

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, August 27, 2021 North Central Texas Council of Governments

1:30 pm Full STTC Business Agenda (Videoconference)

- 1:30 – 1:35** 1. **Approval of June 25, 2021, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Tanya Brooks, STTC Chair
Item Summary: Approval of the June 25, 2021, meeting minutes contained in
[Electronic Item 1](#) will be requested.
Background: N/A

- 1:35 – 1:40** 2. **Consent Agenda**
 Action Possible Action Information Minutes : 5
- 2.1. **Endorsement of Regional Transportation Council Action on Texas Supplemental Environmental Project Funding Recommendations**
Presenter: Savana Nance, NCTCOG
Item Summary: Committee endorsement of the Regional Transportation Council's August 12, 2021, approval of funding recommendations for the North Central Texas Clean School Bus Program will be requested. The program receives funds through the Texas Commission on Environmental Quality's (TCEQ's) Supplemental Environmental Projects (SEP).
Background: The North Central Texas Council of Governments (NCTCOG) administers the North Central Texas Clean School Bus Program, which has been approved by the TCEQ as a third-party SEP initiative. Through this program, NCTCOG can offer funding for projects to replace old diesel school buses. NCTCOG recently solicited school bus replacement projects from school districts in the 10-county ozone nonattainment area with eligible model year diesel school buses and developed funding recommendations for responses received. More information is available in [Electronic Item 2.1](#).

Performance Measure(s) Addressed: Air Quality

- 2.2. **Endorsement of Regional Transportation Council Approval of the 2021 Incident Management Freeway Blocking Equipment Call for Projects**
Presenter: Camille Fountain, NCTCOG
Item Summary: 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 will be requested.

Background: In July 2020, the Regional Transportation Council approved the Incident Management Blocking Equipment Pilot Project as part of the 2020 Incident Management Equipment Purchase Call for Projects. In support of the North Central Texas Council of Governments Traffic Incident Management Training Program, funding was made available for the purchase of scene management blocking equipment (e.g., crash barriers, attenuators, etc.) to provide protection to incident responders responding to traffic crashes in the North Central Texas nonattainment area. Due to Buy America compliancy restrictions associated with Federal Highway Administration funding, projects selected under the special pilot project were approved to be funded with Regional Toll Revenue funding. Based on multiple requests from member agencies to seek funding to purchase similar blocking equipment funded under the pilot project, staff requested Regional Transportation Council approval to utilize Regional Toll Revenue funding to fund projects selected under a 2021 Incident Management Freeway Blocking Equipment Call for Projects. Additional information on this funding source request is provided in [Electronic Item 2.2](#).

Performance Measure(s) Addressed: Safety

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 Grant**

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will request Surface Transportation Technical Committee (STTC) 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. The Regional Transportation Council (RTC) approved this item at its August 12, 2021, meeting.

Background: Ongoing discussions have occurred about needed transportation improvements in southern Dallas. As part of the RTC action on the Assessment Policy in April 2019, the RTC committed to additional funding for Dallas Opportunity Zone 1. A funding request has been received from the City of Dallas for projects in that area. North Central Texas Council of Governments (NCTCOG) staff is proposing to fund several of these projects to help improve walkability, promote

revitalization in Environmental Justice communities, and address deficient pavement condition.

In July 2021, the FTA announced the FY2021 Areas of Persistent Poverty Funding Opportunity. Eligible projects include planning studies, engineering studies, technical studies, or financial plans and must be located in an Area of Persistent Poverty. A copy of the Notice of Funding Opportunity (NOFO) detailing the grant program for FY2021, as well as the application requirements is available in [Electronic Item 2.3.1](#). Applications are due by August 30, 2021. In response to the NOFO, NCTCOG staff requests approval to submit a proposal to study transit access to food, jobs, healthcare, affordable housing, and other needs as identified by the residents of the 76104 zip code in southeast Fort Worth. This zip code is an area of persistent poverty, as well as a food desert, and was identified by University of Texas Southwestern Medical Center as having the lowest life expectancy of any zip code in the State.

Details on the proposed partnership with the City of Dallas and the proposed FTA grant application in Fort Worth can be found in [Electronic Item 2.3.2](#).

Performance Measure(s) Addressed: Roadway, Air Quality

2.4. **Endorsement of Regional Transportation Council Action on Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program**

Presenter: Thomas Bamonte, NCTCOG

Item Summary: 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 (USDOT) 2021 Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant program will be requested.

Background: In July 2021, USDOT issued the announcement for the 2021 ATCMTD grant program. The Notice of Funding Opportunity that details the \$60 million grant program for Fiscal Year 2021 is available at <https://www.grants.gov/web/grants/view-opportunity.html?oppld=334272>. The ATCMTD program is designed to accelerate deployment of existing transportation technologies to improve highway operations and safety. Applications are due to USDOT by August 23, 2021. The City of Fort Worth is submitting a grant application for a project on the North Tarrant Express (NTE) corridors (I-35W/SH 180). The project will include a variety of connected vehicle

technologies and infrastructure upgrades like technology-enhanced lane striping designed to improve safety and operations for all road users and provide a supportive operational environment for the operation of automated and connected vehicles. The project would help Dallas-Fort Worth (DFW) gain leadership in the deployment of such technologies, which are expected to scale to similar corridors in DFW and beyond over the next decade. At its August 12, 2021, meeting, the RTC approved the use of up to \$2 million in Regional Toll Revenue funds as a regional contribution to the \$14 million project in the event USDOT awards the requested grant. The remaining project funding upon receipt of a grant award will come from Cintra, the operator of the NTE corridors (\$5 million), and USDOT (\$7 million). [Electronic Item 2.4](#) contains more information.

Performance Measure(s) Addressed: Safety, Roadway

2.5. Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program

Presenter: Huong Duong, NCTCOG

Item Summary: 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 will be requested.

Background: The North Central Texas Council of Governments (NCTCOG) opened three different Calls for Projects, under three separate Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program awards; Clean Fleets North Texas 2020 CFP, North Texas Emissions Reduction Project 2020 CFP, and North Texas Freight Terminal Electrification 2020 CFP. These CFPs award grant funds for diesel vehicle or equipment replacement projects and installation of EPA-verified electrified parking spaces and related infrastructure in North Central Texas. The most recent application deadline was July 9, 2021. For those applications received, staff has completed review, quantified emissions, and developed project funding recommendations. This initiative is an extension of clean vehicle efforts listed as Weight-of-Evidence in the current State Implementation Plan. [Electronic Item 2.5.1](#) provides an overview of the calls for projects and staff recommendations. [Electronic Item 2.5.2](#) and [Electronic Item 2.5.3](#) provide detailed project listings.

Performance Measure(s) Addressed: Air Quality

1:40 – 1:50

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**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff is seeking approval for a Regional Transportation Council (RTC) request to the Texas Department of Transportation (TxDOT) to formally request a Change Proposal from Cintra for SH 183 Segment 2E capacity improvements and request of Cintra to extend an RTC financial backstop for design costs.

Background: Staff has been working to advance SH 183 Segment 2E as the next phase of the North Tarrant Express (NTE). Cintra has an interest in certain capacity improvements to Segment 2E as a changer order under the Comprehensive Development Agreement for the NTE. In June 2020, the RTC approved a \$3 million financial backstop to permit Cintra to proceed with the design elements for Segment 2E, pending TxDOT formally issuing a "Request for Change Proposal." If TxDOT does not issue a Request for Change Proposal by August 31, 2021, the RTC financial backstop will be triggered absent an extension by Cintra. A map and latest financial information for the project is provided in [Electronic Item 3](#).

Performance Measure(s) Addressed: Roadway, Safety

1:50 – 2:00

4. **2021 Population Estimates and New North Central Texas Council of Governments Demographic Forecast Process**

Action Possible Action Information Minutes: 10

Presenter: Dan Kessler, NCTCOG

Item Summary: Results of the North Central Texas Council of Governments (NCTCOG) 2021 Current Population Estimates will be highlighted as well ongoing efforts to develop revised 2045 Population and Employment for the Metropolitan Area.

Background: NCTCOG annually develops estimates of population by city as of January 1 for each year which are used by local governments and agencies. This data supplements estimates done by the US Census. NCTOG is also currently developing new forecasts of demographic activity out to the year 2045, which will be used to support the ongoing update of Mobility 2045: the Metropolitan Transportation Plan for North Central Texas. A summary of these estimates and forecasts will be provided.

Performance Measure(s) Addressed: Roadway, Transit

2:00 – 2:10

5. **Metropolitan Transportation Plan: Project Selection Overview**

Action Possible Action Information Minutes: 10

Presenter: Brendon Wheeler, NCTCOG

Item Summary: Mobility 2045 was adopted by the Regional Transportation Council (RTC) on June 14, 2018. As part of updating Mobility 2045, staff will provide an overview of the process for projects

Background: to be included in the Plan, and once selected, the various pathways to funding through prioritization efforts. Following RTC adoption of Mobility 2045, staff and partner agencies have been working toward implementing the Plan. These efforts include planning and project development tasks, projects in construction, and coordination with the public and our transportation partners. Federal guidelines require the Dallas-Fort Worth region to update the long-range transportation plan a minimum of every four years. In addition, the Mobility 2045 Update must demonstrate transportation conformity. The updated plan will include a new financial plan and necessary refinements to projects in the current Mobility 2045 Plan.

During the RTC meeting on June 10, 2021, staff was asked to provide an overview of the plan update process so new members can understand how projects are selected for Mobility 2045. Staff will present this process to the RTC at the September 9, 2021, meeting.

Performance Measure(s) Addressed: Roadway, Safety

2:10 – 2:20

6. **Dallas-Fort Worth Regional East/West Funding Distribution**

Action Possible Action Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will provide 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 when a transportation funding bill is enacted into law. The latest East/West Equity quarterly report detailing transactions that affect the current percentage of funding received by each subregion will also be provided.

Background: At the June 10, 2021, Regional Transportation Council (RTC) meeting, staff was asked to provide a briefing on the process for developing the east/west funding distribution formula. The RTC selects projects to be funded with Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG) funds (formerly STP-MM funds). To ensure equity within the region, once these funds are distributed by the Texas Department of Transportation (TxDOT), the RTC seeks to program funding to the eastern and western subregions based on the proportion of each area's emissions, demographics, and activity. Generally, the RTC reevaluates the funding distribution after a new transportation funding bill is approved by the US Congress and/or new Census demographic data. The current east/west funding distribution is 68 percent in the east and 32 percent in the west for STBG and other mobility funds, and 66 percent in the east and 34 percent in the west for CMAQ funds. Each quarter, staff provides the RTC and the Committee with an update on any non-formula funding received that impacts this distribution.

[Electronic Item 6.1](#) provides additional information on the process for establishing the split. [Electronic Item 6.2](#) contains the latest East/West Equity quarterly report. [Electronic Item 6.3](#) contains the RTC policy pertaining to the tracking of non-formula funding awards.

Performance Measure(s) Addressed: Roadway, Transit

2:20 – 2:35

7. Director of Transportation Report on Selected Items

Action Possible Action Information Minutes: 15

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:

- D2 Light Rail Update/IH 345 Depressed Alignment ([Electronic Item 7.1](#))
- IH 635/IH 35E “Y” Connector Revenue Tracking
- Early Completion of IH 635/SH 121 at Dallas Fort Worth International Airport
- Economic Development Administration (EDA) Grant Opportunities (including Geometric Design for Autonomous Vehicles, Electric Vehicle Charging on the Move, and Next Generation Transit Signal Preemption) ([Electronic Item 7.2](#))
- Comprehensive List of Projects in the Region and Latest Information on the 2022 Unified Transportation Program ([Electronic Item 7.3](#))
- Texas Department of Transportation Names Brian Barth, P.E., as Deputy Executive Director for Program Delivery
- Regional Transportation Council (RTC) New Member Orientation on September 9, 2021
- Follow Up on Letter to the Secretary of Transportation, 2021-2024 Transportation Improvement Program Approved
- Follow Up on Letter to the Texas Transportation Commission on IH 35E Phase 2 and SH 183
- Format of Future RTC meetings/Committee Meetings
- Letter to the Region on Margaret McDermott Bridge ([Electronic Item 7.4](#))
- Fort Worth Bypass Channel and Alliance Airport Runway Extension

Performance Measure(s) Addressed: Roadway, Transit

2:35 – 2:40

8. US 75 Implementation/Policy Position

Action Possible Action Information Minutes: 5

Presenter: Dan Lamers, NCTCOG

Item Summary: Staff will provide an update on the US 75 corridor implementation and policy position.

Background: The Texas Department of Transportation (TxDOT), in partnership with local jurisdictions and the North Central

Texas Council of Governments, has been working to determine an option for the traditional high-occupant vehicle (HOV) lane along the US 75 corridor. TxDOT recently received grant funding to implement a pilot project on the corridor to evaluate the effectiveness of allowing single-occupant vehicles to utilize the HOV lane while providing an incentive to HOVs. The HOV incentive would be provided via the existing GoCarma application that is currently utilized on the TEXpress Lanes. Staff will provide an overview of the project, schedule, and policy positions to support this effort. Additional information can be found in [Electronic Item 8](#).

Performance Measure(s) Addressed: Air Quality, Congestion

2:40– 2:45

9. **Fiscal Year 2021 Project Tracking Initiative**

Action Possible Action Information Minutes: 5

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will provide the Committee with an update to the Fiscal Year (FY) 2021 Project Tracking Initiative that was initiated in order to reduce the region's carryover funding balances and expedite project delivery.

Background: Almost every year, Regional Transportation Council (RTC)-selected projects being implemented by local governments experience delays. While a one-year delay is of less consequence, projects tend to be delayed year after year. Over time, these delays led to the need to implement the Metropolitan Planning Organization Milestone Policy, which identifies projects that have not advanced to construction after being funded for at least 10 years. However, a 10-year project review does not create an action plan soon enough to reduce the region's growing Congestion Mitigation and Air Quality Improvement Program, Surface Transportation Block Grant Program, and Transportation Alternatives Set Aside Program carryover balances. As a secondary line of offense, staff has implemented a project tracking initiative that will highlight project schedule commitments to the Surface Transportation Technical Committee and the RTC on a regular basis and report local agency progress toward the committed project development schedules. A list of projects that were scheduled to begin in FY2021 and their current status can be found in [Electronic Item 9.1](#). Additional details on this initiative can be found in [Electronic Item 9.2](#).

Performance Measure(s) Addressed: Roadway, Air Quality

2:45 – 2:50

10. **Status Report on Texas Volkswagen Environmental Mitigation Program Funding**

Action Possible Action Information Minutes: 5

Presenter: Bailey Muller, NCTCOG

Item Summary: Staff will provide an update on Volkswagen Settlement activities, with a special focus on zero emission vehicle (ZEV) infrastructure. Comments recently submitted to the Texas

Commission on Environmental Quality (TCEQ) will be highlighted, and staff will request outreach assistance to optimize ZEV infrastructure funding for the North Central Texas Council of Governments (NCTCOG) area.

Background: The consent decree issued as part of the Volkswagen Settlement included an initiative to implement new emissions-reducing projects under the Environmental Mitigation Trust. The TCEQ administers the Environmental Mitigation Trust under the Texas Volkswagen Environmental Mitigation Program (TxVEMP). Opportunities released under this program continue to progress, with portions of the program yet to be opened. [Electronic Item 10.1](#) provides an overview of program funds requested thus far and recommended actions to promote further applications. [Electronic Item 10.2](#) provides a copy of comments recently transmitted to the TCEQ on behalf of the Regional Transportation Council about distribution of funding not yet released.

Performance Measure(s) Addressed: Air Quality

2:50 – 2:55

11. **Dallas-Fort Worth Clean Cities Annual Fleet Recognition**

Action Possible Action Information Minutes: 5

Presenter: Amy Hodges, NCTCOG

Item Summary: Staff will present an update on the status of the Dallas-Fort Worth (DFW) Clean Cities Coalition Annual Survey and will highlight Fleet Recognition awards.

Background: The North Central Texas Council of Governments has been the host organization for DFW Clean Cities, a US Department of Energy (DOE) initiative to reduce total energy impacts in the transportation sector, since 1994. Clean Cities coalitions are required to complete annual reporting to DOE every March. The Coalition has a goal of increasing energy use impacts by 15 percent year-over-year. In order to complete this report and meet these goals, DFW Clean Cities seeks information from local fleets about alternative fuel use and other fuel-saving activities. DFW Clean Cities also uses this data to highlight fleets that demonstrate excellence in their fleet reporting through a Fleet Recognition program. [Electronic Item 11](#) provides more information.

Performance Measure(s) Addressed: Air Quality

2:55 – 3:00

12. **Update Regarding Lapsing Federal Funding**

Action Possible Action Information Minutes: 5

Presenter: Ken Bunkley, NCTCOG

Item Summary: Staff will brief the Committee on the lapse of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds in Fiscal Year (FY) 2020 and the potential lapse of Transportation Alternatives Set Aside Program (TASA) funds that was discussed with the Committee earlier in the year.

Background: In April 2021, the Texas Department of Transportation (TxDOT) informed the North Central Texas Council of

Governments (NCTCOG) that \$23,940,109 of CMAQ funding had lapsed at the end of FY2020. At the time, NCTCOG was under the impression that \$16 million in carryover funds were available from FY2020 for obligation in FY2021. Staff will brief the Committee on discussions that have occurred with TxDOT since that time and implications to the region moving forward.

Earlier in the year, TxDOT indicated that \$7,095,497 in TASA funds were at risk of lapsing if not obligated by August 31, 2021. Through the efforts of TxDOT and awardees, sufficient funding was obligated to avoid a lapse in FY2021. The risk continues for FY2022, so project tracking efforts will continue. Additional information is available in [Electronic Item 12](#).

Performance Measure(s) Addressed: Administrative

3:00 – 3:00

13. **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. 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 or New):** This item provides an opportunity for members to bring items of interest before the group.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on September 24, 2021.**

MINUTES

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
June 25, 2021**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, June 25, 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 May 28, 2021, Minutes:** The minutes of the May 28, 2021, meeting were approved as submitted in Electronic Item 1. Daniel Vedral (M); Tanya Brooks (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1 **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2021-2024 Transportation Improvement Program (TIP) was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes. August 2021 revisions to the 2021-2024 TIP were provided as Electronic Item 2.1.
 - 2.2. **FY2022 and FY2023 Unified Planning Work Program:** A recommendation for Regional Transportation Council (RTC) approval of the proposed FY2022 and FY2023 Unified Planning Work Program (UPWP) was requested, including the UPWP policies contained in Exhibit I-8 of the Work Program. A recommendation for the RTC to direct staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved projects contained in the Work Program was included as part of the action. Electronic Item 2.2.1 contained the Work Program policies that guide the allocation of these federal Transportation Planning Funds. Electronic Item 2.2.2 contained additional information on the draft FY2022 and FY2023 UPWP. A draft of the document for Surface Transportation Technical Committee consideration was made available at www.nctcog.org/trans/study/unified-planning-work-program.
 - 2.3. **Automated Vehicles 2.2/2.3 Program: Approval of Proposed Projects:** Approval of projects recommended for funding under the consolidated Automated Vehicles 2.2 and Automated Vehicles 2.3 programs were requested. Project details were provided in Electronic Item 2.3.

A motion was made to approve the items on the Consent Agenda. Mark Nelson (M); Stanford Lynch (S). The motion passed unanimously.

3. **2021 Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program:** Jeff Neal presented an overview of the recommended projects to be submitted for the Fiscal Year 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant program. Details of the \$1 billion grant program were highlighted, including available funding and application requirements. A copy of the Notice of Funding Opportunity was provided in Electronic Item 3.1, and details of the proposed candidate projects were provided in 3.2. He noted proposed projects address the

merit criteria of the grant program, specifically criteria related to sustainability, equity, and quality of life. Projects proposed for submittal to the grant program included an opportunity to advance the North Tarrant Express (NTE) project on Interstate Highway (IH) 820 and State Highway (SH) 183. A total of \$25 million in RAISE grant funds will be requested, and staff has continued coordination with the Texas Department of Transportation (TxDOT) and the private sector on the updated project costs that total approximately \$1.547 billion. He noted that the project will be paid for through private financing as a result of a public-private partnership. The funding, combined with the requested \$25 million, would be used to add additional enhancements to the project to address sustainability and equity. Also highlighted was a project to be submitted by TxDOT, the Dallas Loop Trinity Forest Spine Trail (Phase 3). North Central Texas Council of Governments (NCTCOG) staff will be providing technical assistance for the benefit cost analysis. The project will not count as one of the three projects to be submitted by NCTCOG. The next proposed project was a 2.1-mile extension of the TEXRail commuter rail line from the Fort Worth TP&P Station to the Southside/Medical District. Proposed grant funds requested was \$25 million and would be used towards cost overruns and improving serviceability, sustainability, and equity issues. The final proposed project was Enhancing Mobility within the Southern Dallas Inland Port. The project was previously submitted for other grant opportunities and project elements have been updated to address RAISE requirements. Project details include electric bus transit, sidewalk improvements in the vicinity of the Veteran's Administration (VA) medical center in Dallas, traffic signal intersection improvements along various arterials between the VA Medical center and the inland port area, as well as other improvements that will enhance accessibility to employment, healthcare, and education facilities in southern Dallas and Dallas County. Proposed grant funds requested was \$10.2 million. The schedule for this effort was highlighted. Mr. Neal noted RAISE grant applications would be due July 12, 2021. A motion was made to recommend Regional Transportation Council approval of proposed projects to submit for funding consideration through the Fiscal Year 2021 RAISE Discretionary Grant Program and to also direct staff to administratively amend the Transportation Improvement Program, Statewide Transportation Improvement Program, and other planning/administrative documents to include proposed projects, if selected for an FY2021 RAISE Grant award. Chad Edwards (M); Jim O'Connor (S). The motion passed unanimously.

4. **Congestion Management Process:** Michael Bils presented staff recommendations for the update of the region's Congestion Management Process (CMP). The CMP is one of five federally mandated planning documents and helps to manage travel demand, as well as improve the safety and efficiency of the transportation system. A graphic explaining the steps of the Congestion Management Process was highlighted. Performance criteria is used to evaluate corridors based on crash rate, travel time index (recurring congestion), travel time reliability (non-recurring congestion), and bridge and pavement condition to identify deficiencies within each corridor. Corridors with deficiencies are then evaluated to determine available assets within the corridors. Staff also identifies if construction has recently been completed or is planned for in the corridor. The process concludes with the following output categories: sufficient, no performance deficiencies; construction, construction has taken place since information was last gathered or construction expected in the next three years; CMP strategy candidates, based on performance deficiencies and available assets; and corridor study candidate, assets to match performance deficiencies not available with further study needed. Mr. Bils noted that corridors will be evaluated on a rolling basis. A map showing the results of the process for the corridors was highlighted. A total of 61 corridors have been determined to have had recent or planned construction, 45 corridors will continue to be monitored, 16 corridors have been identified as CMP strategy candidates, 3 in the rehab category due to bridge and pavement condition, and 1 in the corridor study category. The detailed evaluation of the performance measures and available assets for each CMP

strategy corridor segment was provided in Electronic Item 4.1. Staff will review performance deficiencies, look at available strategies, and match those with performance deficiencies and available assets to narrow the possible strategies for each of the corridors. Review groups will be organized for CMP strategy corridor evaluations and will then select appropriate strategies which will be used to establish the CMP program of projects to be presented to the Surface Transportation Technical Committee and Regional Transportation Council for approval, to then be added to the Transportation Improvement Program. After project implementation, performance measures will be used to evaluate strategies for effectiveness and overall impact on the corridors. The timeline for this effort was highlighted. The proposed updated Congestion Management Process will be available for public comment through July 6, with Regional Transportation Council action requested at the July 8, 2021, meeting. An overview of the CMP update was provided in Electronic Item 4.2. A motion was made to recommend Regional Transportation Council approval of the 2021 Congestion Management Process, corridor evaluation process, and process to develop the CMP program of projects. Walter Shumac III (M); Alonzo Liñán (S). The motion passed unanimously.

5. **2022 Unified Transportation Program and Regional 10-Year Plan Update:** Brian Dell presented the proposed 2021 Regional 10-Year Plan project listings, as well as information on the 2022 Unified Transportation Program (UTP). As a reminder, Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPOs) develop 10-Year Plans using performance-based planning and project selection methods for projects funded with Category 2, Category 4, and Category 12 funds. The original plan required by HB 20 was approved by the Regional Transportation Council (RTC) in December 2016 and is updated annually in conjunction with the development of the Texas Department of Transportation's (TxDOT's) UTP. He noted North Central Texas Council of Governments (NCTCOG) staff continues to coordinate with the TxDOT Dallas, Fort Worth and Paris districts on project updates. Any new projects were scored using the same process used in previous years, provided in Electronic Item 5.3. A draft project listing, provided in Electronic Item 5.1, was developed that included project scores, revisions, and potential new projects and submitted to TxDOT in March 2021. Principles for the development of the Regional 10-Year Plan were highlighted. Proposed projects should be included in Mobility 2045 with a focus on system versus stand-alone projects and efforts made to fully fund existing projects before funding new projects. Ensuring equity of county allocations was also considered. Additional principles included maintaining toll lanes/toll managed lanes on selected corridors, re-funding previously unfunded projects when possible, ensuring all Regional Transportation Council (RTC) projects are approved in the 2022 UTP, and ensuring projects scores are sufficient to qualify for funding. Historic allocations for each of the funding categories were highlighted back to the 2017 UTP. For Category 2 and Category 4, funding allocations have remained relatively similar until the 2021 UTP for which there was a significant funding drop, which he noted was expected for the 2022 UTP. Category 12 funds are more variable and largely depend on the specific projects selected by the Texas Transportation Commission, which have not yet been selected for 2022. Staff will provide an update to the Committee in the fall when details of the 2022 UTP are known. Also highlighted was a proposed Surface Transportation Block Grant Program (STBG)/Category 2 funding exchange being proposed because of the region's large carry over balance of STBG funds. Two projects have been identified that can advance in 2021, US 287 and Loop 9, totaling approximately \$141 million in Category 2 funds that could be swapped with STBG funds allowing the region to quickly reduce its carryover balance of STBG funds. A proposal will be brought back at a later time with specific projects on which to program the freed-up Category 2 funds. Maps showing approved and proposed projects in the Regional 10-Year Plan and their current status were highlighted. Details were provided in Electronic Item 5.2. The timeline for this effort was highlighted and include the public comment period, which continues through June 2021,

followed by proposed action by the Regional Transportation Council in July. TxDOT will conduct public meetings on the 2022 UTP in the summer, with TTC approval anticipated in August 2021. Once decisions are made by the TTC on Category 12 funding allocations, staff will bring back any changes to the Committee and the RTC. A motion was made to recommend Regional Transportation Council approval of the 2021 Regional 10-Year Plan project listings, the proposed Category 2/Surface Transportation Block Grant Program funding exchanges, and administratively amending the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate these changes. Mark Nelson (M); Robert Woodbury (S). The motion passed unanimously.

6. **Dallas-Fort Worth High-Speed Transportation Connections Study:** Brendon Wheeler presented recommendations from the Phase 1 effort for the Dallas to Fort Worth High-Speed Transportation (DFW HST) Connections Study. As a reminder, the objective of the study is to evaluate high-speed transportation alternatives for both alignments and technology to connect Dallas and Fort Worth to other proposed high-performance passenger systems in the state, as well as to obtain federal environmental approval of the viable alternative as part of Phase 2 efforts. Mr. Wheeler noted the Dallas-Fort Worth (DFW) region has been a national leader in technology advancement, and the high-speed transportation projects in the region provide an opportunity to lead the way in introducing high-speed transportation technology and solidifying DFW as a national transportation hub. With a station in Arlington as a featured connection to the Dallas Fort Worth International Airport creating the ability for DFW to serve as a gateway to Texas with planned connections to other high-speed systems in the State. The initial set of 43 alignments/corridors for high-speed transportation were highlighted. Through the Phase 1 alternatives analysis, the recommendation was narrowed to IH 30, the straightest alignment between Fort Worth and Dallas in order to maintain high-speed and keep the facility on an existing corridor as much as possible. The high-speed facility could either be within the IH 30 right-of-way or adjacent to the right-of-way, with the exact alignment to be evaluated in Phase 2 of the study. Staff will continue to work with both Texas Department of Transportation (TxDOT) districts to refine options on both sections of IH 30. In the west, there may be an opportunity to incorporate the design of the HST system as part of the IH 30 ultimate redesign efforts from Downtown Fort Worth to Cooper Street as an integrated corridor, causing the highway to react to the requirements of a stricter horizontal and vertical curve for high-speed structures or designing the high-speed facility to be on the periphery of the highway lanes as a shared corridor. In the east between Arlington and Dallas, the highway has already been reconstructed. The project team will continue to review options of sharing the right-of-way without disturbing the existing highway or potentially replacing the managed lanes along IH 30. These considerations will be coordinated with stakeholders, including TxDOT, as part of Phase 2. Mode recommendations from the study were also highlighted and included high-speed rail, a decade old proven technology, and hyperloop, an innovative and rapidly advancing technology. North Central Texas Council of Governments (NCTCOG) staff believes given the project development timeline, hyperloop technology will have an opportunity to advance to see if it is operational by project implementation. Public and agency engagement efforts were highlighted, including meetings with elected officials, federal agencies, working groups, public engagement, and stakeholder meetings. Comments received to date have expressed general support for the IH 30 alignments, support for both hyperloop and high-speed rail, questions on the connectivity with Dallas to Houston high-speed rail, and questions related to alignment and station location specifics. The questions and comments were geared towards details of the project which staff believes shows support of the concept thus far. Mr. Wheeler also provide an overview of Phase 2 activities. During Phase 2, preliminary engineering activities will be conducted, as well a National Environmental Policy Act (NEPA) effort that will result in a Record of

Decision or finding of no significant impact for the project. Staff will be coordinating with federal partners on how to structure the process if moving forward with Phase 2 is approved by the Regional Transportation Council (RTC). During Phase 2, staff will also continue coordination with TxDOT, local governments, and stakeholders throughout the process which is expected to last approximately two years. He noted that requested action by the Committee included consideration of a draft RTC policy, provided in Electronic Item 6.1, to support advancing the Dallas-Fort Worth High-Speed Transportation Connections Study into Phase 2. The schedule for this effort was highlighted and details were included in Electronic Item 6.2. Todd Plesko noted the one-seat-ride policy and asked if that referred to the connection with the Dallas to Houston project, or the stations in the Dallas to Fort Worth project. He specifically asked for clarification of a one-seat-ride if hyperloop was the selected technology. Michael Morris noted if high-speed rail were selected as the technology for both the Dallas to Houston and Dallas to Fort Worth projects, the desire is a one-seat-ride for seamless connection. If hyperloop were the selected technology, then by definition a one-seat-ride is not possible. The previous one-seat-ride position of the RTC was being reiterated in order that the Phase 1 recommendations not conflict with the previous RTC action. The policy reaffirms the previous RTC position for the three-station concept and a one-seat-ride. A motion was made to recommend Regional Transportation Council adoption of P21-01, Policy Support to Advance the Dallas-Fort Worth High-Speed Transportation Connections Study into Phase 2, which provides continued support of Mobility 2045 plan policies for the 3-station concept and a one-seat-ride. The policy also directs staff to proceed with Phase 1 recommendations for alignments and modes, coordinate with federal partners to determine the appropriate path forward into National Environmental Policy Act efforts with advancing technology, continue coordination with TxDOT and local governments in Phase 2, and integrate alignment and mode recommendations into other planning activities. Eric Fladager (M); Stanford Lynch (S). The motion passed unanimously.

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

Update: Brian Dell provided an update on the status of the Metropolitan Planning Organization (MPO) Milestone Policy Round 2 projects that have not let for construction. As a reminder, the policy is aimed at ensuring that projects in general and especially those that have been funded for at least ten 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 ten years old that have not been implemented. In February 2021, the Regional Transportation Council (RTC) approved the second round of the Milestone Policy, which included establishing deadlines by which projects must go to construction as well as a revamped project tracking process. The previous process for project cancellation was highlighted, as well as the updated project tracking process which includes quarterly status reports 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, potential delays, and updated schedules. Projects are rated as low (green), medium (yellow), or high (red) risk based on the how well the project sponsor is implementing the projects and risk factors. 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. Since February 2021, questionnaires were sent to project sponsors with projects on the Milestone Policy List that have not gone to construction. Those that are deemed to be at medium or high risk may require additional coordination between our staff and partners. He noted that North Central Texas Council of Governments (NCTCOG) staff were available to aid partners to ensure projects stay on track. A summary of the 41 projects and funding proposed for cancellation presented in January 2021 was highlighted. Of the 41 projects on the initial list, 23 projects have not gone to construction; 15 low risk, 7 medium risk, and 1 high risk. The status of each project on the MPO Milestone Policy list, including ratings, was provided in Electronic Item 7.1. Mr. Dell noted staff will continue

monitoring project progress and providing assistance as needed, as well as provide information to the Committee at the next quarterly update. Additional details on the policy were provided in Electronic Item 7.2. Michael Morris asked staff to provide additional information on the high-risk project. Mr. Dell noted the project is scheduled to let in Fiscal Year 2024 or beyond and significantly underfunded. Staff is working with TxDOT on a solution to proceed. Mr. Morris noted that in the future, showing the colored categories by year may be helpful for members to determine those which are of higher concern.

8. **Director of Transportation Report on Selected Items:** Michael Morris presented information on current transportation items. He discussed Changing Mobility: Data, Insights, and Delivering Innovative Projects during COVID-19 Recovery, and noted this would be the last month the information would be presented. Staff will continue to track data and bring back critical information if needed. He thanked North Central Texas Council of Governments (NCTCOG) staff who worked on the effort. He also highlighted the third round of Blue-Green-Grey, an initiative to advance projects that have water, environmental, and transportation components. Details were provided in Electronic Item 8.1. He also highlighted the 2020 Transportation Safety Performance Measures Report provided in Electronic Item 8.2 and Electronic Item 8.3. Federal Certification Review was held June 14-16, 2021, and he thanked Regional Transportation Council (RTC) members who provided comments to federal partners as part of the review process. Also discussed was the status of the 2021-2024 Transportation Improvement Program (TIP). Approval of the document has been delayed because of a single project in Houston. He noted a letter is being drafted to the US Secretary of Transportation to allow the Division Office to allow all other projects to proceed and expedite approval of the 2021-2024 TIP to allow important projects to proceed to implementation. He also noted efforts to have the World Cup held in the region in 2026 continued and that updates would be provided to the Committee, and highlighted Progress North Texas 2021 available at <https://nctcog.org/trans/about/publications/2021>. In addition, he noted the July RTC meeting would be held remotely, and that staff were working to schedule the August 12 RTC meeting at a location within the region to allow for an in-person meeting in a larger area. Staff also planned to hold RTC New Member Orientation the morning of August 12, 2021. In addition, he highlighted a potential partnership with the State to implement an aggressive safety program and that as the effort proceeds, staff will provide additional updates to members. Brian Moen thanked staff for their work on the COVID-19 data and the dashboard that was developed. He also discussed the safety data as part of the presentations and asked if fatalities rates were lowering with more congestion and the return to work. Mr. Morris discussed safety data and the importance of having an aggressive statewide program.
9. **Legislative Update:** Nicholas Allen provided an update on federal legislative actions. On June 24, 2021, a bipartisan Senate group announced a new infrastructure agreement had been reached totaling approximately \$550 billion. A large portion of the funding was designated for traditional transportation projects and also included rail, public transportation, and electric vehicle charging infrastructure. The proposed bill also included provisions to improve rural broadband access and climate resilience. The controversial human infrastructure funding portion was not included. In addition, he noted Surface Transportation Reauthorization would expire September 30, 2021. In May, the Senate Environment and Public Works Committee came to an agreement on a bipartisan bill that would provide \$304 billion for highways. Separately, \$78 billion in transit and rail funding was approved by the Senate Commerce Committee. The House Transportation and Infrastructure Committee also recently approved the INVEST Act. The \$547 billion plan included funding for highways, bridges, safety, public transit, and rail and noted staff would continue to monitor the proposed bill. Mr. Allen also provided an update on the Texas Legislature which adjourned on May 31, 2021. SB 1, the two-year statewide budget totaling approximately \$248 billion

was approved. This was a decrease of \$13.5 billion mainly due to stimulus funds that will not be present for the upcoming budget. Related to transportation, funding for the Texas Department of Transportation (TxDOT) totaled just over \$30 billion which included Proposition 1 and Proposition 7 revenues. He noted the Governor had called a Special Session which was expected to focus on election policy and other non-transportation issues. Separately, \$16 billion in federal funds would need to be allocated before the 2021 legislative session. Bills that had been approved were highlighted. These included bills related to issuing debt obligations from the Texas Mobility Fund, issuance of bonds to renovate or develop areas of county-owned land, updates to the Texas Emissions Reduction Program, and additional funding for certain transportation and air quality programs. Other approved bills included safety bills providing new privileges for TxDOT district engineers to lower speed limits during roadway maintenance, protections for bicycle and pedestrian users, integration of autonomous vehicles, creation of an Urban Air Mobility Advisory Committee related to unmanned aircraft systems, and broadband expansion. Miscellaneous transportation bills approved included a bill that creates uniform regulations for peer-to-peer car sharing services and one related to road user studies. He noted staff was working on a detailed summary of all transportation and air quality bills that were tracked over the session and that the summary would be provided to the Committee in the future.

10. **Overview of the 2020 Bicycle and Pedestrian Annual Traffic Count Report:** Daniel Snyder provided an overview of the regional bicycle and pedestrian trail data collection program and highlights from the 2020 annual report. Each year, the North Central Texas Council of Governments (NCTCOG) publishes a report on bicycle and pedestrian facility usage throughout the region collected from trail counters. In the 2020 report, the impact of COVID-19 protective measures on bicycle and pedestrian trail usage was also analyzed. Data was collected on trails in Fort Worth, North Richland Hills, Denton, Allen, Plano, and three sites in Dallas. Beginning in March 2020, trail usage increased 50 percent compared to March 2019 and continued to increase to a 78 percent increase in May 2020 versus the same time in 2019. When reviewing May 2020 data, staff reviewed patterns and trends at the eight sample locations. Trail counters in North Richland Hills, Plano, and Allen all recorded an over 100 percent increase. Average daily trail volumes in 2020 compared to 2019 were highlighted for each of the sample locations. Of note, during May 2020 an average day on the Katy Trail recorded nearly 3,000 trail counts and of the eight sample locations, five registered over 2,000 trail counts, which is more than what many recorded on an average day in 2019. When looking at activity during the days of the week, the largest growth in bicycling and walking occurred during Tuesday, Wednesday, and Thursday. In addition, bicycle counts for each of the locations registered increases compared to 2019. Mr. Snyder noted that the annual report was available online at www.nctcog.org/bikepedcountdata for members interested in reviewing additional information. Alonzo Liñán asked if the Tuesday-Thursday data reflected the average of those days or a cumulative summary of the three days. Mr. Snyder noted the data reflected was an average of the three days.
11. **Access North Texas 2022 Plan Update:** Vivian Fung presented information on the 2022 update to Access North Texas, the regional public transportation coordination plan for the 16-county North Central Texas region. The purpose of the plan is to identify the public transportation needs of older adults, individuals with disabilities, low-income individuals, and others with transportation challenges. The plan is also used to specify strategies to address needs and current challenges, eliminate gaps in service, avoid duplication of transit services, and meet federal and State requirements of transit coordination in the 16 counties. The Regional Transportation Council (RTC) adopted the last update of Access North Texas on March 8, 2018. Since the plan needs to be updated every four years, staff has begun

efforts for the 2022 update. The regional public transportation coordination plan is required by both the Federal Transit Administration and the Texas Department of Transportation, and information and strategies identified through the plan shape planning and funding decisions for transit. Ms. Fung highlighted the 2018 Access North Texas Plan Update that includes both regional and county-specific strategies for public transportation. Also highlighted were examples of projects implemented since the 2018 update that align with the strategies. Details were provided in Electronic Item 11.1. The 2018 Plan Update, as well as public input opportunities for the 2022 update, were made available at www.accessnorthtexas.org. As staff prepares for the 2022 update, a large component will be the public outreach process to gauge the public transportation needs of individuals throughout the region. Three ongoing outreach efforts were being conducted and would continue through July 31, 2021: 1) virtual, county-specific public meetings; 2) public and agency surveys in English and Spanish provided in Electronic Item 11.2 and available online at www.accessnorthtexas.org; and 3) the Map Your Experience Tool through which feedback on transit can be provided at <http://www.nctcog.org/mapyourexperience>. Ms. Fung also highlighted staff efforts completed to date, as well as current and future efforts for update of the plan. The public involvement framework has been developed and outreach activities will continue through the summer. Partner coordination will also continue, and future efforts will include data analysis and development of goals/strategies, review of the draft plan, and incorporation of public comments into the proposed plan following the public comment for the draft plan in Spring 2022. The final document will then be submitted to the Executive Board for approval, followed by plan implementation in spring/summer 2022. The timeline for this effort was highlighted.

12. **University Partnership Program Survey-Measuring Resiliency Dimensions of Transportation Infrastructure in North Central Texas:** Jeff Neal provided information to the Committee on an ongoing University Partnership Program effort to measure the resiliency of critical North Central Texas transportation infrastructure and develop potential resiliency enhancement strategies. North Central Texas Council of Governments staff are working with professors, researchers, and graduate students at the University of Texas in Arlington to measure the resiliency dimensions of the transportation system throughout the region. He noted as the region considers resiliency, it is important to recall the definition by the Federal Highway Administration that resiliency is the ability to anticipate, prepare for, and adapt to changing conditions and to withstand, respond to, and recover quickly for disruptions. This includes both natural and human made events. A survey was developed to help understand current and future infrastructure conditions, what natural or human made stressors are causing problems, and to what extent is the damage/disruption occurring. Member's participation is voluntary and personal information will not be included in the final report or data that is available to the public. He noted responses were due by July 2 and that the survey was available online at <https://resiliencedimensionproject2021.questionpro.com/>. Committee Chair Brian Moen noted he had completed the survey and suggested that definitions may be helpful to make it clear from the beginning of the survey differences between resiliency versus rebuild. He added that the survey seemed to be based on events that occur, and that he also thought of resiliency as how the region is prepared to adapt for growth. Mr. Neal agreed that while understanding the impacts of recent weather events is a focus, the impacts of growth and day-to-day demands on facilities in the region should also be a consideration.
13. **Regional Automated Transportation System Guidelines Development Project:** Clint Hail presented an update on the Regional Automated Transportation System (ATS) Guidelines Development Project. He noted this project is part of the larger Regional People Mover Initiative to connect, support, and enhance passenger transit and goods shipments within the region by deploying ATS technologies. The initiative will also help to provide first

and last-mile solutions to and from regional hubs and corridors for passengers and goods, provide circulation within and adjacent to dense mixed-use developed activity centers, and develop homogenous regional infrastructure and vehicle technology that can be effectively deployed throughout the region. ATS is the combination of the transportation technology itself such as automated vehicle (AV) shuttles and infrastructure suited to support the AV technology. Infrastructure may be developed as part of the project or preexisting modular-type infrastructure that is rapidly deployable could also be used. Through previous work by North Central Texas Council of Governments staff, it was determined that the movement of both people and goods present viable opportunities for ATS technologies. Additional information is available through Mobility 2045, as well as two studies completed by staff. As part of the ATS Guidelines Development Project, staff will procure expertise to develop a set of broad guidelines that will inform future engineering procurements related to ATS deployments. Key elements will be to evaluate ATS vehicle technologies with focus on those that can be adapted to future technological changes, develop modular infrastructure guidelines for grade-separated guideways and other infrastructure innovations, and evaluate wireless vehicle charging technologies. The scope of the project outlines that the initiative will seek to develop performance guidelines for a combined technology and infrastructure solution capable of safe and effective operations within two primary operating environments (OE). Operating Environment A would be for people movement in areas such as mixed-use development locations. Operating Environment B would be for freight/goods movement in manufacturing and intermodal hub areas. In December 2020, a Request for Proposals was published and in February 2021 Lea + Elliot was selected as the prime consultant. The North Central Texas Council of Governments is in the process of finalizing the contract and the project is expected to last approximately 12-18 months from contract execution. The timeline for this effort was highlighted, which included future project updates to both the Committee and the Regional Transportation Council. Michael Morris discussed the project and noted the potential benefits of infrastructure and charging components that could be used throughout the region. He encouraged interested members to engage with staff.

14. **Surface Transportation Technical Committee Officers and Announcement of New Regional Transportation Council Officers:** Dan Kessler thanked Brian Moen for his leadership as the Surface Transportation Technical Committee Chair during the last year. In addition, he noted the STTC officers for the 2021-2022 term were approved at the North Central Texas Council of Governments (NCTCOG) Executive Board's June 24, 2021, meeting: Chair Tanya Brooks, Assistant Director, Traffic and Management Division, Transportation and Public Works, City of Fort Worth; Vice Chair Cason G. Clemens, Deputy District Engineer, Texas Department of Transportation, Dallas District; and Secretary Walter Shumac, III, P.E., Director of Transportation Services, City of Grand Prairie. In addition, he noted the new Regional Transportation Council officers approved at the June 10, 2021, RTC meeting: Chair Theresa Daniel, Ph.D., Commissioner, Dallas County; Vice Chair Duncan Webb, Commissioner, Collin County; and Secretary Cary Moon, Councilmember, City of Fort Worth.

Committee Chair Brian Moen thanked NCTCOG staff for their support during his term as Chair and noted it was an honor to serve as an officer to the Committee.

15. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
1. Air Quality Funding Opportunities for Vehicles (<https://www.nctco.org/trans/quality/air/funding-and-resources>)
 2. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)

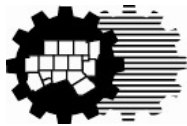
3. Status Report on Ozone Season (Electronic Item 15.1)
 4. Know Before You Fly Your Drone Workshops
(www.northtexasuas.com/UAS-Taskforce#Workshops)
 5. Status of Texas Volkswagen Environmental Mitigation Program Funding Programs (Electronic Item 15.2)
 6. Regional Ecosystem Framework and Interactive Viewer Survey (Electronic Item 15.3)
 7. 2020 Travel Demand Management Performance Report
(<https://www.nctcog.org/trans/manage/tdm/tdm-performance-measures>)
 8. Regional Safety Advisory Committee Membership Assignments for 2021-2022 (Electronic Item 15.4)
 9. Progress North Texas (<https://nctcog.org/trans/about/publications/2021>)
 10. Public Comments Report (Electronic Item 15.5)
 11. Written Progress Report:
 - Local Motion (Electronic Item 15.6)
16. **Other Business (Old and New):** There was no discussion on this item.
17. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on July 23, 2021. The meeting was later canceled.

The meeting adjourned at 3:20 pm.

Endorsement of RTC Action on Texas Supplemental Environmental Project Funding Recommendations

**Surface Transportation Technical Committee Meeting
August 27, 2021**

**Savana Nance
Air Quality Planner**



**North Central Texas
Council of Governments**



Background

Entities Fined by the Texas Commission on Environmental Quality (TCEQ) for Environmental Violations Can Choose to Contribute a Specific Portion of the Penalty to a Supplemental Environmental Project (SEP) in Their Community Rather Than to the Texas General Revenue Fund

The North Central Texas Council of Governments (NCTCOG) Administers the North Central Texas Clean School Bus Program (NCTCSB), Which has Been Approved by the TCEQ as a Third-Party SEP Initiative

Funds from Air Quality Enforcement Orders can be Contributed to the NCTCSB Program

Since 2011, total of \$390,500 Received

- Previously Awarded: \$116,000 (Awarded through Clean Fleets North Texas Call for Projects to Garner ISD and Denton ISD)
- Currently Available: \$274,500

Program Scope and Requirements

Eligible Recipients:

School Districts Operating in the 10-County Dallas-Fort Worth Ozone Nonattainment Area

Eligible Activities:

Replacement of 2002 or Older Diesel School Buses

- In Use on a Weekly Basis
- Owned by School District for the Last Two Years
- Cannot be Already Scheduled and Budgeted for Replacement
- Must be Scrapped

Eligible Funding Level:

Up to 100%

Solicitation Process

Leveraged Registration Data to Identify School Districts Expected to have Buses Eligible for Replacement

- Few Diesel Buses Older than 2002 In Use
- 12 School Districts Identified

Sent Letter Seeking Project Requests to 12 Prospective Recipient ISDs

- Offered At Least 80% Funding

Recommendations for New Projects:

- Replace the Oldest, most Polluting Buses
- Use New Buses on Routes in Disadvantaged Areas of the District
- Purchase Alternative Fuel Buses (Propane, CNG, or Electric) if Possible to Maximize Emissions Reductions

Summary of Requests and Funding Recommendation

Project Requests Received From Two School Districts

Pending Completion of Risk Assessment and Adoption of Clean Fleet Policy, Recommended Projects Are:

Applicant	Number of Eligible School Buses	Old School Bus Model Year	Fuel Type of New Buses	Percent Reduction in Engine NO _x Emission Rate	Recommended Funding Level For New Buses	Recommended Maximum Funding Award
Kemp ISD	1	1997	Diesel	92%	80%	Up to \$89,600
Cedar Hill ISD	2	2001; 2002	Propane	95%	90%	Up to \$216,000
Total of Recommended Awards*						Up to \$305,600
Amount Currently Available						\$274,500

**If NCTCOG Receives Additional SEP Contributions, Recommend Applying Additional Funds to Awards herein to Cover Small Shortfall in Currently Available Funding*

New SEP Agreement with TCEQ will be Negotiated with Updated Requirements to Enable Ongoing Ability to Accept Contributions and Fund School Bus Emissions Reduction Projects 5

Schedule

Milestone	Estimated Timeframe
RTC Approval of Recommended Funding	August 12, 2021
Executive Board Authorization	August 26, 2021
STTC Endorsement of RTC Approval	August 27, 2021
Project Implementation	2021-2022

Relevance to Regional Planning

Air Quality Emphasis Areas:

High-Emitting Vehicles/Equipment

Idling

Hard Accelerations

Low Speeds

Cold Starts

Vehicle Miles of Travel

Energy and Fuel Use

Performance Measure: Air Quality

Mobility 2045 Air Quality Policies:

AQ3-003: Support and implement educational, operational, technologies, and other innovative strategies that improve air quality in North Central Texas, including participation in collaborative efforts with local, regional, state, federal, and private sector stakeholders.

AQ3-004: Support and implement strategies that promote energy conservation, reduce demand for energy needs, reduce petroleum consumption, and/or decrease greenhouse gas emissions.

Mobility 2045 Chapter 4 – Environmental Considerations

Action Requested

Endorsement of RTC Approval of Funding Recommendations:

Up to \$89,600 to Kemp ISD to Replace 1 School Bus

Up to \$216,000 to Cedar Hill ISD to Replace 2 School Buses

Application of Additional SEP Contributions to these Awards to Cover Small Shortfall in Currently Available Funds

For More Information

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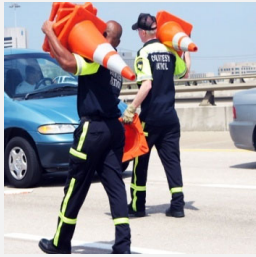
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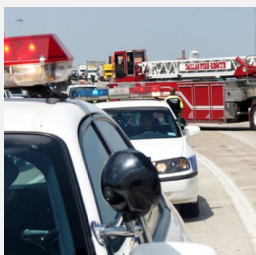
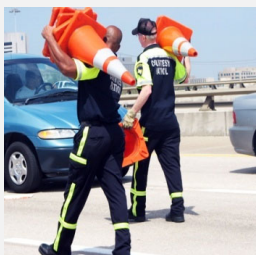
2021 NCTCOG INCIDENT MANAGEMENT FREEWAY BLOCKING EQUIPMENT CALL FOR PROJECTS

Surface Transportation Technical Committee

Camille Fountain
August 27, 2021



North Central Texas
Council of Governments



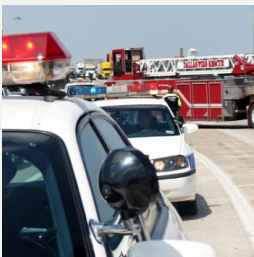
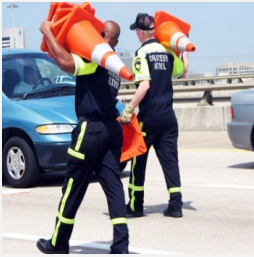
2020 NCTCOG Incident Management Equipment Purchase Call for Projects Background

2020 Incident Management (IM) Equipment Purchase Call for Projects Recommendations of \$1,242,942, Approved by Regional Transportation Council (RTC) on July 9, 2020

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

Additional Regional Toll Revenue (RTR) Funding in the Amount of \$132,000 Allocated to Implement the IM Blocking Equipment Pilot Project

- City of Grand Prairie, City of Mesquite, and Town of Flower Mound Awarded Funds for Blocking Equipment Pilot Project
- Due to FHWA Buy America Compliancy Requirements Related to Iron or Steel, Staff Recommended That the Incident Management Freeway Blocking Equipment Pilot Project be Funded Using Non-Federal Funding Sources



2021 NCTCOG Incident Management Freeway Blocking Equipment Call for Projects

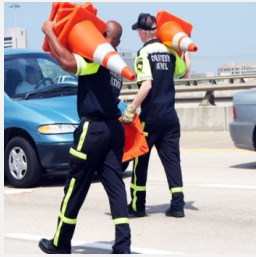
\$1M Available Based on Local Government Interest Resulting from the 2020 IM Blocking Equipment Pilot Project Initiative

Purpose: Assist Partner Agencies in Purchasing Scene Management Blocking Equipment to Provide Protection to Incident Responders Responding to Traffic Crashes

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

Emphasizes: Importance of Implementing Incident Management Strategies and Training

Improves Regional Roadway Safety for Responders



Eligible Recipients and Activities

Eligible Recipients

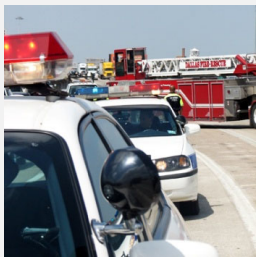
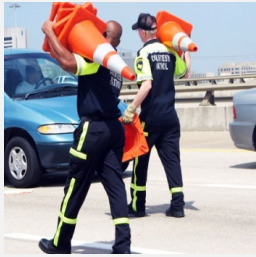
- Public Sector Partner Agencies within the NCTCOG 10-County Nonattainment Area Actively Involved in Incident Management

Eligible Activities

- Purchase of Scene Management Blocking Equipment to Provide Protection to Incident Responders Responding to Traffic Crashes, While Reducing the Need for Additional Fire Truck-Lighting
 - Examples Include: crash attenuators, crash barriers, crash cushions, brooms/sweepers, etc.

Ineligible Activities

- Personnel and Staffing Charges
- Fire Trucks/Engines



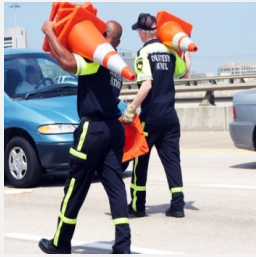
Eligible Recipients and Activities (Cont.)

Eligible Blocking Equipment Recommendations

- Blocking Equipment Should Minimize the Need for a Fire Apparatus on Scene *Solely* for the Purpose of Blocking

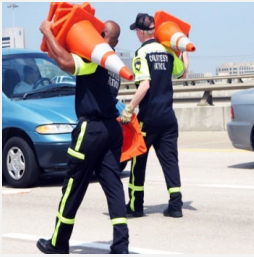
Eligible Blocking Equipment Recommendation Benefits

- Removes the Possibility of a Fire Apparatus Being Struck
- Minimizes Additional Lighting On-Scene
 - Lighting Can be Distracting to Motorists
 - Lighting Can Attract Intoxicated Motorists 'To' a Scene vs. 'Away From'
- Blocking Equipment Placed on 'Non-Fire Truck' Vehicles Will be Scored Higher Than Equipment Placed on Fire Trucks When Ranking Projects



Scoring Criteria

Scoring Component	Available Points
TIM Training Attendance - NCTCOG or In-house (Since August 2013)	20
Crash Data in Jurisdiction (2016 - 2020)	10
Adoption of Incident Management Resolution	10
Incident Management Goals/Targets in Place	5
Adoption/Implementation of Regional Performance Measure Standard Definitions	5
Explanation of How Equipment will be Used to Mitigate Crashes	50
Total Score	100



Scoring Methodology

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

- 0 Points – No TIM Training
- 10 Points – Police or Fire Participation
- 20 Points – Police AND Fire Participations

Crash Data in Jurisdiction

- 5 Points – Crash Rate Below County Rate
- 10 Points – Crash Rate Above County Rate

Adoption of Incident Management Resolution

- 0 Points – Not Adopted
- 10 Points – Adopted



Scoring Methodology (Cont.)

Adoption/Implementation of Regional Performance Measure Standard Definitions

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

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

Incident Management Goals/Target in Place

0 Points – No Goals/Targets

2.5 Points – Goals/Targets without Measurements

5 Points – Goals/Targets with Measurements

Equipment Description and Explanation

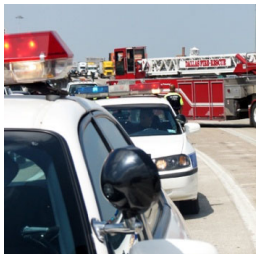
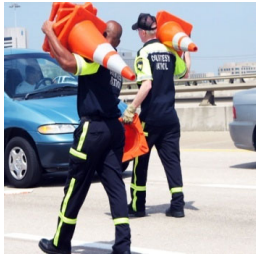
15 Points – Detailed/Clear Project Description with Pictures and Specifications

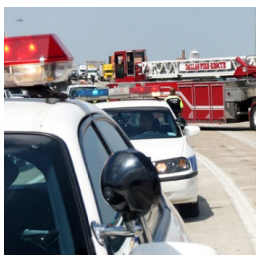
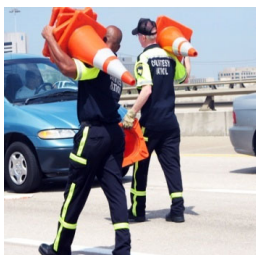
20 Points – FIM Best Practice

15 Points – Innovativeness (*Non-Fire Truck Vehicle Deployment*)

Proposed Schedule

Date	Action
July 23, 2021	Regional Safety Advisory Committee (Info) – IM Freeway Blocking Equipment CFP Notice
August 12, 2021	RTC (Action) – Request RTR Funds to Conduct CFP
August 27, 2021	STTC (Action) – Request Endorsement of RTC Action
August 30, 2021	Open Call for Projects (60 days)
September 13, 2021	IM Blocking Equipment CFP Forum
October 28, 2021	Close Call for Projects
Oct. 29 – Nov. 12, 2021	Evaluate Submitted Proposals
December 3, 2021	STTC (Action) – Approval of Selected Projects
December 13, 2021	Public Comment Period Begins
January 13, 2022	RTC (Action) – Approval of Selected Projects
January 28, 2022	TIP Mods Due
Early – Mid June 2022	FHWA Approval
August 2022	TTC Approval
Fall 2022	Execute Agreement with TxDOT
Fall 2022	TxDOT Sends RTR Funding to City/Implementing Agency
Winter 2022	Cities Purchase Blocking Equipment



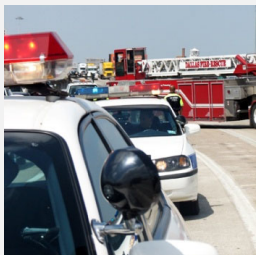
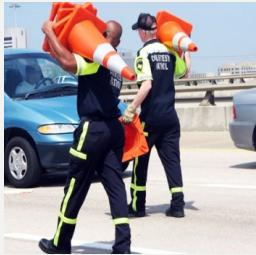


Requested Action

Endorsement of August 12, 2021 RTC Approval of the Following Actions:

Approve Allocation of \$1 Million in Regional Toll Revenue Funding to Implement the Incident Management Freeway Blocking Equipment Call for Projects

Direct Staff to Administratively Amend the TIP, the Statewide TIP and Other Administrative/Planning Documents as Needed



Contact Information

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[FR Doc. 2021-13892 Filed 6-29-21; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Fiscal Year 2021 Competitive Funding Opportunity: Areas of Persistent Poverty Program

SUMMARY: Federal Transit Administration (FTA), U.S. Department of Transportation (DOT).

SUMMARY: Notice of funding opportunity (NOFO).

SUMMARY: The Federal Transit Administration (FTA) announces the opportunity to apply for \$16,259,614 in funding from Fiscal Year (FY) 2020 (\$39,614) and FY 2021 (\$16,220,000) for the Areas of Persistent Poverty Program (Federal Assistance Listing: 20.505). As required by law, funds will be awarded competitively for planning, engineering, or development of technical or financing plans for projects that assist areas of persistent poverty. FTA may award additional funds if they are made available to the program prior to the announcement of project selections.

DATES: Complete proposals must be submitted electronically through the *GRANTS.GOV* “APPLY” function by 11:59 p.m. Eastern Time on August 30, 2021. Prospective applicants should initiate the process by registering on the *GRANTS.GOV* website immediately to ensure completion of the application process before the submission deadline. Instructions for applying can be found on FTA’s website at <http://transit.dot.gov/howtoapply> and in the “FIND” module of *GRANTS.GOV*. The funding opportunity ID is FTA-2021-005-TPE. Mail and fax submissions will not be accepted.

FOR FURTHER INFORMATION CONTACT: Tonya P. Holland, FTA Office of Planning and Environment, 202-493-0283, or tonya.holland@dot.gov. A TDD is available at 1-800-877-8339 (TDD/FIRS).

SUPPLEMENTARY INFORMATION:

Table of Contents

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

A. Program Description

The Areas of Persistent Poverty Program provides funds to eligible recipients or subrecipients under Title 49 U.S.C. Sections 5307, 5310, or 5311 located in areas of persistent poverty. Funding to implement the Areas of Persistent Poverty Program was appropriated by the Further Consolidated Appropriations Act, 2020 (Pub. L. 116-94, Dec. 20, 2019) and the Consolidated Appropriations Act, 2021 (Pub. L. 116-260, Dec. 27, 2020), and will be awarded through a competitive process, as described in this notice. This funding opportunity is occurring under Federal Assistance Listing number 20.505.

FTA will award grants to eligible applicants for planning, engineering, or development of technical or financing plans for projects eligible under Chapter 53 of title 49, United States Code. Applicants are encouraged to work with non-profits or other entities of their choosing to develop an eligible project. An eligible project for this NOFO is defined as a planning study (including a planning and environmental linkages study that advances the environmental analysis and review process as part of the metropolitan planning process), an engineering study, a technical study, or a financial plan.

This program supports FTA’s strategic goals and objectives through the timely and efficient investment in public transportation. This program also supports the Biden-Harris Administration’s agenda to mobilize American ingenuity to build modern infrastructure and an equitable, clean energy future. By supporting increased transit access for environmental justice (EJ) populations (see FTA Circular 4703.1), equity-focused community outreach, public engagement of underserved communities, adoption of equity-focused policies, reducing greenhouse gas emissions, and addressing the effects of climate change, FTA’s Areas of Persistent Poverty Program advances the goals of Executive Order 13985: Advancing Racial Equity and Support for Underserved Communities Through the Federal Government; Executive Order 13990: Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis; and Executive Order 14008: Tackling the Climate Crisis at Home and Abroad.

FTA seeks to use the Areas of Persistent Poverty Program to encourage racial equity in two areas: (1) Planning and policies related to racial equity and barriers to opportunity; and (2) engineering, or development of

technical or financing plans, for project investments that either proactively addresses racial equity and barriers to opportunity, including automobile dependence as a form of barrier, or redress prior inequities and barriers to opportunity.

B. Federal Award Information

FTA intends to award all available funding (approximately \$16.26 million) in the form of grants to selected applicants responding to this NOFO. Additional funds made available for this program prior to project selection may be allocated to eligible projects. Funds will remain available for obligation for four fiscal years, not including the year in which the funds are allocated to projects.

Only proposals from eligible recipients for eligible activities will be considered for funding. FTA anticipates a maximum grant award not to exceed \$850,000.

In response to a NOFO that closed on May 4, 2020, FTA received applications for 28 eligible projects requesting a total of \$11,062,307. Of the 28 projects, 25 projects were selected and funded for a total of \$8.46 million.

C. Eligibility Information

1. Eligible Applicants

Eligible applicants include States, tribes, and designated or direct recipients eligible under 49 U.S.C. 5307, 49 U.S.C. 5310, or 49 U.S.C. 5311 that are located in areas of persistent poverty. State departments of transportation may apply on behalf of eligible applicants within their States. Applicants are also encouraged to work with non-profit organizations.

For the funding made available in FY 2021, eligible projects must be located: (1) In a county that had greater than or equal to 20 percent of the population living in poverty over the 30-year period preceding the date of enactment of the Consolidated Appropriations Act, 2021 (Pub. L. 116-260, December 27, 2020), as measured by the 1990 and 2000 decennial census and the most recent Small Area Income and Poverty Estimates, or (2) in a census tract with a poverty rate of at least 20 percent as measured by the 2014-2018 five-year data series available from the American Community Survey of the Bureau of the Census; or (3) in any territory or possession of the United States. Use this link to confirm that your proposed project is in an Area of Persistent Poverty and document that in the Supplemental Form to the application—<https://datahub.transportation.gov/stories/s/tsyd-k6ij>.

For the funding made available in FY 2020, eligible projects must be located: (1) In a county that consistently had 20 percent or more of the population living in poverty over the 30-year period preceding the date of enactment of the Further Consolidated Appropriations Act, 2020 (Pub. L. 116–94, Dec. 20, 2019), as measured by the 1990 and 2000 decennial census and the most recent Small Area Income and Poverty Estimates, or (2) in a census tract with a poverty rate of at least 20 percent as measured by the 2013–2017 five-year data series available from the American Community Survey of the Bureau of the Census.

Given the small amount of FY 2020 funding available, eligible applicants for FY 2020 funds must also meet the eligibility requirements for funding in FY 2021 in order to receive available FY 2020 funding. Eligible applicants must be able to demonstrate the requisite legal, financial, and technical capabilities to receive and administer Federal funds under this program.

As described in the Appropriations Acts, applicants are encouraged to work with non-profits or other entities of their choosing to develop planning, technical, engineering, or financing plans, and applicants are encouraged to partner with non-profits that can assist with making projects low or no emissions. If an application that involves such a partnership is selected for funding, the selection process for the non-profit or other nongovernmental partners must satisfy the requirements for a competitive procurement under 49 U.S.C. 5325(a). A competitive selection process conducted by the applicant prior to applying for an Area of Persistent Poverty award will be deemed to satisfy the requirements of 49 U.S.C. 5325(a) for the named entities. Applicants are advised that any changes to the proposed partnership will require written FTA approval, must be consistent with the scope of the approved project, and may necessitate a competitive procurement.

2. Cost Sharing or Matching

The minimum Federal share for projects selected under the Areas of Persistent Poverty Program is 90 percent of the net total project cost (*i.e.*, the local share will be no more than 10 percent of the net total project cost, not 10 percent of the requested grant amount).

Eligible sources of local match include the following: Cash from non-Government sources other than revenues from providing public transportation services; revenues derived from the sale of advertising and concessions; amounts received under a

service agreement with a State or local social service agency or private social service organization; revenues generated from value capture financing mechanisms; or funds from an undistributed cash surplus; replacement or depreciation cash fund or reserve; or new capital. In addition, transportation development credits or documentation of in-kind match may be used as local match if identified and documented in the application.

3. Eligibility Criteria

i. Eligible Activities

Under the Areas of Persistent Poverty Program, eligible projects are planning, engineering, or development of technical or financing plans for projects eligible under Chapter 53 of title 49, United States Code. For example, these activities may include planning, engineering, or development of technical or financing plans for improved transit services; new transit routes; engineering for transit facilities and improvements to existing facilities; innovative technologies; low or no emission buses or a new bus facility or intermodal center that supports transit services; integrated fare collections systems; or coordinated public transit human service transportation plans to improve transit service in an area of persistent poverty or to provide new service such as transportation for services to address the opioid epidemic, as well as increase access to environmental justice populations, while reducing greenhouse gas emissions and the effects of climate change. An eligible project also may be a planning and environmental linkages study that advances the environmental analysis and review process as part of the metropolitan planning process.

ii. Ineligible Activities

It is important to note that capital, maintenance, or operating costs of any type are, not eligible for funding under the Areas of Persistent Poverty Program. Procurement of vehicles or equipment and support of the operation and maintenance of systems also are ineligible activities.

D. Application and Submission Information

1. Address To Request Application Package

The application package may be obtained from *GRANTS.GOV*. Applications must be submitted electronically through *GRANTS.GOV*. General information for submitting applications through *GRANTS.GOV* can be found at <https://www.grants.gov/web/>

[grants/applicants.html](#), along with specific instructions for the forms and attachments required for submission. The Standard Form 424 (SF-424), Application for Federal Assistance, which must be included with every application, can be downloaded from *GRANTS.GOV*. Mail and fax submissions will not be accepted.

A complete proposal submission consists of two forms: The SF-424 Application for Federal Assistance (downloaded from *GRANTS.GOV*) and the Supplemental Form for the FY 2021 Areas of Persistent Poverty Program (downloaded from *GRANTS.GOV* or the FTA website at <https://www.transit.dot.gov>). Failure to submit the information as requested can delay review or disqualify the application.

2. Content and Form of Application Submission

Proposals must include a completed SF-424 Application for Federal Assistance form and the following attachments to the completed SF-424:

- i. A completed Applicant and Proposal Profile supplemental form for the Areas of Persistent Poverty Program (Supplemental Form) found on the FTA website at <https://www.transit.dot.gov>. The information on the Supplemental Form will be used to determine applicant and project eligibility for the program, and to evaluate the proposal against the selection criteria described in part E of this notice;
- ii. A map of the proposed study area with which to confirm alignment between the proposed study area and areas of persistent poverty;
- iii. Documentation of any partnerships between the applicant and other organizations to carry out the proposed activities. Documentation may consist of a memorandum of agreement or letter of intent signed by all parties that describes the parties' roles and responsibilities in the proposed project; and
- iv. Documentation of any funding commitments for the proposed work.

FTA will accept only one Supplemental Form per SF-424 submission. FTA encourages States and other applicants to consider submitting a single Supplemental Form that includes multiple activities to be evaluated as a consolidated proposal. If a State or other applicant chooses to submit separate proposals for individual consideration by FTA, each proposal must be submitted using a separate SF-424 and Supplemental Form.

Applicants may attach additional supporting information to the SF-424 submission, including but not limited to letters of support, project budgets, fleet

status reports, or excerpts from relevant planning documents. Supporting documentation must be described and referenced by file name in the appropriate response section of the Supplemental Form, or it may not be reviewed.

Information such as the applicant's name, Federal amount requested, local match amount, and description of the study area are requested in varying degrees of detail on both the SF-424 form and Supplemental Form. Applicants must fill in all fields unless stated otherwise on the forms. Applicants should use both the "Check Package for Errors" and the "Validate Form" buttons on both forms to check all required fields and to ensure that the Federal and local amounts specified are consistent. In the event of errors with the Supplemental Form, FTA recommends saving the form on your computer and ensuring that JavaScript is enabled in your PDF editor. The information listed below MUST be included on the SF-424 and Supplemental Form for Areas of Persistent Poverty Program funding applications.

The SF-424 Mandatory Form and the Supplemental Form will prompt applicants for the following items:

1. Provide the name of the lead applicant and, if applicable, the specific co-sponsors submitting the application.
2. Provide the applicant's Dun and Bradstreet Data Universal Numbering System (DUNS) number.
3. Provide contact information including: Contact name, title, address, phone number, and email address.
4. Specify the Congressional district(s) where the planning project will take place.
5. Identify the project title and project scope to be funded, including anticipated substantial deliverables and the milestones for when they will be provided to FTA.
6. Identify and describe the eligible project that meets the requirements of Section C, subsection 3 of this notice, including a detailed description of the need for planning, engineering, or development of technical, or financial planning activities.
7. Address each evaluation criterion separately, demonstrating how the project responds to each criterion as described in Section E and how the project will support the Areas of Persistent Poverty Program objectives.
8. Provide a line-item budget for the project, with enough detail to indicate the various key components of the project.
9. Identify the Federal amount requested.

10. Document the matching funds, including the amount and source of the match (may include local or private sector financial participation in the project). Describe whether the matching funds are committed or planned, and include documentation of the commitments.

11. Provide an explanation of the scalability of the project.

12. Address whether other Federal funds have been sought or received for the comprehensive planning project.

13. Provide a schedule and process for the project that includes anticipated dates for incorporating the project into the region's unified planning work program, completing major tasks and substantial deliverables, and completing the project.

14. Describe how the proposed project advances the metropolitan transportation plan of the metropolitan planning organization or the statewide long-range plan prepared by the State department of transportation.

15. Propose performance criteria for the development and implementation of the proposed activities funded under the Areas of Persistent Poverty Program.

16. Identify potential State, local, or other impediments to the deliverables of the Areas of Persistent Poverty-funded work and their implementation, and how the impediments will be addressed.

17. Describe how the proposed activities address climate change. Applicants should identify any air quality nonattainment or maintenance areas under the Clean Air Act in the planning or study area. Nonattainment or maintenance areas should be limited to the following applicable National Ambient Air Quality Standards criteria pollutants: Carbon monoxide, ozone, and particulate matter 2.5 and 10. The U.S. Environmental Protection Agency's Green Book (available at <https://www.epa.gov/green-book>) is a publicly-available resource for nonattainment and maintenance area data. This consideration will further the goals of Executive Order 13990: Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis, and Executive Order 14008: Tackling the Climate Crisis at Home and Abroad.

18. Describe how the proposed activities address environmental justice populations, racial equity, and barriers to opportunity.

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

Each applicant is required to: (1) Be registered in SAM before submitting an application; (2) provide a valid unique entity identifier in its application; and

(3) continue to maintain an active SAM registration with current information at all times during which the applicant has an active Federal award or an application or plan under consideration by FTA. FTA may not make an award until the applicant has complied with all applicable unique entity identifiers and SAM requirements. If an applicant has not fully complied with the requirements by the time FTA is ready to make an award, FTA may determine that the applicant is not qualified to receive an award and use that determination as a basis for making a Federal award to another applicant. These requirements do not apply if the applicant is an individual or has an exemption approved by FTA or the U.S. Office of Management and Budget pursuant to 2 CFR 25.110(c) or (d). SAM registration takes approximately 3–5 business days, but FTA recommends allowing ample time, up to several weeks, for completion of all steps. For additional information on obtaining a unique entity identifier, please visit <https://www.sam.gov>.

Non-Federal entities that have received a Federal award are required to report certain civil, criminal, or administrative proceedings to SAM (currently the Federal Awardee Performance and Integrity Information System (FAPIS)) to ensure registration information is current and to comply with federal requirements. Applicants should refer to 2 CFR 200.113 for more information.

4. Submission Dates and Times

Project proposals must be submitted electronically through *GRANTS.GOV* by 11:59 p.m. eastern time August 30, 2021. *GRANTS.GOV* attaches a timestamp to each application at the time of submission. Proposals submitted after the deadline will be considered only under extraordinary circumstances not under the applicant's control. Mail and fax submissions will not be accepted.

Within 48 hours after submitting an electronic application, the applicant should receive two email messages from *GRANTS.GOV*: (1) Confirmation of successful transmission to *GRANTS.GOV*; and (2) confirmation of successful validation by *GRANTS.GOV*. FTA will then validate the application and will attempt to notify any applicants whose applications could not be validated. If the applicant does not receive confirmation of successful validation or a notice of failed validation or incomplete materials, the applicant must address the reason for the failed validation, as described in the email notice, and resubmit before the

submission deadline. If making a resubmission for any reason, include all original attachments regardless of which attachments were updated, and check the box on the Supplemental Form indicating this is a resubmission. An application that is submitted at the deadline and cannot be validated will be marked as incomplete, and such applicants will not receive additional time to re-submit.

FTA urges applicants to submit their applications at least 96 hours prior to the due date to allow time to receive the validation messages and to correct any problems that may have caused a rejection notification. *GRANTS.GOV* scheduled maintenance and outage times are announced on the *GRANTS.GOV* website. Deadlines will not be extended due to scheduled maintenance or outages.

Applicants are encouraged to begin the registration process on the *GRANTS.GOV* site well in advance of the submission deadline. Registration in *GRANTS.GOV* is a multi-step process, which may take several weeks to complete before an application can be submitted. Applicants who are already registered in *GRANTS.GOV* may be required to take steps to keep their registration up to date before submissions can be made successfully: (1) Registration in the System for Award Management (SAM) is renewed annually, and (2) persons making submissions on behalf of the Authorized Organization Representative (AOR) must be authorized in *GRANTS.GOV* by the AOR to make submissions.

5. Funding Restrictions

See Section C of this NOFO for detailed eligibility requirements. Funds under this NOFO cannot be used to reimburse applicants for otherwise eligible expenses incurred prior to an FTA award of a grant agreement unless FTA has issued pre-award authority for selected projects. Refer to Section C.3 of this NOFO (Eligible Projects) for information on activities that are eligible for funding under this grant program. Allowable direct and indirect expenses must be consistent with the government-wide Uniform Administrative Requirements and Cost Principles (2 CFR part 200) and FTA Circular 5010.1E.

6. Other Submission Requirements

The minimum Federal share for projects selected under the Areas of Persistent Poverty Program is 90 percent of the net total project cost (*i.e.*, the local share will be no more than 10 percent of the net total project cost, not 10 percent of the requested grant amount).

Applicants are encouraged to identify scaled funding options in case insufficient funding is available to fund a project at the full requested amount. If an applicant indicates that a project is scalable, the applicant must provide either (1) a minimum Federal funding amount (not less than 90 percent of the net total project cost); or (2) a reduced net total project cost and minimum Federal funding amount (not less than 90 percent of the reduced net total project cost) that will fund an eligible project that achieves the objectives of the program and meets all relevant program requirements. The applicant must provide a clear explanation of how the project would be affected by a reduced award. FTA may award a lesser amount whether a scalable option is provided.

All applications must be submitted via the *GRANTS.GOV* website. FTA does not accept applications on paper, by fax machine, email, or other means. For information on application submission requirements, please see Section D.1., Address to Request Application, and Section D.4., Submission Dates and Times.

E. Application Review Information

1. Criteria

Project proposals will be evaluated primarily on the responses provided in the Supplemental Form. Additional information may be provided to support the responses; however, any additional documentation must be directly referenced on the Supplemental Form, including the file name where the additional information can be found. Applications will be evaluated based on the quality and extent to which the following evaluation criteria are addressed.

a. Demonstration of Need

Applications will be evaluated based on the quality and extent to which they demonstrate how the proposed activities will support planning, engineering, or development of technical or financing plans that would result in a project eligible for funding under Chapter 53 of Title 49, United States Code.

b. Demonstration of Benefits

Applications will be evaluated based on how well they describe how the proposed planning, engineering, or development of technical or financing plans address the existing condition of the transit system, improve the reliability of transit service for its riders, enhance access and mobility within the service area, accelerate innovation in areas of persistent poverty to serve

unmet needs, promote emissions reductions, reduce barriers to affordable housing, address racial equity and reduce barriers to opportunity, and support environmental justice populations. The following factors will be considered:

i. System Condition. FTA will evaluate the potential for the planning, engineering, or development of technical or financing plans to lead to an improvement in the condition of the transit system in areas of persistent poverty.

ii. Service Reliability. FTA will evaluate the potential for the planning, engineering, or development of technical or financing plans to lead to a reduction in the frequency of breakdowns or other service interruptions caused by the age and condition of the agency's transit vehicle fleet, and improve system reliability.

iii. Enhanced Access and Mobility. FTA will evaluate the potential for the planning, engineering, or development of technical or financing plans to lead to improved access and mobility for the transit riding public, such as through increased reliability, improved headways, creation of new transportation choices, or eliminating gaps in the current route network.

iv. Accelerating Innovation. FTA will evaluate the potential for the planning, engineering, or development of technical or financing plans to accelerate the introduction of innovative technologies or practices such as integrated fare payment systems permitting complete trips or advancements to propulsion systems. Innovation can also include practices such as new public transportation operational models, financial or procurement arrangements, or value capture strategies.

v. Emissions Reductions. FTA will evaluate the potential for the planning study, engineering study, or development of technical or financing plans to identify proposed actions that will reduce greenhouse gas and other harmful pollutants and/or improve resilience to climate change.

vi. Barriers to Low Income Housing. FTA will evaluate the degree to which the planning study, engineering study, or development of technical or financial plans identify proposed actions that reduce regulatory barriers that unnecessarily raise the costs of housing development or impede the development of affordable housing.

vii. Racial Equity and Barriers to Opportunity. FTA will evaluate the extent to which the planning study, engineering study, or development of technical or financial plans either

proactively address racial equity and barriers to opportunity, including automobile dependence as a form of barrier, or redress prior inequities and barriers to opportunity. FTA also will consider the extent to which applications incorporate such activities as equity-focused community outreach and public engagement of underserved communities in the planning process, and adoption of an equity and inclusion program/plan or equity-focused policies.

viii. Environmental Justice. FTA will evaluate the extent to which the planning study, engineering study, or development of technical or financial plans will support increased access to transit for environmental justice populations and engages such populations in plan or study development. See FTA Circular 4703.1, "Environmental Justice Policy Guidance For Federal Transit Administration Recipients."

ix. Regional Support. Applicants should provide evidence of regional or local support for the proposed project. Documentation may include support letters from local and regional planning organizations, local governmental officials, public agencies, and/or non-profit or private sector partners attesting to the need for the project.

c. Funding Commitments

Applicants must identify the source of the non-Federal cost-share and describe whether such funds are currently available for the project, or will need to be secured if the project is selected for funding. FTA will consider the availability of the local cost-share as evidence of local financial commitment to the project. Additional consideration will be given to those projects for which local funds have already been made available or reserved. Applicants should submit evidence of the availability of funds for the project (*e.g.*, by including a board resolution, letter of support from the State, a budget document highlighting the line item or section committing funds to the proposed project, or other documentation of the source of non-Federal funds).

d. Project Implementation Strategy

FTA will evaluate the strength of the work plan, schedule, and process included in an application based on the following factors:

- i. Extent to which the schedule contains sufficient detail, identifies all steps needed to implement the work proposed, and is achievable;
- ii. Extent of partnerships, including with non-public sector entities; and

- iii. The partnerships' technical capability to develop, adopt, and implement the plans, based on FTA's assessment of the applicant's description of the policy formation, implementation, and financial roles of the partners, and the roles and responsibilities of proposed staff.

e. Technical, Legal, and Financial Capacity

Applicants must demonstrate that they have the technical, legal, and financial capacity to undertake the project. FTA will review relevant oversight assessments and records to determine whether there are any outstanding legal, technical, or financial issues with the applicant that would affect the outcome of the proposed project. Applicants with unresolved legal, technical or financial compliance issues from an FTA compliance review or Federal grant-related Single Audit finding must explain how corrective actions taken will mitigate negative impacts on the proposed project.

2. Review and Selection Process

In addition to other FTA staff that may review the proposals, a technical evaluation committee will verify each proposal's eligibility and evaluate proposals based on the published evaluation criteria. Members of the technical evaluation committee and other FTA staff may request additional information from applicants, if necessary. Taking into consideration the findings of the technical evaluation committee, the FTA Administrator will determine the final selection of projects for program funding.

Among the factors in determining the allocation of program funds, FTA may consider geographic diversity and the applicant's receipt of other competitive awards. FTA may also consider capping the amount a single applicant may receive.

3. Federal Awardee Performance and Integrity Information System Check

Prior to making an award, FTA is required to review and consider any information about the applicant that is in the Federal Awardee Performance and Integrity Information Systems (FAPIIS) accessible through SAM. An applicant may review and comment on information about itself that a Federal awarding agency previously entered. FTA will consider any comments by the applicant, in addition to the other information in the designated integrity and performance system, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards

when completing the review of risk posed by applicants as described in 2 CFR 200.206 Federal awarding agency review of risk posed by applicants.

F. Federal Award Administration Information

1. Federal Award Notice

The FTA Administrator will announce the final project selections on the FTA website. Project recipients should contact their FTA Regional Offices for additional information regarding allocations for projects under the Areas of Persistent Poverty Program.

i. Pre-Award Authority

FTA will issue specific guidance to recipients regarding pre-award authority at the time of selection. FTA does not provide pre-award authority for competitive funds until projects are selected and even then, there are Federal requirements that must be met before costs are incurred. Funds under this NOFO cannot be used to reimburse applicants for otherwise eligible expenses incurred prior to FTA award of a Grant Agreement until FTA has issued pre-award authority for selected projects, or unless FTA has issued a "Letter of No Prejudice" for the project before the expenses are incurred. For more information about FTA's policy on pre-award authority, please see the most recent Apportionment Notice at: <https://www.transit.dot.gov>.

ii. Grant Requirements

If selected, awardees will apply for a grant through FTA's Transit Award Management System (TrAMS). Recipients of Areas of Persistent Poverty Program funds are subject to the grant requirements of the Section 5303 Metropolitan Planning program, including those of FTA Circular 8100.1D and Circular 5010.1E. All competitive grants, regardless of the award amount, will be subject to the Congressional Notification and release process. Technical assistance regarding these requirements is available from each FTA regional office.

When applying for an award under this Program, eligible applicants and sub-recipients who are not direct recipients, or who have limited experience or access to FTA's Transit Award Management System (TrAMS), must secure the commitment of an active FTA direct recipient to apply for funding on their behalf through TrAMS if they are selected for an Areas of Persistent Poverty funding award. Documentation of such a commitment must be included in the application.

2. Administrative and National Policy Requirements

i. Planning

FTA encourages applicants to notify the appropriate metropolitan planning organizations in areas likely to be served by the funds made available under this program. Selected projects must be incorporated into the unified planning work programs of metropolitan areas before they are eligible for FTA funding or pre-award authority.

ii. Standard Assurances

The applicant assures that it will comply with all applicable Federal statutes, regulations, executive orders, directives, FTA circulars, and other Federal administrative requirements in carrying out any project supported by the FTA grant. The applicant acknowledges that it is under a continuing obligation to comply with the terms and conditions of the grant agreement issued for its project with FTA. The applicant understands that Federal laws, regulations, policies, and administrative practices might be modified from time to time and may affect the implementation of the project. The applicant agrees that the most recent Federal requirements will apply to the project unless FTA issues a written determination otherwise. The applicant must submit the Certifications and Assurances before receiving a grant if it does not have current certifications on file.

iii. Disadvantaged Business Enterprise

FTA requires that its recipients receiving planning, capital, and/or operating assistance that will award prime contracts exceeding \$250,000 in FTA funds in a Federal fiscal year comply with Department of Transportation Disadvantaged Business Enterprise (DBE) program regulations (49 CFR part 26). Applicants should expect to include any funds awarded, excluding those to be used for vehicle procurements, in setting their overall DBE goal.

3. Reporting

Post-award reporting requirements include submission of Federal Financial Reports and Milestone Progress Reports in FTA's electronic grants management system on a quarterly basis. Applicants should include any goals, targets, and indicators referenced in their application to the project in the Executive Summary of the TrAMS application. Awardees must also submit copies of the substantial deliverables identified in the work plan to the FTA

regional office at the corresponding milestones.

As part of completing the annual certifications and assurances required of FTA grant recipients, a successful applicant must report on the suspension or debarment status of itself and its principals. If the award recipient's active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceed \$10,000,000 for any period of time during the period of performance of an award made pursuant to this Notice, the recipient must comply with the Recipient Integrity and Performance Matters reporting requirements described in Appendix XII to 2 CFR part 200.

G. Federal Awarding Agency Contacts

For program-specific questions, please contact Tonya P. Holland, Office of Planning and Environment, (202) 493-0283, email: Tonya.Holland@dot.gov. A TDD is available at 1-800-877-8339 (TDD/FRS). Any addenda that FTA releases on the application process will be posted at <https://www.transit.dot.gov>. To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact FTA directly, rather than through intermediaries or third parties. FTA staff may also conduct briefings on the FY 2021 competitive grants selection and award process upon request. Contact information for FTA's regional offices can be found on FTA's website at <https://www.transit.dot.gov/about/regional-offices/regional-offices>.

H. Other Program Information

This program is not subject to Executive Order 12372, "Intergovernmental Review of Federal Programs."

For assistance with *GRANTS.GOV* please contact *GRANTS.GOV* by phone at 1-800-518-4726 or by email at support@grants.gov.

Nuria I. Fernandez,

Administrator.

[FR Doc. 2021-13980 Filed 6-29-21; 8:45 am]

BILLING CODE 4910-57-P

DEPARTMENT OF THE TREASURY

Bureau of the Fiscal Service

Proposed Collection of Information: Claim Against the United States for the Proceeds of a Government Check

ACTION: Notice and request for comments.

SUMMARY: The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995. Currently the Bureau of the Fiscal Service within the Department of the Treasury is soliciting comments concerning the Claim Against the United States for the Proceeds of a Government Check.

DATES: Written comments should be received on or before August 30, 2021 to be assured of consideration.

ADDRESSES: Direct all written comments and requests for additional information to Bureau of the Fiscal Service, Bruce A. Sharp, Room #4006-A, P.O. Box 1328, Parkersburg, WV 26106-1328, or bruce.sharp@fiscal.treasury.gov.

SUPPLEMENTARY INFORMATION:

Title: Claim Against the United States for the Proceeds of a Government Check.
OMB Number: 1530-0010.

Form Number: FS Form 1133 and FS Form 1133-A.

Abstract: The forms are used to collect information needed to process an individual's claim for non-receipt of proceeds from a U.S. Treasury check. Once the information is analyzed, a determination is made and a recommendation is submitted to the program agency to either settle or deny the claim.

Current Actions: Extension of a currently approved collection.

Type of Review: Regular.

Affected Public: Individuals or Households.

Estimated Number of Respondents: 51,640.

Estimated Time per Respondent: 10 minutes.

Estimated Total Annual Burden Hours: 8,609.

Request for Comments: Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval. All comments will become a matter of public record. Comments are invited on: 1. Whether the collection of information is necessary for the proper performance of the functions of the agency, including whether the information shall have practical utility; 2. the accuracy of the agency's estimate of the burden of the collection of information; 3. ways to enhance the quality, utility, and clarity of the information to be collected; 4. ways to minimize the burden of the collection of information on respondents, including through the use

ENSURING EQUITY: DALLAS OPPORTUNITY ZONE 1 FUNDING PARTNERSHIP AND FEDERAL TRANSIT ADMINISTRATION (FTA) AREAS OF PERSISTENT POVERTY GRANT

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

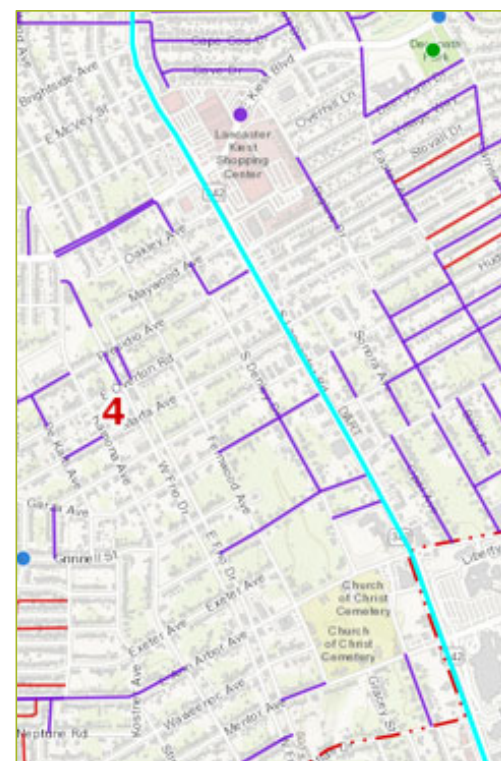
August 27, 2021

PROPOSED PARTNERSHIP WITH CITY OF DALLAS – OPPORTUNITY ZONE 1

- The City of Dallas has requested funding for improvements in several neighborhoods in Dallas Opportunity Zone 1.
- The April 2019 Assessment Policy Regional Transportation Council (RTC) approval included a provision that additional funding be considered for improvements in this opportunity zone.
- Staff proposed that the RTC fund several projects with Regional Toll Revenue (RTR) and federal Surface Transportation Block Grant (STBG) funds.
- This partnership would continue the RTC's investments in projects that would promote community revitalization in Environmental Justice areas, address deficient pavement condition, and improve walkability, including to and from public transit and other critical destinations.

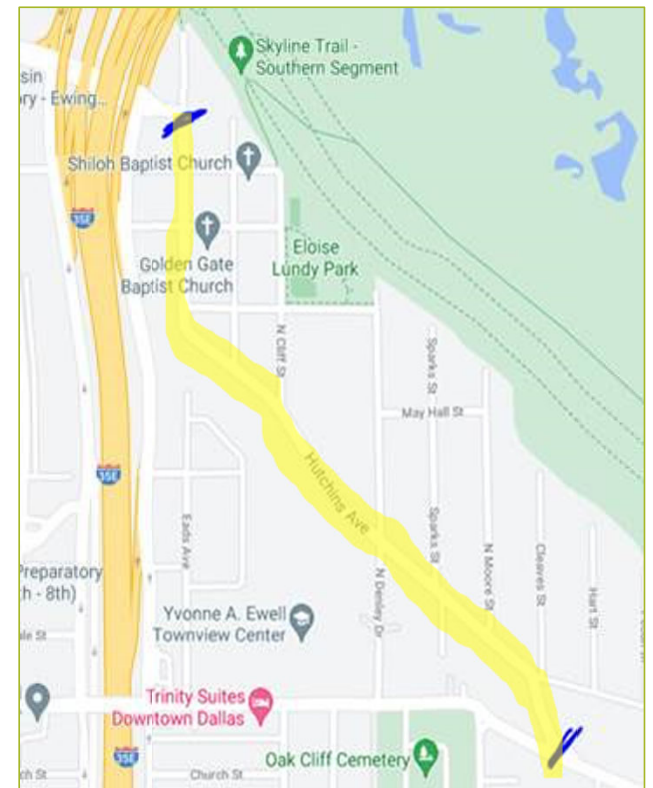
DALLAS OPPORTUNITY ZONE- PROJECT RECOMMENDATIONS

- Lancaster Road from Keist Boulevard to Ledbetter Drive
 - Scope: Construct pedestrian connections, such as crosswalks and ADA ramp improvements, and pedestrian lighting
 - Proposed funding: \$2,000,000 STBG (to be matched with City of Dallas MTP Policy Bundle Transportation Development Credits (TDC))
 - Other committed funding: \$300,000 Dallas County MCIP funds
 - Selection Rationale: Improve pedestrian connections to and from public transit and other major destinations (e.g., DART Stations, Veterans Administration hospital)

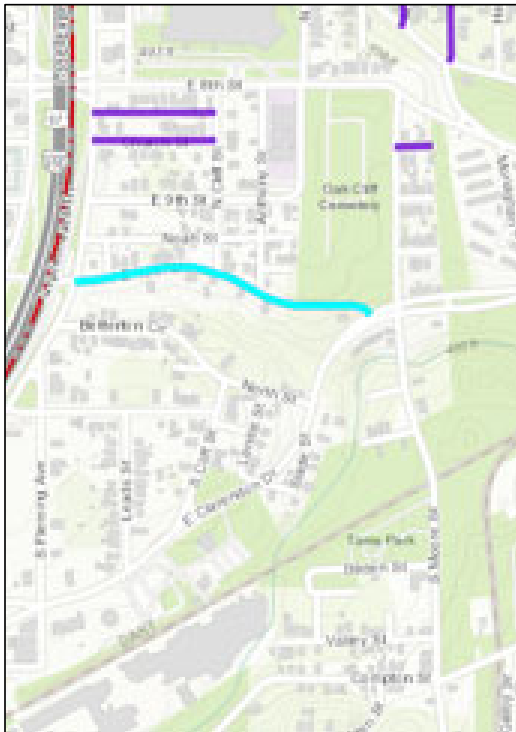


DALLAS OPPORTUNITY ZONE- PROJECT RECOMMENDATIONS

- Eads/Hutchins Avenue from Eads/Colorado to Hutchins/
8th Street
 - Scope: Reconstruct 2 lane to 2 lane roadway including
sidewalks, drainage improvements, and streetlights
 - Proposed funding: \$7,000,000 (\$5,600,000 RTR to be
matched with \$1,400,000 local cash)
 - Selection Rationale: Improve walkability, address deficient
pavement condition, and promote revitalization in an
Environmental Justice community



DALLAS OPPORTUNITY ZONE- PROJECT RECOMMENDATIONS



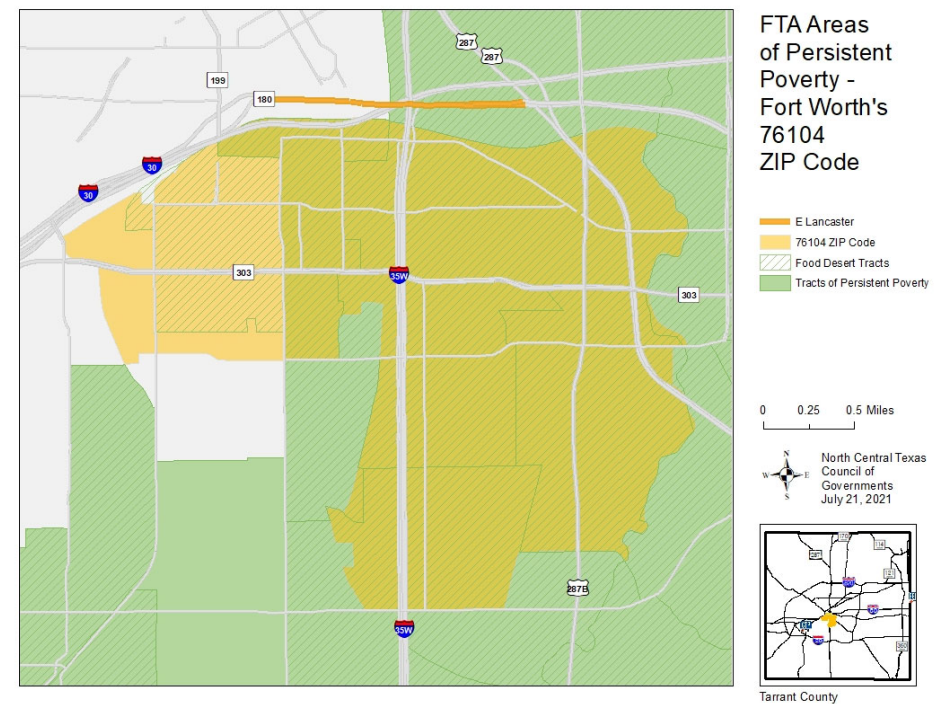
- 10th Street from IH 35E to Clarendon Drive
 - Scope: Reconstruct 2 lane to 2 lane roadway with drainage improvements
 - Proposed funding: \$3,000,000 (\$2,400,000 RTR with \$600,000 cash match)
 - Existing committed funding: \$510,000 City of Dallas Bond Program funds
 - Selection Rationale: Address deficient pavement, Environmental Justice
- South Boulevard-Park Row Historic District Planning Study
 - Scope: Develop a comprehensive plan to identify transportation and rehabilitation improvements in the South Boulevard-Park Row Historic District
 - Proposed Funding: \$500,000 STBG (to be matched with City of Dallas MTP Policy Bundle TDCs)
 - Selection Rationale: Environmental Justice

AREAS OF PERSISTENT POVERTY PROGRAM: PROGRAM OVERVIEW

- **\$16.26 Million Available Nationwide in FY 2021:**
 - Anticipated Maximum Award Amount of \$850,000
 - Federal Share 90% / Local Share 10%
- **Program Objectives:**
 - Support transportation planning to improve transit service in areas experiencing long-term economic distress
 - Improve transit access for environmental justice populations, provide equity-focused community outreach in underserved communities, and remove barriers to opportunity
 - Increase access to jobs and healthcare through enhanced transit options and improved facilities
- **Project must be located in an Area of Persistent Poverty**
 - County population \geq 20% living in poverty for over a 30-year period **OR**
 - Census tract with a poverty rate of at least 20% measured by 2014-2018 5-year ACS data
- **Eligible Activities:**
 - Planning study, engineering study, technical study, or financial plan
 - Capital, maintenance, or operating costs are **ineligible**

AREAS OF PERSISTENT POVERTY PROGRAM: PROPOSED PROJECT

- Planning to Address Transit Needs in Fort Worth's 76104 Zip Code
- **76104** - Lowest life expectancy in the state as identified by UT Southwestern
- Planning study will address transit accessibility to food, jobs, health care, affordable housing and other needs
- Coordinate with community stakeholders pursuing solutions in the area
- Support Access North Texas Goals:
 - Expand projects that have a no-wrong-door approach to accessing transit
- Federal funding amount not to exceed \$650,000 (to be matched with Regional TDCs)



AREAS OF PERSISTENT POVERTY PROGRAM: PROPOSED SUBMITTAL TIMELINE

July 1, 2021	AoPP Grant Notice of FY 2021 Announcement
August 12, 2021	RTC Action
August 26, 2021	Executive Board Authorization
August 27, 2021	STTC Endorsement
August 30, 2021	FTA Application Submittal Deadline

ACTION REQUESTED

- STTC endorsement of:
 - The partnership with the City of Dallas for Opportunity Zone 1 as outlined in this presentation
 - Proposed FTA Area of Persistent Poverty Program grant application, including the use of Regional TDCs as the match
 - Bring back to the RTC Phase 2 recommendations in Fort Worth in the zip code 76104
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed

QUESTIONS?

Christie J. Gotti
Senior Program Manager
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cgotti@nctcog.org

Kate Zielke
Principal Transportation Planner
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Shannon Stevenson
Senior Program Manager
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sstevenson@nctcog.org



ATCMTD Grant Application: Regional Support

Thomas J. Bamonte | Surface Transportation
Technical Committee | 8.27.2021

Overview

ATCMTD Program

- ATCMTD = Advanced Transportation and Congestion Management Technologies Deployment
- USDOT program
- Transportation technology focus
- \$60M available
- Highly competitive

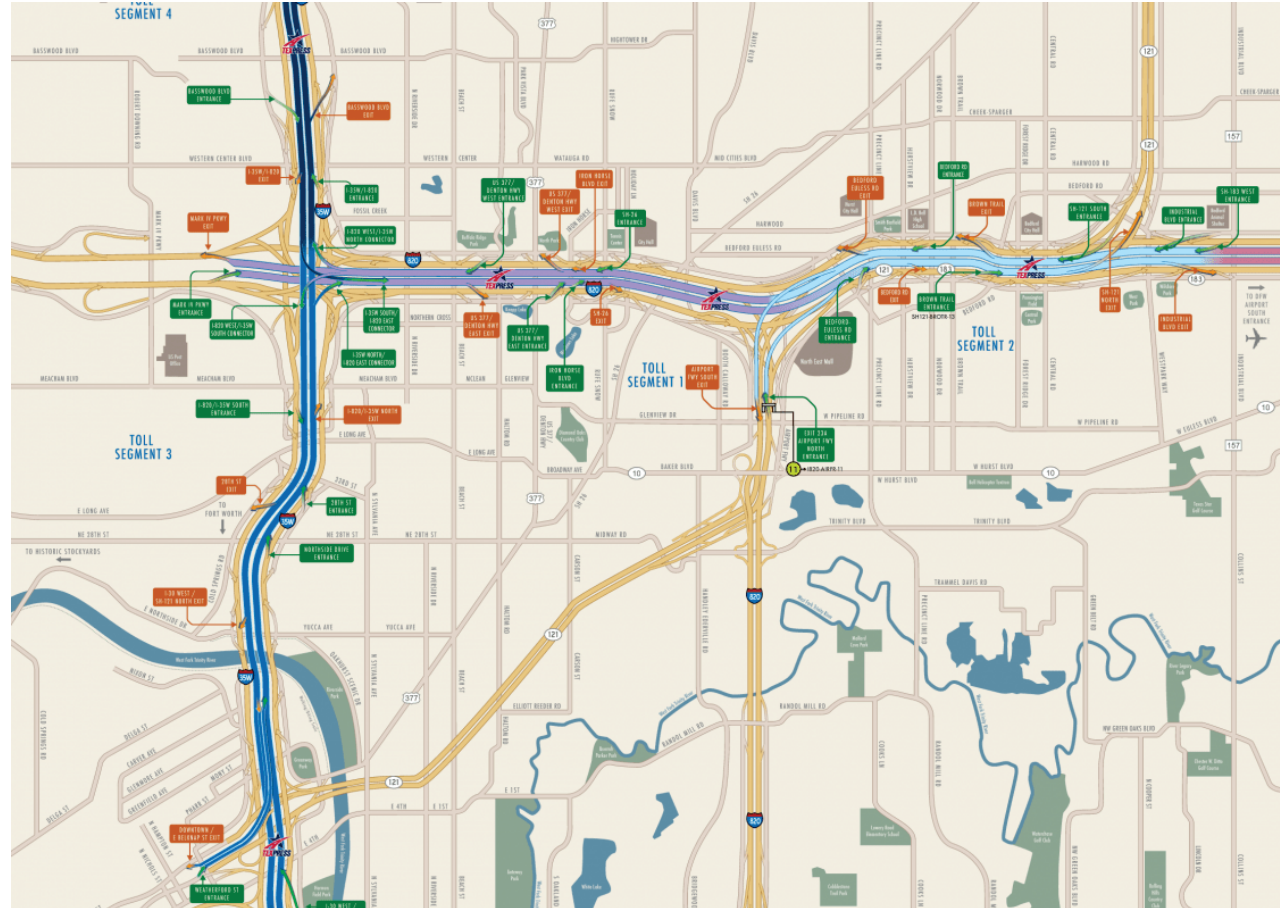
Proposed Project

- Applicant: Fort Worth
- North Tarrant Express
- Technology support for all motorists
- Benefits: Safety, operations, automated vehicles
- DFW technology leadership
- \$14M budget; \$2M from NCTCOG

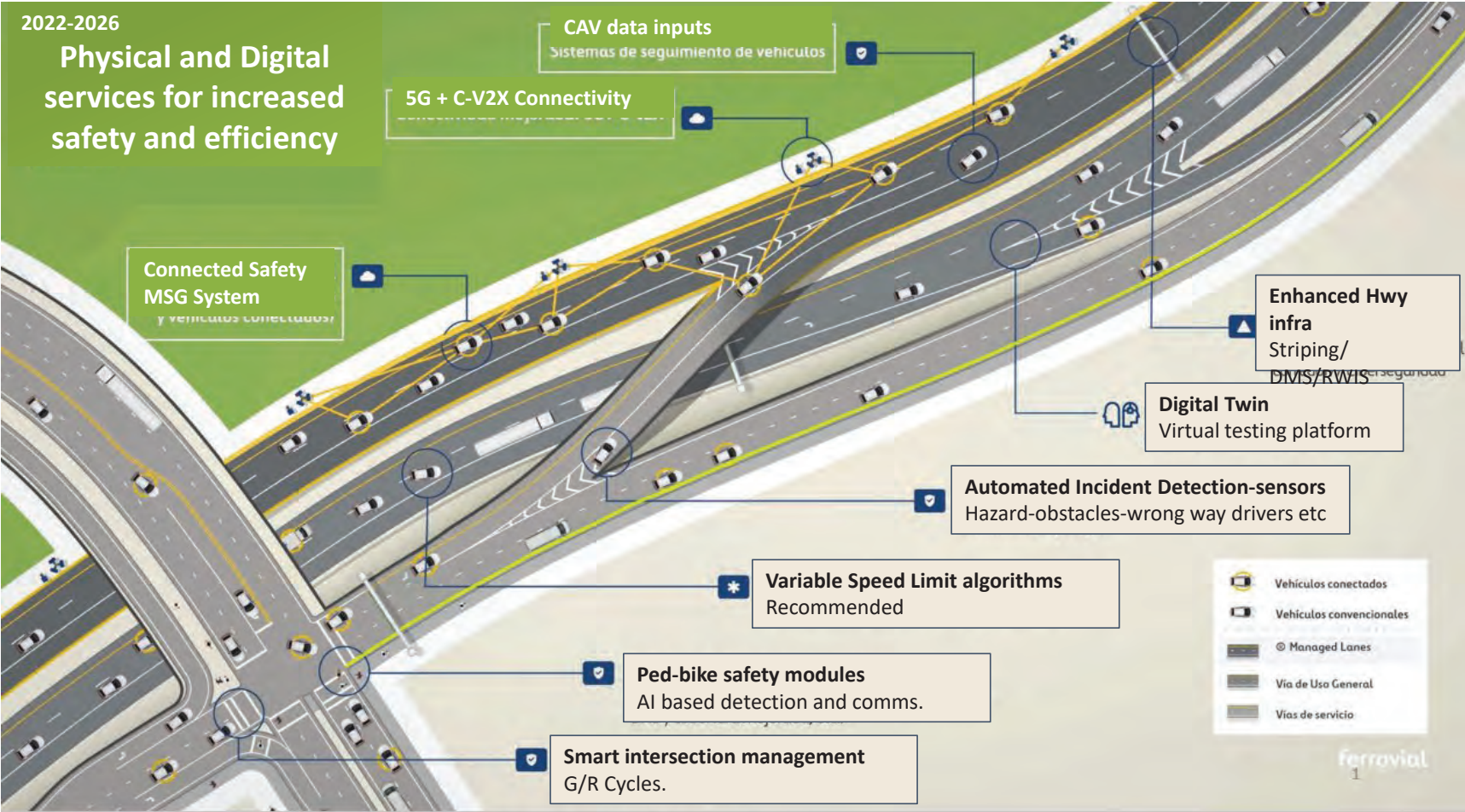
Project Limits

Project limits include entirety of NTE and NTE35W corridors (TEXpress lanes, general purpose and frontage roads) including:

- I-820 and SH 121/183
- I35W from north of I-30 to US 81/287 and Eagle Parkway



Technology



Additional Elements

AIVIA Recommendations will deliver significantly enhanced performance for ALL road-users

Enhanced Striping

Optimal performance for **human drivers** and **CAV sensors** in all weather conditions:

- At **night**
- In the **rain**
- **Glare** at exits from tunnels/overpasses
- Entry/Exit ramp **“forks”**

Particularly important on concrete surfaces



Road Safety

Expanded Digital Signage

- **Dynamic Message** for real-time information and advisories
New DMS locations
- **Dynamic Raised Pavement Markings at decision points**



Road Safety

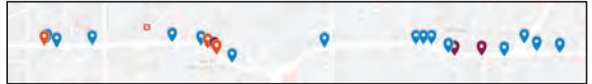
Barrier & Attenuator Impact Sensors

AI enabled cloud solution with remote mesh gateways and impact sensors

Benefits

1. **Protection** – incident detection
2. **Efficiency** – optimized maintenance
3. **Enforcement** – identify “hit & run”

Trial Locations



- Attenuators
- Guardrails & end treatments
- Cable Barriers
- Critical signs & lane separators

Road Safety

RTC Action (8.12.21)

Regional Transportation Council approval for:

1. Providing up to \$2 million of Regional Toll Revenue (RTR) funds in support of the project if USDOT accepts the ATCMTD application from the City of Fort Worth; and
2. Authorizing staff to take all necessary and appropriate steps to advance such funding and provide technical support to Fort Worth and the other project partners to help ensure successful delivery of the project for the region.

STTC Action Requested

Surface Transportation Technical Committee endorsement of the Regional Transportation Council's August 12, 2021 approval of:

1. Providing up to \$2 million of Regional Toll Revenue (RTR) funds in support of the project if USDOT accepts the ATCMTD application from the City of Fort Worth; and
2. Authorizing staff to take all necessary and appropriate steps to advance such funding and provide technical support to Fort Worth and the other project partners to help ensure successful delivery of the project for the region.

Contact



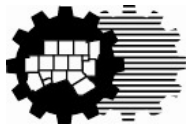
Thomas J. Bamonte

Senior Program Manager

tbamonte@nctcog.org | 469-600-0524 | [@TomBamonte](#)

Air Quality Funding Recommendations Related to the Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program

**Surface Transportation Technical Committee Meeting
August 27, 2021**



**North Central Texas
Council of Governments**

**Huong Duong
Air Quality Planner**



Available Funding

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

Calls for Projects	Project Types	Available Funding
Clean Fleets North Texas (CFNT) 2020 – Bucket 1	Replace Heavy-Duty Diesel Vehicles and Equipment	\$109,116*
North Texas Emissions Reduction Project (NTERP) 2020 – Bucket 2	Replace High-Use Diesel Vehicles/Equipment, Rail/Switch Yard Idle Reduction Technologies	\$1,321,690
North Texas Freight Terminal Electrification (NTFTE) 2020 – Bucket 3	Installation of Transport Refrigerated Unit Electrified Parking Spaces, Connection Kits, Power Monitoring	\$960,225

*Available from a prior EPA award. Some funding was previously awarded through CFNT 2018 and CFNT 2019 Calls for Projects.

Eligibility and Selection

	Bucket 1	Bucket 2	Bucket 3
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	Cost Per Ton NO _x Emissions Reduced 75% Purpose: Maximize Emissions Reductions		
	Subrecipient Oversight Criteria 25% Purpose: Balance Project Benefits with Administrative Burden		Location and Oversight Criteria 25% Purpose: Balance Project Benefits with Administrative Burden

Bucket 1 and Bucket 2 – Summary of Applications

Bucket 1

No Applications Received; EPA Funds Remaining \$109,116*

Bucket 2**

Applicant	Activities Requested	Applicant Eligible	Activities Eligible	Funds Requested	Recommended	
					Activities	Funds
Lazer Spot Inc.	8	Yes	8	\$1,197,194	4***	\$590,476
McLane Company	4	Yes	2	\$270,036	2	\$270,036
Romark Texas LLC	2	Yes	2	\$288,914	2	\$288,914
Bimbo Bakeries USA, Inc.	1	Yes	1	\$172,264	1	\$172,264
Total					9	\$1,321,690
Funds Remaining after Recommended Rebates					\$0	

*Next Round of Calls for Projects Currently Open for Remaining Balances; **Refer to Electronic Item 2.5.2 for More Details Including Unfunded Recommendations and Ineligible Projects; ***Remaining Activities Details on Next Slide.

Bucket 2 - Summary of Unfunded Recommendations

Bucket 2*

Applicant	Activities Requested	Applicant Eligible	Activities Eligible	Funds Requested	Recommended	
					Activities	Funds
Lazer Spot Inc.	8	Yes	8	\$1,197,194	4	\$0
Bradford Airport Logistics	1	Yes	1	\$212,916	1	\$0
Total					5	\$0

*Refer to Electronic Item 2.5.2 for more details – Five project activities listed under the red colored line are recommended but no EPA funds are available.

Bucket 3 - Summary of Applications

Applicant	Activities Requested	Applicant Eligible	Activities Eligible	Funds Requested	Recommended	
					Activities	Funds
McLane Company	135	Yes	135	\$95,951	135*	\$95,951
Funds Remaining after Recommended Rebate**						\$864,274

Refer to Electronic Item 2.5.3 for more details.

*Each activity includes one electrified parking space and one electric power kit

** **Next Round of Calls for Projects Currently Open for Remaining Balances**

Schedule

Milestone	Estimated Timeframe
STTC Action to Recommend Rebates	August 27, 2021
RTC Approval of Recommended Rebates	September 9, 2021
Executive Board Authorization	September 23, 2021
Final Application Deadline	October 8, 2021
Project Implementation Deadline	February 26, 2023*

*Project implementation deadline has been extended per EPA no cost time extension.

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 Policies:

AQ3-003: Support and implement educational, operational, technologies, and other innovative strategies that improve air quality in North Central Texas, including participation in collaborative efforts with local, regional, state, federal, and private sector stakeholders.

AQ3-004: Support and implement strategies that promote energy conservation, reduce demand for energy needs, reduce petroleum consumption, and/or decrease greenhouse gas emissions.

Mobility 2045 Chapter 4 – Environmental Considerations

Action Requested

Recommend RTC Approval of Rebate Recommended Awards:

Bucket 2 - North Texas Emissions Reduction Project 2020

\$1,321,690 to Lazer Spot Inc., McLane Company, Romark Texas LLC, and Bimbo Bakeries USA for New, All-Electric Vehicle and Equipment Replacements

If Any Funds Get Released From Prior Awards, Request to Apply Available Funds to Remaining Recommendations on List at a Funding Level Not to Exceed 45%.

Bucket 3 - North Texas Freight Terminal Electrification 2020

\$95,951 to McLane Company for Electrified Parking Spaces and Electric Power Kits

For More Information

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Jason Brown

Principal Air Quality Planner

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Lori Clark

Program Manager

DFW Clean Cities Coordinator

817-695-9232

LClark@nctcog.org

Website

www.nctcog.org/aqfunding

North Texas Freight Terminal Electrification 2020 Call for Projects Funding Recommendations

Applicant	Activity	Type	Number of Units	Cost per unit	Total Cost	Maximum Allowed Funding Level 30%	Recommended Grant Amount				Amount Reduced per Year(NOx, short tons)	Lifetime Amount Reduced (NOx, short tons)	Capital Cost Effectiveness (\$/short ton), Retrofitted Vehicles (NOx)	NO _x Benefits		Scoring Criteria							
							Requested Rebate Amount Per Activity	EPA 2018 Funds	Total Rebate Award	Local Match				NO _x Tons Reduced Over 4 Years*	Cost Per Ton of NO _x Reduced	Cost per Ton Rank (Max 2 Points)	Cost Per Ton NO _x Tier (Max 64 Points)	Score: Cost Per Ton NO _x Reduced (Max Score 75)	Location Points	Score: Location (Max Score 5)	Subrecipient Oversight Points	Score: Subrecipient Oversight (Max Score is 20)	Total Score
McLane Company	1 thru 58	Electrified Parking Space with electric power kit	58	\$ 2,680	\$ 155,440	\$ 46,632	\$ 804	\$ 46,632	\$ 46,632	\$ 108,808	10.279	256.9873	604.85	41.11797035	\$ 1,134.10	1	64	73.9	2	2.5	24.5	19.6	96.0
McLane Company	59 thru 135	Electrified Parking Space with electric power kit	77	\$ 2,135	\$ 164,395	\$ 49,319	\$ 641	\$ 49,319	\$ 49,319	\$ 115,077	14	341	481.85	55	\$ 903.47	2	64	75	2	2.5	24.5	19.6	97.1
Total Projects			135		\$ 319,835			\$ 95,951	\$ 223,885						\$ 95.71	\$ 2,037.58							
Funds Available for Call for Projects					\$ 960,225																		
Total Funds Recommended for Award					\$ 95,951																		
Balance Available for Future Project Solicitation					\$ 864,274																		

EPA = Environmental Protection Agency
 NO_x = Nitrogen Oxides

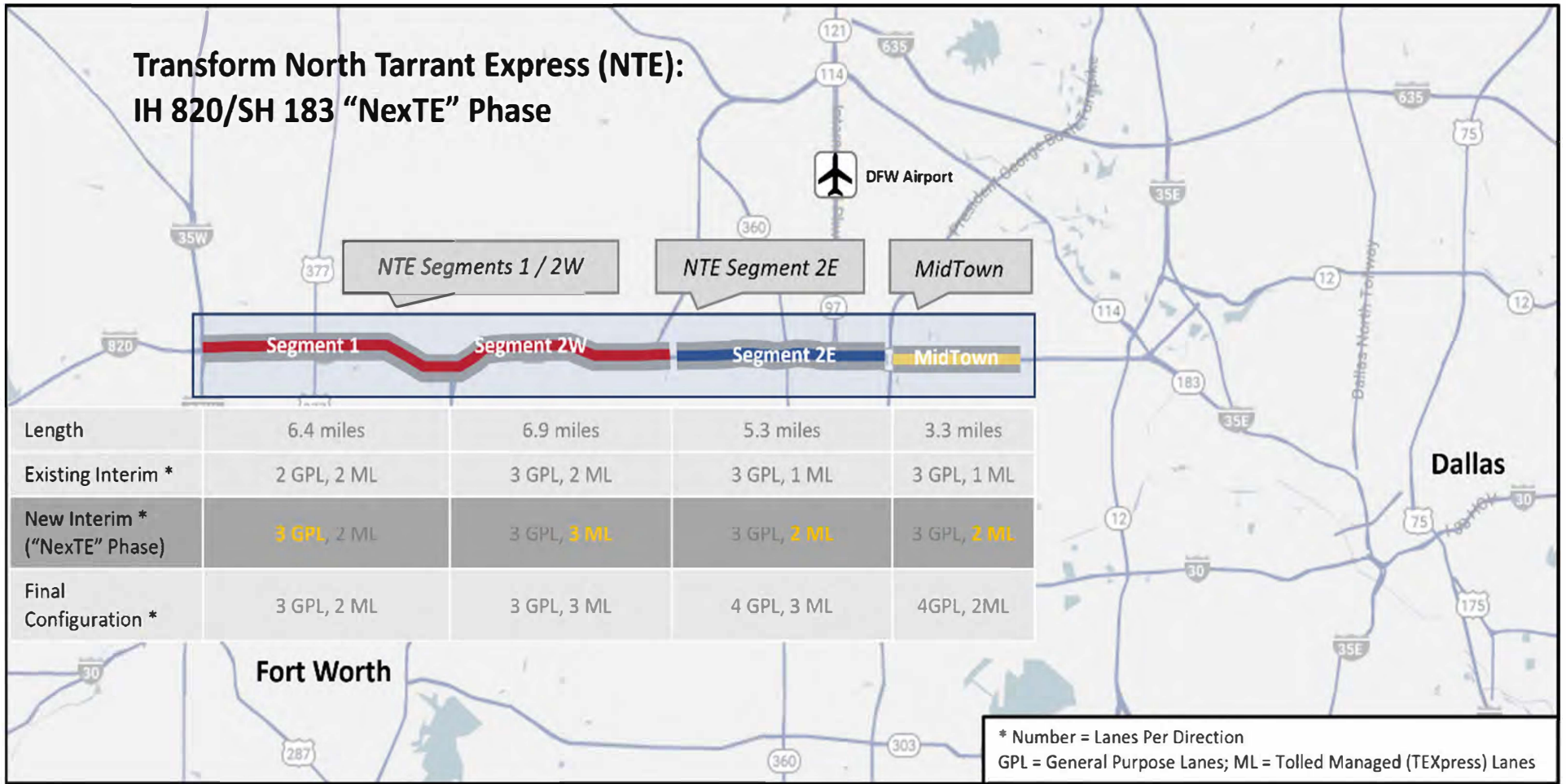
*Emissions Impacts Quantified Using EPA Diesel Emissions Quantifier (DEQ)

**Default DEQ value used in place of unknown information.

***The Federal Highway Administration (FHWA) produced cost effectiveness tables for projects funded by Congestion Mitigation Air Quality funds. The values used in the tiers reference data related to the low, median, and high cost-effectiveness projects for nitrogen oxide emissions reduction. See https://www.fhwa.dot.gov/environment/air_quality/cmaq/reference

Cost Effectiveness Tiers Based On Data Produced By FHWA***	Point Scale for Cost per Ton Tier
Tier 1 < \$20,000	64
Tier 2 \$20,001 - \$90,999	55
Tier 3 \$91,000 - \$168,000	50
Tier 4 \$168,001 - \$248,999	40
Tier 5 \$249,000 - \$367,000	30
Tier 6 > \$367,001	10 or less

Transform North Tarrant Express (NTE): IH 820/SH 183 "NexTE" Phase



* Number = Lanes Per Direction
 GPL = General Purpose Lanes; ML = Tolloed Managed (TEXpress) Lanes

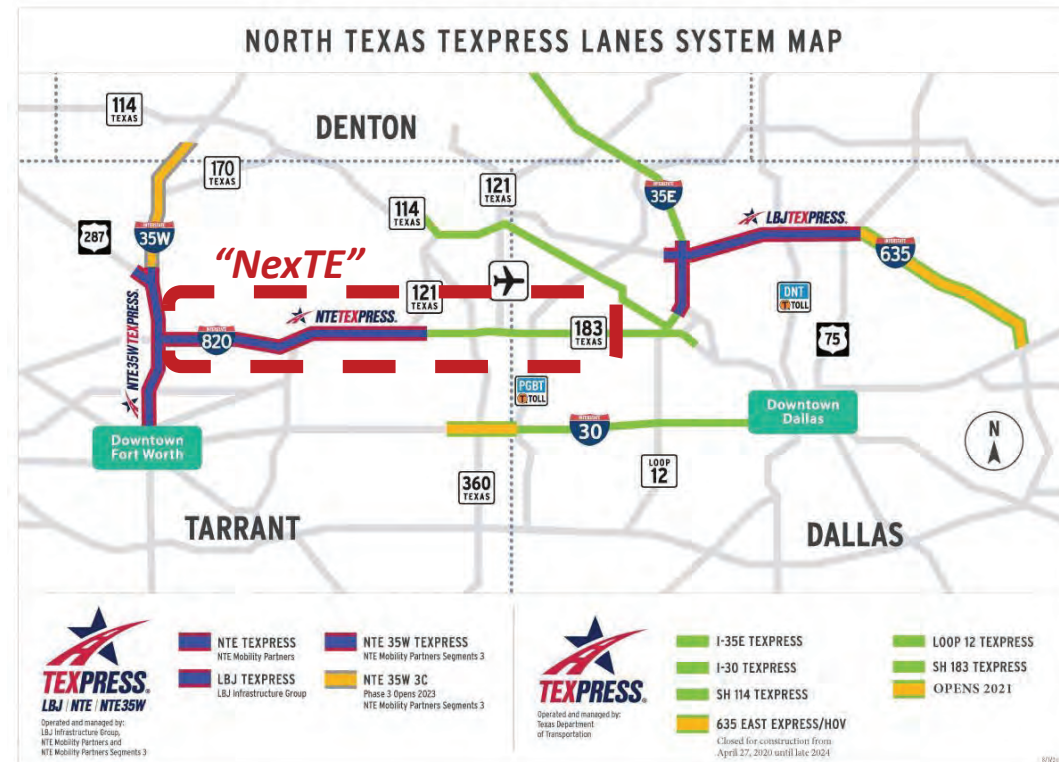
RAISE Grant – NCTCOG Project #1

Transform North Tarrant Express (NTE): IH 820/SH 183 “NexTE” Phase

1

Starting in 2022, revenue triggers can enable delivery of next IH 820/SH 183 construction phases (“NexTE”):

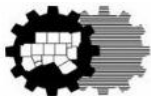
- **IH 35W – SH 121: \$162 million (developer obligation)**
 - IH 820 – Add 1 general purpose (GP) lane in each direction
 - SH 183 – Add 1 TEXpress lane in each direction
- **SH 121 – DFW Airport: \$1 billion (developer obligation)**
 - Build 2+2 TEXpress lanes with direct SH 360, Amon Carter Blvd, & DFW Airport access
- **DFW Airport – MacArthur Blvd: \$360 million (concession) + \$25 million RAISE Grant**
 - Build 2+2 TEXpress lanes with direct SH 161/PGBT access and seamless MidTown Express transition
 - Improved GP lane interchanges, ramp spacing, & lane balancing
 - On-/off-street bicycle/pedestrian facility accommodations
 - Convert surplus right-of-way (ROW) to support commercial redevelopment, creation of usable open space, & provisions for added zero-emission vehicle infrastructure at Belt Line Road
 - Corridor-targeted expansion of “GoCarma” and “TryParkingIt” incentives to stimulate business activity and reduce user costs



TEXpress Lanes: <https://www.texpresslanes.com/maps/texas-lanes-map>

DALLAS-FORT WORTH EAST/WEST FUNDING DISTRIBUTION

Surface Transportation Technical Committee
August 27, 2021



North Central Texas
Council of Governments
Transportation Department

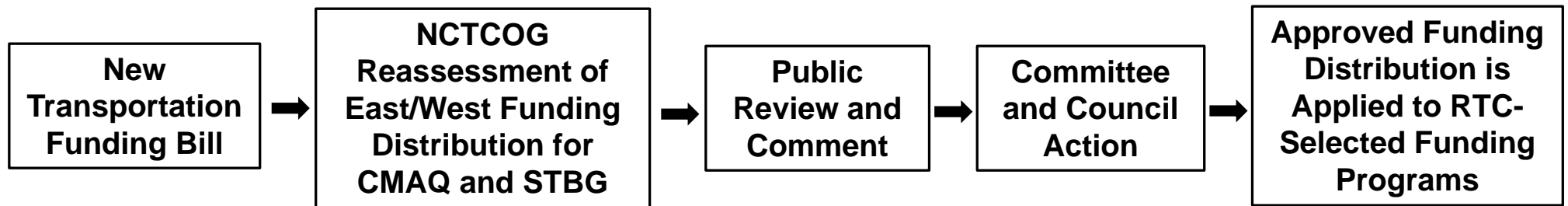
BACKGROUND

- Federal funding comes to our Metropolitan Planning Organization (MPO) from the United States Department of Transportation (US DOT) via the Texas Department of Transportation (TxDOT).
- Allocations are based on several factors depending on the funding source (e.g., population, emissions).
- While funds cannot be sub-allocated to cities or counties (per federal law), we can do a split that follows the TxDOT District lines.
- This practice has helped our region stay focused on overall priorities as opposed to who has received what funding when. Instead, each subregion works within their available funding.

RTC BYLAWS FOR DETERMINING FUNDING DISTRIBUTIONS

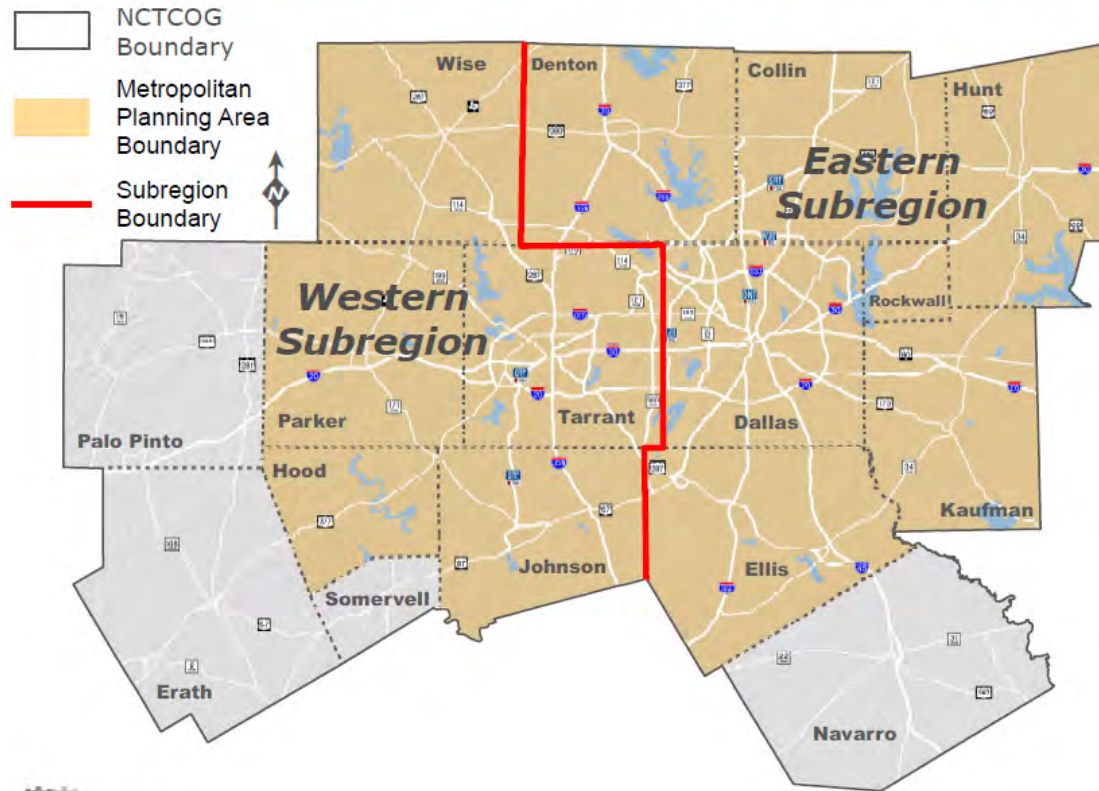
Funding Program	RTC Bylaws
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Re-evaluated with each new transportation funding bill
Surface Transportation Block Grant Program (STBG)	Re-evaluated with each new transportation funding bill
Transit Section 5307 Urbanized Area Formula Funding	Re-evaluated annually with new Federal Transit Administration (FTA) apportionments.

FUNDING DISTRIBUTION FORMULA DEVELOPMENT PROCESS



EAST/WEST SPLIT AS IT ALIGNS WITH MPA BOUNDARY

North Central Texas Council of Governments Region



The East/West Subregion designations align with the Dallas and Fort Worth Districts of TxDOT. While Hunt County is in the Paris District, it is grouped into the Eastern Subregion of the MPA.

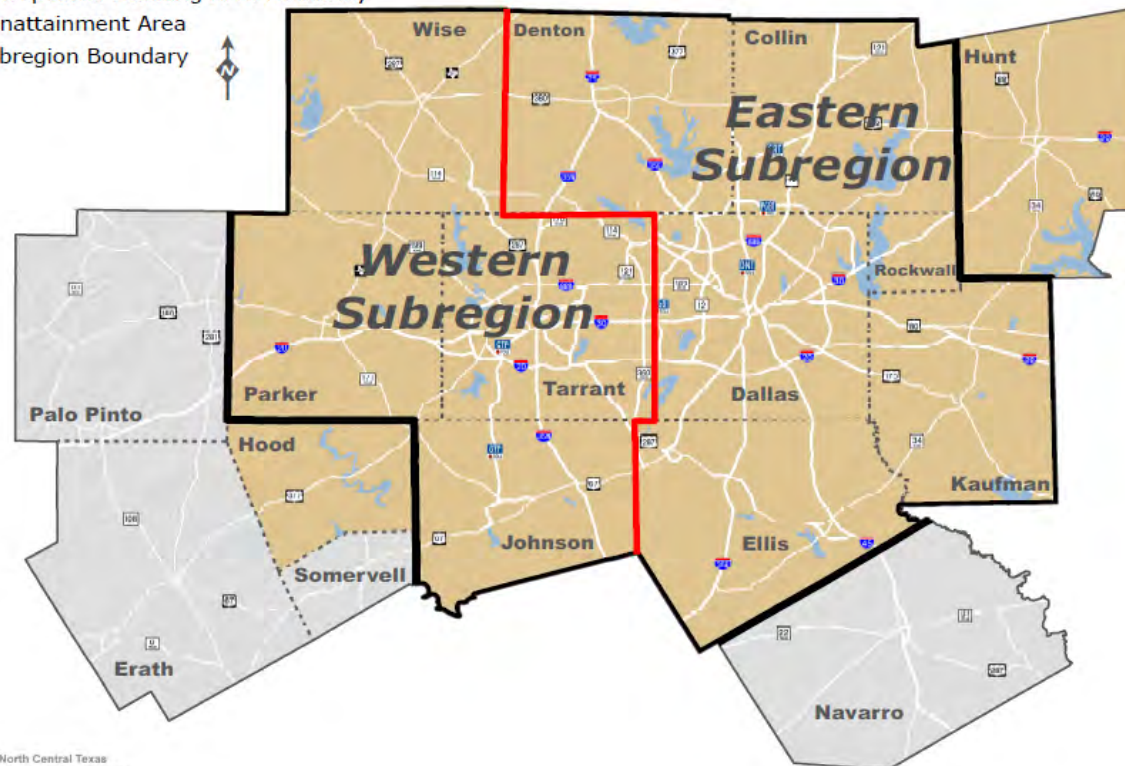
CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM

- Funding intended for air quality or transit projects that address attainment of national ambient air quality standards in nonattainment areas.
- Allocations to the region are based on population and air quality nonattainment factors.
- East/West Distribution Formula Inputs:
 - Tons per day of ozone precursors:
 - Volatile Organic Compounds (VOCs) and
 - Nitrogen Oxides (NO_x)

EAST/WEST SPLIT AS IT ALIGNS WITH THE NONATTAINMENT AREA BOUNDARY

North Central Texas Council of Governments Region

-  NCTCOG Boundary
-  Metropolitan Planning Area Boundary
-  Nonattainment Area
-  Subregion Boundary

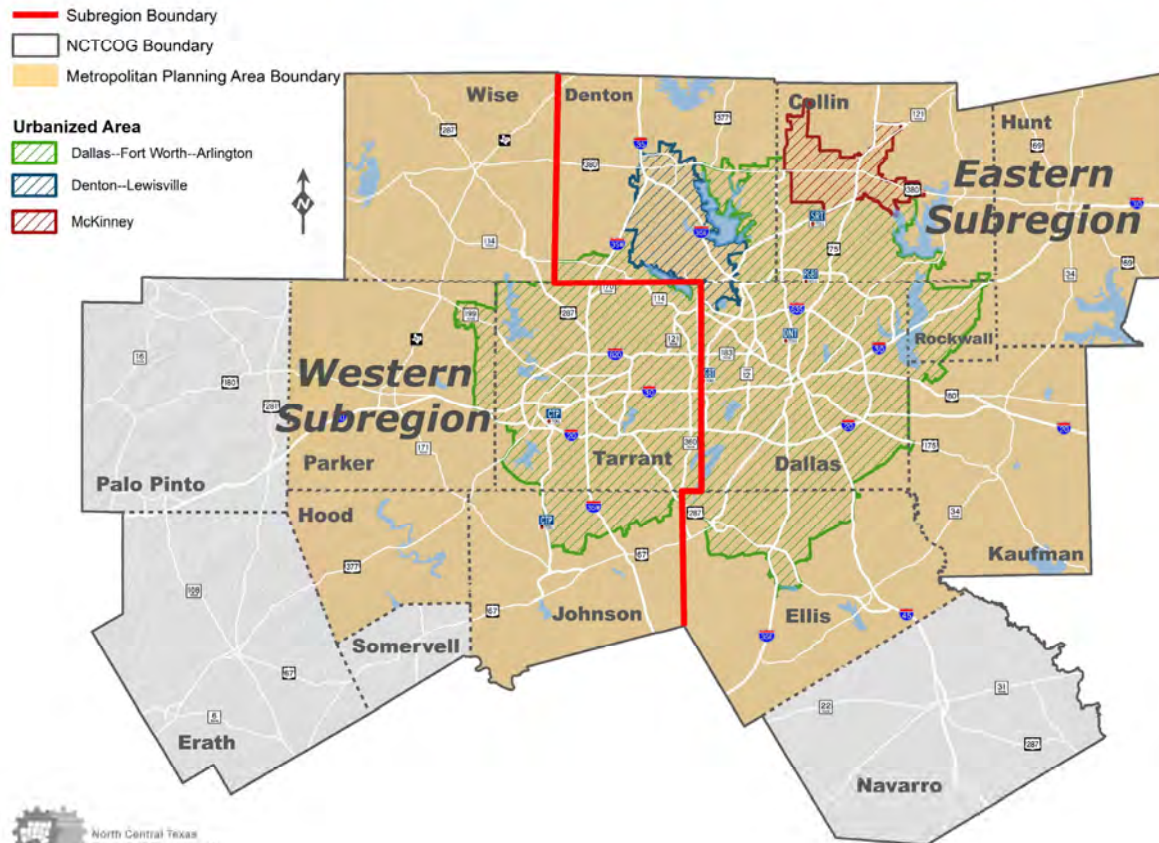


SURFACE TRANSPORTATION BLOCK GRANT PROGRAM

- This funding is designed for mobility (roadway or transit) and air quality projects that address transportation needs within the Metropolitan Area Boundaries with populations of 200,000 or greater.
- Allocations to the region are based on population of the Urbanized Areas (UZA) in the region.
- The resulting percentage split applies to the RTC's other mobility funding categories, such as Category 2 funding in Regional 10-Year Plan.
- East/West Distribution Formula Inputs:
 - Population
 - Employment
 - Activity (Population and Employment Equalized to account for communities where available jobs might exceed population or vice versa)
 - Vehicle Miles Traveled (VMT)

URBANIZED AREA BOUNDARIES

North Central Texas Council of Governments Region



Revenue is allocated to the region based on UZA population, but it is RTC policy to spend that funding outside of those UZAs, but within the MPO boundary.

FORMULA INPUTS FOR THE FAST ACT

STBG Based on 12-County MPA Boundary	Western Subregion	Eastern Subregion
Population	34.11%	65.89%
Employment	30.72%	69.28%
Activity (Pop+Emp Equalized)	32.42%	67.58%
Vehicle Miles of Travel	32.36%	67.64%
Average	32.40%	67.60%
Rounded Average	32%	68%
CMAQ Based on 10-County Non-Attainment Area	Western Subregion	Eastern Subregion
Ozone Precursors tons per day ¹ (%)	64.68 (34.03%)	125.37 (65.67%)
Ozone Precursors Tons of VOC and NOx (Rounded Average)	34%	66%

¹NCTCOG forecast for 2016 Transportation Conformity ten-county analysis of 2017 roadway network.

EQUITY AND ENVIRONMENTAL JUSTICE

- In addition to the inputs specific to each funding category, Environmental Justice/Equity is considered when developing funding distributions.
- Several population breakdowns are reviewed:
 - Minority Population
 - Low Income Population
 - Minority or Low Income
 - Limited English Proficiency
- A breakdown of the analysis performed for the last round is covered on the next slide for reference.

ENVIRONMENTAL JUSTICE – FAST ACT ANALYSIS

Population Type		Western Subregion	Eastern Subregion	Total
Minority	Population	1,007,941	2,384,036	3,391,977
	Percent	30%	70%	
Low Income	Population	328,457	649,180	977,637
	Percent	34%	66%	
Minority or Low Income	Population	1,111,283	2,527,911	3,639,194
	Percent	31%	69%	

Source: 2014 American Community Survey 5-Year Estimates

Environmental justice indicators showed a minority or low income population distribution similar to the funding distribution for the western and eastern regions that was ultimately approved by the RTC.

PREVIOUS FUNDING DISTRIBUTION PERCENTAGES

Transportation Funding Bill	STP-MM/STBG		CMAQ	
	Western Subregion	Eastern Subregion	Western Subregion	Eastern Subregion
ISTEA (1991)	33%	67%	33%	67%
TEA-21* (1998)	32%	68%	32%	68%
	31%	69%	31%	69%
SAFETEA-LU (2005)	31%	69%	31%	69%
MAP-21 (2012)	32%	68%	34%	66%
FAST ACT (2015)	32%	68%	34%	66%

* TEA-21 funding distributions were originally approved as 32% in the west and 68% in the east. In 2003, the funding distributions were re-evaluated to 31% in the west and 69% in the east.

WHY TRACK EAST/WEST FUNDING?

- Allows for the focus to be on maintaining East/West equity during project selection and not when projects are going to letting. This prevents the need to hold back a project if it is ready to let, but in a subregion that currently has more projects ready than the other subregion.
- Distribution percentages have changed slightly over time, but have been relatively consistent.
- This practice has helped our region maintain a cooperative, cohesive process over the years.

TRACKING NON-FORMULA FUNDS

- While formula-allocated funds are split between the eastern and western subregions, other funding sources are not formula allocated (e.g., Category 12, Statewide TA Set Aside).
- In 2010, the RTC approved a policy position directing staff to monitor these TxDOT project selections and regularly report on the distribution between the eastern and western subregions.
- Each quarter, an update is brought to the STTC and RTC that details TxDOT funding awards in non-formula allocated categories.
- The RTC may choose to make specific adjustments from time to time to balance out any imbalances created by non-formula project selection at the State level.

CONTACT/QUESTIONS?

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Brian Dell
Principal Transportation Planner
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bdell@nctcog.org

As of July 2021

**Overview of Actions Affecting Eastern/Western Funding Shares
(\$ in Millions)**

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Mar-13	Final SAFETEA-LU East-West Equity Total	\$649.76	\$1,558.48	\$649.76	\$1,558.48
Jan-16	Final MAP-21 East-West Equity Total	\$320.98	\$847.62	\$970.74	\$2,406.10
Dec-16	FY 2017-2026 Regional 10-Year Planning Effort - Category 2 Funds (Transfer from the East to the West)	\$100.00	(\$100.00)	\$1,070.74	\$2,306.10
Oct-17	Transportation Alternatives Set-Aside funding for a project in Hunt County (City of Quinlan) awarded through the Statewide TA Set-Aside Call for Projects as approved by the Texas Transportation Commission in October 2017 (Minute Order #115076)	\$0.00	\$0.30	\$1,070.74	\$2,306.40
Dec-17	Category 12 funding for various overpass reconstruction projects along the IH 30 corridor in Hunt County as approved in the December 2017 update to Unified Transportation Program (UTP)	\$0.00	\$102.00	\$1,070.74	\$2,408.40
Sep-18	Category 12 funding for the construction of an interchange at IH 45 and FM 664 in Ellis County as approved in the 2019 Unified Transportation Program (UTP)	\$0.00	\$34.00	\$1,070.74	\$2,442.40
Dec-18	Transfer of Regional Toll Revenue (RTR) funds from the East to the West as approved by the RTC in December 2018 through the CMAQ/STBG: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDC Program	\$5.80	(\$5.80)	\$1,076.54	\$2,436.60
Aug-19	Category 12 Clear Lanes funding for various projects in the region was awarded 69% East/31% West instead of being split 68% East/32% West, which gave the East a small amount of additional revenue compared to the West	\$0.00	\$33.59	\$1,076.54	\$2,470.19
Aug-19	Category 12 Strategic Priority funding for various projects in the East (IH 30 in Dallas County, IH 35 in Denton County, and IH 30 in Hunt County) and in the West (Southeast Connector in Tarrant County and SH 170 in Denton/Tarrant Counties) as approved in the 2020 Unified Transportation Program (UTP)	\$208.33	\$1,018.85	\$1,284.87	\$3,489.04
Jan-20	Transportation Alternatives (TA) Set-Aside funding for projects in Dallas County (City of Balch Springs) and Parker County (City of Hudson Oaks) awarded through the Statewide Safe Routes to School (SRTS) and TA Set-Aside Calls for Projects as approved by the Texas Transportation Commission in January 2020 (Minute Order #115662)	\$2.13	\$0.96	\$1,287.00	\$3,490.00
Aug-20	Transfer of Regional Toll Revenue funds from Denton County to the Western Subregion in exchange for an equal amount of Surface Transportation Block Grant funds as approved by the Regional Transportation Council through the COVID-19 Infrastructure Program (Round 2)	\$30.00	\$30.00	\$1,317.00	\$3,520.00

No changes since last presentation in April 2021

STTC Information Item
August 27, 2021

ELECTRONIC ITEM 6.2

As of July 2021

**Overview of Actions Affecting Eastern/Western Funding Shares
(\$ in Millions)**

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Aug-20	Category 12 Strategic Priority funding for the IH 30 Canyon project in Dallas County as approved by the Texas Transportation Commission in the 2021 Unified Transportation Program (UTP)	\$0.00	\$112.00	\$1,317.00	\$3,632.00
Sep-20	Additional Transportation Alternatives (TA) Set Aside funding awarded to the Eastern subregion through the 2020 TA Set Aside Call for Projects as approved by the RTC; Western subregion will receive an equal amount of CMAQ and/or STBG funding as part of a future project selection initiative to offset this extra funding.	(\$1.86)	\$1.86	\$1,315.14	\$3,633.86
Updated FAST Act Equity Percentage Share as of July 2021				26.57%	73.43%

Cumulative East-West Equity Share	Cumulative Total	
	West	East
Cumulative Total	\$1,315.14	\$3,633.86
Cumulative Percentage Shares	26.57%	73.43%
RTC Approved Target Shares	32%	68%

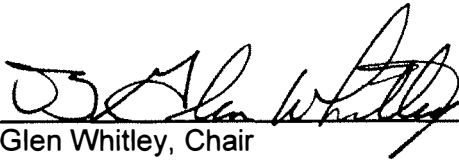
No changes since last presentation in April 2021

STTC Information Item
August 27, 2021

**REGIONAL TRANSPORTATION COUNCIL POLICY POSITION ON
TXDOT NON-FORMULA ACCOUNTING SYSTEM
WITH REGARD TO EAST/WEST EQUITY
(P10-03)**

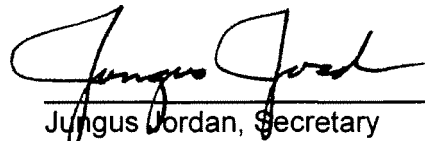
The Regional Transportation Council (RTC) prefers formula allocations to the region and has requested several times that the Texas Department of Transportation (TxDOT) be sensitive to the long-standing east/west equity positions within the Dallas-Fort Worth region in its allocation of funds to North Central Texas. This policy applies to TxDOT programs that do not follow current formula allocations. They include, for example, American Recovery and Reinvestment Act I, possible American Recovery and Reinvestment Act II, Proposition 12 (Phase 1 and Phase 2), and the Proposition 14 Project Advance Programs.

The Regional Transportation Council directs staff to inventory TxDOT project commitments, starting January 1, 2010, that are not formula allocated in order to maintain east/west equity over time. Staff shall monitor these allocations, considering the RTC's east/west funding distribution position, and report back to the Regional Transportation Council regularly. Therefore, this RTC policy prefers formula allocation; however, in its absence, this policy directs staff to inventory the equity of TxDOT project selections over time.




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

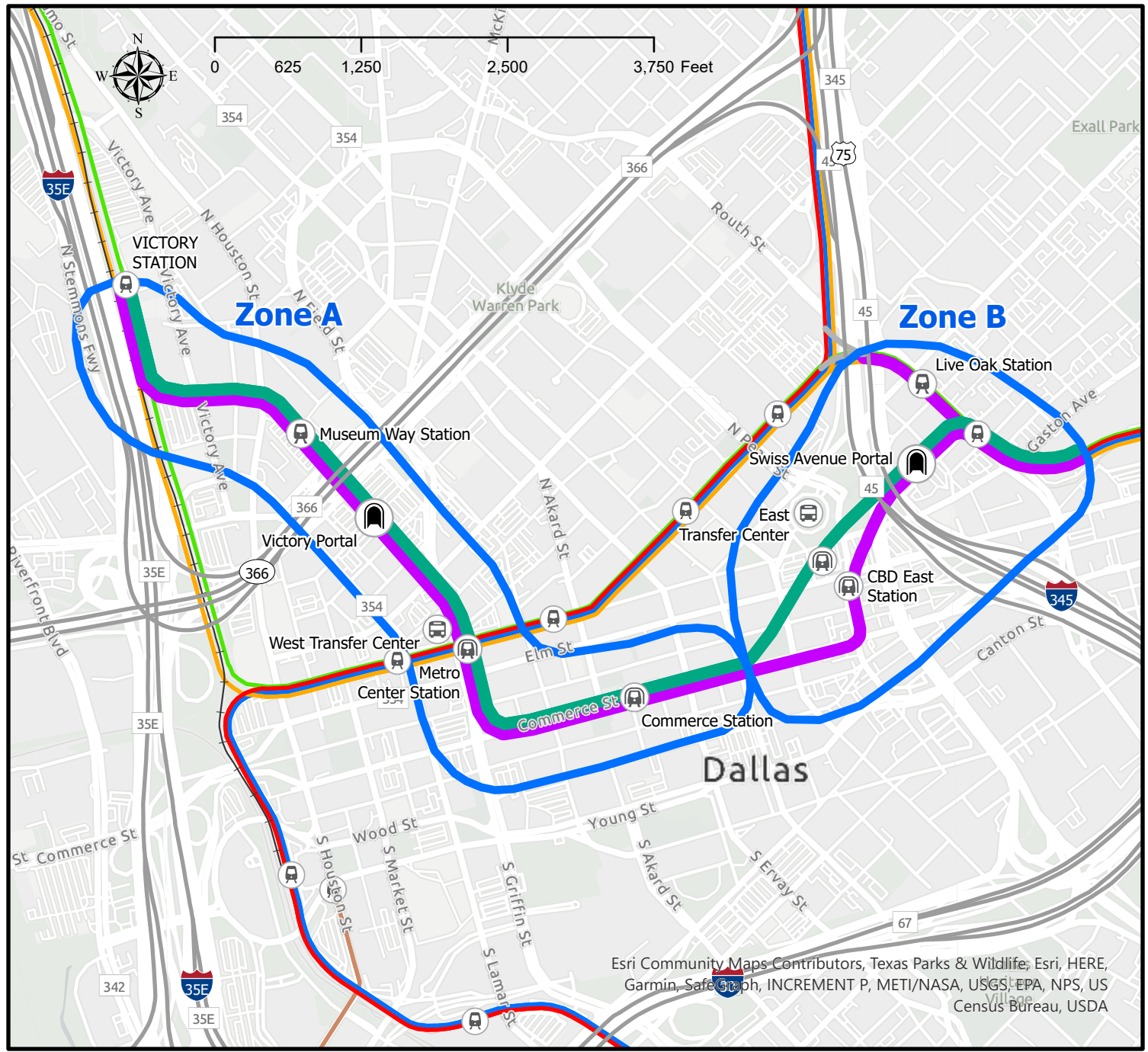
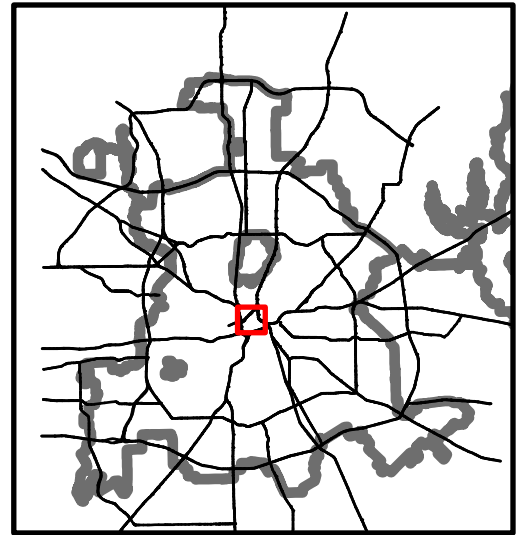
I hereby certify that this policy position was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on February 11, 2010.



Jungus Jordan, Secretary
Regional Transportation Council
Councilmember, City of Fort Worth

Attachment 1 DART D2 Project Council District 2, 14

- █ Locally Preferred Alternative - City Council Resolution September 2017
- █ DART's Current Proposed Alternative
- █ BLUE LINE
- █ GREEN LINE
- █ ORANGE LINE
- █ RED LINE
- █ MCKINNEY AVENUE TROLLEY
- █ DALLAS STREETCAR
-  TRINITY RAILWAY



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DRAFT

**EDA Grant Opportunities through ARPA
Build Back Better Regional Challenge**

Project Name	Lead Staff	Total Cost	Federal Share	Local Share	Local Share Source	Notes
Various Dallas Projects	Michael Morris	\$30 million	\$25 million	\$5 million	City of Dallas	Meeting scheduled to respond to City of Dallas request
Aerospace Aviation & Defense Manufacturing Consortium	Dan Kessler	\$30 million	\$25 million	\$5 million	RTC Local \$ Already in Place to support North Texas Center for Mobility Technology (\$2.5M) Industry Partners In Kind and Cash if needed.	aerospace, aviation, and defense industry workforce/software skills development, supply chain, cyber security, supply chain visibility and optimization, sole source supplier to dual use conversion markets and modernization of applied research. Grant application was developed and submitted to DOD in support of the Defense Manufacturing Community Support Program. Industry, Academic and Workforce Partners Identified Also includes Natalie Bettger -Unmanned Aircraft Systems and Surface Integration/Urban Air Mobility
Building Broadband Workforce and Industry	Tom Bamonte	\$30 million	\$25 million	\$5 million	Local Governments	Provide broadband access and intensive skills development to build a workforce that can do remote work at a variety of skill levels. Provide for continuing education to encourage skills development and transition to higher paying jobs. At same time, develop industry cluster around development of tools that make remote work (and other virtual connections like telemedicine) more feasible. One key goal is to build an online workforce for this industry—workforce builds demand for industry; industry develops tools to assist workforce in accessing jobs (and other opportunities). Equal access to the internet, eliminating food deserts, equal access to medicine, community colleges, industry interest for automated freight. Also includes Kate Zielke.
Automated Freight: Workforce and Industry	Tom Bamonte	\$30 million	\$25 million	\$5 million	Local Partners	Develop DFW into an automated freight cluster. Freight modes range from 18 wheelers to delivery bots to UAVs. The AV freight companies in the region, Alliance, and the NTCMT universities and the community colleges responsible for various modules. Community colleges focus on entry level+ skill development; universities deliver R&D on robotics, AI, logistics. Companies contribute talent and use cases. Goal is to position DFW as place to develop and scale freight-related technologies and manufacturing. Equity/workforce concerns associated with automation addressed through intensive workforce (re)training. All participants in program bound together by access to high-quality broadband. May be included in the Good Jobs Challenge. Also includes Jeff Hathcock and Ernest Huffman.
Transportation Technology Advances to Build Better Communities	Michael Morris	\$30 Million	\$25 Million	\$5 Million	Local/TxDOT Partners	Advancement of four technologies to position Dallas-Fort Worth as a transportation technology job center. -Next generation geometric design for autonomous vehicles -Inductive charging while traveling on a roadway lane -Implementation of hydrogen vehicle replacement of heavy-duty diesel engines -Next generation traffic signals on transit corridors. Position DFW as center for development of AI-powered transportation applications. Such applications might include (1) adaptive traffic signals; (2) predictive analytics; (3) processing of connected vehicle sensor data for asset management and operations; and (4) distributed ledger technology (e.g., blockchain). Potential partners range from Toyota's CV data outfit in Plano to faculty talent at local universities. There could be a deployment of adaptive signal tech that includes fiber utilization for improved broadband access. This deployment might be situated in more rural part of region, where physical access to broadband may still be limited. Goal is to position DFW as center for AI/transportation tech.

DRAFT

**EDA Grant Opportunities through ARPA
Good Jobs Challenge**

Project Name	Lead Staff	Total Cost	Federal Share	Local Share	Local Share Source	Notes
Automated Freight: Workforce and Industry	Tom Bamonte	\$30 million	\$25 million	\$5 million	Local/TxDOT Partners	<p>Develop DFW into an automated freight cluster. Freight modes range from 18 wheelers to delivery bots to UAVs. The AV freight companies in the region, Alliance, and the NTCMT universities and the community colleges responsible for various modules. Community colleges focus on entry level+ skill development; universities deliver R&D on robotics, AI, logistics. Companies contribute talent and use cases. Goal is to position DFW as place to develop and scale freight-related technologies and manufacturing. Equity/workforce concerns associated with automation addressed through intensive workforce (re)training. All participants in program bound together by access to high-quality broadband.</p> <p>Also includes Jeff Hathcock and Ernest Huffman.</p>

Economic Adjustment Assistance
-not at this time-

Indigenous Communities
-not at this time-

Recently Completed & Active Transportation Projects



Project Status

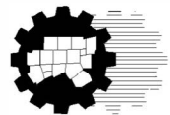
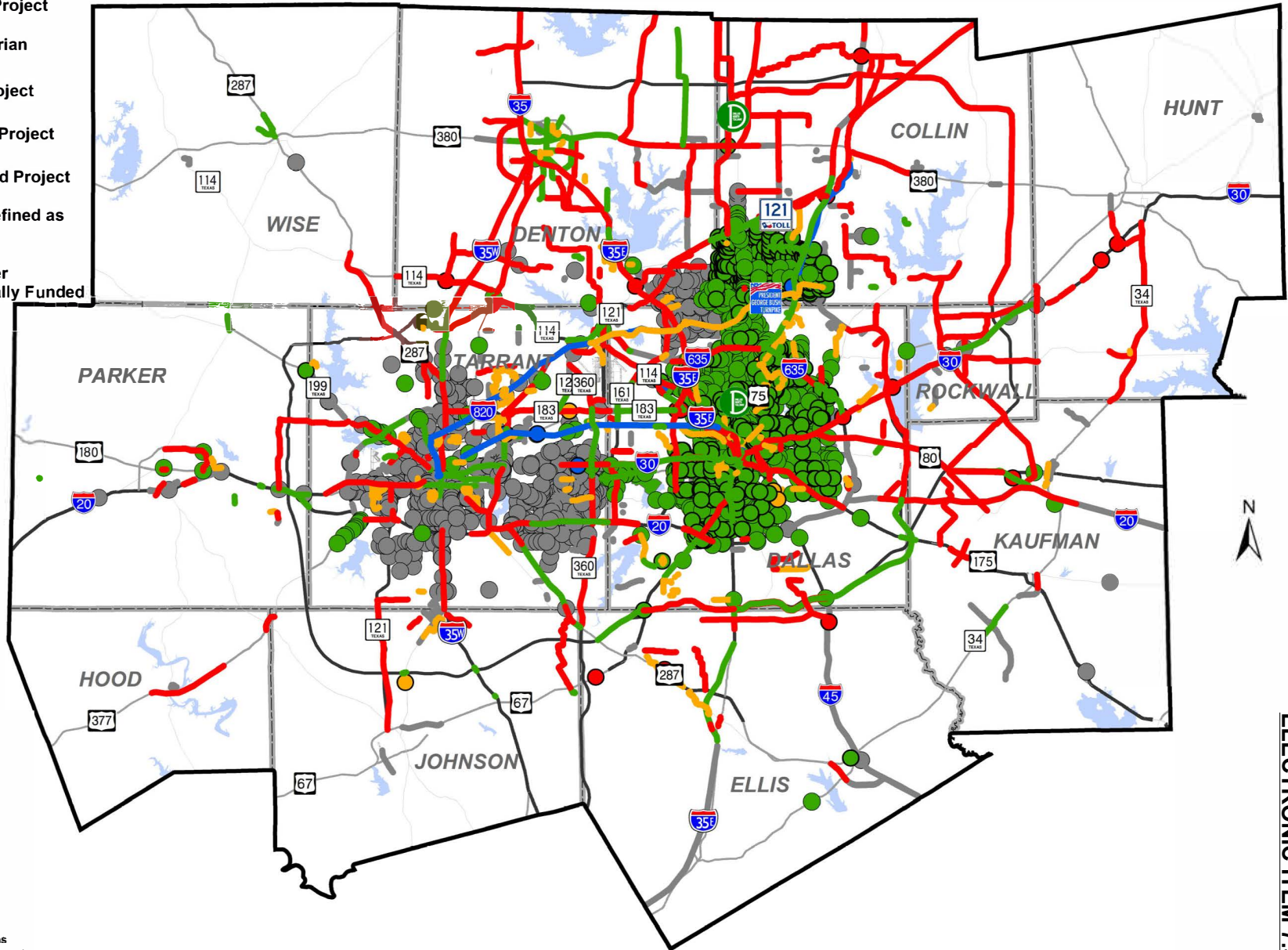
-  Active Air Quality Project
-  Active Bike/Pedestrian Project
-  Active Capacity Project
-  Active Rail Transit Project
-  Recently Completed Project

*Recently Completed projects are defined as completed within the past 5 years.

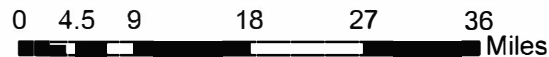
*Active projects are defined as Under Construction or Fully Funded/Partially Funded

Legend

-  Major Highways
-  Other Highways / Roadways
-  County Boundary
-  Metropolitan Planning Area Boundary



North Central Texas
Council of Governments
Transportation



*Some projects are regional in scope and are not displayed as a discrete location on the map.

Leadership of women helps deliver Margaret McDermott Bridge

The Trinity River and its levees in Dallas have long been viewed as a significant divide, bisecting communities and preventing easy access by many to the amenities of downtown Dallas and surrounding neighborhoods.

I had the pleasure recently of attending the ribbon cutting celebration for a transportation element that should begin to change that: the Margaret McDermott Bridge, designed by renowned architect Santiago Calatrava.

You probably recognize the bridge by the twin 340-foot-high white steel arches. But more important than its beauty is what you may not immediately notice. The bicycle-pedestrian lanes adjacent to the lanes of Interstate 30 will make the Margaret McDermott Bridge a gateway that so many Dallas residents need, a human reconnection.

In North Texas, we place a premium on cooperation, and this project represented an opportunity for the community, officials from all levels of government and the private sector to work together to establish a legacy that will last generations.

At the ribbon cutting event, listening to the comments from Margaret's daughter Mary and Mary's daughter Grace, I was reminded of the importance of women in delivering this project.

First, there was Margaret McDermott herself, who provided the initial funding necessary to secure such a renowned architect to design the signature elements of the bridge.

Mrs. McDermott understood a project that would stitch neighborhoods together and connect them with downtown. She may have provided seed money for the signature elements, but the work done by dedicated professionals at every level of government proved invaluable to the completion of the half-mile span connecting Oak Cliff and west Dallas with downtown.

Keeping with the theme, officials such as former Sen. Kay Bailey Hutchison and current Rep. Eddie Bernice Johnson worked to secure the federal funding to bring the vision to life. Dallas County Commissioner Dr. Elba Garcia maintained strong county support for the project.

In transportation and other industries, projects are completed by doers, who are capable of great things because of the relationships forged as they work tirelessly on behalf of their communities. Former City Manager Mary Suhm and former Assistant City Manager Jill Jordan were team builders, empowering the staff to persevere through the many challenges of a project that stretched longer than any of us wished. Gail Thomas, former president and CEO of the Trinity Trust Foundation, was also integral in making sure the bridge had the necessary support to move forward.

Next came implementation of the vision. The Texas Department of Transportation's Deputy District Engineer for the Dallas District, Ceason Clemens, oversaw construction. She and her team were asked to help integrate the signature aspects of the bridge into the design of the project.

The North Central Texas Council of Governments' Sandy Wesch helped with permitting and design review; Dallas County Director of Public Works Alberta Blair and Sarah Standifer, assistant director of stormwater operations for the City of Dallas, also played crucial roles. Anita

Wilson of the Federal Highway Administration was there for design review and urban engineering.

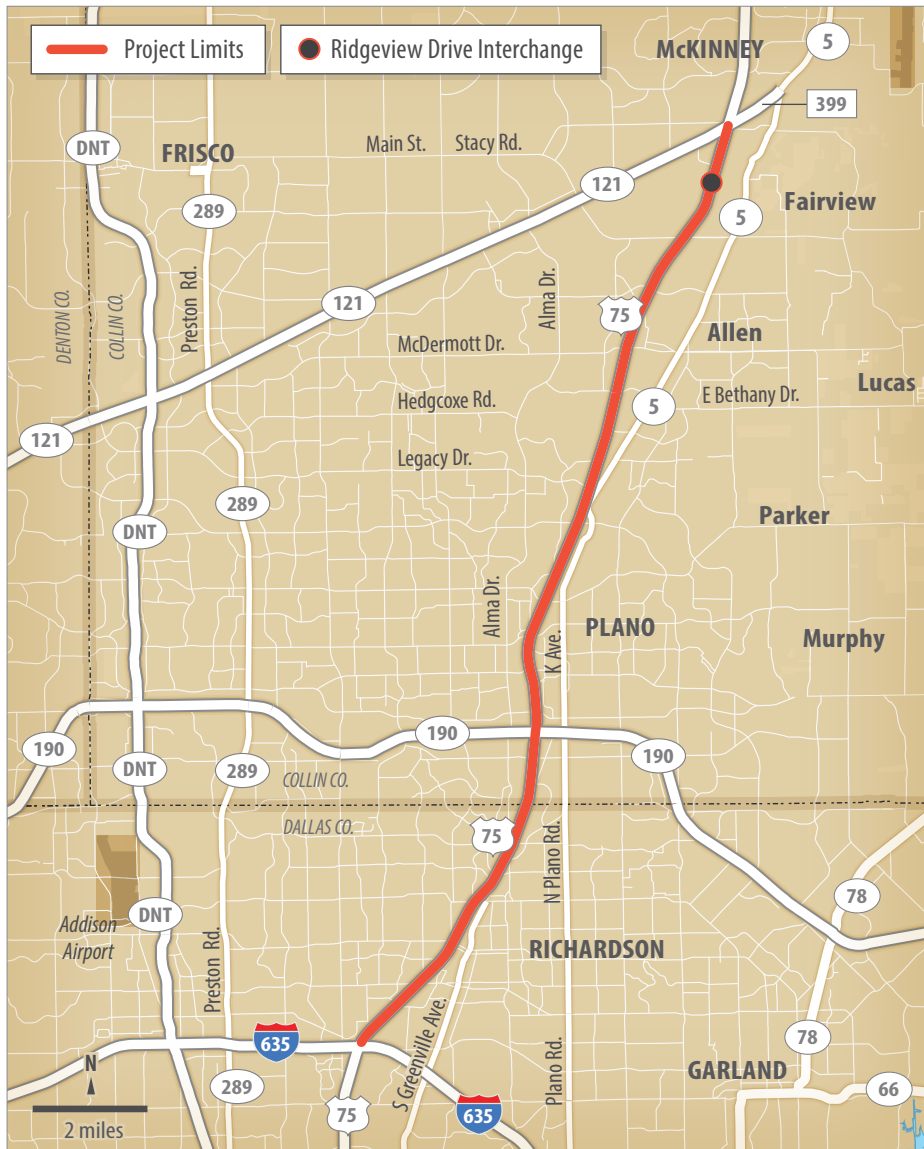
These strong Dallas leaders illustrated coordination is possible across the various levels of government. While their roles were different, their complementary abilities produced a bridge that serves the needs of a growing region while connecting our past to our future.

Margaret McDermott had the vision. Other influential women made that vision a reality. And generations of Dallas residents, from Grace Cook to those who follow, will benefit from their passion and perseverance to deliver this transformational structure and human-scale amenities, lessening the divide.

Michael Morris is director of transportation for the North Central Texas Council of Governments. He wrote this column for The Dallas Morning News.

INCENTIVING HOV LANE USAGE TO IMPROVE SAFETY AND TRAFFIC FLOW ON US 75

Connecting You With Texas



NOTE: Highlighted areas are not drawn to exact scale.

TxDOT graphic

BACKGROUND

The current US 75 HOV lanes offer a single, concurrent lane in each direction separated by pylons. The lane is only available for High Occupancy Vehicle (HOV) users and is enforced by visual inspection by the Dallas County Sheriff's Department. As configured currently, the lanes are underutilized, and they pose ongoing maintenance and enforcement challenges.

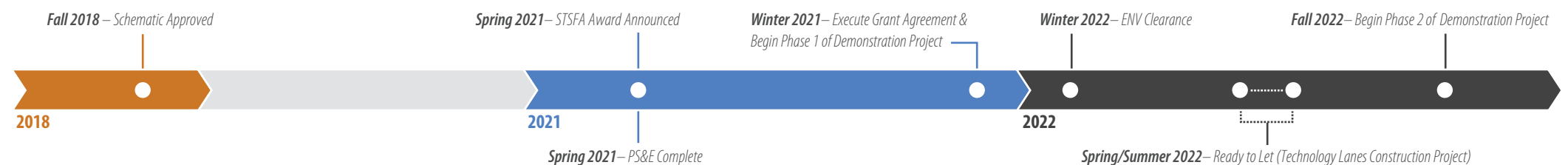
TxDOT is currently designing an operational improvements project for the HOV lanes to convert them to Technology Lanes and address the goals listed below.

Technology lanes are lanes that utilize vehicular or roadside equipment to influence operations, incentivize vehicle occupancy, impact time of day travel decisions, or provide other opportunities to accommodate the dynamic fluctuation in traffic flow and transportation needs.

GOALS FOR THE US 75 CORRIDOR

- **Reduce fatalities** and crashes by improving traffic flow
- **Improve response** to crashes through multi-city traffic incident management

PROJECT TIMELINE



SOURCE: TxDOT

TxDOT graphic

- **Congestion relief** by opening technology lane to all passenger vehicles and restricting trucks
- **Improve air quality** by increasing auto occupancy
- **Enhance traffic signal** green times on frontage roads to progress traffic
- **Remove pylons** to improve safety and minimize debris

STSFA AWARD/DEMONSTRATION PROJECT

In March 2021, TxDOT and NCTCOG were awarded a \$5 million Surface Transportation System Funding Alternatives (STSFA) federal grant. The funds will allow us to create a demonstration project utilizing an existing smart-phone app (GoCarma) to incentivize usage of HOV lanes and study how effective various incentive structures are.

The demonstration project will be executed in two phases:

Phase 1– Build a framework within the existing app to give credit to users. The Regional Transportation Council will determine the credit amounts and peak usage timeframes.

Phase 2– Enroll volunteers and study their usage and behavior changes.

ESTIMATED CONSTRUCTION COSTS

Technology Lanes	\$17.7 M
Ridgeview Drive Interchange	\$26.1 M
Estimated Total Cost*	\$43.8 M

*Subject to change.

TxDOT graphic

DEMONSTRATION PROJECT COST

\$10,000,000

FUNDING SOURCE

STSFA Grant	\$5,000,000
Carma	\$4,075,000
NCTCOG	\$925,000
Total	\$10,000,000

Source: TxDOT research.

TxDOT graphic

HOW THE GoCARMA APP WORKS

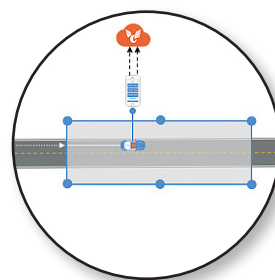


After obtaining a toll tag, users download the GoCarma app, create an account and quickly add their vehicle details to get started.

SOURCE: GoCarma



The app activates automatically when driving on US 75 Technology Lanes. No user interaction required at any time.



The app verifies HOV status and forms a road transaction without reference to a toll tag or toll gantry.



An accounting framework is modeled based upon large volumes of high-performance transaction data.



Variable credits are modeled for target locations to inspire user behavior change.

CONTACT INFORMATION

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 John.Hudspeth@txdot.gov

Dallas District Office
 4777 E. Highway 80
 Mesquite, TX 75150



CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
40054	0902-90-076	TXDOT-FORT WORTH	CS	C	WALNUT CREEK ELEMENTARY PEDESTRIAN WALKWAY; ALONG STRIBLING DR/STRIBLING DR N FROM TIMBEROAKS DR TO STRIBLING CIR	ALONG HIGH CREST DR FROM STRIBLING DR TO WALNUT CREEK DR	SAFE ROUTES TO SCHOOL; PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS AND CROSSWALKS	\$250,421	\$0	\$62,605	\$313,026	\$250,421	08/2020	08/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
40054	0902-90-076	TXDOT-FORT WORTH	CS	CE	WALNUT CREEK ELEMENTARY PEDESTRIAN WALKWAY; ALONG STRIBLING DR/STRIBLING DR N FROM TIMBEROAKS DR TO STRIBLING CIR	ALONG HIGH CREST DR FROM STRIBLING DR TO WALNUT CREEK DR	SAFE ROUTES TO SCHOOL; PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS AND CROSSWALKS	\$6,636	\$0	\$1,659	\$8,295	\$6,636	08/2020	08/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
11913.2	0918-00-356	TXDOT-DALLAS	VARIOUS	I	DIGITAL VIDEO PROJECT; ON ALL STATE FACILITIES	IN THE DALLAS DISTRICT	UPGRADE ITS CCTV ANALOG CAMERAS LOCATED THROUGHOUT THE DALLAS DISTRICT (APPROXIMATELY 576) WITH DIGITAL CAMERAS TO BE COMPATIBLE WITH UPGRADED DALTRANS TRAFFIC MANAGEMENT CENTER VIDEO EQUIPMENT	\$2,300,000	\$575,000	\$0	\$2,875,000	\$2,300,000	09/2020	08/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
14080	0902-90-163	GRAND PRAIRIE	VA	E	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$220,508	\$0	\$55,127	\$275,635	\$220,508	06/2020	09/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
14080	0902-90-163	GRAND PRAIRIE	VA	ENV	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$22,000	\$0	\$5,500	\$27,500	\$22,000	09/2020	09/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
14059	2208-01-070	TXDOT-FORT WORTH	SS 303	C	COLLINS ST	SH 360	CONSTRUCT NEW SIDEWALK, RECONSTRUCT EXISTING SIDEWALK, ADD LIGHTING, AND SIGNAGE	\$3,144,000	\$786,000	\$0	\$3,930,000	\$3,144,000	AZ	09/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF AUGUST 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
11898.4	0718-02-074	TXDOT-FORT WORTH	FM 156	C	AT AVONDALE/HASLET PKWY		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT AND RIGHT TURN LANES AND NEW SIDEWALKS	\$4,385,280	\$1,096,320	\$0	\$5,481,600	\$4,385,280	07/2020	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
11913	0918-00-353	TXDOT-DALLAS	VA	I	DIGITAL VIDEO PROJECT		PURCHASE NEW DIGITAL VIDEO SOFTWARE AND HARDWARE FOR TRAFFIC MANAGEMENT CENTER TO ALLOW FOR DIGITAL VIDEO TO BE INTEGRATED INTO THE TMC SOFTWARE, DISPLAYS, AND SHARING WITH PARTNER AGENCIES; INTELLIGENT TRANSPORTATION SYSTEM	\$1,200,000	\$300,000	\$0	\$1,500,000	\$1,363,468	09/2020	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
11898.3	0902-90-141	TXDOT-FORT WORTH	CS	C	ON AVONDALE-HASLET FROM INTERMODAL PARKWAY TO WEST OF HASLET COUNTY LINE ROAD;	HASLET PARKWAY/INTERMODAL PARKWAY CONNECTOR FROM IH 35W/SH 170 TO TRANSPORT DRIVE	ON AVONDALE-HASLET: CONST NEW 0 LN TO 4 LN AND RECONST AND WIDEN EXISTING 2 LN TO 4 LN DIVIDED URBAN ROADWAY AND NEW SIDEWALKS; ON HASLET PKWY/INTERMODAL PKWY: CONST 0 TO 4 LN DIVIDED URBAN WITH NEW SIDEWALKS	\$320,000	\$0	\$80,000	\$400,000	\$320,000	09/2020	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
25060	0902-90-036	TXDOT-FORT WORTH	CS	C	ON CHEEK SPARGER RD FROM SH 26	TO BROWN TRAIL	OVERLAY AND PAVEMENT MARKINGS; INSTALL SIDEWALKS, INCREASE SUPER ELEVATION, CONSTRUCT PAVED SHOULDERS (FROM SAN BAR LN TO E OF OAKBRIAR LN)	\$351,869	\$0	\$87,967	\$439,836	\$351,869	11/2020	11/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF AUGUST 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
14010	1601-01-032	PARKER CO	FM 730	C	AT EAST LOOP		INTERSECTION IMPROVEMENTS, INCLUDING ADDITIONAL LEFT TURN LANES AND DEDICATED RIGHT TURN LANES AND NEW SIGNAL IMPROVEMENTS	\$980,000	\$245,000	\$0	\$1,225,000	\$980,000	08/2020	12/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
14011	0008-03-119	PARKER CO	US 180	C	AT EAST LOOP		CONSTRUCTION OF INTERSECTION IMPROVEMENTS INCLUDING NEW TRAFFIC SIGNALS AND CONSTRUCTION OF DEDICATED TURN LANES	\$980,000	\$245,000	\$0	\$1,225,000	\$980,000	08/2020	12/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
40060	0902-90-081	RICHLAND HILLS	CS	C	RICHLAND HILLS TRE CONNECTION; GLENVIEW DRIVE ON THE NORTH	INTERSECTION OF SH 121 WESTBOUND FRONTAGE ROAD AND HANDLEY-EDERVILLE ROAD ON THE SOUTH	CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS INCLUDING SHARED-USE PATH, BIKEWAYS, SIDEWALKS, CROSSWALKS, AND SIGNAGE	\$1,117,774	\$0	\$279,444	\$1,397,218	\$1,094,569	08/2020	12/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
40060	0902-90-081	RICHLAND HILLS	CS	CE	RICHLAND HILLS TRE CONNECTION; GLENVIEW DRIVE ON THE NORTH	INTERSECTION OF SH 121 WESTBOUND FRONTAGE ROAD AND HANDLEY-EDERVILLE ROAD ON THE SOUTH	CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS INCLUDING SHARED-USE PATH, BIKEWAYS, SIDEWALKS, CROSSWALKS, AND SIGNAGE	\$76,233	\$0	\$19,058	\$95,291	\$79,551	08/2020	12/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
14065	0918-47-274	DALLAS	VA	E	SOPAC TRAIL FROM INTERSECTION OF GREENVILLE AVENUE AND MEADOW	NORTHAVEN TRAIL	CONSTRUCT SHARED USE PATH	\$400,000	\$0	\$0	\$400,000	\$400,000	11/2020	09/2021 03/2021	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
14064	0918-47-273	DALLAS	VA	E	ON KCS TRAIL CONNECTOR FROM LBJ/SKILLMAN DART STATION	RICHARDSON CITY LIMIT	CONSTRUCT SHARED USE PATH	\$400,000	\$0	\$0	\$400,000	\$400,000	01/2021	09/2021	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
14013.3	0902-00-235	FORT WORTH	CS	E	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12' WIDE SHARED-USE PATH	\$127,973	\$0	\$0	\$127,973	\$190,000	08/2020	12/2021	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF MARCH 2020
14013.2	0918-48-003	DART	VA	E	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$14,830,000	\$0	\$0	\$14,830,000	\$14,830,000	11/2020	01/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JANUARY 2021
14013.2	0918-48-003	DART	VA	R	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$150,000	\$0	\$0	\$150,000	\$150,000	11/2020	01/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JANUARY 2021
55108.1	0047-07-228	TXDOT-DALLAS	US 75	C	AT NORTHAVEN ROAD		CONSTRUCT BIKE/PEDESTRIAN BRIDGE OVER US 75 (ON SYSTEM SECTION)	\$5,680,000	\$1,420,000	\$0	\$7,100,000	\$3,996,564 \$6,383,704	06/2021	02/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JANUARY 2021
55108.2	0918-47-242	TXDOT-DALLAS	VA	C	ON NORTHAVEN TRAIL FROM WEST OF US 75 AT NORTHAVEN ROAD TO US 75 BRIDGE	AND FROM EAST OF US 75 TO WHITE ROCK CREEK TRAIL/COTTONWOOD TRAIL JUNCTION	CONSTRUCT APPROACHES TO A BICYCLE/PEDESTRIAN FACILITY OVER US 75 AND CONSTRUCT A BICYCLE/PEDESTRIAN BRIDGE OVER WHITE ROCK CREEK (OFF SYSTEM SECTION)	\$1,207,448	\$0	\$301,862	\$1,509,310	\$1,207,448	06/2021	02/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JANUARY 2021
14027	0918-47-290	CEDAR HILL	CS	C	ON WINTERGREEN ROAD	AT NEW CLARK ROAD	NEW SIGNAL IMPROVEMENTS, INCLUDING RETIMING	\$280,000	\$0	\$70,000	\$350,000	\$280,000	09/2020	03/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF MARCH 2021
11925	0008-12-095	TXDOT-FORT WORTH	IH 20	C	AT TRANSVISION TRAFFIC MANAGEMENT CENTER	ON IH 20 AT MCCART	PURCHASE NEW DIGITAL VIDEO SOFTWARE AND HARDWARE FOR TRAFFIC MANAGEMENT CENTER (TMC) TO ALLOW FOR DIGITAL VIDEO TO BE INTEGRATED INTO THE TMC SOFTWARE, DISPLAYS, AND TO ENABLE SHARING WITH PARTNER AGENCIES	\$2,250,000	\$562,500	\$0	\$2,812,500	\$1,558,823	08/2020	04/2021 (ACTUAL)	OBLIGATED (2021)	
40055	0902-90-079	NORTH RICHLAND HILLS	CS	C	NRH ACTIVE TRANSPORTATION PROJECTS FOR TRAIL/ON-ROAD BOUNDED BY NORTH TARRANT PARKWAY TO THE NORTH	PRECINCT LINE ROAD TO THE EAST, GLENVIEW DRIVE TO THE SOUTH, SUNCREST DRIVE TO THE WEST	CONSTRUCT BIKE/PED SAFETY IMPROVEMENTS INCL INSTALLING FLASHING BEACONS, BIKE/PED SIGNALS, CROSSWALKS, SIGNAGE, SIDEWALKS, BIKEWAYS, REFUGE ISLANDS AT INTERSECTIONS, AND SHARED USE PATH FROM EXISTING COTTON BELT TRAIL TO EXISTING JOHN BARFIELD TRAIL	\$308,647	\$0	\$77,162	\$385,809	\$301,653	09/2020	05/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF MARCH 2021

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
13032	0009-02-067	TXDOT-DALLAS	SH 78	C	AT GASTON AVE		RECONFIGURE INTERSECTION WITH SIDEWALK IMPROVEMENTS	\$5,600,000	\$1,400,000	\$0	\$7,000,000	<u>\$4,884,196</u>	11/2020	05/2021 <u>(ACTUAL)</u>	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF APRIL 2021</u>
11630.6	0008-08-077	GRAND PRAIRIE	SH 180	E	EAST OF HENSLEY	GREAT SOUTHWEST PKWY	INSTALLATION OF 4 NEW CCTV CAMERAS AND 5 NEW DMS ALONG SH 180 TO FACILITATE TRAFFIC MANAGEMENT BY VIEWING TRAFFIC CONDITIONS VIA CCTV AND ADJUSTING SIGNAL TIMING AND PROVIDING FEEDBACK TO MOTORING PUBLIC VIA DMS	\$40,000	\$10,000	\$0	\$50,000	<u>\$40,000</u>	08/2020	06/2021 <u>09/2022</u>	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF APRIL 2021; PROJECT TO BE DELAYED TO FY 2023</u>
11652.1	0902-00-278	TXDOT-FORT WORTH	VA	C	VARIOUS LOCATIONS ALONG SH 199 AND US 377		INSTALLATION OF MINOR INTERSECTION IMPROVEMENTS, INCLUDING BROAD BAND RADIOS AND CCTV IP CAMERAS	\$133,200	\$33,300	\$0	\$166,500	<u>\$133,200</u>	09/2020	07/2021 <u>(ACTUAL)</u>	OBLIGATED (2021)	<u>FUNDING HAS OBLIGATED AS OF JUNE 2021</u>
54119.1	2964-10-008	TXDOT-DALLAS	SL 9	C	IH 35E	DALLAS/ELLIS COUNTY LINE	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES	\$345,600	\$86,400	\$0	\$432,000	<u>\$345,600</u>	03/2021	7/2021 <u>(ACTUAL)</u>	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF JUNE 2021</u>
54119.2	2964-10-009	TXDOT-DALLAS	SL 9	C	ELLIS/DALLAS COUNTY LINE	IH 45	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES	\$326,400	\$81,600	\$0	\$408,000	<u>\$326,400</u>	03/2021	7/2021 <u>(ACTUAL)</u>	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF JUNE 2021</u>
<u>54119.3</u>	<u>2964-12-001</u>	<u>TXDOT-DALLAS</u>	<u>SL 9</u>	<u>C</u>	<u>IH 35E</u>	<u>DALLAS COUNTY LINE</u>	<u>CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES</u>	<u>\$587,200</u>	<u>\$146,800</u>	<u>\$0</u>	<u>\$734,000</u>	<u>\$587,200</u>	<u>03/2021</u>	<u>7/2021 (ACTUAL)</u>	<u>OBLIGATED (2021)</u>	<u>FUNDING HAS OBLIGATED AS OF JUNE 2021; FUNDING HAD BEEN LISTED IN FY 2023, BUT HAS BEEN ADVANCED</u>
<u>54119.4</u>	<u>2964-12-002</u>	<u>TXDOT-DALLAS</u>	<u>SL 9</u>	<u>C</u>	<u>DALLAS/ELLIS COUNTY LINE</u>	<u>ELLIS/DALLAS COUNTY LINE</u>	<u>CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES</u>	<u>\$76,800</u>	<u>\$19,200</u>	<u>\$0</u>	<u>\$96,000</u>	<u>\$76,800</u>	<u>03/2021</u>	<u>7/2021 (ACTUAL)</u>	<u>OBLIGATED (2021)</u>	<u>FUNDING HAS OBLIGATED AS OF JUNE 2021; FUNDING HAD BEEN LISTED IN FY 2023, BUT HAS BEEN ADVANCED</u>
20096	0135-10-050	TXDOT-DALLAS	US 380	C	US 377	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 DR, WITH SIDEWALK IMPROVEMENTS	\$44,960,000	\$11,240,000	\$0	\$56,200,000	<u>\$44,960,000</u>	05/2021	08/2021 <u>(ACTUAL)</u> 05/2021	OBLIGATED (2021)	<u>FUNDING HAS OBLIGATED AS OF JULY 2021</u>
40061	0902-90-082	FORT WORTH	VA	C	WJ TURNER ELEM, DIAMOND HILL ELEM AND BONNIE BRAE ELEM SCHOOL CAMPUSES BOUNDED BY W LORRAINE ST TO THE N	NORTH BEACH ST TO THE EAST; BRENNAN AVE TO THE S, TITUS ST TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 3 SCHOOLS IN NORTH DISTRICT)	\$764,577	\$0	\$191,144	\$955,721	<u>\$764,577</u>	07/2020	08/2021 <u>12/2021</u>	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF JULY 2021; ISSUES WITH ENVIRONMENTAL CLEARANCE HAVE BEEN RESOLVED AND THE CITY OF FORT WORTH EXPECTS TO ADVANCE THE PROJECT IN FY 2021; PROJECT TO BE DELAYED TO FY 2022 DUE TO ISSUES WITH THE ENVIRONMENTAL CLEARANCE PROCESS</u>
40062	0902-90-084	FORT WORTH	VA	C	CC MOSS ELEM, BOUNDED BY MARTIN LUTHER KING JR FWY TO THE SW, PATE DR TO THE E, E BERRY ST TO THE N	ML PHILLIPS ELEM BOUNDED BY CAMP BOWIE BLVD TO THE SE, WINTHROP AVE TO THE E, CALMONT AVE TO THE N, LACKLAND RD TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT)	\$431,070	\$0	\$107,768	\$538,838	<u>\$431,070</u>	07/2020	09/2021 <u>12/2021</u>	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF AUGUST 2021; ISSUES WITH ENVIRONMENTAL CLEARANCE HAVE BEEN RESOLVED AND THE CITY OF FORT WORTH EXPECTS TO ADVANCE THE PROJECT IN FY 2021; PROJECT TO BE DELAYED TO FY 2022 DUE TO ISSUES WITH THE ENVIRONMENTAL CLEARANCE PROCESS</u>
40063	0902-90-083	FORT WORTH	VA	C	D MCRAE ELEM BOUNDED BY AVE J TO THE N, S AYERS AVE TO THE E, LITTLEJOHN AVE TO THE S, THRALL ST TO THE W; DAGGETT ELEM	BOUNDED BY WILLING/FAIRMOUNT AVE TO THE W, W RICHMOND AVE TO THE N, HEMPHILL ST TO THE E, CANTEY ST TO THE S	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT)	\$406,255	\$0	\$101,564	\$507,819	<u>\$406,254</u>	07/2020	09/2021 <u>12/2021</u>	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF JULY 2021; ISSUES WITH ENVIRONMENTAL CLEARANCE HAVE BEEN RESOLVED AND THE CITY OF FORT WORTH EXPECTS TO ADVANCE THE PROJECT IN FY 2021; PROJECT TO BE DELAYED TO FY 2022 DUE TO ISSUES WITH THE ENVIRONMENTAL CLEARANCE PROCESS</u>

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
14079	0918-47-295	DALLAS	CS	E	PARK LANE FROM GREENVILLE AVENUE	HEMLOCK AVENUE	RECONSTRUCT ROADWAY TO ACCOMMODATE BICYCLE LANE AND SIDEWALKS FROM GREENVILLE AVE TO HEMLOCK AVE; INTERSECTION IMPROVEMENTS AT SHADY BROOK AND 5-POINT INTERSECTIONS; RESTRIPE PAVEMENT TO ACCOMMODATE 4 THROUGH LANES WITH LEFT TURN LANES AND BICYCLE LANES	\$559,390	\$0	\$0	\$559,390	\$559,390	10/2020	09/2021 06/2021	OBLIGATED (2021)	FUNDING OBLIGATED AS OF FEBRUARY 2021
25066.2	0581-01-157	DALLAS	SL 12	E	AT CARBONDALE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING REGRADING, REPAVING, AND SIDEWALKS	\$160,000	\$40,000	\$0	\$200,000	\$170,200	09/2020	09/2021 05/2021	OBLIGATED (2021)	<u>FUNDING HAS OBLIGATED AS OF JULY 2021</u>
14051	0902-90-146	GRAPEVINE	VA	C	NORTHWEST HIGHWAY AND SH 26 FROM WEST SH 114	SH 121	INSTALLATION OF ITS FIBER AND ITS EQUIPMENT	\$1,220,000	\$0	\$0	\$1,220,000	\$1,577,749	10/2021	10/2021	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JULY 2021; FUNDING HAD BEEN LISTED IN FY 2022, BUT HAS BEEN ADVANCED
14055	0902-90-169	FORT WORTH	CS	E	UNIVERSITY DRIVE FROM TRAIL DRIVE	ROSEDALE BRIDGE	PEDESTRIAN IMPROVEMENTS INCLUDING NEW AND WIDENED SIDEWALKS, CROSSWALKS, WAYFINDING SIGNAGE, AND TRAFFIC SIGNALS	\$952,395	\$0	\$0	\$952,395	\$984,655	11/2021	11/2021	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JULY 2021; FUNDING HAD BEEN LISTED IN FY 2022, BUT HAS BEEN ADVANCED
11657.1	0918-00-297	NCTCOG	VA	I	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM	IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED	ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	\$1,560,000	\$0	\$0	\$1,560,000	\$0	06/2021	08/2021 06/2021	EXPECTED TO OBLIGATE IN FY 2021	
11616	0902-00-256	NCTCOG	VA	I	REGIONAL TRAFFIC SIGNAL RETIMING; DEVELOP AND IMPLEMENT TRAFFIC SIGNAL COORDINATION IN THE DFW NON-ATTAINMENT AREA;		INCLUDES IMPROVING SIGNAL OPERATION AND PROGRESSION THROUGH TRAFFIC SIGNAL RETIMING, EQUIPMENT AND IMPLEMENTATION, AND EVALUATION OF THE RESULTANT IMPROVEMENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$1,040,000	\$130,000	\$130,000	\$1,300,000	\$0	09/2020	08/2021 07/2021	EXPECTED TO OBLIGATE IN FY 2021	
40049	0918-47-206	DALLAS	VA	C	LAKE HIGHLANDS TRAIL NORTHERN EXTENSION & LAKE HIGHLANDS TRAIL PHASE 2A, 2B; FROM EXISTING WHITE ROCK CREEK TRAIL TO	EXISTING LAKE HIGHLANDS TRAIL AT WHITE ROCK TRAIL ROADWAY TO THE LAKE HIGHLANDS DART STATION NEAR WALNUT HILL	CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS; BIKEWAY AND PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND BICYCLE/PEDESTRIAN TRAFFIC COUNT EQUIPMENT	\$1,238,753	\$0	\$309,688	\$1,548,441	\$0	02/2021	08/2021 06/2021	EXPECTED TO OBLIGATE IN FY 2021	<u>ONLY TA SET ASIDE FUNDS HAVE BEEN OBLIGATED ON THIS PROJECT</u>
14013.2	0918-48-004	DART	VA	C	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$8,401,592	\$0	\$2,100,398	\$10,501,990	\$0	11/2020	09/2021 08/2021	EXPECTED TO OBLIGATE IN FY 2021	<u>TRANSIT TRANSFER HAS BEEN INITIATED</u>
25066.1	0918-47-310	DALLAS	CS	E	ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST	AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12	CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET	\$900,000	\$0	\$0	\$900,000	\$0	11/2020	09/2021 05/2021	EXPECTED TO OBLIGATE IN FY 2021	
11614.5	0918-46-267	DENTON	VA	R	CITY OF DENTON SCHOOL CONNECTION SIDEWALKS		NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK ELEMENTARY SCHOOL ALONG POCKRUS PAGE ROAD AND WOODROW WILSON ELEMENTARY SCHOOL IN THE CITY OF DENTON	\$60,800	\$0	\$15,200	\$76,000	\$0	07/2020	10/2021 06/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>THE ENVIRONMENTAL CLEARANCE IS DELAYED AND ROW CANNOT BE PURCHASED UNTIL THE PROJECT IS CLEARED.</u>

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
25022	0902-90-050	FORT WORTH	VA	C	CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DRIVE TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	\$2,706,334	\$0	\$676,583	\$3,382,917	\$0	06/2021	10/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT PHASE DELAYED TO FY 2022 VIA FEBRUARY 2020 TIP MODIFICATION CYCLE; PENDING ENVIRONMENTAL CLEARANCE
14052	0902-90-147	COLLEYVILLE	CS	C	GLADE ROAD AT BLUEBONNET DRIVE		LOWER INTERSECTION TO ELIMINATE A 3-WAY STOP	\$1,200,000	\$0	\$300,000	\$1,500,000	\$0	10/2020	10/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 DUE TO DELAYS ASSOCIATED WITH THE ENVIRONMENTAL CLEARANCE PROCESS
14013.3	0902-00-235	FORT WORTH	CS	R	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12' WIDE SHARED-USE PATH	\$165,200	\$0	\$0	\$165,200	\$0	06/2021	06/2021 <u>11/2021</u>	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT HAS BEEN DELAYED DUE TO REVISIONS TO THE ALIGNMENT, WHICH HAS LED TO LONGER DESIGN TIME</u>
19005	0918-24-251	PLANO	VA	C	PLANO CITYWIDE CCTV CAMERA EXPANSION		INSTALL NEW CCTV CAMERAS CITYWIDE	\$1,867,000	\$0	\$0	\$1,867,000	\$0	06/2021	06/2021 <u>11/2021</u>	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT DELAYED DUE TO THE DELAY IN APPROVAL OF THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM AND THE RESULTING DELAYS IN EXECUTING THE AFA</u>
14018	0918-47-281	DALLAS	CS	E	BOUNDED BY US 75 TO THE WEST, GREENVILLE AVE TO THE EAST,	LOVERS LN TO THE NORTH, AND MOCKINGBIRD LN TO THE SOUTH	PEDESTRIAN IMPROVEMENTS INCLUDING TRAFFIC SIGNALS, SIDEWALKS, CROSSWALKS, LIGHTING, AND INTERSECTION IMPROVEMENTS	\$281,897	\$0	\$70,474	\$352,371	\$0	02/2021	09/2021 <u>12/2021</u>	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT PHASE TO BE DELAYED TO FY 2022 DUE TO DELAYS ASSOCIATED WITH AFA EXECUTION</u>
14058	0902-90-153	FORT WORTH	CS	E	TRINITY TRAIL FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	\$40,267	\$0	\$0	\$40,267	\$0	10/2019	12/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 AS THE CITY AND THE DEVELOPER ARE STILL WORKING THROUGH AGREEMENT TERMS FOR OVERALL PROJECT
14036	0902-90-139	FORT WORTH	BUS 287	E	BUS 287/NORTH MAIN STREET AT NORTH HANGAR ENTRANCE		ADD RIGHT TURN LANES FOR SOUTHBOUND TRAFFIC	\$52,000	\$0	\$0	\$52,000	\$0	09/2020	12/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 DUE TO INACTIVITY
14037	0902-90-137	FORT WORTH	BUS 287	E	BUS 287/NORTH MAIN STREET AT NORTH AIRPORT ENTRANCE		ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO AIRPORT'S NORTHERN ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)	\$52,000	\$0	\$0	\$52,000	\$0	09/2020	12/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 DUE TO INACTIVITY
14085	0918-47-296	DALLAS	VA	C	CIRCUIT TRAIL CONNECTOR/KATY TRAIL EXTENSION FROM KATY TRAIL	TRINITY STRAND TRAIL	EXTEND TRINITY STRAND TRAIL TO THE KATY TRAIL VIA HI LINE DRIVE AND VICTORY AVENUE TO HOUSTON STREET	\$8,000,000	\$0	\$2,000,000	\$10,000,000	\$0	04/2021	04/2021 <u>01/2022</u>	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022 DUE TO DELAYS ASSOCIATED WITH THE ENVIRONMENTAL CLEARANCE PROCESS</u>
11614.5	0918-46-267	DENTON	VA	C	CITY OF DENTON SCHOOL CONNECTION SIDEWALKS		NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK ELEMENTARY SCHOOL ALONG POCKRUS PAGE ROAD AND WOODROW WILSON ELEMENTARY SCHOOL IN THE CITY OF DENTON	\$264,480	\$0	\$66,120	\$330,600	\$0	07/2020	01/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022 DUE TO DELAYS IN STARTING DESIGN, WHICH HAS AFFECTED THE REST OF THE SCHEDULE</u>
40017	0918-46-282	CARROLLTON	VA	C	DUDLEY BRANCH TRAIL FROM NORTH CARROLLTON/FRANKFORD DART STATION	OLD DENTON RD	CONSTRUCT APPROX 2.1 MILES BIKE/PEDESTRIAN TRAIL	\$2,804,347	\$0	\$934,785	\$3,739,132	\$0	07/2021	01/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 DUE TO THE NEED TO RE-EVALUATE THE PROJECT'S ALIGNMENT BASED ON PUBLIC INPUT
40017	0918-46-282	CARROLLTON	VA	CE	DUDLEY BRANCH TRAIL FROM NORTH CARROLLTON/FRANKFORD DART STATION	OLD DENTON RD	CONSTRUCT APPROX 2.1 MILES BIKE/PEDESTRIAN TRAIL	\$195,653	\$0	\$65,218	\$260,871	\$0	07/2021	01/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 DUE TO THE NEED TO RE-EVALUATE THE PROJECT'S ALIGNMENT BASED ON PUBLIC INPUT
11630.6	0008-08-077	GRAND PRAIRIE	SH 180	C	EAST OF HENSLEY	GREAT SOUTHWEST PKWY	INSTALLATION OF 4 NEW CCTV CAMERAS AND 5 NEW DMS ALONG SH 180 TO FACILITATE TRAFFIC MANAGEMENT BY VIEWING TRAFFIC CONDITIONS VIA CCTV AND ADJUSTING SIGNAL TIMING AND PROVIDING FEEDBACK TO MOTORING PUBLIC VIA DMS	\$400,000	\$100,000	\$0	\$500,000	\$0	04/2021	06/2021 <u>01/2022</u>	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022; PROJECT TO BE DELAYED TO FY 2023</u>

Sorted by Obligation Status, then Estimated Start Date
 Estimated Start Dates reflect schedules as of 08/16/2021
 Red underlined text/strikethroughs indicate projects added or changes made since last presented

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
25036	1068-04-176	GRAND PRAIRIE	IH 30	C	MACARTHUR	SH 161	INSTALLATION OF NEW DYNAMIC MESSAGE SIGNS AND NEW CCTV CAMERAS	\$400,480	\$100,120	\$0	\$500,600	\$0	10/2020	03/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 DUE TO DELAYS IN GETTING THE ENGINEERING STARTED
14013	0918-47-236	DALLAS CO	VA	C	TRAIL CONNECTIONS TO FUTURE CYPRESS WATERS COTTON BELT RAIL STATION; FROM SOUTH OF CYPRESS WATERS COTTON BELT STATION	TO EXISTING TRAIL NORTH OF OLYMPUS BLVD	CONSTRUCT SHARED USE PATH AND RELATED PEDESTRIAN AND BICYCLE IMPROVEMENTS (PEDESTRIAN CROSSWALKS, SIGNAGE, LIGHTING, AND SIGNALS) IN PROXIMITY OF THE FUTURE CYPRESS WATERS COTTON BELT RAIL STATION	\$1,834,068	\$0	\$458,517	\$2,292,585	\$0	04/2021	04/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 <u>DUE TO DELAYS IN THE DESIGN AND ENVIRONMENTAL CLEARANCE PROCESS</u>
14081	2374-05-092	GRAND PRAIRIE	VA	C	ON GREAT SOUTHWEST PARKWAY FROM EASTBOUND IH 20 FRONTAGE ROAD	WESTBOUND IH 20 FRONTAGE ROAD	WIDEN ROADWAY FROM 4 TO 6 LANES WITH SIDEWALKS	\$375,200	\$93,800	\$0	\$469,000	\$0	08/2021	08/2021 <u>12/2024</u>	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>CONSTRUCTION TO BE DELAYED TO FY 2025; NOVEMBER 2020 TIP MODIFICATION MOVED CONSTRUCTION INTO FY 2021 DELAY DUE TO ENGINEERING STARTING LATER THAN ANTICIPATED AS WELL AS ADDING MORE TIME TO THE SCHEDULE FOR PRE-CONSTRUCTION PHASES TO BE COMPLETED</u>
14051	0902-90-146	GRAPEVINE	VA	E	NORTHWEST HIGHWAY AND SH 26 FROM WEST SH 114	SH 121	INSTALLATION OF ITS FIBER AND ITS EQUIPMENT	\$0	\$0	\$0	\$0	\$0	07/2020	N/A	NOT EXPECTED TO OBLIGATE IN FY 2021	FEBRUARY 2021 TIP MODIFICATION TO MOVE ENGINEERING FUNDS TO CONSTRUCTION (FY 2022); CITY OF GRAPEVINE TO PAY FOR ENGINEERING WITH LOCAL FUNDS
25022	0902-90-050	FORT WORTH	VA	R	CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	\$110,200	\$0	\$27,550	\$137,750	\$0	10/2020	N/A	NOT EXPECTED TO OBLIGATE IN FY 2021	CITY OF FORT WORTH HAS INDICATED THAT FUNDING WILL NOT BE NEEDED FOR RIGHT-OF-WAY; FUNDING TO BE MOVED TO CONSTRUCTION (FY 2022)
25022	0902-90-050	FORT WORTH	VA	U	CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	\$34,200	\$0	\$8,550	\$42,750	\$0	10/2020	N/A	NOT EXPECTED TO OBLIGATE IN FY 2021	CITY OF FORT WORTH HAS INDICATED THAT FUNDING WILL NOT BE NEEDED FOR UTILITIES; FUNDING TO BE MOVED TO CONSTRUCTION (FY 2022)
19010	0135-02-067	MCKINNEY	CS	E	ON US 380/WEST UNIVERSITY DRIVE AT COMMUNITY AVE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING DUAL LEFT TURN LANES AND RIGHT TURN LANES	\$0	\$0	\$0	\$0	\$0	03/2021	N/A	NOT EXPECTED TO OBLIGATE IN FY 2021	FEBRUARY 2021 TIP MODIFICATION MOVED ENGINEERING FUNDING TO CONSTRUCTION PHASE; CITY OF MCKINNEY TO PAY FOR ENGINEERING WITH LOCAL FUNDS
25066.1	0918-47-310	DALLAS	CS	R	ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST	AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12	CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET	\$350,000	\$0	\$0	\$350,000	\$0	11/2021	N/A	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT PHASE DELAYED TO FY 2022 VIA NOVEMBER 2020 TIP MODIFICATION CYCLE
TOTAL								\$131,886,147	\$18,711,040	\$8,603,943	\$159,201,130	\$95,060,081				

TOTAL CLOSEOUTS/WITHDRAWALS	(\$1,026,975)
TOTAL PROJECT ADJUSTMENTS	\$258,772
TOTAL OBLIGATED IN 2020	\$16,488,302
TOTAL OBLIGATED IN 2021	\$78,571,779
TOTAL EXPECTED TO OBLIGATE	\$13,140,345
TOTAL NOT EXPECTED TO OBLIGATE	\$21,194,126

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
11670.2	0902-00-274	TXDOT	VA	I	IH 30 DALLAS	IH 30 FORT WORTH	TX CONNECTED FREIGHT CORR (TCFC) ON IH 30 FROM DAL TO FW, TXDOT WILL: CONDUCT STAKEHOLDER OUTREACH, DEV CONOPS & PLANS; PERFORM DESIGN & APP DEV, SYSTEM INTEGRATION & TESTING; DEPLOY, OPERATE, MAINTAIN, COLLECT DATA & ANALYSIS OF COMMUNICATIONS EQUIP	\$800,000	\$200,000	\$0	\$1,000,000	\$800,000	02/2020	05/2019 (ACTUAL)	OBLIGATED (2020)	FUNDING OBLIGATED AS OF JULY 2020
11684	0902-00-283	NCTCOG	VA	I	REGION WIDE PROJECT TO ASSIST LOCAL PARTNERS AS THEY IMPLEMENT AV DEPLOYMENTS BY PROVIDING FUNDING FOR COSTS RELATED	TO DEPLOYMENTS AND SUPPORTING COSTS OF ACTIVE AUTOMATED VEHICLE DEPLOYMENTS IN PARTNERSHIP WITH THE PRIVATE SECTOR;	INCLUDES LOCAL GOVERNMENT STAFF & CONSULTANT TIME, INFRASTRUCTURE UPGRADES (EX: SIGNAL, STRIPING, DSRC & 5G CONNECTIVITY), LEGAL SERVICES, PUBLIC ED, SAFETY (EX: COORD W/ FIRST RESPONDERS); SOFTWARE & TECH EXPERTISE; NCTCOG ADMINISTRATION	\$2,120,000	\$0	\$0	\$2,120,000	\$2,120,000	09/2020	07/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
11685	0902-00-281	NCTCOG	VA	I	REGION WIDE PROJECT TO PROVIDE AV RELATED PLANNING ASSISTANCE TO LOCAL PARTNERS;	INCLUDES STAFF AND CONSULTANT TIME, AND NCTCOG ADMIN; AUTOMATED TRANSPORTATION PLANNING RESOURCES FOR CITIES	PLANNING ACTIVITIES MAY INCLUDE: TRAFFIC MODELING; IDENTIFYING USE CASES; POLICY DEVELOPMENT; PUBLIC OUTREACH & ED; SCENARIO PLANNING; LAND USE PLANNING	\$850,000	\$0	\$0	\$850,000	\$850,000	08/2021	07/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
11619.1	0902-90-124	TXDOT-FORT WORTH	VA	C	REGIONAL MOBILITY ASSISTANCE PATROL (FORT WORTH DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	\$2,125,000	\$531,250	\$0	\$2,656,250	\$2,125,000	09/2020	08/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF AUGUST 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
11650	0902-00-262	NCTCOG	VA	I	CORRIDOR STUDIES AND CAPITAL ASSET MANAGEMENT	IDENTIFY STRATEGIES TO EXTEND OPERATIONAL LIFE OF TRANSPORTATION FACILITIES BY PROMOTING USE OF STRATEGIC MAINTENANCE,	REPAIR, AND EXPANSION; INCLUDES CONTINUED DEVELOPMENT, MONITORING, AND TECHNICAL ASSISTANCE TO REGIONAL PARTNERS TO BALANCE PRESERVATION VS. UPGRADE OF ASSETS	\$280,000	\$0	\$0	\$280,000	\$280,000	09/2020	09/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
11893.5	0902-00-259	NCTCOG	VA	I	511 TRAVELER INFORMATION SYSTEM (ITS)		DEVELOP AND IMPLEMENT TRAVELER INFORMATION SYSTEM IN REGION	\$780,000	\$195,000	\$0	\$975,000	\$780,000	09/2021	09/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
11898.3	0902-90-141	TXDOT-FORT WORTH	CS	U	ON AVONDALE-HASLET FROM INTERMODAL PARKWAY TO WEST OF HASLET COUNTY LINE ROAD;	HASLET PARKWAY/INTERMODAL PARKWAY CONNECTOR FROM IH 35W/SH 170 TO TRANSPORT DRIVE	ON AVONDALE-HASLET: CONST NEW 0 LN TO 4 LN AND RECONST AND WIDEN EXISTING 2 LN TO 4 LN DIVIDED URBAN ROADWAY AND NEW SIDEWALKS; ON HASLET PKWY/INTERMODAL PKWY: CONST 0 TO 4 LN DIVIDED URBAN WITH NEW SIDEWALKS	\$800,000	\$0	\$200,000	\$1,000,000	\$800,000	06/2020	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
11898.3	0902-90-141	TXDOT-FORT WORTH	CS	C	ON AVONDALE-HASLET FROM INTERMODAL PARKWAY TO WEST OF HASLET COUNTY LINE ROAD;	HASLET PARKWAY/INTERMODAL PARKWAY CONNECTOR FROM IH 35W/SH 170 TO TRANSPORT DRIVE	ON AVONDALE-HASLET: CONST NEW 0 LN TO 4 LN AND RECONST AND WIDEN EXISTING 2 LN TO 4 LN DIVIDED URBAN ROADWAY AND NEW SIDEWALKS; ON HASLET PKWY/INTERMODAL PKWY: CONST 0 TO 4 LN DIVIDED URBAN WITH NEW SIDEWALKS	\$14,160,000	\$0	\$3,540,000	\$17,700,000	\$14,160,000	09/2020	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
11612.2	0902-00-233	NCTCOG	VARIOUS	I	REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR)	TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.COM	PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; ADMINISTRATION OF VANPOOL PROGRAM; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$861,000	\$0	\$0	\$861,000	\$861,000	06/2021	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
11621.1	0902-00-266	NCTCOG	VA	I	PLANNING STUDIES AND STREAMLINED PROJECT DELIVERY (REGIONAL)		PROVIDE MPO PLANNING SUPPORT AND TECHNICAL ASSISTANCE FOR SURFACE TRANSPORTATION PROJECTS WITHIN THE METROPOLITAN PLANNING AREA INCLUDING PLANNING STUDIES AND EXPEDITE ENVIRONMENTAL REVIEW PROCESS	\$1,248,000	\$0	\$0	\$1,248,000	\$1,248,000	06/2021	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
11613.2	0902-00-272	NCTCOG	VARIOUS	I	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES & PLANNING ACTIVITIES IN SUPPORT OF THE	REGION'S GOOD MOVMT INCL; NCTCOG STAFF TIME & CONSULTANT ASSISTANCE TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT	MOVMT, DATA COLLECTION & ANALYSIS, SAFETY, COORD WITH PRIVATE SECTOR PARTNERS IN FREIGHT BUSINESS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUCATION	\$657,000	\$0	\$0	\$657,000	\$657,000	08/2021	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
11693	0918-00-312	NCTCOG	VA	I	SMART TRANSIT CORRIDORS AND WALKABLE PLACES		DEVELOP AND IMPLEMENT MULTIMODAL STRATEGIES TO INCREASE NON-SINGLE OCCUPANT VEHICLE TRANSPORTATION OPTIONS THROUGH COORDINATED LAND USE AND TRANSPORTATION PLANNING IN PRIORITY TRANSIT CORRIDORS AND WALKABLE NEIGHBORHOODS	\$364,000	\$0	\$0	\$364,000	\$364,000	08/2021	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
25060	0902-90-036	TXDOT-FORT WORTH	CS	C	ON CHEEK SPARGER RD FROM SH 26	TO BROWN TRAIL	OVERLAY AND PAVEMENT MARKINGS; INSTALL SIDEWALKS, INCREASE SUPER ELEVATION, CONSTRUCT PAVED SHOULDERS (FROM SAN BAR LN TO E OF OAKBRIAR LN)	\$1,189,882	\$0	\$297,470	\$1,487,352	\$1,189,882	11/2020	11/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF AUGUST 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
25013	0902-90-172	FORT WORTH	CS	E	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LT JG BARNETT	\$900,000	\$0	\$0	\$900,000	\$900,000	09/2016	11/2020 (ACTUAL)	OBLIGATED (2021)	COST OVERRUN FUNDS ON A PREVIOUSLY OBLIGATED PHASE; FUNDING HAS OBLIGATED AS OF NOVEMBER 2020
11618.1	0918-00-345	TXDOT-DALLAS	VA	I	REGIONAL MOBILITY ASSISTANCE PATROL (DALLAS DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	\$3,400,000	\$850,000	\$0	\$4,250,000	\$3,400,000	11/2021	11/2020 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF NOVEMBER 2020
11258.9	0918-47-072	DALLAS	CS	C	8 INTERSECTIONS AT KCS RR IN DALLAS AT E DALLAS/KCS RR CROSSINGS - PEAVY RD, GUS THOMASSON RD,	BARNES BRIDGE RD, CENTERVILLE RD, LAKELAND DR, HIGHLAND DR, SANTA ANNA AVE, ST FRANCIS AVE, & MARIPOSA DR AT KCS RR	UPGRADE GATES AND INSTALL MEDIANS, SIGNAGE, PAVEMENT MARKINGS & PEDESTRIAN ACCESS AT ALL NINE LOCATIONS; RESURFACE AT LAKELAND, ST FRANCIS, & MARIPOSA	\$1,828,070	\$0	\$457,017	\$2,285,087	\$1,774,408	12/2020	12/2020 (ACTUAL)	OBLIGATED (2021)	PROJECT HAS OBLIGATED AS OF OCTOBER 2021 (ADVANCED CONSTRUCTION)
11572	0902-48-579	TXDOT-FORT WORTH	CS	E	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 81	\$501,000	\$125,250	\$0	\$626,250	\$501,000	12/2020	12/2020 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF DECEMBER 2020
14074	0918-46-319	DENTON	CS	R	BONNIE BRAE STREET FROM WINDSOR DRIVE	US 77	WIDEN FROM 2/4 LANES TO 4 LANES DIVIDED WITH SIDEWALKS AND SHARED-USE PATH (SEGMENT 6B)	\$1,589,200	\$0	\$397,300	\$1,986,500	\$1,589,200	01/2021	01/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED UNDER ROW CSJ 0918-46-320 (ADVANCED CONSTRUCTION)
14026.2	0902-38-139	WEATHERFORD	VA	E	NEW BYPASS ROUTE FROM FM 2552/US 180 NORTHWEST TO FM 51/MAIN ST	FM 51/MAIN ST SOUTHWEST TO US 180/WACO ST	RECONSTRUCT 2/4 LANE ROADWAY TO 4 LANE BYPASS INCLUDING NEW BICYCLE LANES AND SIDEWALKS	\$1,386,000	\$0	\$0	\$1,386,000	\$1,108,800	02/2021	02/2021 (ACTUAL)	OBLIGATED (2021)	PROJECT SPLIT OUT FROM TIP 14026/CSJ 0008 03-121, WHICH OBLIGATED FEBRUARY 2021

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
14026.3	0313-02-065	WEATHERFORD	FM 51	E	SOUTH OF INTERSECTION OF FM 51/BRIDGE STREET	NORTH OF INTERSECTION OF FM 51/BRIDGE STREET	CONSTRUCT INTERSECTION IMPROVEMENTS AT FM 51 FOR NEW 4 LANE BYPASS	\$221,760	\$55,440	\$0	\$277,200	\$221,760	02/2021	02/2021 (ACTUAL)	OBLIGATED (2021)	PROJECT SPLIT OUT FROM TIP 14026/CSJ 0008 03-121, WHICH OBLIGATED FEBRUARY 2021
14026	0008-03-121	WEATHERFORD	US 180	E	INTERSECTION AT US 180/FM 2552	INTERSECTION AT US180/WACO ST	CONSTRUCT INTERSECTION IMPROVEMENTS AT US 180/FM 2552 AND US 180/WACO ST FOR NEW 4 LANE BYPASS CONNECTIONS	\$253,440	\$63,360	\$0	\$316,800	\$253,440	03/2021	02/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF FEBRUARY 2021
20066	2374-03-074	TXDOT-DALLAS	IH 20	C	AT BONNIE VIEW RD		IMPROVE APPROACH, WIDEN BRIDGE TO ADD TURN LANES, AND REPLACE TRAFFIC SIGNAL SYSTEM	\$2,174,916	\$543,729	\$0	\$2,718,645	<u>\$2,174,916</u>	05/2021	05/2021 (ACTUAL)	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF APRIL 2021</u>
11647.1	0918-00-347	NCTCOG	VA	I	LAND USE/TRANSPORTATION AND BIKE/PEDESTRIAN INITIATIVES INCLUDES BICYCLE/PEDESTRIAN PLANNING,	TRANSIT ORIENTED DEVELOPMENT, REGIONAL PEDESTRIAN SAFETY PROGRAM, IMPLEMENTATION OF SUSTAINABLE DEVELOPMENT INITIATIVES;	INCLUDES NCTCOG STAFF TIME AND POSSIBLE CONSULTANT ASSISTANCE TO DEVELOP AND IMPLEMENT FUNDING PROGRAMS, COLLECT AND ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL, SAFETY AND EDUCATION	\$1,503,000	\$0	\$0	\$1,503,000	<u>\$1,503,000</u>	09/2020	<u>06/2021 (ACTUAL)</u> 09/2021	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF JUNE 2021</u>
54119.1	2964-10-008	TXDOT-DALLAS	SL 9	C	IH 35E	DALLAS/ELLIS COUNTY LINE	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES	\$2,871,590	\$717,898	\$0	\$3,589,488	<u>\$23,413,324</u>	03/2021	07/2021 (ACTUAL)	OBLIGATED (2021)	<u>FUNDING HAS OBLIGATED AS OF JUNE 2021; OBLIGATION INCLUDES ADDITIONAL STBG FUNDING RESULTING FROM CATEGORY 2/7 FUNDING EXCHANGE IMPLEMENTED AS PART OF THE REGIONAL 10-YEAR PLAN UPDATE</u>
54119.2	2964-10-009	TXDOT-DALLAS	SL 9	C	ELLIS/DALLAS COUNTY LINE	IH 45	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES	\$10,978,376	\$2,744,594	\$0	\$13,722,970	<u>\$53,462,942</u>	03/2021	07/2021 (ACTUAL)	OBLIGATED (2021)	<u>FUNDING HAS OBLIGATED AS OF JUNE 2021; OBLIGATION INCLUDES ADDITIONAL STBG FUNDING RESULTING FROM CATEGORY 2/7 FUNDING EXCHANGE IMPLEMENTED AS PART OF THE REGIONAL 10-YEAR PLAN UPDATE</u>
<u>54119.3</u>	<u>2964-12-001</u>	<u>TXDOT-DALLAS</u>	<u>SL 9</u>	<u>C</u>	<u>IH 35E</u>	<u>DALLAS COUNTY LINE</u>	<u>CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES</u>	<u>\$7,016,136</u>	<u>\$1,754,034</u>	<u>\$0</u>	<u>\$8,770,170</u>	<u>\$4,139,798</u>	<u>03/2021</u>	<u>07/2021 (ACTUAL)</u>	<u>OBLIGATED (2021)</u>	<u>FUNDING HAS OBLIGATED AS OF JUNE 2021; FUNDING HAD BEEN LISTED IN FY 2023, BUT WAS ADVANCED</u>
<u>54119.4</u>	<u>2964-12-002</u>	<u>TXDOT-DALLAS</u>	<u>SL 9</u>	<u>C</u>	<u>DALLAS/ELLIS COUNTY LINE</u>	<u>ELLIS/DALLAS COUNTY LINE</u>	<u>CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES</u>	<u>\$8,238,183</u>	<u>\$2,059,546</u>	<u>\$0</u>	<u>\$10,297,729</u>	<u>\$4,975,317</u>	<u>03/2021</u>	<u>07/2021 (ACTUAL)</u>	<u>OBLIGATED (2021)</u>	<u>FUNDING HAS OBLIGATED AS OF JUNE 2021; FUNDING HAD BEEN LISTED IN FY 2023, BUT WAS ADVANCED</u>
11615.3	0902-00-279	NCTCOG	VA	I	REGIONAL AERIAL PHOTOGRAPHY: DATA COLLECTION/PLANNING		COOPERATIVE DIGITAL AERIAL PHOTOGRAPHY DATA COLLECTION TO IMPROVE TRAVEL DEMAND MODEL, OUTER LOOP PLANNING, AND CORRIDOR ALIGNMENT PLANNING, AND TRACK POPULATION/EMPLOYMENT CHANGES	\$1,700,000	\$425,000	\$0	\$2,125,000	<u>\$1,700,000</u>	02/2021	<u>07/2021 (ACTUAL)</u> 04/2021	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF JULY 2021</u>
11655.1	0902-00-240	NCTCOG	VA	I	REVENUE AND PROJECT TRACKING SYSTEM (RAPTS)		TRACK, MONITOR, AND ASSESS REGIONAL TRANSPORTATION AND AIR QUALITY PROJECTS THROUGH THE RAPTS WEBSITE; INCLUDES SOFTWARE DEVELOPMENT AND NCTCOG STAFF TIME	\$447,200	\$0	\$0	\$447,200	<u>\$447,200</u>	06/2021	<u>07/2021 (ACTUAL)</u> 06/2021	OBLIGATED (2021)	<u>FUNDING HAS OBLIGATED AS OF JULY 2021</u>
11694	0918-00-317	NCTCOG	VA	I	REGIONAL AIR QUALITY INITIATIVES	IDENTIFY AND IMPLEMENT POLICIES/BEST PRACTICES TO IMPROVE AIR QUALITY AND ENSURE COMPLIANCE WITH FEDERAL STANDARDS;	INCLUDING STRATEGIES TO REDUCE EMISSIONS FROM COMMERCIAL AND CONSUMER VEHICLES, IMPLEMENTATION OF NEW VEHICLE TECHNOLOGIES, AND ASSIST LOCAL GOVERNMENTS AND BUSINESS WITH THE DEPLOYMENT OF LOW-EMISSION TECHNOLOGIES	\$2,543,000	\$0	\$0	\$2,543,000	<u>\$2,543,000</u>	06/2021	<u>08/2021 (ACTUAL)</u> 06/2021	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF AUGUST 2021</u>
55166.2	0442-02-165	TXDOT-DALLAS	IH 35E	C	SOUTH OF MARSALIS AVENUE, OVER IH 35	NORTH OF EWING AVENUE	CONSTRUCT LOCAL ENHANCEMENTS	\$12,987,805	\$0	\$0	\$12,987,805	<u>\$12,987,805</u>	02/2021	<u>05/2021 (ACTUAL)</u> 08/2021	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF MAY 2021; NOVEMBER 2020 TIP MODIFICATION TO ADD PROJECT TO THE 2021-2024 TIP TO COVER CHANGE ORDER ON SOUTHERN GATEWAY DEC PLAZA</u>

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
13059	0172-09-037	TXDOT FORT WORTH	US 287	C	UNION PACIFIC RAILROAD	JOHNSON COUNTY LINE	CONSTRUCT FREEWAY AUX LANES, CONSTRUCT 0/4 TO 4 FRONTAGE ROAD LANES, TEXAS UTURN, RETAINING WALLS, DRAINAGE STRUCTURES, SIDEWALKS, AND SIGNALIZATION	\$9,000,000	\$2,250,000	\$0	\$11,250,000	\$9,000,000	08/2021	08/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JULY 2021; PROJECT WAS ORIGINALLY FUNDED WITH CATEGORY 2 AND WAS SWITCHED FOR STBG VIA A FUNDING EXCHANGE IMPLEMENTED AS PART OF THE REGIONAL 10-YEAR PLAN UPDAT
13060	0172-10-013	TXDOT FORT WORTH	US 287	C	TARRANT COUNTY LINE	LONE STAR ROAD/FM 157	CONST FRWY AUX LNS, NEW 0 TO 2 LN FR, RAMPS, TX UTURN AT LONE STAR BRDG AND WIDEN FRM 2 TO 3 LNS, LONE STAR RD WIDEN 2 TO 3 LNS, SHARED USE PATH, INTERSECTION IMPS AT US 287 & LONE STAR RD/FM 157, RETAINING WALL, DRAINAGE STRUC, SIDEWALKS & SIGNALS	\$18,240,000	\$4,560,000	\$0	\$22,800,000	\$16,229,657	08/2021	08/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JULY 2021; PROJECT WAS ORIGINALLY FUNDED WITH CATEGORY 2 AND WAS SWITCHED FOR STBG VIA A FUNDING EXCHANGE IMPLEMENTED AS PART OF THE REGIONAL 10-YEAR PLAN UPDAT
13060.2	0172-10-017	TXDOT-FORT WORTH	US 287	C	LONE STAR RD	ENTRANCE RAMP TO SB US 287	CONSTRUCT NEW 0 TO 2 LANE SB FRONTAGE ROAD, INTERSECTION IMPROVEMENTS AT US 287 AND LONE STAR RD, SIDEWALKS, DRAINAGE STRUCTURES	\$1,200,000	\$300,000	\$0	\$1,500,000	\$1,279,029	08/2021	08/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JULY 2021; FEBRUARY 2021 TIP MODIFICATION TO ADD NEW PROJECT TO THE 2021-2024 TIP
20096	0135-10-050	TXDOT-DALLAS	US 380	C	US 377	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 DR, WITH SIDEWALK IMPROVEMENTS	\$17,821,696	\$4,455,424	\$0	\$22,277,120	\$44,137,151	05/2021	08/2021 (ACTUAL) 05/2021	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JULY 2021
14054	0902-90-148	FORT WORTH	CS	E	HORNE STREET FROM VICKERY BLVD.	CAMP BOWIE BLVD.	WIDEN FROM 2 TO 3 LANES WITH BICYCLE LANES, PEDESTRIAN/SIDEWALK IMPROVEMENTS, AND TRAFFIC SIGNAL IMPROVEMENTS	\$1,020,712	\$0	\$0	\$1,020,712	\$1,613,177	07/2021	09/2021 07/2021	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JANUARY 2021 (OBLIGATED EARLY)
14077	0918-24-249	ANNA	CS	E	FERGUSON PKWY FROM ELM STREET	THE COLLIN COUNTY OUTER LOOP	CONSTRUCT 0/2 TO 4 LANE URBAN DIVIDED (6 LANES ULTIMATE), INCLUDING NEW SIDEWALKS AND 0 TO 6 LANE BRIDGE OVER SLAYTER CREEK	\$1,072,481	\$0	\$268,120	\$1,340,601	\$1,072,481	09/2018	09/2021 05/2021	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JULY 2021
11619.1	0902-90-123	TXDOT FORT WORTH	VA	C	REGIONAL MOBILITY ASSISTANCE PATROL (FORT WORTH DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	\$2,215,000	\$553,750	\$0	\$2,768,750	\$2,215,000	09/2021	09/2021	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JULY 2021; FUNDING HAD BEEN LISTED IN FY 2022, BUT HAS BEEN ADVANCED
14085.3	0918-47-306	DALLAS	VA	E	OAK FARMS LOCAL CORRIDORS CONCEPTUAL ENG STUDY; BOUNDED BY IH 30 TO THE NORTH; TRINITY RIVER TO THE NORTHEAST;	BECKLEY AVE, ELSEBETH ST, & ZANG BLVD TO THE WEST; CUMBERLAND ST & MARSALIS AVE TO THE SW; & THE DART RED LINE TO THE SE	RECONSTRUCT ROADWAYS TO IMPLEMENT COMPLETE STREETS, INCLUDING CONSTRUCTING SIDEWALK, TRANSIT STOP, BIKE LANE, ON STREET PARKING AND STREETSCAPE IMPROVEMENTS; CONSTRUCT CORRIDOR CONNECTIONS; AND TRAFFIC CALMING	\$1,195,000	\$0	\$0	\$1,195,000	\$1,195,000	09/2020	12/2021 05/2021	OBLIGATED (2021)	AFA EXECUTION HAS TAKEN LONGER THAN ORIGINALLY PROJECTED
11572	0902-48-579	TXDOT-FORT WORTH	CS	R	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 81	\$260,000	\$65,000	\$0	\$325,000	\$260,000	08/2020	06/2022 12/2021	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF DECEMBER 2020
11572	0902-48-579	TXDOT-FORT WORTH	CS	U	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 81	\$220,000	\$55,000	\$0	\$275,000	\$220,000	06/2021	06/2022	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF DECEMBER 2020; ROW TO START IN 12/2021 WITH UTILITIES TO BEGIN SIX MONTHS LATER IN 6/2022

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
14050	0902-90-145	GRAPEVINE	CS	E	EULESS-GRAPEVINE ROAD FROM SH 360	HUGHES ROAD	WIDEN FROM 2 TO 4 LANES WITH NEW SIDEWALK AND INSTALL NEW TRAFFIC SIGNAL AT THE INTERSECTION OF SH 360 FRONTAGE ROAD AND EULESS-GRAPEVINE ROAD	\$224,560	\$0	\$0	\$224,560	\$0	10/2020	06/2021 <u>08/2021</u>	EXPECTED TO OBLIGATE IN FY 2021	
14048	0902-90-144	GRAPEVINE	CS	E	ON FAIRWAY DRIVE FROM SH 26	MARINA DRIVE	WIDEN FROM 2 TO 3 LANES WITH NEW MINIMUM 10' SHARED-USE PATH	\$338,940	\$0	\$0	\$338,940	\$0	10/2020	06/2021 <u>08/2021</u>	EXPECTED TO OBLIGATE IN FY 2021	
25061	0918-47-294	NCTCOG	VA	E	IRVING BICYCLE MASTER PLAN; CITYWIDE		DEVELOP A CITYWIDE BICYCLE MASTER PLAN TO IDENTIFY CORRIDORS AND METHODOLOGIES FOR PROVIDING BICYCLE CONNECTIVITY FROM EXISTING FACILITIES AND TRAILS TO ADDITIONAL AREAS OF THE CITY; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$400,000	\$0	\$0	\$400,000	\$0	04/2020	05/2021 <u>08/2021</u>	EXPECTED TO OBLIGATE IN FY 2021	
52553	0171-05-081	TXDOT-FORT WORTH	SH 199	C	AT BYPASS CHANNEL (ON HENDERSON)	NEAR FW CBD & TRINITY RIVER	CONSTRUCT 4 LANE BRIDGE AT NEW LOCATION OF PROPOSED BYPASS CHANNEL	\$22,858,937	\$5,714,734	\$0	\$28,573,671	\$0	05/2014	08/2021	EXPECTED TO OBLIGATE IN FY 2021	FUNDING REFLECTS CHANGE ORDER TO CONSTRUCTION PHASE
11554.1	0902-00-269	NCTCOG	VA	I	PEOPLE MOVER TEST TRACK		INCLUDING ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED PEOPLE MOVER LOCATIONS IN THE DFW REGION AND CONNECT THOSE LOCATIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS	\$642,000	\$0	\$0	\$642,000	\$0	08/2021	08/2021	EXPECTED TO OBLIGATE IN FY 2021	
25089.1	0902-00-300	NCTCOG	VA	I	REGIONAL RAIL INFORMATION SYSTEM (RRIS)		DEVELOPMENT & IMPLEMENTATION OF A (RRIS) TO ASSIST WITH FREIGHT & PASSENGER TRAIN INTERACTIONS; INCREASED PLANNED FREIGHT & PASSENGER RAIL GROWTH, IDENTIFY RAIL BOTTLENECKS & ENHANCE LONG TERM MOBILITY PLAN PROJECTS INCLU. CONSULTANT AND STAFF ACTIVITIES	\$7,100,000	\$0	\$0	\$7,100,000	\$0	09/2020	08/2021 <u>09/2021</u>	EXPECTED TO OBLIGATE IN FY 2021	FEBRUARY 2021 TIP MODIFICATION TO ADD PROJECT TO THE 2021-2024 TIP
14082	0902-90-164	HALTOM CITY	CS	E	BROADWAY AVE FROM US 377	SH 26	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS	\$659,190	\$0	\$0	\$659,190	\$0	11/2020	07/2021 <u>09/2021</u>	EXPECTED TO OBLIGATE IN FY 2021	
14085.2	0918-47-307	NCTCOG	VA	E	OAK FARMS REG CORR CONCEPTUAL ENG STUDY; ALONG JEFFERSON BLVD VIADUCT FROM YOUNG TO EWING; ALONG HOUSTON ST VIADUCT FRM	YOUNG TO GREENBRIAR LN; ON GREENBRIAR LN FRM JEFFERSON BLVD TO BECKLEY AVE; ON EADS AVE FRM COLORADO TO HUTCHINS	CONCEPTUAL ENGINEERING STUDY TO RECONST ROADWAYS TO IMPLEMENT COMPLETE STREETS, INCLUDING: ON-STREET PARKING, SIDEWALKS, BIKE LANES/PATHS, CONVERT TO 2-WAY OPERATIONS, REMOVE RAMPS, IMPROVE ACCESSIBILITY BY STREETCAR, ADD TRAFFIC CALMING	\$3,405,000	\$0	\$0	\$3,405,000	\$0	09/2020	07/2021 <u>09/2021</u>	EXPECTED TO OBLIGATE IN FY 2021	
25080.1	0902-00-303	NCTCOG	VA	E	INTEGRATED TRANSPORTATION STORMWATER MGMT PROJECT; APPROX 2,816 SQ MI STUDY AREA WITHIN CLEAR, ELM, & WEST FORK TRINITY;	INCLUDES WISE CO & PORTIONS OF DALLAS, DENTON, ELLIS, HOOD, JOHNSON, PARKER & TARRANT CO; ASSESS CURRENT & FUTURE FLOOD	RISK VULNERABILITY FOR TRANS INFRASTRUCTURE & DEVELOPED LAND TO MINIMIZE & MITIGATE IMPACTS OF TRANS PROJECTS & DETERMINE ADAPTIVE & SUSTAINABLE STRATEGIES TO ACCOMMODATE URBAN GROWTH WHILE ALSO INTEGRATING STORMWATER NEEDS & ENVIR STEWARDSHIP	\$3,000,000	\$0	\$0	\$3,000,000	\$0	11/2020	07/2021 <u>09/2021</u>	EXPECTED TO OBLIGATE IN FY 2021	FEBRUARY 2021 TIP MODIFICATION TO ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
11649	0918-00-343	NCTCOG	VA	I	DART VANPOOL PROGRAM		OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; SUBSIDIZE A PORTION OF THE COST FOR STAFFING, VEHICLE LEASE COSTS, VANPOOL VEHICLE WRAPPINGS, AND EMERGENCY RIDE HOME SERVICES	\$2,146,000	\$0	\$536,500	\$2,682,500	\$0	09/2020	08/2021 <u>09/2021</u>	EXPECTED TO OBLIGATE IN FY 2021	

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
11674	0902-00-287	NCTCOG	VA	T	DFW CORE EXPRESS HIGH SPEED RAIL	FROM DALLAS TO FORT WORTH	COMPLETION OF THE DFW CORE EXPRESS SERVICE HIGH-SPEED RAIL PROJECT ENVIRONMENTAL PROCESS; INCLUDES COG STAFF TIME AND CONSULTANT ASSISTANCE	\$6,000,000	\$0	\$0	\$6,000,000	\$0	02/2021	09/2021	EXPECTED TO OBLIGATE IN FY 2021	
11663.2	0902-00-220	TXDOT-FORT WORTH	VA	I	REGIONAL MANAGED LANE SYSTEM		DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE	\$279,610	\$69,902	\$0	\$349,512	\$0	09/2021	09/2021	EXPECTED TO OBLIGATE IN FY 2021	
11696.2	0902-00-301	NCTCOG TXDOT-FORT WORTH	VA	I	REGIONWIDE OPTIMIZED FREIGHT MOVEMENT PROJECT; INCLUDES RESEARCH, DEPLOYMENT,	& MONITORING OF TRANSPORTATION INNOVATIONS AND TECHNOLOGY TO IMPROVE FLOW OF FREIGHT VEHICLES	THROUGH INTERSECTIONS IN DALLAS-FORT WORTH IN PARTNERSHIP WITH INDUSTRY, GOVERNMENTS & OTHER PERTINENT PARTIES; INCLUDES NCTCOG STAFF TIME	\$4,800,000	\$0	\$0	\$4,800,000	\$0	09/2021	09/2021	EXPECTED TO OBLIGATE IN FY 2021	FEBRUARY 2021 TIP MODIFICATION TO ADD PROJECT TO THE 2021-2024 TIP
25069	0918-24-262	PLANO	VA	C	COLLIN CREEK MALL AT PARK BLVD AND US 75		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	\$30,000,000	\$0	\$7,500,000	\$37,500,000	\$0	10/2020	08/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	CITY IS COORDINATING WITH TXDOT ON AGREEMENT AND MAY START DESIGN PHASE II FY 2021, BUT LIKELY NOT THE CONSTRUCTION FUNDS; NCTCOG COORDINATING WITH TXDOT TO DETERMINE IF OBLIGATION IN FY 2021 IS POSSIBLE
21009.1	0918-47-328	NCTCOG	VA	E	BACHMAN LAKE PLANNING STUDY; BOUNDED BY MOCKINGBIRD LANE TO THE SOUTH, IH 35E TO THE WEST,	INWOOD ROAD TO THE EAST, AND ROYAL LANE TO THE NORTH	CONDUCT PLANNING STUDY TO IDENTIFY SAFE PEDESTRIAN ACCESS/FACILITIES ALONG MAJOR ROADWAYS TO CREATE CONNECTIONS TO NEARBY TRAILS AND THE DART BACHMAN STATION, AND EVALUATE LOVE FIELD ACCESS; INCLUDES NCTCOG STAFF TIME & CONSULTANT ASSISTANCE	\$800,000	\$0	\$0	\$800,000	\$0	09/2021	09/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT PHASE TO BE DELAYED TO FY 2022; NOVEMBER 2020 TIP MODIFICATION TO ADD PROJECT TO THE 2021-2024 TIP
14024	0918-47-240	SACHSE	CS	R	ON MERRITT RD/WOODBRIDGE PKWY FROM PLEASANT VALLEY ROAD	NORTH OF SACHSE ROAD	RECONSTRUCT AND WIDEN 2 TO 4 LANE DIVIDED URBAN; INTERSECTION, SIGNAL, AND SHARED-USE PATH IMPROVEMENTS ALONG MERRITT ROAD, INCLUDING ILLUMINATION AND MEDIAN LANDSCAPE	\$800,000	\$0	\$200,000	\$1,000,000	\$0	02/2021	10/2021 06/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	AGREEMENT EXECUTION HAS TAKEN LONGER THAN ORIGINALLY PROJECTED
25013	0902-90-172	FORT WORTH	CS	R	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LT JG BARNETT	\$800,000	\$0	\$0	\$800,000	\$0	09/2020	10/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT PHASE DELAYED TO FY 2022 VIA FEBRUARY 2021 TIP MODIFICATION CYCLE
14032	0918-47-246	TXDOT-DALLAS	CS	E	ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD	IH 35E	RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS	\$800,000	\$0	\$200,000	\$1,000,000	\$0	06/2017	10/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	COST OVERRUN FUNDS ON A PREVIOUSLY OBLIGATED PHASE; PROJECT DELAYED DUE TO LOCAL AGREEMENT ISSUES BETWEEN CITY OF GLENN HEIGHTS AND DALLAS COUNTY
14039	0902-90-117	DFW AIRPORT	CS	C	ON GLADE ROAD; FROM NORTHBOUND SH 360 FRONTAGE ROAD	WEST AIRFIELD DRIVE	RECONSTRUCT FROM 2 TO 2 LANES (ADD SHOULDERS)	\$4,563,980	\$0	\$0	\$4,563,980	\$0	07/2021	11/2021 07/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	
14032	0918-47-246	TXDOT-DALLAS	CS	R	ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD	IH 35E	RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS	\$2,000,000	\$0	\$500,000	\$2,500,000	\$0	10/2020	12/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022; PROJECT DELAYED DUE TO LOCAL AGREEMENT ISSUES BETWEEN CITY OF GLENN HEIGHTS AND DALLA COUNTY
14082	0902-90-164	HALTOM CITY	CS	R	BROADWAY AVE FROM US 377	SH 26	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS	\$42,500	\$0	\$0	\$42,500	\$0	04/2021	01/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 DUE TO DELAYS IN GETTING AGREEMENT EXECUTED AND ENGINEERING STARTED

Sorted by Obligation Status, then Estimated Start Date
 Estimated Start Dates reflect schedules as of 08/16/2021
 Red underlined text/strikethroughs indicate projects added or changes made since last presented

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
14002	0918-47-208	DALLAS CO	CS	R	ON WINTERGREEN RD FROM JEFFERSON STREET	WEST OF CARPENTER ROAD	RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN	\$560,000	\$0	\$140,000	\$700,000	\$0	01/2021	03/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022
25078	0918-47-313	NCTCOG	CS	E	ON HICKORY TREE ROAD; FROM ELAM ROAD	LAKE JUNE ROAD	PLANNING STUDY TO RECONSTRUCT AND WIDEN 2 TO 3 LANE ROADWAY WITH PEDESTRIAN IMPROVEMENTS	\$500,000	\$0	\$0	\$500,000	\$0	01/2021	08/2021 <u>06/2022</u>	NOT EXPECTED TO OBLIGATE IN FY 2021	IMPLEMENTING AGENCY MAY CHANGE, WHICH MAY IMPACT HAS CHANGED, WHICH HAS IMPACTED THE SCHEDULE FOR THIS OBLIGATION (DELAYED IT TO A FUTURE YEAR)
20304.3	0918-47-330	TXDOT-DALLAS	VA	I	HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT		PURCHASE OF HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT TO MITIGATE CRASH RISK BY IMPROVING EFFICIENCY AND MINIMIZING TIME REQUIRED PER INCIDENT	\$66,540	\$0	\$0	\$66,540	\$0	09/2022	09/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	FEBRUARY 2021 TIP MODIFICATION TO ADD PROJECT TO THE 2021-2024 TIP
14081	2374-05-092	GRAND PRAIRIE	VA	C	ON GREAT SOUTHWEST PARKWAY FROM EASTBOUND IH 20 FRONTAGE ROAD	WESTBOUND IH 20 FRONTAGE ROAD	WIDEN ROADWAY FROM 4 TO 6 LANES WITH SIDEWALKS	\$1,751,200	\$437,800	\$0	\$2,189,000	\$0	08/2021	08/2021 <u>12/2024</u>	NOT EXPECTED TO OBLIGATE IN FY 2021	CONSTRUCTION TO BE DELAYED TO FY 2025; NOVEMBER 2020 TIP MODIFICATION MOVED CONSTRUCTION INTO FY 2021; DELAY DUE TO ENGINEERING STARTING LATER THAN ANTICIPATED AS WELL AS ADDING MORE TIME TO THE SCHEDULE FOR PRE-CONSTRUCTION PHASES TO BE COMPLETED
11559	0902-48-799	FWTA	CS	T	TRE CROSSING	AT CALLOWAY CEMETERY	UPGRADE TO QUAD GATES AND RESURFACE CROSSING	\$504,186	\$0	\$126,047	\$630,233	\$0	02/2020	2/2020 (ACTUAL)	NOT EXPECTED TO OBLIGATE IN FY 2021	TRANSIT TRANSFER FOR \$100,000 HAS BEEN INITIATED; REMAINDER OF THE FUNDS TO BE MOVED TO TIP 14078/CSJ 0902-90-155; PROJECT PREVIOUSLY STARTED AND IS PARTIALLY OBLIGATED, BUT THESE UNOBLIGATED FUNDS REMAIN
11682	0918-24-257	FRISCO	VA	I	CITY OF FRISCO - AUTOMATED VEHICLE DEPLOYMENT; BOUNDED BY LEBANON RD TO THE NORTH,	DALLAS PARKWAY TO THE EAST, SH 121 TO THE SOUTH, AND LEGACY DR TO THE WEST	IMPLEMENT A LOW/MEDIUM SPEED AV SHUTTLE DEPLOYMENT FOR EMPLOYEES/RESIDENTS/VISITORS OF \$5 BILLION DOLLAR MILE, AND HALL PARK; CITY WILL CONTRACT FOR SERVICES/OPERATION OF SHUTTLE	\$300,000	\$0	\$75,000	\$375,000	\$0	08/2020	N/A	NOT EXPECTED TO OBLIGATE IN FY 2021	CITY HAS OPTED TO CANCEL THIS PROJECT AND RETURN FUNDS TO REGIONAL POOL
14060	0918-24-258	MCKINNEY	CS	E	E LOUISIANA STREET FROM SH 5	THROCKMORTON ST	RECONSTRUCT FROM 2 TO 2 LANES INCLUDING ON-STREET PARKING, ROUNDABOUT AT THE INTERSECTION OF EAST LOUISIANA AND GREENVILLE ST, AND SIDEWALK IMPROVEMENTS	\$0	\$0	\$0	\$0	\$0	10/2020	N/A	NOT EXPECTED TO OBLIGATE IN FY 2021	FEBRUARY 2021 TIP MODIFICATION REMOVED STBG FUNDING FROM THIS PROJECT
11613.1	8300-00-038	TXDOT	VA	I	NORTH CENTRAL TEXAS REGIONAL RAIL STUDY		REGIONAL STUDY FOR ALL FREIGHT/PASSENGER RAIL LINES IN THE DFW REGION	\$320,000	\$0	\$80,000	\$400,000	\$0	03/2019	03/2019 (ACTUAL)	NOT EXPECTED TO OBLIGATE	FUNDS ARE NOT BEING USED AT THIS TIME; PROJECT IS FULLY FUNDED USING STATE RAIL SAFETY FUNDS
							TOTAL	\$234,682,090	\$28,726,711	\$14,517,454	\$277,926,255	\$220,552,287				

TOTAL CLOSEOUTS/WITHDRAWALS	(\$1,884,921)
TOTAL PROJECT ADJUSTMENTS	\$1,129,715
TOTAL OBLIGATED IN FY 2020	\$26,234,882
TOTAL OBLIGATED IN FY 2021	\$194,317,405
TOTAL EXPECTED TO OBLIGATE	\$51,854,237
TOTAL NOT EXPECTED TO OBLIGATE	\$43,808,406

TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
40046	0918-11-099	TERRELL	VA	C	DR. BRUCE WOOD ELEMENTARY SCHOOL CONNECTION EXTENSIONS; SAFE ROUTES TO SCHOOL	ALONG ROCKWALL AVENUE TO SOUTH OF KENNEDY, AND ALONG DRAINAGE EASEMENT NORTH OF BAKER FROM ROCKWALL TO FRANCES	SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO ELEMENTARY SCHOOL INCLUDING CONSTRUCT AND RECONSTRUCT SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, SIGNAGE, AND CROSSWALKS	\$507,662	\$0	\$126,915	\$634,577	\$507,662	05/2020	08/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
40046	0918-11-099	TERRELL	VA	CE	DR. BRUCE WOOD ELEMENTARY SCHOOL CONNECTION EXTENSIONS; SAFE ROUTES TO SCHOOL	ALONG ROCKWALL AVENUE TO SOUTH OF KENNEDY, AND ALONG DRAINAGE EASEMENT NORTH OF BAKER FROM ROCKWALL TO FRANCES	SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO ELEMENTARY SCHOOL INCLUDING CONSTRUCT AND RECONSTRUCT SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, SIGNAGE, AND CROSSWALKS	\$26,718	\$0	\$6,680	\$33,398	\$26,718	05/2020	08/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
40037	0918-25-025	HEATH	CS	C	SRTS TRAIL PROJECT - SMIRL & HUBBARD; EXISTING PATH AT FM 740 TRAIL	EXISTING PATH WEST OF DUNFORD DRIVE	CONSTRUCT A SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS ALONG HUBBARD DR	\$296,711	\$0	\$74,178	\$370,889	\$296,711	12/2020	11/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JUNE 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
40037	0918-25-025	HEATH	CS	CE	SRTS TRAIL PROJECT - SMIRL & HUBBARD; EXISTING PATH AT FM 740 TRAIL	EXISTING PATH WEST OF DUNFORD DRIVE	CONSTRUCT A SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS ALONG HUBBARD DR	\$18,435	\$0	\$4,609	\$23,044	\$18,435	12/2020	11/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JUNE 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
40060	0902-90-081	RICHLAND HILLS	CS	C	RICHLAND HILLS TRE CONNECTION; GLENVIEW DRIVE ON THE NORTH	INTERSECTION OF SH 121 WESTBOUND FRONTAGE ROAD AND HANDLEY-EDERVILLE ROAD ON THE SOUTH	CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS INCLUDING SHARED-USE PATH, BIKEWAYS, SIDEWALKS, CROSSWALKS, AND SIGNAGE	\$161,281	\$0	\$40,320	\$201,601	\$50,608	08/2020	12/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
40048	0918-47-205	DALLAS	VA	C	TRINITY STRAND TRAIL PHASE 2; EXISTING TRINITY STRAND TRAIL AT THE INTERSECTION OF MARKET CNTR BLVD & TURTLE CREEK BLVD	INWOOD/LOVE FIELD DART STATION	CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS INCLUDING SHARED-USE PATH, ON STREET BIKEWAY, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND BICYCLE/PEDESTRIAN TRAFFIC COUNT EQUIPMENT	\$4,742,746	\$0	\$1,185,686	\$5,928,432	\$4,742,746	08/2020	01/2021 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
40048	0918-47-205	DALLAS	VA	CE	TRINITY STRAND TRAIL PHASE 2; EXISTING TRINITY STRAND TRAIL AT THE INTERSECTION OF MARKET CNTR BLVD & TURTLE CREEK BLVD	INWOOD/LOVE FIELD DART STATION	CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS INCLUDING SHARED-USE PATH, ON STREET BIKEWAY, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND BICYCLE/PEDESTRIAN TRAFFIC COUNT EQUIPMENT	\$257,254	\$0	\$64,314	\$321,568	\$257,254	08/2020	01/2021 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
40055	0902-90-079	NORTH RICHLAND HILLS	CS	C	NRH ACTIVE TRANSPORTATION PROJECTS FOR TRAIL/ON-ROAD BOUNDED BY NORTH TARRANT PARKWAY TO THE NORTH	PRECINCT LINE ROAD TO THE EAST, GLENVIEW DRIVE TO THE SOUTH, SUNCREST DRIVE TO THE WEST	CONSTRUCT BIKE/PED SAFETY IMPROVEMENTS INCL INSTALLING FLASHING BEACONS, BIKE/PED SIGNALS, CROSSWALKS, SIGNAGE, SIDEWALKS, BIKEWAYS, REFUGE ISLANDS AT INTERSECTIONS, AND SHARED USE PATH FROM EXISTING COTTON BELT TRAIL TO EXISTING JOHN BARFIELD TRAIL	\$161,729	\$0	\$40,432	\$202,161	\$161,729	09/2020	05/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF MARCH 2021
40055	0902-90-079	NORTH RICHLAND HILLS	CS	CE	NRH ACTIVE TRANSPORTATION PROJECTS FOR TRAIL/ON-ROAD BOUNDED BY NORTH TARRANT PARKWAY TO THE NORTH	PRECINCT LINE ROAD TO THE EAST, GLENVIEW DRIVE TO THE SOUTH, SUNCREST DRIVE TO THE WEST	CONSTRUCT BIKE/PED SAFETY IMPROVEMENTS INCL INSTALLING FLASHING BEACONS, BIKE/PED SIGNALS, CROSSWALKS, SIGNAGE, SIDEWALKS, BIKEWAYS, REFUGE ISLANDS AT INTERSECTIONS, AND SHARED USE PATH FROM EXISTING COTTON BELT TRAIL TO EXISTING JOHN BARFIELD TRAIL	\$28,059	\$0	\$7,015	\$35,074	\$28,059	09/2020	05/2021 (ACTUAL)	OBLIGATED (2021)	ALL TA SET ASIDE FUNDS FOR THIS PROJECT OBLIGATED FOR CONSTRUCTION
<u>40045</u>	<u>0918-47-203</u>	<u>DALLAS COUNTY</u>	<u>VA</u>	<u>C</u>	<u>FM 1382 SIDE PATH FROM INTERSECTION OF FM 1382 AND CAMP WISDOM ROAD</u>	<u>MANSFIELD RD</u>	<u>CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS INCLUDING CROSSWALKS AND SIGNAGE</u>	<u>\$1,554,908</u>	<u>\$0</u>	<u>\$388,727</u>	<u>\$1,943,635</u>	<u>\$1,554,908</u>	<u>07/2021</u>	<u>08/2021</u>	<u>OBLIGATED (2021)</u>	<u>FUNDING OBLIGATED AS OF JUNE 2021; PROJECT WAS ORIGINALLY LISTED IN FY 2022</u>
<u>40045</u>	<u>0918-47-203</u>	<u>DALLAS COUNTY</u>	<u>VA</u>	<u>CE</u>	<u>FM 1382 SIDE PATH FROM INTERSECTION OF FM 1382 AND CAMP WISDOM ROAD</u>	<u>MANSFIELD RD</u>	<u>CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS INCLUDING CROSSWALKS AND SIGNAGE</u>	<u>\$74,043</u>	<u>\$0</u>	<u>\$18,511</u>	<u>\$92,554</u>	<u>\$74,043</u>	<u>07/2021</u>	<u>08/2021</u>	<u>OBLIGATED (2021)</u>	<u>FUNDING OBLIGATED AS OF JUNE 2021; PROJECT WAS ORIGINALLY LISTED IN FY 2022</u>

TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
40041	0918-47-202	CEDAR HILL	VA	C	SOUTH CLARK RD TRAIL VELOWEB; FROM EXISTING RED OAK CREEK TRAIL	E BELT LINE RD	CONSTRUCT SHARED-USE PATH, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND SAFETY IMPROVEMENTS	\$943,733	\$0	\$235,934	\$1,179,667	<u>\$998,442</u>	08/2020	<u>08/2021</u> 09/2021	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF JUNE 2021;</u> PROJECT TO BE DELAYED TO FY 2022 DUE TO ISSUES WITH UTILITY RELOCATIONS
40041	0918-47-202	CEDAR HILL	VA	CE	SOUTH CLARK RD TRAIL VELOWEB; FROM EXISTING RED OAK CREEK TRAIL	E BELT LINE RD	CONSTRUCT SHARED-USE PATH, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND SAFETY IMPROVEMENTS	\$109,418	\$0	\$27,354	\$136,772	<u>\$54,709</u>	08/2020	<u>08/2021</u> 09/2021	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF JUNE 2021;</u> PROJECT TO BE DELAYED TO FY 2022 DUE TO ISSUES WITH UTILITY RELOCATIONS
40069	0902-38-138	HUDSON OAKS	VA	E	HUDSON OAKS MULTIMODAL TRAIL; ON OAKRIDGE DRIVE FROM SOUTH OF SONORA CANYON ROAD TO INSPIRATION DRIVE AND	ON INSPIRATION DRIVE FROM OAKRIDGE ROAD TO HUDSON OAKS DRIVE	CONSTRUCT SHARED USE PATH	\$79,184	\$0	\$19,796	\$98,980	<u>\$79,184</u>	09/2021	09/2021	OBLIGATED (2021)	<u>FUNDING HAS OBLIGATED AS OF JULY 2021;</u> FUNDING WAS DELAYED TO FY 2021 VIA FEBRUARY 2021 TIP MODIFICATION CYCLE; PENDING APPROVAL OF 2021-2024 TIP/STIP BEFORE ENGINEERING CAN ADVANCE
40038	0918-47-209	CEDAR HILL	VA	C	SIDEWALK AND CROSSWALK IMPROVEMENTS (COMBINED) - SAFE ROUTES TO SCHOOL	NEAR HIGH POINT ELEM, LIFE SCHOOL CEDAR HILL, JOE WILSON INT, VILLAGE TECH, WATERFORD OAKS ELEM, & HIGHLAND ELEM SCHOOLS	SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO SCHOOLS, INCLUDING NEW CROSSWALKS, BICYCLE/PEDESTRIAN SIGNALS, SIGNAGE, AND SIDEWALK IMPROVEMENTS TO COMPLETE EXISTING SIDEWALK GAPS	\$1,418,054	\$0	\$354,513	\$1,772,567	<u>\$1,244,462</u>	08/2020	<u>08/2021</u> 05/2021	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF JULY 2021</u>
40038	0918-47-209	CEDAR HILL	VA	CE	SIDEWALK AND CROSSWALK IMPROVEMENTS (COMBINED) - SAFE ROUTES TO SCHOOL	NEAR HIGH POINT ELEM, LIFE SCHOOL CEDAR HILL, JOE WILSON INT, VILLAGE TECH, WATERFORD OAKS ELEM, & HIGHLAND ELEM SCHOOLS	SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO SCHOOLS, INCLUDING NEW CROSSWALKS, BICYCLE/PEDESTRIAN SIGNALS, SIGNAGE, AND SIDEWALK IMPROVEMENTS TO COMPLETE EXISTING SIDEWALK GAPS	\$141,806	\$0	\$35,451	\$177,257	<u>\$126,670</u>	08/2020	<u>08/2021</u> 05/2021	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF JULY 2021</u>
40061	0902-90-082	FORT WORTH	VA	C	WJ TURNER ELEM, DIAMOND HILL ELEM AND BONNIE BRAE ELEM SCHOOL CAMPUSES BOUNDED BY W LORRAINE ST TO THE N	NORTH BEACH ST TO THE EAST; BRENNAN AVE TO THE S, TITUS ST TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 3 SCHOOLS IN NORTH DISTRICT)	\$695,354	\$0	\$173,838	\$869,192	<u>\$764,578</u>	07/2020	<u>08/2021</u> 12/2021	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF JULY 2021; ISSUES WITH ENVIRONMENTAL CLEARANCE HAVE BEEN RESOLVED AND THE CITY OF FORT WORTH EXPECTS TO ADVANCE THE PROJECT IN FY 2021;</u> PROJECT TO BE DELAYED TO FY 2022 DUE TO ISSUES WITH THE ENVIRONMENTAL CLEARANCE PROCESS
40061	0902-90-082	FORT WORTH	VA	CE	WJ TURNER ELEM, DIAMOND HILL ELEM AND BONNIE BRAE ELEM SCHOOL CAMPUSES BOUNDED BY W LORRAINE ST TO THE N	NORTH BEACH ST TO THE EAST; BRENNAN AVE TO THE S, TITUS ST TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 3 SCHOOLS IN NORTH DISTRICT)	\$69,224	\$0	\$17,305	\$86,529	\$0	07/2020	<u>08/2021</u> 12/2021	OBLIGATED (2021)	<u>ALL FUNDING OBLIGATED UNDER CONSTRUCTION PHASE; ISSUES WITH ENVIRONMENTAL CLEARANCE HAVE BEEN RESOLVED AND THE CITY OF FORT WORTH EXPECTS TO ADVANCE THE PROJECT IN FY 2021;</u> PROJECT TO BE DELAYED TO FY 2022 DUE TO ISSUES WITH THE ENVIRONMENTAL CLEARANCE PROCESS
40049	0918-47-206	DALLAS	VA	C	LAKE HIGHLANDS TRAIL NORTHERN EXTENSION & LAKE HIGHLANDS TRAIL PHASE 2A, 2B; FROM EXISTING WHITE ROCK CREEK TRAIL TO	EXISTING LAKE HIGHLANDS TRAIL AT WHITE ROCK TRAIL ROADWAY TO THE LAKE HIGHLANDS DART STATION NEAR WALNUT HILL	CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS; BIKEWAY AND PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND BICYCLE/PEDESTRIAN TRAFFIC COUNT EQUIPMENT	\$3,896,967	\$0	\$974,242	\$4,871,209	<u>\$3,315,603</u>	02/2021	<u>08/2021</u> 06/2021	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF AUGUST 2021</u>
40049	0918-47-206	DALLAS	VA	CE	LAKE HIGHLANDS TRAIL NORTHERN EXTENSION & LAKE HIGHLANDS TRAIL PHASE 2A, 2B; FROM EXISTING WHITE ROCK CREEK TRAIL TO	EXISTING LAKE HIGHLANDS TRAIL AT WHITE ROCK TRAIL ROADWAY TO THE LAKE HIGHLANDS DART STATION NEAR WALNUT HILL	CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS; BIKEWAY AND PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND BICYCLE/PEDESTRIAN TRAFFIC COUNT EQUIPMENT	\$540,774	\$0	\$135,194	\$675,968	<u>\$891,963</u>	02/2021	<u>08/2021</u> 06/2021	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF AUGUST 2021</u>

TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
40062	0902-90-084	FORT WORTH	VA	C	CC MOSS ELEM, BOUNDED BY MARTIN LUTHER KING JR FWY TO THE SW, PATE DR TO THE E, E BERRY ST TO THE N	ML PHILLIPS ELEM BOUNDED BY CAMP BOWIE BLVD TO THE SE, WINTHROP AVE TO THE E, CALMONT AVE TO THE N, LACKLAND RD TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT)	\$391,882	\$0	\$97,970	\$489,852	<u>\$431,070</u>	07/2020	<u>09/2021</u> 12/2021	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF AUGUST 2021; ISSUES WITH ENVIRONMENTAL CLEARANCE HAVE BEEN RESOLVED AND THE CITY OF FORT WORTH EXPECTS TO ADVANCE THE PROJECT IN FY 2021; PROJECT TO BE DELAYED TO FY 2022 DUE TO ISSUES WITH THE ENVIRONMENTAL CLEARANCE PROCESS</u>
40062	0902-90-084	FORT WORTH	VA	CE	CC MOSS ELEM, BOUNDED BY MARTIN LUTHER KING JR FWY TO THE SW, PATE DR TO THE E, E BERRY ST TO THE N	ML PHILLIPS ELEM BOUNDED BY CAMP BOWIE BLVD TO THE SE, WINTHROP AVE TO THE E, CALMONT AVE TO THE N, LACKLAND RD TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT)	\$39,189	\$0	\$9,797	\$48,986	\$0	07/2020	<u>09/2021</u> 12/2021	OBLIGATED (2021)	<u>ALL FUNDING OBLIGATED UNDER THE CONSTRUCTION PHASE; ISSUES WITH ENVIRONMENTAL CLEARANCE HAVE BEEN RESOLVED AND THE CITY OF FORT WORTH EXPECTS TO ADVANCE THE PROJECT IN FY 2021; PROJECT TO BE DELAYED TO FY 2022 DUE TO ISSUES WITH THE ENVIRONMENTAL CLEARANCE PROCESS</u>
40063	0902-90-083	FORT WORTH	VA	C	D MCRAE ELEM BOUNDED BY AVE J TO THE N, S AYERS AVE TO THE E, LITTLEJOHN AVE TO THE S, THRALL ST TO THE W; DAGGETT ELEM	BOUNDED BY WILLING/FAIRMOUNT AVE TO THE W, W RICHMOND AVE TO THE N, HEMPHILL ST TO THE E, CANTEY ST TO THE S	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT)	\$369,540	\$0	\$92,385	\$461,925	<u>\$406,255</u>	07/2020	<u>09/2021</u> 12/2021	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF JULY 2021; ALL FUNDING OBLIGATED UNDER CONSTRUCTION PHASE; ISSUES WITH ENVIRONMENTAL CLEARANCE HAVE BEEN RESOLVED AND THE CITY OF FORT WORTH EXPECTS TO ADVANCE THE PROJECT IN FY 2021; PROJECT TO BE DELAYED TO FY 2022 DUE TO ISSUES WITH THE ENVIRONMENTAL CLEARANCE PROCESS</u>
40063	0902-90-083	FORT WORTH	VA	CE	D MCRAE ELEM BOUNDED BY AVE J TO THE N, S AYERS AVE TO THE E, LITTLEJOHN AVE TO THE S, THRALL ST TO THE W; DAGGETT ELEM	BOUNDED BY WILLING/FAIRMOUNT AVE TO THE W, W RICHMOND AVE TO THE N, HEMPHILL ST TO THE E, CANTEY ST TO THE S	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT)	\$36,714	\$0	\$9,179	\$45,893	\$0	07/2020	<u>09/2021</u> 12/2021	OBLIGATED (2021)	<u>ALL FUNDING OBLIGATED UNDER CONSTRUCTION PHASE; ISSUES WITH ENVIRONMENTAL CLEARANCE HAVE BEEN RESOLVED AND THE CITY OF FORT WORTH EXPECTS TO ADVANCE THE PROJECT IN FY 2021; PROJECT TO BE DELAYED TO FY 2022 DUE TO ISSUES WITH THE ENVIRONMENTAL CLEARANCE PROCESS</u>
54062	0008-13-221	TXDOT-FORT WORTH	IH 820	C	SH 121/SH 183 INTERCHANGE	RANDOL MILL ROAD	INTERIM PROJECT TO CNST IH 820/SH 121 DIRECT CONNECTORS; FROM RANDOL MILL RD TO TRINITY BLVD: RECNST FROM 4 TO 6 LNS PLUS 2 AUX LNS; FROM TRINITY BLVD TO N INT WITH SH 121/SH 183: WDN FROM 9 TO 11 LNS & 4/6 LN DISC FR RDS TO 2/6 LN DISC FR RDS (INTERIM)	\$102,362	\$25,591	\$0	\$127,953	\$0	01/2021	<u>08/2021</u> 04/2021	EXPECTED TO OBLIGATE IN FY 2021	FUNDING ADDED TO FY 2021 VIA FEBRUARY 2021 TIP MODIFICATION CYCLE; CHANGE ORDER ON EXISTING PROJECT
40043	0918-47-210	DALLAS	VA	C	UNION BIKEWAY CONNECTOR; HOUSTON ST	N HARWOOD ST AT WOODALL RODGERS FWY	CONSTRUCT ON-STREET BIKEWAY FACILITIES	\$554,682	\$0	\$138,670	\$693,352	\$0	04/2021	<u>09/2021</u> 07/2021	EXPECTED TO OBLIGATE IN FY 2021	
40043	0918-47-210	DALLAS	VA	CE	UNION BIKEWAY CONNECTOR; HOUSTON ST	N HARWOOD ST AT WOODALL RODGERS FWY	CONSTRUCT ON-STREET BIKEWAY FACILITIES	\$55,468	\$0	\$13,867	\$69,335	\$0	04/2021	<u>09/2021</u> 07/2021	EXPECTED TO OBLIGATE IN FY 2021	
40068	0918-47-311	BALCH SPRINGS	CS	E	ON SHEILAH, MANON, HICKORY, AND QUAIL DR	BETWEEN LAKE JUNE RD AND GLENSHIRE	FLOYD ELEMENTARY SAFE ROUTES TO SCHOOL; CONSTRUCT NEW SIDEWALK, REMOVE/REPLACE EXISTING SIDEWALK AND ADA RAMPS, RELOCATION OF SCHOOL FLASHER AND SIGNAGE	\$234,537	\$0	\$0	\$234,537	\$0	02/2021	10/2021	EXPECTED TO OBLIGATE IN FY 2021	FUNDING HAS NOT OBLIGATED DUE TO DELAYED APPROVAL OF THE 2021-2024 TIP (EXPECTED JUNE 2021)

TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

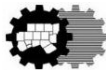
TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
14013.2	0918-48-003	DART	VA	T	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$4,648,925	\$0	\$0	\$4,648,925	\$0	11/2020	10/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT WAS DELAYED TO FY 2022 VIA FEBRUARY 2021 TIP MODIFICATION CYCLE
40065	0902-90-085	ARLINGTON	VA	C	JULIA BURGEN LINEAR PARK TRAIL SYSTEM; FROM THE EXISTING PATH EAST OF MARY STREET	S. PECAN STREET	CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS OVER TRADING HORSE TRIBUTARY	\$379,092	\$0	\$94,773	\$473,865	\$0	09/2021	03/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022; <u>CHANGES TO PROJECT ALIGNMENT HAVE LED TO LONGER DESIGN TIME</u>
40065	0902-90-085	ARLINGTON	VA	CE	JULIA BURGEN LINEAR PARK TRAIL SYSTEM; FROM THE EXISTING PATH EAST OF MARY STREET	S. PECAN STREET	CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS OVER TRADING HORSE TRIBUTARY	\$36,980	\$0	\$9,245	\$46,225	\$0	09/2021	03/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022; <u>CHANGES TO PROJECT ALIGNMENT HAVE LED TO LONGER DESIGN TIME</u>
40040	0918-46-306	DENTON	CS	C	SYCAMORE - WELCH ACTIVE TRANSPORTATION CONNECTION; ALONG S WELCH ST FROM EAGLE DRIVE	TO W HICKORY ST; AND ALONG W SYCAMORE ST TO DOWNTOWN DENTON DCTA STATION	CONSTRUCT NEW SHARED-USE PATH, BIKE LANES AND CROSSWALKS	\$471,698	\$0	\$117,925	\$589,623	\$0	06/2021	04/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022
40040	0918-46-306	DENTON	CS	CE	SYCAMORE - WELCH ACTIVE TRANSPORTATION CONNECTION; ALONG S WELCH ST FROM EAGLE DRIVE	TO W HICKORY ST; AND ALONG W SYCAMORE ST TO DOWNTOWN DENTON DCTA STATION	CONSTRUCT NEW SHARED-USE PATH, BIKE LANES AND CROSSWALKS	\$34,659	\$0	\$8,665	\$43,324	\$0	06/2021	04/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022
TOTAL								\$23,079,788	\$25,591	\$4,523,490	\$27,628,869	\$16,031,809				

TOTAL CLOSEOUTS/WITHDRAWALS	(\$232,707)
TOTAL PROJECT ADJUSTMENTS	(\$623,335)
TOTAL OBLIGATED IN FY 2020	\$5,900,134
TOTAL OBLIGATED IN FY 2021	\$10,131,675
TOTAL EXPECTED TO OBLIGATE	\$947,049
TOTAL NOT EXPECTED TO OBLIGATED	\$5,571,354

FISCAL YEAR 2021 PROJECT TRACKING

Surface Transportation Technical Committee

August 27, 2021



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- Due to significant implementation delays on projects across the region and a need to draw down the region's carryover balances, the TIP team created a more robust project tracking effort in order to highlight and prevent these delays.
- At the beginning of the fiscal year, the Surface Transportation Technical Committee (STTC) and the Regional Transportation Council (RTC) were provided a list of projects by phase scheduled to advance during the coming year.
- Agencies are being asked to report project status on a more frequent basis.
- The status of projects scheduled for the year will continue to be presented at STTC and RTC on a quarterly basis.
- This process will provide opportunities for sponsors to raise issues that may be hindering a project's progress and help ensure that funds are being obligated in a more timely manner.

SUMMARY OF TIP FY 2021 PROJECT FUNDING – CMAQ (\$ IN MILLIONS)

	NOVEMBER 2020	AUGUST 2021
Federal Funding Allocated in FY 2021	\$73.9	\$73.9
Estimated Federal Carryover Funds (FY 2020 to FY 2021)	<u>+\$58.4</u>	<u>+\$41.9</u>
Total Available Federal Funding in FY 2021	\$132.3	\$115.8
Total Federal Funding Programmed ¹	\$121.2	\$112.5
Federal Funding Obligated (2021) ^{2, 4}	\$0	\$77.8
FY 2021 Project Phases ³	61	45
Project Phases Obligated to Date	14	22
Unobligated Project Phases Past Their Original Estimated Start Date	16	22

69%

1: Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations)

2: Obligations based on the federal fiscal year, which runs from October to September

3: Number of phases has been adjusted as projects were advanced to FY 2020 and added into FY 2021

4: Obligation amounts as of 08/16/2021

SUMMARY OF TIP FY 2021 PROJECT FUNDING – STBG (\$ IN MILLIONS)

	NOVEMBER 2020	AUGUST 2021
Federal Funding Allocated in FY 2021	\$116.2	\$116.2
Estimated Federal Carryover Funds (FY 2020 to FY 2021)	<u>+\$142.8</u>	<u>+\$141.8</u>
Total Available Federal Funding in FY 2021	\$259.0	\$258.0
Total Federal Funding Programmed ¹	\$154.3	\$206.7
Federal Funding Obligated (2021) ^{2, 4}	\$0	\$193.6
FY 2021 Project Phases ³	52	54
Project Phases Obligated to Date	10	28
Unobligated Project Phases Past Their Original Estimated Start Date	10	20

94%

1: Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations)

2: Obligations based on the federal fiscal year, which runs from October to September

3: Number of phases has been adjusted as projects were advanced to FY 2020 and added into FY 2021

4: Obligation amounts as of 08/16/2021

SUMMARY OF TIP FY 2021 PROJECT FUNDING – TA SET ASIDE (\$ IN MILLIONS)

	NOVEMBER 2020	AUGUST 2021
Federal Funding Allocated in FY 2021	\$8.2	\$8.2
Estimated Federal Carryover Funds (FY 2020 to FY 2021)	<u>+\$14.9</u>	<u>+\$9.0</u>
Total Available Federal Funding in FY2021	\$23.1	\$17.2
Total Federal Funding Programmed ¹	\$21.3	\$12.4
Federal Funding Obligated (2021) ^{2, 4}	\$0	\$9.3
FY 2021 Project Phases ³	29	25
Project Phases Obligated to Date	7	17
Unobligated Project Phases Past Their Original Estimated Start Date	12	8

75%

1: Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations)

2: Obligations based on the federal fiscal year, which runs from October to September

3: Number of phases has been adjusted as projects were advanced to FY 2020 and added into FY 2021

4: Obligation amounts as of 08/16/2021

SUMMARY OF PROGRESS

- Only one month remains in FY 2021 and:
 - 69 percent of CMAQ funds have been obligated
 - 94 percent of STBG funds have been obligated
 - 75 percent of TA-Set Aside funds have been obligated
- Given that regular project obligations are not occurring as quickly as needed and that STBG funds have had the largest balance, an STBG/Category 2 funding partnership was implemented to rapidly reduce the balance.
- As of August 2, sufficient TA Set Aside funds have obligated to prevent the lapsing of any funds for FY 2021.

NEXT STEPS

- Continue monitoring project progress and working with project sponsors and TxDOT to resolve issues that may be causing delays in project implementation.
- Bring back another update to STTC and the RTC in the next quarter
- Begin FY 2022 project tracking

QUESTIONS?

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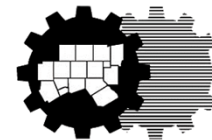
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STATUS REPORT ON TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

**Surface Transportation Technical Committee
August 27, 2021**

**Bailey Muller
Senior Air Quality Planner**



North Central Texas
Council of Governments

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 AQ3-004:

Support and implement strategies that promote energy conservation, reduce demand for energy needs, reduce petroleum consumption, and/or decrease greenhouse gas emissions

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

[Appendix C – Environmental Considerations](#)

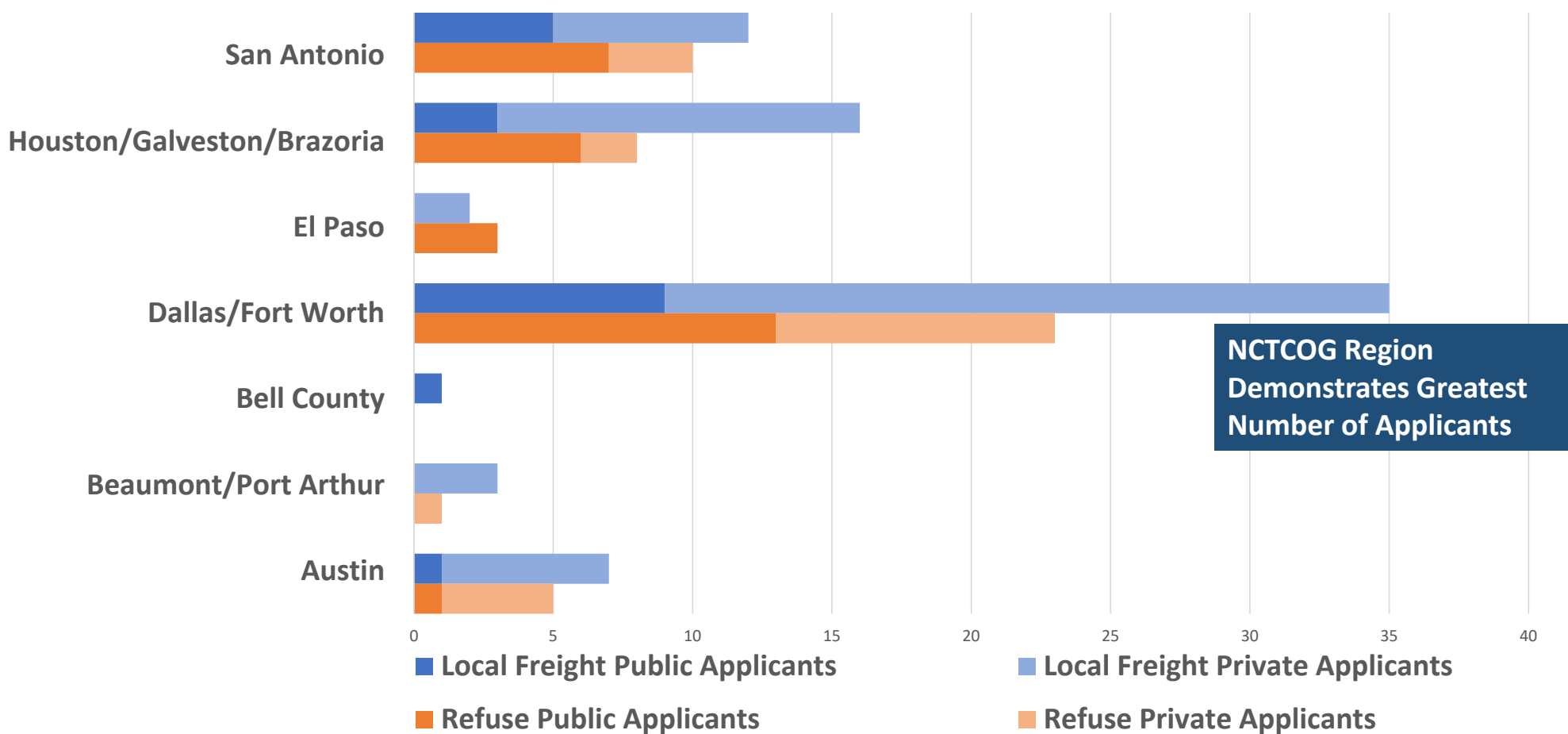
OVERVIEW OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM (TXVEMP) FUNDING

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 \$4,741,259 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)	Open; First-Come First Served Until 9/9/2021	\$4,217,500 Requested \$870,000 Awarded
	ZEV Infrastructure – DC Fast Charge and Hydrogen Refueling	~\$25 Million (Statewide)	Possible Opening Summer/Fall 2021	

*Data reflects information posted at www.texasvwfund.org as of August 12, 2021

NUMBER OF APPLICANTS BY REGION

Local Freight and Refuse Vehicle Applicants



Data reflects information posted at www.texasvfwfund.org as of August 12, 2021

PERCENT FUNDING REQUESTED BY REGION

Percent Available Funds Requested by Funding Round



All Available Funds Requested in DFW

Data reflects information posted at www.texasvfwfund.org as of August 12, 2021

UNREQUESTED FUNDS BY FUNDING ROUND

Priority Area	Balance Remaining from Previously Competed Funding Rounds			
	Bus	Refuse	Local Freight	Total
Austin	\$0	\$178,530	\$1,696,215	\$1,874,745
Beaumont/Port Author	\$0	\$1,569,362	\$1,082,198	\$2,651,560
Bell County	\$0	\$520,766	\$0	\$520,766
Dallas/Fort Worth	\$0	\$0	\$0	\$0
El Paso	\$1,999,948	\$2,760,340	\$2,806,501	\$7,566,789
Houston/Galveston/Brazoria	\$0	\$5,266,067	\$2,259,748	\$7,525,815
San Antonio	\$0	\$11,898,849	\$7,652,666	\$19,551,515
Total	\$1,999,948	\$22,193,914	\$15,497,328	\$39,691,190

Dallas-Fort Worth area applicants requested **~\$9 Million more** than the amount allocated to DFW by the TxVEMP. The original “fair share allocation” recommended by the RTC and NCTCOG was **over \$60 Million, or nearly double that provided by the TxVEMP.**

**Over \$39 Million
“Leftover” Funds
From Other Areas
of the State**



COMMENTS TO TCEQ ON REMAINING TXVEMP FUNDS

Recommendations on Remaining Program Funds Recently Submitted to The TCEQ on Behalf of the Regional Transportation Council

Comments include:

- **Incorporating Selection Criteria for the Upcoming Competitive Funding Round for Direct Current Fast Charge Electric Vehicle Charging and/or Hydrogen Fueling Stations:**
 - Fill Inter-Regional Infrastructure Gaps Using Criteria Established by the Federal Highway Administration Alternative Fuel Corridor Program**
 - Prioritize Projects in Urbanized areas with the Greatest Shortfall in Existing Infrastructure Availability**
- **Modifying How “Leftover” Dollars are Distributed Relative to Previous Funding Rounds:**
 - Revisit Allocation Among Priority Areas to More Closely Follow Observed Demand**
 - Maximize Emissions Reductions by Ensuring Future Funding is Offered for ZEV Projects Only**

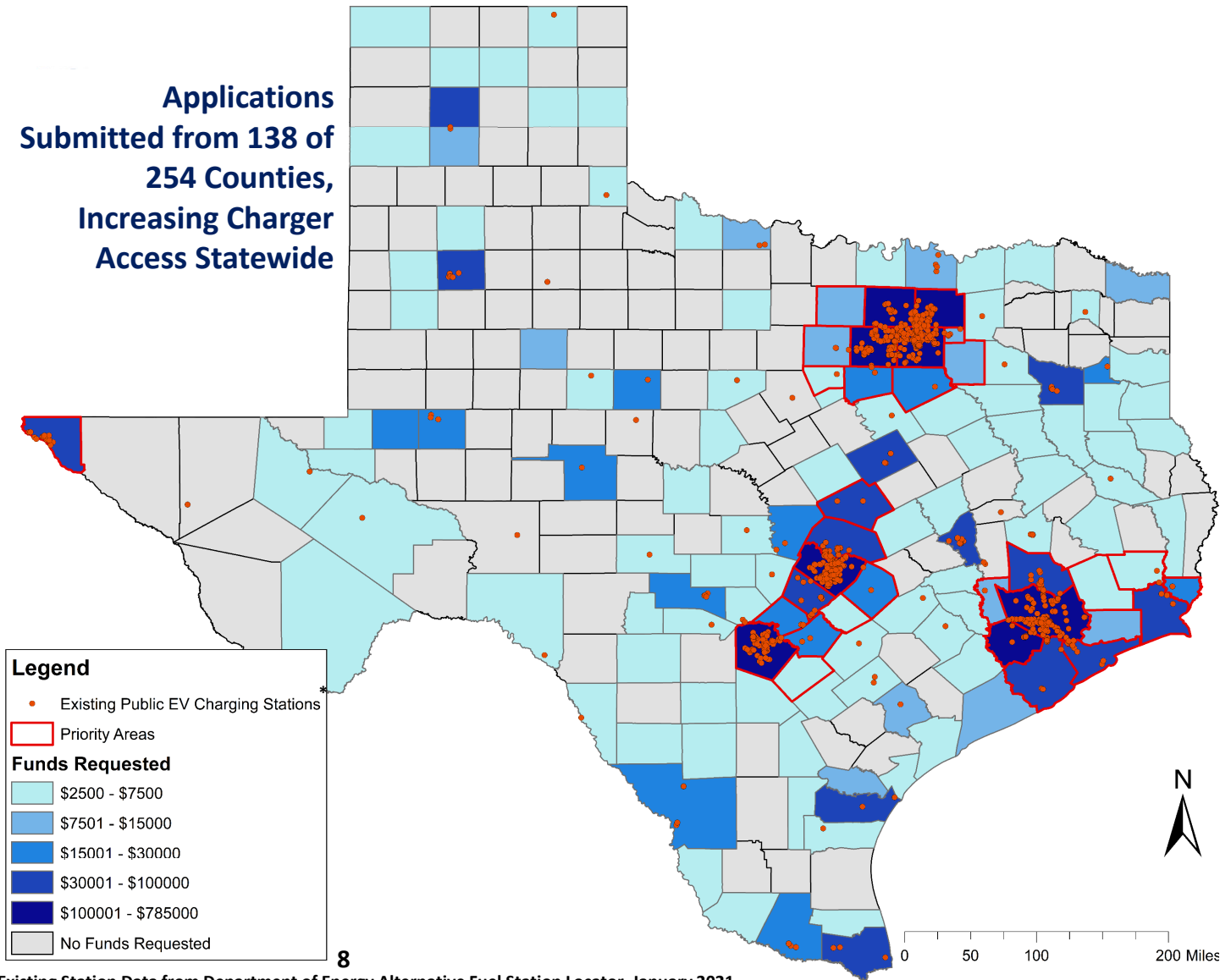
Copy of Correspondence and Accompanying Analyses Provided as Electronic Item 10.2

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

TXVEMP ZEV INFRASTRUCTURE LEVEL 2 REBATE

Funding Awarded on a First Come, First Served Basis

DEADLINE: 9/9/2021 or When Funds Run Out, Whichever is First

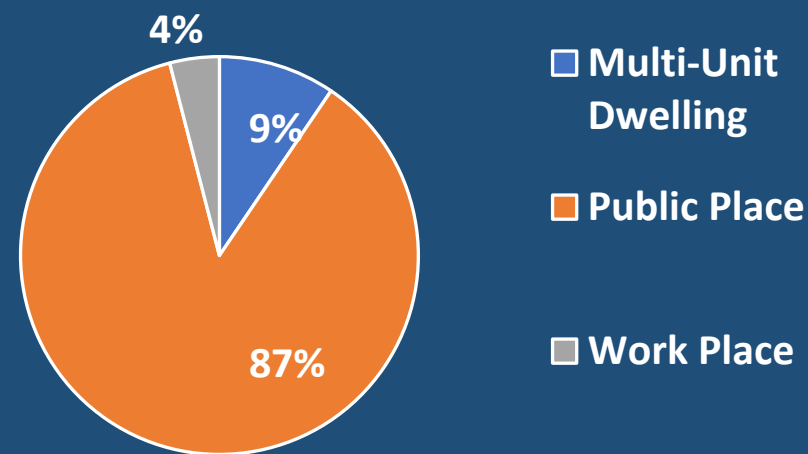
Total Statewide Allocation = \$10,465,958



Funds Remaining Funds Requested

1701 Sites Requested Statewide

Distribution by Site Type



DFW Area Has Requested 27% of All Funds to Date

IMPORTANT APPLICATION INFORMATION

- ✓ Entities can Apply for 10 stations per Application
- ✓ No Limit to Number of Applications that May be Submitted
- ✓ Reimbursements Available to Any Eligible Level 2 Charging Station Installed from September 20, 2020 through September 9, 2021



Private Entities can Combine Incentives to Make New Charging Stations More Affordable!

[Alternative Fuel Infrastructure Tax Credit- AVAILABLE NOW](#)

Funds: A Tax Credit equal to 30% of costs of EVSE, not to exceed \$30,000

Deadline: Installed before December 31, 2021

LOCAL GOVERNMENTS CALL TO ACTION

Share With Appropriate Staff

Share funding information with relevant staff including Sustainability, Finance, & Community Development

Distribute Information to Multifamily Properties and Workplaces through Chambers of Commerce or Other Avenues

Get Charging Stations in Your Jurisdiction

Help your jurisdiction fill infrastructure gaps and highlight progressive measures to promote EV readiness

Site examples: publicly owned land parcels, public parks, park and ride facilities, transit stops, points of interest (stadiums, conference centers, shopping areas, amusement parks), hospitals, schools/universities

Share Information With Workplaces and Multifamily Properties to Encourage Applications

www.dfwcleancities.org/workplacecharging

www.dfwcleancities.org/multifamily

Staff Available to Provide Presentations

Private Properties Can Combine Rebate with Tax Credit

COMING SOON

Funding for DC Fast Charge and/or Hydrogen Infrastructure

To Prepare:

Review Relevant Recordings of Past Clean Cities Meetings and Webinars

Join NCTCOG and DFW Clean Cities for **National Drive Electric Week, September 25-October 3**

- **Webinar Geared for Fleet Staff, Focus on Electric Trucks**
- **Public-Facing EV Showcase and Celebration October 3**

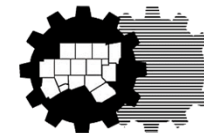
Recordings and Registration Available at www.dfwcleancities.org/events

FOR MORE INFORMATION

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



North Central Texas
Council of Governments



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

July 15, 2021

Mr. Jon Niermann, Commissioner
Texas Commission on Environmental Quality
P.O. Box 13087 MC 100
Austin, Texas 78711-3087
ATTN: VW Settlement

Re: Comments Regarding Investment Priorities of Remaining Texas Volkswagen Environmental Mitigation Program Funding

Dear Commissioner Niermann,

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, and the North Central Texas Council of Governments (NCTCOG) Transportation Department, which serves as staff to the RTC, enclosed are formal comments regarding allocation of remaining funds under the Texas Volkswagen Environmental Mitigation Plan (TxVEMP), including the upcoming opportunity for Zero Emission Vehicle (ZEV) supply equipment and balances remaining from prior funding rounds.

The RTC appreciates the hard work completed by the Texas Commission on Environmental Quality (TCEQ) staff in developing the Plan and awarding funds to date. Much has been accomplished since inception leading to critical emission reductions and advancing technologies across many sectors. However, moving forward, the RTC makes the following recommendations to further maximize limited resources and program effectiveness:

- Incorporate the following selection criteria for the upcoming ZEV supply equipment funding round, which will be focused on Direct Current Fast Charge electric vehicle charging and/or hydrogen fueling stations:
 - Fill inter-regional gaps in infrastructure, using criteria established by the Federal Highway Administration Alternative Fuel Corridor Program.
 - Prioritize projects in urbanized areas with the greatest shortfall in existing infrastructure availability.
- For funding distributions of dollars remaining from previously competed funding cycles:
 - Revisit allocation methodology and distribute “leftover” dollars from the bus, refuse truck, and local freight funding rounds to priority areas based on observed demand. The RTC notes that demand for funding made available to date has not been aligned with the allocation of funding made by the TCEQ.
 - Ensure future funding is offered for ZEV projects only, as the TxVEMP presents an opportunity to help transition to the cleanest available technologies without the cost effectiveness requirements of the Texas Emissions Reduction Plan.

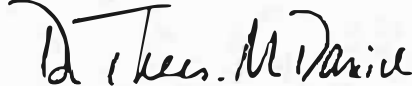
Technical detail and suggested analyses supporting these recommendations are included in the attachments. The RTC wishes to convey our commitment to partnership regarding implementation of these funds. To date, the DFW area is the only TxVEMP priority area that has requested every

Commissioner Niermann
Page Two

July 15, 2021

dollar made available through the program with demand exceeding allocated supply. NCTCOG staff is committed to continue promoting availability of funds and ensuring that fleets in the DFW priority area take advantage of the opportunities made available. We appreciate your consideration of these recommendations. In the event you have any questions, please contact Chris Klaus, Senior Program Manager of Air Quality Planning and Operations at NCTCOG, at (817) 695-9286 or cklaus@nctcog.org.

Sincerely,



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

BM/LPC:ch
Attachment

cc: Donna Huff, Director, Air Quality Division, TCEQ
Mike Wilson, Deputy Director, Air Quality Division, TCEQ
Joe Walton, Technical Advisor, Air Quality Division, TCEQ
Chris Klaus, Senior Program Manager, NCTCOG

Regional Transportation Council Policy Paper Regarding Investment Priorities of Remaining Texas Volkswagen Environmental Mitigation Program Funding

The Regional Transportation Council (RTC) recommends the Texas Commission on Environmental Quality (TCEQ) consider the following when planning future funding opportunities under the Texas Volkswagen Environmental Mitigation Program (TxVEMP):

1. Use Federal Highway Administration (FHWA) Alternative Fuel Corridor Designations and Corridor Gaps as a Selection Criteria for Direct Current Fast Charge (DCFC) Electric Vehicle (EV) Charging Stations Under the Upcoming ZEV Supply Equipment Funding Cycle

In response to the Electrify America solicitation for input on their “Cycle 3” investments, NCTCOG evaluated gaps in access to EV charging infrastructure between the urban areas across Texas and identified a list of highway exits that may have priority locations for installation of DCFC infrastructure. This analysis was completed based on criteria set out by the Federal Highway Administration (FHWA) under the Alternative Fuel Corridors program. The RTC recommends that the TCEQ review this analysis, provided in [Attachment A](#), and establish selection criteria for DCFC locations based upon a similar approach.

2. Recommend Use of ZEV Supply Equipment Analysis Tool to Determine Priority Locations for DCFC Investments Under the Upcoming ZEV Supply Equipment Funding Cycle

The RTC recommends that the TCEQ utilize the analysis provided in [Attachment B](#) when setting selection criteria for DCFC selection, or similar approach in order to justify meaningful allocation of funds. NCTCOG conducted this analysis on the priority areas defined within the TxVEMP to determine which areas are most in need of DCFC investment. The Electric Vehicle Infrastructure Projection (EVI-Pro) Lite tool, developed by the National Renewable Energy Laboratory as a simple way to estimate amount of EV charging needed in an area, was used to determine the total necessary charging infrastructure needed to support EVs across the TxVEMP priority areas.

Results highlight the need for additional infrastructure proves to be greater in certain priority areas compared to others based upon two different scenarios: scenario 1: current EV registration and scenario 2: two percent EV penetration of all registered vehicles.

Based on scenario 1: existing EV registration, the DFW, Austin, and Bell County priority areas currently show deficits in public DCFC and should be the highest priority areas for new DCFC investment. This deficit is the most severe in Bell County, which currently has no public DCFC options available, followed by the DFW area showing the second greatest deficit.

Scenario 2: two percent EV penetration was completed to identify the amount of DCFC locations needed to support a hypothetical target of two percent EV penetration over each priority area. The two percent EV adoption rate was selected to represent a potential target benchmark for all regions to advance toward, which would represent an increase in EV adoption for all areas. NCTCOG analysis shows the greatest EV penetration exists in the Austin area at approximately 1.2 percent of all vehicle

registration. The greatest need is once again in Bell County, followed by Beaumont-Port Arthur, then DFW, El Paso, San Antonio, and Houston. The TCEQ should consider whether it wishes to use funds to support existing adoption, or to drive additional adoption, and leverage this analysis tool to develop data-driven criteria to meet the chosen objective.

Additionally, to ensure equitable investment in EVs, the TCEQ is encouraged to utilize environmental justice data to identify location of minority and low-income populations compared to existing and EV charging infrastructure. For North Texas, environmental justice data can be accessed via <https://www.nctcog.org/trans/involve/ej>. For other priority areas, the Environmental Protection Agency maintains an Environmental Justice Screening and Mapping Tool at <https://ejscreen.epa.gov/mapper/>, which includes a “Demographic Index” layer similar to the data in the NCTCOG tool.

3. Reallocate Remaining Balances From Prior TxVEMP Funding Rounds to ZEV Projects Which Will Achieve Greatest Emissions Reductions

The RTC recommends that the TCEQ reallocate unspent funds from prior TxVEMP funding rounds toward projects that achieve the greatest emission reduction. As shown in Table 1, there is approximately \$39.7 million in unrequested funds from the first three funding rounds.

Table 1. Unrequested Funds for Bus, Refuse, and Freight Rounds by Priority Area.

Area	Unrequested Funds			Total
	Bus	Refuse	Freight	
Austin	\$0	\$178,530	\$1,696,215	\$1,874,745
Beaumont/Port Arthur	\$0	\$1,569,362	\$1,082,198	\$2,651,560
Bell County	\$0	\$520,766	\$0	\$520,766
Dallas/Fort Worth	\$0	\$0	\$0	\$0
El Paso	\$1,999,948	\$2,760,340	\$2,806,501	\$7,566,789
Houston/Galveston/Brazoria	\$0	\$5,266,067	\$2,259,748	\$7,525,815
San Antonio	\$0	\$11,898,849	\$7,652,666	\$19,551,515
Total	\$1,999,948	\$22,193,914	\$15,497,328	\$39,691,190

As demand for funding in the DFW area exceeded available funds in all three funding cycles, the RTC recommends all vehicle types be eligible in a future funding cycle released to exhaust remaining balances. As regions continue to violate national ozone standards, projects that maximize ozone-forming nitrogen oxides (NO_x) reduction are valuable. As delivery trucks accumulate more miles consistently throughout the year than a bus, more benefits would likely be achieved from a ZEV delivery truck than from a ZEV school bus, especially in an ozone season. Thus, rather than a first-come, first-served program, a competitive evaluation after close of an application window would ensure funding for the projects with the most vehicle utilization, which offer the greatest emissions reductions. Allowing all vehicle types to compete together in a single funding round could help balance goals to fund the most cost-effective ZEV projects, to fund

projects which are in demand, and to ensure expeditious implementation to achieve emissions reductions quickly.

Additionally, it is recommended the additional funding rounds be available only to ZEV projects. Given the lack of demand demonstrated for clean diesel projects across the majority of sectors, coupled with the increasing need for emissions reductions to reach attainment and the opportunity to award TxVEMP funding without statutory obligations to meet specific cost per ton criteria, the opportunity to use remaining TxVEMP funding to support ZEV projects should not be missed.

4. Reallocate Remaining Balances Among Regions Based Upon Fair Share Allocation and Observed Demand

Further, it is recommended the TCEQ revisit its methodology of allocating TxVEMP funds to ensure a fair-share allocation to each priority area. The approach used in the mitigation plan resulted in a substantial portion of funds in most areas left unrequested, while the DFW area demonstrated substantial demand and was left with projects unable to be funded. This was especially evident in the Freight & Port Drayage Vehicles and Refuse Vehicles funding rounds with \$15,497,328 and \$22,193,914 left unrequested respectively across all areas (Table 1), while DFW was the only area that requested 100% of its allocation, as shown in Attachment C. By contrast, San Antonio was allocated nearly twice the amount of funding as DFW for these two funding rounds and requested less than 40% of its allocation per round.

As the DFW region again faces reclassification under federal ozone standards, every available dollar to implement emissions-reducing projects is needed. As shown by the funding requests from the region, there is substantial demand for these dollars in DFW. The demand for funding remains high in DFW, especially for ZEV buses. Note the number of DFW-area school districts that signed on to a letter to Governor Abbott on the topic of reallocating funds for electric school buses, which was recently coordinated by Environment Texas (Attachment D). Representation from North Texas far outweighed any other part of the State.

Opening future funding cycles with the same allocation distribution among regions as the original release – or worse, opening future cycles with remaining balances allocated among regions left as-is - is likely to again result in missed opportunities to quickly implement projects in areas with high demand. During development of the TxVEMP, the RTC had recommended different allocation methodologies which would have provided better balance between funds available, and funds requested among various regions. A copy of this correspondence is enclosed as Attachment E. RTC encourages the TCEQ to again consider this approach when evaluating any future allocations to specific priority areas.

ATTACHMENT A

NCTCOG Priority Locations for DCFC Stations Based on FHWA Corridor Designations and Infrastructure Gap Analysis*							
Interstate	Exit	Location Site Type	Parking Type	24 Hr Access	Public/Private	Nearest retail space	Also Recommended By TxETRA**
I35W	15	Truck stop	Surface	Y	Private	Colocated	N
		Truck stop	Surface	N	Private	Colocated	N
I35E	TX-34	Truck stop	Surface	Y	Private	Colocated	N
		Truck stop	Surface	Y	Private	Colocated	N
	403	Truck stop	Surface	Y	Private	Colocated	N
		Store/Retail	Surface	N	Private	Colocated	N
I35	302	Store/Retail	Surface	N	Private	Colocated	Y
		Truck stop	Surface	N	Private	Colocated	Y
I30	124	Store/Retail	Surface	Y	Private	Colocated	Y
		Truck stop	Surface	Y	Private	Colocated	Y
		Truck stop	Surface	Y	Private	Colocated	Y
	201	Truck stop	Surface	Y	Private	Colocated	N
		Truck stop	Surface	N	Private	Colocated	N
		Truck stop	Surface	Y	Private	Colocated	N
		Store/Retail	Surface	Y	Private	Colocated	N
I20	178	Truck stop	Surface	Y	Private	Colocated	N
		Truck stop	Surface	N	Private	Colocated	N
	217	Truck stop	Surface	Y	Private	Colocated	Y
	288	Store/Retail	Surface	Y	Private	Colocated	Y
		Store/Retail	Surface	N	Private	Colocated	Y
	386	Truck stop	Surface	N	Private	Colocated	N
		Truck stop	Surface	Y	Private	Colocated	N
		Truck stop	Surface	Y	Private	Colocated	N
	444	Store/Retail	Surface	Y	Private	Colocated	N
		Truck stop	Surface	Y	Private	Colocated	N
	556	Store/Retail	Surface	Y	Private	Colocated	N
		Truck stop	Surface	Y	Private	Colocated	N
		Store/Retail	Surface	N	Private	Colocated	N
		Truck stop	Surface	Y	Private	Colocated	N
	503	Truck stop	Surface	Y	Private	Colocated	N
		Truck stop	Surface	Y	Private	Colocated	N
		Truck stop	Surface	Y	Private	Colocated	N
		Truck stop	Surface	Y	Private	Colocated	N
		Truck stop	Surface	Y	Private	Colocated	N
	596	Store/Retail	Surface	N	Private	Colocated	N
Truck stop		Surface	N	Private	Colocated	N	
Truck stop		Surface	Y	Private	Colocated	N	
Truck stop		Surface	Y	Private	Colocated	N	
US-75	48	Store/Retail	Surface	Y	Private	Colocated	N
		Truck stop	Surface	Y	Private	Colocated	N
		Truck stop	Surface	Y	Private	Colocated	N
I40	36	Truck stop	Surface	Y	Private	Colocated	N
		Truck stop	Surface	N	Private	Colocated	N
		Truck stop	Surface	N	Private	Colocated	N
	113	Truck stop	Surface	N	Private	Colocated	N
	163	Truck stop	Surface	Y	Private	Colocated	N
		Truck stop	Surface	N	Private	Colocated	N
Truck stop		Surface	N	Private	Colocated	N	
	231	Truck stop	Surface	Y	Private	Colocated	N

I45	197	Truck stop	Surface	Y	Private	Colocated	N
		Truck stop	Surface	Y	Private	Colocated	N
		Truck stop	Surface	N	Private	Colocated	N
		Truck stop	Surface	N	Private	Colocated	N
	178	Truck stop	Surface	Y	Private	Colocated	Y
		Truck stop	Surface	Y	Private	Colocated	Y
		Truck stop	Surface	Y	Private	Colocated	Y
		Truck stop	Surface	Y	Private	Colocated	Y
	164	Truck stop	Surface	Y	Private	Colocated	N
		Truck stop	Surface	Y	Private	Colocated	N
		Truck stop	Surface	Y	Private	Colocated	N
		Truck stop	Surface	Y	Private	Colocated	N

Source: NCTCOG/DFW Clean Cities

*NCTCOG/DFW Clean Cities has identified the properties listed above as being located along highway corridors in areas that potentially fill gaps in the existing EV charging network. Listing of a particular exit does not imply any endorsement or promotion of EV charging at any specific company in proximity to the location over another, nor does it imply any intent or agreement by these sites to install EV charging. This list was developed for informational purposes only.

** The Texas Electric Transportation Alliance (TxETRA) recommended electric charging sites during the Electrify America Cycle 3 comment period. Some of these locations were also identified using NCTCOG's analysis.

Data of existing Electric Vehicle (EV) charging stations was gathered by using the Alternative Fueling Station Locator tool from the Alternative Fuels Data Center (AFDC) website on June 2020. Initial data included EV charging stations with CCS and CHAdeMO connectors.

2021 EVSE Needs Analysis by Urbanized Area

Conducted by NCTCOG, May 2021

SCENARIO 1: Current EV Registration

Methodology: Evaluated using EVI-Pro Lite Tool, using DFW Clean Cities current EV Registration Data by priority area and EVSE data from the Department of Energy Alternative Fuels Station Locator

Key: EVI-Pro Lite calculates the total amount of plugs needed to support the specific amount of EVs within that region. The assumptions within the tool vary the amount of plugs needed, including: multifamily population, percent battery electric (BEV) vs. plug in hybrid electric (PHEV), and what assumption of PHEV support. These are NOT additional plugs needed, these are total plugs needed within that region to support the current amount of registered vehicles. Cells in RED are highlighted as the calculated plug need in that region is greater than the amount of available existing plugs for that EVSE type.

EVI-Pro Lite Assumption	Number	URBANIZED AREAS													
		Texas	Dallas-Fort Worth			Austin			Houston	San Antonio	El Paso	Bell County			Beaumont-Port Arthur
		# of Total Plugs Needed in 2021	# of Total Plugs Needed in 2021	Plugs Needed	Plugs Deficit	# of Total Plugs Needed in 2021	Plugs Needed	Plugs Deficit	# of Total Plugs Needed in 2021	# of Total Plugs Needed in 2021	# of Total Plugs Needed in 2021	# of Total Plugs Needed in 2021	Plugs Needed	Plugs Deficit	# of Total Plugs Needed in 2021
Partial Support of PHEVs	Total	1245	456			268			282	99	22	11	2	18%	6
	Public Level 2	816	286			173			177	67	16	8			4
	Public DC Fast	429	170	36	21%	95	15	16%	105	32	6	3	3	100%	2
No Support of PHEVs	Total	668	261			146			162	50	9	4			3
	Public Level 2	239	91			51			57	18	3	1			1
	Public DC Fast	429	170	36	21%	95	15	16%	105	32	6	3	3	100%	2
Full Support of PHEVs	Total	1823	651			389			403	148	35	18	9	50%	10
	Public Level 2	1394	481			294			298	116	29	15	6	40%	8
	Public DC Fast	429	170	36	21%	95	15	16%	105	32	6	3	3	100%	2

Priority Rank Based on Results	2	3	6	7	5	1	4
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Existing EVSE Stations by Urbanized Area as of May 2021- Source: EVI-Pro Lite tool, Department of Energy Alternative Fuel Data Center Station Locator

EVI-Pro Lite separates EVSE analysis by Urbanized Areas defined by the US Census at https://www2.census.gov/geo/pdfs/maps-data/maps/reference/2010UAUC_List.pdf. Urbanized areas do not encompass all stations within each region. All numbers are based upon plugs and not stations. There may be multiple plugs per station.

	URBANIZED AREAS							
	Texas	Dallas-Fort Worth- Arlington Denton-Lewisville McKinney		Austin	Houston- Texas City Conroe The Woodlands	San Antonio	El Paso	Killeen Temple
Total	4726	1295	1064	915	347	69	9	11
Public Level 2 plugs	3979	1161	984	797	300	56	9	7
Public DC Fast plugs	747	134	80	118	47	13	0	4

Registered EVs as of May 2021- Source: DFW Clean Cities EV Registration Tools

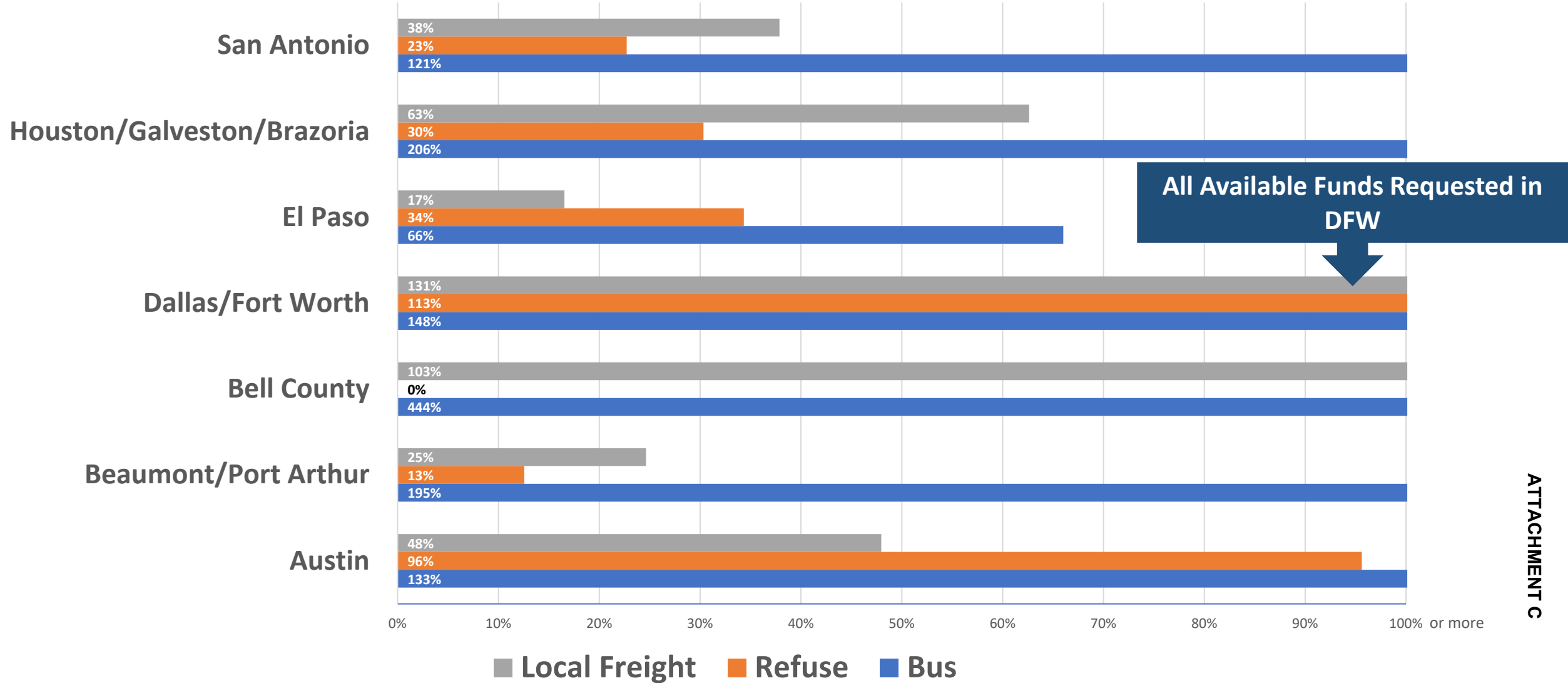
EV registration numbers are pulled from the counties identified as priority areas in the Texas Volkswagen Mitigation Action Plan (TxVEMP) at https://www.tceq.texas.gov/assets/public/implementation/air/terp/VW/RG-537_Revised_May_2020.pdf

	Texas Volkswagen Mitigation Action Plan (TxVEMP) Priority Areas							
	Texas	Dallas-Fort Worth	Austin	Houston Galveston Brazoria	San Antonio	El Paso	Bell County	Beaumont-Port Arthur
Total Registered EVs*	41859	14666	8393	9138	3422	631	315	142
BEV**	EV Registration Rate							
	72.72%	75.10%	73.07%	75.27%	70.40%	60.90%	57.40%	59.10%
	100 mile range	21.82%	22.53%	21.92%	22.58%	21.12%	17.22%	17.73%
	250 mile range	50.90%	52.57%	51.15%	52.69%	49.28%	42.63%	41.37%
	PHEV**	27.28%	24.90%	26.93%	24.73%	29.60%	42.60%	40.90%
20-mile range	8.18%	7.47%	8.08%	7.42%	8.88%	11.73%	12.78%	
50 mile range	19.10%	17.43%	18.85%	17.31%	20.72%	27.37%	28.63%	

ATTACHMENT B

PERCENT FUNDING REQUESTED BY REGION

Percent Available Funds Requested by Funding Round



ATTACHMENT C

Letter to Governor Abbott on Electric School Buses

Environment Texas invites community leaders across Texas, including school board members, directors of transportation, health professionals, and others to add their names to the following letter to Governor Abbott on protecting children's health by replacing diesel school buses with clean electric buses. To sign and support this letter, please fill out the form below.

Dear Governor Abbott,

We write to ask you to protect children's health by helping school districts replace dirty diesel school buses with clean electric buses. Specifically, we request that you reallocate unspent funds from the Texas Volkswagen Environmental Mitigation Program toward a new funding round open only to electric buses and support full funding for, and improvements to, the Texas Emissions Reduction Program (TERP) Clean School Bus Program in the upcoming legislative session.

As parents, teachers, administrators, and school board members, we are very concerned with the daily exposure of our children to toxic diesel exhaust.

Approximately 95 percent of school buses, carrying some of the most vulnerable passengers, run on diesel. Numerous studies have shown that inhaling diesel exhaust can cause respiratory diseases and worsen existing conditions like asthma. The negative effects are especially pronounced in children.

Diesel exhaust is internationally recognized as a cancer-causing agent and classified as a likely carcinogen by the U.S. Environmental Protection Agency. In a study of 61 million people in 2015, researchers found that exposure to diesel soot and ground-level ozone created by diesel exhaust was linked to higher rates of mortality. New diesel still has some of these negative emissions.

A new study from the Brookings Institute analyzed 2,656 school bus retrofits in Georgia which reduced harmful emissions by 95%. Approximately 750,000 students were part of this data set each year from 2007-2017. Researchers saw significant improvements in students' respiratory health, with twice the benefit for elementary students, whose younger age increases their vulnerability. The study also found strong evidence of academic improvements after the change, most significantly noted in English test scores.

Getting to school shouldn't include a daily dose of toxic pollution or increase the chances that people will get sick. The good news is that Texas can clean up its buses by making them electric. All-electric buses are here, and they're cleaner, healthier and often cheaper for transit agencies, school districts and bus contractors to run in the long-term. To clear our air and protect our health, we urge you to help accelerate the replacement of diesel and other fossil fuel-powered buses with clean, electric buses.

Dramatic declines in battery costs and improvements in performance, including expanded driving range, have made electric buses a viable alternative to diesel-powered and other fossil fuel buses. Additionally electric school buses have no tailpipe emissions.

There is significant demand for clean school buses. TCEQ awarded \$56,962,317 from the VW Grants for School Buses, Shuttle Buses, and Transit Buses, compared to \$84,840,054 requested. The program was extremely popular and was the only VW grant round to run out of funding. The others haven't even come close.

However, those funds went almost exclusively to new diesel buses. Proposals for electric buses often take

longer to prepare, given the necessity to coordinate with electric utilities and plan for new infrastructure. As a result, we need a new program which gives school districts interested in electric buses the ability to properly compete.

Everman ISD (near Fort Worth) received the only VW grant for electric buses. Each electric school bus is expected to save the District nearly \$2,000 a year in fuel and \$4,400 a year in reduced maintenance costs compared to a diesel school bus, saving tens of thousands of dollars over the lifetime of a bus. While the total lifetime cost of an electric school bus is lower than a diesel bus because of these fuel savings, electric school buses do have a higher upfront cost. State grants can mitigate the upfront cost and help school districts save money during these difficult times.

We respectfully request you take the following actions to help more Texas school districts buy electric buses:

- Reallocate unspent Texas VW funds to an additional funding round that will be open only to electric buses.
- Support \$22 million in funding for the TERP Clean School Bus Program. In the last biennium, this program received \$6.2 million. Under HB 3745 funding for the TERP Clean School Bus Program's budget will increase to as much as \$22 million in the new biennium, as long as budget writers don't use the clean air funds for other purposes. The Legislature should also amend the program to specifically encourage electric buses.

We request the opportunity to meet with you or your staff to discuss in greater detail our ideas for protecting children's health by investing in electric school buses.

Sincerely,

Luke Metzger, Executive Director, Environment Texas
Douglas Becker, Managing Director of Transportation, Frisco ISD
Stacey Abel, Policy and Communications, Texas Electric Transportation Resources Alliance (TxETRA)
Rebecca Hallmark, Superintendent, Garner ISD
Kiley Zylman, School board Trustee, Garner ISD
Sarah Pennebaker, Trustee, Garner ISD School Board
BJ Carlton, Director of Operations, Garner ISD
Kathy Wakefield, Teacher, Garner ISD
Diane Shaw, Principal, Garner ISD
Terry Penn, Director of Transportation, Rockwall ISD
Bill Powell, Assistant Superintendent for Support Services, Cypress-Fairbanks ISD
Greg Fletcher, Director of Operations, Paradise ISD
Andrew Dillon, Innovation Fellow, West Monroe
Patrick A Cardoza, Director, Kaufman ISD
Kayne Smith, Director of Transportation Services, Cypress-Fairbanks ISD
Sandra Holliday, Manager, Houston-Galveston Area Council
David Brower, Trustee, Garner ISD
Steve McKee, Executive Director, Texas Physicians for Social Responsibility
Jason Gillis, Transportation Director, Everman ISD
Catherine Flowers, Texas Field Organizer, Moms Clean Air Force
Bay Scoggin, Director, TexPIRG
Bakeyah Nelson, Executive Director, Air Alliance Houston
Mike Herschenfeld, CEO, BlueScope Group
Michael J. Osborne, Chair Board of Directors, Texas Transportation Resources Alliance (TxETRA)
Hanna Mitchell, Program Director, Solar United Neighbors
Aaryaman Singhal, Environment and Sustainability Committee, Dallas ISD
Molly Rooke, Environment and Sustainability Committee, Dallas ISD
Jessica House, Environment and Sustainability Committee, Dallas ISD
Jack Youngkin, Director of Transportation, Garland ISD

Arati Singh, Trustee, Austin ISD
Mellen West, Member, DISD Sustainability Subcommittee
Jimmy W. Hosch, Team Leader, 350Dallas

SOURCES:

- Liu NM, Grigg J. Diesel, children and respiratory disease. *BMJ Paediatr Open*. 2018;2(1):e000210. Published 2018 May 24. doi:10.1136/bmjpo-2017-000210

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- Austin, W., Heutel, G. and Kreisman, D., 2019. School bus emissions, student health and academic performance. *Economics of Education Review*, 70, pp.109-126.

- <https://www.forbes.com/sites/energyinnovation/2018/05/21/electric-buses-can-save-americas-local-governments-billions-chinas-showing-us-how-its-done/?sh=6011987b5f78>

- <https://house.texas.gov/news/press-releases/?id=7072>

https://www.tceq.texas.gov/assets/public/implementation/air/terp/VW/TxVEMP_Buses_Status_4.27.2020.pdf

Source: Environment Texas

Accessed online through Google docs: https://docs.google.com/forms/d/1m-QzPb-3g4MdSrCzGEYsjr0YiTnDZSvVc_-qF9Xv0TM/viewform?gxids=7628&edit_requested=true



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

September 13, 2018

Texas Commission on Environmental Quality
Air Quality Division
Implementation Grants Section, MC-204
P.O. Box 13087
Austin, TX 78711-3087
ATTN: VW Settlement

Re: Comments Regarding Draft Beneficiary Mitigation Plan for Texas

Dear Chairman Niermann:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, attached are formal comments on the Draft Beneficiary Mitigation Plan (Plan) for Texas. The RTC appreciates the hard work completed by the Texas Commission on Environmental Quality (TCEQ) staff in developing the draft Plan and supports the goals laid out by the TCEQ. We are in agreement with several elements of the Plan, including:

- Requiring some match for all projects;
- Setting aside funding for statewide zero-emission vehicle infrastructure; and
- Dedicating 81 percent of funds for eligible mitigation actions in certain "priority areas" of the state to maximize impacts.

However, after review of the Plan, the RTC requests that certain items be revised as the Plan is finalized. These items are detailed in the enclosed policy paper and accompanying attachments. We appreciate the TCEQ's recognition of the important role that Councils of Governments and MPOs play, and the commitment to give particular weight to comments received from our organization along with our peers across the state.

The RTC wishes to convey our commitment to partnership with regard to implementation of these funds. We appreciate your consideration of these recommendations, and will schedule a meeting to discuss these points in the event you have any questions. In the meantime, please contact Chris Klaus, Senior Program Manager of Air Quality Planning and Operations at the North Central Texas Council of Governments, at (817) 695-9286 or cklaus@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "G. Fickes", is written over a horizontal line.

Gary Fickes
Chair, Regional Transportation Council
Commissioner, Tarrant County

LPC:ch
Enclosure

cc: Donna Huff, Director, Air Quality Division, TCEQ
Joe Walton, Manager, Implementation Grants Section
Steve Dayton, Technical Specialist, Implementation Grants Section
Chris Klaus, Senior Program Manager, NCTCOG

Regional Transportation Council Policy Paper Regarding Requested Changes to the Draft Beneficiary Mitigation Plan (Plan) for Texas as Released August 8, 2018

The Regional Transportation Council (RTC) requests the following be revised as the Plan is finalized.

1. Provide a Fair-Share Funding Allocation to the Dallas-Fort Worth (DFW) Area

The proposed funding allocation to the DFW Area, which is approximately \$29 million, is inexplicably low and should be modified to properly reflect an equitable distribution based on realistic expectations and technical data. The Texas Commission on Environmental Quality (TCEQ) lists the first two goals as reducing nitrogen oxides (NO_x) emissions in the areas most impacted by emissions, and reducing the potential for exposure of the public to pollutants. The Plan identifies a two-thirds to one-third division of funding between areas “close” to the ozone standard and the long-time ozone nonattainment areas. This proposal lacks sufficient technical details and ignores regional fair-share funding allocation. As the DFW Area is designated nonattainment for both the 2008 and 2015 ozone standards with a population of over 7 million persons, a higher allocation of funding to DFW is critical to meeting the stated goals of the TCEQ. The RTC previously recommended that the DFW Area receive approximately \$63 million of the Texas allocation, and stands by this original recommendation.

To aid the TCEQ’s fair-share technical assessment, the North Central Texas Council of Governments (NCTCOG) staff evaluated various metrics to determine if the original \$63 million request was valid. A summary of this evaluation is detailed in Attachment 1. This analysis shows that regardless of what metric is used to determine funding distribution across the state, the appropriate allocation to the DFW Area is far greater than what has been proposed. Thus, the RTC reiterates the need for a substantially higher allocation to the DFW Area and recommends a data-based, transparent explanation of methodology for geographic distribution in the final Plan.

2. Allow Regional Agencies to Serve as Third-Party Administrators of Mitigation Trust Funds

The RTC reiterates our previous recommendation that the TCEQ allow Councils of Governments (COGs) to serve as third-party administrators of the Trust in their areas. Regional agencies add value by being more closely attuned to regional priorities and opportunities. Moreover, the NCTCOG houses the DFW Clean Cities Coalition, which focuses on working with fleets and is a natural conduit for connecting with potential applicants and leveraging national expertise on vehicle technologies eligible under the Plan. NCTCOG has also proven its abilities as a third-party administrator of Texas Emissions Reduction Plan (TERP) funds.

The RTC respects the TCEQ’s aggressive proposal to limit administrative costs to only four percent. We support the effort to maximize funding available for project implementation. Therefore, the RTC commits that if allowed to serve as a third-party administrator, the NCTCOG would not charge any administrative costs to the Mitigation Trust fund. All administrative costs would be paid through other funding sources available to NCTCOG, thus preserving 100 percent of the funds allocated to the DFW Area for project implementation.

3. Update Emission Calculation Methodology to Use Latest/Greatest Tools

The RTC recommends the TCEQ update its emissions calculation practices to other commercially available and user-friendly tools that provide more robust project analysis, rather than rely on the in-house TERP calculator that has been proposed. It is highly recommended that the TCEQ utilize the Argonne National Laboratory Alternative Fuel Life-Cycle Environment and Economic Transportation (AFLEET) Tool for quantification of all on-road vehicle projects. AFLEET includes adjustment factors for new diesel engines that reflect the higher emission rates at low speeds, based on the real-world research detailed in Attachment 2, and will also provide multi-pollutant emissions benefits. The Environmental Protection Agency's Diesel Emissions Quantifier (DEQ) tool is recommended for non-road projects, as it also provides multi-pollutant benefits.

TERP methodology is inadequate for two reasons. First, it only estimates impacts of a single pollutant, NO_x. While NO_x emissions are the focus of the Trust, multi-pollutant benefits should be quantified in order to provide a more holistic view of Mitigation Plan impacts. Second, and more importantly, TERP methodology relies on engine certification to determine emission rates. Numerous studies have shown that the newest, cleanest diesel engines emit NO_x at rates far higher than their certification levels under various conditions, especially when at low speeds. A sample listing of research projects on this topic is included as Attachment 2. Thus, relying on engine certification alone will underestimate the emissions of new diesel engines, and overestimate potential emissions reductions achieved. This not only delays progress in reaching attainment, but also has consequences for project selection. As the Volkswagen Settlement put much emphasis on all-electric technology, it is likely that submitted projects will include several all-electric projects, as well as other alternative fuels. These technologies typically cost more, but because they can achieve superior emissions reductions, have the potential to be competitive on a cost-effectiveness basis if real-world emissions expectations are considered. If a competitive evaluation is based only on certification data, the underestimation of new diesel emissions will likely result in a decision to award funding to a project that appears to be more cost-effective on paper only, at the expense of an alternative fuel vehicle project that would have achieved more emissions reductions. Ironically, the discrepancy between certified and real-world emissions rates is what led to the Volkswagen Settlement and development of the Mitigation Trust.

4. Confirm and Clarify Equal Eligibility of Zero-Emission Vehicle Infrastructure

It is our understanding that for heavy-duty replacement or repower projects involving a new all-electric vehicle, both hydrogen refueling and electric recharging infrastructure are equally eligible to receive up to 60 percent funding as part of the project costs. The RTC supports this interpretation as it provides equity between multiple fuel types, within the constraints of the court settlement. However, we recommend that the TCEQ clarify this by adding a definition of "charging infrastructure" that specifies both hydrogen and battery-electric eligibility, similar to the definition of "All-Electric".

5. Quantify Cost Effectiveness Based Only on Mitigation Plan Funding

The RTC recommends that the TCEQ only consider the amount of Mitigation Plan funding requested for a project when calculating cost effectiveness. Applicants are likely to leverage Mitigation Plan funding with other sources to offset match requirements or to enable a smaller funding request that would make more expensive projects, such as those involving alternative fuels or infrastructure to support all-electric vehicles, more competitive on a cost-effectiveness evaluation. These projects should not be penalized for leveraging other funding sources to stretch limited dollars further.

Summary of DFW Area Fair-Share Allocation Under the Draft Beneficiary Mitigation Plan for Texas

Exhibit 1: Potential Fair Share Allocations to DFW Area Based on Various Metrics

Metric	DFW Area as % of Areas Originally Recommended by the Regional Transportation Council	DFW Area as % of Counties Proposed as Priority Counties by the TCEQ
Registered Violating Vehicles	32.77%	41.10%
Population	35.97%	41.21%
Vehicle Miles of Travel	38.82%	44.26%
NO _x Emissions	37.14%	42.66%
VOC Emissions	36.13%	40.76%
Heavy-Duty Diesel Vehicles Eligible for Replacement/Repower	34.04%	38.37%

Exhibit 2: Potential Fair Share Allocations to DFW Area Based on Various Metrics

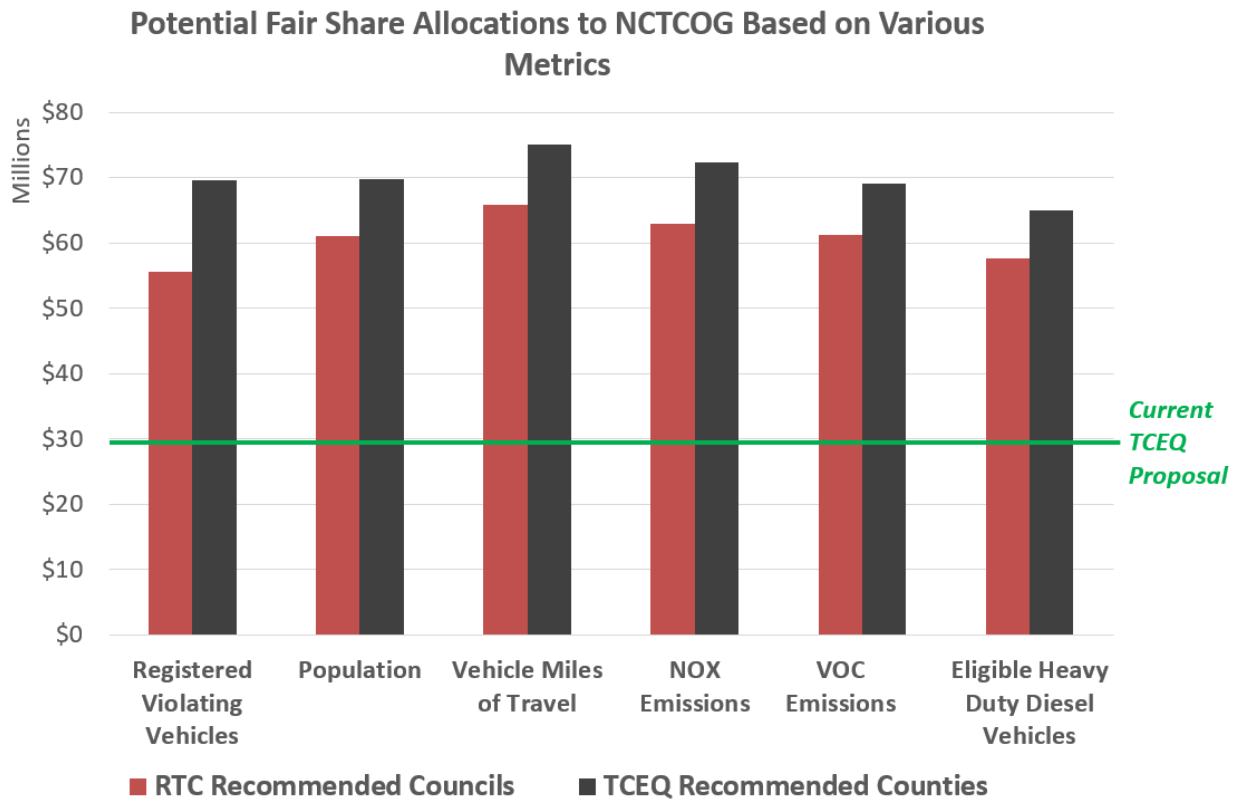
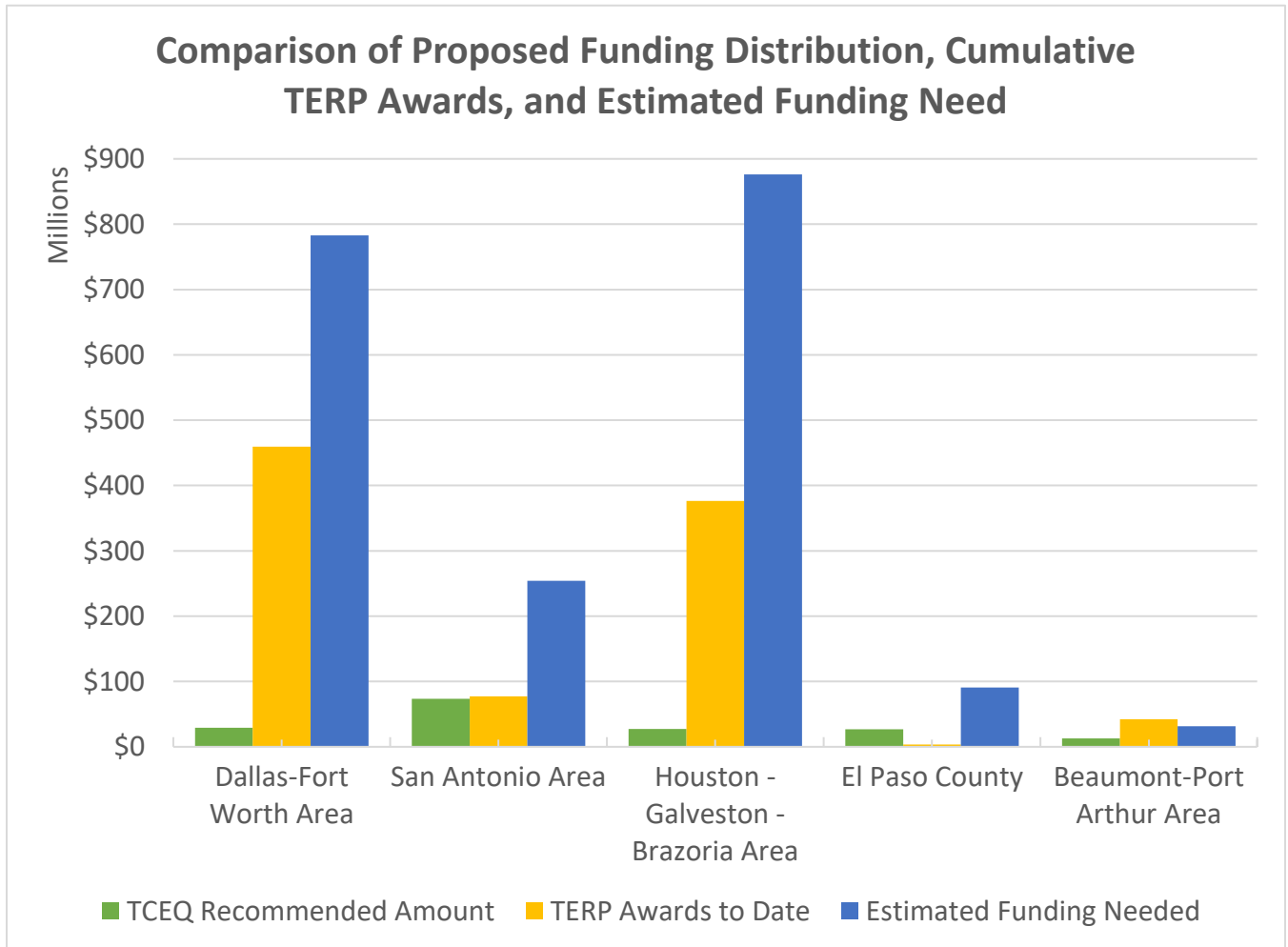


Exhibit 3: Estimated Distribution of Eligible Heavy-Duty Diesel Vehicles and Funding Need Among TCEQ-Proposed Priority Areas

Region	Estimated Number of Eligible Vehicles	Minimum Funding Need (in Millions)
Dallas-Fort Worth	21,340	\$782.8
San Antonio	6,877	\$254.2
Houston–Galveston-Brazoria	23,989	\$876.0
El Paso	2,475	\$90.6
Beaumont-Port Arthur	726	\$31.3

NCTCOG evaluated Department of Motor Vehicle Registration Data as of August 20, 2018 and identified potentially eligible heavy-duty diesel vehicles based on model year, gross vehicle weight, fuel type, and vehicle type. Minimum Funding Need is based on lowest estimated project cost identified by TCEQ in Table D.3 of the Draft Beneficiary Mitigation Plan for Texas, multiplied by the number of vehicles in each area of that type.

Exhibit 4: Comparison of TCEQ-Proposed Funding, Estimated Funding Needs from Exhibit 3, and Cumulative Texas Emissions Reduction Plan Funds Awarded from 2001-2017



Subset of Research Indicating that Heavy-Duty Diesel Engine Emissions Certification Levels are not an Accurate Indication of Real-World Emissions of Nitrogen Oxides (NO_x)

1. Seunju Yoon et al. "Comparison of NO_x Emissions from In-Use 2010 Technology Heavy-Duty Engines to Their Certification Standards." 25th CRC On-road Emissions Workshop, March 23-25, 2015, Long Beach, CA. California Air Resources Board (2015). <https://www.arb.ca.gov/research/veh-emissions/onroad-nox/crc2015-nox.pdf>
 - Slide 14: "In-use NO_x emissions from 2010 diesel trucks were higher than the certification standard and the certification level NO_x."
2. Johnson, Kent et al. "Ultra-Low NO_x Natural Gas Vehicle Evaluation ISL G NZ." Center for Environmental Research & Technology, University of California Riverside (2016). http://www.cert.ucr.edu/research/efr/2016%20CWI%20LowNOx%20NG_Finalv06.pdf
 - Section 1.2, page 11: "Although the 2010 certification standards were designed to reduce NO_x emissions, the in-use NO_x emissions are actually much higher than certification standards for certain fleets... For diesel engines low load duty cycles have a significant impact in the NO_x emissions... The cold start emissions were ten times higher than the certification standard and much higher than the corresponding hot start emissions... The main cause for the high NO_x emissions is low selective catalytic reduction (SCR) inlet temperatures resulting from low power operation."
3. Anenberg, Susan C. et al. "Impacts and mitigation of excess diesel-related NO_x emissions in 11 major vehicle markets." *Nature* 545 (2017). <https://www.nature.com/articles/nature22086>
 - Pages 467-471: "...across 11 markets, representing approximately 80 per cent of global diesel vehicle sales, nearly one-third of on-road heavy-duty diesel vehicle emissions... are in excess of certification limits."
4. Thiruvengadam, Arvind, et al. "Emission Rates of Regulated Pollutants from Current Technology Heavy-Duty Diesel and Natural Gas Goods Movement Vehicles. *Environ. Sci. Technol.* 49.8 (2015). <https://pubs.acs.org/doi/10.1021/acs.est.5b00943>
 - Pages 5236-5244: "The low percentage of activity SCR over the local and near-dock cycles contributed to a brake-specific NO_x emissions that were 5-7 times higher than in-use certification limit."
5. Quiros, David C. et al. "Real-World Emissions from Modern Heavy-Duty Diesel, Natural Gas, and Hybrid Diesel Trucks Operating Along Major California Freight Corridors." *Emission Control Science and Technology* 2.3 (2016) <https://link.springer.com/article/10.1007/s40825-016-0044-0>
 - Pages 156-172: "The ranking of certification NO_x emissions for the seven engines reported during engine-dynamometer-based certification was not maintained during real-world testing; for example, highway driving NO_x emissions were lower than certification values for some engine families and higher than certification values for others."
6. Center for Alternative Fuels, Engines, and Emissions, West Virginia University. In-Use Emissions and Performance Testing of Propane-Fueled Engines. (2017).
 - Summary Attached, courtesy of the Texas Propane Gas Association.

West Virginia University (WVU) In-Use Emissions and Performance Testing of Propane-Fueled Engines

West Virginia University performed a research program for PERC to establish exhaust emissions and performance characteristics of propane-fueled vehicles/engines through in-use testing methods in comparison to vehicles/engines fueled with other common transportation fuels. WVU used portable emissions measurement systems (PEMS) on each vehicle to collect the data (CO, CO₂, NO_x, and total hydrocarbon emissions) as they drove predetermined test routes using hot and cold starts. The Morgantown route consisted of city and highway driving, while the Stop and Go route simulated low speed operation and passenger pick up. The table below shows the specifications of the tested school buses.

Fuel	Propane (LPG)	Ultra-Low Sulfur Diesel
Vehicle	Blue Bird School Bus (6.8L, 10 Cylinder)	Blue Bird School Bus (6.7L, 6 Cylinder)
Model Year	2015	2014
Exhaust Aftertreatment	Three-Way Catalyst	Diesel Oxidation Catalyst, Diesel Particulate Filter, Selective Catalytic Reduction System

Pros: The approach to collect real-world data on specific propane-fueled vehicles/engines was robust and accurate. NO_x results are very favorable for propane.

Cons: The results are specific to the conditions of the test environment and differ from the requirements (e.g., temperature) for engine certification testing.

Noteworthy Results

- 96% NO_x reduction: Propane school bus vs. diesel school bus (stop-and-go route)
- >95% NO_x reduction: Propane school bus vs. diesel school bus (Morgantown route, cold start)
- >93% NO_x reduction: Propane school bus vs. diesel school bus (Morgantown route, hot start)
- >13% CO₂ reduction: Propane school bus vs. diesel school bus (stop-and-go route)

The findings from the WVU in-use tests of high NO_x emissions for heavy-duty vehicles are supported by other tests in literature. See “Real-World Emissions from Modern Heavy-Duty Diesel, Natural Gas, and Hybrid Diesel Trucks Operating Along Major California Freight Corridors” ([link](#)) and “Emission rates of regulated pollutants from current technology heavy-duty diesel and natural gas goods movement vehicles” ([link](#)).

Dallas-Fort Worth Clean Cities Annual Fleet Recognition

Amy Hodges, Principal Air Quality Planner

Surface Transportation Technical Committee



Dallas-Fort Worth
CLEAN CITIES



North Central Texas
Council of Governments

August 27, 2021



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 AQ3-004:

Support and implement strategies that promote energy conservation, reduce demand for energy needs, reduce petroleum consumption, and/or decrease greenhouse gas emissions

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

[Appendix C – Environmental Considerations](#)

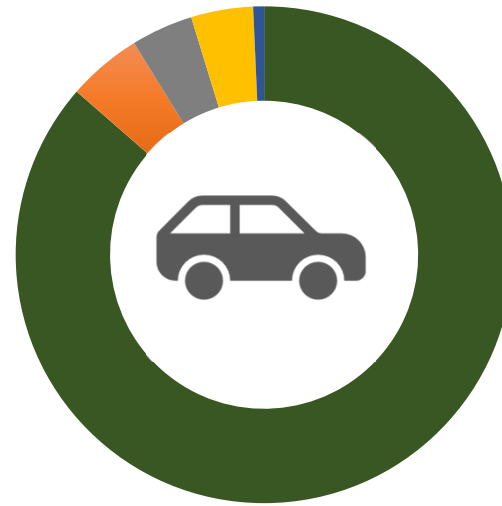
DFW Clean Cities Impacts – Results from 2020 Survey

55 Fleets Reporting
10,165 Alternative Fuel Vehicles and Equipment

*Impacts Over Calendar Year 2020

dfwcleancities.org/annualreport

~23.95 Million Gasoline Gallon Equivalent (GGE) Reduced*



- Alternative Fuel Vehicles
- Vehicle Miles Traveled Reductions
- Fuel Economy Improvements
- Idle Reduction
- Off-Road Vehicles/Equipment

~367 Tons Ozone-Forming Nitrogen Oxides (NO_x) Reduced*



~1 Ton/Day
For Comparison: RTC Initiatives Credited in Conformity = ~2.12 Tons/Day

125,058 Tons Greenhouse Gas (GHG) Emissions Reduced*

Equivalent to Eliminating

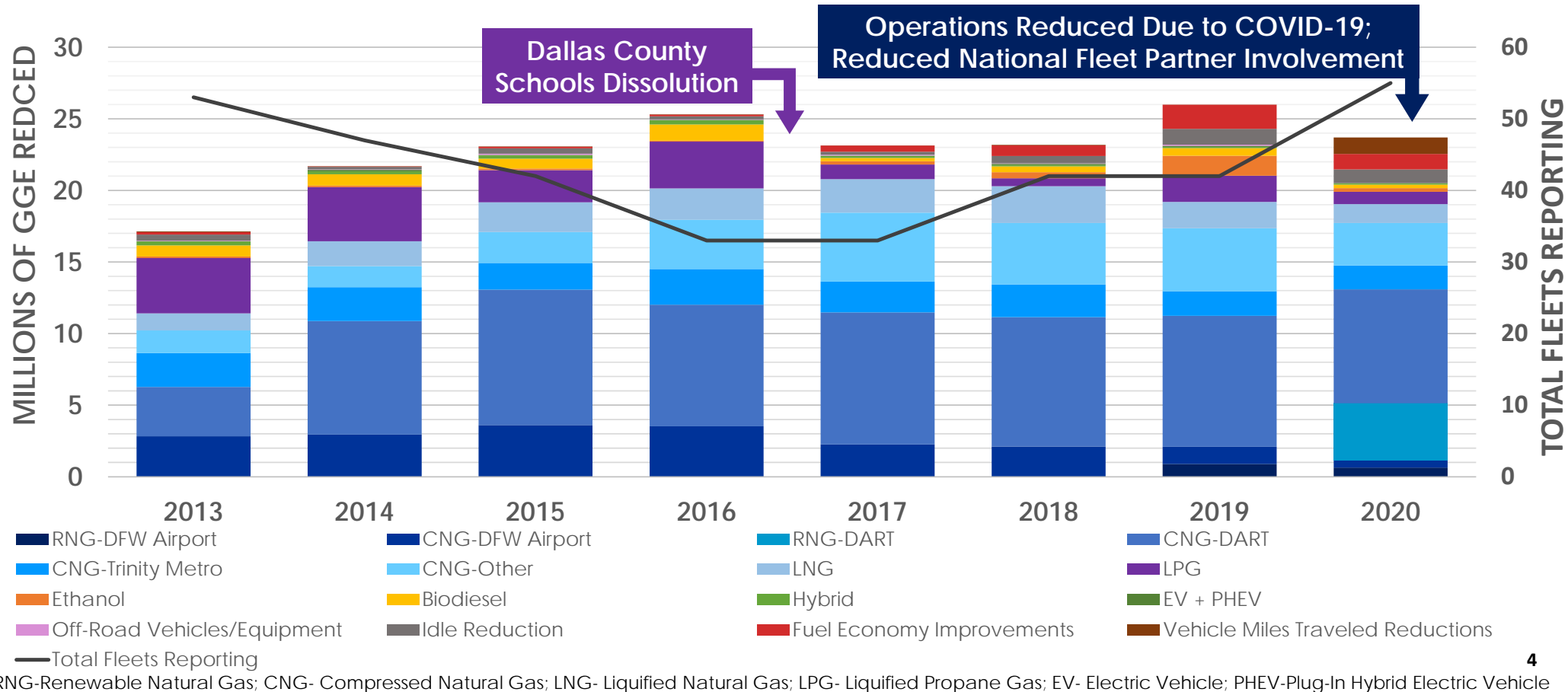


Tanker Trucks of Gasoline

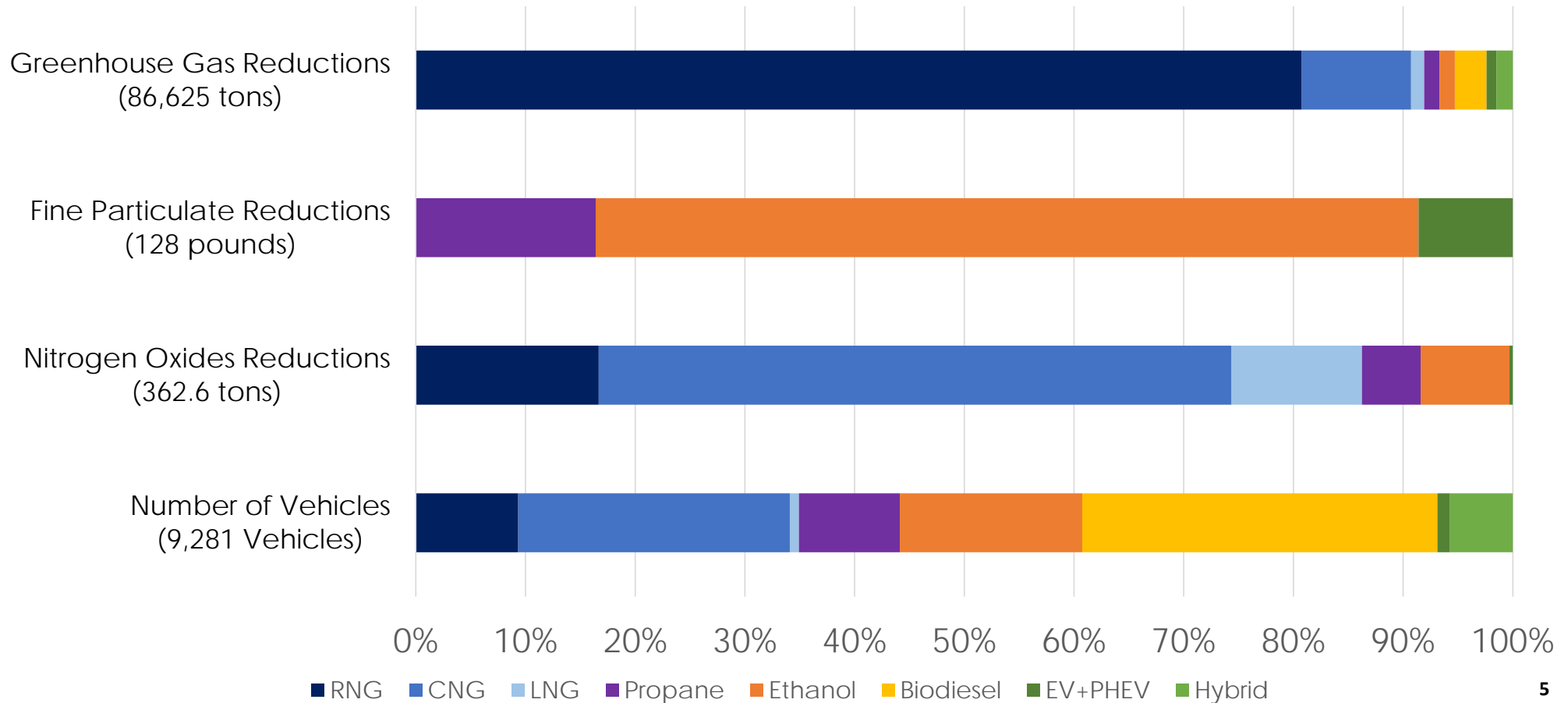
Trends in Annual Energy Impact

Department of Energy Goal: Increase GGE Reductions 15% Year Over Year

2020 Target: 29.93M, 2020 Reported: 23.95M



Impact of Various Fuel Types



RNG-Renewable Natural Gas; CNG- Compressed Natural Gas; LNG- Liquefied Natural Gas; LPG- Liquefied Propane Gas; EV- Electric Vehicle; PHEV-Plug-In Hybrid Electric Vehicle

Fleet Recognition Awards

Based on 2020 Report

Thank You to All That Completed a Fleet Survey!



Recognition Criteria – Up to 100 Points

Up to 55 Points – Emissions Reduction

Up to 25 Points – Reducing Fuel Consumption

Up to 20 Points – Partnering with DFW Clean Cities

Bronze Fleet Winners

City of Arlington
City of Benbrook
City of Frisco
City of McKinney
City of Mesquite
Kaufman County
Prosper ISD
Span Transit
Trinity Metro



Silver Fleet Winners

City of Coppell

City of Irving

Denton County

Town of Addison



Gold Fleet Winners

City of Carrollton
City of Dallas
City of Denton
City of Grapevine
City of Lewisville
City of Southlake
Dallas Area Rapid Transit (DART)
Denton ISD
DFW Airport



LEWISVILLE
Deep Roots. Broad Wings. Bright Future.



Shining Stars

Greatest Progress in NO_x Reduction

DART

City of Carrollton

City of Coppell

City of Dallas

Span Transit

Greatest Progress in GGE Reduction

DART

City of Coppell

City of Dallas

City of Grapevine

Greatest Progress Transitioning to Alternative Fuels

City of Carrollton

City of Plano

Denton ISD

Prosper ISD

Fleet Challenge

Organization	2020 Fleet Challenge Goal	2020 Fleet Challenge Achievements
City of Bedford*	<ul style="list-style-type: none"> Increase Overall Fuel Economy by 10% 	<ul style="list-style-type: none"> Increased Fuel Economy by 33% on 42 Vehicles
City of Carrollton*	<ul style="list-style-type: none"> Increase Number of Alternative Fuel Vehicles by 10% 	<ul style="list-style-type: none"> Increased Number of Alternative Fuel Vehicles by 21%
City of Frisco	<ul style="list-style-type: none"> Increase Overall Fleet Fuel Economy by 2% 	<ul style="list-style-type: none"> Increased Fuel Economy by 8% on 200 Vehicles
DFW Airport	<ul style="list-style-type: none"> Increase RNG volume to >50% of Natural Gas Usage 	<ul style="list-style-type: none"> RNG Reached 55% of Natural Gas Usage

*COVID-19 drastically changed vehicle usage, so while these fleets set fuel consumption goals, staff has removed this element due to the overall reduction in fleet activity throughout 2020 11

2021 Annual Survey

Goal:

**27,547,793 GGE Reduced
(15% Increase Relative to 2020)**

How to Get Recognized:

Complete ALL Survey Sections

Ensure Clean Fleet Policy has been Adopted

www.nctcog.org/fleetpolicy



**2021 Online Survey Available in
January 2022**
dfwcleancities.org/annualreport

CONTACT

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Clean Cities Coordinator

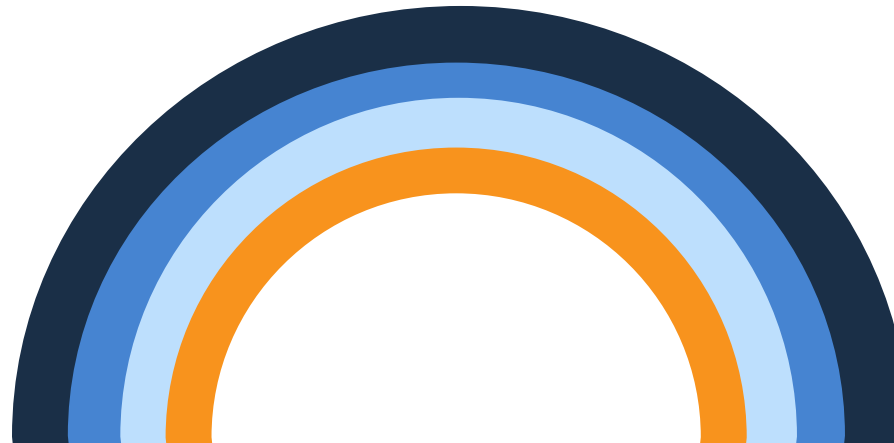
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cleancities@nctcog.org

www.dfwcleancities.org



North Central Texas
Council of Governments



Dallas-Fort Worth
CLEAN CITIES

UPDATE REGARDING LAPSING FEDERAL FUNDING

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

August 27, 2021

BACKGROUND

- Federal regulations¹ state that apportioned funds are available for the year of apportionment plus three (3) years²
- Any apportioned amounts that remain unobligated at the end of that period shall lapse
- TxDOT has historically managed Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Transportation Alternatives Set-Aside (TASA), and other categories at the State level, spending them “first in, first out” to ensure funds do not lapse
- The Texas Department of Transportation (TxDOT) or the Federal Transportation Administration (FTA) (for transit projects) generally alert MPO’s when they have potentially lapsing funds in the coming year

¹23 U.S. Code § 118 (b)

²Date of apportionment is not the same as the project award date

CMAQ FUNDING LAPSE

- April 12, 2021 – TxDOT notified the North Central Texas Council of Governments (NCTCOG) via letter that \$23,940,109 of federal CMAQ funding¹ had lapsed at the end of FY 2020
- \$73,841,658 federal CMAQ lapsed statewide
- Prior documentation from the State showed a FY 2020 Carry-over balance of \$16,414,535 federal
- NCTCOG met with TxDOT Finance and our local TxDOT Districts in June 2021 to discuss the situation

¹FY 2017 Apportionment

HOW DID CMAQ FUNDS LAPSE?

- Our historical understanding was that TxDOT spent the oldest funding first on a “first in, first out” basis.
- TxDOT stopped this practice at some point, not realizing the ramifications.
- Unfortunately, the typical backstop of Federal Highway Administration (FHWA) reminders to TxDOT also did not occur last year.
- In addition, TxDOT reduced all funds by the Congressional spending limit each year, which may or may not apply to specific categories.
 - By TxDOT applying the spending limit to CMAQ over the years, it led us to believe we had less funding than was actually available.
 - Therefore, unencumbered funding was available and able to lapse.

PREVENTING LAPSES IN THE FUTURE

- TxDOT has identified strategies to mitigate such occurrences in the future:
 - Obligate oldest funding first
 - Obligate “advance construction” (aka “early approval” projects when lapses are eminent
 - Identify potential lapses in funds at the beginning of each fiscal year
 - Document progress toward obligating potentially lapsing funds on the monthly obligation reports to MPOs
 - No longer apply Congressional spending limit to CMAQ funds
 - Recommit to sending monthly obligation reports to MPOs versus the sporadic process followed for the last few years

PREVENTING LAPSE IN THE FUTURE

- Going forward, NCTCOG will
 - Review monthly obligation reports (continuing activity)
 - Watch the FHWA Fiscal Management Information System (FMIS) report for lapsing funds
 - Report possible lapses to the Surface Transportation Technical Committee (STTC), the Regional Transportation Council (RTC), etc. as soon as possible and track progress throughout the year (continuing activity)

CMAQ OBLIGATIONS IN FY 2021: CURRENT STATUS

	Federal Amounts
FY 2021 Allocated Funding	\$78,281,762
Obligated amount as of July 31, 2021	\$76,009,375
Anticipated obligations before the end of FY 2021	\$13,140,345
Carryover funds from FY 2020	\$0

Based on the amount of funding obligated in FY 2021, CMAQ funds are not at risk of lapsing in FY 2021.

TASA POTENTIAL FUNDING LAPSE

- In March 2021, TxDOT advised NCTCOG that \$7,095,497 federal was at risk of lapsing if not obligated by the end of FY 2021
- This amount included funds above the Congressional spending limit
- Amount programmed in FY 2021 to projects = \$10,375,033 federal
- FY 2021 obligations to date = \$8,609,379 federal
- TASA funding lapse was avoided through:
 - Multiple discussions with TxDOT
 - Multiple meetings and coordination efforts with local implementing agencies
 - Expedited review process by TxDOT

TASA FY 2021 OBLIGATIONS

	Federal Amounts
Total projects funded in FY 2021	\$10,375,033
Obligated as of May 31, 2021	(\$666,254)
Obligated in June 2021	\$2,015,848
Obligated in July 2021	\$1,337,023
Obligated in August 2021	\$5,922,762
Total obligations in FY 2021	\$8,609,379
Balance of FY 2021 programmed, un-obligated funds	\$1,765,654

TASA LOOKING AHEAD TO FY 2022

- \$5,500,000 must be obligated in FY 2022 to prevent a lapse
- Projects programmed in FY 2022 = \$17,766,512
- Imperative that projects let on schedule
- Local agency coordination with TxDOT needs to occur early to avoid delays and ensure timely reviews

QUESTIONS?

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

Ken Bunkley
Principal Transportation Planner
Ph: (817) 695-9288
kbunkley@nctcog.org



NCTCOG

Land Use and Transportation Task Force

DART RED & BLUE LINE CORRIDORS TOD STUDY

Travis Liska, AICP | July 21, 2021

BACKGROUND

GOAL: Advance TOD

Federal Transit Administration (FTA) Transit-Oriented Development (TOD) Planning Pilot

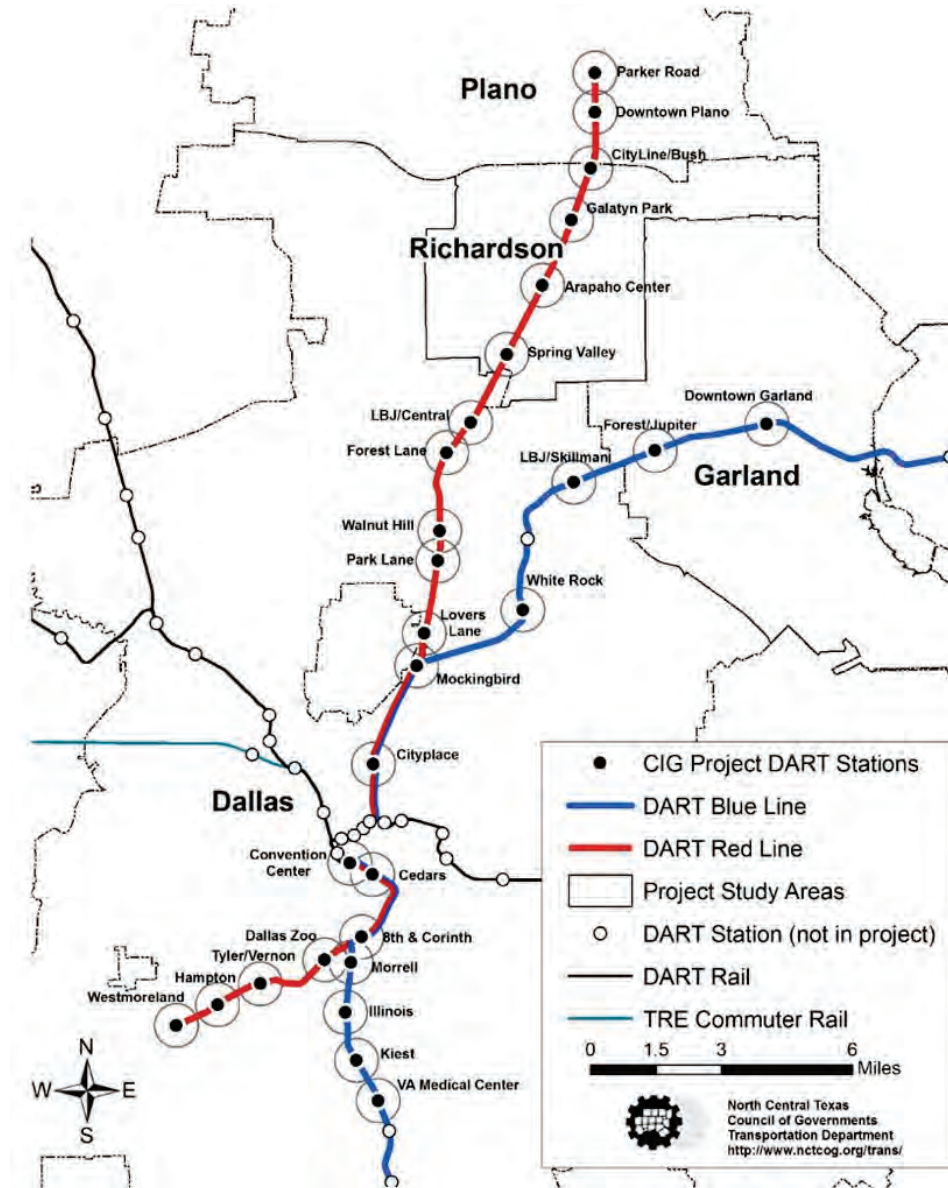
- 28 DART Stations
- Related to FTA Capital Funded project – awarded in 2017

Dallas, Richardson, Garland, Plano, and Dallas Area Rapid Transit (DART)

Strategic Studies:

1. First/Last Mile Pedestrian Routes to Rails Connectivity
2. TOD Parking Study
3. TOD Survey

Summary and Corridor Strategy



THREE STRATEGIC STUDIES



Last Mile Connects Project

- Mapped out existing bicycle and sidewalk network in the one-half-mile radius area of stations
- Identified improvements to first/last mile connections
- Estimated \$152 million needed to complete connections to the 28 stations
- Prioritized improvements, provided cost to advance to implementation



TOD Parking Study

- Parking space utilization/occupancy data on 16 private TODs
- Nearly all TODs provided more parking than was required or was used
- Recommend management strategies – www.parkingtoolboxntx.org



TOD Survey

- Sample of 1,500 residents; 1,000 employers, 500 employees within one mile of stations on transportation behaviors, preferences, and related land use choices
- Those closer to station are more likely to use transit, strong preference for walkability regardless of transit
- Majority of respondents are **not** likely to take transit for errands or commuting

SUMMARY CONTENT

PERFORMANCE

Ridership

TOD Project Inventory



Cityplace/Uptown Station

CONTEXT

Previous Planning Efforts

TOD Zoning District Inventory

Economic Development and Incentives

Demographics, Housing, and Environmental Justice

Land Use & Density

Existing Sidewalk Inventory

Development Market

SUMMARY OF MAJOR FINDINGS

MAIN THEMES:

1. TOD Readiness

Policy and market for TOD impacting availability of land

Private capital making station areas ready for TOD

2. Station Area Connections and Travel Behaviors

People and Infrastructure around stations interact to shape TOD outcomes



Mockingbird Station

TOD READINESS

ZONING

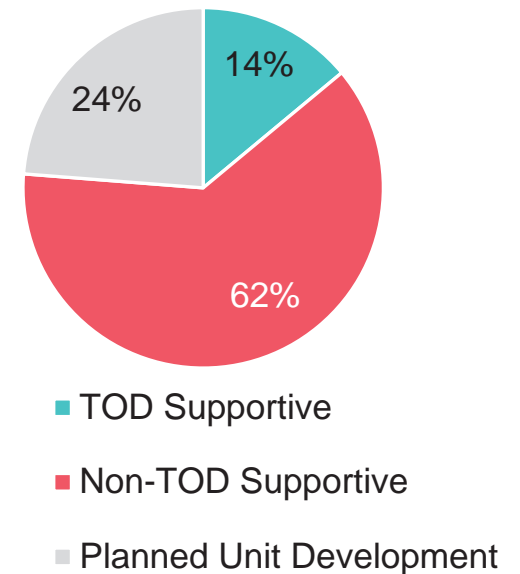
Inventory of all zoning districts within half mile radius of stations

62% of corridor is not zoned to be TOD supportive

All 4 cities on corridor have made efforts to improve zoning on project by project or special district basis

- Planned development zoning appears to be favorite method

Zoning is primary tool to influence parking policy



TOD READINESS

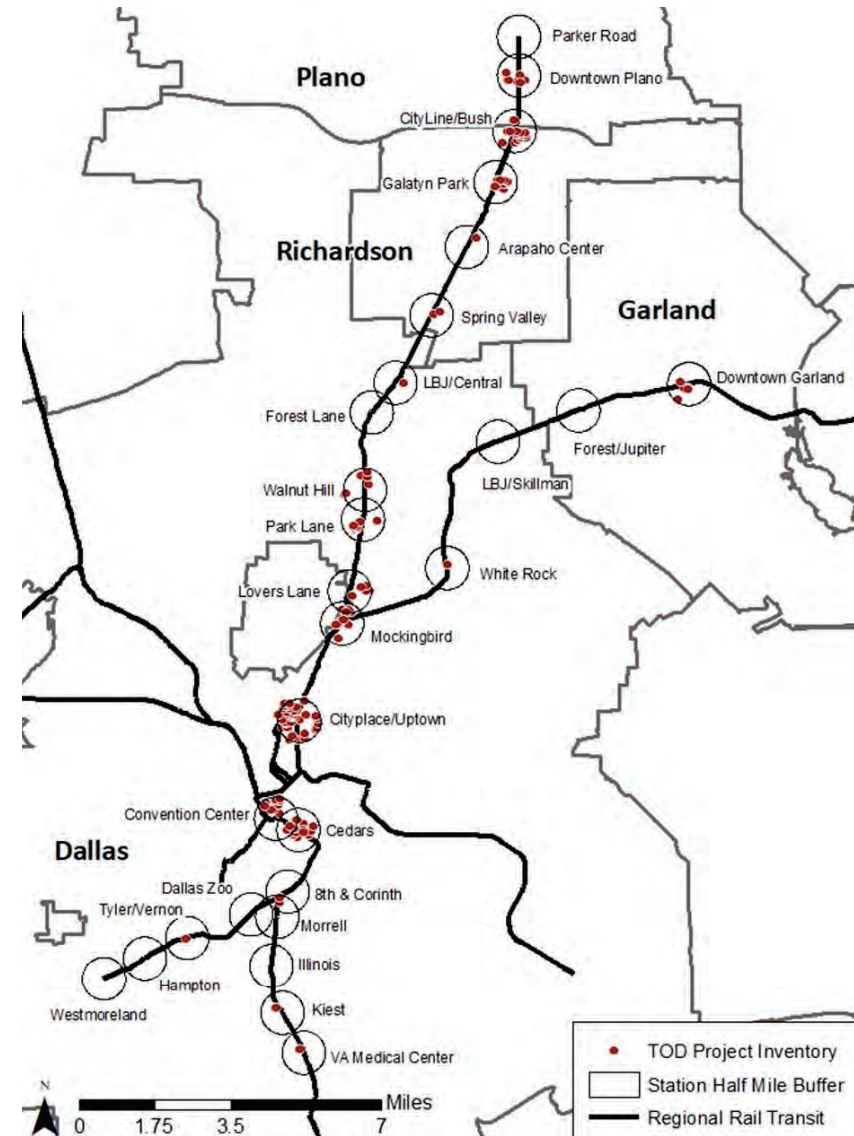
DEVELOPMENT INCENTIVES AND MARKET

Inventoried 138 TODs along the corridors

Most TODs are in station areas with strong development markets

Financial incentives (e.g., Tax Increment Finance, public-private partnerships) have been significant for TOD in the corridor

- Especially in areas/times of lower market strength



CONNECTIONS AND TRAVEL BEHAVIORS

BEHAVIOR AND DEMOGRAPHICS

Over the past 20 years, the Corridors...

- Have grown in number of people and jobs
- Grown wealthier
- Decreased in share of owner-occupied housing supply

38% of residents indicated that **physical barriers** prevented them from using DART for non-commuting trips

People who live along the Corridors are...

- More likely to commute by transit than the rest of the region
- Majority still commute by SOV (89%)
- Not likely to take transit for errands – report too limited an area accessible by transit for daily needs

Those who are most likely to use transit are **low-income households** – who are not largest group living in the corridor

CONNECTIONS AND TRAVEL BEHAVIORS

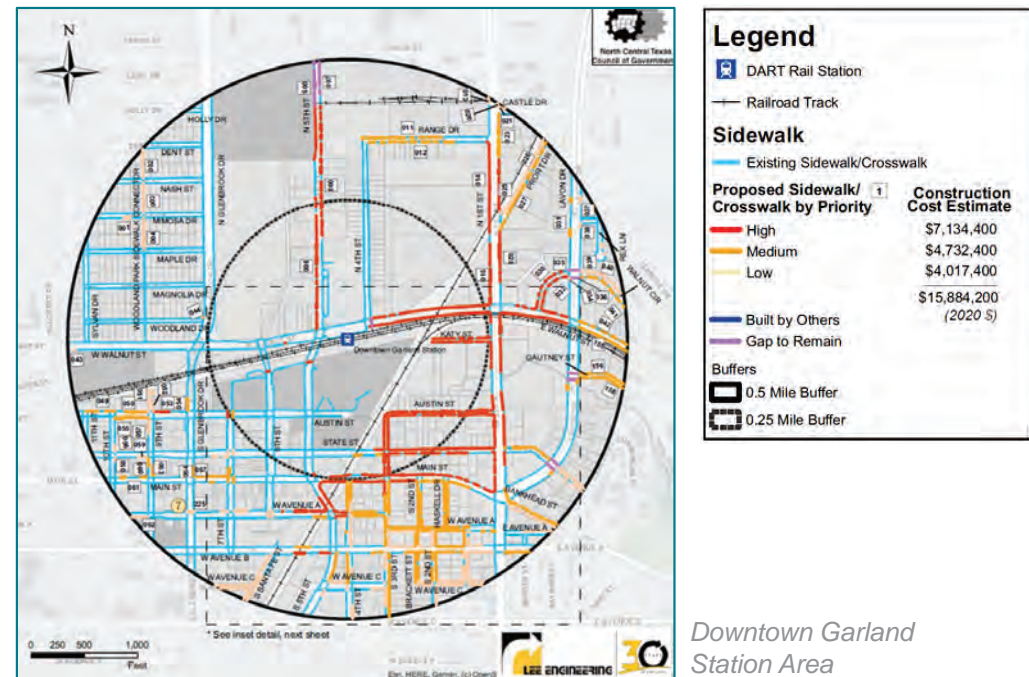
SIDEWALK AND BICYCLE INFRASTRUCTURE NEEDS

An estimated **\$152 million** is needed to safely connect the area within a ½ mile radius area of the 28 stations by pedestrian and bicycle infrastructure.

67% of all parcels located within a ½ mile are **inaccessible** by sidewalk.

Stations with low sidewalk connectivity may be more likely to have automobile-oriented street geometry:

- Large blocks and fewer street connections.



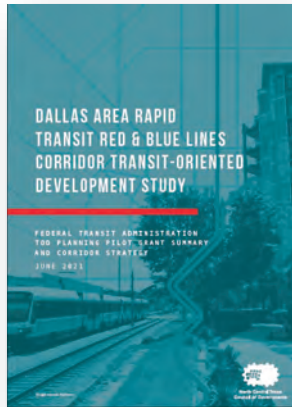
RECOMMENDATIONS

1. Increase TOD housing choice to better match current transit users
2. Improve pedestrian connections to stations
3. Reduce parking for TODs
4. Permit and guide TOD design through zoning
5. Prioritize development incentives for TOD projects
6. New plans and update existing station area plans



Tyler/Vernon Station

CONTACTS & REPORT ACCESS



www.nctcog.org/tod

*** To be posted soon**
“FTA Pilot – DART Red Line and Blue Line”



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Catherine Osborn, AICP Candidate
Transportation Planner
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High-Occupancy Vehicle Quarterly Report

Surface Transportation Technical
Committee Meeting
August 27, 2021



Managed Lane System

Current Express/HOV + New Managed Lanes

-  Current Express/HOV Lanes
-  Current TExpress Managed Lanes
-  TExpress Managed Lanes Under Construction
-  Major Roadways

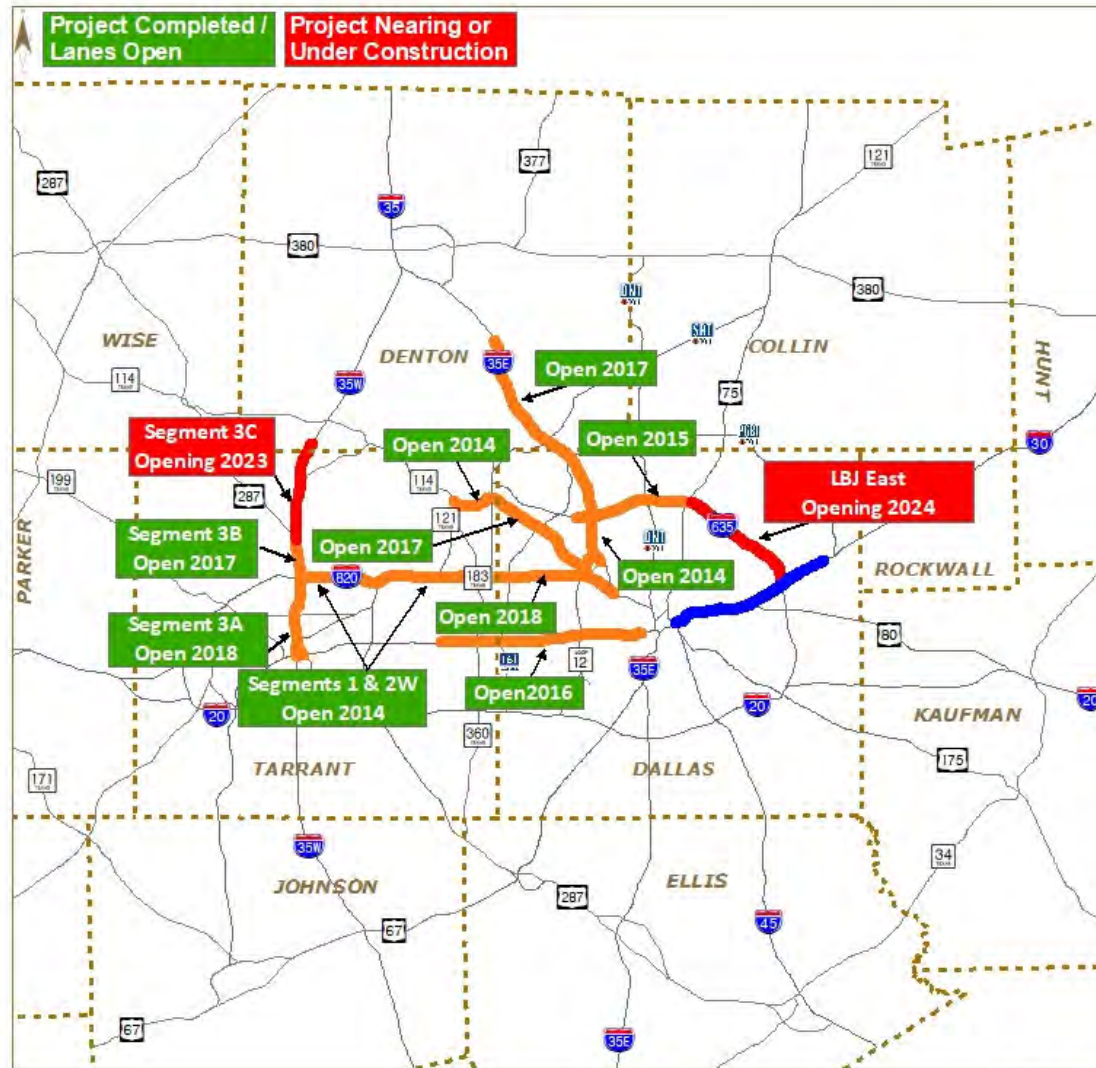
Fort Worth CBD



Dallas CBD



North Central Texas Council of Governments



October 27, 2020

Toll Managed Lane Data Monitoring

Cumulative December 2013 – May 2021

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

\$ 6,332,700 as of May 2021

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

\$ 12,407 from October 2014 – May 2021

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

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

Have there been any additional NTTA customer service needs?

No, minimal impact

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

No

Toll Managed Lane Data Monitoring

Cumulative December 2013 – May 2021

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
North Tarrant Express <ul style="list-style-type: none"> • SH 183/121 from IH 35W to SH 121 • IH 35W from IH 30 to US 287 	\$3,060,043	Negligible	0
LBJ Express <ul style="list-style-type: none"> • IH 635 from Preston Road to Greenville Avenue • IH 35E from Loop 12 to IH 635 	\$3,272,657	Negligible	0
DFW Connector SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
IH 30 Managed Lanes IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
IH 35E Managed Lanes IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0



Update

Automated Vehicle Occupancy Verification

Through Wednesday,
June 30, 2021



HOV Users

January 24, 2020 – June 30, 2021

Users: 39,482

Vehicles: 41,286

Occupant Passes: 7,080



Total and HOV Transactions

January 24, 2020 – June 30, 2021

Total Transactions – 1,443,335

LBJ/NTE Partners – 947,010

TxDOT – 496,325

Total HOV Transactions – 565,247 (~40%)

LBJ/NTE Partners – 359,499

TxDOT – 205,748

Unique Transactions – 34,219



Questions/Contacts

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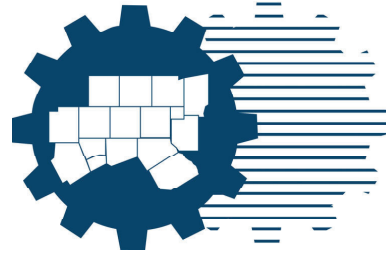
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Program Manager

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UPDATE REGARDING AUGUST 2021 REVISIONS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TIP (STIP)

Surface Transportation Technical Committee
August 27, 2021

CANCELLATION OF THE AUGUST 2021 TIP/STIP MODIFICATION CYCLE

Due to the late approval of the 2021-2024 TIP/STIP, the Texas Department of Transportation (TxDOT) determined that the August 2021 STIP Revision Cycle would be cancelled.

Therefore, any August 2021 TIP/STIP modifications requiring United State Department of Transportation (US DOT) approval will be processed as a part of the upcoming November 2021 TIP/STIP Revision Cycle.

- Projects that do not require US DOT approval are approved and TIP modification transmittal letters will be mailed soon. The included list contains August 2021 TIP modification requests that do not require US DOT approval.
- Projects originally submitted in late July for the November 2021 STIP Revision Cycle will proceed as normal and August modifications will be sent down to TxDOT with the November modifications.

Anticipated timeline for submission to the State and for approval of August 2021 and November 2021 revisions:

- Submission of STIP revisions to the State: Late September 2021
 - US DOT approval: Mid to late January 2022
-

August 2021 Modifications to Highway Projects that Do Not Require US DOT Approval

PROJECT SPONSOR	City	MODIFICATION NUMBER	TIP CODE	CSJ	Modification Request	HIGHWAY NUMBER	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION
ARLINGTON	ARLINGTON	2021-0219	55166	0918-47-177	REMOVE RTR FUNDING IN FY2018 AND MOVE FUNDS TO TIP 54085/CSJ 0261-03-030; REMOVE LOCAL CONTRIBUTION FUNDING IN FY2018 AND MOVE FUNDS TO TIP 54008/CSJ 0442-02-088	CS	SOUTH OF MASALIS AVENUE, OVER IH 35E	NORTH OF EWING AVENUE	CONSTRUCT LOCAL ENHANCEMENTS
CARROLLTON	CARROLLTON	2021-0220	54085	0261-03-030	DECREASE STBG FUNDING IN FY2018 AND MOVE FUNDS TO TIP 54008/CSJ 0442-02-088; INCREASE RTR FUNDING IN FY2018 WITH FUNDS TRANSFERRED FROM TIP 55166/CSJ 0918-47-177	US 67	IH 20	IH 35E	WIDEN 4 TO 6 MAINLANES, RECONSTRUCT EXISTING 2 LANE CONCURRENT HOV TO 1 REVERSIBLE EXPRESS LANE
DALLAS	DALLAS	2021-0285	13008	2266-02-148	INCREASE CONSTRUCTION FUNDING IN FY2025 AS APPROVED BY THE RTC ON JUNE 11, 2020	SH 360	NORTH OF E RANDOL MILL RD	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
DALLAS	DALLAS	2021-0287	40065	0902-90-085	DELAY CONSTRUCTION AND CONSTRUCTION ENGINEERING PHASES TO FY2023	VA	JULIA BURGEN LINEAR PARK TRAIL SYSTEM; FROM THE EXISTING PATH EAST OF MARY STREET	S. PECAN STREET	CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS OVER TRADING HORSE TRIBUTARY
DALLAS	DALLAS	2021-0294	40017	0918-46-282	DELAY CONSTRUCTION PHASE TO FY2022	VA	DUDLEY BRANCH TRAIL FROM NORTH CARROLLTON/FRANKFORD DART STATION	OLD DENTON RD	CONSTRUCT APPROX 2.1 MILES BIKE/PEDESTRIAN TRAIL
DALLAS	DALLAS	2021-0301	25091	0918-24-266	ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS A GROUPED PROJECT	VA	SPRING VALLEY/SHERMAN, BUCKINGHAM/COLLEGE PARK, BELT LINE/PLANO, CAMPBELL/GREENVILLE, CENTENNIAL/ABRAMS	CENTENNIAL/GREENVILLE, RENNER/SHILOH, COIT/SPRING VALLEY	TRAFFIC SIGNAL IMPROVEMENTS
DALLAS	DALLAS	2021-0318	21078	N/A	ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AS APPROVED BY THE RTC ON APRIL 8, 2021	VA	EVERMAN CITYWIDE INTEGRATED STORMWATER/FLOODING MANAGEMENT STUDY		CONDUCT PLANNING STUDY TO IDENTIFY AREAS AT RISK OF FLOODING; INTEGRATION OF STORMWATER MANAGEMENT AND TRANSPORTATION PLANNING
DALLAS	DALLAS	2021-0324	14000	0918-47-244	ADD CMAQ FUNDING TO CONSTRUCTION PHASE AND EXCHANGE \$187,000 LOCAL CONTRIBUTION FOR FEDERAL FUNDING AWARDED TO THE DALLAS BICYCLE MASTER PLAN (TIP 21030) THROUGH COVID ROUND 3 APPROVED BY THE RTC ON NOVEMBER 12, 2020 IN ORDER TO DEFEDERALIZE THE SMALLER PROJECT; DELAY ROW AND UTILITIES TO FY2022 AND CONSTRUCTION TO FY2024	CS	ON PRAIRIE CREEK RD FROM N OF MILITARY PKWY	NORTH OF FORNEY ROAD	CONSTRUCT GRADE SEPARATION OVER UPRR
DALLAS CO	VARIOUS	2021-0335	21030	0000-18-122	ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AS APPROVED BY THE RTC ON NOVEMBER 12, 2020; EXCHANGE STBG FUNDING FOR LOCAL CONTRIBUTION ON TIP 14000/CSJ 0918-47-244 AFTER RTC ACTION TO DEFEDERALIZE PROJECT AND EXPEDITE IMPLEMENTATION	VA	DALLAS BICYCLE MASTER PLAN	CITYWIDE	UPDATE CITYWIDE BICYCLE MASTER PLAN; INCLUDES CONSULTANT ASSISTANCE
DENTON	DENTON	2021-0340	21087	N/A	ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AS APPROVED BY THE RTC ON APRIL 8, 2021	VA	REGION WIDE NATIONAL PARK SERVICE PARTNERSHIP (PHASE 1)		CREATE AND CONVENE COMMITTEE TO COORDINATE BETWEEN VARIOUS STAKEHOLDERS SEEKING TO FACILITATE TOURISM AND RECREATION ALONG THE TRINITY RIVER NATIONAL WATER TRAIL; INCLUDES NCTCOG STAFF TIME
DENTON	DENTON	2021-0370	25094	N/A	ADD NEW PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)	VA	AGILE CURRICULUM PROGRAM		AGILE CURRICULUM PROGRAM
DFW AIRPORT	VARIOUS	2021-0373	11237.2	0918-45-812	INCREASE CONSTRUCTION AND CONSTRUCTION ENGINEERING FUNDING IN FY2025; DECREASE LOCAL CONTRIBUTION FOR ROW PHASE IN FY2019	CS	ON CONFLANS RD FROM SH 161	VALLEY VIEW LANE	CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH

August 2021 Modifications to Highway Projects that Do Not Require US DOT Approval

PROJECT SPONSOR	City	MODIFICATION NUMBER	TIP CODE	CSJ	Modification Request	HIGHWAY NUMBER	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION
FORT WORTH	VARIOUS	2021-0392	11668	2964-01-050	CHANGE LIMITS AND SCOPE TO TECHNOLOGY OR CONSTRAINED CORRIDORS; PROVIDE STAGING OF WRECKERS FOR NORMAL HOURS OF OPERATION AND AS REQUESTED FOR SPECIAL EVENTS IN ORDER TO CLEAR; NON-RECURRENT CONGESTION QUICKLY; INCLUDES NCTCOG STAFF TIME TO PARTNER WITH THE CITY TO CONTRACT WITH AUTHORIZED WRECKER SERVICE TO CLEAR INCIDENTS AND DEBRIS ALONG PEAK PERIOD LANES; CHANGE CITY AND COUNTY TO VARIOUS AS APPROVED BY THE RTC ON NOVEMBER 12, 2020	VA	TECHNOLOGY OR CONSTRAINED CORRIDORS	PROVIDE STAGING OF WRECKERS FOR NORMAL HOURS OF OPERATION AND AS REQUESTED FOR SPECIAL EVENTS IN ORDER TO CLEAR	NON-RECURRENT CONGESTION QUICKLY; INCLUDES NCTCOG STAFF TIME TO PARTNER WITH THE CITY TO CONTRACT WITH AUTHORIZED WRECKER SERVICE TO CLEAR INCIDENTS AND DEBRIS ALONG PEAK PERIOD LANES
GARLAND	GARLAND	2021-0402	14018	0918-47-281	DELAY ENGINEERING PHASE TO FY2022; DELAY ROW PHASE TO FY2023; DELAY CONSTRUCTION PHASE TO FY2024; MOVE \$721,250 TOTAL FROM ROW TO CONSTRUCTION	CS	BOUNDED BY US 75 TO THE WEST, GREENVILLE AVE TO THE EAST,	LOVERS LN TO THE NORTH, AND MOCKINGBIRD LN TO THE SOUTH	PEDESTRIAN IMPROVEMENTS INCLUDING TRAFFIC SIGNALS, SIDEWALKS, CROSSWALKS, LIGHTING, AND INTERSECTION IMPROVEMENTS
GRAPEVINE	GRAPEVINE	2021-0403	53030	0014-15-034	INCREASE ROW FUNDING IN FY2021; INCREASE OFFSET BY A DECREASE ON TIP 11572/CSJ 0902-48-579; DELAY CONSTRUCTION PHASE TO FY2023	US 81	NORTH OF HARMON ROAD	NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE EXISTING SOUTHBOUND FRONTAGE ROAD
GRAPEVINE	GRAPEVINE	2021-0415	21094	0902-20-232	ADD PROJECT AS A GROUPED PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON APRIL 8, 2021	CR 4668	AT BOBO'S CROSSING		RECONSTRUCT BRIDGE TO ELEVATE OUT FLOOD PLAIN FOR SAFETY
IRVING	IRVING	2021-0416	11217.2	091846298	REVISE FUNDING FOR UTILITY AND CONSTRUCTION PHASES WITH NO CHANGE TO TOTAL FUNDED AMOUNT	CS	ON MCKINNEY ST (OLD FM 426) FROM	1.4 MI W SL 288 TO 1.1 MI E SL 288	WIDEN 2 LANE ROADWAY TO 4 LANE DIVIDED URBAN
NCTCOG	DALLAS	2021-0423	21009.1	0918-47-328	DELAY FUNDING TO FY2022	VA	BACHMAN LAKE AREA PLANNING STUDY; BOUNDED BY MOCKINGBIRD LANE TO THE SOUTH, IH 35E TO THE WEST,	INWOOD ROAD TO THE EAST, AND ROYAL LANE TO THE NORTH	CONDUCT PLANNING STUDY TO IDENTIFY SAFE PEDESTRIAN ACCESS/FACILITIES ALONG MAJOR ROADWAYS TO CREATE CONNECTIONS TO NEARBY TRAILS AND THE DART BACHMAN STATION, AND EVALUATE LOVE FIELD ACCESS; INCLUDES NCTCOG STAFF TIME & CONSULTANT ASSISTANCE
NCTCOG	EVERMAN	2021-0477	13060	0172-10-013	REVISE FUNDING TO REFLECT PROPOSED CAT 2 TO CAT 7 FUNDING EXCHANGE AS PART OF THE 10-YEAR PLAN ACTION ON JULY 8, 2021	US 287	TARRANT COUNTY LINE	LONE STAR ROAD/FM 157	CONST FRWY AUX LNS, NEW 0 TO 2 LN FR, RAMPS, TX UTURN AT LONE STAR BRDG AND WIDEN FRM 2 TO 3 LNS, LONE STAR RD WIDEN 2 TO 3 LNS, SHARED USE PATH, INTERSECTION IMP AT US 287 & LONE STAR RD/FM 157, RETAINING WALL, DRAINAGE STRUC, SIDEWALKS & SIGNALS
NCTCOG	IRVING	2021-0483	14002	0918-47-208	DELAY CONSTRUCTION PHASE TO FY2024	CS	ON WINTERGREEN RD FROM JEFFERSON STREET	WEST OF CARPENTER ROAD	RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN
NCTCOG	VARIOUS	2021-0484	14026.2	0902-38-139	DELAY ENGINEERING PHASE TO FY2022 DUE TO PROJECT DELAYS; DELAY CONSTRUCTION PHASE TO FY2024 DUE TO FINANCIAL CONSTRAINTS	VA	NEW BYPASS ROUTE FROM FM 2552/US 180 NORTHWEST TO FM 51/MAIN ST	FM 51/MAIN ST SOUTHWEST TO US 180/WACO ST	RECONSTRUCT 2/4 LANE ROADWAY TO 4 LANE BYPASS INCLUDING NEW BICYCLE LANES AND SIDEWALKS
NCTCOG	VARIOUS	2021-0485	14061	0918-47-271	DELAY CONSTRUCTION PHASE TO FY2024	CS	ON SHILOH ROAD FROM KINGSLEY ROAD	MILLER ROAD	WIDEN FROM 4 TO 6 LANES WITH SIDEWALKS
RICHARDSON	RICHARDSON	2021-0489	25066.1	0918-47-309	DELAY ENGINEERING PHASE TO FY2022; DELAY CONSTRUCTION PHASE TO FY2023	CS	ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST	AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12	CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET
TXDOT-DALLAS	DALLAS	2021-0490	25066.2	0581-01-157	DELAY ENGINEERING PHASE TO FY2022; DELAY CONSTRUCTION PHASE TO FY2023	SL 12	AT CARBONDALE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING REGRADING, REPAVING, AND SIDEWALKS
TXDOT-DALLAS	DALLAS	2021-0492	14013.3	0902-00-235	DELAY CONSTRUCTION PHASE TO FY2023	CS	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12' WIDE SHARED-USE PATH
TXDOT-DALLAS	VARIOUS	2021-0493	21024	0718-02-076	DELAY CONSTRUCTION PHASE TO FY2024	FM 156	AT INDUSTRIAL BLVD		CONSTRUCT INTERSECTION IMPROVEMENTS, INCLUDING LEFT AND RIGHT TURN LANES, AND SIDEWALKS
TXDOT-FORT WORTH	ALEDO	2021-0495	14041	0008-09-037	DELAY CONSTRUCTION PHASE TO FY2024	FM 1187	MAVERICK ST	FM 5	RECONSTRUCT AND WIDEN FROM 2/3 LANES TO 5 LANE URBAN; INTERSECTION IMPROVEMENTS INCLUDING A ROUNDABOUT

August 2021 Modifications to Highway Projects that Do Not Require US DOT Approval

PROJECT SPONSOR	City	MODIFICATION NUMBER	TIP CODE	CSJ	Modification Request	HIGHWAY NUMBER	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION
TXDOT-FORT WORTH	ARLINGTON	2021-0496	14048	0902-90-144	DELAY CONSTRUCTION PHASE TO FY2024	CS	ON FAIRWAY DRIVE FROM SH 26	MARINA DRIVE	WIDEN FROM 2 TO 3 LANES WITH NEW MINIMUM 10' SHARED-USE PATH
TXDOT-FORT WORTH	FORT WORTH	2021-0497	14050	0902-90-145	DELAY CONSTRUCTION PHASE TO FY2024	CS	EULESS-GRAPEVINE ROAD FROM SH 360	HUGHES ROAD	WIDEN FROM 2 TO 4 LANES WITH NEW SIDEWALK AND INSTALL NEW TRAFFIC SIGNAL AT THE INTERSECTION OF SH 360 FRONTAGE ROAD AND EULESS-GRAPEVINE ROAD
TXDOT-FORT WORTH	FORT WORTH	2021-0501	14079	0918-47-295	DELAY ENGINEERING PHASE TO FY2022 AND DELAY ROW TO FY2023	CS	PARK LANE FROM GREENVILLE AVENUE	HEMLOCK AVENUE	RECONSTRUCT ROADWAY TO ACCOMMODATE BICYCLE LANE AND SIDEWALKS FROM GREENVILLE AVE TO HEMLOCK AVE; INTERSECTION IMPROVEMENTS AT SHADY BROOK AND 5-POINT INTERSECTIONS; RESTRIPE PAVEMENT TO ACCOMMODATE 4 THROUGH LANES WITH LEFT TURN LANES AND BICYCLE LANES
TXDOT-FORT WORTH	FORT WORTH	2021-0502	53029	0014-15-033	DELAY CONSTRUCTION PHASE TO FY2023	US 81	NORTH OF HARMON ROAD	NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE NORTHBOUND FRONTAGE ROAD
TXDOT-FORT WORTH	FORT WORTH	2021-0503	53031	0014-15-035	DELAY CONSTRUCTION PHASE TO FY2022	US 81	NORTH OF HARMON ROAD	NORTH OF IH 35W	RECONSTRUCT NB AND SB EXIT RAMP TO HARMON ROAD/NORTH TARRANT PARKWAY AND SB ENTRANCE RAMP FROM HARMON ROAD
TXDOT-FORT WORTH	MANSFIELD	2021-0504	53032	0014-15-036	DELAY CONSTRUCTION PHASE TO FY2023	US 81	ON US 81/US 287 FROM NORTH OF FM 3479	NORTH OF IH 35W INTERCHANGE	CONSTRUCT AUXILIARY LANE FOR NORTHBOUND EXIT TO NORTH TARRANT PARKWAY; AUXILIARY LANE FOR SOUTHBOUND ENTRANCE FROM NORTH TARRANT PKWY
TXDOT-FORT WORTH	VARIOUS	2021-0510	54119.6	0442-03-044	DELAY CONSTRUCTION PHASE TO FY2023 AND INCREASE CAT 2 FUNDING AS APPROVED BY THE RTC ON JULY 8, 2021	IH 35E	REESE DRIVE	DALLAS COUNTY LINE	CONSTRUCT INTERCHANGE AT LOOP 9 AND IH 35E
TXDOT-FORT WORTH	VARIOUS	2021-0511	11734	0902-48-712	DELAY CONSTRUCTION AND CONSTRUCTION ENGINEERING PHASES TO FY2023	CS	EAST-WEST CONNECTOR FROM SH 360	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
WEATHERFORD	WEATHERFORD	2021-0512	14074	0918-46-319	DELAY UTILITIES PHASE AND CONSTRUCTION PHASE TO FY2023	CS	BONNIE BRAE STREET FROM WINDSOR DRIVE	US 77	WIDEN FROM 2/4 LANES TO 4 LANES DIVIDED WITH SIDEWALKS AND SHARED-USE PATH (SEGMENT 6B)



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION
819 TAYLOR STREET, ROOM 14A02 300 E. 8TH STREET, ROOM 826
FORT WORTH, TEXAS 76102-9003 AUSTIN, TEXAS 78701

July 22, 2021

Refer to: HPP-TX

Joint Approval of FY 2021-2024 Statewide
Transportation Improvement Program (STIP)

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

Dear Mr. Williams:

We have reviewed the FY 2021-2024 Statewide Transportation Improvement Program (STIP) received electronically on April 12, 2021.

In accordance with 23 CFR §450.218, the FY 2021-202 STIP includes the Transportation Improvement Programs (TIP) for each of Texas' Metropolitan Planning Organizations (MPO). We jointly find that the State of Texas and its twenty-three MPOs have generally complied with the joint statewide and metropolitan planning regulations issued by FTA and FHWA pursuant to Title 23 United States Code (USC) §134 and 135, and the Federal Transit Act under Title 49 USC, as certified within the STIP documentation.

Based upon our review, the FY 2021-2024 STIP is hereby approved subject to the enclosed comments. Please note that individual project comments are reflected within the e-STIP portal and a listing of these comments will be provided separately. Also, please note that STIP approval for projects that are not federally funded is not intended to provide federal endorsement or action. The Federal partners look forward to continuing to work with TxDOT and Texas MPOs on the successful implementation of this STIP. We thank TxDOT-TPP staff for their effort to complete the review and approval of the FY 2021-2024 STIP.

Finally, nothing in the approval of the Texas 2021 to 2024 Statewide Transportation Improvement Program, impacts or overrides the pause described in FHWA's June 14, 2021

letter to the Texas Department of Transportation. Additionally, this approval does not impact and is not a decision on the on-going Title VI investigation and NEPA Assignment MOU compliance review of the North Houston Highway Improvement Project. These actions are separate and distinct. The investigation and review of the NHIPP will continue until determinations are made.

Please contact Ms. Lynn Hayes, FTA at (817) 978-0565, or Ms. Genevieve Bales, FHWA at (512) 536-5941 should you have any questions concerning this action.

Sincerely yours,

**DONALD R
KOSKI**

Digitally signed by DONALD R
KOSKI
Date: 2021.07.23 09:37:57
-05'00'

Donald R. Koski, Acting Regional Administrator
Federal Transit Administration
Region VI

**ACHILLE
ALONZI**

Digitally signed by
ACHILLE ALONZI
Date: 2021.07.23 09:59:35
-05'00'

Achille Alonzi, Division Administrator
Federal Highway Administration
Texas Division

Enclosure

cc:

Lynn Hayes, FTA, Region VI
Lori Morel, TxDOT TPP
Karen Burkhard, TxDOT PTN
FHWA-TX-Planning, TX-Finance, TX-Operations

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North Texas Center for Mobility Technologies
Sponsored Research Project Funding

Background

In 2020, as part of the region’s effort to host a hyperloop certification center, the RTC approved \$2.5 million in seed money to help support local university research projects advancing mobility solutions. Four DFW research universities—UTA, UNT, UTA, and SMU—established the [North Texas Center for Mobility Technologies](#) in conjunction with the [Texas Research Alliance](#), a project of the Richardson and Dallas Regional Chambers.

Typically, a research project is proposed by a company and a university research partner. The project is vetted through the NTCMT advisory board and, if deemed worthy, advanced to NCTCOG with a recommendation for NCTCOG seed funding. Subject matter experts on NCTCOG staff review each proposal before NCTCOG funding is approved. The model is for research projects sponsors to contribute 50 percent of the cost of approved projects, with NCTCOG and the university research project lead each contributing 25 percent. The RTC directed the Transportation Director to report to the Surface Transportation Technical Committee and the Regional Transportation Council on research projects for which NCTCOG funding was approved.

Below is a description of two projects that have been approved for NCTCOG funding.

Project Descriptions

1. Airspace Hazard Identification and Alerting Service (AHAS) for Advanced Air Mobility:

Summary: Airspace Hazard Identification and Alerting Service for Air Mobility (AHAS) is a comprehensive framework to acquire, process and share information related to static and dynamic characteristics and events in the relevant airspace. Test and evaluate AHAS as part of NASA’s ARMD Advanced Air Mobility National Campaign. Team UNT will introduce simulated geofence, weather, communication and other infrastructure failure hazards to test vehicle re-routing and diversion decisions. This exercise will 1) mature notification services, 2) standardize formats, protocols, and nomenclature of hazard notifications and 3) allow UAS operators to develop and evaluate processes and procedures to respond to such hazard notifications.

Research sponsor: Hermes Autonomous Air Mobility Solutions Corporation

University lead: UNT

Project budget: \$400,000

NCTCOG Contribution: \$100,000

Goals advanced: Technology leadership in UAS; safety

2. Automotive Millimeter Wave Radar Sensor-Enabled Safety Enhancement Technologies for Cyclists:

Summary: Next-stage research and validation testing that builds upon a recent Emobilus-UNT joint project to evaluate the enhanced object detection capabilities of a B2V cyclist safety device that is based on a patent-pending geometrically-engineered radar reflector. It is commonly understood that detecting small aspect ratio targets such as cyclists and pedestrians is a particularly difficult “edge case” that routinely confounds the automotive CAS driven by various imaging sensors such as camera, lidar, and radar. The Emobilus cyclist safety device has shown great promise in overcoming the edge case challenges by significantly amplifying the Radar Cross Section (RCS) of cyclists to vehicles’ CAS, and thereby improving its object detection capabilities.

Research sponsor: Emobilus

University lead: UNT

Project budget: \$200,000

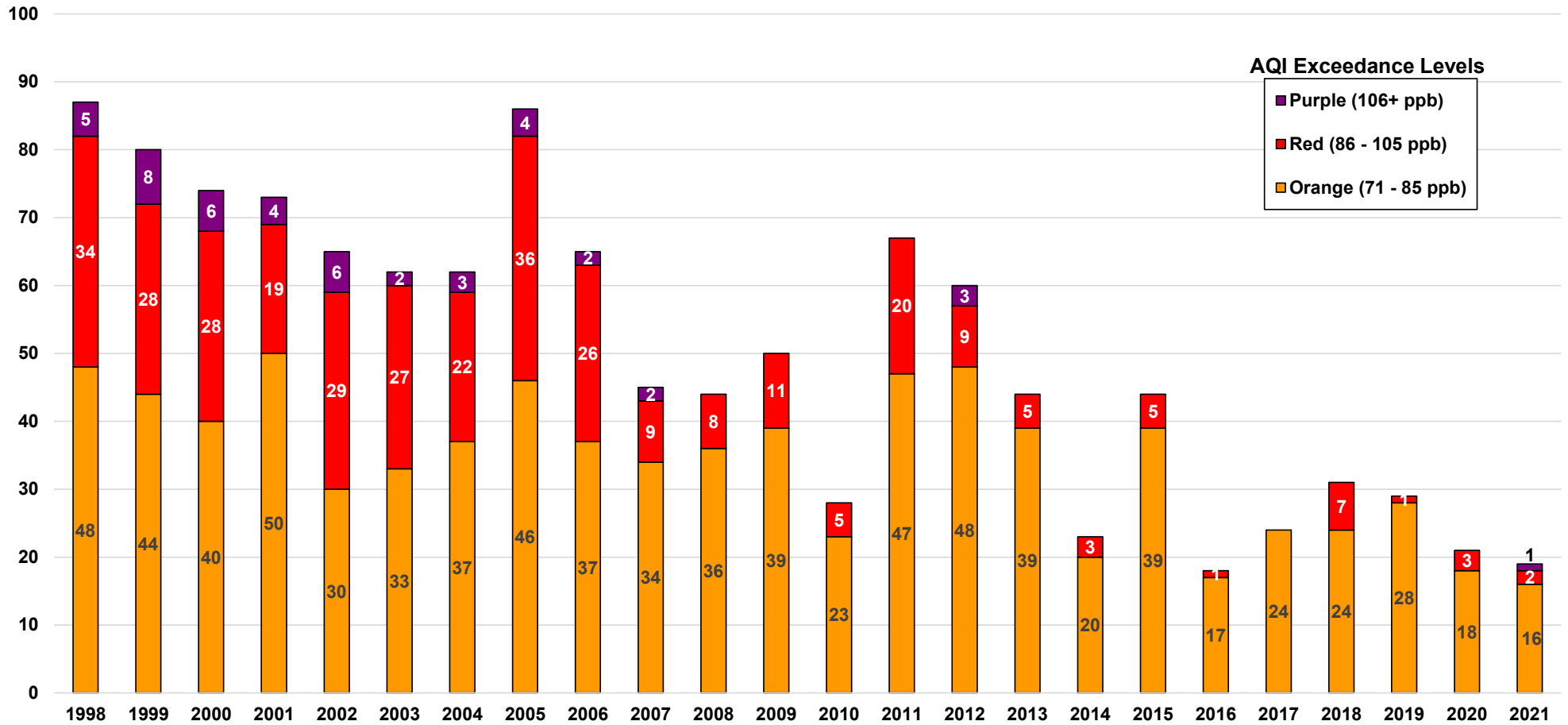
NCTCOG Contribution: \$50,000

Goals advanced: Technology leadership; vulnerable road user safety; economic development

Please feel free to contact [Thomas Bamonte](#) if you have any questions.

8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of August 20, 2021)



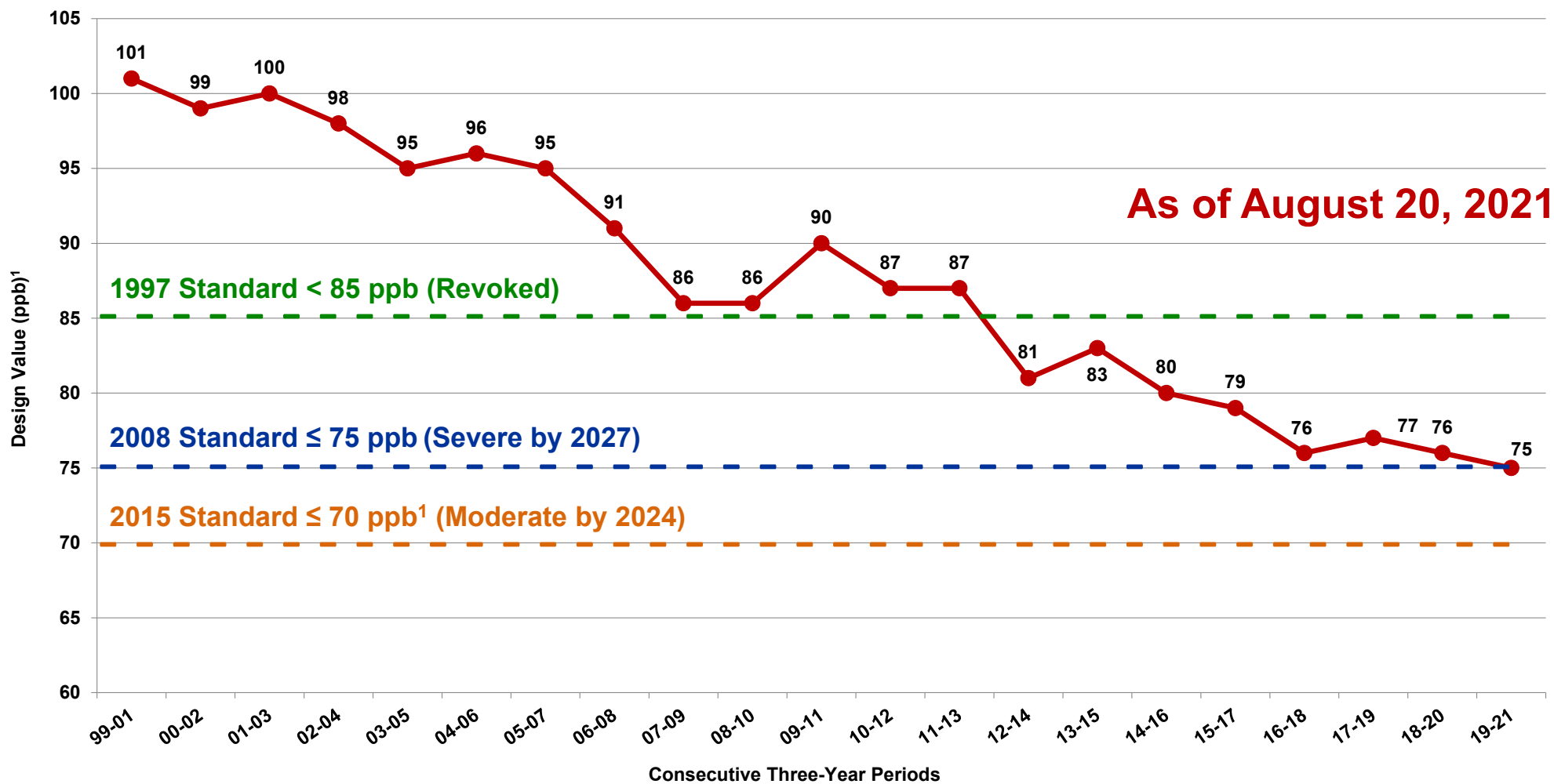
AQI Exceedance Levels

- 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

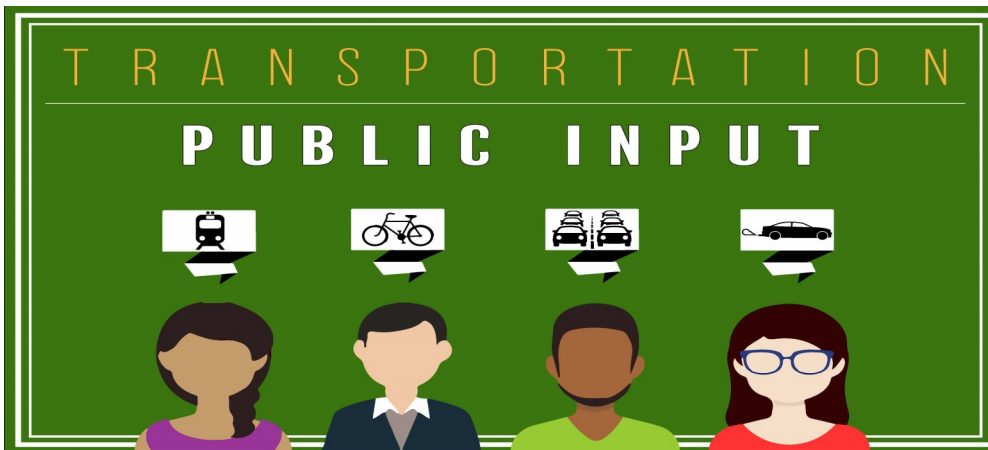
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<https://www.nctcog.org/trans/quality/air/ozone>



WHAT DO YOU THINK? TELL US.

Information will be posted online at www.nctcog.org/input for public review and comment **August 9 - September 7, 2021**. To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

Interactive Public Input: Map Your Experience

NCTCOG's Transportation Department is accepting public input through a new, online map tool. Comments will be used to guide upcoming planning efforts, including an update to Mobility 2045, the region's long-range metropolitan transportation plan. Help us plan for the future by letting us know how the region's transportation system can better serve you. Share your transportation experience at www.nctcog.org/mapyourexperience

Progress North Texas: Transportation For All

Progress North Texas highlights challenges, opportunities, and developments our region's transportation system has faced in the last year and how we are communicating these changes with residents and partners. For more information or to request printed copies, visit www.nctcog.org/trans/about/publications/pnt/2021

Engine Off North Texas Update

The Engine Off North Texas program focuses on reducing unnecessary idling from heavy-duty trucks by providing idling awareness and educational materials to drivers and local governments. These materials include information on alternatives to idling and assist local governments in implementing and enforcing idle reduction policies within their jurisdictions. More information: www.EngineOffNorthTexas.org

Regional Electric Vehicle Infrastructure Opportunities

Electric vehicles (EV) continue to gain popularity in Texas and across the nation as a quiet, clean, and economical alternative to traditional automobiles. EV sales are growing rapidly and are projected to comprise over 30 percent of all vehicles by 2040. This informative presentation will examine various funding opportunities for EV charging station infrastructure and promote applications prior to upcoming funding deadlines.

NCTCOG Strategic Plan for Downtown Wylie

NCTCOG staff completed the Downtown Wylie Strategic Plan in May 2021 as part of free technical assistance provided to cities through the Unified Planning Work Program. The plan provides infrastructure and policy recommendations that not only support bicycle and pedestrian infrastructure and economic development in Downtown Wylie but also the city's goal for creating a walkable, welcoming, and vibrant downtown.

RESOURCES AND INFORMATION

- Regional Smoking Vehicle Program: www.smokingvehicle.net
- Vehicle Incentives & Funding Opportunities: www.nctcog.org/aqfunding
- Mobility 2045 Administrative Revisions: www.nctcog.org/input

REGIONAL TRANSPORTATION ONLINE INPUT OPPORTUNITY

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

Submit comments and questions to NCTCOG:

Email: transinfo@nctcog.org
 Website: www.nctcog.org/input
 Fax: 817-640-3028
 Phone: 817-695-9240
 Mail: P.O. Box 5888
 Arlington, TX 76005-5888

For special accommodations due to a disability or for language translation, call 817-608-2365 or email cbaylor@nctcog.org.

Reasonable accommodations will be made.

Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2365 o por email:

cbaylor@nctcog.org.

Se harán las adaptaciones razonables.



NCTCOGtrans



North Central Texas
Council of Governments

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 Sunday, June 20, through Monday, July 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

This month, public comments were received on a number of topics across social media platforms and via email. Bicycle and pedestrian comments and public meeting 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 five bicycle and pedestrian comments, five transit comment and six roadway comments. To read them, visit: <http://nctcoggis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Air Quality

Twitter –

1. See @NCTCOGtrans, this is what it looks like when you're not bent over by drivers. Instead of telling the victims to suck it up, tell the perps to stop. Initiate congestion pricing on high ozone days. – Andrew Wallace (@agwallace92)



Bicycle & Pedestrian

Twitter –

1. @NorthavenTrail Bridge. #TyingIron @JeffKitner @Jayniefordallas @DallasParkRec @DallasHappiness #MoHDSquad @CityOfDallas @DallasCountyTx @TxDOTDallas @NCTCOGtrans – Lee M. Kleinman (@LeeforDallas)



Thank you for your years of service to the citizens of Dallas – Whit (@Whit1948)

2. 2021 Texas Pedestrian Safety Forum | Aug 12, 9AM. Register today for this virtual and free forum. Help us build a culture of safety and change the statistics.

<https://texaspedfsafety.org/pedestrian-safety-forum/2021-texas-pedestrian-safety-forum/>

#Texas #PedestrianSafety #VisionZero #SafetyCulture – Michelle Canton (@bonairebound)



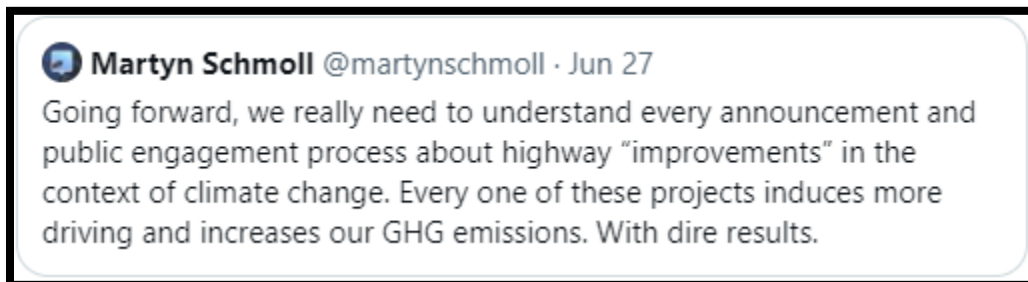
3. we need complete streets – Tony Pham (@TonyAtCAPPA)



Project Planning

Twitter –

1. Ahem @txdot & @NCTCOGtrans



Public Meetings & Forums

Twitter –

1. Hey, Dallas! What transportation challenges would you like to see addressed? Join this upcoming public meeting on July 1 at 6 p.m. to share your thoughts. – City of Dallas (@CityOfDallas)

NCTCOGTransportation @NCTCOGtrans · Jun 29

Dallas County, we want to hear about your transportation needs! Join us July 1 at 6 pm as we use your input to help us develop a new #AccessNorthTexas plan. Register here: nctcog.zoom.us/meeting/regist

....

July 1, @ 6 p.m.
Virtual Public Meeting
DALLAS CO.

Access North Texas

Are you an older adult, individual with disabilities, individual with low income or transportation challenges? This is for you!

ALT

Access North Texas

2. This North Central Texas Council of Governments (#NCTCOG) webinar includes EPA #GreenInfrastructure and #HeatIslands information. – EPA Region 6 (@EPARegion6)

NCTCOGTransportation @NCTCOGtrans · Jul 12

Funding Opportunity: The Blue-Green-Grey program funds innovative solutions that combine water (blue), environment (green), and transportation (grey) components. Visit nctcog.org/greeninfrastru... for more information and to register for a preapplication meeting on Thursday, July 15.

ALT

3. Do you think there is room for public transit improvement in Tarrant County?
@NCTCOGtrans is in the process of gathering feedback on the public transportation needs of North Central TX communities. Fill out the survey by Aug. 31 at <http://accessnorthtexas.org>. – Tarrant Transit Alliance (@TarrantTransit)



Roadway

Email –

1. **Brett Schoepflin**

Tarrant county is now in the top 15 for counties in the country and the city of Fort Worth is now the 12th largest city in the country. Yet I-35W north of Fort Worth, inspite of years of toll road construction and inconvenience to north Tarrant county residents, continues to have only TWO interstate lanes each way. There are just as many toll lanes as there are interstate lanes. THIS IS UNACCEPTABLE.

THE FACT THAT ALL LEVELS OF GOVERNMENT WITHIN THIS STATE CONTINUE TO OPERATE IN A MANNER THAT ALLOW THE TOLL ROAD OPERATORS TO DICTATE ROAD CONSTRUCTION IN NORTH TARRANT COUNTY AND NORTH FORT WORTH DEMONSTRATE THE CONTEMPT THAT TEXAS GOVERNMENT ENTITIES HAVE FOR IT'S NORTH FORT WORTH AND NORTH TARRANT COUNTY CITIZENS.

Transit

Email –

1. **Brian Woods**

Amy, I am writing to you about the transportation problems that I am having. I was diagnosed with Relapsing Remitting Multiple Sclerosis in 2005 and has progressed fast in 16 years in 2016 my neurologist diagnosed me with Primary Progressive Multiple Sclerosis which is the third

stage of four. I live in Justin, Texas in Denton County also considered Fort Worth, Texas. SPAN van service from the city of Denton told me I have to use Logisticare van service for my appointments and Trinity Metro van service for day trip. I have sent emails to the State, Health and Human Service Commission (HHSC),

Denton County Commissioner Bobble Mitchell she is looking at the transportation problems that I am having. I also sent emails to the Texas Department of Transportation and they said they can't do anything because Logisticare van service is a 3rd party vendor contracted by HHSC. I sent emails to the Federal Transit Administration in Fort Worth, Texas, and Fort Worth Transportation Authority I need answers to why I am having transportation problems

Response by NCTCOG staff

Thank you for your message. I have contacted our Communications Team to find out who is best able to answer your question here at North Central Texas Council of Governments. Carli Baylor, who is copied on this email, will be following up with you once we have heard back from someone here knowledgeable about SPAN van service and public transportation.

Thank you, and we'll be back in touch soon.

Response by NCTCOG staff

Good afternoon, Brian

Thank you for reaching out to us about public transportation in Justin, Texas. Your concern about transportation accessibility in this area is very important and we appreciate you sharing. We recognize that many individuals in our region face transportation barriers, and it is our goal to better understand the transportation gaps in our 16-county North Central Texas Region. Our Transit Team would like to learn more about the challenges you are experiencing. Would you be available the morning of Monday, July 12 or Tuesday, July 13 for a call with staff?

Our role at the North Central Texas Council of Governments is to identify opportunities to enhance services and coordinate with providers to improve the current transit system in the region for all transit users, including individuals with lower incomes, individuals with disabilities, and older adults. One of the ways we coordinate regionally is through our Access North Texas plan, which aims to document transportation needs and outline strategies to address them. It helps shape planning and funding decisions and serves as a guide for agencies that will implement these strategies to improve access to work, medical appointments, education, and the community.

If you would like to further document your general experience with public transportation for Access North Texas, we encourage you to take our survey using the following link: [Access North Texas Transportation Survey - Public Input \(office.com\)](https://www.office.com). Responses will be analyzed and help inform strategies for the upcoming plan update. If you have any questions about Access North Texas or would like to voice further concerns about public transportation in Denton County, please feel free to contact Vivian Fung, Transportation Planner II, at vfung@nctcog.org. (I've also copied her on this email.)

2. Brian Woods

Thank you for your help I looked at the Trinity Metro ACCESS paratransit service area they cover Fort Worth, Blue Mound, and River Oaks I am in the program but I have not used the van service yet I may need to get a new bus pass. How can we get a better transportation service? Does the State need to hire more van service companies to provide transportation for people who have a disability. Logisticare van service seems like they were not properly staffed not having enough drivers to cover the area.



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

August 2021

INSIDE

Program to help region prepare for AVs

NCTCOG has launched a groundbreaking program that will help local governments plan for transportation-related technologies, including automated and connected vehicles.

The Automated Vehicles 2.0 program will build on the region's national leadership in automation and technology and recent public-private partnerships to support its growth and readiness.

Read more on page 2.

Transit agencies ready to welcome you back

The COVID-19 pandemic has shown how important public transportation is to keep people moving and communities connected. Since the beginning, buses and trains have provided transportation to healthcare professionals, first responders, service industry professionals, as well as other essential workers.

While transit ridership has been significantly impacted by the pandemic-related changes in commuting, North Texas' three major public transportation providers are ready to welcome riders back.

Dallas Area Rapid Transit (DART), the Denton County Transportation Authority (DCTA) and Trinity Metro have been following strict cleaning protocols since the pandemic began, and masks are still required on public transit vehicles. There are also transparent dividers between drivers and riders to promote health and safety. The region's transit providers signed on to the American Public Transit Association's "Health and Safety Commitments Program," signifying their pledge to instill confidence in customers and to protect their health and safety.

To reassure the community even further, transit providers are working every day to keep their riders and employees safe and informed. Riders are asked to share the responsibility by doing things everyone has become accustomed to since March 2020.

- Wear a mask.
- Wash or sanitize your hands.
- Practice social distancing on board.
- Do not ride when you are ill.

Riders are encouraged to have their fare ready to go when boarding. They may pay through the DART-maintained GoPass app, which riders of all three transit agencies are able to use. Other options are Trinity Metro's tap card for local daily, weekly, and monthly tickets and DART's GoPass tap card.



North Central Texas
Council of Governments

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

NCTCOG launches program to help region prepare for vehicle technology

The North Central Texas Council of Governments has launched a groundbreaking program that will help local governments plan for transportation-related technologies, including automated and connected vehicles.

The Automated Vehicles 2.0 (AV2.0) program will build on the region's national leadership in automation and technology and recent public-private partnerships to support its growth and readiness.

The AV2.0 program seeks to make mobility planning resources available regionwide, help communities prepare for the implementation of transportation technology and look toward future uses of technology in transportation.

The \$31 million program is divided into three parts: AV2.1, AV2.2 and AV2.3. With the recent launch of the \$1 million "Connecting North Texas Communities with Emerging Transportation Technologies" study, also known as AV2.1, NCTCOG will provide short- and long-term planning support to local governments.

The second element, AV2.2 (\$10 million) supports the costs for near-term technology deployments over the next two to four years. For the same timeframe, AV2.3 will make \$20 million available for the implementation of regionally strategic investments.

The AV2.1 planning phase, led by Kittelson & Associates, will provide expertise to local governments interested in preparing for and deploying the technologies. AV2.1 planning support is designed to build a broad base of agency and community understanding of opportunities and communicate ways emerging technologies can be used to address transportation challenges.

Visit www.ConnectNTXFutures.org for more information the planning effort including workshops, virtual public meetings, focus groups and other activities. Begin the effort by taking a short survey and registering for the first virtual public meeting, scheduled for 6 p.m. August 24.

Apply for grants for electric vehicle charging stations by Sept. 9

The Texas Volkswagen Environmental Mitigation Program has funding available for the purchase and installation of new electric vehicle (EV) Level 2 charging equipment in a public place, workplace or multi-unit dwellings. Level 2 chargers can power 10-20 miles of battery range per hour. Approximately \$6 million of the \$10.4 million allocated statewide for this Level 2 opportunity is still available. Applications will be accepted until September 9.

Grant recipients will be eligible for a reimbursement of up to \$2,500 per charger installation. Up to 10 chargers can be included per application. Multiple applications may be submitted. Grants will be awarded on a first-come, first-served basis and may not exceed the following percentages of eligible costs:

- **Electric chargers available to the public:** 70%
- **Electric chargers available at a workplace or multi-dwelling unit:** 60%

More information on how to apply to the Texas Volkswagen Environmental Mitigation Program from TCEQ.

SUSTAINABILITY

NCTCOG to host green infrastructure workshop

NCTCOG will host a free green transportation infrastructure workshop 9:30 am to 2:30 pm August 24 through Zoom.

The workshop will provide an introduction of green infrastructure practices as they relate to transportation planning.

Environmental Protection Agency and NCTCOG staff will explore tools and resources available to assist with green infrastructure project development and implementation.

The workshop also will feature examples and lessons learned from implemented green transportation infrastructure projects in North Texas. Specific project topics will include permeable pavements, silva cells, LED lighting, solar lighting and low-impact stormwater drainage techniques.

This workshop is intended for professional planners and engineers, as well as any others with an interest in green solutions. Attendees will learn about innovative ways of incorporating green infrastructure into transportation projects and practical tools and resources to assist with this work. American Institute of Certified Planners Certification Maintenance (CM) credits will be offered. For more information and registration, visit www.nctcog.org/greeninfrastructure.

REGIONALNews

High-speed transportation study moving ahead

The Dallas-Fort Worth High-Speed Transportation Connections Study is moving into its second phase of analysis.

The RTC recently approved the Dallas-Fort Worth High-Speed Transportation Connections Study's Phase 1 recommendations. The current study is evaluating high-speed transportation alternatives (both alignments and technology) to modernize and enhance mobility between Dallas and Fort Worth. The RTC adopted a high-speed corridor policy, which gave staff the go-ahead to proceed with the Phase 1 recommendations, coordinate with Federal partners on NEPA requirements, and integrate alignment and mode recommendations into other planning activities.

Having met the Phase 1 goals of identifying technology modes and alignments, two modes are proposed to be carried forward, high-speed rail and hyperloop. Forty-three alignments were studied in the 230-square-mile study area, and a route in the Interstate Highway 30 corridor with a few options for navigating major highway interchanges is recommended to move into Phase 2.

The addition of high-speed transportation alternatives would accommodate the current growth and provide residents with the safe, reliable, and efficient travel they expect in the Dallas-Fort Worth area. The final recommended solution will connect to local transportation systems and could link the region to future high-speed services.

NCTCOG's Metropolitan Transportation Plan, Mobility 2045, includes high-speed transportation between Dallas and Fort Worth as a future transportation choice, to accommodate an expected population exceeding 11 million by 2045.

The purpose of Phase 2 is to gain federal environmental approval of the preferred alignment and technology for the project. This includes conceptual and preliminary engineering, financial and project management plans. The National Environmental Policy Act requires detailed studies of all aspects of the study area, including all potential social, biological, and cultural impacts, both positive and adverse. Four open houses in the study area are currently being planned for late September and October to provide an overview of Phase 1 recommendations.

For more information visit: www.nctcog.org/dfw-hstcs.

Transportation Resources

Facebook

Facebook.com/nctcogtrans

Twitter

Twitter.com/nctcogtrans

YouTube

YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

**Texas Department
of Transportation**
TxDOT.gov

Trinity Metro
RideTrinityMetro.org

By the Numbers

\$6 million

The remaining funding available for the purchase and installation of new electric vehicle Level 2 charging equipment.

PUBLIC *Involvement*

Public input sought on transportation plans

Dallas Fort-Worth residents can review and comment on several transportation planning efforts taking place across the region beginning August 9. Residents can submit comments through September 7 at www.nctcog.org/input.

NCTCOG staff will present details of the Strategic Plan for Downtown Wylie completed in May. NCTCOG staff provided technical support to the city through the Unified Planning Working Program. The strategic plan outlines infrastructure and policy recommendations promoting bicycle and pedestrian infrastructure as well as economic development.

Staff will also present details on Map Your Experience, the Transportation Department's online public input mapping tool. Comments from the tool will be used to guide update efforts of Mobility 2045.

Staff will also introduce details on this year's state of the region report, [Progress North Texas: Transportation For All](#). Progress North Texas highlights challenges, opportunities, and developments our region's transportation system has faced in the last year and how we are communicating these changes with residents and partners.

Electric vehicles are becoming more popular as an alternative to traditional automobiles. Staff will present information examining various funding opportunities for EV charging station infrastructure and promote applications for the upcoming funding deadlines.

Additionally, staff will give an Engine Off North Texas update. This program focuses on reducing unnecessary idling from heavy duty trucks by providing idling awareness and educational materials to drivers and local governments. Presentations will include information on alternatives to idling and assist local governments in implementing and enforcing idle reduction policies within their jurisdictions. Finally, staff will provide an overview of the mobility plan administrative revisions. Information on the Regional Smoking Vehicle Program and vehicle incentive opportunities will also be highlighted. An audio recording of the presentations will be posted at www.nctcog.org/input.

Prepared in cooperation with the US Department of Transportation (Federal Highway Administration and Federal Transit Administration) and the Texas Department of Transportation. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration or the Texas Department of Transportation.

Work Zone Safety Awareness



The latest campaign promotional poster uses memorable imagery to get the point across.

Image credit: TxDOT

Work zones present a different and sometimes challenging environment for drivers to navigate. Drivers may encounter uneven pavement, narrow lanes, concrete barriers, slow-moving heavy equipment and vehicles that make sudden stops. Please keep the following tips in mind when driving through work zones:

SLOW DOWN AND AVOID TRAFFIC FINES	PAY ATTENTION	WATCH OUT FOR ROAD CREWS	DON'T TAILGATE	ALLOW EXTRA TIME
 <p><i>Slow down, follow the posted work zone speed limit and drive to conditions.</i></p> <p>Traffic fines double in work zones when workers are present and can cost up to \$2,000.</p>	 <p><i>Avoid distractions, keep your mind on the road and put your phone away.</i></p>	 <p><i>The only protective gear they wear is a vest, a hard hat, and safety boots. Remember, they want to get home safely too.</i></p>	 <p><i>Give yourself room to stop in a hurry. Rear-end collisions are the most common kind of work zone crashes.</i></p>	 <p><i>Road construction slows things down. Count on it and plan for it.</i></p>

SOURCE: TxDOT

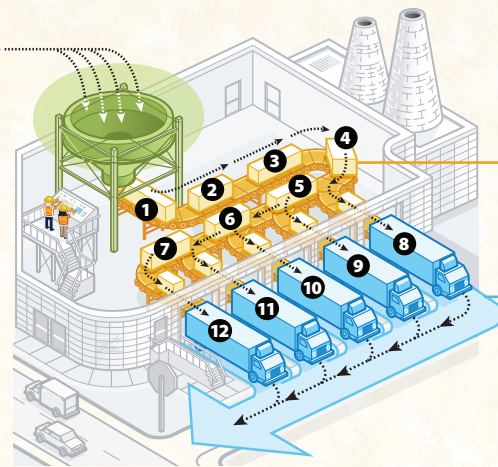
TxDOT graphic

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

TxDOT graphics by DEAN HOLLINGSWORTH/Information Specialist

SOURCE: Texas Department of Transportation

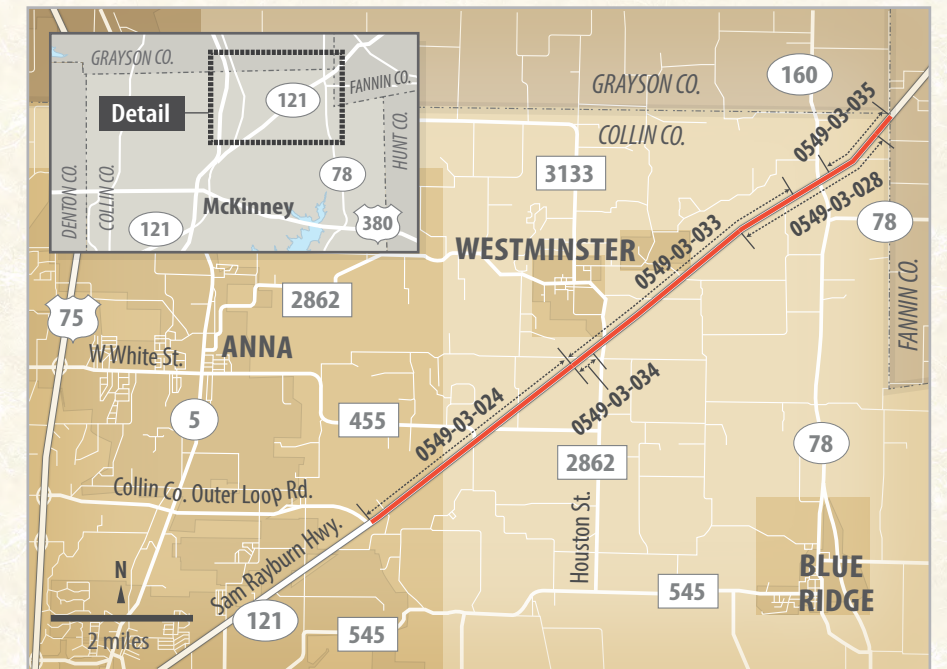
DALLAS DISTRICT PROGRESS

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

SH 121 SAFETY AND MOBILITY PROJECT CONTINUES IN COLLIN COUNTY

DALLAS DISTRICT – A \$91.3 million SH 121 project that began construction earlier this year will bring much needed safety and mobility improvements to a fast-growing area of Collin County. The project limits on SH 121 are from the Collin County Outer Loop to the Fannin County line. Improvements that drivers can expect once the project is complete include:

- Reconstructing and widening the existing two-lane undivided roadway to a rural four-lane divided highway (two lanes in each direction) consisting of 12-foot travel lanes, 10-foot outside shoulders and four-foot inside shoulders.
- Adding a 40-foot grass median with grass-lined ditches and discontinuous frontage roads.
- Constructing grade separated intersections at FM 455 and FM 2862. A grade separation is a method of aligning the junction of two or more roadways at different heights (grades). Three primary roadway improvement objectives are accomplished using grade separated intersections: 1) increased capacity and uninterrupted flow, 2) increased safety and 3) reduced vehicle conflicts and delay.



Source: TxDOT research.

Segments of the SH 121 safety and mobility project shown in red.

First and foremost, TxDOT values the safety of the traveling public and strives each day to end the streak of fatalities on its facilities. The SH 121 project will not only widen SH 121 from two to four lanes to reduce congestion and improve mobility, but will include several major safety improvements such as grade separated interchanges that greatly reduce intersection collisions, median separated barrier to reduce

head-on collisions, and turn lanes to allow for safe deceleration of traffic," said Jennifer Vorster, P.E. Collin County Area Engineer.

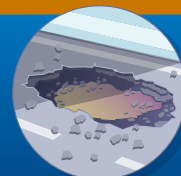
Mario Sinacola & Sons Excavating was selected as the contractor for the project. The project is expected to be complete in mid-2024, weather permitting.

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 www.txdot.gov/contact-us/formhtml?form=Report_a_Pothole or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>

JULY 2021 LET PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	(%)	EST. TOTAL COST (M) ⁴	CONTRACTOR	
1	0195-03-100	I-35	Oak St to North of US 380	Ramp Reversal at Two Locations	\$1.63	\$1.83	12.19	\$1.96	Jagoe-Public Co.
2	0581-02-151	SL 12	Southern Irving City Limit to Elm Fork Trinity River	Planing, concrete full depth repair, overlay, pvmt markings & bridge repair	\$5.52	\$4.66	-15.62	\$6.50	Texas Materials Group, Inc.
3	0751-03-041	FM 148	FM 3094 South to FM 2613	Reconstruct existing pvmt/add shoulders	\$3.18	\$2.71	-14.76	\$3.80	Ed Bell Constr. Co.
4	0918-47-096*	CS	On W Spine Rd. within the Cedar Hill State Park	Rehabilitation of existing park road	\$4.41	\$4.55	3.21	\$5.29	A. L. Helmcamp, Inc.
5a-5d	1012-02-042	FM 545	Various locations on FM 545	Provide additional paved surface width, milled edgeline rumble strips, milled centerline rumble strips	\$8.82	\$8.25	-6.50	\$10.37	A. K. Gillis & Sons, LLC
6	2374-02-156 ³	I-635	I-20 to I-30	Planing, concrete full depth repair, overlay, & pvmt markings	\$12.19	\$11.52	-5.50	\$15.10	Texas Materials Group, Inc.
7	2964-10-008 ³	Loop 9	I-35E to I-45	Construct 0 to 2 lane frontage roads (Ultimate 6) including turn lanes	\$91.65	\$77.98	-14.92	\$147.15	Austin Bridge & Road Services, Lp
EST. JULY 2021 TOTALS					\$127.41	\$111.49	-12.49	\$190.16	
DISTRICT FY ACCUMULATIVE LETTINGS					\$643.39	\$576.58			
²DALLAS DISTRICT FY LETTING VOLUME CAP					\$1,451.35 M¹				

*Unmapped.

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.

³Project is an A+B bidding project. ⁴Est. Total Project Costs includes est. PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

AUGUST 2021 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	
1	0718-01-071	FM 156	North of John Wiley Rd. to North of 5th St.	Trees, shrubs, groundcovers, and irrigation	\$0.96
2	1315-02-014	FM 423	Eldorado Pkwy. to northern city limits	Trees, shrubs, groundcovers, and irrigation	\$1.66
3	2681-01-026	FM 2499	FM 2181 (Teasley Lane) to I-35E	Trees, shrubs, groundcovers, and irrigation	\$0.77
4	0092-14-099	I-45	1 mile south of I-20 to Overton Rd.	Shoulder Rumble Strips and resurfacing	\$2.06
5	0135-10-050	US 380	US 377 to W of CR 26 (County line)	Widen 4 to 6 lanes div. urban w/grade seps at FM 423, FM 720, Navo Rd., teal	\$140.84
6	0135-10-063	US 380	US 377N to CR 26 (Collin County)	Install continuous lightning	\$3.48
7	0197-02-132	US 175	SH 310 to Malloy Bridge Rd.	Install glare screens	\$1.91
8	0353-02-081	SH 114	Wise County line to Double Eagle Blvd.	Shoulder rumble strips	\$0.08
9	0442-02-167	I-35E	Ellis County line to Ann Arbor Ave.	Shoulder rumble strips	\$0.07
10	1047-03-075	FM 1382	I-20 to Eagle Ford Dr.	Shoulder rumble strips	\$0.03
11	1068-04-177	I-30	Tarrant County line to Hampton Rd.	Shoulder rumble strips	\$0.08
12	0918-47-247	Harry Hines	Harry Hines Blvd. at Market Center	Improve traffic signals	\$0.43
13	0918-47-254	Blackburn St.	Blackburn St. at Turtle Creek Blvd.	Improve traffic signals	\$0.35
14	0918-47-261	Lemmon Ave.	Lemmon Ave. at Mahanna St.	Improve traffic signals	\$0.36
15	0918-47-264	Griffin St. E	Griffin St. E at Paul St.	Improve traffic signals	\$0.24
16	0918-47-266	Lemmon Ave.	Lemmon Ave. at Mockingbird Ln.	Improve traffic signals	\$0.36
ESTIMATED TOTAL				\$153.68 M	

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

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0047-14-082	US 75	At SH 121 Interchange	Landscape Treatment for Right of Way and Medians	7/6/2021
2	0195-03-095	IH 35	US 380 to IH 35W	Full Depth Concrete Repair & Pav Markings on the Frontage Roads	7/27/2021
3	1567-02-035	FM 423	SH 121 to Stewarts Creek Road	Landscape Treatments for Median and Right of Ways	7/19/2021
4	0095-14-029	IH 20	Big Bushy Creek to West of Rosehill Road	Bridge Deck Replacement, Rubblize Existing Pavement, Overlay and Pavement Markings	7/6/2021
5	0451-01-055	SH 205	0.1 mile S of Sids Road to Kaufman C/L	Repair, Mill, Inlay, Pavement Markings and Rumble Strip	7/19/2021
6	0918-00-287*	VA	Various Locations in the Dallas District	Wrong Way Driving Implementation	7/16/2021
7	0918-00-288*	VA	Various Locations in the Dallas District	Non-Site Specific Installation of Traffic Signals	7/30/2021
ESTIMATED TOTAL				\$35.29 M	

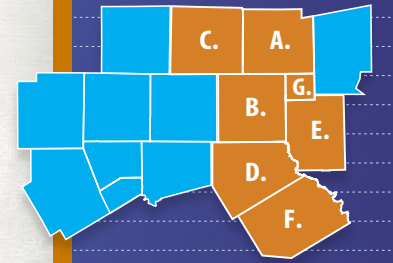
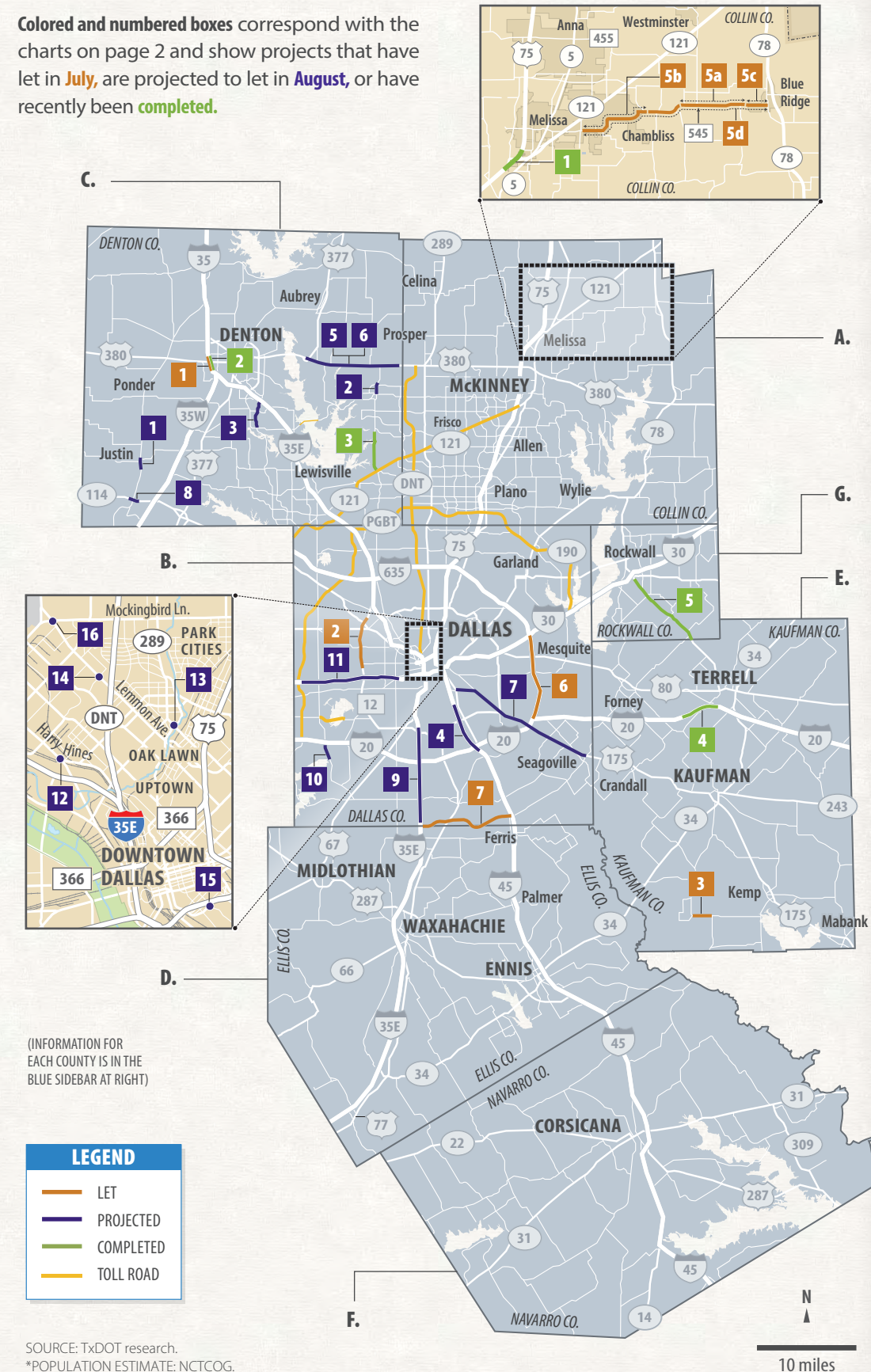
*Unmapped.

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 **July**, are projected to let in **August**, or have recently been **completed**.



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