 738 (Paul) - Relating to the residential building codes of municipalities.

HB 738 adopts the 2012 International Residential Code as a municipal residential building code, which is an update of the previously adopted 2001 Code.

HB 738 also amends current statute that allows municipalities to adopt local amendments that alter or modify residential codes. A city must hold a public hearing on the proposed local amendment for adoption before adopting the amendment by ordinance. The bill also contains provisions for residential fire protection sprinklers.

This Act takes effect January 1, 2022.

HB 3399 (Ortega) - Relating to the authority of the Texas Department of Transportation to provide road services on federal military property.

HB 3399 amends Transportation Code to authorize TxDOT to enter into agreements with the United States Department of Defense (DOD), or another federal entity, to allow TxDOT to assist with road maintenance, improvement, relocation, or extension services for military installations. Road services cannot be funded or financed by State funds. In addition, TxDOT may not enter into an agreement if payment for the road services would be made from federal highway funds provided to the State for public roads.

This Act takes effect September 1, 2021.

SB 374 (Seliger) - Relating to municipal annexation of certain rights-of-way.

SB 374 serves to clean up certain provisions of HB 347 (86R). HB 347 prohibited unilateral annexation by home rule cities, but unintentionally allowed for obstructing annexations when all parties agreed.

SB 374 corrects this by allowing municipalities to annex contiguous and connecting road rights-of-way if the municipality provides written notice and the owner of the right-of-way does not submit a written objection to the municipality.

This Act takes effect June 14, 2021.

Eminent Domain

SB 721 (Schwertner) - Relating to the disclosure of appraisal reports in connection with the use of eminent domain authority.

SB 721 amends Property Code to require an entity with eminent domain authority that seeks to acquire real property to turn over all relevant appraisal records and opinion of value to the property owner no later than the third business day before the date of a special commissioner's hearing if an appraisal is to be used at the hearing.

This Act takes effect September 1, 2021.

SB 726 (Schwertner) - Relating to establishing actual progress for the purposes of determining the right to repurchase real property from a condemning entity.

SB 726 amends Property Code by updating the definition of "actual progress" of a condemning entity by increasing the minimum number of prescribed actions, from two to three, whose completion constitutes actual progress for purposes of determining a person's right to repurchase real property from a condemning entity.

If the condemning entity fails to establish actual progress within ten years, the original landowner must be given the right to repurchase the property.

This Act takes effect September 1, 2021.

Open Meetings and Public Information

HB 1118 (Capriglione) - Relating to state agency and local government compliance with cybersecurity training requirements.

HB 1118 amends Government Code related to cybersecurity training requirements. First, before applying for a grant under Chapter 772 of Government Code, a local government must submit a written certification of the local government's compliance with required cybersecurity training. If a local government is awarded a grant but has not completed the required cybersecurity training, the local government shall pay to the State an amount equal to the amount of the grant award and is ineligible for another grant for two years.

Elected and appointed officials, who have access to a local government computer system or database and use a computer to perform at least 25 percent of the employee's or official's required duties, are added to the list of employees required to complete a cybersecurity training program.

The governing body of a local government or the governing body's designee may deny access to the local government's computer system or database to an individual who is noncompliant with the cybersecurity training requirements.

The Texas Department of Information Resources shall develop a form for use by state agencies and local governments in verifying completion of cybersecurity training program requirements and must indicate the percentage of employee completion. The requirements do not apply to employees in certain leave situations.

This Act is effective immediately.

SB 244 (Bettencourt) - Relating to the application of the open meetings law to the board of directors of certain tax reinvestment zones.

SB 244 places a meeting of the board of directors of a tax increment reinvestment zone under the authority of the Texas Open Meetings Act. The bill amends Government Code to expand the meaning of “governmental body” defined under the Open Meetings Act to include a board of directors of a reinvestment zone created under Chapter 311, Tax Code.

This Act takes effect September 1, 2021.

SB 858 (Johnson) - Relating to the disclosure of information collected by a metropolitan rapid transit authority, regional transportation authority, municipal transit department, or coordinated county transportation authority under the public information law.

SB 858 amends current law relating to the Public Information Law. The bill excludes certain transit customer’s personal data from the Public Information Law. Transportation Code is amended by adding the following to the list of exceptions to public information: trip data, including the time, date, origin, and destination of a trip, and demographic information collected when the person purchases a ticket or schedules a trip; and other personal information, including financial information.

Personal identifying information may be disclosed to a governmental agency or institution of higher education by an authority if the requestor confirms in writing that the use of the information will be strictly limited to use in research or in producing statistical reports, but only if the information is not published, redisclosed, sold, or used to contact any individual.

This Act is effective immediately.

SB 1225 (Huffman) - Relating to the authority of a governmental body impacted by a catastrophe to temporarily suspend the requirements of the public information law.

SB 1225 amends Government Code by changing the requirements of the Texas Public Information Act during times of catastrophe. The bill defines what constitutes a catastrophe that qualifies an impacted governmental body to temporarily suspend the requirements of the State Public Information Law and to allow for the requirements to be suspended only once per catastrophe with a maximum period of suspension of 14 consecutive calendar days.

If a governmental body closes its physical offices, but requires staff to work, including remotely, then the governmental body shall make a good faith effort to continue responding to applications for public information, to the extent staff have access to public information responsive to an application, pursuant to this chapter while its administrative offices are closed.

Failure to respond to requests may constitute a refusal to request an attorney general’s decision or a refusal to supply public information or information that the attorney general has determined is public information that is not excepted from disclosure.

This Act takes effect September 1, 2021.

Rail

HB 1759 (Krause) - Relating to the operation of vehicles and certain equipment at railroad grade crossings when on-track equipment is approaching.

HB 1759 amends Transportation Code to expand the definition of “on-track equipment” to include any car, rolling stock, equipment, or any standalone or coupled device that operates on a railroad track. All of the aforementioned equipment

would then be required to follow speed and stoppage guidelines already included in State statute. The bill also prohibits an operator of vehicles with flammable liquid from crossing a railroad grade crossing when warning of the immediate approach of on-track equipment is given.

This Act takes effect September 1, 2021.

Roadways

SB 730 (Hall) - Relating to the designation of the portion of State Highway 66 in Rockwall County as the Commissioner David Magness Highway.

SB 730 designates a portion of State Highway 66 in Rockwall County as the Commissioner David Magness Highway. TxDOT will design and construct markers indicating the designation as the Commissioner David Magness Memorial Highway, and any other appropriate information, and erect a marker at each end of the highway and at appropriate intermediate sites along the highway.

This Act takes effect September 1, 2021.

Safety

HB 2048 (Krause) - Relating to the criminal offense of passing certain vehicles on a highway.

HB 2048 amends the current “Move Over, Slow Down” law in Transportation Code to add vehicles operated in connection with toll project entities to the list of vehicles that drivers are instructed to move over and slow down for. The toll vehicle must be using the standard visual signals and flashing lights.

This Act takes effect September 1, 2021.

HB 3282 (Canales) - Relating to the authority of a district engineer for the Texas Department of Transportation to temporarily lower the speed limit at a highway maintenance activity site.

HB 3282 allows TxDOT district engineers to temporarily lower a speed limit for a highway, or section of a highway, without Texas Transportation Commission approval if the district engineer decides that the normal speed limit is unsafe because of highway maintenance. If a district engineer lowers a speed limit during maintenance, TxDOT must conceal signs that show the normal speed limit and must provide new signs that reflect the new speed limit. TxDOT must also return the highway’s signs to their previous condition once the maintenance has been completed.

This Act is effective immediately.

HB 3319 (Meyer) - Relating to certain measures to promote compliance with and improve public awareness of the state’s move over or slow down law concerning the passing of certain vehicles.

HB 3319 amends the Education Code to require the Texas Commission of Licensing and Regulation to require information about the Move Over, Slow Down Law and the passing of certain vehicles to be included in driver's education courses or driving safety courses. Education courses held on or after September 1, 2022, must include the information.

In addition, TxDOT must develop and implement a Move Over or Slow Down public awareness campaign to improve public awareness of current law related to the passing of certain vehicles.

This Act takes effect September 1, 2021.

SB 1495 (Huffman) - Relating to certain criminal offenses related to highways and motor vehicles.

SB 1495 raises the offense for obstructing a highway. Under SB 1495, this offense would be a class A misdemeanor if the offender was shown to be engaged in a reckless driving exhibition. A "reckless driving exhibition" is defined as a gathering of two or more people that have met to witness the reckless conduct where the operator of a motor vehicle intentionally spins the tires, breaks tire traction, or rotates the vehicle in circles.

SB 1495 also prohibits blocking a highway to impede traffic to facilitate a reckless driving exhibition.

This Act takes effect September 1, 2021.

Tolling

HB 1116 (Thompson) - Relating to toll collection and enforcement on state highway toll lanes by entities other than the Texas Department of Transportation.

HB 1116 amends Transportation Code by making changes to toll collection and enforcement procedures. An entity operating a toll lane under a comprehensive development agreement will now have the same powers and duties as TxDOT related to toll collection and enforcement for that toll lane. Tolls collected through a toll project entity other than TxDOT will be governed by the fine and fee structure of the entity that issues the initial toll invoice and not TxDOT.

This Act takes effect September 1, 2021.

Vehicles

HB 113 (Oliverson) - Relating to peer-to-peer car sharing programs.

HB 113 defines "peer-to-peer carsharing" in addition to other terms relevant to sharing programs. The bill applies to automobile insurance policies in Texas, reciprocal or interinsurance exchanges, or a county mutual insurance company. HB 113 allows the commissioner of the Texas Department of Insurance to issue rules related to peer-to-peer car sharing programs. The new law puts the onus of liability on to vehicle owners and drivers rather than the peer-to-peer program. HB 113 requires each owner and driver to be insured under an automobile liability insurance policy and outlines details for who may be liable in the event of an accident.

This Act takes effect September 1, 2021.

HB 914 (Hernandez) - Relating to the authority of certain municipal employees to request the removal and storage of certain abandoned or illegally parked or operated vehicles.

HB 914 allows certain municipal employees to request towing and storage services on vehicles that have been abandoned for more than 48 hours or have been parked illegally in an area where on-street parking is regulated by the city ordinance.

This Act takes effect September 1, 2021.

HB 2223 (Canales) - Relating to a study by the Texas Department of Transportation on the impact of certain classifications of motor vehicle on the roads and bridges of this state.

HB 2223 requires TxDOT, Texas A&M Transportation Institute, The University of Texas Center for Transportation Research, and transportation industry officials to conduct a study on the impact on roads and bridges by vehicles in different weight classes. The study will explore the number of vehicles that drive on roads and bridges each year, the total number of miles driven on roads and bridges, the degree to which taxes and fees contribute to transportation infrastructure construction and maintenance, the financial impact of costs associated with construction and maintenance of roads and bridges and the financial impact of congestion. The economic benefits of the commercial motor vehicle and overweight vehicles will also be analyzed. The study must also recommend new tax and fee structures to ensure appropriate funding levels are maintained.

A written report on the findings of the study must be provided to the Governor, Lieutenant Governor, and the Legislature by December 1, 2022. The report must include recommendations for policy and statutory changes, including proposed legislation, that are based on results of the study.

This Act takes effect September 1, 2021 and expires May 1, 2023.

HB 3927 (Hefner) - Relating to the issuance and use of certain temporary motor vehicle tags and the classification of temporary motor vehicle tags as governmental records for purposes of certain criminal offenses.

HB 3927 requires the Texas Department of Motor Vehicles to manage a database of information on vehicles that have temporary tags affixed by dealers and converters. The bill directs the DMV to establish a maximum number of temporary tags that dealers and converters may obtain annually. HB 3927 allows for dealers and converters to appeal the maximum number of temporary tags they are allowed to issue in a year. The bill also allows DMV to deny access to the temporary tag database if they are found to operate fraudulently. HB 3927 also provides details on vehicles that are permitted to display a buyer's tag.

This Act takes effect September 1, 2021.

SB 876 (Hancock) - Relating to the county in which a motor vehicle dealer may apply for the registration of and title for certain vehicles sold by the dealer.

SB 876 allows a motor vehicle owner to apply for the registration of, and title for, a motor vehicle in any county in which the county assessor/collector will accept the application. Except for a portion of the title application fee and processing and handling fees, which may go to the owner's county of residence, the processing county will be able to retain all remaining revenue.

This Act takes effect March 1, 2022.

Index of Bills

Air Quality and Energy

HB 963, HB 2361, HB 4472, SB 398, SB 1202

Appropriations and Revenue

SB 1, HB 2219, HJR 99

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HB 5, HB 1758, HB 3026, SB 149, SB 507, SB 763

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SB 1055

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Tolling

HB 1116

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North Central Texas
Council of Governments

www.nctcog.org/legislative

MINUTES

**REGIONAL TRANSPORTATION COUNCIL
ONLINE INPUT OPPORTUNITY**

Interactive Public Input: Map Your Experience

Progress North Texas: Transportation for All

Engine Off North Texas Update

Regional Electric Vehicle Infrastructure Opportunities

NCTCOG Strategic Plan for Downtown Wylie

Online Public Input Opportunity Dates

Monday, August 9, 2021 - Tuesday, September 7, 2021 – The North Central Texas Council of Governments (NCTCOG) posted information at www.nctcog.org/input for public review and comment.

Purpose and Topics

The online public input opportunity was provided in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on November 8, 2018. Staff posted information regarding:

1. Interactive Public Input: Map Your Experience
2. Progress North Texas: Transportation for All
3. Engine Off North Texas Update
4. Regional Electric Vehicle Infrastructure Opportunities
5. NCTCOG Strategic Plan for Downtown Wylie

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

Summary of Presentations

Interactive Public Input: Map Your Experience presentation:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2021/08/MYE.pdf>

Map Your Experience is an online mapping tool designed to gather public input on planning initiatives. This tool was initially created to engage the public at in-person community events but has become an important online public engagement tool throughout the pandemic.

A beta test was conducted from May 2020 through August 2020, and NCTCOG staff publicized this new tool through multiple public involvement channels, including online input opportunities, social media, newsletter articles and press releases.

Fifty-five percent of public comments received through the tool to date have been related to bicycle and pedestrian initiatives, 33 percent to roadway initiatives and 12 percent to transit initiatives. NCTCOG Transportation Department staff utilize these comments to evaluate policy, program and project recommendations in plans and also shares them with other local entities and stakeholders like transit agencies and cities.

For more information on the MYE tool or to submit a comment, visit www.nctcog.org/mapyouexperience

Progress North Texas: Transportation for All presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/08/PNT.pdf>

Progress North Texas is an annual report on how the regional transportation system is meeting the needs of almost 8 million people. It highlights challenges, opportunities and developments faced and how NCTCOG staff is communicating these changes with residents and partners.

For more information on this publication or to request printed copies, visit <https://www.nctcog.org/trans/about/publications/pnt/2021>.

Engine Off North Texas Update presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/08/EOntx.pdf>

The purpose of the Engine Off North Texas program is to improve air quality by decreasing emissions associated with unnecessary idling. Strategies for this program include the following:

- Help facilities adopting an ordinance or resolution and/or signing agreement with Texas Commission on Environmental Quality
- Encourage the public to report idling heavy-duty vehicles
- Educate drivers and fleets on local idling restrictions and idle reduction strategies

Members of the public can report a heavy-duty idling vehicle by calling toll free at 1-877-NTX-IDLE. Educational resources, including brochures, posters and local government guides, can be requested via the program website at www.engineoffnorthtexas.org. Next steps for this program include partnering with local governments and businesses, sharing resources and encouraging implementation of an idling restriction policy.

More information about Engine Off North Texas can be found at www.engineoffnorthtexas.org.

Regional Electric Vehicle Infrastructure Opportunities presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/08/Regional-EV-Infrastructure-Opportunities.pdf>

This presentation provides information related to funding for electric vehicle (EV) infrastructure as well as other clean vehicle incentives.

Electric vehicles produce no emissions so higher EV adoption rates can help decrease ozone trends. As of August 2021, there are approximately 17,389 EVs in North Texas and the average annual growth rate in North Texas from 2015 to 2020 was 32.5 percent.

The deadline to apply for funding for the purchase and installation of new light-duty electric vehicle level 2 charging equipment, via the Volkswagen Settlement Texas Mitigation Plan (TxVEMP): Zero Emissions Vehicle Infrastructure, is September 9, 2021. The awards may not exceed 70 percent for publicly available EV chargers or 60 percent for EV chargers at a workplace or multi-unit dwelling.

Additionally, members of the public can take the following steps to help obtain EV infrastructure in their jurisdiction:

- Share funding information and encourage applications
- Share funding information with city staff, local businesses and workplaces
- Distribute charging benefits information and free flyers to multi-unit properties

Other clean vehicle incentives that will be available soon include the Alternative Fueling Facilities Program (AFFP) and funding for DC Fast Chargers via the Volkswagen Settlement Texas Mitigation Plan (TxVEMP): Zero Emissions Vehicle Infrastructure.

To sign up for email alerts and for a full list of funding opportunities, visit www.nctcog.org/aqfunding.

NCTCOG Strategic Plan for Downtown Wylie presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/08/Wylie-Plan.pdf>

The City of Wylie Comprehensive Master Plan calls for a detailed plan to protect downtown residences and businesses and to strengthen downtown's critical role in the city.

Initiated by a Unified Planning Work Program (UPWP) request that provides free technical assistance, the goal of NCTCOG's strategic plan for Downtown Wylie is to strengthen downtown's role as a destination, improve multimodal connectivity and establish more economic development opportunities.

The strategic plan contains four elements: existing conditions, stakeholder outreach, recommendations, and implementation and funding strategies. NCTCOG staff assessed the existing conditions of traffic and pedestrian safety, sidewalk and curb ramp conditions, roadway cross-sections, parking conditions, wayfinding, zoning and lighting.

Four stakeholder meetings were held throughout 2019 and 2020 to explore issues and receive feedback. An online community survey was also available between September 11 and October 31, 2019, and 586 responses were received. Staff utilized responses from the survey to prioritize goals and form the following recommendations:

- Pursue roadway and parking reconfigurations
- Prioritize sidewalk improvements and ADA compliance
- Develop signage and wayfinding branding package
- Install additional pedestrian-oriented lighting

- Additional outreach to the broader public regarding recommendations

Next steps for the strategic plan include parking considerations, zoning considerations and funding strategies.

For more details on the strategic plan for Downtown Wylie and to view the full presentation, visit www.nctcog.org/input.

COMMENTS SUBMITTED BY WEBSITE, MAIL, EMAIL and SOCIAL MEDIA

Please see attachment for comment submitted via mail.

Phyllis Silver

August 30, 2021

Hi, Carl,

What follows are my questions and comments on the Regional Transportation Public Input opportunity due September 7, 2021:

Regional Electric Vehicle Infrastructure Opportunities

I enjoyed reading this clear break-down of various aspects of Electric Vehicles. I was particularly pleased to see on page 5 that there is something called DC Fast Charge. It is my understanding that one of the deficiencies of electric vehicles is the long length of time that it takes to charge an electric vehicle, so this should cut down on that time.

Historic Downtown Wylie Strategic Plan

Although I am not at all familiar with the City of Wylie, I found the systematic approach outlined in this paper to be very interesting and refreshing. Question I was interested to learn more about the numbers in the survey results. On page 9, it shows that there were 586 respondents to the survey. Realizing that each respondent might come up with multiple themes as listed on page 13, I am aware that the vote count shown on page 13 would not be 586, it surprises me that the ^{total} vote count shown on page 13 is only 72. I'm not sure why this variance. Also, the graph on page 10 shows a heavy concentration (77%) of respondents liking the historic buildings in Downtown Wylie, however on page 13 the vote count for "Preserve and expand

"Downtown Historic Character" is only 5. I'm not sure if I understood this disparity. Perhaps someone can clarify these differences for me. Thank you.

Engine OFF North TX - Questions

Pg. 5 - What is IRU idle reduction?

Pg. 7 - I realize that the warning sign would be placed by a municipality, not NCTCOG. I am wondering, though, if someone does report a violation, how quickly would someone respond? It might be difficult to prove idling after the fact. Also, what type of enforcement would be implemented?

Progress North Texas 2021

I like the factors that were studied - it is interesting to see the comparisons from month to month.

On a personal note, I like the drawing that was selected for the cover of the Progress North Texas booklet. Great talent!

NCTCOG's MapYour Experience Public Comment Tool

Question - Will the public comments that people have about DART be made available to the public?

Comment about pages 10-11 - What People are Saying - Part of the issue is that there is not much differentiation between the color gray in transit vs. roadway pie chart on pg. 10, but it made the bar graph on pg. 11 a little confusing. I think the intensity of the color gray in the pie chart was supposed to carry over to the bars in the bar graph. Mixing the comments by mode in the bar graph was somewhat confusing, especially since you have 2 saying "Safety". I know one was for bike/ped and the other was for roadway but because

it is not in color, it's difficult to determine which
"Safety" is for which mode. I'm not sure that
mixing the concerns by mode onto a graph showing the
top 10 concern categories is a clear way to express
Peoples Concerns. Also on Page 11, to the left of
the bar graph are additional concerns that people
have and from the way these items were listed I'm
not sure if they did not make the TOP Ten
Category or if there is another reason they were listed
the way they are listed.

Phyllis Silver

Phyllis Silver

8/30/2021



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, July 20, through Thursday, August 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 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 15 bicycle and pedestrian comments, 10 transit comment and 31 roadway comments. To read them, visit: <http://nctcoggis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Air Quality

Twitter –

1. How can we incorporate #equity in transportation projects selection? Lily Lowder points out @NCTCOGtrans, Boston MPO, and Oregon's focus on GHG emissions. Gloria Jeff noted @MetCouncilNews.

#HowWeMoveMatters #EnviroHealthMatters

Watch now: <https://nationalacademies.org/event/07-21-2021/how-we-move-matters-exploring-the-connections-between-new-transportation-and-mobility-options-and-environmental-health-a-workshop-session-5-and-6> – TRB (@NASEMTRB)



2. Want to make a difference in our community? Help us make a commitment to clean air on Clean Air Action Day, August 4! Visit <http://airnorthtexas.org/cleanairactionday> and learn how some simple steps can make the world of a difference in the North Texas region. #AirNTx #CAAD2021 – UTA Office of Sustainability (@GoGreenUTA)



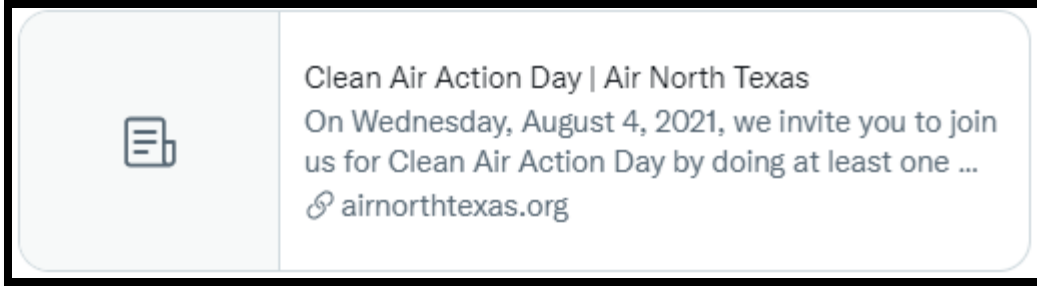
3. proud to biked most of my journey in FW today as opposed to driving

not as proud for the rest of my commuting trips, though... – Tony Pham (@TonyAtCAPPA)



It's OK, Tony. We're proud you biked today, too! Every little bit counts. Stay safe. 😊 – NCTCOGTransportation (@NCTCOGtrans)

4. @NCTCOGtrans has declared Wednesday, August 4, as North Texas Clean Air Action Day - urging everyone to do one thing to help improve our air quality. We suggest...going solar! See more ideas here. – Sunfinity Renewable Energy (@SunfinityRE)



Clean Air Action Day | Air North Texas
 On Wednesday, August 4, 2021, we invite you to join us for Clean Air Action Day by doing at least one ...
airnorthtexas.org

Bicycle & Pedestrian

Twitter –

1. Join us today for lunch from 12-1 for our monthly virtual Lunch & Learn series. Our guest this month is Brenden Wheeler with the @NCTCOGtrans who is coming to talk about the DFW High Speed Rail Project. Register at
2. Let @CityOfArlington know that pedestrian and bicycle infrastructure needs to be a priority!! – BikeDFW (@BikeDFW)



3. Since our world changed last year, North Texans were looking for ways to stay active. Today we're featuring The Santa Fe Trail in Dallas. It stretches 5.3 miles and goes from Deep Ellum to White Rock Lake. Stay tuned for more! @CityOfDallas @BikeDFW @DallasParkRec @GreenDallas – NCTCOGTransportation (@NCTCOGtrans)

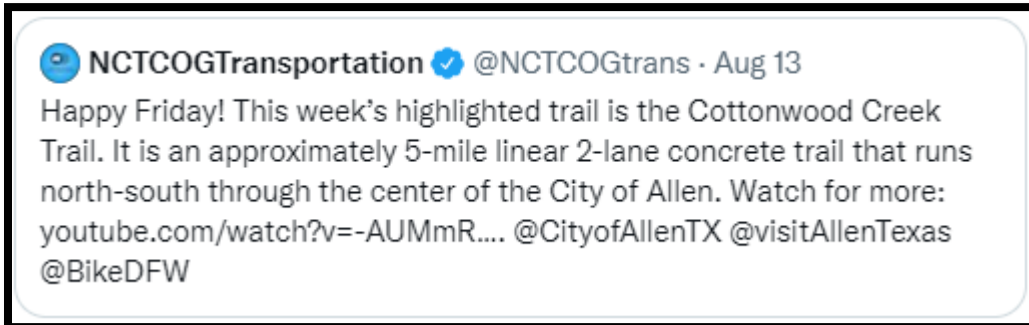


Wow - this is awesome. Please do more of these!

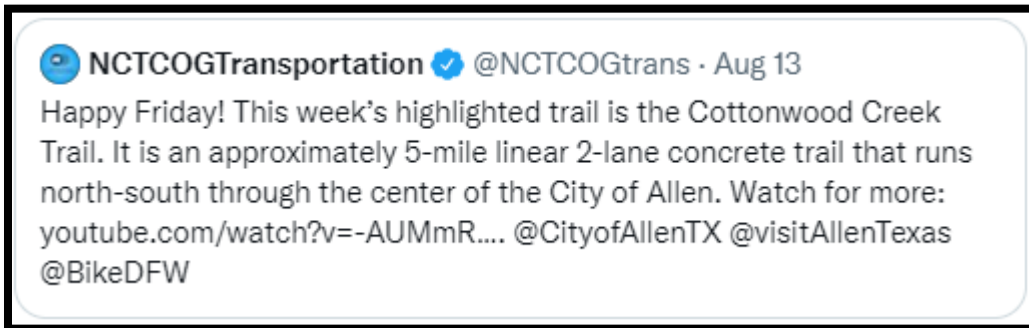
Are you allowed to ride e-bikes on the trail(s)? – Clayton Meeker (@CIm1403)

Hi, Clayton! Per state law, e-bikes are allowed on trails unless posted otherwise.
– NCTCOGTransportation (@NCTCOGtrans)

4. Thank you for highlighting Cottowood Creek Trail, @NCTCOGtrans! – City of Allen (@CityofAllenTX)



5. My favorite trail! Just rode my bike there today 🚲 – Emily (@EmilyMcCannPIO)



6. More progress on the @NorthavenTrail bridge connection. @TxDOT crews working on the girders today. Excited about this connection! #DallasTrails – Jeff Kitner (@JeffKitner)



Can't wait to pedal over Central instead of going under! – Dena Jackson (@DenaJ707)

Spring 2023 (maybe sooner with the pace @TxDOTDallas is at now)! – Jeff Kitner (@JeffKitner)

Committees

Twitter –

1. Thank you @DallasMayor @Johnson4Dallas for appointing me to @NCTCOGtrans and reappointing to RTC! These organizations provide important, long-term planning in our area and I am honored to represent @CityOfDallas in this way. – caraathome (@🏠) (@caraathome)

FOR IMMEDIATE RELEASE

Aug. 18, 2021

FOR MORE INFORMATION CONTACT

Tristan Hallman

Chief of Policy and Communications

tristan.hallman@dallascityhall.com | 469.785.1421

Mayor Johnson announces appointments to key organizations

DALLAS — Mayor Eric Johnson on Wednesday announced he has appointed City Councilmembers to represent the city's interests at the Regional Transportation Council (RTC), the North Central Texas Council of Governments (NCTCOG), VisitDallas, and the North Texas Commission.

The City of Dallas will be represented at the **RTC** — the independent transportation policy body of the **NCTCOG** — by the following appointees:

- Adam Bazaldua
- Adam McGough
- Cara Mendelsohn
- Omar Narvaez
- Chad West (City Council alternate)
- Mark Aldredge (University Park councilmember/council alternate)
- Phil Ritter (citizen representative)
- William Tsao (citizen representative)
- Dan Micciche (citizen alternate)

Aldredge, Ritter, Tsao, and Micciche were previously appointed to their positions.

Mayor Johnson appointed **Mendelsohn** to represent Dallas on the **NCTCOG's** Executive Board. Then-City Councilmember Lee Kleinman had previously served on the board.

In addition, to the **VisitDallas** Board of Directors, Mayor Johnson appointed City Councilmember **Gay Willis**. She will take the seat previously held by then-Mayor Pro Tem Adam Medrano. VisitDallas, which receives a portion of the city's Hotel Occupancy Tax revenue, is responsible for marketing the city nationally and internationally.

And the mayor appointed City Councilmember **Carolyn King Arnold** to serve on **North Texas Commission's** executive committee. The North Texas Commission is a public-private partnership that provides a forum for cities and businesses to discuss regional issues and advocate for policies.

"Dallas is the economic engine of this region, and our city's vital interests must be well-represented with these vital organizations," Mayor Johnson said. "I look forward to working with our representatives to help Dallas obtain crucial funding, provide oversight, and build for the future."

All of the positions are determined at the mayor's sole discretion and do not require City Council approval. The appointments are effective immediately.

####

Electric Vehicles

Email –

1. Gregory Clayton

To whom it may concern, I am very interested in participating in the Texas clean air act and would like to purchase a 2012 to 14 Nissan leaf but in order to achieve the driving range of 100 said miles the car will require a newer battery. The cost for a new lithium ion battery for this vehicle is at least \$10,000.. thus making the car reliable but unaffordable for me. Are there any programs out there that can help with this type of situation.

Response by NCTCOG Transportation Staff

Hi Gregory-

Thank you for reaching out. Unfortunately there are no programs I am aware of that help with battery replacement costs at this time. I would encourage you to reach out to Nissan, as many EVs have battery warranties up to 10 years or up to a certain milage.

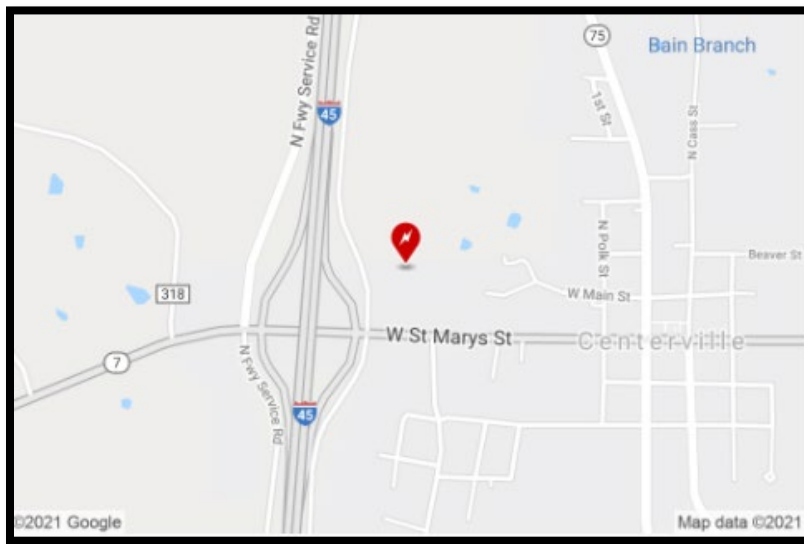
Let me know if have any other questions.

Twitter –

1. Four new Tesla supercharger stalls were added in Centerville, TX before the 4th of July weekend at Woody’s Smokehouse, thanks to the swift help of Oncor Electric. The new site provides relief to the Tesla network along I-45 between Dallas and Houston:

<https://tesla.com/findus/location/supercharger/centervilletxsupercharger>. –

NCTCOGTransportation (@NCTCOGtrans)



Great job, everyone! How do we get a few more of these dotted around DFW? The more the merrier! – Clayton Meeker (@CIm1403)

Innovative Vehicles & Technology

Twitter –

1. We are proud to be working with @NCTCOGtrans, a leader in #AutomatedVehicle testing and deployment, to adapt their planning processes for emerging technologies. If you’re in the Dallas/Fort Worth area, take NCTCOG’s survey here! – Kittleson (@kittleson)



Project Planning

Twitter –

1. @NCTCOGtrans wants your input! The Map Your Experience tool will help NCTCOG develop innovative solutions for transportation issues in the DFW area.

Input will help guide updates to DFW's long-range Metropolitan Transportation Plan

<https://nctcog.org/trans/plan/mtp/map-your-experience>

#Denton #DentonTX – Alison Maguire - Denton City Council District 4 (@AlisonforDenton)

2. @NCTCOGtrans quiere tu opinión! La herramienta Map Your Experience ayudará al NCTCOG a desarrollar soluciones innovadoras para problemas de transporte en el área de DFW.

<https://nctcog.org/trans/plan/mtp/map-your-experience/participacion-publica-interactiva>

#Denton #DentonTexas #DentonTX #DFW #DFWtransporte – Alison Maguire - Denton City Council District 4 (@AlisonforDenton)

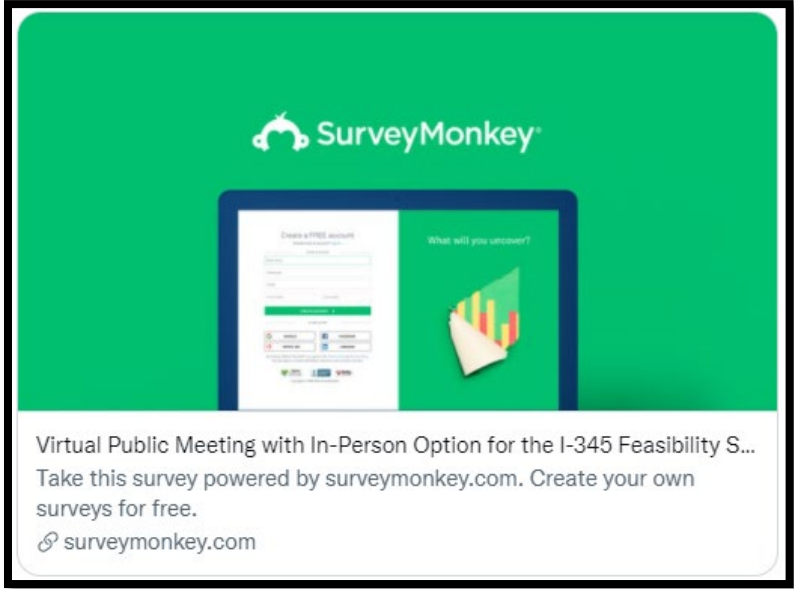
3. My DFW folks please share this with your family friends and neighbors! This is crucial if we want to see changes in our roads, bike lanes, and sidewalks ! – Anna Laura Harmjanz (@alharmjanz)



4. Give your input on the future of I-345! (the connection of Central Expwy & I-45) @TxDOT is still accepting comments on the feasibility study through Sun 8/22.

For more info: <http://345study.com>

Give comments here: <https://surveymonkey.com/r/i345PM2> @CityOfDallas @NCTCOGtrans – caraathome (@🏠) (@caraathome)



Safety

Email –

1. **Joe Wilkinson**

I drive daily throughout parts of Tarrant County. There are several areas where I typically see traffic backing up. One is a bottleneck westbound on North Loop 820 at intersection with northbound East Loop 820. There are several bad areas on I35W. One is headed north out of downtown near intersection with 121 going east. Another is heading south into downtown near Belknap. And another is heading south on I35 near Western Center Blvd.

I don't know if this is something you guys have any say-so on, but the speed limits are very poorly enforced. I see multiple examples of very fast, aggressive, and dangerous driving every day. And there seem to be no consequences for those drivers. It does make the experience of driving the freeways anxiety provoking. Kind of like being in a Mad Max movie at times!

Transit

Email –

1. **Brian Woods**

I had good transportation service to my appointments Amerigroup now does the reservations and use Logisticare van service for transportation must be another company they are using. The van service arrived at my house early and had to go to the infusion center in Fort Worth, Texas for both appointments and we arrived early yet I had the same driver and knew where I was going. I think I solved the transportation problem and I will be getting a bus pass from Trinity Metro van service/ ACCESS paratransit van service thank you for your help trying to solve the problems.

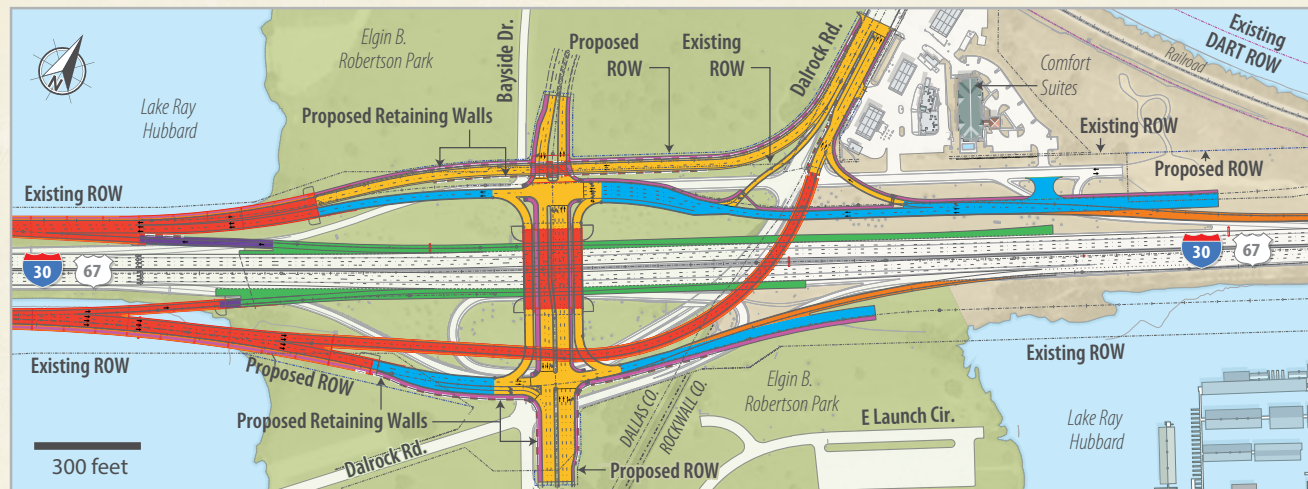
2. **Karen Roberts**

Can you share with the city council my idea that expanded public transportation efforts should be focused around the Lancaster area train station. Buses to and from the train depot could transport passengers to business districts in the city. Late buses could facilitate after hour work related meetings and late work shifts. My dream is to have the commuter passenger line reopen in Granbury. It used to go from there to Fort Worth. We could incorporate stops along the way, for example, Cresson, and maybe Benbrook.

DALLAS DISTRICT PROGRESS

Monthly Report on Dallas District Projects and Topics *** COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

Interchange Reconstruction at I-30/Dalrock Rd.



Source: TxDOT research.

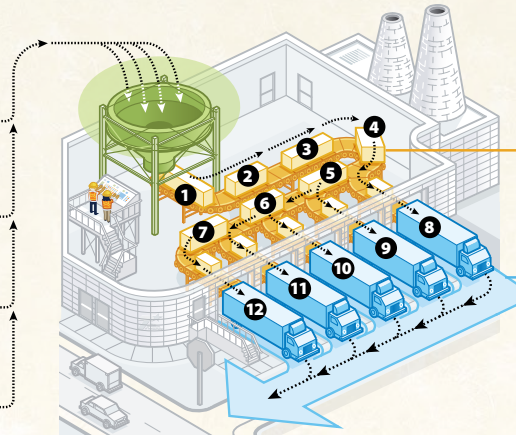
Detailed view of the interchange reconstruction phase of the project that will improve mobility at I-30 and Dalrock Road.

A VISIONARY LOOK AT THE BUSINESS OF BUILDING ROADWAYS

A factory-themed metaphorical take on the business of how TxDOT builds roadways:

I. FUNDING SOURCES

- Motor Fuel Taxes
- Vehicle Registration Fees
- Prop 1/Prop 7
- Federal Reimbursements



II. ADVANCED PLANNING

- 1. Public Involvement
- 2. Feasibility Analysis
- 3. Environmental
- 4. Engineering
- 5. Right of Way
- 6. Utility Adjustment
- 7. Contractor Procurement

III. MOBILITY AND MAINTENANCE PROJECTS

- 8. Connectivity
- 9. Preservation
- 10. Safety
- 11. Mobility
- 12. Roadway Maintenance

SOURCE: Texas Department of Transportation

TxDOT graphics by DEAN HOLLINGSWORTH/Information Specialist



KUDOS!: Project-Related Comments for the Texas Department of Transportation

"Thank you! I submitted a report for the ramp from southbound Spur 408 to eastbound I-20 back in June, 2021. The ramp was closed last Sunday night for repairs. I drove on it this evening and the worst of it has been fixed! I don't know if my report helped, but thank you very much!" – *Joel S. via Twitter*

SOURCE: Texas Department of Transportation.

TxDOT graphics

I-30 FRONTAGE ROADS PROJECT FROM BASS PRO DRIVE TO DALROCK ROAD KICKS OFF CONSTRUCTION

DALLAS COUNTY – Much-needed improvements are coming to I-30 from Bass Pro Drive to Dalrock Road in Dallas County.

TxDOT recently kicked off construction of a \$142 million improvement project that will construct two new frontage road bridges across Lake Ray Hubbard and add shoulders to the mainlanes. The project will also reconstruct the interchange at I-30 and Dalrock Road.

The project is needed to provide reliability in the corridor. The current configuration is inadequate to handle traffic congestion and population growth and results in bottlenecks and road closures when there is an incident on the lake bridge. Adding separate frontage road bridges and shoulders means traffic can continue to cross the lake if an incident has closed or limited mobility on the mainlanes. Dalrock Road currently carries over 25,000 vehicles per day and is a popular link from I-30 to SH 66 and growing areas of northern Rockwall County.

The frontage roads project is the first segment of a larger I-30 improvement project that will reconstruct and widen I-30 in the area. Future improvements include:

- **Segment 2** from Dalrock Road to SH 205 will add continuous frontage roads across Lake Ray Hubbard and add shoulders to the mainlanes. This project is expected to be let for construction in late 2022.



Source: TxDOT research.

Overview of the I-30 expansion project that will be constructed in three main phases.

- **Segment 3** from SH 205 to the Hunt County line will reconstruct and widen I-30 from four to six lanes and reconstruct continuous frontage roads. This project is expected to be let for construction in late 2022.

The project is funded in part by the Texas Clear Lanes congestion relief initiative. Texas Clear Lanes is a statewide

strategic plan to provide congestion relief through non-tolled roads and is focused on the five largest metro areas in Texas.

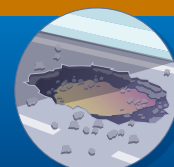
Sema Construction, Inc. is the contractor for the project. Work began in August of 2021 and is expected to be completed in mid-2024, weather permitting. ■

More on Back Page



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

FOR MORE INFORMATION:
214-320-4480
dalinfo@txdot.gov
www.txdot.gov



REPORT A POTHOLE:
Visit <https://www.txdot.gov/inside-txdot/contact-us/contact-us/reportIssueSubPage/roadNeedsRepair.html> or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>

AUGUST 2021 LET PROJECTS

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	(%)	EST. TOTAL COST (M) ²	CONTRACTOR
1	0092-14-099	I-45	1 mile south of I-20 to Overton Rd.	\$1.76	\$1.66	-8.2%	\$2.39	Emery Sapp & Son's Inc.
2a-2b	0135-10-050	US 380	US 377 to W of CR 26 (County line)	\$143.10	\$135.87	-5.05%	\$195.01	Zachry Construction Corporation
3a-3e	0197-02-132	VA	Various locations in Dallas and Denton Counties	\$2.09	\$2.15	2.82%	\$2.52	Gibson & Associates, Inc.
4a-4e	0918-47-247	VA	Various locations in the City of Dallas	\$1.32	\$1.37	4.39%	\$2.00	Roadway Solutions, Inc.
EST. AUGUST 2021 TOTALS				\$148.27	\$141.06	-4.87%	\$201.92	
DISTRICT FY ACCUMULATIVE LETTINGS				\$791.67	\$717.64			
DALLAS DISTRICT FY LETTING VOLUME CAP				\$1,451.35 M¹				

¹District FY 2021 Letting Volume Cap includes the IH 35 Phase II project for \$708,268,750.

²District Volume Cap subject to change pending final FIN Division Approval.

³Est. Total Project Costs includes est. PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

SEPTEMBER 2021 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
1	0196-03-274	I-35E	I-635 to Denton County line	\$614.32
2	0196-03-282	I-35E	I-635 to Denton County line	\$93.95
3	0009-02-065	SH 78	Leon Rd. to Stratford Dr.	\$0.84
4	0095-02-117	US 80	E of Presidential Row to E of N Galloway Ave.	\$1.00
5	0095-10-057	US 80	I-30 to E of Presidential Row	\$0.99
6	0092-02-125	I-45	At Dowdy Ferry Rd.	\$3.60
7	0918-00-330*	VA	Various locations in the Dallas District	\$2.50
8	0918-47-148	Malloy Bridge	Malloy Bridge Rd. at Parsons Slough	\$1.46
9	1311-01-058	FM 1171	Long Prairie Rd. to N Garden Ridge Blvd.	\$0.34
10	1663-03-020	FM 744	FM 55 to FM 1126 West	\$7.05
11	1724-01-018	FM 1126	FM 744 West to FM 744 East	\$0.70
ESTIMATED TOTAL				\$726.75 M

*Unmapped.

COMPLETED CONSTRUCTION PROJECTS (FROM AUGUST 1-31, 2021)

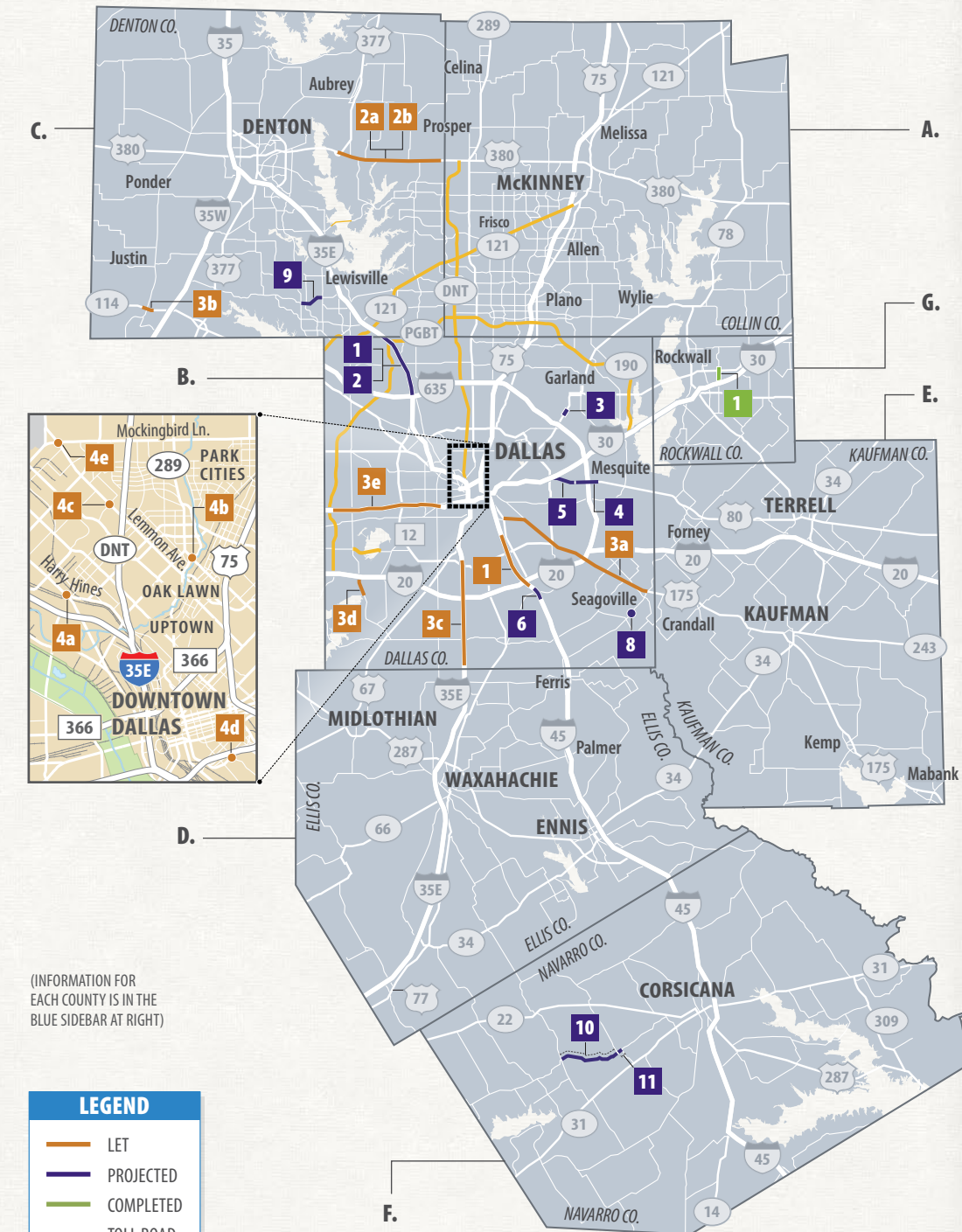
CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	1015-01-023	FM 3549	I-30 to north of SH 66	\$9.25	08/23/21
ESTIMATED TOTAL				\$9.25 M	

SOURCE: Texas Department of Transportation.

TxDOT graphics

DALLAS DISTRICT PROJECTS MAP

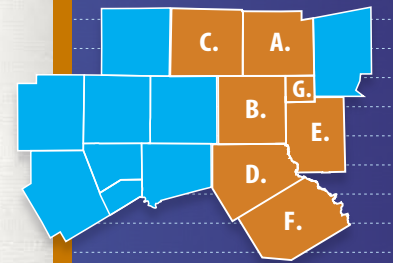
Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in August, are projected to let in September, or have recently been completed.



(INFORMATION FOR EACH COUNTY IS IN THE BLUE SIDEBAR AT RIGHT)

LEGEND	
■	LET
■	PROJECTED
■	COMPLETED
■	TOLL ROAD

SOURCE: TxDOT research.
*POPULATION ESTIMATE: NCTCOG.



2021 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,451,460
*POPULATION ESTIMATE | 5,046,435
LANE MILES | 10,945,063

A. COLLIN COUNTY

VEHICLE REGISTRATION: 815,746
*POPULATION ESTIMATE: 1,033,046
LANE MILES: 1,554,718

B. DALLAS COUNTY

VEHICLE REGISTRATION: 2,006,193
*POPULATION ESTIMATE: 2,647,576
LANE MILES: 3,374,238

C. DENTON COUNTY

VEHICLE REGISTRATION: 694,485
*POPULATION ESTIMATE: 886,563
LANE MILES: 1,665,964

D. ELLIS COUNTY

VEHICLE REGISTRATION: 665,303
*POPULATION ESTIMATE: 188,464
LANE MILES: 1,541,650

E. KAUFMAN COUNTY

VEHICLE REGISTRATION: 128,716
*POPULATION ESTIMATE: 135,410
LANE MILES: 1,207,916

F. NAVARRO COUNTY

VEHICLE REGISTRATION: 47,117
*POPULATION ESTIMATE: 52,013
LANE MILES: 1,252,710

G. ROCKWALL COUNTY

VEHICLE REGISTRATION: 93,900
*POPULATION ESTIMATE: 103,363
LANE MILES: 347,867