

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, October 22, 2021

North Central Texas Council of Governments

1:30 pm Full STTC Business Agenda (Videoconference)

1:30 – 1:35

1. Approval of September 24, 2021, Minutes

☒ Action ☐ Possible Action ☐ Information Minutes: 5

Presenter: Ceason Clemens, STTC Vice Chair

Item Summary: Approval of the September 24, 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 SH 121 Wrecker Service Funding: Replacing Federal Funds with RTC Local Funds

Presenter: Natalie Bettger, NCTCOG

Item Summary: Endorsement of Regional Transportation Council (RTC) approval to utilize RTC Local funds to pay for the staging of wreckers along SH 121 technology lane will be requested.

Background: In November 2020, North Central Texas Council of Governments (NCTCOG) staff requested RTC action to adjust Transportation Improvement Program (TIP) Project 11668 limits to allow this funding to be utilized on other needed corridors. This project was originally utilized to provide for the staging of wreckers along the SH 161 corridor during the activation of the SH 161 peak-period shoulder lanes. The peak-period shoulder lanes along SH 161 have been reconstructed to regularly operating freeway lanes. There was funding that remained within the project that could be utilized to stage wreckers on other corridors that are technology lanes or constrained corridors. Staff has recently learned from Federal Highway Administration that this funding would require additional action in order to be utilized along the SH 121 corridor and would take approximately nine months to become available. NCTCOG's contract with the wrecker service company on SH 121 end in December 2021. Based on these timelines, RTC action to utilize RTC Local funds to pay for these services rendered December 2020 through December 2021 will be requested. Federal funds will be returned to the funding pool to be programmed for other projects. The requested action includes administratively amending the Transportation

Improvement Program/Statewide Transportation Improvement Program and other administrative/planning documents as needed. It is estimated this exchange will not exceed \$450,000 .

Performance Measure(s) Addressed: Air Quality, Congestion

2.2. Endorsement of Regional Transportation Council Action on Klyde Warren Park Extension Cost Increase

Presenter: Christie Gotti, NCTCOG

Item Summary: At its October 14, 2021, meeting, the Regional Transportation Council (RTC) approved funding the federal share of an \$8.5 million cost overrun (\$6.8 million federal and \$1.7 million local) for the previously funded Klyde Warren Park Expansion project. The Committee is asked to endorse this action. The City of Dallas will cover the local match for the cost increase. This action includes approval for North Central Texas Council of Governments staff to administratively amend the Transportation Improvement Program and other planning/administrative documents to incorporate these changes.

Background: In December 2016, the RTC approved funding for the Klyde Warren Park Expansion. A total of \$30 million in federal funds, along with the corresponding \$7.5 million local match were approved, of which \$10 million of the federal funding is to be repaid by the City of Dallas, along with the City's private-sector partners. The project has an additional \$60 million in non-transportation-related investments that will fund park amenities. Final design plans have indicated a \$8.5 million cost overrun on the transportation components, which increases the cost from \$37.5 million to \$46 million. The City and Texas Department of Transportation have asked the RTC to cover the federal share with the City providing the local match for the increase. [Electronic Item 2.2](#) provides a summary of existing and proposed funding.

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

1:40 – 1:50

3. Blue-Green-Grey Application for New Ideas Round 3 – Project Funding Recommendations

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Shawn Conrad, NCTCOG

Item Summary: Staff will provide information regarding the Blue-Green-Grey Application for New Ideas Round 3 funding opportunity, proposals received, and evaluation process. A recommendation for Regional Transportation Council (RTC)

approval to award funding for implementation of selected projects will be requested.

Background: The North Central Texas Council of Governments (NCTCOG) issued the Round 3 Blue-Green-Grey funding opportunity on July 19, 2021. Applications were due on August 13, 2021. Eligible projects are within the 12-county Metropolitan Planning Area and incorporate three elements – Blue (water), Green (environment), and Grey (transportation infrastructure). The goal of the Blue-Green-Grey program is to support innovative pilot projects that provide resources for cities and organizations to replicate these ideas throughout the metroplex. Eligible applicants include teams of individuals, private firms, educational facilities, and governmental agencies. The maximum award is \$75,000. A project evaluation committee reviewed the nine applications received and has selected three projects for funding recommendation.

Staff will seek a recommendation for RTC approval to proceed with awards for implementation of projects awarded through the 2021 Blue-Green-Grey Application for New Ideas Round 3. [Electronic Item 3.1](#) provides additional information on application scoring. [Electronic Item 3.2](#) reflects NCTCOG staff award recommendations.

Performance Measure(s) Addressed: Administrative

1:50 – 2:00

4. **2023-2026 Management, Operations and Safety Program**

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Approximately every four years, staff aggregates transportation items related to management and operations. This item will present the process to identify those projects for 2023-2026 and reasons for the inclusion of a safety program.

Background: The Transportation Department is frequently asked to conduct a series of transportation initiatives that include management and operations. The initiatives are best aggregated into an overall program conducted over several years. The existing program is being completed in 2022 and a continuation of existing and new initiatives need to be in place to begin October 1, 2023. In addition, increased focused on transportation safety for all modes is proposed as part of a statewide partnership with the Texas Department of Transportation. It is anticipated that the 2023-2026 program will be for management, operations, and safety. Typically, 50 percent or more of these funds are passed through to cities, counties, and transportation agencies for implementation. [Electronic Item 4](#) contains additional details on the funding program.

Performance Measure(s) Addressed: Air Quality, Congestion, Safety

2:00 – 2:10

5. North Central Texas Council of Governments Demographic Forecast Status Report

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Dan Kessler, NCTCOG

Item Summary: Staff will provide an update on ongoing efforts to develop revised 2045 Population and Employment for the Metropolitan Area.

Background: The North Central Texas Council of Governments is 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. An update on the status of demographic forecast estimates will be provided.

Performance Measure(s) Addressed: Roadway, Transit

2:10 – 2:20

6. Metropolitan Transportation Plan Update

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Amy Johnson, NCTCOG

Item Summary: Mobility 2045 was adopted by the Regional Transportation Council (RTC) on June 14, 2018. Staff will provide a report regarding efforts to update Mobility 2045, highlighting notable policy/program updates.

Background: Following RTC adoption of Mobility 2045, staff and partner agencies have been working toward implementing the mobility 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.

Performance Measure(s) Addressed: Roadway, Transit

2:20 – 2:30

7. Fiscal Year 2021/Fiscal Year 2022 Project Tracking Initiative

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will provide the Committee with a final report on the Fiscal Year (FY) 2021 Project Tracking Initiative and introduce the FY2022 project list. This effort is being conducted in order to maintain appropriate federal obligation of funds 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 ten years. However, a ten-year project review does not create an action plan soon enough to maintain the region's Congestion Mitigation and Air Quality Improvement Program, Surface Transportation Block Grant Program, and Transportation Alternatives Set Aside obligation 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 7.1](#). A list of projects that are scheduled to begin in FY2022 and their current status can be found in [Electronic Item 7.2](#). Additional details on both initiatives can be found in [Electronic Item 7.3](#).

Performance Measure(s) Addressed: Roadway, Air Quality

2:30 – 2:40

8. **Status Report on Local Government Energy Reporting**

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Dorothy Gilliam, NCTCOG

Item Summary: Staff will provide an overview of the state-mandated local government energy reporting requirements and the North Central Texas Council of Governments' (NCTCOG's) efforts to increase the rate of local government energy reports submitted to the State Energy Conservation Office (SECO). A summary of energy management resources will also be presented.

Background: Texas' demand for power continues to grow as a result of increased population and employment creating potential increase in emissions and impact to air quality. To mitigate emissions impacts and demand on the grid, Texas passed legislation in 2001 mandating local governments in and near nonattainment areas set a goal to reduce their electricity consumption by 5 percent every year. This requirement is detailed in the Texas Health and Safety Code §388.005(c) available at <https://statutes.capitol.texas.gov/Docs/HS/htm/HS.388.htm#388.005>. Legislation passed in the 2019 session updated this requirement, resetting the baseline at September 1, 2019, and extending the requirements to 2026. To increase awareness of this reporting requirement, NCTCOG staff has developed resources, offered informational webinars, and provided technical assistance to increase compliance to required reporting. Additional details are available in [Electronic Item 8](#).

Performance Measure(s) Addressed: Air Quality

2:40 – 2:40

9. **Fast Facts**

☐ Action ☐ Possible Action ☒ Information Minutes: 0
Item Summary: Staff presentations will not be made. Please reference the material provided for each of the following topics.

1. Air Quality Funding Opportunities for Vehicles
(<https://www.nctcog.org/trans/quality/air/funding-and-resources>)
 2. Dallas-Fort Worth Clean Cities Events
(<https://www.dfwcleancities.org/events>)
 3. Status Report on Texas Volkswagen Environmental Mitigation Program Funding ([Electronic Item 9.1](#))
 4. Status Report on Ozone Season ([Electronic Item 9.2](#))
 5. Know Before You Fly Your Drone Workshops
(www.northtexasuas.com/UAS-Taskforce#Workshops)
 6. Deadline to Submit Requests for Transportation Improvement Program Modifications through the February 2022 Cycle – October 22, 2021
(<https://rtrinternal.nctcog.org/login>)
 7. Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report
([Electronic Item 9.3](#))
 8. 2021 Texas Department of Transportation Highway Safety Improvement Program Call for Projects Submittal Deadline for Applications Due to District Offices November 17, 2021 (<https://www.txdot.gov/inside-txdot/forms-publications/publications/highway-safety.html>)
 9. 2021 Fall Traffic Incident Management Executive Level Course Announcement ([Electronic Item 9.4](#))
 10. Immediate Action Freeway Projects-State Contingency ([Electronic Item 9.5](#))
 11. Economic Development Administration Grant Opportunities: Four Projects ([Electronic Item 9.6](#))
 12. September Online Input Opportunity Minutes ([Electronic Item 9.7](#))
 13. Public Comments Report ([Electronic Item 9.8](#))
 14. Written Progress Reports:
 - Local Motion ([Electronic Item 9.9](#))
 - Partner Progress Reports ([Electronic Item 9.10](#))
10. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
11. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on December 3, 2021.**

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
September 24, 2021**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, September 24, 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 August 27, 2021, Minutes:** The minutes of the August 27, 2021, meeting were approved as submitted in Electronic Item 1. Bryan Beck (M); Melissa Baker (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 and other planning documents with TIP-related changes. Revisions were provided in Electron Item 2.1.
 - 2.2 **Endorsement of the Regional Transportation Council's Ratification of Emergency Funding Authorization to Dallas Area Rapid Transit for Interim Funding for the Regional Vanpool Program:** Endorsement of the Regional Transportation Council's ratification of emergency funding authorization to Dallas Area Rapid Transit (DART) for interim funding for the Regional Vanpool Program was requested. Approval included utilization of Regional Transportation Council Local funds in an amount not to exceed \$45,000 to ensure continuation of vanpool services for DART participants until new agreements are fully executed and funding is in place.

A motion was made to approve the items on the Consent Agenda. Jim O'Connor (M); Bryan Beck (S). The motion passed unanimously.

3. **2022 Unified Transportation Program and Regional 10-Year Plan Update:** Brian Dell provided an update on the projects funded by the Texas Transportation Commission (TTC) in the 2022 Unified Transportation Program (UTP). Earlier in the year, the Committee and the Regional Transportation Council (RTC) approved updates to the Regional 10-Year Plan. Changes included projects funded with Category 2 and Category 4 funds and requests to the TTC for Category 12 funds. At its August 2021 meeting, the TTC approved the 2022 UTP which included all Category 2 and Category 4 projects in the region and Category 12 funds totaling approximately \$255 million in the eastern subregion and approximately \$84 million in the western subregion. A series of project changes made since last presented to the Committee and RTC were highlighted. Staff proposed to increase Category 2 funding for two projects in Hunt County since requested Category 12 funding was not awarded. In addition, a project proposed for Category 12 funding in Collin County was partially funded with Category 4 funds by the Texas Department of Transportation (TxDOT) Dallas District instead. Three projects were awarded Category 12 funding in the western subregion: a portion of IH 20 in Parker County, a section of IH 30 in Tarrant County, as well as funding for three years of implementation for the Regional Mobility Assistance Patrol project in the

Fort Worth District. Several projects were awarded Category 12 funding in the eastern subregion. US 380 in Collin County was awarded approximately \$40 million, the IH 30 Canyon project in Dallas County was awarded an additional \$101 million, and US 80 in Dallas County was awarded approximately \$103 million. In addition, a series of overpasses and interchanges along IH 30 in Hunt County were awarded \$4.4 million in additional funding. The Dallas District Regional Mobility Assistance Patrol also received approximately \$6 million to covers three years of implementation. He noted historical allocations for Category 12 funds have been updated due to receipt of the FY2022 authorizations, totaling approximately \$2.6 billion in the 2022 UTP. Mr. Dell also provided an update on the Surface Transportation Block Grant Program (STBG)/Category 2 funding exchange approved by the RTC in July 2021. Category 2 funding was removed from US 287 and SL 9 and replaced with STBG funds to help reduce the region's balance of STBG funds and staff committed to bring back a proposal for the specific projects to be funded with the freed-up Category 2 funds. He noted the amount being exchanged was reduced from the originally proposed amount of \$141 million due to cost savings on the SL 9 project of approximately \$41 million. An overview of the projects proposed for the funding exchange was provided. Projects proposed to receive funding from the SL 9 funding exchange include FM 429 from North of US 80 to 1 mile S of US 80, SH 114 from West of US 377 to East of IH 35W, and a section of IH 35E to be determined. IH 820 at the Trinity Railway Express (TRE) Line from North of Trinity Blvd to South of SH 10, IH 20 from FM 1187 to US 180, and SH 360 frontage roads from the Trinity River to Post and Paddock were proposed for the US 287 funding exchange. Maps showing approved and proposed projects in the Regional 10-Year Plan and their current status were highlighted and included updates to remove the Category 12 projects that were not selected for funding. In addition, a map including recently completed and active capacity transportation projects, including all funding sources that are not part of the 10-Year Plan was also highlighted. Mr. Dell noted NCTCOG staff will continue to coordinate with TxDOT on the next round of the 10-Year Plan changes, including efforts to re-fund projects that had funding removed in previous plans if funding targets permit. In addition, staff will develop a revised scoring process to prioritize and score 10-Year Plan projects. The revised process will be brought back for review and approval at a future meeting. The anticipated schedule for the 2023 UTP was highlighted. TxDOT will be working to determine how much funding will be allocated across the state over the next few months. Staff expects that an initial draft project listing will be due to TxDOT in January 2022, followed by receipt of anticipated funding targets. Once targets are received, staff will work to adjust project listings to the anticipated revenues before providing to the public, Committee, and RTC for review. TTC approval of the 2023 UTP is expected in August 2022. Details of the projects approved for funding in the UTP, project recommendations to complete the Category 2/STBG funding exchange were provided in Electronic Item 3.1 and the revised 10-Year Plan project listings were provided in Electronic Item 3.2. Electronic Item 3.3 contained the 10-Year Plan projects that have let or been completed. Electronic Item 3.4 contained the projects being proposed for the Category 2/STBG funding exchange. Action requested of the Committee was reviewed. Michael Morris noted that the Texas Transportation Commission kept the IH 45 project in Houston in the UTP and has indicated the TTC will be calling a special meeting in December 2021 to address the project. He noted this special meeting should be added to the calendar because if the Federal Highway Administration does not change its position about IH 45, funding currently on the project would have to be reprogrammed. Staff will work with TxDOT districts to have projects ready for implementation should additional funding become available to the region. Clarence Daugherty asked if there have been any conversations with TxDOT on how to fund US 380 in the future. Mr. Morris noted that staff continue to recommend additional transportation money in Category 12 for US 380, as well as continue to advocate for the region's fair share of Category 2 funds which would also help to fund US 380. If IH 45 funding must be

reallocated, it is possible that the region would receive additional Category 12 funding. In addition, he noted that TxDOT Dallas is supportive of US 380 moving ahead so it will be important for the project to be cleared and staged. Mr. Daugherty also noted the US 75 was shown on one of the maps as a tolled project and asked if some final decision about the project had been determined. Mr. Morris noted that staff continue efforts to advance a technology lane on US 75 until a permanent solution can be implemented. John Polster discussed SH 114 main lanes which were not awarded Category 12 funding. He noted the projects would be ready to let in April 2022 and asked if staff had any suggestions for funding the project. Mr. Morris noted that staff would pursue funding as suggested for US 380. A motion was made to recommend Regional Transportation Council approval of the final 2021 Regional 10-Year Plan project listing, the proposed projects to complete the Category 2/STBG funding exchange, and administratively amending the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Clarence Daugherty (M); Shawn Poe (S). The motion passed unanimously.

4. **Trinity Railway Express Shuttle Funding for Continued Operations:** Gypsy Gavia presented a recommendation to utilize previously approved funding for transit projects to support the continued operations of the Trinity Metro shuttle service between Dallas Fort Worth International Airport (DFW Airport) and the Trinity Railway Express (TRE) Centreport Station. The TRE shuttle has traditionally operated from the TRE Centreport Station to the Remote South parking lot at the DFW Airport. From there passengers transferred to their terminals using airport shuttles. Due to reduced traffic at the airport related to COVID-19 and closure of the Remote South parking lot, the route was shifted to the Rental Car Center. Users are now returning to the airport so operating partners are working to relocate the shuttle stop and route options. There are significant costs to rerouting the shuttle and increasing frequency, so partners have proposed to continue service operations with a headway of 40 minutes during off peak hours and 20 minutes during peak hours. Ms. Gavia noted that in 2009, the airport was first awarded transit funds to implement the TRE shuttle service from the Centreport Station to the remote south parking lot. The project was again awarded in 2012 and 2015 through the Transit Call for Projects. In 2018, the airport notified North Central Texas Council of Governments (NCTCOG) staff of its intention to discontinue the shuttle service the following year once the TEXRail service was fully operational. Staff and partners worked together to identify alternate options to ensure the continuation of service. Trinity Metro began operating the service as the TRE Link (Route 31) in 2019 and the airport's funding that was previously awarded through Federal Transit Administration funds was transferred to Trinity Metro. Over the past few months, Trinity Metro, Dallas Area Rapid Transit (DART), and the DFW Airport have reached out to staff requesting operational support as more time is needed to finalize a system sustainability plan for the service due to agency budget constraints and challenges experienced from reduced ridership during the COVID-19 pandemic. Staff has identified approximately \$910,000 in previously approved Regional Toll Revenue (RTR) funds for transit projects and Surface Transportation Block Grant Program funds from the COVID-19 Infrastructure Program #015: Transit Partnership funds that can be utilized for the project. Proposed funds would provide 50 percent of the funding to be matched by funds split among Trinity Metro, DART, and DFW Airport. The first year of proposed funding would be available through existing RTR funds for a total of \$290,000 and the following two years would be funded with STBG funds in an amount not to exceed \$620,000. Funding would help ensure that operations continue as partners finalize a sustainability plan for the shuttle service without additional operating funds from the RTC. Ms. Gavia noted that agencies would be meeting in the next year to ensure Trinity Metro, DART, and the DFW Airport can fully assume responsibility of funding for the shuttle service after FY2024. Details were provided

in Electronic Item 4. Greg Royster discussed current operation of the shuttle service which includes bus-to-bus transfer at the Rental Car Center. He noted the shuttle service includes the transfer of airport employees as well as employees to airport hotels and that as passenger demand increases, it will be important for the agencies to consider a more seamless route directly from the TRE Stations to the terminals. He added the airport was interested in considering options in the central terminal area to ensure that its transit-dependent employees are served. NCTCOG staff noted it would be happy to work with the DFW Airport on its future vision for the shuttle service. A motion was made to recommend Regional Transportation Council approval to utilize existing Regional Toll Revenue funds previously approved for transit and previously approved COVID-19 Infrastructure Program #15: Transit Partnership Surface Transportation Block Grant funds for a total not to exceed of \$910,000, for Trinity Metro, DART, and DFW Airport to assume funding responsibility after FY2024 for shuttle service between the TRE Centreport Station and DFW Airport. Action also included a recommendation to approve revising administrative documents as appropriate to incorporate the project. Phil Dupler (M); Robert Woodbury III (S). The motion passed unanimously.

5. **Call for Projects to Reduce Diesel Emissions:** Huong Duong presented details of a new, competitive call for projects (CFP) to award rebates through the North Texas Clean Diesel Projects 20201 funding initiative. The North Central Texas Council of Governments (NCTCOG) pursues funding that can be used in the region to improve air quality and develop calls for projects that help reduce emissions within the region. Approximately one third of nitrogen oxide emissions in the Dallas-Fort Worth region is attributed to on-road vehicles, of which 48 percent comes from heavy-duty vehicles primarily when idling. Ms. Duong highlighted the status of the FY2020 Clean Fleet North Texas funding and provided details for the FY2021 Clean Fleet North Texas Call for Projects. Approximately \$1.5 million is available from the Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program for private fleets and companies, as well as local governments. Eligible projects include the replacement of on-road and non-road diesel engines, vehicles, and equipment, installation of locomotive shore power, replacement of diesel transportation refrigeration units (TRU) trailers, and replacement of diesel drayage vehicles. Funding thresholds vary regarding replacement type and were detailed in Electronic Item 5. Funding will be available through a competitive rebate program for projects in the 10-county ozone nonattainment area and adoption of the Clean Fleet Policy is required. Scoring criteria was highlighted and will be based on cost per ton of nitrogen oxides reduced and recipient oversight, as well as consideration of project operation in Environmental Justice areas. This will help ensure selected projects provide the most emission benefits with the least risk and most impact on high poverty and minority areas. Staff proposed that the Call for Projects open on October 14, 2021, with a 90-day rolling application deadline until all funds are awarded. A motion was made to recommend Regional Transportation Council approval of the North Texas Clean Diesel Project 2021 Call for Projects, including the call for project details, eligibility screens, selection criteria and schedule detailed in Electronic Item 5. Bryan Beck (M); Mark Nelson (S). The motion passed unanimously.
6. **Locally Enforced Motor Vehicle Idling Restrictions Resolution:** Jason Brown presented a recommendation to approve a revised Resolution Supporting Locally Enforced Motor Vehicle Idling Restricts in North Central Texas. This initiative focuses on eliminating unnecessary idling and the reduction of diesel emissions and high emitting vehicles and also aligns with air quality policies within the mobility plan. Details of the Texas Commission on Environmental Quality (TCEQ) Locally Enforced Motor Vehicle Idling Limitations rule was provided. The rule, included in Electronic Item 6.2, is regulated through the Texas

Administrative Code Rule 114 and impacts motorists operating medium to heavy duty vehicles that are greater than 14,000 pounds within local government jurisdictions having a Memorandum of Agreement (MOA) with TCEQ. It stipulates requirements to control vehicles engine idling to no more than five consecutive minutes while not in motion with certain exemptions. In 2008, the Regional Transportation Council (RTC) approved a resolution encouraging entities to adopt the TCEQ vehicle idling restriction rule, provided in Electronic Item 6.1. Since that time, cities in the region have signed the TCEQ MOA which allowed enforcement of the idling restriction and many also adopted their own ordinances or resolutions. In addition, the North Texas Council of Governments collaborated with the TCEQ and local governments to develop the Engine Office North Texas Local Government Guide. During that time, partners identified the need to revise the resolution in order to align the language with those restrictions in place within local governments. Mr. Brown reviewed proposed updates to the resolution, which was provided in Electronic Item 6.3. The revised resolution will identify locally enforced motor vehicle idling restrictions as Weight-of-Evidence within the State Implementation Plan, endorse implementation of an idling restriction ordinance/resolution (not specifically tied to the TCEQ MOA), and encourages local governments to adopt any idling restrictions as applicable to local government needs. The language in the revised resolution will allow cities and counties to have more flexibility in implementing an idling restriction or ordinance while still being eligible for funding from TCEQ for idle reduction infrastructure. In addition, the revised resolution will allow for program efforts to be documented as Weight-of-Evidence within the SIP. Additional information was provided in Electronic Item 6.4. A motion was made to recommend Regional Transportation Council (RTC) approval of a revised Regional Transportation Council Resolution Supporting Locally Enforced Motor Vehicle Idling Restrictions in North Central Texas, provided in Electronic Item 6.3. Clarence Daugherty (M); Kevin Overton (S). The motion passed unanimously.

7. **Director of Transportation Report on Selected Items:** Michael Morris presented items on the Director of Transportation report. He highlighted information about the Statewide Safety Program. The Texas Department of Transportation would like to provide assistance to lower the fatality rate in Texas and have proposed to bring together metropolitan planning organizations across the state along with area districts to form a statewide safety task force. Members will be provided updates in the future of related safety efforts. In addition, he highlighted the Dallas Area Rapid Transit D2 project and noted that at the September 9, 2021, Regional Transportation Council (RTC) meeting he discussed an opportunity for policy officials in the region to consider the feasibility and timing of the D2 rail line project. He noted the D2 rail line was originally proposed to address green times on north/south thoroughfare streets in downtown Dallas crossing the existing light rail line as a result of anticipated future train frequencies and increased train lengths. He highlighted the D2 project in Zone B of the map and discussed ongoing efforts among Dallas City Council, Dallas Area Rapid Transit (DART), the Texas Department of Transportation (TxDOT), and the North Central Texas Council of Governments (NCTCOG) to determine the appropriate alignment for the rail line to alleviate anticipated future rail crossing issues as well as the interface with IH 345. However, since COVID-19 transit ridership and demand has changed, and traffic volumes have decreased in the downtown area. From a transit perspective, ridership is lagging, DART it is advancing a bus program that does not include major traffic signal upgrades, and current customers are traditional transit users who are not using transit as a choice. While population growth has continued, the growth has been less suburban and more rural which has an implication for transit. Similarly, consideration should be given to the location of employees who return to work as well as potential changes in large employer locations and functions of building structures. He noted the City of Dallas may remain interested in moving forward with the D2 project following review of changing trends or there

may be interest in advancing Phase 2 signal improvements for transit, as well as other options such as street cars or a Trinity Railway Express route to Fair Park. He also noted that the Silver Line and D2 are balanced investments on which the DART Board and City of Dallas have agreed. Mr. Morris noted as conversations continue with the City of Dallas and DART, inclusion of the D2 project in the Mobility Plan will also need to be discussed. Additional information was provided in Electronic Item 7. In addition, Mr. Morris noted that staff would continue to monitor the potential of an electric vehicle manufacturing facility being located within the region and would provide an update in the future. He also noted that the August 2022 RTC meeting has been postponed by one week and will be held on August 18, 2022, as part of the Irving Transportation Summit. He also discussed an upcoming item to be presented by staff at a future meeting, the 2023-2026 Management/Operations and Safety program.

8. **Metropolitan Planning Organization Milestone Policy Round 2 – Quarterly Update:**

Brian Dell provided an update on the status of the Metropolitan Planning Organization (MPO) Milestone Policy Round 2 projects. As a reminder the policy is aimed at ensuring that projects, especially those that have been funded for at least ten years and have not gone to construction, are being implemented in a timely manner. 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 revised project tracking process. The updated process includes quarterly status reports on all projects on the Milestone Policy list until they go to letting. 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 identified by staff. If the committed schedule has not been met and the project has been graded as red/high risk, the project will likely be recommended for cancellation but decisions will ultimately be made on a case-by-case basis. A summary of the projects on the Milestone Policy Round 2 list was provided. He noted that as of September 2021, three projects let prior to their established deadlines and 12 have been identified as low risk, 7 as medium risk, and 1 as high risk. The status of each project on the MPO Milestone Policy Round 2 list, including ratings, was provided in Electronic Item 8.1. Mr. Dell noted staff will continue monitoring project progress and provide assistance as needed, as well as provide information to the Committee at the next quarterly update. He added that staff was working with the implementing agency of the high-risk project to determine next steps. Additional details on the policy were provided in Electronic Item 8.2. John Polster asked if the Milestone Policy timeframe restarts on a project for which the Texas Department of Transportation has terminated a phase and executed a new Advanced Funding Agreement. He noted this may be an issue for some projects. Mr. Dell noted that although the project would likely remain on the Milestone Policy list of projects, consideration would be given regarding the noted circumstances during project review.

9. **Transit Strategic Partnerships Initiative Overview:** Rachel Jenkins provided an overview of the Transit Strategic Partnerships funding process. In fiscal year (FY), 2021 public transportation providers in the region were awarded approximately \$136 million in Federal Transit Administration (FTA) formula funds. Two processes are used to award funds. Of the total amount awarded, 2 percent is set aside for Transit Strategic Partnership projects (formally known as the Transit Call for Projects) based on Regional Transportation Council (RTC) policy, with the remaining 98 percent available to transit providers through the annual Program of Projects. Four types of federal formula funding programs are allocated in the Dallas-Fort Worth-Arlington and Denton-Lewisville Urbanized Areas (UZAs), two of which are allocated through the Transit Strategic Partnerships initiative: 1) Section 5307, intended to serve the general public including low-income populations and 2) Section 5310, intended to serve the elderly and individuals with disabilities. FY2021 Transit Strategic Partnerships

funding totals approximately \$4.1 million. Ms. Jenkins noted the process for awarding these funds was recently redesigned and updated to help address gaps in service. Through this program, staff will award proposals for innovative transit projects and solutions both from agencies looking to directly implement service and those seeking partnership with an existing transit provider. Proposals will be accepted on a rolling basis and evaluated twice per year. The improved process prioritizes projects that align with existing plans and studies, encourages innovative solutions to gaps in service, and offers a more proactive simplified approach to addressing needs throughout the region. In addition, the simplified application focuses on identifying challenges and gaps and encourages collaboration. Evaluation criteria details were highlighted, with the needs assessment given top priority. Details of the criteria and evaluation were provided in Electronic Item 9. Ms. Jenkins noted that applications will be accepted on a six-month rolling cycle with the exception of the initial application cycle launched September 1, 2021, which will be expedited to meet the January 28, 2022, Transportation Improvement Program (TIP) modification cycle deadline. Proposals can be submitted at any time. The deadlines allow staff to separate which proposals will be considered for evaluation at which time. Staff will proactively collaborate with applicants to fill missing pieces of the application or request additional documentation before the proposals are evaluated. Selected projects will then be submitted for TIP modifications and approvals. Proposals may potentially be selected on a conditional basis and staff will work with those applicants to address items that need further development prior to the next TIP modification deadline. She noted additional details were available at www.nctcog.org/strategicpartnerships-transit. Brian Moen asked if the findings from the Access North Texas update would be available for agencies to review during the application process. Ms. Jenkins noted the Access North Texas update was not expected to be released until next spring and that the 2018 Access North Texas document was available online for reference and was the version staff would be using during the evaluation process until the next update is adopted.

10. **Status Report on Electric Vehicles and National Drive Electric Week:** Soria Adibi presented an update on the electric vehicle (EV) industry and adoption in the region. She noted the electric vehicle market has expanded offerings of a variety of EV makes and models in recent years, including battery-electric, plug-in hybrid, and fuel cell electric options. Expansion has not only included light-duty vehicles, but a variety of medium and heavy-duty vehicle options. In the region, EV registration has grown approximately 32 percent year over year for the past five years and as of August 2021 over 18,000 light-duty electric vehicles are registered. A map identifying the location of electric vehicle registrations, as well as charging infrastructure was highlighted. She noted that as part of the new funding biennium, staff anticipated new incentives for EV purchases under the Texas Emission Reduction Program and charging stations through the Volkswagen Settlement to be announced soon. Ms. Adibi noted that when discussing electric vehicles, staff often receives questions regarding the volume of electric vehicles expected and the impact of electric vehicle charging to the power grid. As part of its long-term system assessment planning, the Electric Reliability Council of Texas (ERCOT) routinely completes a transportation electrification scenario. Assumptions based on Bloomberg New Energy Finance estimates the possibility that over 70 percent of all buses, slightly less than 20 percent of light-duty passenger vehicles, and approximately 15 percent of local delivery trucks on the road could be electric by the 2037. In addition, assumptions on the charging load indicate that most of the added load would be in the overnight hours. From a grid operator perspective, Texas continues to have excess generating capacity overnight to allow for vehicle charging. She noted staff will continue to monitor future assumptions as technology continues to advance. Ms. Adibi also provided information on an opportunity to test drive EVs available through the Clean Cities Coalition "Try and Drive Alternative"

program. Test drives are offered through four vendors in the region with timeframes ranging one day to two months. Also highlighted was information about 2021 National Drive Electric Week. A variety of webinars for fleets and the public will be available, as well as a tour of the Peterbilt manufacturing facility. An outdoor, in-person EV showcase will also be held with owners and vendors in Grapevine on October 3, and Oncor will be hosting the annual Road Rallies during the week of September 25-October 2. Additional information was provided in Electronic Item 10.

11. **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.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
 2. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
 3. Know Before You Fly Your Drone Workshops (www.northtexasuas.com/UAS-Taskforce#Workshops)
 4. Status Report on Texas Volkswagen Environmental Mitigation Program Funding (Electronic Item 11.1)
 5. Status Report on Ozone (Electronic Item 11.2)
 6. Federal Highway Administration Improving Bicycle Safety at the Intersection Workshop (Electronic Item 11.3)
 7. Results of Surface Transportation Technical Committee Survey on Changing Mobility Data (Electronic Item 11.4)
 8. North Central Texas Council of Governments Summary of Transportation and Air Quality Bills – 87th Texas Legislature (Electronic Item 11.5)
 9. Federal Highway Administration Recognizes City of Irving's Work through the Waze Data-Sharing Program (<https://www.fhwa.dot.gov/innovation/everydaycounts/edcnews/20210902.cfm>)
 10. August Online Input Opportunity Minutes (Electronic Item 11.6)
 11. October Online Input Opportunity Notice (Handout)
 12. Public Comments Report (Electronic Item 11.7)
 13. Written Progress Reports:
 - Local Motion (<https://nctcog.org/trans/about/publications/locmo/local-motion-september-1>)
 - Partner Progress Reports (Electronic Item 11.8)
12. **Other Business (Old and New):** Dan Kessler noted that the Metropolitan Planning Organization received a favorable letter from the US Department of Transportation certifying the Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney Transportation Management Area (DFW TMA) planning process as a result of the certification review completed in June 2021. Mr. Kessler thanked all who participated in the review process.
13. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on October 22, 2021.

The meeting adjourned at 2:55 pm.

Klyde Warren Park Extension Construction Funding Summary

Cost		Funding				
Funding Type	Federal	Local Match				
Funding Source	RTC - STBG (80%) ^{1,2}	City of Dallas	Private Sector	Dallas County	Total (20%)	Grand Total ³
Original Cost Estimate	\$30,000,000	\$6,199,100	\$0	\$1,300,900	\$7,500,000	\$37,500,000
Cost Overrun	\$6,800,000	\$1,700,000			\$1,700,000	\$8,500,000
Total Cost	\$36,800,000	\$7,899,100	\$0	\$1,300,900	\$9,200,000	\$46,000,000

1: RTC = Regional Transportation Council, STBG = Surface Transportation Block Grant

2: \$10,000,000 of the Regional Transportation Council's (RTC) contribution to be paid back over time; ~\$3M from a Dallas TIF district with the rest from the private sector. The private sector repayment includes a 2.4% interest rate. The payback timeframe is through August 2035.

3: This summary only includes transportation elements. Non-transportation elements include another \$60 million.

NCTCOG BLUE-
GREEN-GREY
FUNDING INITIATIVE

ROUND 3 PROJECT FUNDING RECOMMENDATIONS



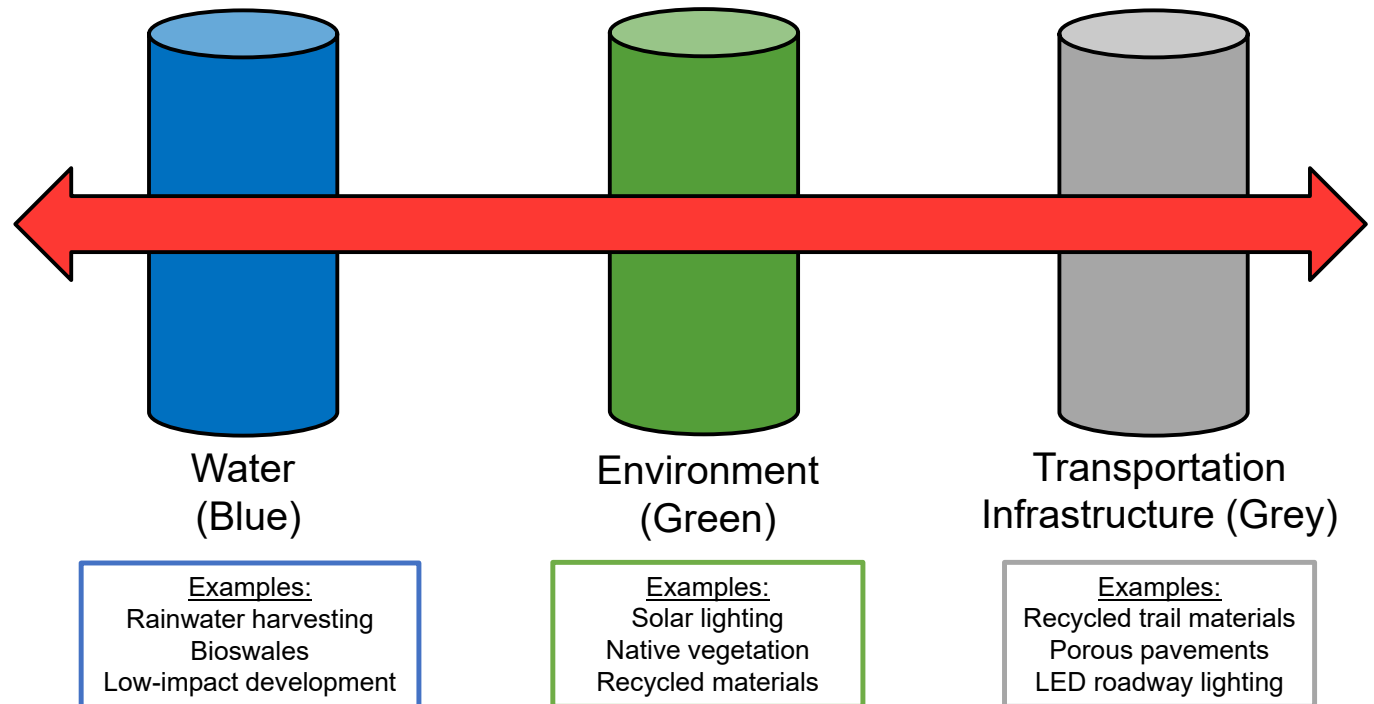
PROGRAM BACKGROUND

BLUE-GREEN-GREY FUNDING INITIATIVE

Purpose

1. Promote the planning and construction of green or sustainable infrastructure in the region.
2. Advance small projects with innovative outcomes that can be replicated regionally.

SILO BUSTING



BLUE-GREEN-GREY FUNDING INITIATIVE

Previous Rounds

FY 18: \$109,170 for three projects (RTC Local)

FY 19: \$138,500 for three projects (RTC Local)

Project reports at: <http://www.nctcog.org/greeninfrastructure>

2021 Round

Up to \$300,000 RTC Local available for the total; maximum of \$75,000 awarded to each applicant

Pre-application workshop: July 12, 2021

Proposals submittal period opened: July 19, 2021

Proposals due: August 12, 2021

Announce funding awards: October-December 2021

PREVIOUSLY FUNDED PROJECTS

Farmers Branch
Conceptual Bus
Stop Designs

Southlake
BioPod –
Burney Lane
Reconstruction

University Park
Micro-Detention
Project

DART Hatcher
Station Pilot
Program

Bishop Arts
Bicycle Parking
Retrofitting Pilot

Watauga
Biofiltration
System



ROUND 3 EVALUATION AND PROJECT SELECTION

PROJECT EVALUATION

Scoring

Team qualifications – 10 points

Impact – 20 points

Innovation/Significance – 25 points

Applicability, Adaptation, Transferability, and Practicality – 30 points

Collaboration with Various Stakeholders – 15 points

Other Considerations

Equity

Does the project consider equity or attempt to address it?

Geographic Distribution

Are the projects spread throughout the region?

Diversity of Disciplines

Does the project involve various disciplines or areas of study?



PROJECT SUBMITTALS AND FUNDING RECOMMENDATION

RECOMMENDED FUNDING SUMMARY

Available funding:

Total funds available: \$300,000 RTC Local

Available amount per applicant: \$75,000

Recommended Project Funding Requests:

Bottom District Neighborhood Beautification: \$74,910

Allen Inlet Floatables Filter: \$75,000

UTA Biofiltration Swales Testing: \$51,500

Total recommended funding request: \$201,410

SUBMITTED PROJECTS SUMMARY

Projects Recommended for Funding	Composite Scores	Funding Requested
Laboratory Testing of Engineered Media for Biofiltration Swales – UTA / City of Fort Worth	7.78	\$51,500
Bottom District Neighborhood Beautification – DesignJones LLC / City of Dallas	7.53	\$74,910
Inlet Floatables Filter – Huitt-Zollars / City of Allen	6.88	\$75,000
		Subtotal: \$201,410

INLET FLOATABLES FILTER - CITY OF ALLEN

Problem:

- City must upgrade to Phase II Level 4 of TCEQ stormwater permitting requirements by 2024
- Must implement system to reduce discharge of floatables in two locations
- Current use of proprietary inlet filter system at construction sites is costly and difficult to maintain

Project details:

- Develop modified inlet design for the collection and removal of debris and floatables during active construction
- Inlet will be scalable, inexpensive, provide a permanent solution, and more effective at removing floatables
- First phase will include review of best practices and coordination with stormwater infrastructure manufacturers
- Project will and involve STEAM students from Allen ISD

Deliverables:

- Concept-level design details and inlet plan
- Maintenance requirements and materials specifications
- Debris collection data

Funding requested: \$75,000

BOTTOM DISTRICT NEIGHBORHOOD BEAUTIFICATION - CITY OF DALLAS

Problem:

- Historically underserved neighborhood located in the floodplain
- Neighborhood is more susceptible to environmental disasters due to degraded infrastructure and underinvestment

Project details:

- Aims to establish a green infrastructure network development plan in the area
- Project team will develop conceptual small-scale design applications
- Outcome will include beautification design guidelines and a small-scale pilot project

Deliverables:

- Blue-Green-Grey neighborhood beautification design guidelines
- Suggest locations for implementing GI network
- Sample designs for small-scale GI applications
- Small-scale pilot project

Funding requested: \$74,910

LABORATORY TESTING OF ENGINEERED MEDIA FOR BIOFILTRATION SWALES - UTA

Problem:

- Runoff from roadways contain many pollutants that contaminate water
- TCEQ-recommended best practices are difficult to implement in large urban areas
- There is not enough information or data regarding other pollutant removal technologies

Project details:

- Install and monitor a scaled expanded shale engineered filtration media in controlled lab
- Project will test the performance and effectiveness of expanded shale for bioswales – this has not been done before
- Outcomes to include design criteria, implementation recommendations, detailed literature review of application of expanded shale

Deliverables:

- Detailed literature review of current state of the application
- Design criteria and implementation recommendations
- Research report

Funding requested: \$51,500

OTHER CONSIDERATIONS

Project	Equity Considerations	Geographic Distribution	Diversity of Disciplines
Inlet Floatables Filter	None for pilot, but could be applied anywhere	Collin County	Municipal stormwater-focused
Bottom District Neighborhood Beautification	Pilot project located in underserved area	Dallas County	Neighborhood revitalization
Laboratory Testing for Biofiltration Swales	None for pilot, but could be applied anywhere	Tarrant County	Research-oriented

Requested Action

- Recommend Regional Transportation Council Approval of:
 - The proposed list of projects to fund through the Blue-Green-Grey funding program Round 3, as provided in Electronic Item 3.2.
 - Administratively amending the TIP/STIP and amending other planning/administrative documents to incorporate these changes.

Contacts

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Blue-Green-Grey Round 3 Submitted Projects Scoring

Key: Projects recommended for funding Total project score

Laboratory Testing of Engineered Media for Biofiltration Swales - UTA, City of Fort Worth, and Trinity River Authority															
	%	Evaluator 1		Evaluator 2		Evaluator 3		Evaluator 4		Evaluator 5		Evaluator 6		Total	
		Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Team Qualifications	10%	10	1.00	7	0.70	9	0.90	10	1.00	9	0.90	10	1.00	9.17	0.92
Impact	20%	9	1.80	7	1.40	10	2.00	9	1.80	9	1.80	9	1.80	8.83	1.77
Innovation/Significance	25%	9	2.25	5	1.25	6	1.50	10	2.50	7	1.75	8	2.00	7.50	1.88
Applicability, Adaptation, Transferability, and Practicality	30%	7	2.10	6	1.80	8	2.40	6	1.80	7	2.10	9	2.70	7.17	2.15
Collaboration with Various Stakeholders	15%	8	1.20	5	0.75	8	1.20	4	0.60	9	1.35	9	1.35	7.17	1.08
Total	100%	43	8.35	30	5.90	41	8.00	39	7.70	41	7.90	45	8.85	39.83	7.78
Bottom District Neighborhood Beautification - City of Dallas															
	%	Evaluator 1		Evaluator 2		Evaluator 3		Evaluator 4		Evaluator 5		Evaluator 6		Total	
		Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Team Qualifications	10%	10	1.00	10	1.00	9	0.90	8	0.80	10	1.00	7	0.70	9.00	0.90
Impact	20%	8	1.60	7	1.40	8	1.60	8	1.60	8	1.60	8	1.60	7.83	1.57
Innovation/Significance	25%	6	1.50	6	1.50	6	1.50	7	1.75	7	1.75	6	1.50	6.33	1.58
Applicability, Adaptation, Transferability, and Practicality	30%	8	2.40	8	2.40	5	1.50	7	2.10	7	2.10	7	2.10	7.00	2.10
Collaboration with Various Stakeholders	15%	8	1.20	10	1.50	9	1.35	10	1.50	9	1.35	9	1.35	9.17	1.38
Total	100%	40	7.70	41	7.80	37	6.85	40	7.75	41	7.80	37	7.25	39.33	7.53
Inlet Floatables Filter - City of Allen & Huitt-Zollars															
	%	Evaluator 1		Evaluator 2		Evaluator 3		Evaluator 4		Evaluator 5		Evaluator 6		Total	
		Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Team Qualifications	10%	10	1.00	5	0.50	10	1.00	9	0.90	10	1.00	10	1.00	9.00	0.90
Impact	20%	6	1.20	6	1.20	8	1.60	7	1.40	6	1.20	6	1.20	6.50	1.30
Innovation/Significance	25%	7	1.75	5	1.25	7	1.75	7	1.75	6	1.50	7	1.75	6.50	1.63
Applicability, Adaptation, Transferability, and Practicality	30%	8	2.40	5	1.50	9	2.70	8	2.40	7	2.10	7	2.10	7.33	2.20
Collaboration with Various Stakeholders	15%	6	0.90	5	0.75	6	0.90	4	0.60	6	0.90	7	1.05	5.67	0.85
Total	100%	37	7.25	26	5.20	40	7.95	35	7.05	35	6.70	37	7.10	7.00	6.88

Total Request - All Projects Recommended for Funding: \$201,410

Triangle Neighborhood Complete Streets Frameworks - City of Lewisville															
	%	Evaluator 1		Evaluator 2		Evaluator 3		Evaluator 4		Evaluator 5		Evaluator 6		Total	
		Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Team Qualifications	10%	10	1.00	9	0.90	5	0.50	5	0.50	7	0.70	10	1.00	7.67	0.77
Impact	20%	8	1.60	8	1.60	7	1.40	7	1.40	6	1.20	6	1.20	7.00	1.40
Innovation/Significance	25%	8	2.00	7	1.75	8	2.00	8	2.00	6	1.50	6	1.50	7.17	1.79
Applicability, Adaptation, Transferability, and Practicality	30%	8	2.40	7	2.10	7	2.10	4	1.20	5	1.50	5	1.50	6.00	1.80
Collaboration with Various Stakeholders	15%	8	1.20	7	1.05	6	0.90	7	1.05	6	0.90	9	1.35	7.17	1.08
Total		42	8.20	38	7.40	33	6.90	31	6.15	30	5.80	36	6.55	35.00	6.83

Cross Domain Data Fusion - SMU															
	%	Evaluator 1		Evaluator 2		Evaluator 3		Evaluator 4		Evaluator 5		Evaluator 6		Total	
		Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Team Qualifications	10%	8	0.80	5	0.50	10	1.00	9	0.90	9	0.90	10	1.00	8.50	0.85
Impact	20%	5	1.00	5	1.00	9	1.80	6	1.20	7	1.40	7	1.40	6.50	1.30
Innovation/Significance	25%	6	1.50	5	1.25	10	2.50	8	2.00	7	1.75	7	1.75	7.17	1.79
Applicability, Adaptation, Transferability, and Practicality	30%	6	1.80	5	1.50	9	2.70	6	1.80	6	1.80	6	1.80	6.33	1.90
Collaboration with Various Stakeholders	15%	3	0.45	4	0.60	8	1.20	4	0.60	5	0.75	2	0.30	4.33	0.65
Total	100%	28	5.55	24	4.85	46	9.20	33	6.50	34	6.60	32	6.25	32.83	6.49

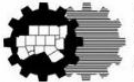
Microdentention Storage System - City of University Park & Huitt Zollars															
	%	Evaluator 1		Evaluator 2		Evaluator 3		Evaluator 4		Evaluator 5		Evaluator 6		Total	
		Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Team Qualifications	10%	10	1.00	9	0.90	10	1.00	9	0.90	10	1.00	10	1.00	9.67	0.97
Impact	20%	8	1.60	8	1.60	5	1.00	8	1.60	6	1.20	7	1.40	7.00	1.40
Innovation/Significance	25%	4	1.00	8	2.00	5	1.25	6	1.50	5	1.25	3	0.75	5.17	1.29
Applicability, Adaptation, Transferability	30%	6	1.80	7	2.10	7	2.10	7	2.10	6	1.80	4	1.20	6.17	1.85
Collaboration with Various Stakeholders	15%	7	1.05	8	1.20	5	0.75	4	0.60	2	0.30	1	0.15	4.50	0.68
Total		35	6.45	40	7.80	32	6.10	34	6.70	29	5.55	25	4.50	32.50	6.18

Sustainable Sidewalks - City of Dallas															
	%	Evaluator 1		Evaluator 2		Evaluator 3		Evaluator 4		Evaluator 5		Evaluator 6		Total	
		Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Team Qualifications	10%	10	1.00	8	0.80	6	0.60	5	0.50	10	1.00	7	0.70	7.67	0.77
Impact	20%	6	1.20	7	1.40	5	1.00	7	1.40	6	1.20	3	0.60	5.67	1.13
Innovation/Significance	25%	6	1.50	6	1.50	2	0.50	8	2.00	3	0.75	5	1.25	5.00	1.25
Applicability, Adaptation, Transferability, and Practicality	30%	8	2.40	7	2.10	7	2.10	8	2.40	5	1.50	4	1.20	6.50	1.95
Collaboration with Various Stakeholders	15%	5	0.75	5	0.75	3	0.45	7	1.05	3	0.45	3	0.45	4.33	0.65
Total	100%	35	6.85	33	6.55	23	4.65	35	7.35	27	4.90	22	4.20	29.17	5.75
Playspace Equity Project - Fort Worth ISD Kaboom															
	%	Evaluator 1		Evaluator 2		Evaluator 3		Evaluator 4		Evaluator 5		Evaluator 6		Total	
		Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Team Qualifications	10%	7	0.70	7	0.70	9	0.90	9	0.90	7	0.70	5	0.50	7.33	0.73
Impact	20%	6	1.20	7	1.40	3	0.60	7	1.40	5	1.00	3	0.60	5.17	1.03
Innovation/Significance	25%	5	1.25	6	1.50	6	1.50	4	1.00	6	1.50	4	1.00	5.17	1.29
Applicability, Adaptation, Transferability, and Practicality	30%	4	1.20	6	1.80	6	1.80	6	1.80	5	1.50	3	0.90	5.00	1.50
Collaboration with Various Stakeholders	15%	6	0.90	7	1.05	6	0.90	5	0.75	4	0.60	3	0.45	5.17	0.78
Total		28	5.25	33	6.45	30	5.70	31	5.85	27	5.30	18	3.45	27.83	5.33
Pedestrian Trail Underpass - City if Duncanville															
	%	Evaluator 1		Evaluator 2		Evaluator 3		Evaluator 4		Evaluator 5		Evaluator 6		Total	
		Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Team Qualifications	10%	8	0.80	8	0.80	7	0.70	8	0.80	7	0.70	2	0.20	6.67	0.67
Impact	20%	6	1.20	6	1.20	2	0.40	3	0.60	3	0.60	1	0.20	3.50	0.70
Innovation/Significance	25%	4	1.00	1	0.25	2	0.50	3	0.75	3	0.75	1	0.25	2.33	0.58
Applicability, Adaptation, Transferability, and Practicality	30%	4	1.20	1	0.30	4	1.20	5	1.50	3	0.90	1	0.30	3.00	0.90
Collaboration with Various Stakeholders	15%	4	0.60	5	0.75	4	0.60	3	0.45	1	0.15	1	0.15	3.00	0.45
Total		26	4.80	21	3.30	19	3.40	22	4.10	17	3.10	6	1.10	18.50	3.30

2023-2026 MANAGEMENT AND OPERATIONS (M&O), NCTCOG- IMPLEMENTED, REGIONAL/AIR QUALITY, AND SAFETY PROJECTS FUNDING PROGRAM

Surface Transportation Technical Committee

October 22, 2021



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- Surface Transportation Technical Committee (STTC) and Regional Transportation Council (RTC) typically consider extending existing and funding new Air Quality and Management and Operations projects/programs every few years
- Last review occurred in 2018-2019 and projects were funded through Fiscal Year (FY) 2022

PURPOSE AND NEED

- Provides funding in addition to Transportation Planning Funds (TPF) so staff can conduct various operations, planning, and implementation activities (e.g., environmental justice and data collection efforts)
- Surface Transportation Block Grant (STBG), Congestion Mitigation Air Quality Improvement Program (CMAQ), Regional Toll Revenue (RTR), and RTC/Local funds will most likely be proposed for the FY 2023-2026 program
- Ensures that existing programs and projects that are being continued can do so without interruption in FY 2023-2026
- Assigns resources for RTC priorities and air quality initiatives

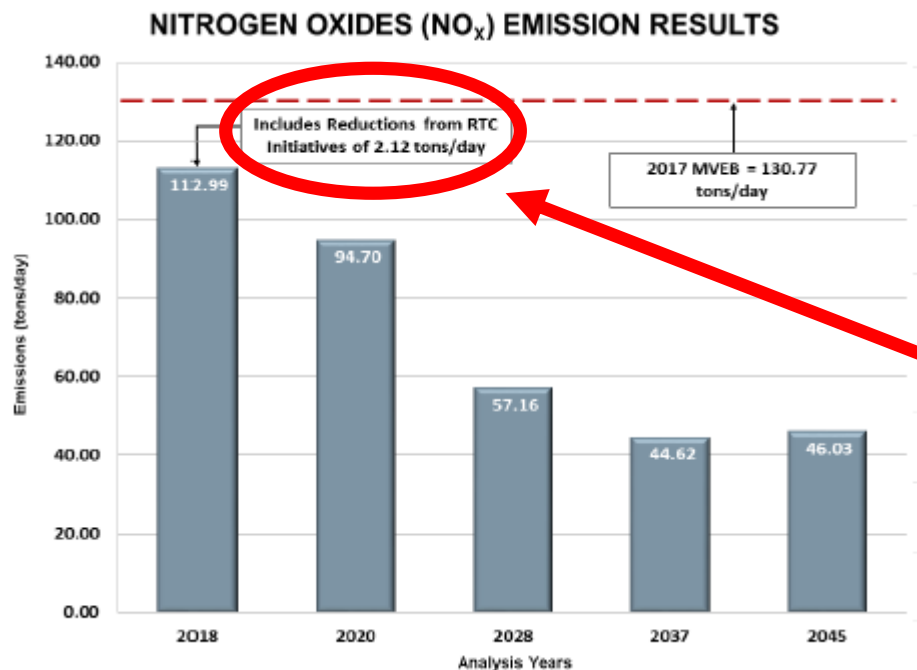
WHAT IS THE PROCESS?

- Staff is in the process of determining the amount of funding needed for this program.
- The requests will then be evaluated, and a set of projects will be proposed.
- Typically, \$15-20M is programmed per fiscal year. This need may decrease with increased federal planning funds.
- A significant portion of the funding is pass-through to other agencies (e.g., Mobility Assistance Patrol and Vanpool programs) and the rest covers NCTCOG staff time to coordinate, plan, and lead these activities.

PROGRAM AND PROJECT TYPES

- **Management & Operations**
 - (Mobility Assistance Patrol, Transit Operations, etc.)
- **NCTCOG-Implemented**
 - (Project Tracking, Planning Efforts, etc.)
- **Regional/Air Quality Projects and Programs**
 - (Aviation, Freeway Incident Management, Employer Trip Reduction, Data Collection, Regional Traffic Signal Retiming etc.)

IMPORTANCE OF REGIONAL AIR QUALITY AND M&O PROJECTS



- Air Quality Conformity test results must be below EPA's Motor Vehicle Emission Budget (MVEB).
- Previous Regional Transportation Council Initiatives (air quality projects and programs) have allowed region to pass Conformity.
- When the MVEB is reset next year, these programs can help tip the scales if regional Conformity is uncertain.

STATEWIDE SAFETY PROGRAM

- NCTCOG staff proposes that the region take a leadership role on a program to improve safety and reduce fatalities on our transportation system.
- The region would partner with the State as part of a larger statewide initiative.
- A more detailed proposal will be brought back to the committee for review and approval.
- Plan to utilize Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding that was added to the region's STBG allocation in FY 2022 to supplement this program

NEXT STEPS

- Finalize the amounts of funding to be requested, along with the specific list of projects and programs to be recommended for funding
- Bring back the list to the public and the committees for review and approval

PROPOSED TIMELINE

Meeting/Task	Date
STTC Information	October 22, 2021
RTC Information	November 11, 2021
Public Involvement	December 2021
STTC Action	December 3, 2021
RTC Approval of M&O Funding Program and TIP Modifications to Add Projects to the TIP	January 13, 2022/April 7, 2022
State/Federal Approval of Individual Projects	April 2022/July 2022

QUESTIONS?

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CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	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	C	CS	WALNUT CREEK ELEMENTARY PEDESTRIAN WALKWAY; ALONG STRIBLING DR/STIBLING 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	CE	CS	WALNUT CREEK ELEMENTARY PEDESTRIAN WALKWAY; ALONG STRIBLING DR/STIBLING 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	I	VARIOUS	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	E	VA	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	ENV	VA	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	C	SS 303	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	09/2020	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	C	FM 156	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	I	VA	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	C	CS	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	C	CS	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	C	FM 730	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	PHASE	FACILITY	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	C	US 180	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	C	CS	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	CE	CS	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	E	VA	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	<u>04/2022</u> 09/2021	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
14064	0918-47-273	DALLAS	E	VA	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	<u>04/2022</u> 09/2021	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
14013.3	0902-00-235	FORT WORTH	E	CS	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	E	VA	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	R	VA	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	C	US 75	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	06/2021	02/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JANUARY 2021
55108.2	0918-47-242	TXDOT-DALLAS	C	VA	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	C	CS	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	C	IH 20	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	<u>\$1,512,879</u> \$1,558,823	08/2020	04/2021 (ACTUAL)	OBLIGATED (2021)	
40055	0902-90-079	NORTH RICHLAND HILLS	C	CS	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	PHASE	FACILITY	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	C	SH 78	AT GASTON AVE		RECONFIGURE INTERSECTION WITH SIDEWALK IMPROVEMENTS	\$5,600,000	\$1,400,000	\$0	\$7,000,000	\$4,986,999 \$4,884,196	11/2020	05/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF APRIL 2021
11652.1	0902-00-278	TXDOT-FORT WORTH	C	VA	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	\$133,200	09/2020	07/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JUNE 2021
54119.1	2964-10-008	TXDOT-DALLAS	C	SL 9	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	\$345,600	03/2021	7/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JUNE 2021
54119.2	2964-10-009	TXDOT-DALLAS	C	SL 9	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	\$326,400	03/2021	7/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JUNE 2021
54119.3	2964-12-001	TXDOT-DALLAS	C	SL 9	IH 35E	DALLAS COUNTY LINE	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES	\$587,200	\$146,800	\$0	\$734,000	\$587,200	03/2021	7/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JUNE 2021; FUNDING HAD BEEN LISTED IN FY 2023, BUT HAS BEEN ADVANCED
54119.4	2964-12-002	TXDOT-DALLAS	C	SL 9	DALLAS/ELLIS COUNTY LINE	ELLIS/DALLAS COUNTY LINE	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES	\$76,800	\$19,200	\$0	\$96,000	\$76,800	03/2021	7/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JUNE 2021; FUNDING HAD BEEN LISTED IN FY 2023, BUT HAS BEEN ADVANCED
20096	0135-10-050	TXDOT-DALLAS	C	US 380	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	\$44,960,000	05/2021	08/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JULY 2021
<u>55206</u>	<u>0092-02-125</u>	<u>TXDOT-DALLAS</u>	<u>C</u>	<u>IH 45</u>	<u>AT DOWDY FERRY RD</u>		<u>CONSTRUCT INTERSECTION IMPROVEMENTS, INCLUDING TEXAS U-TURN AND TURN LANES</u>	<u>\$2,960,000</u>	<u>\$740,000</u>	<u>\$0</u>	<u>\$3,700,000</u>	<u>\$3,406,052</u>	<u>09/2021</u>	<u>09/2021 (ACTUAL)</u>	<u>OBLIGATED (2021)</u>	<u>FUNDING OBLIGATED AS OF AUGUST 2021; FUNDING WAS PROGRAMMED IN FY 2022, BUT WAS ADVANCED TO 2021</u>
40061	0902-90-082	FORT WORTH	C	VA	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	\$764,577	07/2020	<u>09/2021</u> 08/2021 (ACTUAL)	OBLIGATED (2021)	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
11616	0902-00-256	NCTCOG	I	VA	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	<u>\$1,040,000</u>	09/2020	<u>09/2021</u> 08/2021 (ACTUAL)	OBLIGATED (2021)	<u>FUNDING HAS OBLIGATED AS OF SEPTEMBER 2021</u>
11657.1	0918-00-297	NCTCOG	I	VA	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	<u>\$1,560,000</u>	06/2021	<u>09/2021</u> 08/2021 (ACTUAL)	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF SEPTEMBER 2021 (ADVANCE CONSTRUCTION)</u>
40062	0902-90-084	FORT WORTH	C	VA	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	\$431,070	07/2020	<u>09/2021</u> (ACTUAL)	OBLIGATED (2021)	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
40063	0902-90-083	FORT WORTH	C	VA	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	\$406,254	07/2020	<u>09/2021</u> (ACTUAL)	OBLIGATED (2021)	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

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
14051	0902-90-146	GRAPEVINE	C	VA	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
11630.6	0008-08-077	GRAND PRAIRIE	E	SH 180	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	\$40,000	08/2020	10/2021 <u>06/2021</u>	OBLIGATED (2021)	FUNDING OBLIGATED AS OF APRIL 2021
14052	0902-90-147	COLLEYVILLE	C	CS	GLADE ROAD AT BLUEBONNET DRIVE		LOWER INTERSECTION TO ELIMINATE A 3-WAY STOP	\$1,200,000	\$0	\$300,000	\$1,500,000	\$1,368,778	10/2020	10/2021	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2021; PROJECT TO BE DELAYED TO FY 2022 DUE TO DELAYS ASSOCIATED WITH THE ENVIRONMENTAL CLEARANCE PROCESS
14055	0902-90-169	FORT WORTH	E	CS	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
14085	0918-47-296	DALLAS	C	VA	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	\$8,000,000	04/2021	01/2022	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2021; PROJECT TO BE DELAYED TO FY 2022 DUE TO DELAYS ASSOCIATED WITH THE ENVIRONMENTAL CLEARANCE PROCESS
25066.2	0581-01-157	DALLAS	E	SL 12	AT CARBONDALE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING REGRADING, REPAVING, AND SIDEWALKS	\$160,000	\$40,000	\$0	\$200,000	\$170,200	09/2020	04/2022 09/2021	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JULY 2021
25066.1	0918-47-310	DALLAS	E	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	\$900,000	\$0	\$0	\$900,000	\$900,000	11/2020	04/2022 09/2021	OBLIGATED (2021)	FUNDING OBLIGATED AS SEPTEMBER 2021 (ADVANCE CONSTRUCTION)
14079	0918-47-295	DALLAS	E	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	\$559,390	\$0	\$0	\$559,390	\$559,390	10/2020	06/2022 09/2021	OBLIGATED (2021)	FUNDING OBLIGATED AS OF FEBRUARY 2021
11614.5	0918-46-267	DENTON	R	VA	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	DID NOT OBLIGATE IN FY 2021	THE ENVIRONMENTAL CLEARANCE IS DELAYED AND ROW CANNOT BE PURCHASED UNTIL THE PROJECT IS CLEARED.
25022	0902-90-050	FORT WORTH	C	VA	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	DID NOT OBLIGATE IN FY 2021	PROJECT PHASE DELAYED TO FY 2022 VIA FEBRUARY 2020 TIP MODIFICATION CYCLE; PENDING ENVIRONMENTAL CLEARANCE

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
14013.3	0902-00-235	FORT WORTH	R	CS	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12' WIDE SHARED-USE PATH	\$165,200	\$0	\$0	\$165,200	\$0	06/2021	11/2021	DID NOT OBLIGATE IN FY 2021	PROJECT HAS BEEN DELAYED DUE TO REVISIONS TO THE ALIGNMENT, WHICH HAS LED TO LONGER DESIGN TIME
19005	0918-24-251	PLANO	C	VA	PLANO CITYWIDE CCTV CAMERA EXPANSION		INSTALL NEW CCTV CAMERAS CITYWIDE	\$1,867,000	\$0	\$0	\$1,867,000	\$0	06/2021	11/2021	DID NOT OBLIGATE IN FY 2021	PROJECT DELAYED DUE TO THE DELAY IN APPROVAL OF THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM AND THE RESULTING DELAYS IN EXECUTING THE AFA
14018	0918-47-281	DALLAS	E	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	\$281,897	\$0	\$70,474	\$352,371	\$0	02/2021	12/2021	DID NOT OBLIGATE IN FY 2021	PROJECT PHASE TO BE DELAYED TO FY 2022 DUE TO DELAYS ASSOCIATED WITH AFA EXECUTION
14058	0902-90-153	FORT WORTH	E	CS	TRINITY TRAIL FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	\$40,267	\$0	\$0	\$40,267	\$0	10/2019	12/2021	DID NOT 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
40049	0918-47-206	DALLAS	C	VA	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 <u>12/2021</u>	DID NOT OBLIGATE IN FY 2021	ONLY TA SET ASIDE FUNDS HAVE BEEN OBLIGATED ON THIS PROJECT
14036	0902-90-139	FORT WORTH	E	BUS 287	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	DID NOT OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 DUE TO INACTIVITY
14037	0902-90-137	FORT WORTH	E	BUS 287	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	DID NOT OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 DUE TO INACTIVITY
11614.5	0918-46-267	DENTON	C	VA	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	DID NOT OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 DUE TO DELAYS IN STARTING DESIGN, WHICH HAS AFFECTED THE REST OF THE SCHEDULE
40017	0918-46-282	CARROLLTON	C	VA	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	DID NOT OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 <u>2023</u> DUE TO THE NEED TO RE-EVALUATE THE PROJECT'S ALIGNMENT BASED ON PUBLIC INPUT
40017	0918-46-282	CARROLLTON	CE	VA	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	DID NOT OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 <u>2023</u> DUE TO THE NEED TO RE-EVALUATE THE PROJECT'S ALIGNMENT BASED ON PUBLIC INPUT
14013	0918-47-236	DALLAS CO	C	VA	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	DID NOT OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 DUE TO DELAYS IN THE DESIGN AND ENVIRONMENTAL CLEARANCE PROCESS
14013.2	0918-48-004	DART	C	VA	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 <u>08/2022</u>	DID NOT OBLIGATE IN FY 2021	TRANSIT TRANSFER HAS BEEN INITIATED

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
11630.6	0008-08-077	GRAND PRAIRIE	C	SH 180	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	01/2022 <u>11/2022</u>	DID NOT OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 <u>2023</u>
25036	1068-04-176	GRAND PRAIRIE	C	IH 30	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 <u>08/2023</u>	DID NOT OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 <u>2023</u> DUE TO DELAYS IN GETTING THE ENGINEERING STARTED
14081	2374-05-092	GRAND PRAIRIE	C	VA	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	12/2024 <u>08/2024</u>	DID NOT OBLIGATE IN FY 2021	CONSTRUCTION TO BE DELAYED TO FY 2025; DELAY DUE TO ENGINEERING STARTING LATER THAN ANTICIPATED AS WELL AS ADDING MORE TIME TO THE SCHEDULE FOR PRE-CONSTRUCTION PHASES TO BE COMPLETED
14051	0902-90-146	GRAPEVINE	E	VA	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	DID NOT 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	R	VA	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	DID NOT 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	U	VA	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	DID NOT 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	E	CS	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	DID NOT 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	R	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	\$350,000	\$0	\$0	\$350,000	\$0	11/2021	N/A	DID NOT OBLIGATE IN FY 2021	PROJECT PHASE DELAYED TO FY 2022 VIA NOVEMBER 2020 TIP MODIFICATION CYCLE
							TOTAL	\$134,846,147	\$19,451,040	\$8,603,943	\$162,901,130	\$111,391,770				

TOTAL CLOSEOUTS/WITHDRAWALS	(\$1,026,975)
TOTAL PROJECT ADJUSTMENTS	\$258,772
TOTAL OBLIGATED IN 2020	\$16,488,302
TOTAL OBLIGATED IN 2021	\$94,903,468
TOTAL DID NOT OBLIGATE IN FY 2021	\$21,634,471

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	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	I	VA	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	I	VA	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	I	VA	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	C	VA	REGIONAL MOBILITY ASSISTANCE PATROL (FORT WORTH DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	\$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	I	VA	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	I	VA	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	U	CS	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	C	CS	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	I	VARIOUS	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
11621.1	0902-00-266	NCTCOG	I	VA	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

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
11613.2	0902-00-272	NCTCOG	I	VARIOUS	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	I	VA	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	C	CS	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	E	CS	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	I	VA	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	C	CS	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 2020 (ADVANCED CONSTRUCTION)
11572	0902-48-579	TXDOT-FORT WORTH	E	CS	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	R	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)	\$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	E	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	\$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
14026.3	0313-02-065	WEATHERFORD	E	FM 51	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	E	US 180	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

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
20066	2374-03-074	TXDOT-DALLAS	C	IH 20	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	\$2,174,916	05/2021	05/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF APRIL 2021
55166.2	0442-02-165	TXDOT-DALLAS	C	IH 35E	SOUTH OF MARSALIS AVENUE, OVER IH 35	NORTH OF EWING AVENUE	CONSTRUCT LOCAL ENHANCEMENTS	\$12,987,805	\$0	\$0	\$12,987,805	\$12,987,805	02/2021	05/2021 (ACTUAL)	OBLIGATED (2021)	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 DECK PLAZA
11647.1	0918-00-347	NCTCOG	I	VA	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	\$1,503,000	09/2020	06/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JUNE 2021
54119.1	2964-10-008	TXDOT-DALLAS	C	SL 9	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	\$23,413,324	03/2021	07/2021 (ACTUAL)	OBLIGATED (2021)	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
54119.2	2964-10-009	TXDOT-DALLAS	C	SL 9	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	\$53,462,942	03/2021	07/2021 (ACTUAL)	OBLIGATED (2021)	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
54119.3	2964-12-001	TXDOT-DALLAS	C	SL 9	IH 35E	DALLAS COUNTY LINE	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES	\$7,016,136	\$1,754,034	\$0	\$8,770,170	\$4,139,798	03/2021	07/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JUNE 2021; FUNDING HAD BEEN LISTED IN FY 2023, BUT WAS ADVANCED
54119.4	2964-12-002	TXDOT-DALLAS	C	SL 9	DALLAS/ELLIS COUNTY LINE	ELLIS/DALLAS COUNTY LINE	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES	\$8,238,183	\$2,059,546	\$0	\$10,297,729	\$4,975,317	03/2021	07/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JUNE 2021; FUNDING HAD BEEN LISTED IN FY 2023, BUT WAS ADVANCED
11615.3	0902-00-279	NCTCOG	I	VA	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	\$1,700,000	02/2021	07/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JULY 2021
11655.1	0902-00-240	NCTCOG	I	VA	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	\$447,200	06/2021	07/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JULY 2021
11619.1	0902-90-123	TXDOT FORT WORTH	C	VA	REGIONAL MOBILITY ASSISTANCE PATROL (FORT WORTH DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	\$2,215,000	\$553,750	\$0	\$2,768,750	\$2,215,000	09/2021	07/2021 (ACTUAL) <u>09/2021</u>	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JULY 2021; FUNDING HAD BEEN LISTED IN FY 2022, BUT HAS BEEN ADVANCED
<u>13012.2</u>	<u>0196-03-274</u>	<u>TXDOT-DALLAS</u>	<u>C</u>	<u>IH 35E</u>	<u>IH 635</u>	<u>DENTON COUNTY LINE</u>	<u>RECONSTRUCT AND WIDEN 6 GP LANES TO 8 GP LANES & RECONSTRUCT EXISTING 2/8 DISCONTINUOUS FRONTAGE ROAD LANES TO 2/8 DISCONTINUOUS FRONTAGE ROAD LANES</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$99,782,721</u>	<u>09/2021</u>	<u>08/2021 (ACTUAL)</u>	<u>OBLIGATED (2021)</u>	<u>FUNDING OBLIGATED AS OF AUGUST 2021; CATEGORY 2 FUNDS ARE PROGRAMMED IN THE TIP, BUT TXDOT HAS OBLIGATED STBG AS PART OF A SWAP BETWEEN FEDERAL APPORTIONMENT CODES</u>

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
11694	0918-00-317	NCTCOG	I	VA	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	\$2,543,000	06/2021	08/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF AUGUST 2021
13059	0172-09-037	TXDOT FORT WORTH	C	US 287	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 UPDATE
13060	0172-10-013	TXDOT FORT WORTH	C	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 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 UPDATE
13060.2	0172-10-017	TXDOT-FORT WORTH	C	US 287	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	C	US 380	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)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JULY 2021
11554.1	0902-00-269	NCTCOG	I	VA	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	<u>\$642,000</u>	08/2021	<u>09/2021</u> 08/2021 (ACTUAL)	OBLIGATED (2021)	<u>FUNDING HAS OBLIGATED AS OF SEPTEMBER 2021</u>
14077	0918-24-249	ANNA	E	CS	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	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JULY 2021
25089.1	0902-00-300	NCTCOG	I	VA	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	<u>\$7,100,000</u>	09/2020	<u>09/2021</u> (ACTUAL)	OBLIGATED (2021)	FEBRUARY 2021 TIP MODIFICATION TO ADD PROJECT TO THE 2021-2024 TIP; <u>FUNDING HAS OBLIGATED AS OF SEPTEMBER 2021</u>
11674	0902-00-287	NCTCOG	T	VA	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	<u>\$6,000,000</u>	02/2021	<u>11/2021</u> 09/2021	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF AUGUST 2021</u>
14054	0902-90-148	FORT WORTH	E	CS	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	<u>11/2021</u> 09/2021	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JANUARY 2021 (OBLIGATED EARLY)
14039	0902-90-117	DFW AIRPORT	C	CS	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	<u>\$4,563,980</u>	07/2021	11/2021	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF SEPTEMBER 2021 (ADVANCE CONSTRUCTION)</u>

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
14048	0902-90-144	GRAPEVINE	E	CS	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	<u>\$338,940</u>	10/2020	<u>12/2021</u> 08/2021	OBLIGATED (2021)	<u>FUNDING HAS OBLIGATED AS OF AUGUST 2021</u>
14050	0902-90-145	GRAPEVINE	E	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	\$224,560	\$0	\$0	\$224,560	<u>\$224,560</u>	10/2020	<u>12/2021</u> 08/2021	OBLIGATED (2021)	<u>FUNDING HAS OBLIGATED AS OF AUGUST 2021</u>
14085.3	0918-47-306	DALLAS	E	VA	OAK FARMS LOCAL CORRIDORS CONCEPTUAL ENG STUDY; BOUNDED BY IH 30 TO THE NORTH; TRINITY RIVER TO THE NORTHEAST;	BECKLEY AVE, ELSBETH 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	OBLIGATED (2021)	AFA EXECUTION HAS TAKEN LONGER THAN ORIGINALLY PROJECTED
11572	0902-48-579	TXDOT-FORT WORTH	R	CS	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	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF DECEMBER 2020
11572	0902-48-579	TXDOT-FORT WORTH	U	CS	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
52553	0171-05-081	TXDOT-FORT WORTH	C	SH 199	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	DID NOT OBLIGATE IN FY 2021	FUNDING REFLECTS CHANGE ORDER TO CONSTRUCTION PHASE
25069	0918-24-262	PLANO	C	VA	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	\$0 \$30,000,000	\$0	\$0 \$7,500,000	\$0 \$37,500,000	\$0	10/2020	08/2021	DID NOT OBLIGATE IN FY 2021	<u>CITY HAS OPTED TO USE LOCAL FUNDS; NOVEMBER 2021 TIP MODIFICATION PROPOSED TO REMOVE STBG FUNDS;</u> CITY IS COORDINATING WITH TXDOT ON AGREEMENT AND MAY START DESIGN PHASE IN FY 2021, BUT LIKELY NOT THE CONSTRUCTION FUNDS; NCTCOG COORDINATING WITH TXDOT TO DETERMINE IF OBLIGATION IN FY 2021 IS POSSIBLE
11663.2	0902-00-220	TXDOT-FORT WORTH	I	VA	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	DID NOT OBLIGATE IN FY 2021	
25061	0918-47-294	NCTCOG	E	VA	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	<u>10/2021</u> 08/2021	DID NOT OBLIGATE IN FY 2021	

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
14085.2	0918-47-307	NCTCOG	E	VA	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	09/2021 <u>10/2021</u>	DID NOT OBLIGATE IN FY 2021	
25080.1	0902-00-303	NCTCOG	E	VA	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	09/2021 <u>10/2021</u>	DID NOT OBLIGATE IN FY 2021	FEBRUARY 2021 TIP MODIFICATION TO ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
14024	0918-47-240	SACHSE	R	CS	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	DID NOT OBLIGATE IN FY 2021	AGREEMENT EXECUTION HAS TAKEN LONGER THAN ORIGINALLY PROJECTED
25013	0902-90-172	FORT WORTH	R	CS	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	DID NOT OBLIGATE IN FY 2021	PROJECT PHASE DELAYED TO FY 2022 VIA FEBRUARY 2021 TIP MODIFICATION CYCLE
14032	0918-47-246	TXDOT-DALLAS	E	CS	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	DID NOT 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
11649	0918-00-343	NCTCOG	I	VA	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	09/2021 <u>11/2021</u>	DID NOT OBLIGATE IN FY 2021	
11696.2	0902-00-301	NCTCOG	I	VA	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 <u>11/2021</u>	DID NOT OBLIGATE IN FY 2021	FEBRUARY 2021 TIP MODIFICATION TO ADD PROJECT TO THE 2021-2024 TIP
14032	0918-47-246	TXDOT-DALLAS	R	CS	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	DID NOT OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022; PROJECT DELAYED DUE TO LOCAL AGREEMENT ISSUES BETWEEN CITY OF GLENN HEIGHTS AND DALLAS COUNTY
14082	0902-90-164	HALTOM CITY	E	CS	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	09/2021 <u>06/2022</u>	DID NOT OBLIGATE IN FY 2021	
14002	0918-47-208	DALLAS CO	R	CS	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	DID NOT OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022
25078	0918-47-313	BALCH SPRINGS NCTCOG	E	CS	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	06/2022	DID NOT OBLIGATE IN FY 2021	IMPLEMENTING AGENCY HAS CHANGED, WHICH HAS IMPACTED THE SCHEDULE FOR THIS OBLIGATION (DELAYED IT TO A FUTURE YEAR)

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
21009.1	0918-47-328	NCTCOG	E	VA	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 <u>08/2022</u>	DID NOT OBLIGATE IN FY 2021	PROJECT PHASE TO BE DELAYED TO FY 2022; NOVEMBER 2020 TIP MODIFICATION TO ADD PROJECT TO THE 2021-2024 TIP
20304.3	0918-47-330	TXDOT-DALLAS	I	VA	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	DID NOT OBLIGATE IN FY 2021	FEBRUARY 2021 TIP MODIFICATION TO ADD PROJECT TO THE 2021-2024 TIP
14082	0902-90-164	HALTOM CITY	R	CS	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 <u>01/2024</u>	DID NOT OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 DUE TO DELAYS IN GETTING AGREEMENT EXECUTED AND ENGINEERING STARTED
14081	2374-05-092	GRAND PRAIRIE	C	VA	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	12/2024 <u>08/2024</u>	DID NOT OBLIGATE IN FY 2021	CONSTRUCTION TO BE DELAYED TO FY 2025; 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	T	CS	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)	DID NOT 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	I	VA	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	\$0 \$300,000	\$0	\$0 \$75,000	\$0 \$375,000	\$0	08/2020	N/A	DID NOT OBLIGATE IN FY 2021	CITY HAS OPTED TO CANCEL THIS PROJECT AND RETURN FUNDS TO REGIONAL POOL
14060	0918-24-258	MCKINNEY	E	CS	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	DID NOT OBLIGATE IN FY 2021	FEBRUARY 2021 TIP MODIFICATION REMOVED STBG FUNDING FROM THIS PROJECT
11613.1	8300-00-038	TXDOT	I	VA	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)	DID NOT OBLIGATE IN FY 2021	FUNDS ARE NOT BEING USED AT THIS TIME; PROJECT IS FULLY FUNDED USING STATE RAIL SAFETY FUNDS
							TOTAL	\$204,382,090	\$28,726,711	\$6,942,454	\$240,051,255	\$339,204,488				

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	\$312,969,606
TOTAL DID NOT OBLIGATE IN FY 2021	\$58,123,773

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

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	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	C	VA	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	CE	VA	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	C	CS	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	CE	CS	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	C	CS	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	C	VA	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	CE	VA	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	C	CS	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	CE	CS	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
40045	0918-47-203	DALLAS COUNTY	C	VA	FM 1382 SIDE PATH FROM INTERSECTION OF FM 1382 AND CAMP WISDOM ROAD	MANSFIELD RD	CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS INCLUDING CROSSWALKS AND SIGNAGE	\$1,554,908	\$0	\$388,727	\$1,943,635	\$1,554,908	07/2021	08/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JUNE 2021; PROJECT WAS ORIGINALLY LISTED IN FY 2022
40045	0918-47-203	DALLAS COUNTY	CE	VA	FM 1382 SIDE PATH FROM INTERSECTION OF FM 1382 AND CAMP WISDOM ROAD	MANSFIELD RD	CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS INCLUDING CROSSWALKS AND SIGNAGE	\$74,043	\$0	\$18,511	\$92,554	\$74,043	07/2021	08/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JUNE 2021; PROJECT WAS ORIGINALLY LISTED IN FY 2022

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

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	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	C	VA	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	\$998,442	08/2020	<u>08/2021</u> <u>(ACTUAL)</u>	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JUNE 2021
40041	0918-47-202	CEDAR HILL	CE	VA	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	\$54,709	08/2020	<u>08/2021</u> <u>(ACTUAL)</u>	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JUNE 2021;
40069	0902-38-138	HUDSON OAKS	E	VA	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	\$79,184	09/2021	<u>08/2021</u> <u>09/2021</u> <u>(ACTUAL)</u>	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JULY 2021; FUNDING WAS DELAYED TO FY 2021 VIA FEBRUARY 2021 TIP MODIFICATION CYCLE
40038	0918-47-209	CEDAR HILL	C	VA	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	\$1,244,462	08/2020	<u>08/2021</u> <u>(ACTUAL)</u>	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JULY 2021
40038	0918-47-209	CEDAR HILL	CE	VA	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	\$126,670	08/2020	<u>08/2021</u> <u>(ACTUAL)</u>	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JULY 2021
40049	0918-47-206	DALLAS	C	VA	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	\$3,315,603	02/2021	<u>12/2021</u> 08/2021	OBLIGATED (2021)	FUNDING OBLIGATED AS OF AUGUST 2021
40049	0918-47-206	DALLAS	CE	VA	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	\$891,963	02/2021	<u>12/2021</u> 08/2021	OBLIGATED (2021)	FUNDING OBLIGATED AS OF AUGUST 2021
40061	0902-90-082	FORT WORTH	C	VA	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	\$764,578	07/2020	<u>09/2021</u> 08/2021 <u>(ACTUAL)</u>	OBLIGATED (2021)	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
40061	0902-90-082	FORT WORTH	CE	VA	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>09/2021</u> 08/2021 <u>(ACTUAL)</u>	OBLIGATED (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

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

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	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	C	VA	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	\$431,070	07/2020	<u>09/2021 (ACTUAL)</u>	OBLIGATED (2021)	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
40062	0902-90-084	FORT WORTH	CE	VA	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 (ACTUAL)</u>	OBLIGATED (2021)	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
40063	0902-90-083	FORT WORTH	C	VA	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	\$406,255	07/2020	<u>09/2021 (ACTUAL)</u>	OBLIGATED (2021)	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
40063	0902-90-083	FORT WORTH	CE	VA	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 (ACTUAL)</u>	OBLIGATED (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
40068	0918-47-311	BALCH SPRINGS	E	CS	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	<u>\$234,537</u>	02/2021	10/2021	OBLIGATED (2021)	<u>FUNDING HAS OBLIGATED AS OF AUGUST 2021;</u> FUNDING HAS NOT OBLIGATED DUE TO DELAYED APPROVAL OF THE 2021-2024 TIP- (EXPECTED JUNE 2021)
40043	0918-47-210	DALLAS	C	VA	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>04/2022</u> 09/2021	DID NOT OBLIGATE IN FY 2021	
40043	0918-47-210	DALLAS	CE	VA	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>04/2022</u> 09/2021	DID NOT OBLIGATE IN FY 2021	

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

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	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	T	VA	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	DID NOT OBLIGATE IN FY 2021	PROJECT WAS DELAYED TO FY 2022 VIA FEBRUARY 2021 TIP MODIFICATION CYCLE
54062	0008-13-221	TXDOT-FORT WORTH	C	IH 820	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>11/2021</u> 08/2021	DID NOT OBLIGATE IN FY 2021	FUNDING ADDED TO FY 2021 VIA FEBRUARY 2021 TIP MODIFICATION CYCLE; CHANGE ORDER ON EXISTING PROJECT; <u>TXDOT IS WORKING WITH THE CONTRACTOR ON THE CHANGE ORDER</u>
40065	0902-90-085	ARLINGTON	C	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	\$379,092	\$0	\$94,773	\$473,865	\$0	09/2021	03/2022	DID NOT OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022; CHANGES TO PROJECT ALIGNMENT HAVE LED TO LONGER DESIGN TIME
40065	0902-90-085	ARLINGTON	CE	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	\$36,980	\$0	\$9,245	\$46,225	\$0	09/2021	03/2022	DID NOT OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022; CHANGES TO PROJECT ALIGNMENT HAVE LED TO LONGER DESIGN TIME
40040	0918-46-306	DENTON	C	CS	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	DID NOT OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022
40040	0918-46-306	DENTON	CE	CS	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	DID NOT OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022
							TOTAL	\$23,079,788	\$25,591	\$4,523,490	\$27,628,869	\$16,266,346				

TOTAL CLOSEOUTS/WITHDRAWALS	(\$232,707)
TOTAL PROJECT ADJUSTMENTS	(\$623,335)
TOTAL OBLIGATED IN FY 2020	\$5,900,134
TOTAL OBLIGATED IN FY 2021	\$10,366,212
TOTAL DID NOT OBLIGATE IN FY 2021	\$6,283,866

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2022

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14080	0902-90-163	GRAND PRAIRIE	R	VA	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	\$508,880	\$0	\$127,220	\$636,100	\$0	07/2021	EXPECTED TO OBLIGATE IN FY 2022	SCHEDULE UPDATE FROM THE CITY PENDING
14073	0918-47-965	RICHARDSON	E	US 75	US 75 NORTHBOUND FRONTAGE ROAD FROM RENNER ROAD	W CITY LINE DRIVE	WIDEN US 75 NB FRONTAGE ROAD BRIDGE OVER SPRING CREEK TO CONSTRUCT SHARED-USE PATH	\$450,000	\$0	\$0	\$450,000	\$0	09/2021	EXPECTED TO OBLIGATE IN FY 2022	SCHEDULE UPDATE FROM THE CITY PENDING
25066.2	0581-01-157	DALLAS	U	SL 12	AT CARBONDALE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING REGRAIDING, REPAVING, AND SIDEWALKS	\$40,000	\$10,000	\$0	\$50,000	\$0	09/2021	EXPECTED TO OBLIGATE IN FY 2022	SCHEDULE UPDATE FROM THE CITY PENDING
11614.5	0918-46-267	DENTON	R	VA	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	10/2021	EXPECTED TO OBLIGATE IN FY 2022	
25022	0902-90-050	FORT WORTH	R	VA	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	10/2021	EXPECTED TO OBLIGATE IN FY 2022	
25022	0902-90-050	FORT WORTH	U	VA	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	10/2021	EXPECTED TO OBLIGATE IN FY 2022	
14013.3	0902-00-235	FORT WORTH	R	CS	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12' WIDE SHARED-USE PATH	\$165,200	\$0	\$0	\$165,200	\$0	11/2021	EXPECTED TO OBLIGATE IN FY 2022	
19005	0918-24-251	PLANO	C	VA	PLANO CITYWIDE CCTV CAMERA EXPANSION		INSTALL NEW CCTV CAMERAS CITYWIDE	\$1,867,000	\$0	\$0	\$1,867,000	\$0	11/2021	EXPECTED TO OBLIGATE IN FY 2022	
25066.1	0918-47-310	DALLAS	R	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	\$350,000	\$0	\$0	\$350,000	\$0	11/2021	EXPECTED TO OBLIGATE IN FY 2022	
14018	0918-47-281	DALLAS	E	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	\$281,897	\$0	\$70,474	\$352,371	\$0	12/2021	EXPECTED TO OBLIGATE IN FY 2022	
14036	0902-90-139	FORT WORTH	E	BUS 287	BUS 287/NORTH MAIN STREET AT NORTH HANGAR ENTRANCE		ADD RIGHT TURN LANES FOR SOUTHBOUND TRAFFIC	\$52,000	\$0	\$0	\$52,000	\$0	12/2021	EXPECTED TO OBLIGATE IN FY 2022	
14037	0902-90-137	FORT WORTH	E	BUS 287	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	12/2021	EXPECTED TO OBLIGATE IN FY 2022	
14058	0902-90-153	FORT WORTH	E	CS	TRINITY TRAIL FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	\$40,267	\$0	\$0	\$40,267	\$0	12/2021	EXPECTED TO OBLIGATE IN FY 2022	
11614.5	0918-46-267	DENTON	C	VA	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	01/2022	EXPECTED TO OBLIGATE IN FY 2022	
25072	0000-18-110	DART	T	VA	ON THE TRE FROM NOBLE BRANCH	WEST OF MEDICAL DISTRICT DRIVE	ADD TRACK TO CREATE A DOUBLE TRACKED SECTION OF THE TRE RESULTING IN FASTER SPEEDS AND REDUCED DELAY FOR PASSENGERS	\$750,000	\$0	\$187,500	\$937,500	\$0	01/2022	EXPECTED TO OBLIGATE IN FY 2022	

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2022

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11630.7	2964-01-052	GRAND PRAIRIE	E	SH 161	ON FRONTAGE ROADS FROM IH 20	IH 30	INSTALL 6 NEW DMS AND 2 NEW CCTV CAMERAS ALONG SH 161 NB AND SB FRONTAGE ROADS INCLUDING SH 180 AND JEFFERSON	\$84,017	\$21,004	\$0	\$105,021	\$0	02/2022	EXPECTED TO OBLIGATE IN FY 2022	
25093	0918-47-362	DALLAS	E	VA	DEEP ELLUM AREA PEDESTRIAN AND TRAFFIC SIGNAL IMPROVEMENTS, BOUNDED BY LIVE OAK ST TO THE NORTH,	HALL ST TO THE EAST, IH 30 TO THE SOUTH, AND CESAR CHAVEZ BLVD TO THE WEST	CONSTRUCT NEW SIDEWALKS, ADA RAMPS, CURB EXTENSIONS, PEDESTRIAN LIGHTING, AND UPGRADES TO TRAFFIC SIGNALS IN THE DEEP ELLUM AREA	\$400,000	\$0	\$0	\$400,000	\$0	02/2022	EXPECTED TO OBLIGATE IN FY 2022	
21053	0918-47-372	DALLAS	E	CS	ALONG PINE ST FROM US 175 TO MALCOLM X BLVD	ALONG ELSIE FAYE HEGGINS ST (PREVIOUSLY HATCHER RD) FROM US 175 TO 2ND AVE	CONSTRUCT SIDEWALKS	\$120,000	\$0	\$30,000	\$150,000	\$0	03/2022	EXPECTED TO OBLIGATE IN FY 2022	
55207	0095-04-069	TXDOT-DALLAS	C	US 80	AT SH 205/FM 148		CONSTRUCT INTERSECTION IMPROVEMENTS (SIDEWALKS AND TURN LANES)	\$7,479,959	\$1,869,990	\$0	\$9,349,949	\$0	03/2022	EXPECTED TO OBLIGATE IN FY 2022	
14090.1	0902-00-297	FWTA	T	IH 35W	FORT WORTH CENTRAL STATION	TEXAS HEALTH PRESBYTERIAN HOSPITAL PARK AND RIDE LOT IN DENTON	IMPLEMENT HIGH-INTENSITY BUS SERVICE ALONG THE IH 35W CORRIDOR	\$14,000,000	\$0	\$3,500,000	\$17,500,000	\$0	04/2022	EXPECTED TO OBLIGATE IN FY 2022	
21015.3	0918-47-373	DART	T	VA	COVID-19 TRANSIT EDUCATION CAMPAIGN PROGRAM		PROGRAM WILL FOCUS ON EDUCATION AND OUTREACH TO HELP WITH CONSUMER CONFIDENCE AND PROVIDING INCENTIVES TO INCREASE RIDERSHIP	\$300,000	\$0	\$0	\$300,000	\$0	04/2022	EXPECTED TO OBLIGATE IN FY 2022	
11651.5	0902-90-199	KENNEDALE	ENV	VA	ARTHUR INTERMEDIATE AND DELANEY ELEM SAFE ROUTES TO SCHOOL, BOUNDED BY ARTHUR DR TO THE N	W KENNEDALE PARKWAY TO THE S, RUTH DR TO THE E, CORY A EDWARDS DR TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, AND CROSSING SAFETY IMPROVEMENTS; CONSTRUCT NEW SIGNAGE, TRAFFIC CALMING TREATMENTS, AND LIGHTING	\$24,000	\$0	\$6,000	\$30,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
11651.5	0902-90-199	KENNEDALE	E	VA	ARTHUR INTERMEDIATE AND DELANEY ELEM SAFE ROUTES TO SCHOOL, BOUNDED BY ARTHUR DR TO THE N	W KENNEDALE PARKWAY TO THE S, RUTH DR TO THE E, CORY A EDWARDS DR TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, AND CROSSING SAFETY IMPROVEMENTS; CONSTRUCT NEW SIGNAGE, TRAFFIC CALMING TREATMENTS, AND LIGHTING	\$91,273	\$0	\$22,818	\$114,091	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
11657.1	0918-00-298	NCTCOG	I	VA	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	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
14080	0902-90-163	GRAND PRAIRIE	U	VA	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	\$60,000	\$0	\$15,000	\$75,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
21020	0902-90-219	FOREST HILL	C	CS	FOREST HILL DR AT FOREST HILL CIRCLE		CONSTRUCT SIGNAL AND INTERSECTION IMPROVEMENTS, INCLUDING SIGNAL RETIMING	\$500,000	\$0	\$0	\$500,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
21047.1	0197-03-080	TXDOT-DALLAS	C	US 175	DALLAS COUNTY LINE	EAST OF FM 1390	INSTALLATION OF CCTV, DMS AND VEHICLE DETECTION UNITS	\$720,000	\$180,000	\$0	\$900,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
21047.2	0197-02-133	TXDOT-DALLAS	C	US 175	IH 635	KAUFMAN COUNTY LINE	INSTALLATION OF CCTV, DMS AND VEHICLE DETECTION UNITS	\$700,000	\$175,000	\$0	\$875,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
21047.3	0197-04-083	TXDOT-DALLAS	C	US 175	EAST OF FM 1390	SH 34	INSTALLATION OF CCTV, DMS AND VEHICLE DETECTION UNITS	\$660,000	\$165,000	\$0	\$825,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
21057	0918-24-269	PLANO	E	VA	BRECKENRIDGE TRAIL FROM BRADSHAW DR	FUTURE SHILOH RD SILVER LINE DART STATION	CONSTRUCT NEW SHARED-USE PATH	\$1,000,000	\$0	\$0	\$1,000,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
21063	0918-47-368	DALLAS	E	CS	CAMP WISDOM RD FROM US 67	WESTMORELAND RD	RECONSTRUCT AND WIDEN SIDEWALKS, INSTALL PEDESTRIAN LIGHTING, AND RECONSTRUCT/UPGRADE CROSSWALKS AND ASSOCIATED TRAFFIC SIGNAL INFRASTRUCTURE	\$400,000	\$0	\$100,000	\$500,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2022

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
25093.3	0918-47-361	DART	T	VA	DEEP ELLUM RIDESHARE PLAZA; NORTHEAST CORNER OF N. GOOD LATIMER	AT MONUMENT STREET	CONSTRUCT DEEP ELLUM RIDESHARE PLAZA TO PROVIDE OFF-STREET PASSENGER PICK-UP/DROP-OFF AREA FOR TRANSPORTATION NETWORK COMPANIES IN ORDER TO IMPROVE TRAFFIC FLOW IN DEEP ELLUM	\$320,000	\$0	\$80,000	\$400,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
25022	0902-90-050	FORT WORTH	C	VA	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	\$3,786,334	\$0	\$946,583	\$4,732,917	\$0	07/2022	EXPECTED TO OBLIGATE IN FY 2022	
11186.6	0918-00-348	NCTCOG	I	VA	FREEWAY/TRAFFIC INCIDENT MANAGEMENT PROGRAM	INCLUDES TRAINING FOR AGENCY EXECUTIVES AND FIRST RESPONDERS, QUICK	CLEARANCE CRASH RECONSTRUCTION TRAINING, OTHER TRAINING AND EDUCATION TO PROMOTE STRATEGIES TO MITIGATE TRAFFIC INCIDENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$245,460	\$0	\$0	\$245,460	\$0	08/2022	EXPECTED TO OBLIGATE IN FY 2022	
19007	0918-24-253	PLANO	C	SH 121 FRTG RD	CUSTER	SPRING CREEK PKWY	SIGNAL CONTROLLER AND SOFTWARE UPGRADES	\$402,000	\$0	\$0	\$402,000	\$0	07/2022	EXPECTED TO OBLIGATE IN FY 2022	
14013.2	0918-00-337	DART	C	VA	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)	\$14,786,590	\$0	\$0	\$14,786,590	\$0	08/2022	EXPECTED TO OBLIGATE IN FY 2022	
14013.2	0918-48-004	DART	C	VA	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	08/2022	EXPECTED TO OBLIGATE IN FY 2022	
14036	0902-90-139	FORT WORTH	U	BUS 287	BUS 287/NORTH MAIN STREET AT NORTH HANGAR ENTRANCE		ADD RIGHT TURN LANES FOR SOUTHBOUND TRAFFIC	\$35,000	\$0	\$0	\$35,000	\$0	08/2022	EXPECTED TO OBLIGATE IN FY 2022	
14037	0902-90-137	FORT WORTH	U	BUS 287	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)	\$10,000	\$0	\$0	\$10,000	\$0	08/2022	EXPECTED TO OBLIGATE IN FY 2022	
21015.7	0918-00-369	NCTCOG	E	VA	COVID-19 REGIONAL TRANSIT EDUCATION CAMPAIGN PROGRAM		PROGRAM WILL FOCUS ON EDUCATION AND OUTREACH TO HELP WITH CONSUMER CONFIDENCE AND PROVIDING INCENTIVES TO INCREASE RIDERSHIP	\$250,000	\$0	\$0	\$250,000	\$0	08/2022	EXPECTED TO OBLIGATE IN FY 2022	
11630.6	0008-08-077	GRAND PRAIRIE	C	SH 180	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	11/2022	NOT EXPECTED TO OBLIGATE IN FY 2022	PROJECT IS ASSOCIATED WITH ANOTHER PROJECT ALONG MAIN STREET AND IS BEING DELAYED TO FOLLOW THE SAME SCHEDULE
14046	0918-47-286	DALLAS	C	VA	UPTOWN MCKINNEY/COLE COUPLET: ON ALLEN ST FROM CARLISLE ST TO MCKINNEY AVE; ON CARLISLE ST FROM COLE AVE TO ALLEN ST;	ON COLE AVE FROM HARVARD AVE TO CARLISLE ST; ON MCKINNEY AVE FROM HARVARD AVE TO ALLEN ST	CONVERSION OF 3 LN ONE-WAY RDWYS TO TWO-WAY RDWYS; INTERSECTION, SIGNAL, SIGNAGE, PEDESTRIAN, LIGHTING, LANDSCAPING, AND ASSOCIATED IMPROVEMENTS INCLUDING TROLLEY RELOCATION	\$6,700,000	\$0	\$1,675,000	\$8,375,000	\$0	12/2022	NOT EXPECTED TO OBLIGATE IN FY 2022	
14013	0918-47-236	DALLAS CO	C	VA	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	05/2023	NOT EXPECTED TO OBLIGATE IN FY 2022	PROJECT IMPACTED BY CONSTRUCTION OF HUNTINGTON ROAD IN THE CYPRESS WATERS DEVELOPMENT
14058	0902-90-153	FORT WORTH	C	CS	TRINITY TRAIL FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	\$372,467	\$0	\$0	\$372,467	\$0	12/2023	NOT EXPECTED TO OBLIGATE IN FY 2022	DELAY ON THE START OF DESIGN HAS PUSHED THE REST OF THE SCHEDULE OUT
							TOTAL	\$70,669,684	\$2,520,994	\$9,436,930	\$82,627,608	\$0			

TOTAL OBLIGATED IN FY 2022	\$0
TOTAL EXPECTED TO OBLIGATE	\$61,363,149
TOTAL NOT EXPECTED TO OBLIGATED	\$9,306,535

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2022

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
52553	0171-05-081	TXDOT-FORT WORTH	C	SH 199	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	08/2021	EXPECTED TO OBLIGATE IN FY 2022	UPDATE ON THE STATUS OF THE PROJECT FROM TXDOT PENDING
14085.1	0918-47-277	DALLAS	E	VA	DALLAS CENTRAL BUSINESS DISTRICT (HIGH SPEED RAIL STATION AREA) BOUNDED BY MEMORIAL DR. ON THE NORTH	CADIZ ST. ON THE SOUTH, RIVERFRONT BLVD ON THE WEST, S. LAMAR ST. ON THE EAST	CONCEPTUAL STUDY TO SUPPORT DEVELOPMENT AND ROADWAY INFRASTRUCTURE FOR NEW MULTIMODAL FACILITY IN AND AROUND DOWNTOWN DALLAS; FACILITY WILL INTERFACE WITH HIGH SPEED RAIL, BUS, RAIL, AND OTHER MODES	\$2,800,000	\$0	\$700,000	\$3,500,000	\$0	09/2021	EXPECTED TO OBLIGATE IN FY 2022	SCHEDULE UPDATE FROM THE CITY PENDING
11663.2	0902-00-220	TXDOT-FORT WORTH	IMP	VA	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	EXPECTED TO OBLIGATE IN FY 2022	UPDATE ON THE STATUS OF THE PROJECT FROM TXDOT PENDING
11649	0918-00-343	NCTCOG	I	VA	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	10/2021	EXPECTED TO OBLIGATE IN FY 2022	
14024	0918-47-240	SACHSE	R	CS	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	10/2021	EXPECTED TO OBLIGATE IN FY 2022	
14032	0918-47-246	TXDOT-DALLAS	E	CS	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	10/2021	EXPECTED TO OBLIGATE IN FY 2022	
14085.2	0918-47-307	NCTCOG	E	VA	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	10/2021	EXPECTED TO OBLIGATE IN FY 2022	
25013	0902-90-172	FORT WORTH	R	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASIRB 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	10/2021	EXPECTED TO OBLIGATE IN FY 2022	
25061	0918-47-294	NCTCOG	E	VA	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	10/2021	EXPECTED TO OBLIGATE IN FY 2022	
25080.1	0902-00-303	NCTCOG	ENG	VA	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	10/2021	EXPECTED TO OBLIGATE IN FY 2022	
55269	0196-02-132	TXDOT-DALLAS	C	IH 35E	FRANKFORD RD	CORPORATE DR	CONSTRUCT OPERATIONAL IMPROVEMENTS ON NORTHBOUND MAINLANES	\$7,200,000	\$1,800,000	\$0	\$9,000,000	\$0	10/2021	EXPECTED TO OBLIGATE IN FY 2022	
11618.1	0918-00-346	TXDOT-DALLAS	I	VA	REGIONAL MOBILITY ASSISTANCE PATROL (DALLAS DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	\$3,450,000	\$862,500	\$0	\$4,312,500	\$0	11/2021	EXPECTED TO OBLIGATE IN FY 2022	

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2022

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11678	0918-00-324	NCTCOG	I	VA	DFW AUTOMATED VEHICLE PROVING GROUNDS PROJECT (REGION-WIDE)		ADVANCE HIGH-SPEED AUTOMATED VEHICLE PROGRAM THROUGH SHARED-USE MOBILITY COLLABORATIONS AND OTHER AV-RELATED TECHNOLOGIES AND PARTNERSHIPS	\$250,000	\$0	\$0	\$250,000	\$0	11/2021	EXPECTED TO OBLIGATE IN FY 2022	
11696.2	0902-00-301	NCTCOG	I	VA	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 AND GOVERNMENTS; INCLUDES NCTCOG STAFF TIME	\$4,800,000	\$0	\$0	\$4,800,000	\$0	11/2021	EXPECTED TO OBLIGATE IN FY 2022	
11647.1	0918-00-311	NCTCOG	I	VA	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	\$1,524,000	\$0	\$0	\$1,524,000	\$0	01/2022	EXPECTED TO OBLIGATE IN FY 2022	
11650	0902-00-263	NCTCOG	I	VA	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	\$292,000	\$0	\$0	\$292,000	\$0	01/2022	EXPECTED TO OBLIGATE IN FY 2022	
14032	0918-47-246	TXDOT-DALLAS	R	CS	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	01/2022	EXPECTED TO OBLIGATE IN FY 2022	
21086	0047-05-059	MCKINNEY	E	SH 5	LOUISIANA STREET	VIRGINIA STREET	CONCEPTUAL ENGINEERING TO IDENTIFY IMPROVEMENTS TO CONNECT ADJACENT NEIGHBORHOODS IN ORDER TO REKNIT THE COMMUNITY	\$2,000,000	\$0	\$0	\$2,000,000	\$0	01/2022	EXPECTED TO OBLIGATE IN FY 2022	
55205	1310-01-043	TXDOT-DALLAS	C	FM 407	GULF AVE	WEST OF SAGE DRIVE	REALIGN EXISTING 2 TO 2 LANE ROADWAY TO ADDRESS LANE SAFETY ISSUE	\$1,292,175	\$323,043	\$0	\$1,615,218	\$0	01/2022	EXPECTED TO OBLIGATE IN FY 2022	
14038.1	0902-00-250	NCTCOG	I	VA	DFW REGION; MANAGEMENT & OVERSIGHT OF NEW REGIONAL SAFETY PROJECT FUNDING PROGRAM; INCLUDES DEVELOPMENT OF A REGIONAL	TRANSPORTATION SAFETY PLAN; GENERAL SAFETY PLANNING/IMPLEMENTATION ACTIVITIES; CONDUCTING REGIONAL & FEDERAL SAFETY	PERFORMANCE TRACKING/REPORTING REQUIREMENTS; ANALYSIS OF WRONG-WAY DRIVING AND INTERSECTION SAFETY IMPLEMENTATION PLAN COUNTERMEASURE EFFECTIVENESS; COLLECTING/ANALYZING CRASH DATA & INCIDENT PERFORMANCE MEASURES	\$362,000	\$0	\$0	\$362,000	\$0	03/2022	EXPECTED TO OBLIGATE IN FY 2022	
14070	0196-07-034	TXDOT-DALLAS	C	SS 366	WEST OF AKARD ST	SAINT PAUL ST	CONSTRUCT EXTENSION OF EXISTING KLYDE WARREN PARK DECK PLAZA; STRUCTURE ONLY	\$30,000,000	\$0	\$7,500,000	\$37,500,000	\$0	03/2022	EXPECTED TO OBLIGATE IN FY 2022	
21092	0422-05-011	TXDOT-FORT WORTH	E	VA	ON NOLAN RIVER ROAD FROM NORTH OF US 67 FRONTAGE ROAD	SOUTH OF US 67 FRONTAGE ROAD	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES INCLUDING BRIDGE AT US 67	\$800,000	\$200,000	\$0	\$1,000,000	\$0	03/2022	EXPECTED TO OBLIGATE IN FY 2022	
21094	0902-20-232	TXDOT-FORT WORTH	E	CR 4668	AT BOBO'S CROSSING		RECONSTRUCT BRIDGE TO ELEVATE OUT FLOOD PLAIN FOR SAFETY	\$3,000,000	\$0	\$0	\$3,000,000	\$0	03/2022	EXPECTED TO OBLIGATE IN FY 2022	
25068	0196-02-131	TXDOT-DALLAS	C	IH 35E	GARDEN RIDGE BLVD	LAKE LEWISVILLE BRIDGE	CONSTRUCT NB ENTRANCE RAMPS FOR HIGHLAND VILLAGE RD TO NB IH 35E	\$2,400,000	\$600,000	\$0	\$3,000,000	\$0	03/2022	EXPECTED TO OBLIGATE IN FY 2022	
11176.8	0902-90-157	FWTA	T	VA	FWTA VANPOOL PROGRAM		OPERATE VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; INCLUDES COST OF VEHICLE LEASING AND PART OF ADMINISTRATIVE COSTS, BALANCE OF COST ARE 100% LOCAL	\$635,000	\$0	\$159,000	\$794,000	\$0	04/2022	EXPECTED TO OBLIGATE IN FY 2022	
14026.1	0902-38-141	WEATHERFORD	E	VA	ON WACO ST/WEST COLUMBIA ST FROM US 180	FM 51/FM 171	RECONSTRUCT AND WIDEN 2 LANE ROADWAY TO 4 LANE ROADWAY INCLUDING BICYCLE FACILITIES, SIDEWALKS, LIGHTING AND LANDSCAPING	\$865,800	\$0	\$0	\$865,800	\$0	04/2022	EXPECTED TO OBLIGATE IN FY 2022	

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2022

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14026.5	0365-01-052	WEATHERFORD	E	FM 51/FM 171	SOUTH OF INTERSECTION OF FM 51/FM 171 AND W COLUMBIA STREET	NORTH OF INTERSECTION OF FM 51/FM 171 AND W COLUMBIA STREET	INTERSECTION IMPROVEMENTS AT FM 51/FM 171 FOR NEW 4 LANE BYPASS	\$195,360	\$48,840	\$0	\$244,200	\$0	04/2022	EXPECTED TO OBLIGATE IN FY 2022	
21015.4	0918-00-374	DCTA	T	VA	TRANSIT PREVENTIVE MAINTENANCE		ACTIVITIES TO PRESERVE AND EXTEND THE FUNCTIONALITY AND SERVICEABILITY OF CAPITAL ASSETS	\$200,000	\$0	\$0	\$200,000	\$0	04/2022	EXPECTED TO OBLIGATE IN FY 2022	
21015.5	0902-90-231	FWTA	T	VA	TRANSIT PREVENTIVE MAINTENANCE		ACTIVITIES TO PRESERVE AND EXTEND THE FUNCTIONALITY AND SERVICEABILITY OF CAPITAL ASSETS	\$250,000	\$0	\$0	\$250,000	\$0	04/2022	EXPECTED TO OBLIGATE IN FY 2022	
21015.6	0918-24-270	DART	E	VA	ON SILVER LINE FROM DFW AIRPORT	SHILOH ROAD	EXPEDITE DESIGN REVIEW BY CLASS I AND SHORT LINE FREIGHT RAILROADS FOR THE SILVERLINE RAIL AND TRAIL PROJECT	\$800,000	\$0	\$0	\$800,000	\$0	04/2022	EXPECTED TO OBLIGATE IN FY 2022	
21015.8	0902-50-142	FWTA	T	VA	CONSTRUCT NEW STOPS ACCOMODATIONS IN THE TRINITY METRO SERVICE AREA		IDENTIFY AND CONSTRUCT BUS STOPS LACKING CONCRETE PADS AND OVERHEAD SHELTERS	\$1,000,000	\$0	\$0	\$1,000,000	\$0	04/2022	EXPECTED TO OBLIGATE IN FY 2022	
21062	0902-90-233	ALVARADO	E	CS	ON CUMMINGS DRIVE FROM US 67	NORTH OF CR 508	RECONSTRUCT 2 TO 3 LANE ROADWAY WITH NEW SIDEWALKS AND INTERSECTION IMPROVEMENTS INCLUDING TURNING LANES AND SIGNALIZATION AT US 67 AND CUMMINGS	\$1,200,000	\$0	\$300,000	\$1,500,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
25078	0918-47-313	BALCH SPRINGS	E	CS	ON HICKORY TREE ROAD FROM ELAM ROAD	LAKE JUNE ROAD	RECONSTRUCT FROM 2 TO 3 LANES WITH PEDESTRIAN IMPROVEMENTS, INCLUDING SIDEWALKS AND SHARED-USE PATH	\$1,300,000	\$0	\$0	\$1,300,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
25092	0918-47-363	DALLAS	E	VA	DEEP ELLUM PARKING IMPROVEMENTS; FROM ELM ST	IH 30	CONSTRUCT NEW PARKING FACILITIES IN THE VACANT LAND UNDER IH 345 AND CONSTRUCT IMPROVEMENTS TO THE EXISTING PARKING LOTS UNDER IH 345, INCLUDING ELECTRIC VEHICLES CHARGING TECHNOLOGY, PARKING METERS, WAYFINDING, AND OTHER INNOVATIVE IMPROVEMENTS	\$500,000	\$0	\$0	\$500,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
21027	0918-47-392	DALLAS	E	VA	DALLAS TRAFFIC SIGNAL PROJECT AREA BOUNDED BY IH 35 ON THE W, IH 635 ON THE E & N, AND NORTHWEST HWY TO THE S	ALONG HAMPTON ROAD FROM LEATH STREET TO CAMP WISDOM; ALONG LANCASTER ROAD FROM ELMORE AVENUE TO SHELLHORSE DRIVE	DESIGN AND CONSTRUCT 22 SIGNALS IN AREA DAMAGED BY 2019 TORNADO; 9 SIGNALS ALONG HAMPTON ROAD; AND 13 SIGNALS ALONG LANCASTER RD; ALL SIGNAL WORK INCLUDES SIGNAL RETIMING	\$2,350,000	\$0	\$587,500	\$2,937,500	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
21029	0918-47-370	DALLAS	E	VA	PEDESTRIAN ROUTES TO RAIL STATIONS AT DALLAS ZOO DART STATION		CONSTRUCT SIDEWALKS AND OTHER PEDESTRIAN IMPROVEMENTS AT AND AROUND THE DALLAS ZOO DART STATION/SOUTHERN GATEWAY PUBLIC GREEN AND MAKE SYSTEM CONNECTIONS TO THE PEROT MUSEUM/KLYDE WARREN PARK	\$400,000	\$0	\$0	\$400,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
11684.2	0081-12-053	FORT WORTH	ENV	VA	IH 35W AUTOMATED VEHICLE (AV) TRUCKPORT; ALLIANCE - SOUTHEAST CORNER OF SH 170 AND IH 35W		PILOT PROJECT TO DEVELOP AND BUILD AUTOMATED FREIGHT FACILITY TO COLLECT/DISTRIBUTE FREIGHT AND TEST AUTOMATED TRUCK TECHNOLOGY TO IMPROVE AV USES IN FREIGHT/SUPPLY CHAIN/LOGISTICS	\$100,000	\$0	\$0	\$100,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
11684.2	0081-12-053	FORT WORTH	E	VA	IH 35W AUTOMATED VEHICLE (AV) TRUCKPORT; ALLIANCE - SOUTHEAST CORNER OF SH 170 AND IH 35W		PILOT PROJECT TO DEVELOP AND BUILD AUTOMATED FREIGHT FACILITY TO COLLECT/DISTRIBUTE FREIGHT AND TEST AUTOMATED TRUCK TECHNOLOGY TO IMPROVE AV USES IN FREIGHT/SUPPLY CHAIN/LOGISTICS	\$758,953	\$0	\$0	\$758,953	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
14091.1	0902-90-229	FORT WORTH	E	VA	BUTLER HOUSING PROJECT BOUNDED BY IH 35W, IH 30, AND US 287		PLANNING STUDY TO CONDUCT AN ANALYSIS OF ALTERNATIVES TO IMPROVE ROADWAY ACCESSIBILITY TO FORMER BUTLER PLACE HISTORIC DISTRICT THAT WILL ASSESS ECONOMIC AND SOCIAL OPPORTUNITIES, INCLUDING TRAFFIC STUDY OF THE E LANCASTER AVE INTERSECTIONS OF JONES ST	\$2,000,000	\$0	\$500,000	\$2,500,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
21033	0902-90-223	FORT WORTH	E	VA	EAST ROSEDALE BOUNDED BY ROSEDALE ON THE NORTH, LIBERTY STREET ON THE EAST,	POLLARD-SMITH ON THE SOUTH, AND AMANDA AVENUE ON THE WEST	CONDUCT PLANNING STUDY TO DETERMINE PARCEL LOCATION AND TRANSIT DEMAND; DESIGN AND CONSTRUCT TRANSIT BUS CENTER NEAR NEW ENVISION CENTER AND STOP SIX	\$200,000	\$0	\$0	\$200,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2022

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14082	0902-90-164	HALTOM CITY	E	CS	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	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
11612.2	0902-00-234	NCTCOG	I	VARIOUS	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; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$875,000	\$0	\$0	\$875,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
11621.1	0902-00-267	NCTCOG	I	VA	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	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
11622.3	0918-00-314	NCTCOG	I	VA	TRAVEL SURVEY & DATA COLLECTION PROGRAM: TO PROVIDE TRAVEL INFORMATION USED TO CREATE ANALYTICAL TOOLS FOR ALL PLANNING,	AIR QUALITY, AND MANAGEMENT PROJECTS IN THE MPA; ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND	FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES; INCLUSION OF NON-MOTORIZED TRIPS IN THE REGIONAL TRAVEL MODEL; DEVELOPMENT OF DYNAMIC TRAFFIC ASSIGNMENT MODEL FOR ROADWAY NETWORK ANALYSIS	\$1,695,000	\$0	\$0	\$1,695,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
11649	0918-00-363	NCTCOG	I	VA	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	\$1,197,000	\$0	\$299,250	\$1,496,250	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
11655.1	0902-00-241	NCTCOG	I	VA	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	\$790,400	\$0	\$0	\$790,400	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
11694	0918-00-318	NCTCOG	I	VA	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	\$2,594,000	\$0	\$0	\$2,594,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
21017	0918-00-370	NCTCOG	E	VA	PAVEMENT CONDITION ON RTC-FOCUSED (NHS) OFF SYSTEM ROADWAYS	REGIONWIDE	REVIEW PAVEMENT SCORES AND PERFORM ENGINEERING TO IDENTIFY IMPROVEMENTS TO BE MADE (RESPONSE TO FEDERAL PERFORMANCE MEASURES)	\$1,000,000	\$0	\$0	\$1,000,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
21044	0918-47-380	NCTCOG	E	VA	MIDTOWN PEOPLE MOVER BOUNDED BY IH 635 TO THE SOUTH, DALLAS NORTH TOLLWAY	TO THE WEST, PRESTON ROAD TO THE EAST, AND SPRING VALLEY ROAD TO THE NORTH	ENGINEERING, TESTING, AND CONSTRUCTION OF AN AUTOMATED PEOPLEMOVER SYSTEM IN THE DALLAS MIDTOWN DISTRICT	\$2,000,000	\$0	\$0	\$2,000,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
21013	0902-90-224	NCTCOG	E	CS	FOREST HILL DRIVE FROM LON STEPHENSON ROAD	SHELBY ROAD	PLANNING STUDY OF TRANSPORTATION, LAND USE, AND FLOODING; ENGINEERING TO RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES WITH SIGNAL RETIMING AND INTERSECTION IMPROVEMENTS	\$500,000	\$0	\$0	\$500,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
21016.1	0918-00-371	NCTCOG	E	VA	REGIONAL DATA HUB - DFW MPO BOUNDARY	DEPLOYMENT AND ADAPTATION OF THE CALTRANS TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS DATA ENGINE	TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S ROADWAYS BY INTEGRATING DATA SOURCES, INCLUDING REGIONAL 511 AND OTHER TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYSTEMS, AND FACILITATING DATA SHARING WITHIN THE REGION; INCLUDES NCTCOG STAFF TIME	\$600,000	\$0	\$0	\$600,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
21079	0918-47-385	NCTCOG	E	VA	ON IH 30 FROM DALLAS/TARRANT COUNTY LINE	IH 635	PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES	\$3,200,000	\$800,000	\$0	\$4,000,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2022

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
21080	1068-02-156	NCTCOG	E	IH 30	IH 35W	DALLAS/TARRANT COUNTY LINE	PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES	\$800,000	\$200,000	\$0	\$1,000,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
21088	0918-00-372	NCTCOG	I	VA	NATIONAL PARK SERVICE PARTNERSHIP (PHASE 2); REGION WIDE	SUPPORT TRINITY RIVER NATIONAL WATER TRAIL COMMITTEE BY COORDINATING WITH LOCAL AGENCIES TO INSTALL NCTCOG -	OWNED MOBILE COUNT EQUIPMENT, DEVELOP DOCUMENTATION AND BEST PRACTICE GUIDES ON THE IMPACT OF WATER TRAIL ACCESS POINTS ON TRAIL USAGE, AND THE ECO-TOURISM BENEFITS OF WATER TRAIL ACCESS POINTS AS IT RELATES TO THE FORT WORTH AND DALLAS REGIONAL TRAIL	\$120,000	\$0	\$0	\$120,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
25090	0918-00-366	NCTCOG	I	VA	ON US 75 FROM DALLAS COUNTY LINE TO SH 121	TECHNOLOGY OR OTHER CONSTRAINED CORRIDORS; COULD BE EXPANDED TO OTHER CORRIDORS IN THE FUTURE	GOCARMA DEMONSTRATION OF SMARTPHONE-BASED ALTERNATIVE TO CURRENT GAS TAX STRUCTURE	\$5,000,000	\$0	\$0	\$5,000,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
13044	0047-06-161	TXDOT-DALLAS	C	US 75	AT RIDGEVIEW DRIVE		RECONSTRUCT INTERCHANGE	\$7,156,475	\$1,789,119	\$0	\$8,945,594	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
21016.2	0918-00-364	TXDOT-DALLAS	I	VA	REGIONAL DATA HUB - DFW MPO BOUNDARY	DEPLOYMENT AND ADAPTION OF THE CALTRANS TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS DATA ENGINE	TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S ROADWAYS BY INTEGRATING DATA SOURCES, INCLUDING REGIONAL 511 AND OTHER TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYSTEMS, AND FACILITATING DATA SHARING WITHIN THE REGION	\$1,000,000	\$0	\$0	\$1,000,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
11554.1	0902-00-270	NCTCOG	E	VA	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	\$260,000	\$0	\$0	\$260,000	\$0	08/2022	EXPECTED TO OBLIGATE IN FY 2022	
11613.2	0902-00-273	NCTCOG	I	VARIOUS	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	\$674,000	\$0	\$0	\$674,000	\$0	08/2022	EXPECTED TO OBLIGATE IN FY 2022	
11893.5	0902-00-260	NCTCOG	I	VA	511 TRAVELER INFORMATION SYSTEM (ITS)		DEVELOP AND IMPLEMENT TRAVELER INFORMATION SYSTEM IN REGION	\$1,380,000	\$345,000	\$0	\$1,725,000	\$0	08/2022	EXPECTED TO OBLIGATE IN FY 2022	
21009.1	0918-47-328	NCTCOG	E	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	\$800,000	\$0	\$0	\$800,000	\$0	08/2022	EXPECTED TO OBLIGATE IN FY 2022	
21015.1	0918-00-375	NCTCOG	E	VA	ENGINEERING FOR PASSENGER RAIL/ROADWAY INTERFACES	REGIONWIDE	ESTABLISH ENGINEERING AGREEMENTS WITH FREIGHT AND PASSENGER RAILROADS, ALLOWING FOR STREAMLINED DESIGN AND REVIEW OF DESIGN PLANS FOR REGIONALLY SIGNIFICANT TRANSPORTATION PROJECTS	\$3,100,000	\$0	\$0	\$3,100,000	\$0	08/2022	EXPECTED TO OBLIGATE IN FY 2022	
11684.5	0918-47-389	RICHARDSON	E	VA	CITY OF RICHARDSON CONNECTED & AUTOMATED VEHICLE (AV) TEST BED & COMMUNITY CONNECTOR; TRAFFIC DETECTION & COMMS UPGRADES	INCLUDE CELLULAR VEHICLE-TO-EVERYTHING/LTE-TO-EVERYTHING ROADSIDE & ON-BOARD UNITS; RAPID FLASHING BEACONS AT	GREENVILLE/ARAPAHO STATION; RECTANGLE RAPID FLASHING BEACONS XING; SYSTEMS ENG FOR CONNECTED VEHICLE-TO-EVERYTHING IMP; ON-DEMAND AV SERVICES CONNECTING POINTS-OF-INTEREST AROUND ARAPAHO STATION, INCL NETWORK OF NEIGHBORHOODS AND COMMUNITY CENTERS	\$277,868	\$0	\$0	\$277,868	\$0	08/2022	EXPECTED TO OBLIGATE IN FY 2022	

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2022

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
21022	0008-13-248	TXDOT-FORT WORTH	C	IH 820	AT TRINITY RAILWAY EXPRESS (TRE) LINE FROM NORTH OF TRINITY BLVD	SOUTH OF SH 10	RECONSTRUCT NORTHBOUND 2 TO 2 GENERAL PURPOSE LANES AND APPROACHES	\$14,400,000	\$3,600,000	\$0	\$18,000,000	\$0	08/2022	EXPECTED TO OBLIGATE IN FY 2022	
21015.2	0918-00-376	NCTCOG	I	VA	INSURANCE FOR PASSENGER RAIL INTEGRATION	REGIONAL	PURCHASE INSURANCE FOR PASSENGER RAIL OPERATIONS	\$5,000,000	\$0	\$0	\$5,000,000	\$0	09/2022	EXPECTED TO OBLIGATE IN FY 2022	
11663.2	0902-00-220	TXDOT-FORT WORTH	I	VA	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	\$287,821	\$71,955	\$0	\$359,776	\$0	09/2022	EXPECTED TO OBLIGATE IN FY 2022	
20304.3	0918-47-330	TXDOT-DALLAS	I	VA	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	EXPECTED TO OBLIGATE IN FY 2022	
14026.2	0902-38-139	WEATHERFORD	R	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	\$2,150,000	\$0	\$0	\$2,150,000	\$0	09/2022	EXPECTED TO OBLIGATE IN FY 2022	
11559	0902-48-799	FWTA	T	CS	TRE CROSSING	AT CALLOWAY CEMETERY	UPGRADE TO QUAD GATES AND RESURFACE CROSSING	\$504,186	\$0	\$126,047	\$630,233	\$0	02/2020 (ACTUAL)	EXPECTED TO OBLIGATE IN FY 2022	
14046	0918-47-286	DALLAS	C	VA	UPTOWN MCKINNEY/COLE COUPLET: ON ALLEN ST FROM CARLISLE ST TO MCKINNEY AVE; ON CARLISLE ST FROM COLE AVE TO ALLEN ST;	ON COLE AVE FROM HARVARD AVE TO CARLISLE ST; ON MCKINNEY AVE FROM HARVARD AVE TO ALLEN ST	CONVERSION OF 3 LN ONE-WAY RDWYS TO TWO-WAY RDWYS; INTERSECTION, SIGNAL, SIGNAGE, PEDESTRIAN, LIGHTING, LANDSCAPING, AND ASSOCIATED IMPROVEMENTS INCLUDING TROLLEY RELOCATION	\$6,700,000	\$0	\$1,675,000	\$8,375,000	\$0	12/2022	NOT EXPECTED TO OBLIGATE IN FY 2022	
14002	0918-47-208	DALLAS CO	R	CS	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	01/2023	NOT EXPECTED TO OBLIGATE IN FY 2022	DESIGN IS NOT EXPECTED TO START UNTIL SPRING 2022, WHICH WILL DELAY THE START OF RIGHT-OF-WAY ACQUISITION
14003	0918-47-239	DALLAS CO	R	CS	JEFFERSON ST FROM WINTERGREEN RD TO PLEASANT RUN RD AND PLEASANT RUN RD FROM JEFFERSON ST	LANCASTER-HUTCHINS RD	WIDEN AND RECONSTRUCT 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN	\$329,152	\$0	\$82,288	\$411,440	\$0	01/2023	NOT EXPECTED TO OBLIGATE IN FY 2022	DESIGN IS NOT EXPECTED TO START UNTIL SPRING 2022, WHICH WILL DELAY THE START OF RIGHT-OF-WAY ACQUISITION
54119.5	0442-02-162	TXDOT-DALLAS	C	IH 35E	ELLIS COUNTY LINE	BEAR CREEK ROAD	CONSTRUCT INTERCHANGE AT LOOP 9 AND IH 35E	\$466,400	\$116,600	\$0	\$583,000	\$0	02/2023	NOT EXPECTED TO OBLIGATE IN FY 2022	PROJECT TO BE DELAYED TO FY 2023
21033	0902-90-223	FORT WORTH	C	VA	EAST ROSEDALE BOUNDED BY ROSEDALE ON THE NORTH, LIBERTY STREET ON THE EAST,	POLLARD-SMITH ON THE SOUTH, AND AMANDA AVENUE ON THE WEST	CONDUCT PLANNING STUDY TO DETERMINE PARCEL LOCATION AND TRANSIT DEMAND; DESIGN AND CONSTRUCT TRANSIT BUS CENTER NEAR NEW ENVISION CENTER AND STOP SIX	\$800,000	\$0	\$0	\$800,000	\$0	08/2023	NOT EXPECTED TO OBLIGATE IN FY 2022	
11639.1	0918-46-313	DCTA	T	VA	DCTA VANPOOL PROGRAM		OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE	\$327,600	\$0	\$81,900	\$409,500	\$0	01/2024	NOT EXPECTED TO OBLIGATE IN FY 2022	FUNDS ARE NOT ANTICIPATED TO BE NEEDED UNTIL 2024 DUE TO REDUCED EXPENSES IN RECENT YEARS
14082	0902-90-164	HALTOM CITY	R	CS	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	01/2024	NOT EXPECTED TO OBLIGATE IN FY 2022	RIGHT-OF-WAY PHASE TO BE DELAYED TO FY 20224 DUE TO DELAYS IN GETTING AGREEMENT EXECUTED AND ENGINEERING STARTED
14042	0717-01-025	TXDOT-FORT WORTH	C	FM 113	OLD MILLSAP ROAD	NORTH OF OLD MILLSAP ROAD	REALIGN FM 113 (2 TO 2 LANES)	\$480,000	\$120,000	\$0	\$600,000	\$0	09/2025	NOT EXPECTED TO OBLIGATE IN FY 2022	PROJECT IS EXPERIENCING DELAYS DUE TO ISSUES WITH ENVIRONMENTAL CLEARANCE AND RAILROAD COORDINATION
							TOTAL	\$178,455,967	\$16,661,693	\$13,587,485	\$208,705,145	\$0			

TOTAL OBLIGATED IN FY 2022	\$0
TOTAL EXPECTED TO OBLIGATE	\$168,750,315
TOTAL NOT EXPECTED TO OBLIGATE	\$9,705,652

TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2022

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
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	\$0	\$127,953	\$0	11/2021	EXPECTED TO OBLIGATE IN FY 2022	
40047	0918-47-204	DALLAS	VA	C	UNIVERSITY CROSSING TRAIL LIGHTING; ELLSWORTH AVE	SKILLMAN ST	ADD PEDESTRIAN LIGHTING ALONG UNIVERSITY CROSSING TRAIL FROM GLENCOE PARK IN THE SOUTH TO SKILLMAN IN THE EAST, AND CONNECTING WITH PREEXISTING LIGHTING SOUTH OF SMU BLVD	\$656,040	\$164,010	\$820,050	\$0	01/2022	EXPECTED TO OBLIGATE IN FY 2022	
40047	0918-47-204	DALLAS	VA	CE	UNIVERSITY CROSSING TRAIL LIGHTING; ELLSWORTH AVE	SKILLMAN ST	ADD PEDESTRIAN LIGHTING ALONG UNIVERSITY CROSSING TRAIL FROM GLENCOE PARK IN THE SOUTH TO SKILLMAN IN THE EAST, AND CONNECTING WITH PREEXISTING LIGHTING SOUTH OF SMU BLVD	\$31,240	\$7,810	\$39,050	\$0	01/2022	EXPECTED TO OBLIGATE IN FY 2022	
40024.2	0918-47-324	DALLAS	VA	C	ROSEMONT SRTS IMPROVEMENTS BOUNDED BY MARY CLIFF ST (WEST), STEWART ST (NORTH),	TYLER ST (EAST), AND JEFFERSON BLVD (SOUTH)	CONSTRUCT NEW SIDEWALKS, BIKE LANE, AND TRAFFIC CALMING DEVICES TO CONNECT THE ROSEMONT SCHOOL CAMPUSES AND THE SURROUNDING NEIGHBORHOODS; TRAFFIC CALMING DEVICES INCLUDING ITEMS SUCH AS SPEED BUMPS, SIGNS, AND MARKINGS	\$689,410	\$0	\$689,410	\$0	02/2022	EXPECTED TO OBLIGATE IN FY 2022	
40024.2	0918-47-324	DALLAS	VA	CE	ROSEMONT SRTS IMPROVEMENTS BOUNDED BY MARY CLIFF ST (WEST), STEWART ST (NORTH),	TYLER ST (EAST), AND JEFFERSON BLVD (SOUTH)	CONSTRUCT NEW SIDEWALKS, BIKE LANE, AND TRAFFIC CALMING DEVICES TO CONNECT THE ROSEMONT SCHOOL CAMPUSES AND THE SURROUNDING NEIGHBORHOODS; TRAFFIC CALMING DEVICES INCLUDING ITEMS SUCH AS SPEED BUMPS, SIGNS, AND MARKINGS	\$68,941	\$0	\$68,941	\$0	02/2022	EXPECTED TO OBLIGATE IN FY 2022	
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	\$138,670	\$693,352	\$0	04/2022	EXPECTED TO OBLIGATE IN FY 2022	
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	\$13,867	\$69,335	\$0	04/2022	EXPECTED TO OBLIGATE IN FY 2022	
14013.4	0902-90-177	DART	VA	T	COTTON BELT VELOWEB TRAIL FROM FUTURE DFW THROUGH STATION	GRAPEVINE EASTERN CITY LIMITS	CONSTRUCT GRAPEVINE SECTION OF THE COTTON BELT TRAIL CORRIDOR	\$1,923,024	\$480,756	\$2,403,780	\$0	04/2022	EXPECTED TO OBLIGATE IN FY 2022	
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	\$117,925	\$589,623	\$0	04/2022	EXPECTED TO OBLIGATE IN 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	\$8,665	\$43,324	\$0	04/2022	EXPECTED TO OBLIGATE IN FY 2022	
40069	0902-38-138	HUDSON OAKS	VA	C	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	\$1,937,647	\$484,411	\$2,422,058	\$0	04/2022	EXPECTED TO OBLIGATE IN FY 2022	PROJECT MUST LET BY APRIL 2022 PER STATE TASA RULES
40069	0902-38-138	HUDSON OAKS	VA	CE	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	\$114,394	\$28,599	\$142,993	\$0	04/2022	EXPECTED TO OBLIGATE IN FY 2022	PROJECT MUST LET BY APRIL 2022 PER STATE TASA RULES
14013.2	0918-00-337	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)	\$4,648,925	\$0	\$4,648,925	\$0	08/2022	EXPECTED TO OBLIGATE IN FY 2022	
14013.2	0918-00-350	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)	\$2,161,569	\$540,392	\$2,701,961	\$0	08/2022	EXPECTED TO OBLIGATE IN FY 2022	
40067	0918-47-298	DALLAS CO	VA	C	ON HARRY HINES BLVD FROM WEBB CHAPEL EXT	MANANA DR	CONSTRUCT NEW SHARED-USE PATH AND SIDEWALKS WITH GREEN BUFFERS FOR PEDESTRIANS AND BICYCLISTS	\$2,399,747	\$599,937	\$2,999,684	\$0	08/2022	EXPECTED TO OBLIGATE IN FY 2022	

TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2022

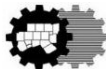
TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
40066	0902-90-171	GRAPEVINE	VA	C	COTTON BELT TRAIL (SEGMENT 1) FROM TEXAN TRAIL ROADWAY	FUTURE DFW STATION	CONSTRUCT SHARED-USE PATH	\$777,936	\$194,484	\$972,420	\$0	02/2023	NOT EXPECTED TO OBLIGATE IN FY 2022	DESIGN HAS BEEN PAUSED UNTIL DART DETERMINES THE EXACT LOCATION OF THE STATION TO BE CONSTRUCTED NEAR THIS PROJECT
40068	0918-47-311	BALCH SPRINGS	CS	C	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	\$718,797	\$0	\$718,797	\$0	05/2023	NOT EXPECTED TO OBLIGATE IN FY 2022	
40068	0918-47-311	BALCH SPRINGS	CS	CE	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	\$9,891	\$0	\$9,891	\$0	05/2023	NOT EXPECTED TO OBLIGATE IN FY 2022	
							TOTAL	\$17,356,430	\$2,779,526	\$20,161,547	\$0			

TOTAL OBLIGATED IN FY 2022	\$0
TOTAL EXPECTED TO OBLIGATE	\$15,849,806
TOTAL NOT EXPECTED TO OBLIGATE	\$1,506,624

FISCAL YEAR 2021 & 2022 PROJECT TRACKING

Surface Transportation Technical Committee

October 22, 2021



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- Due to significant implementation delays on projects across the region and a need to better maintain the region's funding balances, a more robust project tracking effort was created to highlight and prevent these delays.
- At the beginning of each fiscal year, the Surface Transportation Technical Committee (STTC) and the Regional Transportation Council (RTC) are 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	OCTOBER 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	\$115.5
Federal Funding Obligated (2021) ^{2, 4}	\$0	\$94.1
FY 2021 Project Phases ³	61	46
Project Phases Obligated to Date	14	29
Unobligated Project Phases Past Their Original Estimated Start Date	16	17

81%

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 10/11/2021

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	\$312.2
FY 2021 Project Phases ³	52	55
Project Phases Obligated to Date	10	35
Unobligated Project Phases Past Their Original Estimated Start Date	10	20

151%

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 10/11/2021

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	\$9.5
FY 2021 Project Phases ³	29	25
Project Phases Obligated to Date	7	18
Unobligated Project Phases Past Their Original Estimated Start Date	12	7

83%

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 10/11/2021

SUMMARY OF FY 2021 PROGRESS

- FY 2021 has ended and:
 - 81 percent of CMAQ funds were obligated
 - 151 percent of STBG funds were obligated
 - 83 percent of TA-Set Aside funds were obligated
- Increased tracking led to improvements in obligation rates across all 3 categories.
- The STBG/Category 2 funding partnership was successful in reducing the region's STBG carryover balance.
- More STBG was obligated than programmed due to the State requesting to obligate additional STBG in our region since other regions and states left STBG funds on the table.
- Sufficient TA Set Aside funds obligated to avoid lapsing in FY 2021.

SUMMARY OF TIP FY 2022 PROJECT FUNDING - CMAQ

	OCTOBER 2021
Total Federal Funding Programmed ¹	\$70,669,684
Federal Funding Obligated (2022) ^{2, 3}	\$0
FY 2022 Project Phases	44
Project Phases Obligated to Date	0
Project Phases Past Their Original Estimated Start Date	4

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: Obligation amounts as of 10/11/2021

SUMMARY OF TIP FY 2022 PROJECT FUNDING - STBG

	OCTOBER 2021
Total Federal Funding Programmed ¹	\$178,455,967
Federal Funding Obligated (2022) ^{2, 3}	\$0
FY 2022 Project Phases	77
Project Phases Obligated to Date	0
Project Phases Past Their Original Estimated Start Date	3

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: Obligation amounts as of 10/11/2021

SUMMARY OF TIP FY 2022 PROJECT FUNDING – TA SET ASIDE

	OCTOBER 2021
Total Federal Funding Programmed ¹	\$17,356,430
Federal Funding Obligated (2022) ^{2, 3}	\$0
FY 2022 Project Phases	18
Project Phases Obligated to Date	0
Project Phases Past Their Original Estimated Start Date	0

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: Obligation amounts as of 10/11/2021

NEXT STEPS

- Continue monitoring project progress and working with project sponsors and TxDOT to resolve issues that may be causing delays in project implementation.
- Provide quarterly updates on FY 2022 projects
- Continue monitoring for possible lapse of funding

QUESTIONS?

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NCTCOG PRESENTATION

Status Report on Local Government Energy Reporting

Dorothy Gilliam

Surface Transportation Technical Committee

October 22, 2021

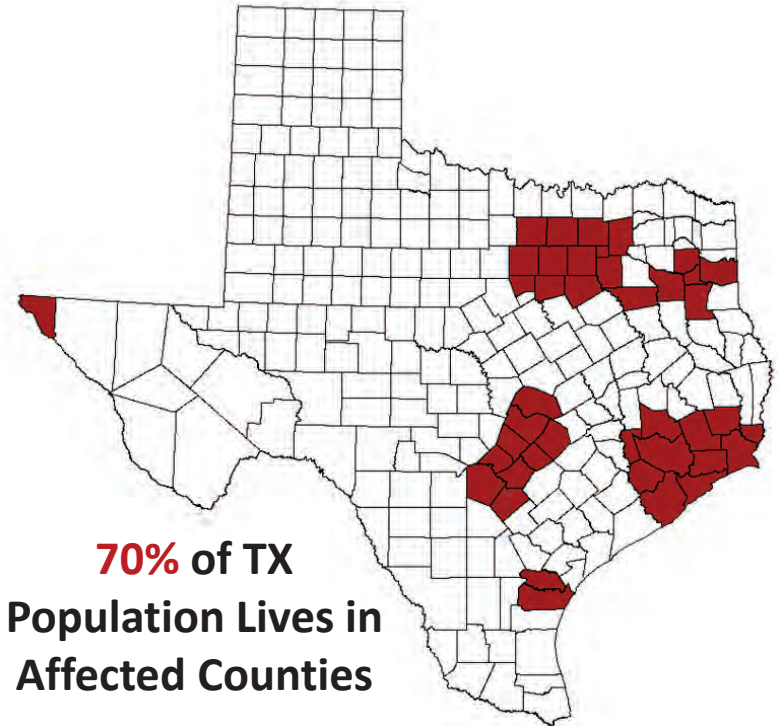
Local Government Energy Reporting

Section 388.005 Texas Health and Safety Code:

Purpose: Aid efforts to **attain federal air quality standards** by reducing demand for electricity generation.

Who Reports: Political subdivisions, institutes of higher education, or state agencies in **41 “affected counties” in Texas.*** Political subdivisions include cities, counties, water districts, and other local government entities.

Requirements: **Establish a goal of reducing electric consumption by at least 5% each year** for 7 years beginning September 1, 2019 and **submit an annual report** to SECO regarding the progress and efforts to meet the reduction goal



**70% of TX
Population Lives in
Affected Counties**

*Bastrop, Bexar, Brazoria, Caldwell, Chambers, Collin, Comal, Dallas, Denton, El Paso, Ellis, Fort Bend, Galveston, Gregg, Guadalupe, Hardin, Harris, Harrison, Hays, Henderson, Hood, Hunt, Jefferson, Johnson, Kaufman, Liberty, Montgomery, Nueces, Orange, Parker, Rockwall, Rusk, San Patricio, Smith, Tarrant, Travis, Upshur, Waller, Williamson, Wilson and Wise (Texas Administrative Code, Title 30, §114.629)



Local Government Energy Reporting Process

Zoom Video

1. Submit Annual Report

www.comptroller.texas.gov/programs/seco/reporting/local-gov.php

The screenshot shows the 'SECTION 1: Reporting Entity Information' form. It includes fields for 'Entity name', 'Entity type' (with radio buttons for Municipality, County, State agency, Higher education, and Other), and 'Contact information' (with fields for City, ZIP Code, County, Contact name, Contact title, Contact email address, and Contact phone number). A red arrow points from the 'How to Report' section of the main page to this form.

2. Download a copy of your submitted data

The screenshot shows the 'Programs' page for 'SECO'. It features a 'LOCAL GOVERNMENT ENERGY REPORTING' section with a paragraph about the Texas Health and Safety Code §388.005(c) and a 'Who Reports' section listing 41 non-attainment areas. A red arrow points from the 'Download a copy of your submitted data' header to a blue button labeled 'Energy Consumption Reporting Dashboard'. Below this is a 'Related Links' section with links to 'State Agencies and Institutions of Higher Ed Reporting', 'Local Government Energy Reporting', 'Public Utility Energy Reporting', and 'School Energy Reporting'. At the bottom, there is a 'How to Report' section with a 'Submit a Report' button. A red arrow points from the 'How to Report' section to the 'Submit a Report' button.

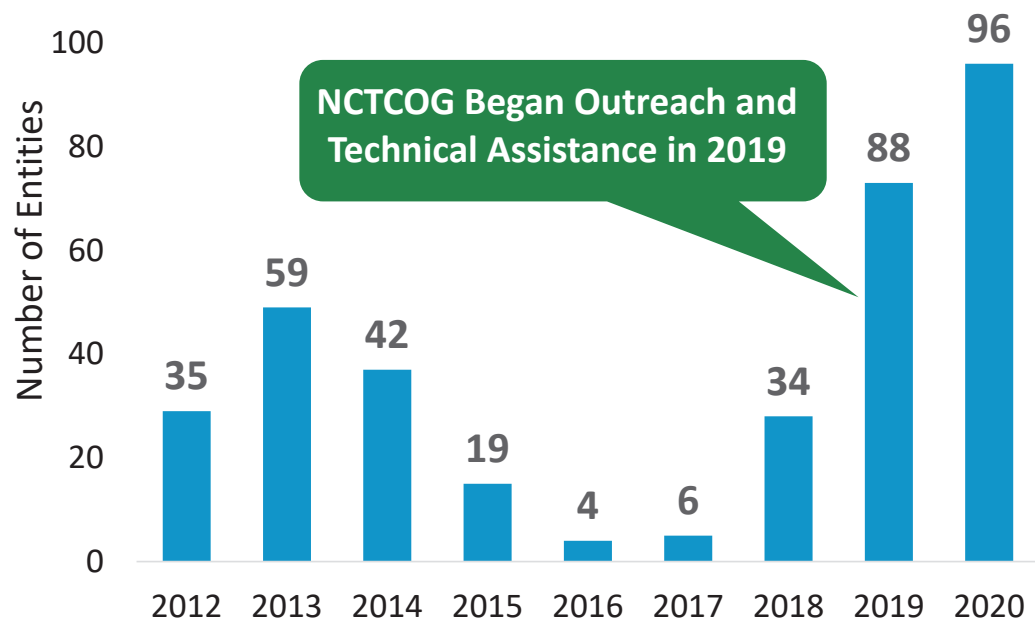
Deadline for 2021 Reports
February 1, 2022
Reflecting Calendar Year 2021 Consumption Data



Status Report on Local Government Energy Reporting

Local Government Energy Reporting Statistics

Number of North Texas Entities Who Submitted a Local Government Energy Report

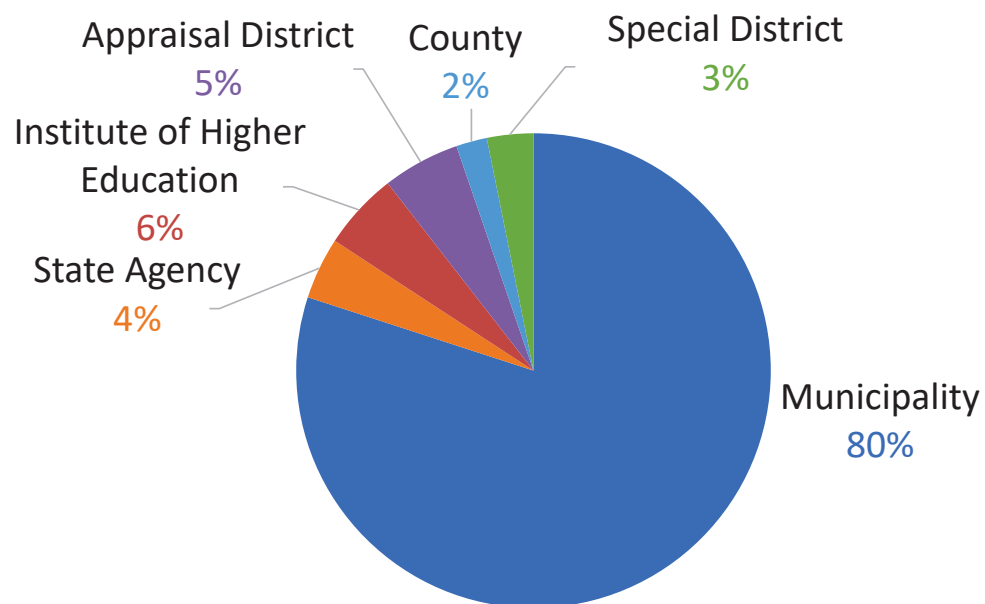


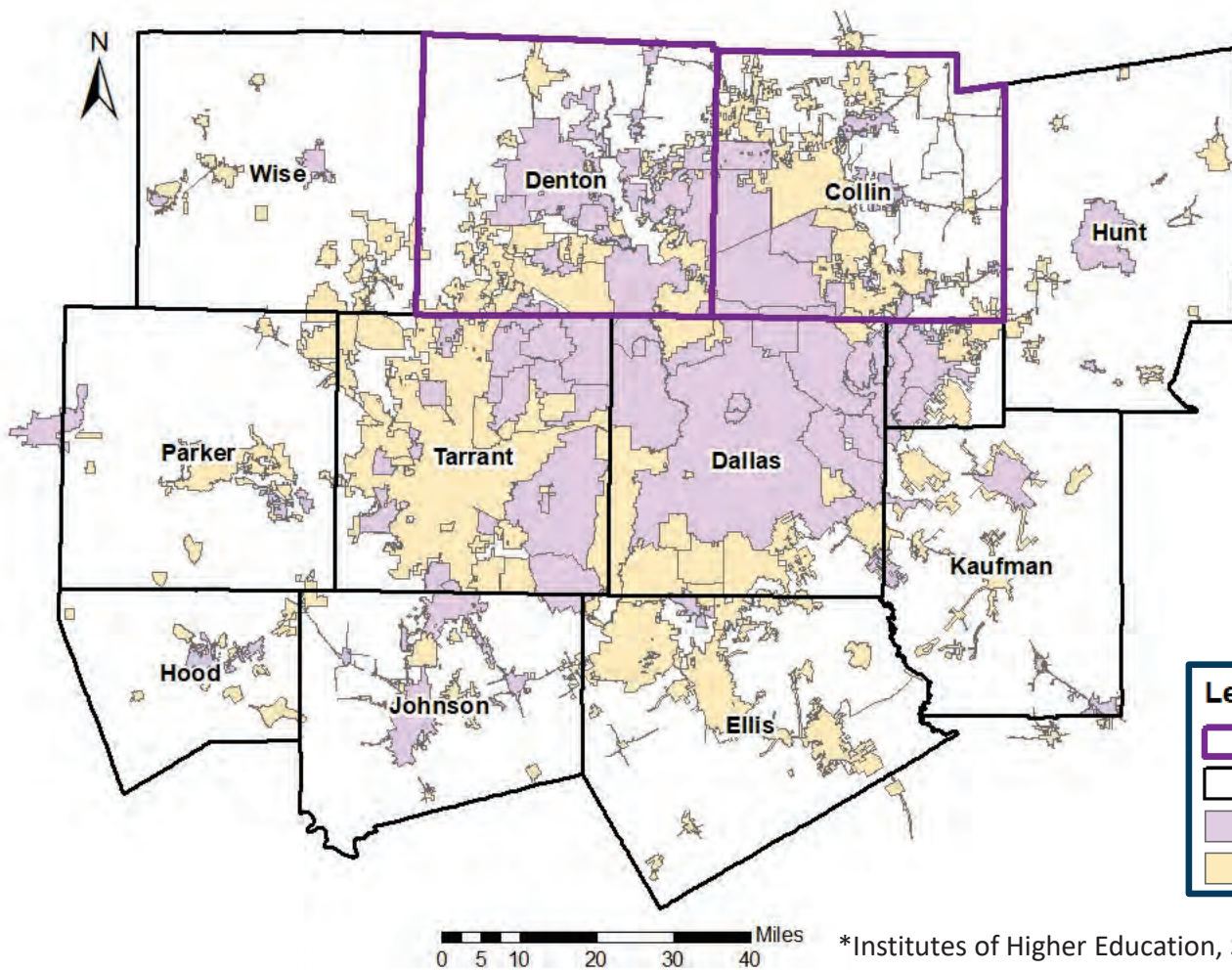
Source: State Energy Conservation Office (SECO), 2021



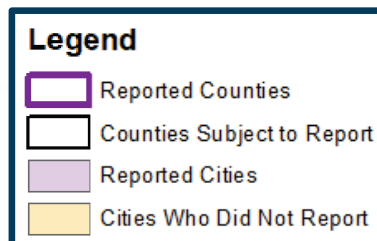
Status Report on Local Government Energy Reporting

Composition of North Texas Entities Who Submitted a 2020 Local Government Energy Report





Cities and Counties Who Reported in 2020*



Number of Cities
Who Reported: **76**

Number of Counties
Who Reported: **2**

*Institutes of Higher Education, Special Districts, Appraisal Districts, and State Agencies who reported are not shown on this map

Local Government Energy Reporting Toolkit



Contains resources for Local Governments to:

Understand and Prepare for Report Submittal

- Whitepaper- Texas' Mandated Local Government Energy Reduction Goal: Challenges and Best Practices
- South-Central Partnership for Energy Efficiency Resource: Local Government / State Agency Energy Reporting FAQ
- Webinar - Local Government Energy Reporting: 2020 Updates and Newly Developed Resources

Take Action to Reduce Electricity Consumption to Meet 5% Reduction Goal

- SECO Resource: Preliminary Energy Assessments
- Template to Start Using Energy Star Portfolio Manager



Access the Toolkit via

www.conservenorthtexas.org/item/local-government-energy-reporting-toolkit



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Lori Clark

Program Manager

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SECO Local Government Energy Reporting Webpage

www.comptroller.texas.gov/programs/seco/reporting/local-gov.php



NCTCOG Regional Energy Management Activities: Fiscal Year 2021-2022



Regional Survey



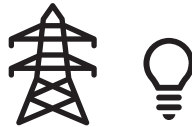
Training & Education



**Enhance Local
Government Energy
Reporting**



**Advance Local
Government Energy
Management Actions**



**Utility Engagement
and
Data Collection**



**Energy Code
Adoption**



Website Resources



NCTCOG Energy Management Trainings + Webinars

Virtual Trainings and Webinars

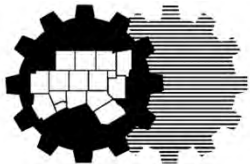
- Organic Waste, Anaerobic Digestion, and Renewable Natural Gas Roundtable Series
- Regional Property Assessed Clean Energy (PACE) Roundtable for Local Governments
- North Texas Solsmart Roundtable
- Electric Utility and Electric Vehicle Working Group (presentation linked on DFW Clean Cities webpage: www.dfwcleancities.org/events)
- Texas State Energy Conservation Office (SECO) Programs and No-Cost Resources

Past Webinar Recordings and Materials Available at
<http://conservenorthtexas.org/event-archive>



STATUS REPORT ON TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

**Surface Transportation Technical Committee
October 22, 2021**



**North Central Texas
Council of Governments**

OVERVIEW OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM (TXVEMP) FUNDING

Zoom Video

Statewide Allocation	Program	DFW Area Allocation	Schedule	Status*
~\$169.5 Million	School, Shuttle, and Transit Buses	\$11,684,806	Closed	>\$17.3 Million Requested All Available Funds Awarded
	Refuse Vehicles	\$8,346,290	Closed	\$9,448,544 Requested \$5,863,995 Awarded
	Freight & Port Drayage Vehicles	\$6,677,032	Closed	\$8,876,816 Requested \$5,619,030 Awarded
	Electric Forklifts, Port Cargo-Handling Equipment	\$6,677,032	To Be Determined	
	Electric Airport Ground Support Equipment			
	Ocean-Going Vessel Shore Power			
~\$10.4 Million	ZEV Infrastructure - Level 2 Rebate	N/A	Closed	\$4,305,000 Requested \$1,775,000 Awarded
~25 Million	ZEV Infrastructure – DC Fast Charge and Hydrogen Refueling	N/A	First-Come First-Served Through January 3, 2022	Applications Can be Submitted Beginning November 2, 2021

*Data reflects information posted at www.texasvwfund.org as of October 7, 2021

DC FAST CHARGING AND HYDROGEN FUELING

Total Statewide Allocation = ~\$21 Million

**First-Come, First-Served from
November 2, 2021-January 3, 2022**

**Materials Posted at www.texasVWfund.org under
“Grants” Tab**

Purchase/Installation of:

DC Fast Charge EV Charging Stations

Up to \$150,000 per Charger

Maximum \$600,000 per Site

Maximum 5 Sites in 90 Days

Hydrogen Fueling Infrastructure

Up to 25% or 33% Depending on

Volume of Fuel Dispensed

Maximum \$600,000 per Site

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

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

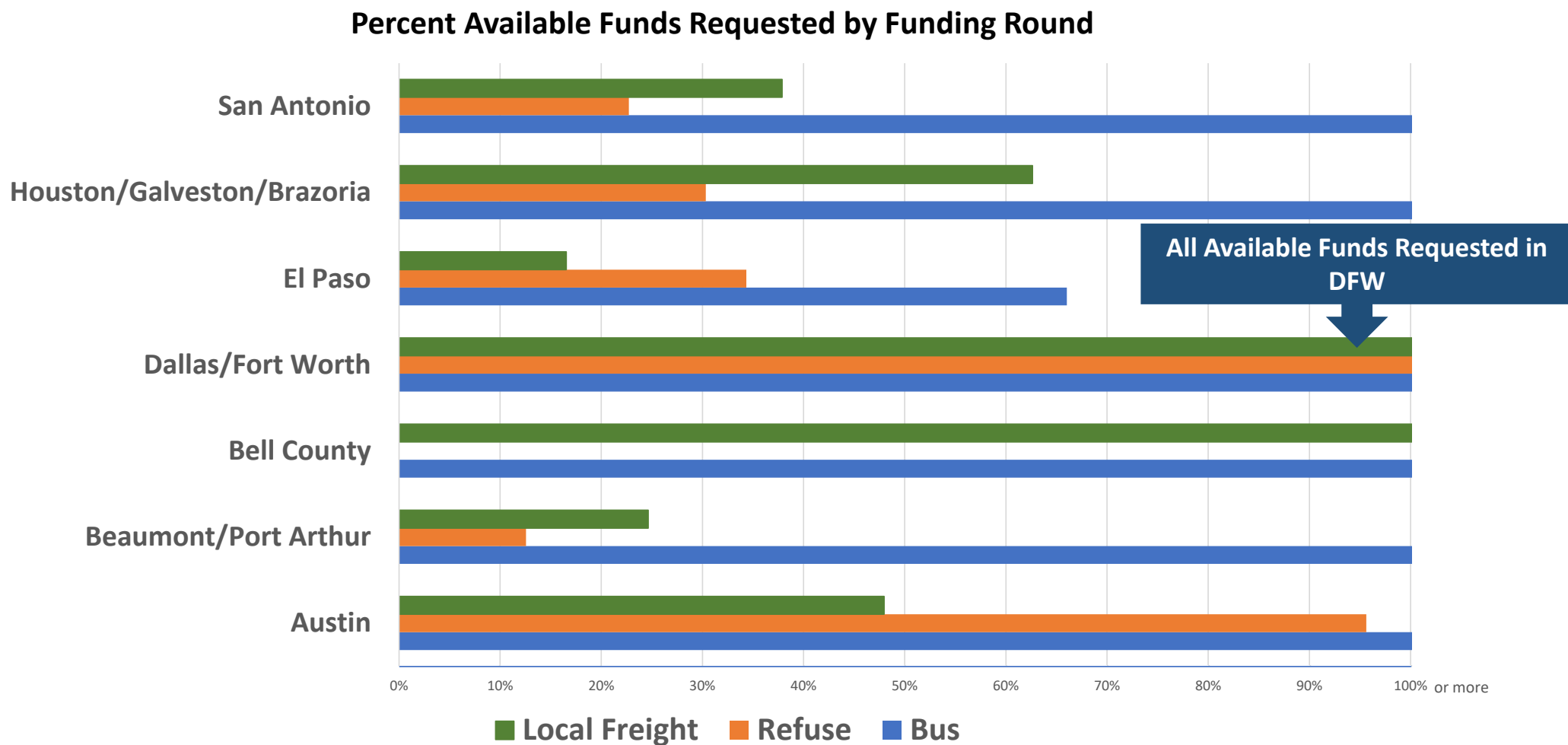
**Initial Eligibility Prioritizes Sites Along
Highway Corridors**

STATUS/SUMMARY OF PROGRAMS ALREADY CLOSED

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

Rebate for Installation of Level 2 Charging Stations

PERCENT FUNDING REQUESTED BY REGION



Data reflects information posted at www.texasvwfund.org as of October 7, 2021

TXVEMP ZEV INFRASTRUCTURE LEVEL 2 REBATE

**APPLICATIONS CLOSED
SEPTEMBER 9, 2021**

Total Statewide Allocation = \$10,465,958

\$6,160,958

\$4,305,000

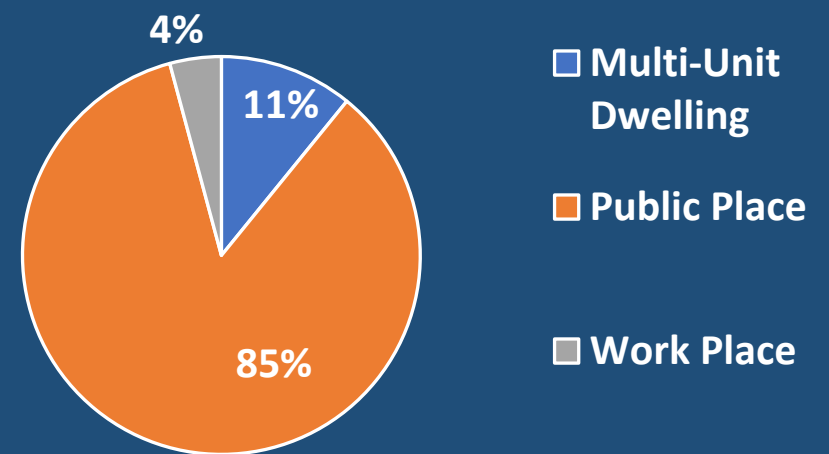
Funds Remaining

Funds Requested

DFW Area Requested 27% of All Funds to Date

2446 Sites Requested Statewide

Distribution by Site Type

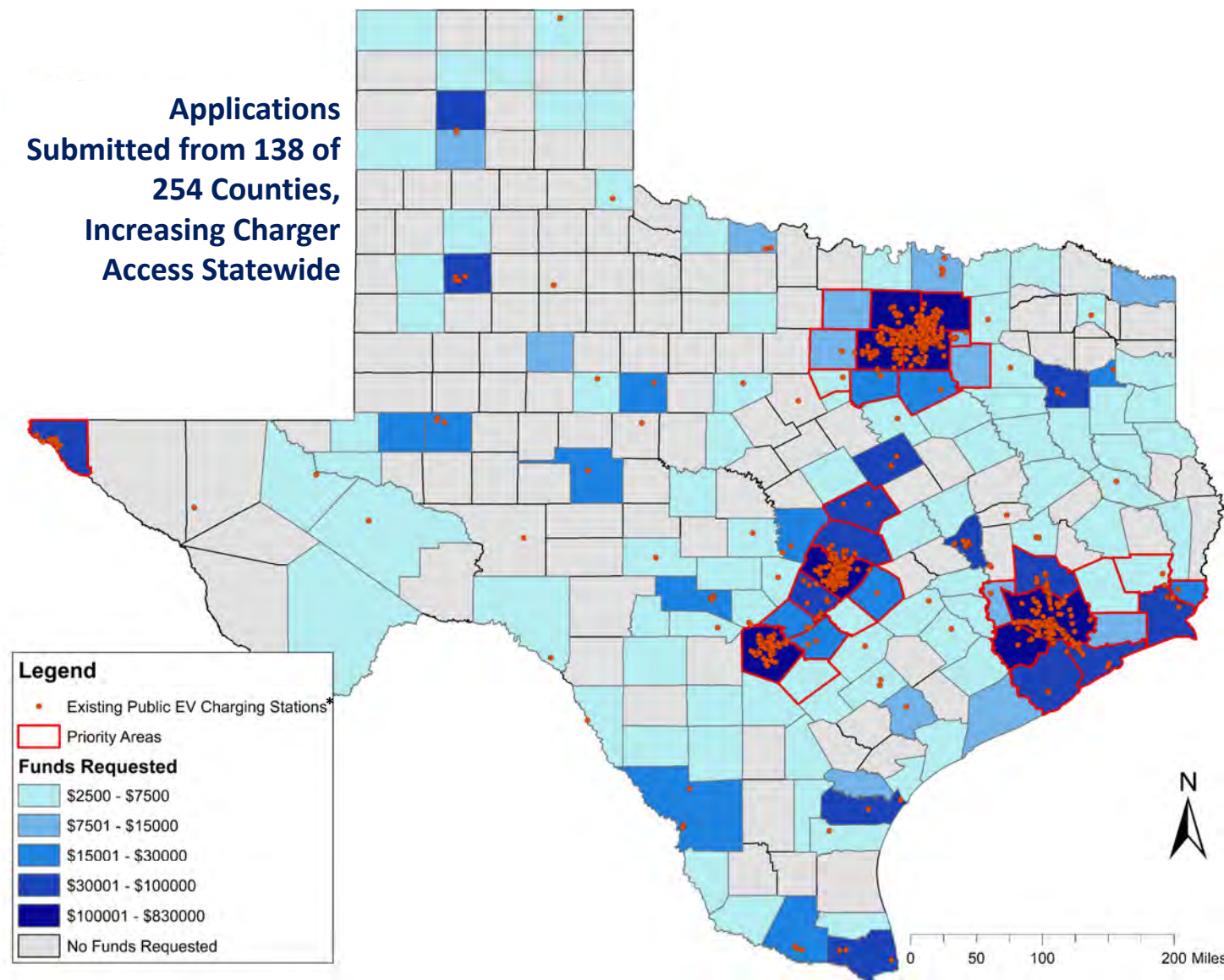


GEOGRAPHIC DISTRIBUTION OF ZEV LEVEL 2 FUNDING REQUESTS

Priority Areas

Area	Counties
Dallas-Fort Worth Area	Collin, Dallas, Denton, Ellis, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant, Wise
Houston-Galveston-Brazoria Area	Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, Waller
San Antonio Area	Bexar, Comal, Guadalupe, Wilson
Austin Area	Bastrop, Caldwell, Hays, Travis, Williamson
El Paso County	El Paso
Bell County	Bell
Beaumont-Port Arthur Area	Hardin, Jefferson, Orange

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



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

FOR MORE INFORMATION

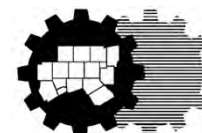
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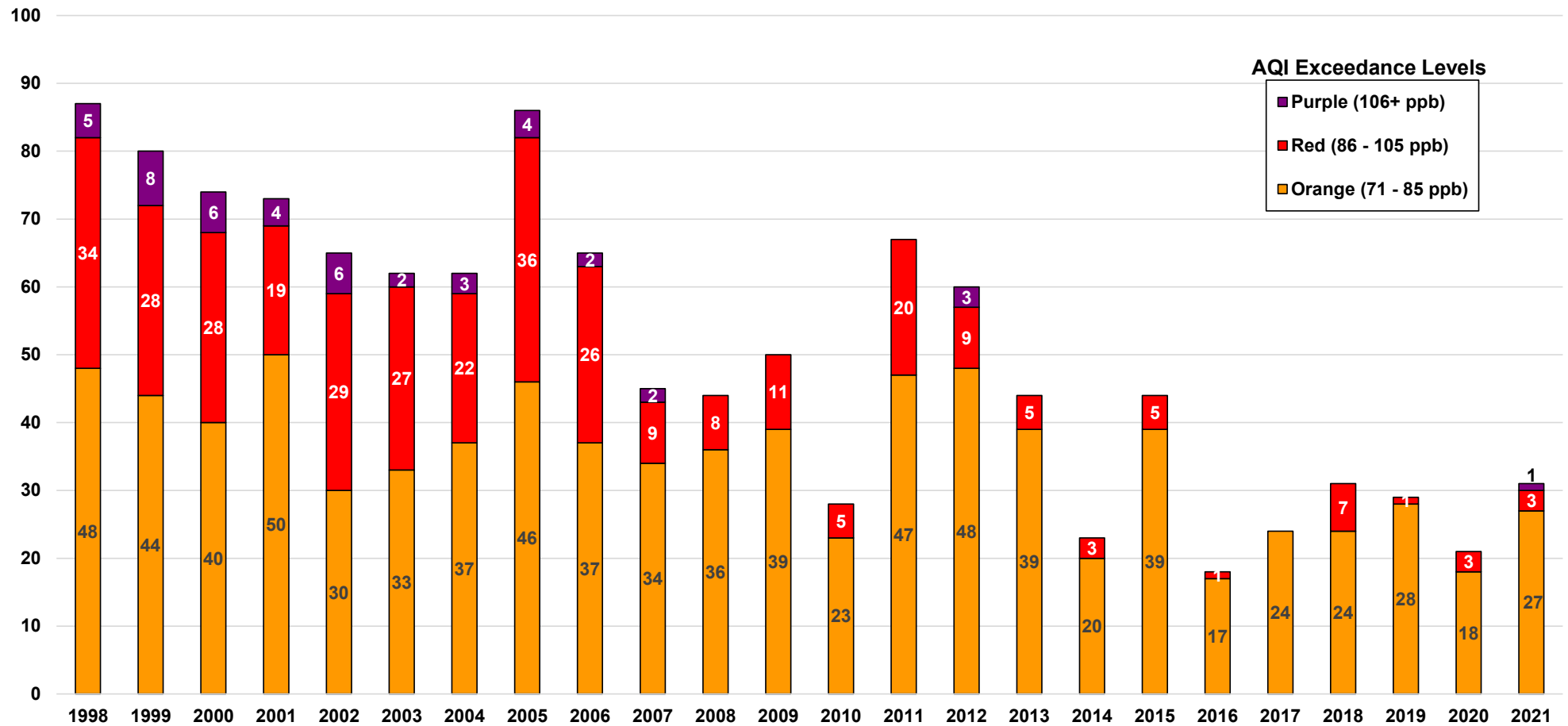
Also see “Hot Topics” at www.nctcog.org/aqfunding



North Central Texas
Council of Governments

8-HOUR OZONE NAAQS HISTORICAL TRENDS

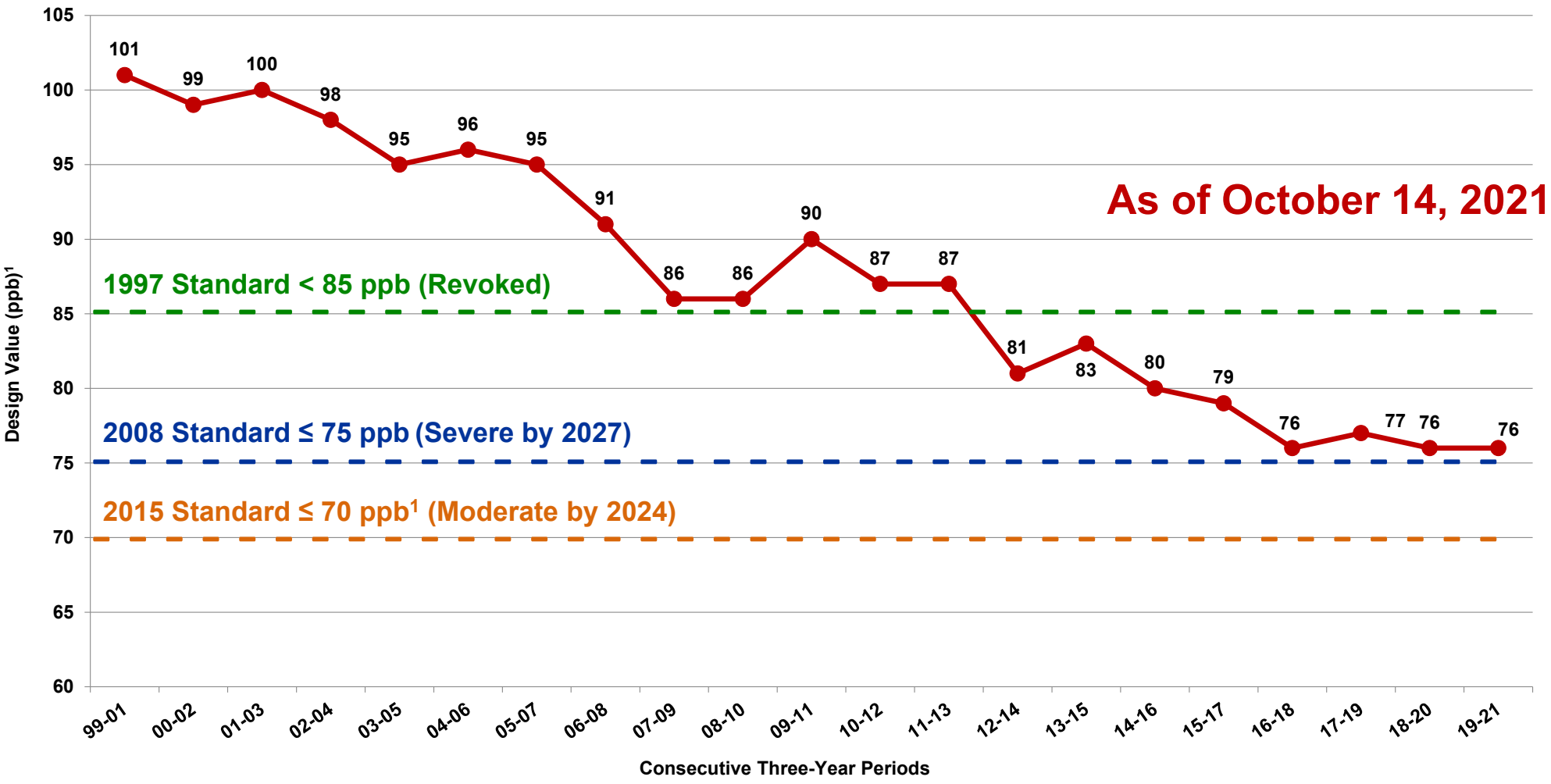
Based on ≤ 70 ppb (As of October 14, 2021)



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>



High-Occupancy Vehicle Quarterly Report

Surface Transportation Technical
Committee Meeting
October 22, 2021



Managed Lane System



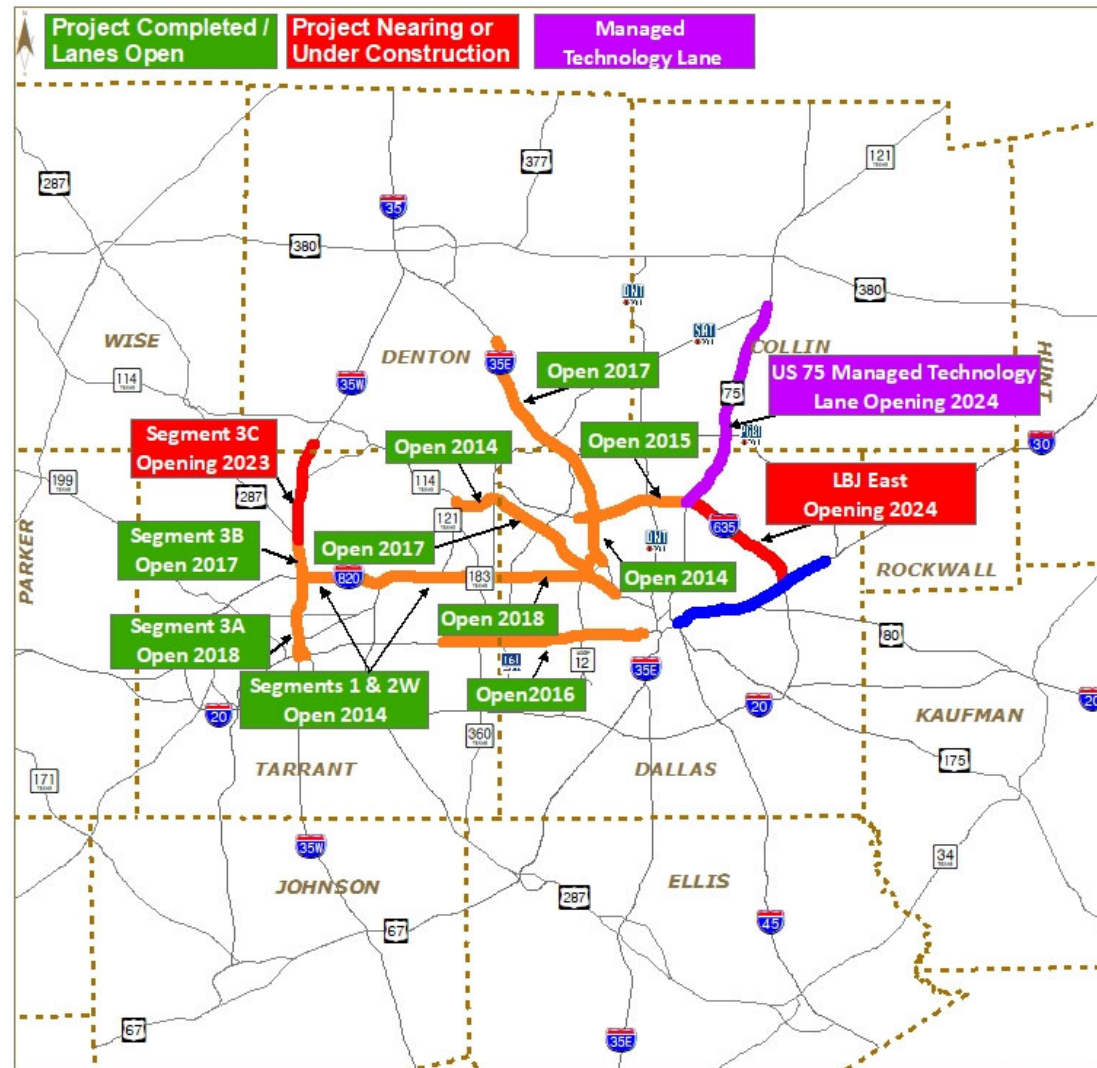
Fort Worth CBD



Dallas CBD



**North Central Texas
Council of Governments**



October 5, 2021

Toll Managed Lane Data Monitoring

Cumulative December 2013 – October 2021

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

\$ 6,444,272 as of October 2021

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

\$ 12,407 from October 2014 – October 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 – October 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 	\$3,132,706	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 	\$3,311,566	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 Thursday,
September 30, 2021



HOV Users

January 24, 2020 – September 30, 2021

Users: 44,389

Vehicles: 37,811

Occupant Passes: 7,860



Total and HOV Transactions

January 24, 2020 – September 30, 2021

Total Transactions – 1,720,627

LBJ/NTE Partners – 1,136,928

TxDOT – 583,699

Total HOV Transactions – 681,526 (~40%)

LBJ/NTE Partners – 444,124

TxDOT – 237,402

Unique Vehicles – 37,811



Questions/Contacts

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North Central Texas Council Of Governments

TO: Regional Transportation Council
 (Primary and Alternate Members)
 Mayors, City Managers
 Surface Transportation Technical Committee
 County Sheriffs, Police Chiefs, Fire Chiefs
 Medical Examiners and Transportation Providers

DATE: October 4, 2021

FROM: Michael Morris, P.E.
 Director of Transportation

SUBJECT: Announcement for the November 2021 "Virtual" Traffic Incident Management Executive Level Course

As the Metropolitan Planning Organization for the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) developed Traffic Incident Management (TIM) Training courses to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic crashes, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. In 2020, the 16-county Dallas-Fort Worth region experienced 111,227 total reportable crashes, of which 36,579 were injury crashes, and 786 were fatal crashes. These statistics prove that training for agencies responsible for managing and clearing traffic incidents is extremely important and have demonstrated the ability to improve responder and motorist safety and to significantly reduce the length and size of roadway closures.

Since February 2003, 121 classes have been offered at the first responder level to 3,266 students in the areas of police, fire, department of public safety, towing, EMS, Mobility Assistance Patrol, transportation agencies, and media representatives. Additionally, since February 2005, 31 classes have been offered at the executive level to 1,146 decision and policy makers. It is important to note that the NCTCOG TIM Training Course is equivalent to the course offered by Federal Highway Administration (FHWA); however, the NCTCOG course content is specific to the North Central Texas region. NCTCOG TIM Training Course participants can also earn continuing education credit for Texas Commission on Law Enforcement (TCOLE), Track Type II Fire, and Texas Department of State Health Services for EMS. For your reference, summaries of the regional attendance levels for the NCTCOG's First Responder and Manager Course and the Executive Level Course can be found on NCTCOG's Traffic Incident Management Training Program web page at www.nctcog.org/TIMTraining.

Although the NCTCOG TIM training has been very successful, it can be even more successful with the assistance and continual involvement of decision makers such as you. In order to have compliance at the first responder level, it is of vital importance that agency decision makers have an understanding of what is required of all responders during an incident; this includes police officers, fire fighters, tow truck operators, roadway construction crews, and mobility assistance crews, etc. Understanding the importance of incident management training, the Texas Commission on Fire Protection passed Rule 435.29 in July 2015, which requires


October 4, 2021

completion of a minimum four-hour FHWA Traffic Incident Management program for all certified firefighters before December 1, 2020. Additionally, TCOLE incorporated a four-hour TIM training component into the Basic Peace Officer Course curriculum for new cadets/recruits as of April 1, 2020.

The Executive Level Course provides you with an overview of the two-day First Responder and Manager Course. Additionally, the Executive Level Course also includes a preview of the updated ANSI vest standards. Those agencies that have participated in the training prior to 2013 are strongly encouraged to attend again, as major course updates have occurred since then, as well as updates to legislation and best practices. Important to note is that agency attendance at the TIM training is a scoring component in the 2021 NCTCOG TIM Freeway Blocking Equipment Call for Projects.

You are invited to attend the virtual Traffic Incident Management Executive Level Course scheduled for Thursday, November 4, from 10 am to 12 pm. A link to the meeting information is included at www.nctcog.org/TIMTraining.

Please register through our event page at www.eventsquid.com/event/14553 or contact Barbara Walsh of NCTCOG at bwalsh@nctcog.org or 817/695-9245. We look forward to your participation on November 4, 2021.



Michael Morris, P.E.

CF:bw

cc: Natalie Bettger, Senior Program Manager, NCTCOG
Ron Moore, Town of Prosper Fire Rescue Training Officer
Lieutenant Daniel Plumer, Dallas County Sheriff's Department



EXECUTIVE LEVEL

INCIDENT MANAGEMENT TRAINING OPPORTUNITY

NOVEMBER 4, 2021 | 10AM - 12PM | VIRTUAL TEAMS MEETING

INCREASE INCIDENT RESPONSE. DECREASE DRIVER DELAY.

Join us for the Traffic Incident Management Executive Level Course hosted by the North Central Texas Council of Governments (NCTCOG).

The course is designed to educate decision and policy makers on the importance and benefits of effective incident management. It also encourages common, coordinated response to traffic incidents, a source of significant delays in our rapidly growing region.

Goals of the Traffic Incident Management Executive Level Course:

- Building partnerships with local emergency response agencies
- Enhancing safety for emergency personnel
- Reducing upstream traffic accidents
- Improving the efficiency of the transportation systems
- Improving air quality in the Dallas-Fort Worth Region

Please register through our event page at:

www.eventsquid.com/event/14553

or contact: BWalsh@nctcog.org | 817.695.9245



Traffic Incident Management - First Responders and Manager Course
Agency Attendance: February 2003 - July 2021

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
Able Springs VFD	Fire Department	3	City of Colleyville	Fire Department	3
	Police Department	0		Police Department	10
Town of Addison	Fire Department	5	City of Commerce	Fire Department	2
	Police Department	1		Police Department	2
City of Aledo	Fire Department	2	City of Coppell	Fire Department	2
	Police Department	0		Police Department	5
City of Allen	Fire Department	2	City of Corinth	Fire Department	0
	Police Department	33		Police Department	5
City of Alvarado	Fire Department	1	City of Corsicana	Fire Department	1
	Police Department	8		Police Department	0
City of Amarillo	Fire Department	0	City of Crandall	Fire Department	0
	Police Department	3		Police Department	5
City of Anna	Fire Department	0	City of Cresson	Fire Department	1
	Police Department	1		Police Department	0
City of Argyle	Fire Department	1	City of Crowley	Fire Department	0
	Police Department	3		Police Department	1
City of Arlington	Fire Department	7	City of Dallas	Fire Department	8
	Police Department	63		Police Department	20
City of Aubrey	Fire Department	7	City of Decatur	Fire Department	0
	Police Department	0		Police Department	3
City of Azle	Fire Department	5	City of Denton	Fire Department	6
	Police Department	7		Police Department	39
City of Balch Springs	Fire Department	1	City of DeSoto	Fire Department	0
	Police Department	2		Police Department	8
City of Bedford	Fire Department	1	City of Duncanville	Fire Department	9
	Police Department	10		Police Department	6
City of Benbrook	Fire Department	3	City of Edgecliff Village	Fire Department	1
	Police Department	52		Police Department	0
Town of Brock Dennis VFD	Fire Department	1	City of Ennis	Fire Department	0
	Police Department	0		Police Department	2
City of Burleson	Fire Department	4	City of Euless	Fire Department	4
	Police Department	22		Police Department	19
City of Caddo Mills	Fire Department	0	Town of Fairview	Fire Department	1
	Police Department	1		Police Department	6
City of Carrollton	Fire Department	0	City of Farmer's Branch	Fire Department	15
	Police Department	5		Police Department	59
City of Cedar Hill	Fire Department	4	City of Ferris	Fire Department	1
	Police Department	13		Police Department	0
City of Cleburne	Fire Department	1	Town of Flower Mound	Fire Department	1
	Police Department	8		Police Department	7

Traffic Incident Management - First Responders and Manager Course
Agency Attendance: February 2003 - July 2021

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Forest Hill	Fire Department	2	City of Kaufman	Fire Department	1
	Police Department	14		Police Department	2
City of Forney	Fire Department	3	City of Keene	Fire Department	10
	Police Department	6		Police Department	4
City of Fort Worth	Fire Department	3	City of Keller	Fire Department	12
	Police Department	75		Police Department	22
City of Frisco	Fire Department	33	City of Kennedale	Fire Department	1
	Police Department	6		Police Department	4
City of Garland	Fire Department	2	City of Kilgore	Fire Department	1
	Police Department	6		Police Department	1
City of Glenn Heights	Fire Department	2	City of Krugerville	Fire Department	0
	Police Department	11		Police Department	1
City of Granbury	Fire Department	0	Town of Krum	Fire Department	5
	Police Department	4		Police Department	1
City of Grand Prairie	Fire Department	2	Lake Cities	Fire Department	2
	Police Department	4		Police Department	4
City of Grapevine	Fire Department	8	City of Lake Worth	Fire Department	3
	Police Department	24		Police Department	5
City of Greenville	Fire Department	0	City of Lakeside	Fire Department	0
	Police Department	3		Police Department	1
City of Greenwood	Fire Department	2	City of Lancaster	Fire Department	15
	Police Department	0		Police Department	21
City of Haltom City	Fire Department	1	City of Lavon	Fire Department	1
	Police Department	22		Police Department	0
City of Hickory Creek	Fire Department	1	City of Lewisville	Fire Department	8
	Police Department	1		Police Department	40
City of Highland Park	Fire Department	0	Town of Little Elm	Fire Department	5
	Police Department	0		Police Department	10
City of Highland Village	Fire Department	0	City of Longview	Fire Department	1
	Police Department	2		Police Department	1
City of Hudson Oaks	Fire Department	1	City of Mansfield	Fire Department	9
	Police Department	3		Police Department	13
City of Hurst	Fire Department	2	City of Maypearl	Fire Department	0
	Police Department	28		Police Department	1
City of Hutchins	Fire Department	2	City of McKinney	Fire Department	63
	Police Department	2		Police Department	7
City of Irving	Fire Department	7	City of Melissa	Fire Department	0
	Police Department	20		Police Department	3
City of Italy	Fire Department	1	City of Mesquite	Fire Department	8
	Police Department	1		Police Department	9
City of Joshua	Fire Department	0	City of Midlothian	Fire Department	5
	Police Department	2		Police Department	2

Traffic Incident Management - First Responders and Manager Course
Agency Attendance: February 2003 - July 2021

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
Town of Milford	Fire Department	0	City of Sachse	Fire Department	3
	Police Department	2		Police Department	35
City of Murphy	Fire Department	1	City of Saginaw	Fire Department	0
	Police Department	0		Police Department	1
City of North Richland Hills	Fire Department	12	City of Seagoville	Fire Department	3
	Police Department	70		Police Department	11
Town of Northlake	Fire Department	0	City of Southlake	Fire Department	2
	Police Department	12		Police Department	10
City of Oak Point	Transportation	3	City of Springtown	Fire Department	0
		0		Police Department	1
City of Ovilla	Fire Department	2	Town of Sunnyvale	Fire Department	5
	Police Department	0		Police Department	0
City of Pantego	Fire Department	0	City of Terrell	Fire Department	0
	Police Department	2		Police Department	6
City of Plano	Fire Department	72	City of The Colony	Fire Department	6
	Police Department	105		Police Department	1
City of Ponder	Fire Department	1	Town of Trophy Club	Fire Department	1
	Police Department	1		Police Department	0
City of Princeton	Fire Department	0	City of University Park	Fire Department	2
	Police Department	4		Police Department	9
City of Prosper	Fire Department	1	City of Venus	Fire Department	0
	Police Department	4		Police Department	14
City of Red Oak	Fire Department	2	City of Watauga	Fire Department	3
	Police Department	2		Police Department	3
City of Reno	Fire Department	0	City of Waxahachie	Fire Department	1
	Police Department	1		Police Department	21
City of Richardson	Fire Department	2	City of Weatherford	Fire Department	35
	Police Department	8		Police Department	9
City of Richland Hills	Fire Department	0	Town of Westlake	Fire Department	0
	Police Department	6		Police Department	1
City of Roanoke / Marshall Creek	Fire Department	5	City of White Settlement	Fire Department	0
	Police Department	3		Police Department	12
City of Rockwall	Fire Department	4	City of Willow Park	Fire Department	13
	Police Department	9		Police Department	5
City of Rowlett	Fire Department	2	City of Wilmer	Fire Department	2
	Police Department	5		Police Department	10
City of Royse City	Fire Department	0	City of Wylie	Fire Department	2
	Police Department	1		Police Department	1

Traffic Incident Management - First Responders and Manager Course
Agency Attendance: February 2003 - July 2021

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
COUNTIES			OTHER AGENCIES		
Collin County	Fire Department	0	TxDOT - Dallas District	Mobility Assistance	14
	Sheriff's Department	8			
Dallas County	Mobility Assistance	44	TxDOT - Fort Worth District	Mobility Assistance	17
	Sheriff's Department	261			
	Constable Precincts	17			
Denton County	Fire Department	1	TxDOT - State of Texas	Mobility Assistance	49
	Sheriff's Department	5			
	Constable Precincts	2			
Erath County	Fire Department	0	Brownsville	Other	1
	Sheriff's Department	1			
Hunt County	Fire Department	0	Careflite EMS	EMS	1
	Sheriff's Department	2			
Johnson County	Fire Department	0	Central Texas Regional Mobility	Other	1
	Sheriff's Department	4			
	Constable Precincts	1			
Kaufman County	Fire Department	1	Dallas Area Rapid Transit	HOV Operators	151
	Sheriff's Department	0		Police Department	68
Parker County	Fire Department	3	Dallas/Fort Worth Int'l Airport	Fire Department	1
	Sheriff's Department	0		Police Department	11
				DPS	20
Rockwall County	Fire Department	1	LBJ Infrastructure Group	Other	43
	Sheriff's Department	1			
Tarrant County	Fire Marshal	2	Lindsey Transportation Solutions	HOV	7
	Sheriff's Department	62			
	Mobility Assistance	79			
Wise County	Fire Department	0	Lockheed Martin Fire Department	Fire	1
	Sheriff's Department	1			
			Medstar	EMS	21
			Metroplex Public Safety	Police	1
			NTE Mobility Partners	Other	66
			North Texas Tollway Authority	Transportation	149
			Overland Park (Kansas)	Police Department	2
			Protect Environmental	Other	4
			Southwest Research Inst.	Transportation	1

Traffic Incident Management - First Responders and Manager Course
Agency Attendance: February 2003 - July 2021

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
State of Texas	DPS	156
Texarkana	Police Department	2
Trinity Metro	Other	5
Towing	Wrecker Services	121
Various	Other	77

Traffic Incident Management - Executive Level Course
Agency Attendance: February 2005 - May 2021

ATTACHMENT 2

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE									
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other	FIM Instructors (not included in total)	Total
CITIES/TOWNS										
Town of Addison	1	1								2
City of Allen	5									5
City of Alvarado	5	5								10
City of Anna	3									3
Town of Argyle	1		1							2
City of Arlington	12	3	3		1					19
City of Azle	1	1								2
City of Balch Springs	7	1	1					1		10
City of Bedford	5	4			1					10
City of Benbrook	5	7	1							13
City of Burleson	3	1								4
City of Carrollton	2	3			1					6
City of Cedar Hill	4	1			2					7
City of Cleburne	3	1						1		5
City of Cockrell Hill		1								1
City of Colleyville	2									2
City of Commerce		1								1
City of Coppell	2	3								5
City of Corinth	4	3								7
City of Crowley	3									3
City of Dallas	9	9	6	1	10					35
City of Decatur		1								1
City of Denton	2	1						1		4
City of DeSoto	7	7		1						15
City of Duncanville	5	2	1		2					10
City of Ennis		2								2
City of Euless	8	18								26
City of Everman		1								1
Town of Fairview	1									1
City of Farmersville	1	1								2
City of Farmers Branch	3	3			1					7
City of Ferris	3	5								8
Town of Flower Mound	5	1						1	4	7
City of Forest Hill	3	2	4		1			2		12
City of Forney	2	2								4
City of Fort Worth	15		1		1				2	17
City of Frisco	9	9			3					21
City of Garland	7	5		2				1		15

Traffic Incident Management - Executive Level Course
Agency Attendance: February 2005 - May 2021

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE									
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other	FIM Instructors (<i>not included in total</i>)	Total
City of Glenn Heights	3	1			1					5
City of Granbury	3									3
City of Grand Prairie	4				3			1		8
City of Grandview	2									2
City of Grapevine	7	3						1		11
City of Greenville	3	1								4
City of Haltom City	1	2	1							4
Town of Hickory Creek	3									3
City of Highland Park	2									2
City of Highland Village	1	5							2	6
City of Hurst	7									7
City of Hutchins	9	4								13
City of Irving	7	7			1				1	15
City of Kaufman	3									3
City of Keene		1								1
City of Keller		1		1	1					3
City of Lake Dallas	2		1		1					4
City of Lake Worth			1							1
City of Lancaster	7	3			2					12
City of Lavon	1	1								2
City of Lewisville	3								7	3
City of Mansfield (ISD)	2									2
City of McKinney	2	1	2						3	5
City of Melissa	1	1								2
City of Mesquite	7	4	5	2				2		20
City of Midlothian	1	1								2
City of Mineral Wells	2	1								3
City of Murphy	3									3
City of North Richland Hills	18	4	2		1					25
City of Parker	2									2
City of Pilot Point	1									1
City of Plano	8	4	1	1				1		15
City of Ponder		1								1
City of Prosper		1							1	1
City of Red Oak	3	2								5
City of Rhome	1			1						2
City of Richardson	9				3					12
City of Richland Hills	2	2		1						5

Traffic Incident Management - Executive Level Course
Agency Attendance: February 2005 - May 2021

[illegible]

Traffic Incident Management - Executive Level Course
Agency Attendance: February 2005 - May 2021

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE									Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other	FIM Instructors (not included in total)	
Kelly Services								1		1
Kimley Horn								1		1
Mathis and Associates								1		1
Methodist Dallas Medical Center								1		1
NCTCOG					17			87	43	104
NTTA								8		8
Protect Environmental								56		56
TAS Environmental								8		8
Tarrant Reg. Trans. Coalition								1		1
Texas Health Harris Methodist Hospital Fort Worth								1		1
Texas Transportation Institute								1		1
Texas Rangers								1		1
Trinity Metro Services								2		2
TxDOT - Austin								1		1
TxDOT - Dallas								14		14
TxDOT - Fort Worth					4			30	13	34
TxDOT - Johnson					1			1		2
Wrecker Services								7	15	7
Total	413	184	33	14	63	13	2	255	129	977

Immediate Action Freeway Projects: State Contingency

In August 2021, the Texas Transportation Commission (TTC) approved the Unified Transportation Program and will review project commitments scheduled for the December 2021 TTC meeting. It is critical for the region to reinforce major freeway projects that can currently go to construction if the TTC wishes to reprioritize projects in other parts of the state that are not currently available to proceed.

The Regional Transportation Council, working closely with local governments and Texas Department of Transportation Districts, always has major transportation projects ready for construction. This has benefited the region tremendously over the last several decades. With a possible delay in freeway projects in other parts of the state and the possibility of a new federal transportation stimulus program, having projects ready to proceed remains a significant funding tool.

Examples of projects in the Dallas District that fall into this category are US 380 in Collin County, SH 114 in Denton County, and SH 183 in Dallas County. Examples of projects in the Fort Worth District in Tarrant County that fall into this category are the IH 820/IH 20 "Y Connector" Extensions, DFW Connector, and SH 183. In addition, other projects would be eligible, and staff looks forward to opportunities at both the national and state level.

ECONOMIC DEVELOPMENT ADMINISTRATION

- 1) “Build Back Better Regional Challenge” (October 19, 2021)
 - A. SMU+ (Workforce Development, Business Development, Infrastructure)
 - Infrastructure: Automated Freight Cluster
 - First (Land) and Last (Air) Mile Logistics (NCTCOG)
 - B. Center for Houston’s Future: Hydrogen Station (Aids IH 45 Corridor)
- 2) “Good Jobs Challenge” (January 26, 2022)
 - A. Technology Fusion Center (NCTCOG)
 - B. City of Refuge: Regional Support (City of Dallas)

MINUTES**REGIONAL TRANSPORTATION COUNCIL
ONLINE INPUT OPPORTUNITY****HOV Pilot Project Along US 75 Corridor****Public/Private Partnership: SH 183 Segment 2 East****National Drive Electric Week (NDEW)****Locally Enforced Motor Vehicle Idling Restrictions****Regional Comprehensive Emissions Reduction Program****Proposed Modifications to the List of Funded Projects****Online Public Input Opportunity Dates**

Monday, September 13, 2021 - Tuesday, October 12, 2021 – The North Central Texas Council of Governments (NCTCOG) posted information at www.nctcog.org/input for public review and comment.

Purpose and Topics

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

1. HOV Pilot Project Along US 75 Corridor
2. Public/Private Partnership: SH 183 Segment 2 East
3. National Drive Electric Week (NDEW)
4. Locally Enforced Motor Vehicle Idling Restrictions
5. Regional Comprehensive Emissions Reduction Program
6. Proposed Modifications to the List of Funded Projects

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

Summary of Presentations***HOV Pilot Project Along US 75 Corridor presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/09/HOVPilot.pdf>

In partnership with NCTCOG staff and local jurisdictions, the Texas Department of Transportation (TxDOT) has been working to find long-term solutions for reducing congestion along the US 75 corridor. This presentation includes detailed information regarding a short-term initiative that will help solve the issue.

The first component of the initiative, which has been allocated approximately \$43.8 million by TxDOT and the Regional Transportation Council for implementation, involves removing the pylons in the corridor that delineate the HOV lanes and turning them into a technology lane. The goals for this component include reducing fatalities, reducing congestion by opening the technology lane to all passenger vehicles, improving response to crashes, improving air quality and enhancing traffic signal green times on frontage roads to progress traffic.

The second component of the initiative involves implementing an HOV pilot project funded by a \$10 million federal grant known as the Surface Transportation System Funding Alternatives (STSFA) Award. This pilot will be a voluntary program, NCTCOG staff will recruit volunteers to participate and an HOV incentive will be provided via the existing GoCarma application that is currently utilized on all TEXpress Lanes.

The technology lane along the US 75 corridor is expected to go to construction in the summer of 2022, and the pilot project will begin within next few months.

Public/Private Partnership: SH 183 Segment 2 East presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/09/SH183.pdf>

A public/private partnership was developed to ensure the construction of the North Tarrant Express (NTE) is completed, and NCTCOG has been working with both public and private entities to advance SH 183 Segment 2 East as the next phase of the NTE.

Under the current contract with the Texas Department of Transportation (TxDOT), Cintra, the private sector partner for the project, is required to make improvements to Segments 1 and 2W by widening the freeway. When this widening occurs, there will be a lane imbalance on the Segment 2 East portion of the NTE, which will create an additional safety and congestion issue. Since Segment 2 East is under a deferred segment contract, Cintra will be providing funding to TxDOT to help balance the lanes along the corridor.

A breakdown of the funding allocations for the NTE can be found on the presentation slides posted at www.nctcog.org/input.

National Drive Electric Week (NDEW) presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/09/NDEW.pdf>

There are currently more than 18,000 registered electric vehicles (EVs) in North Texas, and the average annual growth rate in the region from 2015 to 2020 was 32.5 percent. Additionally, North Texas Fleets added approximately 23 new plug-in EVs in 2020.

Each year National Drive Electric Week (NDEW) is held to raise awareness about EVs and provides chances for direct conversation with EV owners as well as test driving opportunities. This year, NDEW activities will take place from Saturday, September 25 through Saturday, October 2, and NCTCOG staff will conclude the week's festivities with an outdoor event on Sunday, October 3 at The REC of Grapevine.

For more information and to register for NDEW 2021 activities, visit www.driveelectricdfw.org.

Locally Enforced Motor Vehicle Idling Restrictions presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/09/Idling.pdf>

The Regional Transportation Council (RTC) Resolution Supporting Locally Enforced Motor Vehicle Idling Limitations in North Central Texas (R08-03) originally took effect in 2008 and impacts medium to heavy-duty vehicles that weigh more than 14,000 pounds. The resolution states vehicles cannot idle for more than five minutes, although there are 13 exemptions based on specific circumstances. Controlling motor vehicle idling helps the Dallas-Fort Worth (DFW) region to reduce tail pipe emissions, and this is important because DFW does not meet federal ozone standards.

Over the years cities and counties in DFW have signed agreements with the Texas Commission on Environmental Quality (TCEQ) as well as passed city ordinances and county resolutions to help enforce idling restrictions. Many of the TCEQ agreements have expired, and NCTCOG is proposing to revise the resolution to encourage local governments to implement idling restrictions that fit their needs.

The RTC will take action on the resolution revision on Thursday, October 14, 2021.

Regional Comprehensive Emissions Reduction Program presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/09/CEER.pdf>

Because the Dallas-Fort Worth region is in nonattainment for both the 2008 and 2015 ozone standards, NCTCOG staff continue to work on various emissions inventories to help reach attainment. Various local governments have also requested NCTCOG assist in coming up with strategies to specifically reduce greenhouse gas emissions.

Staff is working on a regional emissions inventory and building an emissions reduction toolkit for local cities and private sector companies. Through this toolkit, NCTCOG is expanding emissions reduction strategies and incorporating economic growth, environmental justice, equity, applicability, feasibility, cost per ton and emissions impact.

Additional information regarding the toolkit can be found in the full presentation at www.nctcog.org/input.

Proposed Modifications to the List of Funded Projects handout:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/09/TIP-Mods.pdf>

A comprehensive list of funded transportation projects through 2024 is maintained in the Transportation Improvement Program (TIP). Projects with committed funds from federal, State and local sources are included in the TIP. To maintain an accurate project listing, this document is updated on a regular basis.

The current modification cycle includes project updates and funding adjustments for transportation initiatives in Collin, Dallas, Denton, Kaufman, Parker, Tarrant and Wise Counties.

Additionally, financial adjustments related to public transportation services managed by Trinity Metro and Dallas Area Rapid Transit (DART) are also included.

COMMENTS SUBMITTED BY WEBSITE, EMAIL, SOCIAL MEDIA, PHONE AND MAIL

Email

HOV Pilot Project Along US 75 Corridor

Kyle Grout

I have a comment/slash idea. Can you remove the barriers as proposed so single occupancy vehicles can use the lane, but limit the single occupancy vehicles to the non-peak hours? During peak hours like rush hour the lane can operate as HOV only. The hours can be displayed by signs. In this option no one gets paid to use the lanes and no one has to pay to use the lanes.

I've lived in an area where this was implemented, and it worked great.

Crysti Bethel

Thank you for considering various options for 75 HOV. I propose that only those with two or more in a vehicle or in an electric vehicle can use the HOV lane. That will help with congestion and support environmental improvement efforts.

Nathan Jackson

I'm a McKinney resident in Craig Ranch who regularly uses 75 for my trek to and from work. More importantly, I use the HOV lane every morning to transport my family of four to work and school at the Forest and Inwood area. I think the plan to allow solo drivers to use the HOV lane is an absolutely horrendous idea. That action alone will nullify the usefulness of the HOV lane altogether and will exponentially over crowd that lane, thus de-incentivizing me to use it ever again. Furthermore, the proposed monetary reward for having multiple people in my car while in the HOV lane pales in comparison to the reward of having no cars in that lane each morning allowing me to bypass the rest of traffic.

Please consider NOT allowing solo drivers in that lane moving forward!

Diane Glidewell

I live in Richardson... already enough empty HOV lanes on the interstates so as a tax payer and voter, "NO". It is a waste of money and time.

Michael Winnick

I rarely use an HOV lane.

Cyndi O'Bannon

I do not like having just a single lane because if I am behind a slow driver, I am stuck at his speed. In the case of a breakdown, I am risking being stuck until someone is able to rescue the vehicle. There are too few exits available many times and I cannot get out of the lane in time to

make my needed exit. And last, the extra cost imposed doesn't make economic sense for the 5 minutes I might save.

The simplest plan is to let everyone use the HOV lanes without charge. Traffic is fluid, but HOV lanes are rigid. I believe they slow down traffic for everyone! Having 5 lanes will speed up traffic because it is less likely that you will get stuck behind a slow-moving vehicle without ability to change lanes.

It has always irritated me that it is almost impossible for drivers from Plano and Richardson to maneuver into those left lanes, so the HOV lanes benefit drivers from Allen and McKinney who do not pay the DART sales tax. It also irritates me that in creating the HOV lanes no new concrete was poured. They just re-stripped the existing four lane highway into five lanes. I believe it made traffic more dangerous because we have to navigate narrower lanes while losing the left shoulder for emergencies.

The final suggestion to spend lots of money to find a way to monitor traffic so you can give bonuses to high occupancy vehicles really disturbs me. I think all that vehicle monitoring (as opposed to traffic flow monitoring) is a definite infringement upon our freedom and our privacy. It's also a way to squander money on something that presents only a hypothetical not a tangible gain.

Jackson Hurst

I approve and support NCTOG's HOV Pilot Project on US 75. This pilot project will help reduce congestion.

Jimmy Estes

Remove barriers and open to public. Keeping any barriers leads to blockage of many lanes for maintenance.

Gina Ward

If solo drivers are allowed to use the HOV lane for free or for a fee, it will end up just as congested as the rest of the highway. It should be for more than 1 person in a car. The rules are not being followed now - there are no officers giving tickets. I'm from Miami and the HOV lanes were well controlled because of patrol and easy to get in and out of instead of having those rubber things.

Please do not allow solo drivers to use this lane, even if they pay.

Marie Talamini

I would be interested in supporting this pilot project. Our household uses the HOV lane multiple times daily with 2+ and we also use the US75 corridor for single user as well.

Jamie Thompson

I just read the article on getting more use out of the HOV lane on 75 and have some thoughts.

Yes. Single person cars using it would help ease some congestion on the main lanes. However,

many people in general would like to use the HOV lane to bypass all of the ramps as they may be heading on a long haul to/from McKinney. I travel from Spring Creek Rd to McKinney and would definitely like to bypass all of the merging traffic.

Would it be feasible to have people register with NTTA on how many people they normally have in their car and then charge them to use the HOV lane based on that? I know that could open a whole can of worms and people could lie but cameras could show occupants if installed in the areas of tracking.

Are there thoughts on how to reduce large maintenance/shipping trucks/big rigs from using the HOV lanes?

Are there plans to clean up debris and maintain this long stretch of highway?

Thank you for continuing to look for ways to help improve traffic flows!

Andy Smith

Thank you so much for starting the process on removing these separation poles from the roadway! I think the idea of keeping the lane free for solo drivers is beneficial. With Collin County continuing to grow the way it is, it essentially adds another general-purpose lane without having to redo the whole highway like 635 East currently. This could buy TxDOT a little more time for the inevitable redo of US 75 from downtown Dallas to McKinney (which it's already in desperate need of).

Even if the decision is to toll the lanes or use that new technology to see the occupancy of the vehicles, that's fine. As long as those awful barrier poles are taken down ASAP. Those are so dangerous when people run them over and break them. I have seen so many wrecks happen because of those and the debris just stays on the highway for days. Maybe a double solid line would work if the plan is to continue to keep them separate from the general traffic.

Thank you for giving the public an opportunity for input.

Roger Nordmeyer

We would like to see the HOV lanes dismantled as they are a traffic hazard. Signage has never been clear, particularly about where one can exit the lanes and this has resulted in many near collisions as people dart across traffic or drive over the barriers. Please just open up the roads.

Bob Tragesser

This is the most stupid idea one could ever imagine! \$10M to implement a system to reward drivers for using the HOV lanes? Take down the barriers and just open the lanes for regular, non-HOV use!

Warren Caldwell

Greetings and thank you for the opportunity to contribute to the discussion on managing the (currently) HOV lanes on 75. I am the current President of the Canyon Creek Homeowner's Association.

Option 1 is far preferable as a means of accelerating the broader use of the lanes. I have long questioned the thought process that a driver would make the decision to carry additional passengers based upon the existence of an HOV lane. Most either have passengers or do not and an underused lane is not an appropriate use of our resources whether they be capital related or a loss of human productivity by those artificially impeded from efficient traffic flow.

The removal of the bollards will be greeted with an audible cheer by our neighborhood which comprises 2850 homes and approximately 10 % of Richardson's population. The happiness of our neighborhood will be eclipsed by that of our First Responders who have long had to cope with the added frequency of accidents and damage to their equipment caused by the bollards.

For many years, Richardson has been denied a reasonable access to the lanes and a solution going forward should account for and add convenient and friendly access for our growing city of 125,000.

We are appreciative for your work and expertise in crafting sorely needed improvements to the current approach. I have copied our HOA Community Outreach Director and our Past President. Please reach out anytime.

Justin Pike

The idea to charge single riders is a terrible idea. However, something needs to be done. I drive that stretch daily north and south. When the main lanes back up I see single riders OFTEN jump into that lane some over the barriers even. It's a plague. These people think they are above the law and there are ZERO repercussions for them. We really should enforce current laws before trying to change them but maybe a charge would make them think twice or it would just be another source of issue by trying to collect from them and then dodging paying for it. Single riders are already very regularly using the HOV lanes and it disgusts me!

Finn-Erik Juliussen

I am writing in regards to the survey on the HOV lanes on US-75. I would like to see them totally removed and open to everyone. I have no problem with the ramps just North of US-75 remaining in place. Since these HOV lanes were originally opened I have watched dozens and dozens of accidents due to these lanes and have had numerous close calls when people cut into the HOV lane from the stopped traffic in the main lanes. F-350's do NOT stop well from 60mph when idiots cross illegally into the lanes. I have seen plenty of rear end collisions from this.

I have seen people drive over the barriers whether the plastic delineators are up or sheared off at the base. The bases rarely get torn off but when you drive over them at higher speeds, say 30mph+ the large bumps unsettles the suspension and can cause vehicles to lose control and crash. I've seen several of those crashes.

We have a HUGE safety problem when a car becomes disabled in the HOV lane. In the majority of the places there is no room to get around them. The people in the stalled vehicle have to decide do I want to sit in the car with my seat belt on and get rear ended at 70mph, or do I get out and stand next to my car and hope the collision does not kill me, or jump over the wall on the other side and have 70mph cars passing within inches of me. I guess there is a 4th option. They could play a real live version of the 1980s Frogger arcade game. Most motorists do not have 3 lives to start with and pedestrian splats make for even more enormous delays.

We also create the same problem in the inner left lane (not the HOV lane) as there is no shoulder for cars that break down or crash. This is a problem in numerous places around the Metroplex and SHOULD NEVER be designed like this!

Breakdown lanes used to always be built. This is an incredible safety feature. If you run out of gas or need to change a tire you have a place where you can do it in a less risky environment. If you have a minor crash the cars can be moved to the breakdown lane as well. I drive 50-80,000 miles per year and have for decades. Where there is a breakdown lane with a disabled vehicle it is not uncommon to see traffic keep moving at normal speed. If it slows it is not by much in most cases. When a car stops in the lane of traffic the delays immediately build and traffic slows MUCH more. In my anecdotal evidence from spending time on the highways you see vastly more accidents when cars break down in the road with nowhere to go.

Another benefit of breakdown lanes is if a car needs to be towed or filled with gas the tow truck can also be in the breakdown lane working on it and not be blocking traffic in many cases.

Yet another benefit is when you have a breakdown lane it gives more room for error as there is extra pavement to drive on should they hydroplane, get distracted and wander out of the lane, steer around the sofa that fell in the left lane, etc.

What I would like to see is 5 lanes open to EVERYONE (ok, not pedestrians and bicycles but you get the point) and with a breakdown lane where possible. Some areas you can fit one and others you can't. Still an extra 3' from the wall will reduce accidents.

I have to wonder about the studies that show that HOV lanes help traffic. In my observations around the country they do not speed traffic in the regular lanes. They actually slow it down because you lose the breakdown lane. I do not think this is good design for safety or efficiency. The government should be designing highways that speed up all the lanes as that is the best for society as a whole. How much more pollution is produced from the types of blockages backing up all lanes for miles due to idiotic design? How much time could people have for other uses? How much money is wasted with emergency services and on medical care that could have been saved with all the lanes available with breakdown lanes?

Through the whole Metroplex I see the same problems created in the HOT lanes or TX Express if you prefer. In many places the shoulders were eliminated to build the new lanes. The claim was no lanes would be taken away but that was a lie. Many breakdown lanes WERE taken away and have made traffic WORSE than if the breakdown lanes were left.

Resiliency is a popular word these days. In regards to roads, I call it competent design without barriers to slow traffic down and cause accidents. Breakdown lanes free the flow of traffic and without made up barriers you create resiliency.

I would also like to point out a very dangerous spot on US-75. In the left center lane the pavement is failing at the North seam on the overpass over Arapaho. There is already subsidence with the bridge already creating a bump. When you add the crumbling concrete it's a crash waiting to happen. At some point I expect to see a car airborne just like Roscoe from the Dukes of Hazzard.

Chip Pratt

I am opposed to charging for use of the lane. We are being tolled to death. Incentivizing the use of HOVs in the lane would be the preferred option at least in the interim. Removal of the bollards is a very good move and way overdue. A key for Richardson is access to the lane. There should be southbound access at least 2 places in Richardson, and northbound access just north of 75, and again south of 190 in time for drivers to exit to 190.

National Drive Electric Week (NDEW)

Katherine Homan

Will ERCOT be up to supplying electricity for all the electric cars that we are seeking to replace those running on gasoline?

Considering the new housing being constructed also needing power in these times of temperature extremes and now this new scope of demand for powering automotive vehicles, might our already inadequate Texas grid be headed for a Catch-22? Just wondering.

Response by NCTCOG Transportation Department:

Hi Katherine,

Apologies for a slow response, but you pose an excellent question. In short, the grid can indeed accommodate the additional load associated with electric vehicles (EVs). However, the key to success will be carefully managing **when** EVs charge to make sure we aren't adding the EV load during existing peak hours. This may be challenging, especially when fleets of large vehicles such as buses or delivery trucks electrify. However, if managed correctly, EVs can help create a more efficient, optimized grid, and be a power source during outages to help increase resiliency. The good news is that many organizations are highly aware of the challenge posed by integrating EVs with the grid, and much planning is being done now, before large-scale EV adoption. We've provided additional explanation below.

Examples of what is being done to plan: The [Electric Reliability Council of Texas](#) (ERCOT) Long-Term System Assessment Update and Input Assumptions for 2022 includes a transportation electrification scenario, where ERCOT has made some assumptions about future EV adoption to determine potential associated load. This information can be used by electricity generators to decide if and when to build new generating capacity. The Public Utility Commission has also collected information related to EV adoption over the past year to inform potential policy or regulatory actions. The Texas A&M Transportation Institute has simulated various electrification scenarios to evaluate grid impacts, and presented some of this work earlier this year (see the [May video](#) starting at the 54 minute, 45 second mark, if interested). In addition, our staff recently held a meeting on EVs with several utilities to get an understanding of what utility concerns and plans are and identify ways that we can facilitate shared learning and best practices. We hope to hold additional meetings in the near future and welcome you to attend if interested. (If interested, sign up for our [Electric Vehicles North Texas email blasts](#).)

The grid can accommodate additional load, if added at the ‘right’ time: The grid has absorbed additional load associated with new technologies several times before – the widespread adoption of central air conditioning, the evolution of the internet, and now the transition to cloud computing have all been instances where additional electrical load was needed to support technology adoption. With EVs, the major factor is **when** electric vehicles are being charged and not just the power levels required to charge. Just as we try to avoid using large appliances during “peak” hours during the summer, the same behavior will need to be followed as EVs gain wide adoption. During the majority of the year, the grid continues to have excess generation capacity overnight that is underutilized – much of it renewable but intermittent wind energy (in fact, wind is still curtailed in Texas – meaning the amount of power generation is reduced to below what it could be – usually because there isn’t enough market demand). This power could be used by EVs charging during those off-peak hours. Thus, charging EVs off-peak can actually benefit the grid by creating a market for the existing capacity that is currently held back, and also by smoothing out the peaks and valleys between high and low demand, providing a more stable load overall. Some retail electric providers offer incentives to their customers if the customer uses “smart charging” technologies that prevent the car from charging during peak hours.

EVs can serve as a power source during a power outage: During extreme events such as Winter Storm Uri, EVs have the potential to become a grid asset. Certain EVs have “bidirectional” capability, meaning they can send electricity from the car battery back to the grid if needed. There were instances in Houston of people [powering cell phones off a hybrid pickup truck](#). Our staff has also met people who used their Mitsubishi plug-in hybrid SUV to keep their refrigerator running after a hail storm power outage. While this capability is still somewhat uncommon, it will offer substantial promise as more vehicles offer this feature.

NCTCOG does promote energy efficiency and energy management to reduce grid demand, and also promotes solar technology as a source of locally-generated, clean energy that can help provide additional grid resiliency. One of our major initiatives is also promotion adoption of the most recent building codes to ensure new construction is as efficient as possible. Oncor also offers incentives for efficiency-related projects through their www.takealoadofftexas.com program. Our staff is also preparing a workshop on the topic of energy resiliency to talk about a variety of items that can either reduce grid strain or provide options in the event of an outage. If you’d like more information, you may be interested in the websites below, and/or want to sign up for our energy/solar newsletter at [Newsletters | Conserve North Texas](#).

- <https://www.nctcog.org/envir/natural-resources/energy-efficiency>
- www.gosolartexas.org
- [Workshops and Training Opportunities | Conserve North Texas](#)

Phone

HOV Pilot Project Along US 75 Corridor

Sue

I am very concerned about the changes from HOV to SOV on 75 between 635 & 121. There are trucks with trailers using HOV lanes and driving too slow and big trucks with materials for all the

developments being built north of 380. I would like to understand the reasoning as to why the HOV lanes may become SOV in that area.

Comments and Questions - Due Oct. 12, 2021 Regional Transportation Public Input Opportunity

1) Regional Comprehensive Emissions Reduction Program

Comments - Pg. 7

That's a great idea to Partner with EDF - they specialize in environmental improvements.

Pg. 8

I am pleased that we are addressing global climate change here on the local level. Hopefully, we can set an example with our actions for the rest of the world. I expect that our accomplishments will be well publicized and be a model for other regions of our Nation and the world.

Pg. 16

I am relieved to see that MCTCOG is playing a role in increasing our ^{electric} grid flexibility and resilience. I would not want to go through the nightmare experience of the February 2021 winter storm again.

2) HOV Pilot Project Along US 75 Corridor

Question - page 3 and other Pages -
What is a technology lane?

Comments and Questions - Due Oct. 12, 2021

Continued

3) Draft - November 2021 TIP Modifications
for Public Review

Question - Pg. 7 of 44

What is ^{an} DALI Autonomous Traffic Signal
System?

Thank you.

Phyllis Silver



Phyllis Silver Page 2 of 2
9/30/2021

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

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

This month, public comments were received on a number of topics across social media platforms and via email. Bicycle and pedestrian comments were in the majority.

In addition, comments were accepted through a new, online map tool. Users can drop a pin on a location in the region and leave a detailed comment. This month, there were 16 bicycle and pedestrian comments and six roadway comments. To read them, visit:

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

Bicycle & Pedestrian

Twitter –

1. We're excited about all of the construction to connect Valleydale with the future site of the bridge over 75! We love the partnership with @CityOfDallas, @DallasCountyTx, @TxDOT, and @NCTCOGtrans to complete this project. – Northaven Trail (@NorthavenTrail)



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



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

Are you allowed to ride e-bikes on the trail(s)? – Clayton Meeker (@Clm1403)

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

Love it - now I just need to get one. :) – Clayton Meeker (@Clm1403)

3. Bridge girders up and more construction at the @NorthavenTrail bridge location. Thanks to @TxDOTDallas the project is currently a little ahead of schedule. – Jeff Kitner (@JeffKitner)



So exciting! – Riva Campo (@Rivaebk)

4. We're "hot on the trail" for the quiet zone field study for the Cotton Belt/Silver Line - giving input on measures to keep pedestrians, cyclists & vehicles safe & retain as much quality of life as possible. @dartmedia @NCTCOGtrans #signals #walls #gates #fencing #nohorns #bells – caraathome (@🏠) (@caraathome)



Can I ask why we need a train to the airport when Biden is going to put 50 percent of Americans on a no-fly list? Who's going to be riding this train? – Mike OTL (@Mike_OntheLam)

If there is a betting pool, I'm in for the year 2070. 👍 – caraathome (@🏠) (@caraathome)

Lol. – Mike OTL (@Mike_OntheLam)

6. The A-Train Rail Trail is 19 miles long and is the longest trail in Denton County. The A-train Rail Trail is a product of @RideDCTA collaborating with community partners including @cityofdentontx, @CityofCorinth, @CityLakeDallas and @LewisvilleTexas. – NCTCOGTransportation (@NCTCOGtrans)



Do you need a bike or a car once you get out of this train at all stations? – María Eugenia (@Ma_E2021)

There are a plethora of mobility options once you get to our A-train stations. You can use your bike, try our new GoZone on-demand service, transfer to one of our Connect buses, etc. Hope this helps! – AH – DCTA (@RideDCTA)

Roadway

Email –

1. **Georgia Brown**

Hello!

I would like to request that there be a stoplight installed at the intersection of 287 and Prairie Ridge Blvd. Due to the new community being built in this area, traffic has increased in this area making it difficult and dangerous to enter, exit, or even pass through this area.

Thank you for your consideration.

Transit

Twitter –

1. Southern Montana counties are banding together to restore passenger rail service cut over 1/2 a century ago. Southern Montana. If they can do it why can't we expand rail service in Texas? @TXLegeCouncil @TXlege @bigskyrailmt @TXRailAdvocate @GovAbbott @DanPatrick @NCTCOGtrans – Peter J LeCody (@railadvo)



We are watching Texas and @TXRailAdvocate with great interest! – BigSkyRailMT (@bigskyrailmt)

How about we collaborate to connect Texas and Montana via passenger rail?
We need north-south connectivity in this country. Reach out to @bigskyrailmt! –
Dave Strohmaier (@davestrohmaier)



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

October 2021

CALENDAR

October 11, noon
Public Meeting
NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

October 12, 5 pm
Open House
High-Speed Transportation
Lone Star Park
1000 Lone Star Pkwy
Grand Prairie, TX 75050

October 19, 4 pm
Open House
High-Speed Transportation
Southside Preservation Hall
1519 Lipscomb Street
Fort Worth, TX 76104

October 26, 4 pm
Open House
High-Speed Transportation
Mercy Street
3801 Holystone Street
Dallas, TX 75212

October 30, 10 am
Open House
High-Speed Transportation
Globe Life Field
734 Stadium Drive
Arlington, TX 76011

High-speed transportation sessions to be in person



HIGH-SPEED TRANSPORTATION

DALLAS - FORT WORTH

The study of high-speed transportation options to move people across Dallas-Fort Worth is hitting the road, with a series of in-person open houses scheduled for October throughout the corridor.

The open houses begin with a session October 12 from 5-8 pm at Lone Star Park in Grand Prairie. Open houses are also scheduled for October 19 from 4-7 pm at Southside Preservation Hall in Fort Worth, October 26 from 4-7 pm at Mercy Street in West Dallas and October 30 from 10 am to 2 pm at Globe Life Field in Arlington. Large venues have been chosen to allow for adequate social distancing.

There will be a short video on a loop discussing the project and presentation boards throughout each venue that will explain the different high-speed technologies and recommended route. The sessions are intended to promote interaction between residents and the project team while providing an overview of the Phase 1 recommendations. Planners have recommended a route along the Interstate Highway 30 corridor and two potential technologies for further study – high-speed rail and hyperloop technologies.

The technology selected will connect residents to the region's existing transportation system, as well as the planned high-speed rail line under development between Dallas and Houston and a future line between Fort Worth and South Texas.

Each open house location will offer free parking nearby. Comments will be accepted in person and online at www.nctcog.org/dfw-hstcs.

The location of each of the venues is also available on the webpage.



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 evaluating options for US 75 corridor

An interim plan to improve reliability along a stretch of US 75 was recently presented to the Regional Transportation Council. NCTCOG has been working on a plan for the underutilized high-occupancy vehicle lane in the corridor, and the pilot project aims to create a technology lane that would evaluate the effectiveness of allowing single-occupant vehicles to utilize the HOV lanes (no toll, no HOV requirement) while providing an incentive to HOVs. Planners propose to incentivize carpooling using the GoCarma app currently used to obtain HOV discounts on the region's TEXpress Lanes. The technology lane could have several benefits, including improved safety and response time, reduced congestion, better air quality and enhanced traffic flow on frontage roads (with improved signal timing). The remaining pylons separating the HOV lane from general-purpose lanes would also be removed, leading to a safer roadway. The pilot project aims to increase the corridor's capacity to make the fast-growing corridor more efficient for commuters, residents and businesses. The project would cost a total of \$53.8 million, with \$10 million funded through a grant with the Texas Department of Transportation to develop the technology lane aspect. The technology lane could be open to traffic in the summer of 2024.

Trinity Metro introduces 'A Better Connection' for customers

Trinity Metro rolled out its newly redesigned bus system with more frequency, extended hours and better customer options in September. Known as A Better Connection (ABC), the redesign will offer customers more direct routes that reach their destination without having to go through downtown.

Last month, Dallas Area Rapid Transit announced a similar redesign of its bus network, which will debut in January.

The Trinity Metro plan has been in development for approximately a year, as Trinity Metro has analyzed its routes and gathered public input from residents regarding their transportation needs, said Wayne Gensler, vice president and chief operating officer for bus and paratransit.

"These changes will provide more service options and easier access for our customers – and all without any increase to our operating budget," Gensler said.

Throughout the planning process, Trinity Metro invited the public to provide feedback on transit options. The scenario that generated the most interest was a "walk more, wait less" option that would provide more frequent service to more customers. ABC will offer seven routes with service to neighborhoods that did not have service. These routes mean new access for 27,400 people in 8,500 households. They will be within a quarter-mile of a bus route as will 3,600 jobs. Additionally, 17 schools will have access within a quarter-mile.



Trinity Metro has rolled out a redesigned bus service offering greater frequency and expanded service to customers.

LONG-RANGE PLAN

Planners working on update to Mobility 2045

NCTCOG is developing an update to Mobility 2045, the Metropolitan Transportation Plan for the fast-growing Dallas-Fort Worth area.

While maintaining the same horizon year of 2045, the plan update will incorporate the latest demographic and revenue forecasts for 2045 and refined project recommendations. Planners continue to seek input from the public through a variety of methods, including public input opportunities and meetings (see page 4) and the online Map Your Experience tool. This [webpage](#), allows users of the transportation system to provide input directly to NCTCOG on where they are experiencing transportation trouble, regardless of how they choose to get around.

Users can record their issues by placing pins on a map. These pins will be compared with currently planned recommendations to see where NCTCOG is already working on solutions, and where new ones are needed. The Mobility 2045 Update is expected to be approved by the Regional Transportation Council in 2022. The public can keep up with the progress of the Mobility 2045 update at www.nctcog.org/PlaninProgress.

For information on the current plan, visit www.nctcog.org/mobility2045.

REGIONALNews

October is Fall Car Care Month

Are you car care aware? October is Fall Car Care Month and that means taking a few extra steps to make sure your vehicle is operating well.

This may not only prolong the life of your car but save you time and keep you and your passengers safe. Make sure your coolant levels are topped off with antifreeze to prevent your car from overheating and leaving you stranded.

NCTCOG will be present at in-person events in Denton and Burleson this month to discuss with residents the importance of proper car maintenance. Additional outreach is planned for the spring.



In the meantime, there are ways to ensure you get the

Ensuring your car maintains proper tire pressure is an important part of maintaining your car and improving its performance.

most out of your vehicle while being mindful of air quality. For example, keeping your check engine light off ensures your car is not polluting more than necessary, which means better air quality for all of us in the region.

Winter months bring potential driving hazards, such as icy roads, so it is important to prepare by checking your brakes and tires in the fall as the weather cools down.

Worn treads on a tire can seriously impact a car's ability to stop in the rain. If your tread depth is less than 4/32 inches, you should consider replacing the tires.

Also, if you hear squeaking brakes, that is your vehicle's way of telling you that there may be an issue that needs attention.

Stay safe and remember to be Car Care Aware! For more information, visit www.ntxcarcare.org.

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

4

The number of open houses being held in the region to discuss the Dallas-Fort Worth High-Speed Transportation Connections Study.

PUBLIC *Involvement*

NCTCOG to host in-person public meeting Oct. 11

NCTCOG will host a public meeting in October to provide an overview of the Metropolitan Transportation Plan and present details on the freight safety campaign and local government energy reporting.

The meeting will take place at NCTCOG's Arlington offices, 616 Six Flags Drive, at noon on Monday, October 11 and marks the first in-person public meeting since March 2020, due to the on-going COVID-19 pandemic. Residents may attend the meeting or watch the live stream. All attendees are encouraged to wear masks and practice social distancing. One of the primary responsibilities of a metropolitan planning organization is the development and maintenance of a Metropolitan Transportation Plan. The MTP identifies transportation needs, investments and priorities for the regional transportation system. NCTCOG is developing an update to the current MTP, Mobility 2045, and will provide an overview of the project timeline.







Additionally, staff will give details on the freight safety campaign, which is educating heavy-duty vehicle operators about following regional truck lane restrictions, and informing the public about safe driving practices near large commercial vehicles.

Staff will also present an overview of the local government energy reporting requirements, NCTCOG resources and training, and reminders regarding the upcoming 2021 Local Government Energy Reports. Political subdivisions in ozone nonattainment or "affected" counties in Texas are required to reduce their electric consumption by five percent each year and report their annual electricity consumption to the State Energy Conservation Office.

The department's interactive map tool, Map Your Experience, the Regional Smoking Vehicle Program, vehicle incentive opportunities and administrative revisions for Mobility 2045 will also be highlighted. To watch the meeting online, click the "live" tab at www.nctcog.org/video. A recording of the presentations will also be posted at www.nctcog.org/input, where residents can comment through November 9. For special accommodations, or to request printed copies of information discussed or a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Carli Baylor at 817-608-2365.

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

(Continued From Cover Story)

BE CAUTIOUS OF DRIVING HAZARDS	WATCH OUT FOR ROAD CREWS	NUMBER OF CAR CRASHES	THINGS WE CAN DO TO HELP REDUCE DRIVING DEATHS AND MAKE TEXAS ROADWAYS SAFER
 <p>Drivers may encounter uneven pavement, narrow lanes, concrete barriers, slow-moving heavy equipment, and vehicles that make sudden stops.</p>	 <p>The only protective gear they wear is a vest, a hard hat, and safety boots. Remember, they want to get home safely too.</p>	 <p>Last year, there were over 200 crashes on this stretch of roadway alone.</p>	<div>    </div> <p>Let's help #EndTheStreakTX of daily deaths on our roads by slowing down, putting away our cell phones and never driving under the influence of drugs or alcohol.</p>

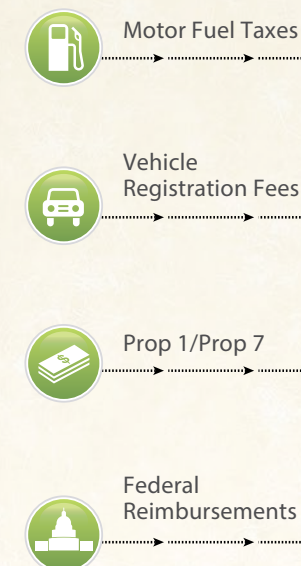
SOURCE: Texas Department of Transportation

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



II. ADVANCED PLANNING

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

III. MOBILITY AND MAINTENANCE PROJECTS

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

SOURCE: Texas Department of Transportation

TxDOT graphic by DEAN HOLLINGSWORTH/Information Specialist



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

THIS MONTH'S COMMENT: "Special thanks to the 635 East project team who quickly responded to a concern from a citizen about road debris. "Thanks for the speedy reply!" – John N.

SOURCE: Texas Department of Transportation

TxDOT graphics

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.

NORTHBOUND I-35 IMPROVEMENT PROJECT AT US 380 "RAMPS" UP

The project will reverse the northbound I-35 entrance and exit ramps

DENTON COUNTY – Construction began last month on a safety improvement project on northbound I-35 at US 380 in Denton County. The project will reverse the northbound entrance and exit ramps and add lane capacity at the northbound I-35 frontage road and US 380 intersection to address increased traffic in the area.

The current entrance ramp north of Oak Street will be reconstructed to serve as the exit ramp. The current exit ramp to US 380 will be reconstructed as an entrance ramp. Reversing the ramps will increase safety and mobility by eliminating queueing on the mainlanes from exiting traffic. It will also reduce merging and weaving on the I-35 frontage road. The \$1.8 million project is expected to wrap up by early 2022, weather permitting.

The project is an interim safety improvement before a



larger I-35 widening project is expected to begin construction in 2023. Eventually the I-35 entrance and exit ramps at US 380 will be braided, where one ramp crosses the other.

TxDOT is encouraging drivers to remain aware in the work zone while these much-needed improvements are being made. Work zones present a different and sometimes challenging environment for drivers to navigate.

More on Back Page

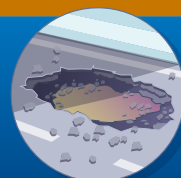


Credit: DEAN HOLLINGSWORTH/TxDOT Information Specialist



TEXAS DEPARTMENT OF
TRANSPORTATION
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Mesquite, TX
75150-6643

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



REPORT A POTHOLE:

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

SEPTEMBER 2021 LET PROJECTS

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	(%)	EST. TOTAL COST (M) ³	CONTRACTOR
1	0009-02-065	SH 78; US 80	SH 78: Leon Rd to Straford Dr., US 80: I-30 to E of N Galloway Ave.	Concrete full depth repair on frontage roads and pavement markings and jughandles	\$2.35	\$2.05	-12.78	\$2.99	Silver Creek Construction, Inc.
2	0092-02-125	I-45	At Dowdy Ferry Rd.	Construct intersection improvements, including Texas u-turn and turn lanes	\$3.30	\$3.36	1.72	\$4.75	Ed Bell Construction Co.
3	0918-47-148	Malloy Bridge Rd.	Malloy Bridge Rd. at Parsons Slough	Replace bridge and approaches	\$1.45	\$1.77	21.83	\$1.73	Sema Construction, Inc.
4	1311-01-058	FM 1171	Long Prairie Rd. to N Garden Ridge Blvd.	Construction of landscape work consisting of planting and irrigation	\$0.32	\$0.31	-1.04	\$0.40	Central North Construction, LLC
5a - 5b	1663-03-020	FM 744; FM 1126	FM 744: FM 55 to FM 1126 W; FM 1126: FM 744 W to FM 744 E	Restoration of existing pavement and add shoulders	\$7.99	\$5.71	-28.50	\$9.48	A.L.Helmcamp, Inc.
6	0918-00-330*	VA	Various locations in the Dallas District	Non-site specific installation of traffic signals	\$2.50	\$2.44	-2.24	\$3.00	Durable Specialties, Inc.
EST. SEPTEMBER 2021 TOTALS					\$17.91	\$15.65	-12.64	\$22.34	
DISTRICT FY ACCUMULATIVE LETTINGS					\$17.91	\$15.65			
DALLAS DISTRICT FY LETTING VOLUME CAP					\$1,413.27 M ¹				

*Unmapped.

¹District FY 2022 Letting Volume Cap includes the IH 35E Phase II project for \$764,859,423.

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

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

OCTOBER 2021 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
1	1662-04-061	SH 31	FM 55 to west of FM 2555	Pavement repair, overlay, and pavement markings	\$2.57
2	2555-01-013	FM 2578	US 175 WB frontage road to FM 987	Overlay, rumble strips and pavement markings	1.49
3	0047-04-036*	VA	Various locations in the Dallas District	Seal coat & pavement marking	\$11.59
ESTIMATED TOTAL					\$15.65 M

*Unmapped.

COMPLETED CONSTRUCTION PROJECTS (FROM SEPTEMBER 1-30, 2021)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0047-06-168	US 75	PGBT to SH 121	Full depth concrete repair	\$2.15	9/10/2021
2	2374-04-060	I-20	North Main Street to Camp Wisdom Road in Duncanville	Construct 0 to 4-lane frontage road	\$11.97	9/15/2021
3	0918-00-305*	VA	Various Locations on SL 12 and US 287	Install cable barrier	\$4.22	9/10/2021
ESTIMATED TOTAL					\$18.34 M	

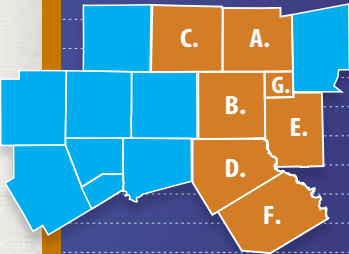
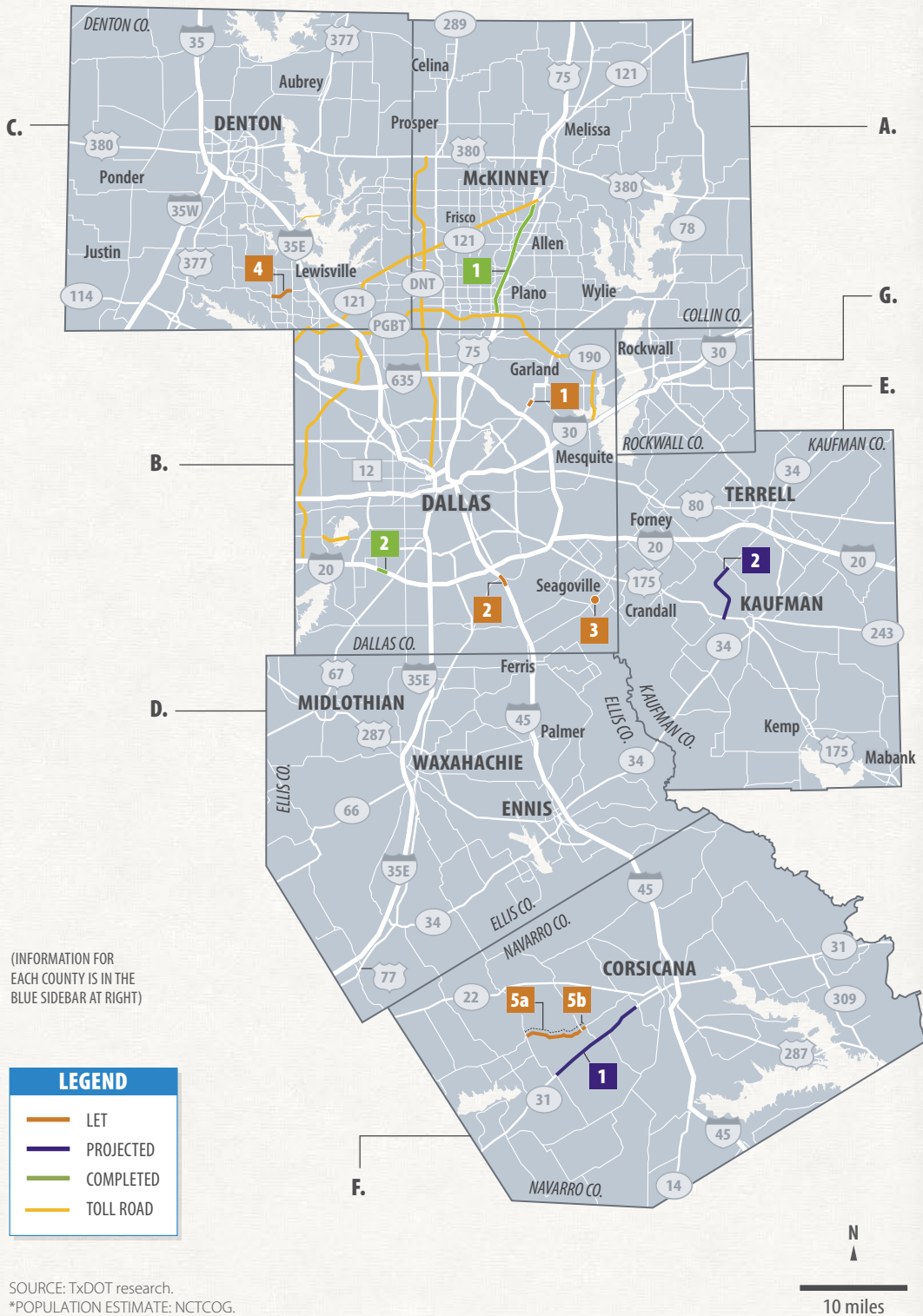
*Unmapped.

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 **September**, are projected to let in **October**, 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



OVERVIEW: The Southern Gateway project will add capacity, replace aging pavement and improve safety along I-35E and US Highway 67 in southern Dallas. As one of the major highways into and out of downtown Dallas, the roadway carries about 218,000 vehicles per day on pavement that was first built in the 1950s. The reconstruction project has been supported since before 2003, when the project was first environmentally cleared but left unfunded. With improvements complete just to the north with the Horseshoe Project, the next step to further improve congestion in downtown is to rebuild this major urban highway.

Goals: Improve safety by rebuilding the highway, which will improve entrance and exit ramps, improve cross street bridges and add full shoulders within the right of way along the I-35E section.

Full reconstruction and widening of I-35E to include five general purpose lanes in each direction and two reversible non-tolled express lanes from Colorado Boulevard to US 67. I-35E will have seven lanes into downtown each morning and seven lanes out of downtown each evening. The US 67 scope will save the existing paving and widen to provide a third general purpose lane in each direction from I-35E to I-20.

The existing concurrent US 67 HOV lane will be reconstructed to be one reversible non-tolled managed express lane in the center median.



TxDOT photo

Newly constructed I-35E mainlanes and bridges at Ewing and Marsalis partially open to traffic.

PROJECT HISTORY

- **Public Meetings** – June 23 & 25, 2015; July 7 & 9, 2015, January 26 & 28, 2016
- **FHWA Schematic Approval** – Spring 2016
- **Public Hearing** – July 2016
- **FHWA Environmental Clearance** – Dec. 2016
- **Design-Build Contract** Executed with Pegasus Link Constructors (PLC) - June 2017

PROJECT PROGRESS

- **Traffic switches completed** to open portions of the new pavement for new ramps along southbound and northbound I-35E
- **Work continues** for the Marsalis, Illinois, Louisiana, Ewing and 12th St bridges over I-35E
- **Continued progress** on earthwork, drainage, concrete pavement, retaining walls and bridge construction in multiple areas of the project

PROJECT DETAILS

- **Limits:** I-35E from Colorado Blvd. to south of Kiest Blvd.; on US 67 from I-35E/US 67 split to I-20.

- **Length:** 11 miles
- **Estimated Completion:** Summer 2022

PROJECT DESCRIPTION

- **I-35E:** Full reconstruction and widening to include five general purpose lanes in each direction and two reversible, non-tolled managed express lanes from Colorado Blvd. to US 67 and infrastructure for a deck plaza.
- **US 67:** Add a third general purpose lane in each direction from I-35E to I-20. The existing concurrent US 67 HOV lane will be rebuilt to become one reversible, non-tolled managed express lane in the center median.

ESTIMATED COSTS

Construction	\$530.3 M
Utilities	\$16.3 M
Design/QA/CM	\$79 M
Total Design/Build Contract*	\$625.6 M
ROW (state costs)	\$40 M

*Subject to change.

TxDOT graphic

ESTIMATED FUNDING

CAT 2	\$50 M
CAT 5 (CMAQ)	\$54.3 M
CAT 7	\$54.1 M
CAT 11	\$260 M*
CAT 12	\$168 M
RTR Funds	\$39.6 M
Strat 102 (ROW Cost)	\$40 M
Total Funding	\$666 M

* Congestion Relief Funding

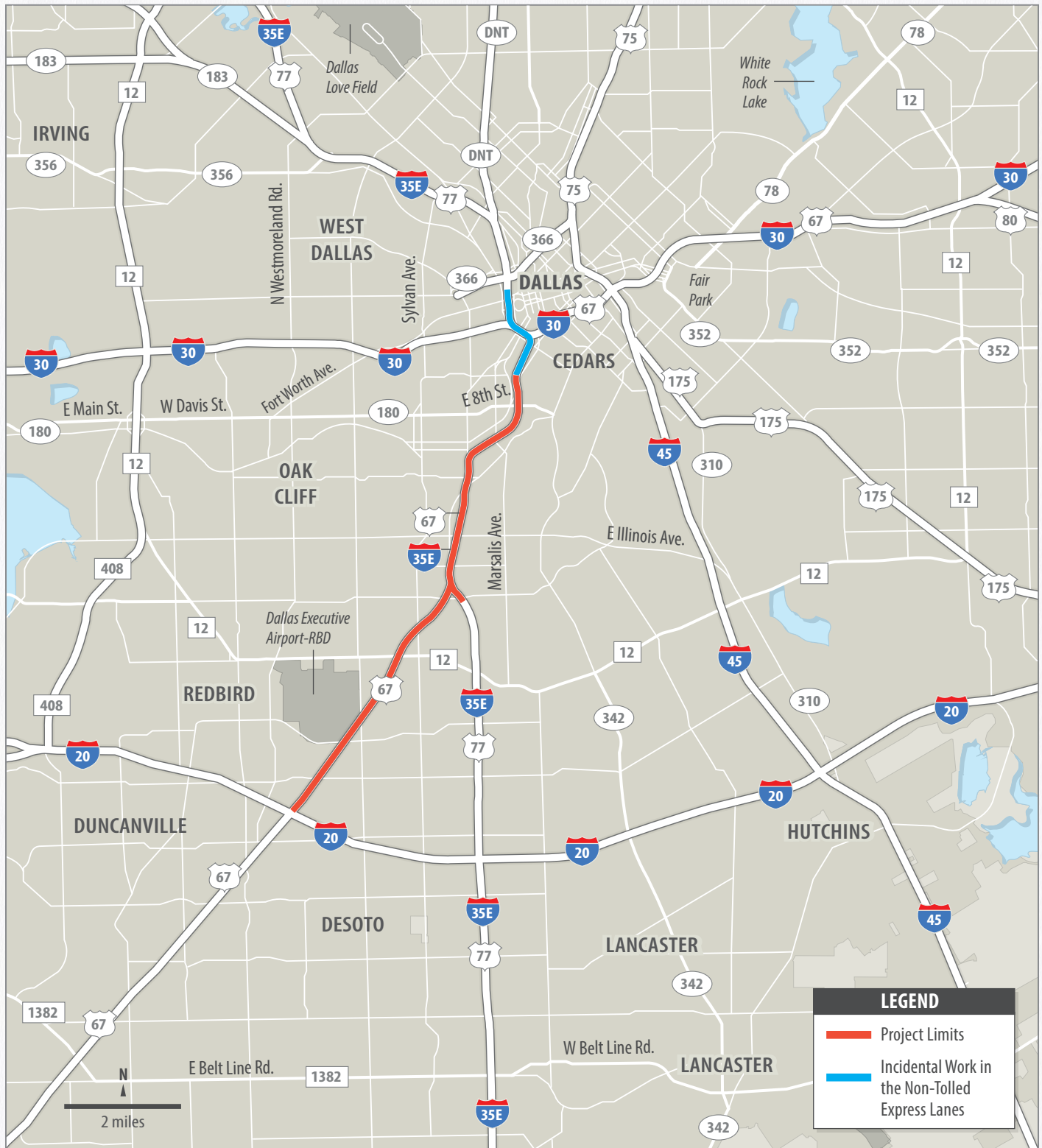
TxDOT graphic



Official 2018 logo design for TSG project.



A Texas Clear Lanes project: www.TexasClearLanes.com



NOTE: Highlighted areas are not drawn to scale.

TxDOT graphic

PROJECT CONTACTS



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214-320-6100



www.TexasClearLanes.com



www.TheSouthernGateway.org

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Public Information Supervisor
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Mesquite, TX 75150
(214) 320-4481

635 EAST PROJECT

TxDOT PROJECT TRACKER

DALLAS DISTRICT

| Connecting You With Texas



OVERVIEW:

The 11-mile 635 East Project will reconstruct and widen I-635 from US 75 to I-30, including the I-635/I-30 interchange. The general-purpose lanes will be expanded and the existing tolled managed lanes will be rebuilt. When complete, there will be a total of 10 general purpose lanes and two tolled managed lanes. The project will also include the construction of continuous frontage roads and provide numerous intersection improvements.

I-635 East originally opened in 1969 and was designed to accommodate 180,000 cars per day. Recently, the average daily traffic on I-635 reached 230,000. This increase has contributed to the roadway's top 30 ranking on Texas' most congested roadways list. The Texas Transportation Commission has designated the 635 East Project as part of the statewide Texas Clear Lanes initiative, organized to address the most congested roadways in the state's metropolitan areas. The project is designed to relieve congestion, provide local connectivity and improve safety.



Photo credit: PLC

Here's an aerial view of the I-635/I-30 interchange, looking northeast along I-30.

PROJECT HISTORY

- **Public Meeting** – April 19, 2016
- **FHWA Schematic Approval** – May 1, 2014 (Skillman/Audelia interchange), July 21, 2017 (I-635 East Schematic)
- **Public Hearing** – Jan. 31, 2017
- **FHWA Environmental Clearance** – Jan. 20, 2003 (original FONSI), June 23, 2015 (Skillman/Audelia interchange) and April 24, 2017 (revised schematic)
- **Design-Build Contract**
 - May 30, 2019 - Conditional Award
 - Aug. 22, 2019 - Contract Execution
 - Sept. 9, 2019 - Notice to Proceed 1 (NTP1)
 - Jan. 24, 2020 - Notice to Proceed 2 (NTP2)

PROJECT PROGRESS

- **Fall 2021** – Frontage road and ramp shifts at Royal Lane, Jupiter Road and Plano Road
- **Fall 2021** – Continue I-30 mainlane construction between Gus Thomasson Road and Northwest Drive
- **Fall 2021** – Ongoing project-wide utility work and drainage construction

• Work Scheduled for Late 2021 Includes:

- Ongoing bridge construction at various cross streets along I-635 including Forest Lane, Abrams Road, Walnut Hill Lane/Kingsley Road, Jupiter Road, Northwest Highway, Centerville Road/Ferguson Road and La Prada Drive
- Pavement construction at Skillman Street along I-635 and continued temporary bridge construction on the west side of Skillman Street
- Continue direct connector ramp construction at the I-30/I-635 interchange

PROJECT DETAILS

- **Limits:**
 - I-635 from east of US 75 to I-30
 - I-30/I-635 interchange
- **Length:** 11 miles
- **Cost:** \$1.7 billion (Design and Construction)
- **Funding:** Funding sources include CAT 2, 3, 5, 7, 11 and 12
- **Right Of Way:** Acquisition is 100% complete
- **Project:**

- Reconstruct the GPLs and construct one additional lane in each direction
- Construct continuous FRs consisting of two or three lanes in each direction
- Reconstruct the I-635/I-30 interchange
- Reconstruct the existing single tolled managed lane in each direction between US 75 and I-30
- Reconstruct the Skillman St. bridge

TEXAS CLEAR LANES

The Texas Transportation Commission has designated the 635 East Project as part of the statewide Texas Clear Lanes initiative, which addresses the most congested areas in the state.

PROJECT SCHEDULE

- **Spring 2020** – Construction start
- **Late 2024** – Substantial Completion





NOTE: Highlighted areas are not drawn to scale.

TxDOT graphic

PROJECT CONTACTS



Texas Department of Transportation
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