

AGENDA

**Regional Transportation Council
Thursday, October 13, 2022
North Central Texas Council of Governments**

**1:00 pm Full RTC Business Agenda
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**

Pledge to the United States and Texas Flags

- 1:00 – 1:10**
- 1. Opportunity for Public Comment on Today's Agenda**
 Information Possible Action Information Minutes: 10
Item Summary: Members of the public may comment on any item(s) on today's agenda at this time. If speaking, please complete a Speaker Request Card, available at the meeting, and provide to the North Central Texas Council of Governments designated staff person. A maximum three (3) minutes is permitted per speaker. At the conclusion of this item, no further opportunities for public comment will be provided for the duration of the meeting.
Background: N/A
- 1:10 – 1:15**
- 2. Approval of September 8, 2022, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Duncan Webb, RTC Chair
Item Summary: Approval of the September 8, 2022, meeting minutes contained in [Electronic Item 2](#) will be requested.
Background: N/A
- 1:15 – 1:20**
- 3. Consent Agenda**
 Action Possible Action Information Minutes : 5
 - 3.1. Transportation Improvement Program Modifications – November 2022**
Presenter: Ken Bunkley, NCTCOG
Item Summary: Regional Transportation Council (RTC) approval of revisions to the 2023-2026 Transportation Improvement Program (TIP) will be requested, along with the ability to amend the Unified Planning Work Program (UPWP) and other planning and administrative documents with TIP-related changes.
Background: November 2022 revisions to the 2023-2026 TIP are provided as [Electronic Item 3.1](#) for the Council's consideration. These modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP. Modifications for projects on US 75 to change existing HOV lanes to Technology lanes are included in this modification cycle to facilitate Federal Highway Administration (FHWA) approval.

Performance Measure(s) Addressed: Roadway, Transit

3.2. **Texas and Gulf Coast Hydrogen Hub**

Presenter: Chris Klaus, NCTCOG

Item Summary: Staff will request approval for the North Central Texas Council of Governments (NCTCOG) to participate in the Texas and Gulf Coast Hydrogen Hub and recommend the NCTCOG Executive Board enter into a Memorandum of Understanding with Gas Technology Institute confirming participation. This Consortium will establish a regional clean hydrogen hub centered in the Houston area.

Background: The Bipartisan Infrastructure Law (BIL) authorizes the Department of Energy to invest \$8 billion to establish at least four regional clean hydrogen hubs nationwide. Hubs are to reflect diversity in geographic location, the feedstock from which hydrogen is produced, and the end use of the hydrogen produced. At least one hub should demonstrate end-use of hydrogen in the transportation sector. The Center for Houston's Future has coordinated stakeholder engagement on the topic of regional hydrogen hub development since the BIL was passed. Information is available at <https://www.centerforhoustonsfuture.org/energy>. In conjunction with development of the Interstate 45 Corridor Zero-Emission Vehicle Infrastructure Plan, NCTCOG staff has taken part in these regional hydrogen hub conversations and developed a network of connections related to this industry. NCTCOG has been invited to participate in a Texas and Gulf Coast Hydrogen Hub, which would be led by Gas Technology Institute (GTI) Energy. [Electronic Item 3.2](#) provides additional details.

Performance Measure(s) Addressed: Air Quality, Goods Movement

1:20 – 1:30

4. **Orientation to Agenda/Director of Transportation Report**

Action Possible Action Information Minutes: 10
Presenter: Michael Morris, NCTCOG

1. \$20 Million Grant to Fund Projects in Texas District 111 ([Electronic Item 4.1](#))
2. Scenario Planning Outside of Transportation ([Electronic Item 4.2](#))
3. New Executive Director for DCTA – Paul Cristina
4. Celebrating North Texas Tollway Authority – 25 years.
5. New District Design Engineers for TxDOT; Ceason Clemens, P.E., Dallas District and David Salazar, P.E., Fort Worth District, as well as recognition of previous district engineers.
6. Preston Rd. and Intersection Study – Dallas Through to Plano
7. East/West Equity Update ([Electronic Item 4.3](#))
8. Cancellation of Weatherford Downtown Bypass Loop Project (\$21 Million)

9. National Drive Electric Week
10. Fall 2022 Traffic Incident Management Executive Level Course Announcement – November 3, 2022, at DalTrans ([Electronic Item 4.4](#))
11. Draft Updated Rules for Public Comments at Regional Transportation Council Meetings ([Electronic Item 4.5](#))
12. Air Quality Funding Opportunities for Vehicles (www.nctcog.org/aqfunding)
13. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
14. 2022 Ozone Season Update ([Electronic Item 4.6](#))
15. Car Care Awareness Community Partnerships ([Electronic Item 4.7](#))
16. Comments to FHWA on Proposed BUY American Waiver For Electric Vehicles Charging Stations ([Electronic Item 4.8](#))
17. Local Clean Air Project Spotlight ([Electronic Item 4.9](#))
18. September Public Meeting Minutes ([Electronic Item 4.10](#))
19. October Public Meeting Notice ([Electronic Item 4.11](#))
20. Public Comments Report ([Electronic Item 4.12](#))
21. Recent Correspondence ([Electronic Item 4.13](#))
22. Recent News Articles ([Electronic Item 4.14](#))
23. Recent Press Releases ([Electronic Item 4.15](#))

1:30 – 1:40

5. **Fiscal Year 2022 Reconnecting Communities Pilot Program**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG Staff

Item Summary: Staff will provide the Council information on the Fiscal Year 2022 (FY22) Reconnecting Communities Pilot (RCP) Program and request action to apply for a candidate project. Additional action will also be presented.

Background: In June 2022, the United States Department of Transportation (US DOT) announced a Notice of Funding Opportunity (NOFO) to solicit applications for FY22 RCP funding. This \$195 million program includes certain funding amounts set-aside for the following purposes: (1) Planning Grants - \$50 million, and (2) Capital Construction Grants - \$145 million. Applications for each funding category are due to US DOT by October 13, 2022, and eligible entities are limited to a maximum three applications per solicitation (as lead applicant). Funds will be awarded on a competitive basis for projects that remove, retrofit, or mitigate transportation facilities creating mobility, accessibility, and/or economic development barriers to community connectivity and vitality. Available at:

https://www.transportation.gov/sites/dot.gov/files/2022-06/RCP_NOFO_FY22.pdf, the FY22 RCP NOFO describes application requirements, selection and evaluation criteria, applicable program and federal requirements, and available technical aids during the grant solicitation period. With

[Electronic Item 5](#), staff will provide details regarding collaboration with partners and the evaluation process undertaken to identify and select available candidate projects. The request for the Council's action is based on coordinated and strategic efforts among partners to optimize success for the candidate projects. The recommended projects:

- Klyde Warren Park – Phase 2: RTC Submittal (\$24,968,890 RCP Grant plus \$8,845,600 from the private sector added to existing funding)
- Southern Gateway Deck Park – Phase 2: City of Dallas Submittal
- IH 30 City Park/Farmers Market (\$2,000,000 in existing Surface Transportation Block Grant funds for Engineering only).

Performance Measure(s) Addressed: Roadway, Safety

1:40 – 1:45

6. **Access North Texas 2022 Update**

Action Possible Action Information Minutes: 5

Presenter: Shannon Stevenson, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of the 2022 Access North Texas update. Access North Texas is the regional public transportation coordination plan for the North Central Texas region.

Background: The Regional Transportation Council adopted the previous version of the Access North Texas plan on March 8, 2018. Federal guidelines require the plan be updated every four years for the 16-county region in North Texas. The purpose of the Access North Texas plan is to identify the public transportation needs of older adults, individuals with disabilities, low-income individuals, and others with transportation challenges. The plan also outlines goals and strategies to address identified transit needs, eliminate gaps in service, and avoid duplication of transit services. Additionally, regional projects funded through the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program must align with strategies in this locally developed plan. Staff sought stakeholder and public comments on the plan during public meetings in August and September. The proposed 2022 Access North Texas document, including appendices, is available at www.accessnorthtexas.org and additional details are available in [Electronic Item 6](#).

Performance Measure(s) Addressed: Administrative, Transit

1:45 – 1:55

7. **Management, Operations, Air Quality, and Safety Program**

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of the proposal to extend existing and fund new RTC Management, Operations, Air Quality, and Safety projects and programs will be requested.

Background: Staff has reviewed the region's ongoing Management and Operations projects and programs that provide funding to improve the region's air quality and management and operation of the transportation system to determine which projects should be continued and which new projects/ programs should be considered. To this end, North Central Texas Council of Governments (NCTCOG) staff is recommending the extension of many of these programs into the FY 2024-2026 timeframe and creation of several new ones. Staff will also provide details and recommend a regionwide safety funding program intended to address a variety of transportation safety issues. [Electronic Item 7.1](#) includes additional information on the funding program. [Electronic Item 7.2](#) contains the proposed list of projects and programs for the Management, Operations, Air Quality, and Safety program.

Performance Measure(s) Addressed: Air Quality, Safety

1:55 – 2:10

8. **Regional Transportation Council Bylaws Subcommittee – 1st Reading**

Action Possible Action Information Minutes: 15

Presenters: Andy Eads, Chair, RTC Bylaws Subcommittee and Denton County Judge and Ken Kirkpatrick, NCTCOG

Item Summary: Recommendations for revision of the Regional Transportation Council's (RTC) Bylaws and Operating Procedures will be presented for a first reading.

Background: The RTC Bylaws Revision Subcommittee met over the last few months to review and discuss possible revisions to the Bylaws and Operating Procedures. Proposed policy changes to the Bylaws include the addition of 13 new cities over 5,000 in population; an additional seat for the City of Fort Worth which leads to a complete roster of 45 members; the addition of language related to county/city group member appointments, including mandatory rotation; clarification of teleconferencing, in person, and videoconferencing as they relate to voting; language that affirms that members of the Nominating Subcommittee are eligible to be nominated as officers; and language noting that the RTC will maintain public involvement procedures, including public comment rules and decorum requirements as part of the Public Participation Plan. [Electronic Item 8.1](#) contains these proposed revisions. [Electronic Item 8.2](#) contains the most recent Bylaws Subcommittee meeting agenda. [Electronic Item 8.3](#) contains additional information. It is anticipated that action on the proposed Bylaws revisions will be requested in November. The Subcommittee unanimously approved the proposed Bylaws revisions and recommends Regional Transportation Council approval in November.

Performance Measure(s) Addressed: Administrative

2:10 – 2:15

9. **Status Report on Engine Off North Texas**

Action Possible Action Information Minutes: 5

Presenter: Jason Brown, NCTCOG

Item Summary: Staff will provide a brief overview and update on the Engine Off North Texas Program.

Background: The Engine Off North Texas Program was developed to reduce the impacts of idling in North Central Texas to help mitigate the region's ozone nonattainment status. The program focuses on providing resources to local governments to implement idle reduction policies that focus on heavy-duty diesel vehicles and educational and outreach material about the impacts of idling. Since the RTC Resolution R21-06 update was approved in October 2021, staff will provide a status update on the Engine Off North Texas Program, encourage local governments to consider adopting an idling reduction ordinance, and remind local governments and businesses of the resources available for idle reduction outreach and education. [Electronic Item 9](#) provides additional details.

Performance Measure(s) Addressed: Air Quality

2:15 – 2:25

10. **Strengthening Mobility And Revolving Transportation Grant Briefing**

Action Possible Action Information Minutes: 10

Presenter: Tom Bamonte, NCTCOG

Item Summary: Staff will brief the Council on the Strengthening Mobility and Revolving Transportation and the Advanced Transportation Technology and Innovation Program.

Background: The Strengthening Mobility and Revolutionizing Transportation (SMART) Program (<https://www.transportation.gov/grants/SMART>) is a \$500 million grant program (\$100 million/year) established by the Infrastructure Investment and Jobs Act. The program is designed to support demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety. A SMART grant may be used to carry out a project that has at least one of the following elements: (i) Coordinated Automation; (ii) Connected Vehicles; (iii) Intelligent, Sensor-Based Infrastructure; (iv) Systems Integration; (v) Commerce Delivery and Logistics; (vi) Leveraging Use of Innovative Aviation Technology; (vii) Smart Grid; and (viii) Smart Technology Traffic Signals. The legislation allocates SMART funding as follows: Large Communities (40 percent); Midsized Communities (30 percent); Rural Communities and Regional Partnerships (30 percent). [Electronic Item 10.1](#) is USDOT's SMART Fact Sheet. USDOT issued the Notice of Funding Opportunity on September 19, 2022, with applications due on November 18, 2022. The grants in this first year are limited to planning grants of up to \$2 million apiece. SMART grants in later years will fund implementation of projects delivered by planning grant awardees. No local match will be required for the SMART planning grants. Staff will brief the Council on the

SMART program plus a companion grant program announced at the same time with the same application deadline: Advanced Transportation Technology and Innovation (ATTAIN) Program, which is a continuation of an existing USDOT grant program. [Electronic Item 10.2](#) is staff's summary, including background on regional outreach efforts to date.

Performance Measure(s) Addressed: Roadway, Safety

- 2:25 – 2:35** 11. **Legislative Update and Draft RTC Legislative Program**
 Action Possible Action Information Minutes: 10
Presenter: Rebekah Gongora, NCTCOG
Item Summary: Staff will provide an update on federal, and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. In addition, the draft Regional Transportation Council (RTC) Legislative Program for the 88th Texas Legislature will be presented.
Background: Transportation and air quality issues are a focus for both the United States Congress and the Texas Legislature. The 88th Session of the Texas Legislature will convene on January 10, 2023. In advance of the legislative session, RTC members will be presented with the draft RTC Legislative Program for the 88th Texas Legislature in [Electronic Item 11](#).

Performance Measure(s) Addressed: Administrative

- 2:35 – 2:45** 12. **Environmental Protection Agency Ozone Reclassification Dallas-Fort Worth**
 Action Possible Action Information Minutes: 10
Presenter: Jenny Narvaez, NCTCOG
Item Summary: Staff will provide an update on ozone standard reclassifications for the Dallas-Fort Worth (DFW) nonattainment areas.
Background: Based on monitored ozone data between 2018-2020, the region failed to reach attainment for both the 2008 and 2015 ozone National Ambient Air Quality Standards by the 2021 deadline. As a result, the Environmental Protection Agency (EPA) proposed to reclassify the area for each of these standards. On September 15, 2022, the EPA signed the final action for reclassification and 30 days after publication in the Federal Register; the reclassification will become effective. Staff continues to coordinate with staff from the Texas Commission on Environmental Quality and the EPA on impacts this action will have to the region and next steps towards reaching attainment of both ozone standards. More information can be found in [Electronic Item 12](#).

Performance Measure(s) Addressed: Air Quality

13. **Progress Reports**

Action Possible Action Information

Item Summary: Progress Reports are provided in the items below.

- RTC Attendance ([Electronic Item 13.1](#))
- STTC Attendance and Minutes ([Electronic Item 13.2](#))

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

15. **Future Agenda Items:** This item provides an opportunity for members to bring items of future interest before the Council.

16. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm on November 10, 2022, in the Transportation Council Room.***

MINUTES**REGIONAL TRANSPORTATION COUNCIL
September 8, 2022**

The Regional Transportation Council (RTC) met on September 8, 2022, at 1:30 pm in the Transportation Council Room. The following members or representatives were present: Daniel Alemán Jr, Dennis Bailey, Rick Bailey, Elizabeth Beck, Gyna Bivens, Mohamed "Mo" Bur, J.D. Clark, Dianne Costa, Michael D. Crain, Theresa Daniel, Jeff Davis, Janet DePuy, Andy Eads, Raul Gonzalez, Rick Grady, Lane Grayson, Clay Lewis Jenkins, Ron Jensen, Carl L. Johnson, Pete Kamp (Representing Board Member, Mojoy Haddad), John Keating, Brad LaMorgese, Mike Leyman, Alison Maguire, B. Adam McGough, Cara Mendelson, Marc Myers (Representing Councilmember, Adam Bazaldua), Raj Narayanan (Representing Board Member William Meadows), Omar Narvaez, Matthew Porter (Representing Councilmember Chris Schulmeister), Jim Ross, Jeremy Tompkins, Oscar Trevino, Jr., William Tsao, Duncan Webb, B. Glen Whitley, and Michele Wong Krause.

Others present at the meeting included: Vickie Alexander, Melissa Baker, Berrien Barks, Natalie Bettger, Brandi Bird, David Boski, Jason Brown, Laura Cadena, Jack Carr, Molly Carroll, Angie Carson, Curt Cassidy, Lori Clark, Charles Covert, Caryl DeVries, Jerry Dittman, Chad Edwards, Maribel Gallardo, Gypsy Gavia, Christie Gotti, Zoe Halfmann, Paulette Hartman, Tony Hartzel, Robert Hinkle, Joel James, Major Jones, Travis Kelly, Dan Kessler, Gus Khankarli, Ken Kirkpatrick, Chris Klaus, Audrey Koehler, Dan Lamers, Eron Linn, Alonda Massey, Mindy Mize, Erin Moore, Elizabeth Mow, Jenny Narvaez, Michael Peters, John Polster, Greg Porter, Kelly Porter, James Powell, Vercie Pruitt- Jenkins, Guillermo Quintanilla, Carrie Rogers, Randy Skinner, Gary Slagel, Lynch Stanford Toni Stehling, Shannon Stevenson, Christopher Tolar, Brendon Wheeler, B.J. William, Brian Wilson, Casey Wright, and Susan Young.

1. **Opportunity for the Public to Comment on Today's Agenda:** This item allows members of the public an opportunity to comment on agenda items. Regional Transportation Council Chair Duncan Webb asked if there were any public comments. No members of the public chose to speak at the meeting or provide written comments.
2. **Approval of the August 18, 2022, Minutes:** The minutes of the August 18, 2022, meeting were approved as submitted in Electronic Item 2. B. Glen Whitley (M); Oscar Trevino (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 3.1. **Air Quality Funding Recommendations Related Environmental Protection Agency Program:** A recommendation for Regional Transportation Council (RTC) approval of funding recommendations for the North Texas Clean Diesel Project 2021 Call for Projects. The North Central Texas Council of Governments opened the North Texas Clean Diesel Project 2021 Call for Projects (CFP) through an Environmental Protection Agency National Clean Diesel Funding Assistance Program award. The CFP awards grant funds for replacements of on-road diesel vehicles and engines, nonroad diesel equipment, diesel transport refrigeration unit trailers, diesel drayage trucks, locomotive engines, and locomotive shore power installation in North Central Texas. One application was received by the CFP deadline of July 15, 2022. Staff completed review, quantified emissions, and developed project funding recommendations. This initiative is an extension of

clean vehicle efforts listed as Weight-of-Evidence in the current State Implementation Plan. Electronic Item 3.1.1 provides an overview of the call for projects and staff recommendations. Electronic Item 3.1.2 provides detailed project listings.

- 3.2. **Transit Strategic Partnership Summer 2022 Projects:** Staff requested Regional Transportation Council approval of funding recommendations to provide funding to STAR Transit for expanded transit service to the Cities of Cedar Hill and Duncanville through the Transit Strategic Partnership Program. In 2021, the Southern Dallas County Transit Study was finalized, focusing on the strategic implementation of transit and mobility services in a part of the North Texas region that has limited access to existing transit services. As recommended in the study, the North Central Texas Council of Governments (NCTCOG) began facilitating discussions in 2021 between STAR Transit and the Cities of Cedar Hill and Duncanville on potential expansion of transit service to each municipality. Each city submitted a proposal to NCTCOG's Transit Strategic Partnerships program requesting funding to be awarded to STAR Transit for the purpose of introducing pilot transit service that prioritizes seniors and individuals with disabilities. Requested funding will support a combination of demand response and STARNow same-day service for a pilot period of two years. Staff will request authorization to utilize existing Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program funds from the Transit Strategic Partnership Program in an amount not to exceed \$1,260,000 to support STAR Transit's expansion of services to the Cities of Cedar Hill and Duncanville. Additional details can be found in Electronic Item 3.2.

A motion was made to approve Items 3.1 and Item 3.2 on the Consent Agenda. Theresa Daniel (M); Daniel Alemán, Jr (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris highlighted items on the Director of Transportation Report. He began by presenting Safety comes first by proudly modeling the RTC Safety Vests for the RTC Members. All RTC members received a safety vest. Regional Transportation Council Bylaws Revision Subcommittee Report/agenda is provided in Electronic Item 4.1. Information on potential updates to the Bylaws will be provided in the months to come. The Council was briefed on Dallas Area Rapid Transit (DART) Board approval of \$214 million distribution of unallocated funds to service 13 area cities. Michael announced the publication across the State of the High-Speed Rail (Electronic Item 4.2). Michael briefed the RTC about the Legislative Program for the 88th Texas Legislature with the upcoming timeline and topics (Electronic Item 4.3). Rebekah will bring the Legislative program in October. Michael had a presentation to a couple of Police Chiefs that included greater Police enforcement of the roadway system. The remaining items were not presented.
5. **Fiscal Year 2022 Railroad Crossing Elimination Program:** Jeff Neal Jeff Neal provided the Regional Transportation Council (RTC) information regarding the Fiscal Year 2022 (FY22) Railroad Crossing Elimination Program (RCEP) and requested action to apply for a candidate project. Applications are due to US DOT by October 4, 2022, with a three-application limit. The funding categories are split up into different categories: Planning/NEPA/Design (\$18 million), Rural/Tribal – Construction (\$114.7 million), and Urban – Construction (\$440.6 million). The category for Urban funding is the largest. Project eligibility includes at-grade closure or safety/mobility solutions (technology, education, etc.); grade separation (via bridge, tunnel, embankment or combination

thereof); track relocation; add/improve devices, signals, signs, or other safety measures (with #2/#3 above); group of above-related projects, and planning/NEPA/Design (above projects). The purpose of the program is to fund highway-rail or pathway-rail grade crossing improvement projects to focus on enhancing the safety and mobility of people and goods preference for grade separations, closure of at-grade crossings through track relocation, and corridor-wide grade crossing improvements. An overview of RCEP Notice of Funding Opportunity (NOFO) details was provided, including the evaluation criteria: 1) technical merit (quality of work statement(s) and application materials; readiness/completion of prerequisites; applicant past performance, technical capacity, and funding; private-sector participation; qualifications/experience of key personnel/organizations; consistency with local, regional, and State planning documents [including freight]); 2) Project benefits (improved highway-rail/pathway-rail safety; proposals to grade-separate, eliminate, or close one or more highway-rail/ pathway-rail grade crossings; mobility improvements for both people and goods; environmental protection, emission reductions, and community benefits; access improvements for communities, emergency services, and economic opportunities; and optimizing contracting incentives to employ local labor). The RCEP Grant is similar to some other new USDOT grant opportunities where candidates for project selection may be impacted by eligible applicants, submittal limits, project readiness, and various merit criteria, and particularly in early rounds an east-west subregion imbalance may be observed. However, increased coordination, strategic project slotting, and a comprehensive effort among regional partners to get more projects through preliminary engineering and environmental clearance will greatly remove that imbalance. Evaluation and status of specific candidate road/rail grade separation projects were listed in Electronic Item 5. The grade separation proposed as NCTCOG's RCEP submittal is located in Dallas, the Prairie Creek Road/Union Pacific Railroad (UPRR) Grade Separation Project. The project will construct the Prairie Creek Road grade separation at the 4-track UPRR corridor just west of Mesquite Intermodal Facility, with non-federal funds of \$9,450,590 from the City of Dallas, \$3,241,000 from Dallas County, and \$1,500,000 from UPRR. Federal funds will consist of \$1,602,360 from a Congressional earmark, \$5,322,653 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, and \$15,138,299 in requested RCEP Grant funds, with a total project cost of \$36,254,902. The RCEP schedule is as follows, RCEP Notice of Funding Opportunity (NOFO) was requested on July 6, 2022, and RTC action on September 8, 2022. NCTCOG Executive Board action is scheduled for September 22, 2022, and the Surface Transportation Technical Committee will be requested to endorse the candidate project on September 23, 2022. The RCEP submittal deadline (Grants.gov) is October 4, 2022.

A motion was made to approve the submittal of Prairie Creek Road/Union Pacific Railroad Grade Separation Project for funding consideration through the FY22 Railroad Crossing Elimination Program (RCEP) and administratively amending NCTCOG and State Transportation Improvement Programs (TIP/STIP), as well as other planning and administrative documents, to include the proposed project if selected for an FY22 RCEP Grant award. Daniel Alemán, Jr (M); Omar Narvaez (S). The motion passed unanimously.

6. **Safe Streets and Roads For All Regional Grant Application:** Kevin Kokes requested the Regional Transportation Council (RTC) approve an implementation project submittal to the Fiscal Year (FY) 2022 Safe Streets and Roads for All (SS4A) Discretionary Grant program. The Bipartisan Infrastructure Law (BIL) established the Safe Streets, and Roads for All (SS4A) discretionary program and US DOT has announced a Notice of Funding Opportunity (NOFO). There are two options to submit under the grant program, however,

we are only allowed one program for the region. The first option to submit under this grant program, is a planning grant for the development of a safety action plan and the second option is for implementation and construction project. The project proposed is the Martin Luther King, Jr. Blvd/Cedar Crest Blvd. corridor as a Safe Streets Implementation Grant. This Corridor is highlighted as a Primary Pedestrian Safety Corridor in the regional Pedestrian Safety Action Plan. The project will include implementation safety countermeasures to address the safety of all modes of transportation including motor vehicle, transit, bicycle, and pedestrians: Complete Street (context-sensitive) retrofit, Dallas Area Rapid Transit Bus Stops/Smart Shelters upgrades, and Technology upgrades. The Grant anticipated project budget is \$27,250,000, with a total Federal (SS4A) funding request of \$21,800,000, and a local match of \$5,450,000. Applications are due by September 15, 2022.

A motion was made for RTC approval of a regional implementation project grant application submittal to the Fiscal Year (FY) 2022 Safe Streets and Roads for All (SS4A) Discretionary Grant program. Janet DePuy (M); Michele Wong-Krause (S). The motion passed unanimously.

7. **Transportation Infrastructure Certification Program:** Brendon Wheeler Brendon Wheeler introduced two applicant technologies as an initial step in implementing the Transportation Infrastructure Certification Program: TransPod and JPods. Both technologies follow the requirements established by the Regional Transportation Council (RTC) as defined in Policy Position P22-02, Policy Support to Develop Process for the Innovative Transportation Technology Infrastructure Certification Program, including the utilization of the initial certification track or pilot corridor for eventual commercial service that fulfills a transportation need identified by the Mobility 2045 Update. He outlined the next steps for these two technologies within the Certification Program and requested action by the RTC to advance these proposals to interested local governments that may want to submit locations for the technology providers to consider. The purpose of RTC Policy P22-02 is to provide a transparent process for RTC coordination with providers and to ensure a level playing field for providers and local governments, along with periodic solicitation/opportunity for new technology applicants. The guiding principles of the Certification Program are: 1) potential projects must serve a long-range transportation need as identified in the Metropolitan Transportation Plan (MTP); 2) the technology developer is solely responsible for navigation of the certification process; 3) the North Central Texas Council of Governments will facilitate mutual cooperation between local governments and transportation entities where potential projects limits extend across multijurisdictional boundaries; and 4) local governments will consider contingency needs, implementation timeframe, and public use goals and expectations. Brendon provided an overview of the process for the Transportation Infrastructure Certification Program as identified in Policy Position P22-02: 1) NCTCOG staff will ensure technology solution conforms to policy guidance and long-range transportation need (MTP), 2) NCTCOG staff will brief RTC and RTC will take action on initiating the process, 3) Local government interest will be sought in submitting potential locations, 4) the technology provider will determine the preferred location to pursue, and 5) RTC will initiate development activities; NCTCOG staff to provide support. TransPod is developing a hyperloop system for longer-range travel of people and goods that is fully electric, can incorporate solar panels on top, pursuing certification in Canada and Europe, and is advancing a 185-mile project in Alberta with private financing with a sophisticated contingency plan in place (revert to high-speed rail). JPods is a personal rapid transit (PRT) system using overhead gondola-like pods (4 seats/pod) that is envisioned as a low-speed, grid network running along/within existing public right-of-way, is a fully electric and solar-powered system, is

advancing technology in several states with private funding, and proposes revenue-sharing agreement with local governments (up to 5% of gross revenue). If approved by the RTC, the next steps include staff developing a submittal package for interested local governments defining terms of submittal/application window. Local governments may submit potential sites for either technology during the application window. Staff is available for questions or to discuss opportunities on locations that may traverse multiple jurisdictions. Staff will arrange for a pre-submittal meeting with local governments and the technology provider to address detailed questions. Specific details were provided in Electronic Item 7. Mayor Pro Tem Gyna Bivens of Fort Worth asked if Bell Helicopter and Hillwood would be involved in this conversation in the future? Michael Morris answered any company and/or any technology can come, it's a level playing field.

A motion was made to approve RTC to initiate step 3 of RTC Policy P22-02 to allow local governments to submit potential locations of interest for TransPod or JPods to consider. Janet DePuy (M); Theresa Daniel (S). The motion passed unanimously.

8. **Federal Performance Measures Update:** Jenny Narvaez updated the Regional Transportation Council (RTC) on federally required performance measures. Observed progress for the measures were provided as well as proposed targets for the next reporting period. The targets are set in cooperation and coordination with the Texas Department of Transportation (TxDOT). The performance measures were originally introduced in the Moving Ahead for Progress in the 21st Century Act (MAP-21), was signed into law in the Fixing America's Surface Transportation (FAST) Act and carried through in the Infrastructure Investment and Jobs Act (IIJA). An update was provided on progress for the System Performance Freight, and CMAQ measures, commonly known as PM3, and Transit Asset Management. Rulemaking PM3 and Transit Asset Management was approved at the Surface Transportation Technical Committee (STTC) meeting on August 26, 2022, and at the Regional Transportation Council (RTC) meeting on September 8, 2022. The deadline for MPOs to submit Planning Management Forms to TxDOT is September 19, 2022. Transit Asset Management's upcoming measures milestone in October 2022 is to provide targets to TxDOT and the Federal Transit Administration. Jenny provided an update on the individual performance measures for PM3, interstate reliability, Percentage of travel on Interstates in the MPA meeting federal threshold for reliability measures predictability of travel times, higher values indicate improvement, measure has been steadily improving over time, somewhat impacted by COVID-19 pandemic, 2021 values returned to near normal, and the RTC continues to implement policies and programs aimed at maximizing the existing system capacity, reducing demand through implementation of travel demand management strategies, and strategically adding new Interstate capacity. As for the non-interstate reliability, Percentage of travel on Non-Interstates in the MPA meeting federal threshold for reliability, higher values indicate improvement, measures predictability of travel times, measure has been steadily improving over time, more significantly impacted by COVID-19 pandemic, 2021 values remain high, but expected to return to normal patterns over time similarly to Interstates. The RTC continues to implement policies and programs aimed at increasing traffic flow through signal timing coordination, implementing travel demand management strategies, and strategically adding new arterial street capacity. Peak hour excessive delay, hours of "excessive" delay experienced per capita on the NHS in an urbanized area now required for Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney Urbanized Areas (2010 boundaries) - less data and stability for newer reporting areas, lower values indicate improvement, measure has been slightly improving over time, strongly impacted by COVID-19 pandemic, 2021 values remain lower, but analysis of 2022 data to date indicates a return to previous trends for Dallas-

Fort Worth-Arlington, the RTC continues to implement policies and programs such as robust incident management during peak hours, as well as providing other travel options such as express managed lanes, regional rail, and express bus service. Shannon Stevenson provided an update on the Transit Asset Management and Public Transportation Agency Safety Plans (PTASP). Transit Asset Management (TAM): Business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair. As required, regional targets were set in coordination with providers, RTC adopted initial regional TAM targets on December 14, 2017, Regional targets need to be either reaffirmed or updated targets need to be adopted for FY2023-2026, NCTCOG is actively working with providers to meet targets through the Cooperative Vehicle Procurement Program. Providers in the region employ a variety of methods to set targets and measure performance, most set targets based on overall performance of each individual asset category and type and use a mix of FTA and custom definitions for Useful Life Benchmarks, TXDOT (Transit Division) Group Plan contains 15% targets. NEW: 2021 Bipartisan Infrastructure Law added that USDOT now requires project sponsors for Fixed Guideway CIG applications to have made progress toward TAM targets. This is also a consideration for SGR Grant rail vehicle replacement applications. TAM target recommendation for large agencies, recommend maintaining previous targets for all asset categories and types, except Equipment, for FY2023-2026, Goals for Maintained Targets continue the consistent approach from the original adopted targets, encourage continued improvement for individual providers and the overall region, provide an aspirational goal to guide regional coordination and assistance in keeping critical transit assets and infrastructure in a State of Good Repair. TAM targets for smaller providers recommend new targets for all asset categories and types be adopted for FY2023-2026, goals for Proposed Targets, maintain strong performance in Infrastructure and Facilities asset categories provide targets that are closer to regional performance, while still encouraging continued improvement for individual providers, reflect the challenges transit providers face in replacing vehicles at or past ULB amidst supply chain and operational struggles. Public Transportation Agency Safety Plan (PTASP) Annual Progress Update - Targets have four-year time horizon, adopted in 2021 by RTC, to be met by 2025, most recent year of available data (FY 2020, "Year 1") has been calculated to determine progress toward the targets. Additional details and presented charts presented are located in the presentations for the September 8, 2022, RTC meeting on the NCTCOG webpage: www.nctcog.org/rtc.

A motion was made to approve 2024 and 2026 targets as presented for the following PM3 (System Performance, Freight, and CMAQ) measures: Interstate reliability, non-interstate reliability, peak hour excessive delay, truck travel time reliability, percent non-SOV travel, and total emissions reductions (NOx and VOC) and approve FY2023-2026 targets as presented for the following Transit Asset Management (TAM) measures: rolling stock (transit vehicles), equipment (support vehicles), infrastructure (rail track), and facilities (buildings, stations, park, and rides). Clay Lewis Jenkins (M); Theresa Daniel (S). The motion passed unanimously.

9. **Management, Operations, and Safety Program:** Christie Gotti briefed the Regional Transportation Council (RTC) on the latest efforts to extend existing and fund new Management, Operations, and Safety programs and projects every few years. Many are legacy projects that the RTC has funded for several years (Vanpool program, Mobility Assistance Patrol, etc.). The last review occurred in 2018-2019 and projects were funded through Fiscal Year (FY) 2022. In January 2022, the RTC approved funding for projects/programs that did not have sufficient existing revenues to continue without interruption through FY2023. Now, staff is requesting funding for FY2024-2026 projects

and programs. The purpose of the program provides funding in addition to Transportation Planning Funds (TPF) to conduct operations, planning, and implementation activities. Assigns resources for RTC priorities and air quality initiatives. Ensures existing programs and projects can be continued without interruption in FY2024-2026. Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and regional funds will be proposed for the FY2024-2026 program. This ensures CMAQ and STBG funding is obligated in a timely manner. The Regional Safety Program supports the RTC's policy that not even a single death on the transportation system is acceptable, \$50 million of RTC-selected funds are proposed to be set aside for a regional safety program, and funding will cover FY2024-2026. The following safety categories are proposed: Freeway Operations Engineering and Intercity Connections (\$25 million), Bicycle/Pedestrian Engineering (\$10 million), Bicycle/Pedestrian Education (\$2 million), Speed Enforcement (\$7 million), Speed Education (\$2 million), and other (\$4 million). Management and Operation summary for the funding category; Planning Activities, Data Collection, and Engineering Activities with the RTC share of \$29.18 million, Air Quality Initiatives with the RTC share of \$10.25 million, Implementation/Operations Activities (e.g., Auto Occupancy, Special Events, Mobility Assistance Patrol) with the RTC share of \$46.63 million, Travel Demand Management/Transit with the RTC share of \$6.75 million, and Innovative Technologies with the RTC share of \$10.50 million that brings a total additional funds being requested to \$103.31 million. Additional details on proposed funding are a portion of the requested funding to be used by North Central Texas Council of Governments (NCTCOG) Staff to implement regional projects and programs. The balance will be passed through to other agencies in the region (for projects like the Vanpool Program, Mobility Assistance Patrol, etc.), and 70 percent of funding will be pass-through to transportation entities. Categories of expenditures: NCTCOG-Implemented (staff time) with M&O funding amount of \$43.11 million and Safety funding amount of \$5.57 million; Pass-Through to Local Transportation Agencies with M&O funding amount of \$60.20 million and Safety funding amount of \$44.43 million with a total of \$103.31 million of M&O funding amount and a total of \$50.00 million of Safety funding amount. Approval timeline; Surface Transportation Technical Committee's (STTC) Director's Report on August 26, 2022, an information item at the RTC meeting on September 8, 2022, Public meeting September 2022, STTC action on September 23, 2022, and RTC action on October 13, 2022. Michael Morris congratulated District Engineers, Carl Johnson and Mohamed "Mo" Bur, for being promoted to TxDOT Headquarters.

10. **Access North Texas Update:** Shannon Stevenson provided information on the 2022 Access North Texas, including a brief overview of outreach efforts and a summary of developed regional goals. Access North Texas is the regional public transportation coordination plan that aims to identify the public transportation needs of older adults, individuals with disabilities, low-income individuals and others with transportation challenges. It lists specific strategies to address needs and current challenges, eliminate gaps in service, avoid duplication of transit services, and meet federal and state requirements for transit coordination in the 16 counties. The plan is required to be updated every 4-5 years; since our region is in a nonattainment area, we are on a 4-year cycle. For this update, some key differences include conducting virtual outreach due to the COVID-19 pandemic, introducing a coding key to analyze the qualitative responses and comments, and outlining regional goals and then prioritizing strategies per county. Overall, the information identified through this plan can guide planning and funding decisions for transit over the course of the next several years. Access North Texas was last updated in 2018. Since then, regional patterns have implemented various strategies from that plan. Although there are more than these three, the listed

projects demonstrate the breadth of initiatives that have been implemented by partners. These projects include City of Arlington, Via Rideshare Service, DART, GoPass expansion and discount program, and My Ride North Texas 2.0. With all of the successful projects since 2018, we know there are still challenges. One large component to help us gauge the public transportation needs of individuals throughout the region is the public outreach. It started in April 2021 and the different methods are listed in Electronic Item 10. These efforts continued throughout the summer of 2021 and over 2,900 individuals and agencies were contacted for virtual meetings. Staff conducted 28 county-specific virtual meetings with 84 attendees, various one-on-one meetings, emails, and conversations. A public transportation survey in English and Spanish was offered and received over 1,500 responses from individuals and agencies. Staff supplemented outreach activities with data collection and analysis. Efforts included updating the Transit Accessibility Improvement Tool (TAIT), which is used to map potentially transportation disadvantaged populations and compare areas region-wide, staff collected and analyzed demographic information about population growth, limited English Proficiency status, and zero-car households for each county in the region, and it was identified the existing transportation providers in each county and shared information online via the regional Get-A-Ride Guide. All information was synthesized and developed goals to address needs across the entire region, as well as specific strategies for each county. The five overarching regional goals help guide efforts over the next four years to improve public transportation for seniors, individuals with disabilities, and low-income populations across the 16-county region. 1) Plan and develop transportation options by assessing community needs and challenges. 2) Implement services by enhancing transportation options and expanding where service gaps exist. 3) Coordinate with transportation providers, public agencies, and stakeholders to increase efficiencies. 4) Support public transportation recovery and growth. 5) Promote access and information about available transit. Our next steps are outlined as follows: document is posted online for public comment and final review of goals and strategies, incorporate feedback from committees and the public, upon approval, staff and regional partners will begin to implement strategies identified in the plan, and projects that seek funds through the Transit Strategic Partnership Program should address these updated goals and strategies that is required for those that seek funding under the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program. An overall look at the project schedule as follows; Kick-off meeting on April 19, 2021, Public outreach and stakeholder meetings between April 2021 through September 2021, Data Analysis and Plan Development between October 2021 through June 2022, STTC Information on July 22, 2022, Public Input and comments in August and September of 2022, RTC Information on September 8, 2022, STTC Action on September 23, 2022, and RTC Action on October 13, 2022. The Draft plan is available at www.AccessNorthTexas.org.

11. **Transit COVID Recovery Campaign Update:** Mindy Mize updated the Regional Transportation Council (RTC) on the Transit COVID Recovery Campaign, and how entities can become involved with the educational effort. The COVID-19 pandemic caused transit ridership to decline significantly in the North Texas region. Due to the decline, in November 2020, the RTC approved \$25 million in Surface Transportation Block Grant Program (STBG) funds for investments in transit in the COVID-19 Round 3 Infrastructure Program. In response to significant pandemic impacts, Dallas Area Rapid Transit (DART), Denton County Transportation Authority (DCTA), Trinity Metro, and the North Central Texas Council of Governments (NCTCOG) are coordinating an educational campaign. The campaign has three goals: 1) Ensure transit safety measures and technologies are understood by the public, 2) Increase trust in public transportation,

and 3) Increase ridership numbers. Phase one has two tactics, tactic one is to grow consumer confidence with branded communication elements developed and created to support health and safety protocols on transit such as a toolkit for local cities, counties, businesses, etc., on an online portal: www.nctcog.org/transitrecovery, and advertising budget for DART, DCTA, and Trinity Metro. During tactic two, staff incorporated influencers by utilizing local media personalities, which aids in establishing trust between transit agencies and riders through social media, radio spots, and video. Phase two promotes tactic three which is “Transit is Your Friend”, which educates North Texans and the business community on incentives and benefits of using transit, such as saving money and reducing stress, and also continues using materials and messaging developed from Phase 1 as well as developing new messages. Tactic four is a campaign to increase ridership demand by implementing an event to promote and increase ridership and target new riders and riders whose transit passes have lapsed. The campaign schedule was highlighted. Part of Tactic four was supported during Air North Texas’ Clean Air Action Day on August 3, 2022. Specific details were provided in Electronic Item 11. As people reconnect to what they need, love, and aspire to achieve, public transportation will be there every step of the way. NCTCOG and transit staff need your help aiding in COVID recovery by spreading the word about the educational campaign. The campaign portal is www.nctcog.org/transitrecovery. Mayor Pro Tem Janet DePuy of Richardson asked if NCTCOG sees the increase in ridership as a means of people going back to work or is the increase due to something else? Mindy Mize responded that NCTCOG staff is trying to determine if the rise in ridership is due to people going back to work and working on the data to see what is going to transpire with safety concerns in mind. Several questions regarding communications being translated into multiple languages as well as outreach be extended to multiple communities and in various languages to all segments including Spanish and Asian languages.

12. **Status Report on I45 Zero Emission Vehicle Corridor Infra Plan and National Drive Electric Week:** Lori Clark provided an overview of the completed IH 45 Corridor Zero Emission Vehicle (ZEV) Plan. Latest data on the status of electric vehicle (EV) adoption in North Texas and upcoming National Drive Electric Week events were also highlighted. As background on the IH 45 Corridor ZEV Plan, a grant award of \$80,000 was received from the Federal Highway Administration in May 2020 under the Alternative Fuel Corridor program. The key deliverables were stakeholder list and meetings from August 2020 to June 2022; a corridor workshop and ZEV Ride and drives display, which were held together on April 26, 2022; and finally, the Infrastructure Deployment Plan with Stakeholder Letter of Support due by August 31, 2022. The plan goals were to provide actionable recommendations to facilitate ZEV deployments including both battery electric and hydrogen fuel cell electric vehicle platforms, support future strategic initiatives such as autonomous vehicles, and engage a wide range of stakeholders. Infrastructure recommendations were focused on achieving corridor-ready status, which requires one qualifying EV charger every 50 miles and one hydrogen fueling site every 150 miles. As of February 2022, qualifying stations must be within one mile of the corridor exit and provide at least 4 CCS Connectors capable of providing at least 150 kw charging simultaneously. The current status of light-duty battery EV charging is a need to fill a 111-mile gap from Ennis to Madisonville, and two locations are recommended along IH 45 to meet this need. Staff has coordinated with TxDOT to ensure inclusion in the Texas EV Charging Plan. Infrastructure recommendations for heavy-duty vehicles were developed with a data-driven approach, following several technical criteria. Recommendations are to have 5 EV charging sites for medium- and heavy-duty vehicles in Houston, Huntsville, Buffalo, Corsicana, and near the UP-Intermodal Facility; and to provide 3 Hydrogen fueling sites in Houston, Buffalo, and near the UP-Intermodal

Facility. Estimated costs per site are \$600,000 for light-duty charging, \$6-\$18 million for heavy-duty charging, and \$6-\$26 million for heavy-duty hydrogen. Futureproofing and resilience recommendations include standardization, co-location of fuels, design to accommodate autonomous vehicles, and development of additional corridors, notably the Texas triangle. The presentation highlighted a mix of policy, regulatory, and incentive factors including momentum for ZEV projects from the federal level and a supportive local framework based on local climate actions plans. The plan inventories incentive programs and identifies key barriers and potential solutions for practical application. An immediate next step is to implement the light-duty site recommendations through the Texas EV Charging Plan, which is funded through the National EV Infrastructure Formula Program. Staff is also planning to leverage the stakeholder network for additional project planning for medium- and heavy-duty infrastructure projects. Opportunities include competitive grants through the Department of Energy and the \$2.5 billion discretionary grant program for charging and fueling infrastructure under the US Department of Transportation. National Drive Electric Week was highlighted, which occurs September 23 through October 2. Local activities include webinars as well as the main event is hosted by North Central Texas Council of Governments/DFW Clean Cities and the City of Dallas on October 2, 2022, 3-6pm at Dallas City Hall. A request was made for support promoting these events, and resources from a Partner Outreach Toolkit available online at www.driveelectricdfw.org were highlighted. Additional details, tables, charts, and maps were provided on Electronic Item 12

13. **Engine Off North Texas**: Due to time constraints on a previous agenda item, this item was not presented and is postponed for a later date.
14. **Progress Reports**: Regional Transportation Council attendance was provided in Electronic Item 14.1 and Surface Transportation Technical Committee attendance and minutes in Electronic Item 14.2.
15. **Other Business (Old or New)**: There was no discussion on this item.
16. **Future Agenda Items**: There was no discussion on this item.
17. **Next Meeting**: The next meeting of the Regional Transportation Council (RTC) is scheduled for 1:00 pm, Thursday, October 13, 2022, in the Transportation Council Room of the North Central Texas Council of Governments.

The meeting adjourned at 2:58 p.m.

How to Read the Project Modification Listings - Roadway Section

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

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

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

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21056.2 **Facility:** VA **Location/Limits From:** LIMESTONE TRAIL; SEGMENT 2 FROM BRYAN PLACE TO TRAIL BRIDGE #6; **Modification #:** 2023-0013
Implementing Agency: MIDLOTHIAN **Location/Limits To:** SEGMENT 3: FROM SHADY GROVE TO PLAINVIEW ROAD
County: ELLIS **CSJ:** 0918-22-168
City: MIDLOTHIAN **Desc:** DESIGN TWO SEGMENTS OF NEW SHARED-USE PATH; PART OF LARGER MIDLOTHIAN TO WAXAHACHIE TRAIL
Request: REVISE SCOPE AS DESIGN TWO SEGMENTS OF NEW SHARED-USE PATH AND CONSTRUCT SEGMENT 2 (PART OF LARGER MIDLOTHIAN TO WAXAHACHIE TRAIL); INCREASE ENGINEERING FUNDING IN FY2024 AND ADD CONSTRUCTION FUNDING IN FY2025 OFFSET BY A DECREASE ON TIP 21056.1/CSJ 0918-22-167
Comment: RELATED TO TIP CODE 21056.1/CSJ 0918-22-167

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|------------------|------------|------------|------------------|-------------|------------------|
| 2024 | ENG | 0918-22-168 | Cat 5: | \$560,000 | \$0 | \$0 | \$140,000 | \$0 | \$700,000 |
| Grand Total: | | | | \$560,000 | \$0 | \$0 | \$140,000 | \$0 | \$700,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|------------|------------|------------------|-------------|--------------------|
| 2024 | ENG | 0918-22-168 | Cat 5: | \$720,000 | \$0 | \$0 | \$180,000 | \$0 | \$900,000 |
| 2025 | CON | 0918-22-168 | Cat 5: | \$1,600,000 | \$0 | \$0 | \$400,000 | \$0 | \$2,000,000 |
| Grand Total: | | | | \$2,320,000 | \$0 | \$0 | \$580,000 | \$0 | \$2,900,000 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21056.1 **Facility:** VA **Location/Limits From:** LIMESTONE TRAIL SEGMENT 1 FROM MIDLOTHIAN PARKWAY **Modification #:** 2023-0014
Implementing Agency: MIDLOTHIAN **Location/Limits To:** US 287
County: ELLIS **CSJ:** 0918-22-167
City: MIDLOTHIAN **Desc:** CONSTRUCT NEW SHARED-USE PATH; PART OF LARGER MIDLOTHIAN TO WAXAHACHIE TRAIL
Request: CANCEL PROJECT DUE TO RIGHT-OF-WAY CONSTRAINTS AND TRANSFER FUNDING TO TIP 21056.2/CSJ 0918-22-168
Comment: RELATED TO TIP CODE 21056.2/CSJ 0918-22-168

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|------------|------------|------------------|-------------|--------------------|
| 2024 | ENG | 0918-22-167 | Cat 5: | \$160,000 | \$0 | \$0 | \$40,000 | \$0 | \$200,000 |
| 2025 | CON | 0918-22-167 | Cat 5: | \$1,600,000 | \$0 | \$0 | \$400,000 | \$0 | \$2,000,000 |
| Grand Total: | | | | \$1,760,000 | \$0 | \$0 | \$440,000 | \$0 | \$2,200,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|------------|------------|------------|------------|-------------|------------|
| 2024 | ENG | 0918-22-167 | Cat 5: | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 2025 | CON | 0918-22-167 | Cat 5: | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grand Total: | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21083 **Facility:** CS **Location/Limits From:** LAKE JUNE ROAD **Modification #:** 2023-0015
Implementing Agency: DALLAS **Location/Limits To:** AT US 175
County: DALLAS **CSJ:** 0918-47-390
City: DALLAS **Desc:** RECONSTRUCT STRUCTURE AND APPROACH ROADWAYS; SIGNAL RECONSTRUCTION; AND CONVERT PARTIAL CLOVER LEAF TO A CONVENTIONAL DIAMOND INTERSECTION
Request: CHANGE IMPLEMENTING AGENCY FROM CITY OF DALLAS TO TXDOT-DALLAS; ADVANCE ENGINEERING PHASE TO FY2023 AND ADD CONSTRUCTION FUNDING IN FY2024 THEREBY ADDING PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); INCREASED CONSTRUCTION FUNDING OFFSET BY DECREASED ENGINEERING FUNDING; REVISE LIMITS TO ON LAKE JUNE ROAD FROM US 175 TO GILLETTE STREET; REVISE SCOPE TO REHABILITATION OF 4 TO 3 LANE ROADWAY, INCLUDING FULL DEPTH REPAIR, TO INCLUDE BIKE LANES, SIDEWALKS, LIGHTING, AND TRAFFIC SIGNAL AT GILLETTE STREET AND LAKE JUNE ROAD

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|------------|------------|------------------|-------------|--------------------|
| 2026 | ENG | 0918-47-390 | STBG: | \$2,400,000 | \$0 | \$0 | \$600,000 | \$0 | \$3,000,000 |
| Grand Total: | | | | \$2,400,000 | \$0 | \$0 | \$600,000 | \$0 | \$3,000,000 |

STTC APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|------------|------------|------------------|-------------|--------------------|
| 2023 | ENG | 0918-47-390 | STBG: | \$240,000 | \$0 | \$0 | \$60,000 | \$0 | \$300,000 |
| 2024 | CON | 0918-47-390 | STBG: | \$2,160,000 | \$0 | \$0 | \$540,000 | \$0 | \$2,700,000 |
| Grand Total: | | | | \$2,400,000 | \$0 | \$0 | \$600,000 | \$0 | \$3,000,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|------------|------------|------------------|-------------|--------------------|
| 2023 | ENG | 0918-47-390 | STBG: | \$240,000 | \$0 | \$0 | \$60,000 | \$0 | \$300,000 |
| 2024 | CON | 0918-47-390 | STBG: | \$1,600,000 | \$0 | \$0 | \$400,000 | \$0 | \$2,000,000 |
| Grand Total: | | | | \$1,840,000 | \$0 | \$0 | \$460,000 | \$0 | \$2,300,000 |

Revisions since STTC Meeting: CLARIFIED SCOPE FROM "RECONSTRUCT 4 TO 3 LANE ROADWAY TO INCLUDE BIKE LANES, SIDEWALKS, LIGHTING, AND TRAFFIC SIGNAL AT GILLETTE AND LAKE JUNE INTERSECTION" TO "REHABILITATION OF 4 TO 3 LANE ROADWAY, INCLUDING FULL DEPTH REPAIR, TO INCLUDE BIKE LANES, SIDEWALKS, LIGHTING, AND TRAFFIC SIGNAL AT GILLETTE STREET AND LAKE JUNE ROAD" AND REVISED REQUEST TO REFLECT THE CHANGE. DECREASED CONSTRUCTION FUNDING PER CITY REQUEST.

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20277.1 **Facility:** CS **Location/Limits From:** ON DALLAS PARKWAY FROM LEBANON RD **Modification #:** 2023-0018
Implementing Agency: FRISCO **Location/Limits To:** ELDORADO PKWY
County: COLLIN **CSJ:** 0918-24-207
City: FRISCO **Desc:** WIDEN NORTHBOUND AND SOUTHBOUND DALLAS PARKWAY FROM 2/3 LANES IN EACH DIRECTION TO 3 LANES IN EACH DIRECTION
Request: DELAY CONSTRUCTION PHASE TO FY2023 THEREBY ADDING PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); INCREASE LOCAL CONTRIBUTION FOR CONSTRUCTION IN FY2023
Comment: LOCAL CONTRIBUTION PAID FOR BY CITY OF FRISCO; COST OVERRUNS ARE THE CITY'S RESPONSIBILITY

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|-----------------------------|------------|------------|--------------------|------------------|--------------------|--------------------|
| 2014 | ENG | 0918-24-207 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$67,000 | \$67,000 |
| 2014 | ENG | 0918-24-207 | Cat 3 - RTR 161 - CC2: | \$0 | \$0 | \$786,400 | \$196,600 | \$0 | \$983,000 |
| Phase Subtotal: | | | | \$0 | \$0 | \$786,400 | \$196,600 | \$67,000 | \$1,050,000 |
| 2022 | CON | 0918-24-207 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$3,198,000 | \$3,198,000 |
| 2022 | CON | 0918-24-207 | Cat 3 - RTR 121 - CC1: | \$0 | \$0 | \$1,041,600 | \$260,400 | \$0 | \$1,302,000 |
| Phase Subtotal: | | | | \$0 | \$0 | \$1,041,600 | \$260,400 | \$3,198,000 | \$4,500,000 |
| Grand Total: | | | | \$0 | \$0 | \$1,828,000 | \$457,000 | \$3,265,000 | \$5,550,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|-----------------------------|------------|------------|--------------------|------------------|--------------------|---------------------|
| 2014 | ENG | 0918-24-207 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$67,000 | \$67,000 |
| 2014 | ENG | 0918-24-207 | Cat 3 - RTR 161 - CC2: | \$0 | \$0 | \$786,400 | \$196,600 | \$0 | \$983,000 |
| Phase Subtotal: | | | | \$0 | \$0 | \$786,400 | \$196,600 | \$67,000 | \$1,050,000 |
| 2023 | CON | 0918-24-207 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$9,158,400 | \$9,158,400 |
| 2023 | CON | 0918-24-207 | Cat 3 - RTR 121 - CC1: | \$0 | \$0 | \$1,041,600 | \$260,400 | \$0 | \$1,302,000 |
| Phase Subtotal: | | | | \$0 | \$0 | \$1,041,600 | \$260,400 | \$9,158,400 | \$10,460,400 |
| Grand Total: | | | | \$0 | \$0 | \$1,828,000 | \$457,000 | \$9,225,400 | \$11,510,400 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21016.1 **Facility:** VA **Location/Limits From:** REGIONAL DATA HUB - DFW MPO BOUNDARY **Modification #:** 2023-0022
Implementing Agency: NCTCOG **Location/Limits To:** DEPLOYMENT AND ADAPTATION OF THE CALTRANS TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS DATA ENGINE

County: VARIOUS **CSJ:** 0918-00-364, 0918-00-371
City: VARIOUS **Desc:** 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
Request: ADD ENGINEERING FUNDING TO FY2023; INCREASE OFFSET BY DECREASE ON TIP 21016.2/CSJ 0918-00-364; ADD CSJ 0918-00-364 TO RTR FUNDS IN FY2023
Comment: 280,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS; RELATED TO TIP 21016.2/CSJ 0918-00-364

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|--------------------|------------------|------------|------------------|------------|-------------|------------------|
| 2022 | ENG | 0918-00-371 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$120,000 | \$0 | \$0 | \$0 |
| 2022 | ENG | 0918-00-371 | STBG: | \$600,000 | \$0 | \$0 | \$0 | \$0 | \$600,000 |
| Phase Subtotal: | | | | \$600,000 | \$0 | \$120,000 | \$0 | \$0 | \$600,000 |
| Grand Total: | | | | \$600,000 | \$0 | \$0 | \$0 | \$0 | \$600,000 |

STTC APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|-------------------------------------|--------------------|------------|------------------|------------|-------------|--------------------|
| 2023 | ENG | 0000-00-000 | Cat 3 - RTR 121 - East Set Aside 2: | \$0 | \$0 | \$200,000 | \$0 | \$0 | \$200,000 |
| 2023 | ENG | 0918-00-371 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$280,000 | \$0 | \$0 | \$0 |
| 2023 | ENG | 0918-00-371 | STBG: | \$1,400,000 | \$0 | \$0 | \$0 | \$0 | \$1,400,000 |
| Phase Subtotal: | | | | \$1,400,000 | \$0 | \$480,000 | \$0 | \$0 | \$1,600,000 |
| Grand Total: | | | | \$1,400,000 | \$0 | \$200,000 | \$0 | \$0 | \$1,600,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|-------------------------------------|--------------------|------------|------------------|------------|-------------|--------------------|
| 2023 | ENG | 0918-00-364 | Cat 3 - RTR 121 - East Set Aside 2: | \$0 | \$0 | \$200,000 | \$0 | \$0 | \$200,000 |
| 2023 | ENG | 0918-00-371 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$280,000 | \$0 | \$0 | \$0 |
| 2023 | ENG | 0918-00-371 | STBG: | \$1,400,000 | \$0 | \$0 | \$0 | \$0 | \$1,400,000 |
| Phase Subtotal: | | | | \$1,400,000 | \$0 | \$480,000 | \$0 | \$0 | \$1,600,000 |
| Grand Total: | | | | \$1,400,000 | \$0 | \$200,000 | \$0 | \$0 | \$1,600,000 |

Revisions since STTC Meeting: ADDED CSJ 0918-00-364 FOR RTR FUNDS IN FY2023 AND UPDATED REQUEST TO INCLUDE CHANGE.

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13061.3 **Facility:** IH 30 **Location/Limits From:** E OF WALSH RANCH PKWY **Modification #:** 2023-0028
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** TARRANT COUNTY LINE
County: PARKER **CSJ:** 1068-05-017
City: VARIOUS **Desc:** RECONSTRUCT FRONTAGE ROAD FROM 2 LANES TO 2 LANES, CONSTRUCT RAMPS, AUXILIARY LANES AND SHARED USE PATH EAST OF WALSH RANCH
Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|------------|-------------|---------------------|
| 2023 | ENG | 1068-05-017 | SW PE: | \$4,000,000 | \$1,000,000 | \$0 | \$0 | \$0 | \$5,000,000 |
| 2023 | ROW | 1068-05-017 | SW ROW: | \$8,000,000 | \$2,000,000 | \$0 | \$0 | \$0 | \$10,000,000 |
| 2023 | UTIL | 1068-05-017 | SW ROW: | \$8,000,000 | \$2,000,000 | \$0 | \$0 | \$0 | \$10,000,000 |
| Grand Total: | | | | \$20,000,000 | \$5,000,000 | \$0 | \$0 | \$0 | \$25,000,000 |

TIP Code: 13061.4 **Facility:** IH 30 **Location/Limits From:** TARRANT/PARKER CL **Modification #:** 2023-0029
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** LINKCREST DRIVE
County: TARRANT **CSJ:** 1068-01-220
City: FORT WORTH **Desc:** CONSTRUCT RAMPS, RECONSTRUCT EXISTING 6 TO 6 MAINLANES AND 4 TO 4/6 FRONTAGE ROAD LANES
Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|------------|-------------|---------------------|
| 2023 | ENG | 1068-01-220 | SW PE: | \$4,000,000 | \$1,000,000 | \$0 | \$0 | \$0 | \$5,000,000 |
| 2023 | ROW | 1068-01-220 | SW ROW: | \$8,000,000 | \$2,000,000 | \$0 | \$0 | \$0 | \$10,000,000 |
| 2023 | UTIL | 1068-01-220 | SW ROW: | \$8,000,000 | \$2,000,000 | \$0 | \$0 | \$0 | \$10,000,000 |
| Grand Total: | | | | \$20,000,000 | \$5,000,000 | \$0 | \$0 | \$0 | \$25,000,000 |

Revisions since STTC Meeting: CHANGED SCOPE FROM "CONSTRUCT RAMPS, RECONSTRUCT EXISTING 3 TO 3 MAINLANES AND 2 TO 2 LANES FRONTAGE ROAD" TO "CONSTRUCT RAMPS, RECONSTRUCT EXISTING 6 TO 6 MAINLANES AND 4 TO 4/6 FRONTAGE ROAD LANES" TO BE CONSISTENT WITH MTP 2045.

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55296 **Facility:** SS 557 **Location/Limits From:** US 80 **Modification #:** 2023-0035
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** IH 20
County: KAUFMAN **CSJ:** 0495-01-081
City: TERRELL **Desc:** RECONSTRUCT AND WIDEN 4 TO 6 MAIN LANES AND RECONSTRUCT 2/4 LANE DISCONTINUOUS TO 4/6 DISCONTINUOUS FRONTAGE ROAD AND RECONSTRUCT IH 20 AND US 80 INTERCHANGES
Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|---------------------|------------|--------------------|-------------|---------------------|
| 2023 | ENG | 0495-01-081 | SW PE: | \$0 | \$13,500,000 | \$0 | \$0 | \$0 | \$13,500,000 |
| 2023 | ROW | 0495-01-081 | SW ROW: | \$48,000,000 | \$6,000,000 | \$0 | \$6,000,000 | \$0 | \$60,000,000 |
| Grand Total: | | | | \$48,000,000 | \$19,500,000 | \$0 | \$6,000,000 | \$0 | \$73,500,000 |

TIP Code: 55241 **Facility:** IH 35W **Location/Limits From:** FM 3391 **Modification #:** 2023-0038
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SOUTH OF US 67
County: JOHNSON **CSJ:** 0014-03-098
City: BURLESON **Desc:** RECONSTRUCT AND WIDEN 4 TO 6 LANES FROM FM 3391/E RENFRO STREET TO SOUTH OF US 67 WITH 2/4 DISCONTINUOUS ONE WAY FRONTAGE ROAD LANES TO 4/6 CONTINUOUS ONE WAY FRONTAGE ROAD LANES
Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|--------------------|------------|------------|-------------|--------------------|
| 2023 | ENG | 0014-03-098 | SW PE: | \$4,000,000 | \$1,000,000 | \$0 | \$0 | \$0 | \$5,000,000 |
| Grand Total: | | | | \$4,000,000 | \$1,000,000 | \$0 | \$0 | \$0 | \$5,000,000 |

Revisions since STTC Meeting: CHANGED SCOPE FROM "RECONSTRUCT AND WIDEN 4 TO 6 LANES FROM FM 3391/E RENFRO STREET TO SOUTH OF US 67 WITH 2 DISCONTINUOUS ONE WAY FRONTAGE ROAD LANES TO 4/6 CONTINUOUS ONE WAY FRONTAGE ROAD LANES" TO "RECONSTRUCT AND WIDEN 4 TO 6 LANES FROM FM 3391/E RENFRO STREET TO SOUTH OF US 67 WITH 2/4 DISCONTINUOUS ONE WAY FRONTAGE ROAD LANES TO 4/6 CONTINUOUS ONE WAY FRONTAGE ROAD LANES" TO BE CONSISTENT WITH MTP 2045.

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55183 **Facility:** SH 183 **Location/Limits From:** SAM CALLOWAY ROAD **Modification #:** 2023-0039
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** IH 30
County: TARRANT **CSJ:** 0094-05-067
City: RIVER OAKS **Desc:** RECONSTRUCT 4 TO 4/6 MAIN LANES
Request: REVISE LIMITS TO SH 183 FROM SH 199 TO IH 30; REVISE SCOPE TO RECONSTRUCT AND WIDEN 4 TO 4/6 MAIN LANES

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|------------|--------------------|------------|------------|-------------|--------------------|
| 2023 | ENG | 0094-05-067 | SW PE: | \$0 | \$3,000,000 | \$0 | \$0 | \$0 | \$3,000,000 |
| Grand Total: | | | | \$0 | \$3,000,000 | \$0 | \$0 | \$0 | \$3,000,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|------------|--------------------|------------|------------|-------------|--------------------|
| 2023 | ENG | 0094-05-067 | SW PE: | \$0 | \$3,000,000 | \$0 | \$0 | \$0 | \$3,000,000 |
| Grand Total: | | | | \$0 | \$3,000,000 | \$0 | \$0 | \$0 | \$3,000,000 |

TIP Code: 55026.1 **Facility:** US 81/287 **Location/Limits From:** TARRANT/WISE COUNTY LINE **Modification #:** 2023-0046
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SOUTH OF AVONDALE-HASLET ROAD
County: TARRANT **CSJ:** 0014-15-076
City: VARIOUS **Desc:** RECONSTRUCT 4 TO 4 LANE FREEWAY AND GRADE SEPARATION; RECONSTRUCT EXISTING 2 LANE/TWO-WAY FRONTAGE ROADS TO 2 LANE/ONE-WAY FRONTAGE ROADS IN EACH DIRECTION (4 LANES TOTAL)
Request: REVISE SCOPE TO RECONSTRUCT 4 LANE RURAL TO 6 LANE FREEWAY AND GRADE SEPARATION; RECONSTRUCT EXISTING 4 LANE DISCONTINUOUS FRONTAGE ROADS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS
Comment: RELATED TO TIP 55026/CSJ 0013-08-111

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|------------------|------------|------------|-------------|--------------------|
| 2023 | ENG | 0014-15-076 | SW PE: | \$2,400,000 | \$600,000 | \$0 | \$0 | \$0 | \$3,000,000 |
| Grand Total: | | | | \$2,400,000 | \$600,000 | \$0 | \$0 | \$0 | \$3,000,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|------------------|------------|------------|-------------|--------------------|
| 2023 | ENG | 0014-15-076 | SW PE: | \$2,400,000 | \$600,000 | \$0 | \$0 | \$0 | \$3,000,000 |
| Grand Total: | | | | \$2,400,000 | \$600,000 | \$0 | \$0 | \$0 | \$3,000,000 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55255 **Facility:** IH 35W **Location/Limits From:** IH 20 **Modification #:** 2023-0047
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SOUTH OF ALTAMESA BLVD
County: TARRANT **CSJ:** 0014-16-285
City: FORT WORTH **Desc:** RECONSTRUCT AND WIDEN 6 TO 11 LANES WITH CONTINUOUS 4/6 TO 4/6 LANE FRONTAGE ROADS
Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); ADD UTILITIES TO APPENDIX D OF THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|------------|-------------|---------------------|
| 2023 | ENG | 0014-16-285 | SW PE: | \$4,000,000 | \$1,000,000 | \$0 | \$0 | \$0 | \$5,000,000 |
| 2025 | ROW | 0014-16-285 | SW ROW: | \$8,000,000 | \$2,000,000 | \$0 | \$0 | \$0 | \$10,000,000 |
| 2027 | UTIL | 0014-16-285 | SW ROW: | \$8,000,000 | \$2,000,000 | \$0 | \$0 | \$0 | \$10,000,000 |
| Grand Total: | | | | \$20,000,000 | \$5,000,000 | \$0 | \$0 | \$0 | \$25,000,000 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21060 **Facility:** US 80 **Location/Limits From:** ON MOORE AVENUE (US 80) FROM BRADSHAW STREET **Modification #:** 2023-0049
Implementing Agency: TERRELL **Location/Limits To:** BURCH STREET
County: KAUFMAN **CSJ:** 0095-05-062
City: TERRELL **Desc:** RESTRIPIING 4 TO 4 LANES WITH PEDESTRIAN IMPROVEMENTS INCLUDING CONSTRUCTION OF PEDESTRIAN/ADA RAMPS AND CROSSWALKS, BULB OUTS AT INTERSECTIONS, AND TRAFFIC SIGNAL IMPROVEMENTS
Request: REVISE LIMITS TO US 80 ON MOORE AVE (US 80) WEST FROM BROOKSHIRES DRIVE TO BRADSHAW STREET; REVISE SCOPE TO PEDESTRIAN IMPROVEMENTS INCLUDING CONSTRUCTION OF PEDESTRIAN/ADA RAMPS AND CROSSWALKS, AND MINOR LANDSCAPING
Comment: 240,000 OF TRANSPORATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CITY OF TERRELL MTP POLICY BUNDLE TDCS; LOCAL CONTRIBUTION PAID BY CITY OF TERRELL

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|-----------------------------|--------------------|------------|------------------|------------|------------------|--------------------|
| 2022 | ENG | 0095-05-062 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$120,000 | \$120,000 |
| 2024 | CON | 0095-05-062 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$240,000 | \$0 | \$0 | \$0 |
| 2024 | CON | 0095-05-062 | Cat 5: | \$600,000 | \$0 | \$0 | \$0 | \$0 | \$600,000 |
| 2024 | CON | 0095-05-062 | STBG: | \$600,000 | \$0 | \$0 | \$0 | \$0 | \$600,000 |
| Phase Subtotal: | | | | \$1,200,000 | \$0 | \$240,000 | \$0 | \$0 | \$1,200,000 |
| Grand Total: | | | | \$1,200,000 | \$0 | \$0 | \$0 | \$120,000 | \$1,320,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|-----------------------------|--------------------|------------|------------------|------------|------------------|--------------------|
| 2022 | ENG | 0095-05-062 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$120,000 | \$120,000 |
| 2024 | CON | 0095-05-062 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$240,000 | \$0 | \$0 | \$0 |
| 2024 | CON | 0095-05-062 | Cat 5: | \$600,000 | \$0 | \$0 | \$0 | \$0 | \$600,000 |
| 2024 | CON | 0095-05-062 | STBG: | \$600,000 | \$0 | \$0 | \$0 | \$0 | \$600,000 |
| Phase Subtotal: | | | | \$1,200,000 | \$0 | \$240,000 | \$0 | \$0 | \$1,200,000 |
| Grand Total: | | | | \$1,200,000 | \$0 | \$0 | \$0 | \$120,000 | \$1,320,000 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21061 **Facility:** SS 226 **Location/Limits From:** ON VIRGINIA STREET (SS 226) FROM BRIN STREET **Modification #:** 2023-0050
Implementing Agency: TERRELL **Location/Limits To:** ROCHESTER STREET
County: KAUFMAN **CSJ:** 0918-11-107
City: TERRELL **Desc:** RESTRIPING 2/4 TO 2/4 LANES WITH PEDESTRIAN IMPROVEMENTS INCLUDING CONSTRUCTION OF PEDESTRIAN/ADA RAMPS AND CROSSWALKS, BULB OUTS AT INTERSECTIONS, AND TRAFFIC SIGNAL IMPROVEMENTS
Request: REVISE SCOPE TO PEDESTRIAN IMPROVEMENTS INCLUDING CONSTRUCTION OF PEDESTRIAN/ADA RAMPS AND CROSSWALKS, AND MINOR LANDSCAPING
Comment: 40,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CITY OF TERRELL MTP POLICY BUNDLE TDCS

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|--------------------|------------------|------------|-----------------|------------|-------------|------------------|
| 2024 | CON | 0918-11-107 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$40,000 | \$0 | \$0 | \$0 |
| 2024 | CON | 0918-11-107 | Cat 5: | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$200,000 |
| Phase Subtotal: | | | | \$200,000 | \$0 | \$40,000 | \$0 | \$0 | \$200,000 |
| Grand Total: | | | | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$200,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|--------------------|------------------|------------|-----------------|------------|-------------|------------------|
| 2024 | CON | 0918-11-107 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$40,000 | \$0 | \$0 | \$0 |
| 2024 | CON | 0918-11-107 | Cat 5: | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$200,000 |
| Phase Subtotal: | | | | \$200,000 | \$0 | \$40,000 | \$0 | \$0 | \$200,000 |
| Grand Total: | | | | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$200,000 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55302 **Facility:** US 81 **Location/Limits From:** NORTH OF WISE/TARRANT COUNTY LINE **Modification #:** 2023-0052
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** WISE/TARRANT COUNTY LINE
County: WISE **CSJ:** 0013-08-147
City: VARIOUS **Desc:** RECONSTRUCT 4 TO 4 LANE FREEWAY AND GRADE SEPARATION; CONSTRUCT/RECONSTRUCT/RESTRIPE 2 LANE, 2 WAY FRONTAGE ROADS TO 2 LANE, ONE-WAY FRONTAGE ROADS IN EACH DIRECTION
Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|--------------------|------------|------------|-------------|--------------------|
| 2023 | ENG | 0013-08-147 | SW PE: | \$4,000,000 | \$1,000,000 | \$0 | \$0 | \$0 | \$5,000,000 |
| 2024 | ROW | 0013-08-147 | SW ROW: | \$400,000 | \$100,000 | \$0 | \$0 | \$0 | \$500,000 |
| 2024 | UTIL | 0013-08-147 | SW ROW: | \$1,600,000 | \$400,000 | \$0 | \$0 | \$0 | \$2,000,000 |
| Grand Total: | | | | \$6,000,000 | \$1,500,000 | \$0 | \$0 | \$0 | \$7,500,000 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14088 **Facility:** CS **Location/Limits From:** ON LAS VEGAS TRAIL FROM QUEBEC DRIVE **Modification #:** 2023-0054
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** IH 820
County: TARRANT **CSJ:** 0902-90-176
City: FORT WORTH **Desc:** WIDEN FROM 2 LANES TO 4 LANES WITH SIDEWALKS, INTERSECTION IMPROVEMENTS, AND TRAFFIC SIGNALS
Request: REVISE SCOPE TO WIDEN FROM 2 LANES TO 4 LANES WITH SIDEWALKS AND INTERSECTION IMPROVEMENTS
Comment: LOCAL CONTRIBUTION PAID BY THE CITY OF FORT WORTH AND THE CITY OF WHITE SETTLEMENT; CMAQ IS FOR SIDEWALKS AND INTERSECTION IMPROVEMENTS ONLY

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|-----------------------------|--------------------|------------------|------------|------------------|--------------------|--------------------|
| 2021 | ENG | 0902-90-176 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$712,400 | \$712,400 |
| 2023 | ROW | 0902-90-176 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$100,000 | \$100,000 |
| 2025 | CON | 0902-90-176 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$780,000 | \$780,000 |
| 2025 | CON | 0902-90-176 | Cat 5: | \$1,300,000 | \$211,250 | \$0 | \$113,750 | \$0 | \$1,625,000 |
| 2025 | CON | 0902-90-176 | STBG: | \$3,500,000 | \$568,750 | \$0 | \$306,250 | \$0 | \$4,375,000 |
| Phase Subtotal: | | | | \$4,800,000 | \$780,000 | \$0 | \$420,000 | \$780,000 | \$6,780,000 |
| Grand Total: | | | | \$4,800,000 | \$780,000 | \$0 | \$420,000 | \$1,592,400 | \$7,592,400 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|-----------------------------|--------------------|------------------|------------|------------------|--------------------|--------------------|
| 2021 | ENG | 0902-90-176 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$712,400 | \$712,400 |
| 2023 | ROW | 0902-90-176 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$100,000 | \$100,000 |
| 2025 | CON | 0902-90-176 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$780,000 | \$780,000 |
| 2025 | CON | 0902-90-176 | Cat 5: | \$1,300,000 | \$211,250 | \$0 | \$113,750 | \$0 | \$1,625,000 |
| 2025 | CON | 0902-90-176 | STBG: | \$3,500,000 | \$568,750 | \$0 | \$306,250 | \$0 | \$4,375,000 |
| Phase Subtotal: | | | | \$4,800,000 | \$780,000 | \$0 | \$420,000 | \$780,000 | \$6,780,000 |
| Grand Total: | | | | \$4,800,000 | \$780,000 | \$0 | \$420,000 | \$1,592,400 | \$7,592,400 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55288 **Facility:** SH 5 **Location/Limits From:** STACY ROAD **Modification #:** 2023-0056
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** INDIAN SPRINGS RD
County: COLLIN **CSJ:** 0047-09-037
City: FAIRVIEW **Desc:** RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED ROADWAY (ULTIMATE 6 LANES) AND INTERSECTION IMPROVEMENTS
Request: REVISE LIMITS TO SH 5 FROM STACY ROAD (FM 2786) TO SOUTH OF FM 1378; REVISE SCOPE TO STACY TO INDIAN SPRINGS: RECONSTRUCT AND WIDEN 2 LN UNDIVIDED TO 4 LN DIVIDED (ULTIMATE 6) AND INT IMP; INDIAN SPRINGS TO S OF FM 1378: WDN 2 LN UNDIVIDED TO 4 LN DIVIDED

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|--------------------|------------|------------------|-------------|---------------------|
| 2023 | ENG | 0047-09-037 | SW PE: | \$0 | \$1,935,000 | \$0 | \$0 | \$0 | \$1,935,000 |
| 2023 | ROW | 0047-09-037 | SW ROW: | \$6,880,000 | \$860,000 | \$0 | \$860,000 | \$0 | \$8,600,000 |
| Grand Total: | | | | \$6,880,000 | \$2,795,000 | \$0 | \$860,000 | \$0 | \$10,535,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|--------------------|------------|------------------|-------------|---------------------|
| 2023 | ENG | 0047-09-037 | SW PE: | \$0 | \$1,935,000 | \$0 | \$0 | \$0 | \$1,935,000 |
| 2023 | ROW | 0047-09-037 | SW ROW: | \$6,880,000 | \$860,000 | \$0 | \$860,000 | \$0 | \$8,600,000 |
| Grand Total: | | | | \$6,880,000 | \$2,795,000 | \$0 | \$860,000 | \$0 | \$10,535,000 |

TIP Code: 55297 **Facility:** FM 407 **Location/Limits From:** EAST OF IH 35W **Modification #:** 2023-0059
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** WEST OF IH 35W
County: DENTON **CSJ:** 1310-01-050
City: ARGYLE, NORTHLAKE **Desc:** WIDEN AND RECONSTRUCT FROM 2 LANE URBAN UNDIVIDED TO 6 LANE URBAN DIVIDED
Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|--------------------|------------|------------------|-------------|--------------------|
| 2023 | ENG | 1310-01-050 | SW PE: | \$0 | \$1,000,000 | \$0 | \$0 | \$0 | \$1,000,000 |
| 2023 | ROW | 1310-01-050 | SW ROW: | \$3,600,000 | \$450,000 | \$0 | \$450,000 | \$0 | \$4,500,000 |
| Grand Total: | | | | \$3,600,000 | \$1,450,000 | \$0 | \$450,000 | \$0 | \$5,500,000 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14098.1 **Facility:** IH 45 **Location/Limits From:** SH 34 **Modification #:** 2023-0060
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** NORTH OF SH 34
County: ELLIS **CSJ:** 0092-04-08
City: ENNIS **Desc:** RECONSTRUCT INTERCHANGE AND OPERATIONAL IMPROVEMENTS
Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|--------------------|-------------|---------------------|
| 2023 | ENG | 0092-04-078 | SW PE: | \$0 | \$1,421,000 | \$0 | \$0 | \$0 | \$1,421,000 |
| 2023 | ROW | 0092-04-078 | SW ROW: | \$10,800,000 | \$1,350,000 | \$0 | \$1,350,000 | \$0 | \$13,500,000 |
| Grand Total: | | | | \$10,800,000 | \$2,771,000 | \$0 | \$1,350,000 | \$0 | \$14,921,000 |

Revisions since STTC Meeting: PROJECT HAS BEEN WITHDRAWN DUE TO NEEDING ADDITIONAL SCOPE CLARIFICATION

TIP Code: 14089.3 **Facility:** IH 45 **Location/Limits From:** SH 34 **Modification #:** 2023-0061
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** FM 85
County: ELLIS **CSJ:** 0092-05-053
City: ENNIS **Desc:** RAMP REVERSAL, RECONSTRUCT 2/6 TO 2/6 FRONTAGE ROAD LANES, RECONSTRUCT BRIDGE AT FM 1181
Request: ADVANCE ENGINEERING TO FY2023 AND ADD ROW TO FY2023 THEREBY ADDING PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); REVISE SCOPE AS RAMP REVERSAL, RECONSTRUCT 4 TO 4 FRONTAGE ROAD LANES, RECONSTRUCT BRIDGE AT FM 1181
Comment: RELATED TO TIP 14089/CSJ 0092-04-077 AND TIP 14089.1/CSJ 0092-04-075

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|------------|------------------|------------|------------|-------------|------------------|
| 2045 | ENG | 0092-05-053 | SW PE: | \$0 | \$882,000 | \$0 | \$0 | \$0 | \$882,000 |
| Grand Total: | | | | \$0 | \$882,000 | \$0 | \$0 | \$0 | \$882,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|--------------------|-------------|---------------------|
| 2023 | ENG | 0092-05-053 | SW PE: | \$0 | \$882,000 | \$0 | \$0 | \$0 | \$882,000 |
| 2023 | ROW | 0092-05-053 | SW ROW: | \$13,200,000 | \$1,650,000 | \$0 | \$1,650,000 | \$0 | \$16,500,000 |
| Grand Total: | | | | \$13,200,000 | \$2,532,000 | \$0 | \$1,650,000 | \$0 | \$17,382,000 |

Revisions since STTC Meeting: CHANGED SCOPE FROM "RAMP REVERSAL, RECONSTRUCT 2/6 TO 2/6 FRONTAGE ROAD LANES, RECONSTRUCT BRIDGE AT FM 1181" TO "RAMP REVERSAL, RECONSTRUCT 4 TO 4 FRONTAGE ROAD LANES, RECONSTRUCT BRIDGE AT FM 1181" AND UPDATED REQUEST TO REFLECT CHANGE.

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55299 **Facility:** FM 428 **Location/Limits From:** DALLAS PARKWAY **Modification #:** 2023-0062
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** CR 55
County: COLLIN **CSJ:** 2678-01-011
City: CELINA **Desc:** WIDEN FROM 2 LANE RURAL UNDIVIDED TO 4/6 LANE URBAN DIVIDED
Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|--------------------|------------|------------------|-------------|--------------------|
| 2023 | ENG | 2678-01-011 | SW PE: | \$0 | \$1,617,000 | \$0 | \$0 | \$0 | \$1,617,000 |
| 2023 | ROW | 2678-01-011 | SW ROW: | \$5,280,000 | \$660,000 | \$0 | \$660,000 | \$0 | \$6,600,000 |
| Grand Total: | | | | \$5,280,000 | \$2,277,000 | \$0 | \$660,000 | \$0 | \$8,217,000 |

TIP Code: 13010 **Facility:** SH 5 **Location/Limits From:** INDIAN SPRINGS ROAD **Modification #:** 2023-0063
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** SPUR 399
County: COLLIN **CSJ:** 0047-09-034
City: MCKINNEY **Desc:** RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED ROADWAY TO 4 LANE DIVIDED URBAN ROADWAY
Request: REVISE LIMITS SH 5 FROM SS 399 TO SOUTH OF FM 1378
Comment: REGIONAL 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|------------------|-------------|---------------------|
| 2023 | ENG | 0047-09-034 | SW PE: | \$0 | \$1,500,000 | \$0 | \$0 | \$0 | \$1,500,000 |
| 2023 | ROW | 0047-09-034 | SW ROW: | \$6,400,000 | \$800,000 | \$0 | \$800,000 | \$0 | \$8,000,000 |
| 2027 | CON | 0047-09-034 | Cat 2M: | \$8,000,000 | \$2,000,000 | \$0 | \$0 | \$0 | \$10,000,000 |
| Grand Total: | | | | \$14,400,000 | \$4,300,000 | \$0 | \$800,000 | \$0 | \$19,500,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|------------------|-------------|---------------------|
| 2023 | ENG | 0047-09-034 | SW PE: | \$0 | \$1,500,000 | \$0 | \$0 | \$0 | \$1,500,000 |
| 2023 | ROW | 0047-09-034 | SW ROW: | \$6,400,000 | \$800,000 | \$0 | \$800,000 | \$0 | \$8,000,000 |
| 2027 | CON | 0047-09-034 | Cat 2M: | \$8,000,000 | \$2,000,000 | \$0 | \$0 | \$0 | \$10,000,000 |
| Grand Total: | | | | \$14,400,000 | \$4,300,000 | \$0 | \$800,000 | \$0 | \$19,500,000 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13075 **Facility:** SH 5 **Location/Limits From:** SOUTH OF SH 121 **Modification #:** 2023-0065
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** SOUTH OF MELISSA ROAD
County: COLLIN **CSJ:** 0047-04-029
City: MELISSA **Desc:** RECONSTRUCT AND WIDEN 2 LANE (4 LANE TRANSITIONAL) UNDIVIDED ROADWAY TO 4 LANE DIVIDED URBAN ROADWAY (ULTIMATE 6)
Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|------------------|------------------|------------|------------------|-------------|--------------------|
| 2023 | ROW | 0047-04-029 | SW ROW: | \$800,000 | \$100,000 | \$0 | \$100,000 | \$0 | \$1,000,000 |
| Grand Total: | | | | \$800,000 | \$100,000 | \$0 | \$100,000 | \$0 | \$1,000,000 |

Revisions since STTC Meeting: CHANGED SCOPE FROM "RECONSTRUCT AND WIDEN 2/4 LANE UNDIVIDED ROADWAY TO 4 LANE DIVIDED URBAN ROADWAY (ULTIMATE 6)" TO "RECONSTRUCT AND WIDEN 2 LANE (4 LANE TRANSITIONAL) UNDIVIDED ROADWAY TO 4 LANE DIVIDED URBAN ROADWAY (ULTIMATE 6)" IN ORDER TO BE CONSISTENT WITH MTP 2045.

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21083.2 **Facility:** US 175 **Location/Limits From:** 2ND AVENUE **Modification #:** 2023-0066
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** SOUTH OF LAKE JUNE ROAD
County: DALLAS **CSJ:** 0197-02-135
City: DALLAS **Desc:** REPLACE BRIDGE AND APPROACHES AT LAKE JUNE ROAD; CONSTRUCT PEDESTRIAN BRIDGE WITH TRAIL CONNECTIONS TO EXISTING TRAIL
Request: CLARIFY SCOPE AS REPLACE BRIDGE AND APPROACHES AT LAKE JUNE ROAD, CONSTRUCT PEDESTRIAN BRIDGE WITH TRAIL CONNECTIONS TO EXISTING TRAIL AT DART STATION; DECREASE ROW FUNDING IN FY2023; ADD CONSTRUCTION FUNDING IN FY2024
Comment: LOCAL CONTRIBUTION PAID FOR BY DALLAS COUNTY; CMAQ IS FOR BICYCLE/PEDESTRIAN IMPROVEMENTS ONLY; CATEGORY 10 IS FOR A 2021 RAISE GRANT (THE LOOP: UNITING NEIGHBORHOODS WITH URBAN TRAILS PROJECT)

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|--------------------|------------|------------------|-------------|--------------------|
| 2023 | ENG | 0197-02-135 | SW PE: | \$0 | \$1,575,000 | \$0 | \$0 | \$0 | \$1,575,000 |
| 2023 | ROW | 0197-02-135 | SW ROW: | \$5,600,000 | \$700,000 | \$0 | \$700,000 | \$0 | \$7,000,000 |
| Grand Total: | | | | \$5,600,000 | \$2,275,000 | \$0 | \$700,000 | \$0 | \$8,575,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|-----------------------------|---------------------|--------------------|------------|------------------|--------------------|---------------------|
| 2023 | ENG | 0197-02-135 | SW PE: | \$0 | \$1,575,000 | \$0 | \$0 | \$0 | \$1,575,000 |
| 2023 | ROW | 0197-02-135 | SW ROW: | \$800,000 | \$100,000 | \$0 | \$100,000 | \$0 | \$1,000,000 |
| 2024 | CON | 0197-02-135 | Cat 10: | \$12,000,000 | \$3,000,000 | \$0 | \$0 | \$0 | \$15,000,000 |
| 2024 | CON | 0197-02-135 | Cat 11: | \$7,693,600 | \$1,923,400 | \$0 | \$0 | \$0 | \$9,617,000 |
| 2024 | CON | 0197-02-135 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$5,000,000 | \$5,000,000 |
| 2024 | CON | 0197-02-135 | Cat 5: | \$3,846,800 | \$961,700 | \$0 | \$0 | \$0 | \$4,808,500 |
| 2024 | CON | 0197-02-135 | STBG: | \$3,846,800 | \$961,700 | \$0 | \$0 | \$0 | \$4,808,500 |
| Phase Subtotal: | | | | \$27,387,200 | \$6,846,800 | \$0 | \$0 | \$5,000,000 | \$39,234,000 |
| Grand Total: | | | | \$28,187,200 | \$8,521,800 | \$0 | \$100,000 | \$5,000,000 | \$41,809,000 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21089 **Facility:** VA **Location/Limits From:** REGIONWIDE ON-ROAD VEHICLE EMISSIONS PROJECT **Modification #:** 2023-0071
Implementing Agency: NCTCOG **Location/Limits To:** ESTABLISH MOBILE EMISSIONS ENFORCEMENT AND VEHICLE EMISSIONS DATA COLLECTION
County: VARIOUS **CSJ:** 0918-00-373
City: VARIOUS **Desc:** TASK FORCE TO COMBAT FRAUD TEMP REGISTRATIONS, INSPECTION IN LIGHT & MED DUTY VEHICLES, & EMISSIONS COMPONENT TAMPERING; COLLECT TAILPIPE EMISSIONS DATA FROM MED & HEAVY-DUTY VEHICLES TO DEVELOP AQ PLANNING STRATEGIES AND FOR EMISSIONS MODELING COMPARISON
Request: CANCEL PROJECT DUE TO FEDERAL ELIGIBILITY QUESTIONS AND PURSUE AIR QUALITY STATE FUNDING

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|--------------------|--------------------|------------|------------------|------------|-------------|--------------------|
| 2023 | ENG | 0918-00-373 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$500,000 | \$0 | \$0 | \$0 |
| 2023 | ENG | 0918-00-373 | STBG: | \$2,500,000 | \$0 | \$0 | \$0 | \$0 | \$2,500,000 |
| Phase Subtotal: | | | | \$2,500,000 | \$0 | \$500,000 | \$0 | \$0 | \$2,500,000 |
| Grand Total: | | | | \$2,500,000 | \$0 | \$0 | \$0 | \$0 | \$2,500,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|--------------------|------------|------------|------------|------------|-------------|------------|
| 2023 | ENG | 0918-00-373 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 2023 | ENG | 0918-00-373 | STBG: | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Phase Subtotal: | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grand Total: | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14071 **Facility:** FM 1378 **Location/Limits From:** FM 3286 **Modification #:** 2023-0075
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** SOUTH OF FM 3286
County: COLLIN **CSJ:** 1392-01-044
City: LUCAS **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS (SIDEWALKS AND TURN LANES)
Request: CONVERT STBG FUNDING TO CATEGORY 2M FUNDING FOR CONSTRUCTION PHASE IN FY2023 AS APPROVED BY THE RTC ON AUGUST 18, 2022;
 INCREASE CMAQ FUNDING FOR CONSTRUCTION PHASE IN FY2023 AFTER RTC APPROVAL DUE TO COST INCREASE
Comment: RELATED TO TIP 14071.2/CSJ 3476-02-013

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|----------------|--------------------|--------------------|------------|------------------|-------------|--------------------|
| 2018 | ENG | 1392-01-044 | SW PE: | \$0 | \$300,000 | \$0 | \$0 | \$0 | \$300,000 |
| 2020 | ROW | 1392-01-044 | SW ROW: | \$800,000 | \$100,000 | \$0 | \$100,000 | \$0 | \$1,000,000 |
| 2023 | CON | 1392-01-044 | Cat 5: | \$1,660,000 | \$415,000 | \$0 | \$0 | \$0 | \$2,075,000 |
| 2023 | CON | 1392-01-044 | STBG: | \$1,368,548 | \$342,137 | \$0 | \$0 | \$0 | \$1,710,685 |
| Phase Subtotal: | | | | \$3,028,548 | \$757,137 | \$0 | \$0 | \$0 | \$3,785,685 |
| Grand Total: | | | | \$3,828,548 | \$1,157,137 | \$0 | \$100,000 | \$0 | \$5,085,685 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|----------------|--------------------|--------------------|------------|------------------|-------------|--------------------|
| 2018 | ENG | 1392-01-044 | SW PE: | \$0 | \$300,000 | \$0 | \$0 | \$0 | \$300,000 |
| 2020 | ROW | 1392-01-044 | SW ROW: | \$800,000 | \$100,000 | \$0 | \$100,000 | \$0 | \$1,000,000 |
| 2023 | CON | 1392-01-044 | Cat 2M: | \$1,368,548 | \$342,137 | \$0 | \$0 | \$0 | \$1,710,685 |
| 2023 | CON | 1392-01-044 | Cat 5: | \$2,592,492 | \$648,123 | \$0 | \$0 | \$0 | \$3,240,615 |
| Phase Subtotal: | | | | \$3,961,040 | \$990,260 | \$0 | \$0 | \$0 | \$4,951,300 |
| Grand Total: | | | | \$4,761,040 | \$1,390,260 | \$0 | \$100,000 | \$0 | \$6,251,300 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14071.2 **Facility:** FM 3286 **Location/Limits From:** FM 1378 **Modification #:** 2023-0077
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** EAST OF FM 1378
County: COLLIN **CSJ:** 3476-02-013
City: LUCAS **Desc:** CONSTRUCT INTERSECTION IMPROVEMENT (SIDEWALK AND TURN LANES)
Request: CONVERT STBG FUNDING TO CATEGORY 2 FUNDING FOR CONSTRUCTION PHASE IN FY2023 AS APPROVED BY THE RTC ON AUGUST 18, 2022; INCREASE CMAQ FUNDING FOR CONSTRUCTION PHASE IN FY2023 AFTER RTC APPROVAL DUE TO COST INCREASE
Comment: RELATED TO TIP 14071/CSJ 3476-01-044; 10-YEAR PLAN PROJECT

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|----------------|--------------------|------------------|------------|-----------------|-------------|--------------------|
| 2018 | ENG | 3476-02-013 | SW PE: | \$0 | \$200,000 | \$0 | \$0 | \$0 | \$200,000 |
| 2020 | ROW | 3476-02-013 | SW ROW: | \$400,000 | \$50,000 | \$0 | \$50,000 | \$0 | \$500,000 |
| 2023 | CON | 3476-02-013 | Cat 5: | \$744,000 | \$186,000 | \$0 | \$0 | \$0 | \$930,000 |
| 2023 | CON | 3476-02-013 | STBG: | \$1,456,000 | \$364,000 | \$0 | \$0 | \$0 | \$1,820,000 |
| Phase Subtotal: | | | | \$2,200,000 | \$550,000 | \$0 | \$0 | \$0 | \$2,750,000 |
| Grand Total: | | | | \$2,600,000 | \$800,000 | \$0 | \$50,000 | \$0 | \$3,450,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|----------------|--------------------|--------------------|------------|-----------------|-------------|--------------------|
| 2018 | ENG | 3476-02-013 | SW PE: | \$0 | \$200,000 | \$0 | \$0 | \$0 | \$200,000 |
| 2020 | ROW | 3476-02-013 | SW ROW: | \$400,000 | \$50,000 | \$0 | \$50,000 | \$0 | \$500,000 |
| 2023 | CON | 3476-02-013 | Cat 2M: | \$1,456,000 | \$364,000 | \$0 | \$0 | \$0 | \$1,820,000 |
| 2023 | CON | 3476-02-013 | Cat 5: | \$2,115,458 | \$528,864 | \$0 | \$0 | \$0 | \$2,644,322 |
| Phase Subtotal: | | | | \$3,571,458 | \$892,864 | \$0 | \$0 | \$0 | \$4,464,322 |
| Grand Total: | | | | \$3,971,458 | \$1,142,864 | \$0 | \$50,000 | \$0 | \$5,164,322 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 54119.6 **Facility:** IH 35E **Location/Limits From:** REESE DRIVE **Modification #:** 2023-0079
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** DALLAS COUNTY LINE
County: ELLIS **CSJ:** 0442-03-044
City: VARIOUS **Desc:** CONSTRUCT INTERCHANGE AT LOOP 9 AND IH 35E
Request: EXCHANGE STBG FUNDING TO CATEGORY 2M FUNDING FOR CONSTRUCTION PHASE IN FY2023 AS APPROVED BY THE RTC ON AUGUST 18, 2022; ADD STBG FUNDING FOR CONSTRUCTION PHASE IN FY2023 AFTER RTC APPROVAL DUE TO COST INCREASE
Comment: REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 54119/CSJ 2964-10-005, 54119.1/2964-10-008, 54119.2/2964-10-009, 54119.3/2964-12-001, 54119.4/2964-12-002, 54119.5/0442-02-162, & 55249/0092-02-130

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|----------------|---------------------|--------------------|------------|------------|-------------|---------------------|
| 2018 | ENG | 0442-03-044 | SW PE: | \$0 | \$800,000 | \$0 | \$0 | \$0 | \$800,000 |
| 2020 | ROW | 0442-03-044 | SW ROW: | \$3,150,000 | \$350,000 | \$0 | \$0 | \$0 | \$3,500,000 |
| 2024 | CON | 0442-03-044 | Cat 2M: | \$9,598,606 | \$2,399,651 | \$0 | \$0 | \$0 | \$11,998,257 |
| 2024 | CON | 0442-03-044 | STBG: | \$5,320,000 | \$1,330,000 | \$0 | \$0 | \$0 | \$6,650,000 |
| Phase Subtotal: | | | | \$14,918,606 | \$3,729,651 | \$0 | \$0 | \$0 | \$18,648,257 |
| Grand Total: | | | | \$18,068,606 | \$4,879,651 | \$0 | \$0 | \$0 | \$22,948,257 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|----------------|---------------------|--------------------|------------|------------|-------------|---------------------|
| 2018 | ENG | 0442-03-044 | SW PE: | \$0 | \$800,000 | \$0 | \$0 | \$0 | \$800,000 |
| 2020 | ROW | 0442-03-044 | SW ROW: | \$3,150,000 | \$350,000 | \$0 | \$0 | \$0 | \$3,500,000 |
| 2024 | CON | 0442-03-044 | Cat 2M: | \$14,918,606 | \$3,729,651 | \$0 | \$0 | \$0 | \$18,648,257 |
| 2024 | CON | 0442-03-044 | STBG: | \$645,750 | \$161,438 | \$0 | \$0 | \$0 | \$807,188 |
| Phase Subtotal: | | | | \$15,564,356 | \$3,891,089 | \$0 | \$0 | \$0 | \$19,455,445 |
| Grand Total: | | | | \$18,714,356 | \$5,041,089 | \$0 | \$0 | \$0 | \$23,755,445 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55292 **Facility:** US 380 **Location/Limits From:** TEEL PKWY/CHAMPIONSHIP DRIVE **Modification #:** 2023-0081
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** DENTON/COLLIN COUNTY LINE
County: DENTON **CSJ:** 0135-10-065
City: VARIOUS **Desc:** RECONSTRUCT AND WIDEN 4 TO 6 LANE ARTERIAL AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS
Request: INCREASE ROW FUNDING IN FY2023

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|--------------------|------------|--------------------|-------------|---------------------|
| 2023 | ENG | 0135-10-065 | SW PE: | \$0 | \$3,000,000 | \$0 | \$0 | \$0 | \$3,000,000 |
| 2023 | ROW | 0135-10-065 | SW ROW: | \$9,600,000 | \$1,200,000 | \$0 | \$1,200,000 | \$0 | \$12,000,000 |
| Grand Total: | | | | \$9,600,000 | \$4,200,000 | \$0 | \$1,200,000 | \$0 | \$15,000,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|--------------------|-------------|---------------------|
| 2023 | ENG | 0135-10-065 | SW PE: | \$0 | \$3,000,000 | \$0 | \$0 | \$0 | \$3,000,000 |
| 2023 | ROW | 0135-10-065 | SW ROW: | \$35,200,000 | \$4,400,000 | \$0 | \$4,400,000 | \$0 | \$44,000,000 |
| Grand Total: | | | | \$35,200,000 | \$7,400,000 | \$0 | \$4,400,000 | \$0 | \$47,000,000 |

TIP Code: 55289 **Facility:** FM 1378 **Location/Limits From:** FM 3286 **Modification #:** 2023-0087
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** WEST LUCAS ROAD
County: COLLIN **CSJ:** 1392-01-048
City: LUCAS **Desc:** RECONSTRUCT AND WIDEN 2 LANE RURAL UNDIVIDED TO 4 LANE URBAN DIVIDED ROADWAY
Request: INCREASE ROW FUNDING IN FY2023

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|--------------------|------------|------------------|-------------|--------------------|
| 2023 | ENG | 1392-01-048 | SW PE: | \$0 | \$810,000 | \$0 | \$0 | \$0 | \$810,000 |
| 2023 | ROW | 1392-01-048 | SW ROW: | \$2,880,000 | \$360,000 | \$0 | \$360,000 | \$0 | \$3,600,000 |
| Grand Total: | | | | \$2,880,000 | \$1,170,000 | \$0 | \$360,000 | \$0 | \$4,410,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|--------------------|------------|--------------------|-------------|---------------------|
| 2023 | ENG | 1392-01-048 | SW PE: | \$0 | \$810,000 | \$0 | \$0 | \$0 | \$810,000 |
| 2023 | ROW | 1392-01-048 | SW ROW: | \$8,800,000 | \$1,100,000 | \$0 | \$1,100,000 | \$0 | \$11,000,000 |
| Grand Total: | | | | \$8,800,000 | \$1,910,000 | \$0 | \$1,100,000 | \$0 | \$11,810,000 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55281 **Facility:** US 380 **Location/Limits From:** EAST OF SH 289 **Modification #:** 2023-0089
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** WEST OF LAKEWOOD DRIVE
County: COLLIN **CSJ:** 0135-02-068
City: FRISCO **Desc:** RECONSTRUCT 6 LANE ARTERIAL TO 6 LANE FREEWAY AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS
Request: INCREASE ROW FUNDING IN FY2024

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|--------------------|-------------|---------------------|
| 2024 | ENG | 0135-02-068 | SW PE: | \$0 | \$4,320,000 | \$0 | \$0 | \$0 | \$4,320,000 |
| 2024 | ROW | 0135-02-068 | SW ROW: | \$15,360,000 | \$1,920,000 | \$0 | \$1,920,000 | \$0 | \$19,200,000 |
| Grand Total: | | | | \$15,360,000 | \$6,240,000 | \$0 | \$1,920,000 | \$0 | \$23,520,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|---------------------|------------|--------------------|-------------|---------------------|
| 2024 | ENG | 0135-02-068 | SW PE: | \$0 | \$4,320,000 | \$0 | \$0 | \$0 | \$4,320,000 |
| 2024 | ROW | 0135-02-068 | SW ROW: | \$48,000,000 | \$6,000,000 | \$0 | \$6,000,000 | \$0 | \$60,000,000 |
| Grand Total: | | | | \$48,000,000 | \$10,320,000 | \$0 | \$6,000,000 | \$0 | \$64,320,000 |

TIP Code: 55280 **Facility:** US 380 **Location/Limits From:** DENTON/COLLIN COUNTY LINE **Modification #:** 2023-0091
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** EAST OF SH 289
County: COLLIN **CSJ:** 0135-11-024
City: FRISCO **Desc:** RECONSTRUCT 6 LANE ARTERIAL TO 6 LANE FREEWAY AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS
Request: INCREASE ROW FUNDING IN FY2024

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|---------------------|------------|--------------------|-------------|---------------------|
| 2024 | ENG | 0135-11-024 | SW PE: | \$0 | \$8,145,000 | \$0 | \$0 | \$0 | \$8,145,000 |
| 2024 | ROW | 0135-11-024 | SW ROW: | \$28,960,000 | \$3,620,000 | \$0 | \$3,620,000 | \$0 | \$36,200,000 |
| Grand Total: | | | | \$28,960,000 | \$11,765,000 | \$0 | \$3,620,000 | \$0 | \$44,345,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|---------------------|------------|---------------------|-------------|----------------------|
| 2024 | ENG | 0135-11-024 | SW PE: | \$0 | \$8,145,000 | \$0 | \$0 | \$0 | \$8,145,000 |
| 2024 | ROW | 0135-11-024 | SW ROW: | \$84,800,000 | \$10,600,000 | \$0 | \$10,600,000 | \$0 | \$106,000,000 |
| Grand Total: | | | | \$84,800,000 | \$18,745,000 | \$0 | \$10,600,000 | \$0 | \$114,145,000 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13068 **Facility:** US 380 **Location/Limits From:** SH 5 (NEW EXTENSION OF SP 399) **Modification #:** 2023-0092
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** FM 1827
County: COLLIN **CSJ:** 0135-03-053
City: MCKINNEY **Desc:** RECONSTRUCT AND WIDEN LANE AFTER L TO 8 LANE FREEWAY AND CONSTRUCT TO 4/6 LANE FRONTAGE ROADS
Request: INCREASE ROW FUNDING IN FY2024; REVISI LIMITS TO US 380 FROM JCT US 380/EAST UNIVERSITY (EAST OF MCKINNEY) TO FM 1827
Comment: REGIONAL 10-YEAR PLAN PROJECT

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|------------------|-------------|---------------------|
| 2024 | ENG | 0135-03-053 | SW PE: | \$0 | \$646,200 | \$0 | \$0 | \$0 | \$646,200 |
| 2024 | ROW | 0135-03-053 | SW ROW: | \$3,200,000 | \$400,000 | \$0 | \$400,000 | \$0 | \$4,000,000 |
| 2028 | CON | 0135-03-053 | Cat 2M: | \$12,866,560 | \$3,216,640 | \$0 | \$0 | \$0 | \$16,083,200 |
| Grand Total: | | | | \$16,066,560 | \$4,262,840 | \$0 | \$400,000 | \$0 | \$20,729,400 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|--------------------|-------------|---------------------|
| 2024 | ENG | 0135-03-053 | SW PE: | \$0 | \$646,200 | \$0 | \$0 | \$0 | \$646,200 |
| 2024 | ROW | 0135-03-053 | SW ROW: | \$10,400,000 | \$1,300,000 | \$0 | \$1,300,000 | \$0 | \$13,000,000 |
| 2028 | CON | 0135-03-053 | Cat 2M: | \$12,866,560 | \$3,216,640 | \$0 | \$0 | \$0 | \$16,083,200 |
| Grand Total: | | | | \$23,266,560 | \$5,162,840 | \$0 | \$1,300,000 | \$0 | \$29,729,400 |

Revisions since STTC Meeting: THIS MODIFICATION IS BEING DELAYED DUE TO INCONSISTENCY WITH MOBILITY 2045.

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13070 **Facility:** US 380 **Location/Limits From:** JCT US 380/WEST UNIVERSITY (WEST OF MCKINNEY) **Modification #:** 2023-0093
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** JCT US 380/EAST UNIVERSITY (EAST OF MCKINNEY)
County: COLLIN **CSJ:** 0135-15-002
City: MCKINNEY **Desc:** CONSTRUCT 0 TO 8 LANE FREEWAY AND 0 TO 4/6 LANE FRONTAGE ROADS
Request: INCREASE ROW FUNDING IN FY2023; REVISE CONSTRUCTION FUNDING IN FY2028 AS APPROVED BY THE RTC ON AUGUST 18, 2022
Comment: REGIONAL 10-YEAR PLAN PROJECT

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|----------------|----------------------|---------------------|------------|---------------------|-------------|----------------------|
| 2024 | ENG | 0135-15-002 | SW PE: | \$0 | \$36,337,500 | \$0 | \$0 | \$0 | \$36,337,500 |
| 2024 | ROW | 0135-15-002 | SW ROW: | \$129,200,000 | \$16,150,000 | \$0 | \$16,150,000 | \$0 | \$161,500,000 |
| 2028 | CON | 0135-15-002 | Cat 2M: | \$87,997,440 | \$21,999,360 | \$0 | \$0 | \$0 | \$109,996,800 |
| 2028 | CON | 0135-15-002 | Cat 4: | \$83,445,760 | \$20,861,440 | \$0 | \$0 | \$0 | \$104,307,200 |
| Phase Subtotal: | | | | \$171,443,200 | \$42,860,800 | \$0 | \$0 | \$0 | \$214,304,000 |
| Grand Total: | | | | \$300,643,200 | \$95,348,300 | \$0 | \$16,150,000 | \$0 | \$412,141,500 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|----------------|----------------------|----------------------|------------|---------------------|-------------|----------------------|
| 2024 | ENG | 0135-15-002 | SW PE: | \$0 | \$36,337,500 | \$0 | \$0 | \$0 | \$36,337,500 |
| 2024 | ROW | 0135-15-002 | SW ROW: | \$333,600,000 | \$67,250,000 | \$0 | \$16,150,000 | \$0 | \$417,000,000 |
| 2028 | CON | 0135-15-002 | Cat 12: | \$229,210,509 | \$57,302,627 | \$0 | \$0 | \$0 | \$286,513,136 |
| 2028 | CON | 0135-15-002 | Cat 4: | \$83,445,760 | \$20,861,440 | \$0 | \$0 | \$0 | \$104,307,200 |
| Phase Subtotal: | | | | \$312,656,269 | \$78,164,067 | \$0 | \$0 | \$0 | \$390,820,336 |
| Grand Total: | | | | \$646,256,269 | \$181,751,567 | \$0 | \$16,150,000 | \$0 | \$844,157,836 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13043.2 **Facility:** IH 30 **Location/Limits From:** IH 635 **Modification #:** 2023-0094
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** BASS PRO DRIVE (IN GARLAND)
County: DALLAS **CSJ:** 0009-11-259
City: VARIOUS **Desc:** OPERATIONAL IMPROVEMENTS AND BOTTLENECK REMOVAL
Request: ADD CONSTRUCTION PHASE TO FY2029 AS APPROVED BY THE RTC ON AUGUST 18, 2022; ADD ROW PHASE TO FY2023; REVISE SCOPE TO WIDEN FROM 8 TO 11/12 LANES AND RECONFIGURE RAMPS
Comment: RELATED TO TIP 13043/CSJ 0009-11-129; REGIONAL 10-YEAR PLAN PROJECT

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|------------|--------------------|------------|------------|-------------|--------------------|
| 2023 | ENG | 0009-11-259 | SW PE: | \$0 | \$4,000,000 | \$0 | \$0 | \$0 | \$4,000,000 |
| Grand Total: | | | | \$0 | \$4,000,000 | \$0 | \$0 | \$0 | \$4,000,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|---------------------|------------|------------|-------------|---------------------|
| 2023 | ENG | 0009-11-259 | SW PE: | \$0 | \$4,000,000 | \$0 | \$0 | \$0 | \$4,000,000 |
| 2023 | ROW | 0009-11-259 | SW ROW: | \$6,300,000 | \$700,000 | \$0 | \$0 | \$0 | \$7,000,000 |
| 2029 | CON | 0009-11-259 | Cat 12: | \$70,966,330 | \$17,741,582 | \$0 | \$0 | \$0 | \$88,707,912 |
| Grand Total: | | | | \$77,266,330 | \$22,441,582 | \$0 | \$0 | \$0 | \$99,707,912 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55283 **Facility:** US 380 **Location/Limits From:** FM 1827 **Modification #:** 2023-0095
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** JCT US 380/UNIVERSITY DRIVE
County: COLLIN **CSJ:** 0135-03-056
City: VARIOUS **Desc:** CONSTRUCT 0 TO 10 LANE FREEWAY AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS
Request: INCREASE ROW FUNDING IN FY2024; REVISE LIMITS TO US 380 FROM FM 1827 TO JCT US 380/WEST PRINCETON DRIVE; REVISE SCOPE TO CONSTRUCT 6 TO 10 LANE FREEWAY AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|--------------------|------------|------------------|-------------|--------------------|
| 2024 | ENG | 0135-03-056 | SW PE: | \$0 | \$720,000 | \$0 | \$0 | \$0 | \$720,000 |
| 2024 | ROW | 0135-03-056 | SW ROW: | \$3,840,000 | \$480,000 | \$0 | \$480,000 | \$0 | \$4,800,000 |
| Grand Total: | | | | \$3,840,000 | \$1,200,000 | \$0 | \$480,000 | \$0 | \$5,520,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|--------------------|-------------|---------------------|
| 2024 | ENG | 0135-03-056 | SW PE: | \$0 | \$720,000 | \$0 | \$0 | \$0 | \$720,000 |
| 2024 | ROW | 0135-03-056 | SW ROW: | \$42,400,000 | \$5,300,000 | \$0 | \$5,300,000 | \$0 | \$53,000,000 |
| Grand Total: | | | | \$42,400,000 | \$6,020,000 | \$0 | \$5,300,000 | \$0 | \$53,720,000 |

Revisions since STTC Meeting: CHANGED SCOPE FROM "CONSTRUCT 0 TO 10 LANE FREEWAY AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS" TO "CONSTRUCT 6 TO 10 LANE FREEWAY AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS" AND UPDATED THE REQUEST TO REFLECT THE CHANGE.

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55287 **Facility:** SS 399 **Location/Limits From:** SH 5 **Modification #:** 2023-0096
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** US 380
County: COLLIN **CSJ:** 0047-10-002
City: MCKINNEY **Desc:** CONSTRUCT 0 TO 6/8 LANE FREEWAY AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS
Request: ADD CONSTRUCTION FUNDING IN FY2032 AS APPROVED BY THE RTC ON AUGUST 18, 2022; INCREASE ROW FUNDING IN FY2023 AFTER RTC ACTION
Comment: REGIONAL 10-YEAR PLAN PROJECT

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|---------------------|------------|--------------------|-------------|---------------------|
| 2023 | ENG | 0047-10-002 | SW PE: | \$0 | \$11,430,000 | \$0 | \$0 | \$0 | \$11,430,000 |
| 2023 | ROW | 0047-10-002 | SW ROW: | \$40,640,000 | \$5,080,000 | \$0 | \$5,080,000 | \$0 | \$50,800,000 |
| Grand Total: | | | | \$40,640,000 | \$16,510,000 | \$0 | \$5,080,000 | \$0 | \$62,230,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|----------------------|---------------------|------------|---------------------|-------------|----------------------|
| 2023 | ENG | 0047-10-002 | SW PE: | \$0 | \$11,430,000 | \$0 | \$0 | \$0 | \$11,430,000 |
| 2023 | ROW | 0047-10-002 | SW ROW: | \$96,000,000 | \$12,000,000 | \$0 | \$12,000,000 | \$0 | \$120,000,000 |
| 2032 | CON | 0047-10-002 | Cat 12: | \$101,696,000 | \$25,424,000 | \$0 | \$0 | \$0 | \$127,120,000 |
| Grand Total: | | | | \$197,696,000 | \$48,854,000 | \$0 | \$12,000,000 | \$0 | \$258,550,000 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55284 **Facility:** US 380 **Location/Limits From:** JCT US 380/UNIVERSITY DRIVE (WEST OF PRINCETON) **Modification #:** 2023-0097
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** JCT US 380/UNIVERSITY DRIVE (EAST OF PRINCETON)
County: COLLIN **CSJ:** 0135-16-002
City: PRINCETON **Desc:** CONSTRUCT 0 TO 8/10 LANE FREEWAY AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS
Request: INCREASE ROW FUNDING IN FY2024; REVISE LIMITS TO US 380 FROM JCT US 380/WEST OF PRINCETON DRIVE TO JCT US 380/EAST OF PRINCETON DRIVE

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|---------------------|------------|--------------------|-------------|----------------------|
| 2024 | ENG | 0135-16-002 | SW PE: | \$0 | \$19,665,000 | \$0 | \$0 | \$0 | \$19,665,000 |
| 2024 | ROW | 0135-16-002 | SW ROW: | \$69,920,000 | \$8,740,000 | \$0 | \$8,740,000 | \$0 | \$87,400,000 |
| Grand Total: | | | | \$69,920,000 | \$28,405,000 | \$0 | \$8,740,000 | \$0 | \$107,065,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|----------------------|---------------------|------------|---------------------|-------------|----------------------|
| 2024 | ENG | 0135-16-002 | SW PE: | \$0 | \$19,665,000 | \$0 | \$0 | \$0 | \$19,665,000 |
| 2024 | ROW | 0135-16-002 | SW ROW: | \$120,000,000 | \$15,000,000 | \$0 | \$15,000,000 | \$0 | \$150,000,000 |
| Grand Total: | | | | \$120,000,000 | \$34,665,000 | \$0 | \$15,000,000 | \$0 | \$169,665,000 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21016.2 **Facility:** VA **Location/Limits From:** REGIONAL DATA HUB - DFW MPO BOUNDARY **Modification #:** 2023-0098
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** DEPLOYMENT AND ADAPTION OF THE CALTRANS
 TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS
 DATA ENGINE

County: VARIOUS **CSJ:** 0918-00-364
City: VARIOUS **Desc:** 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

Request: CANCEL PROJECT; MOVE FUNDS TO NCTCOG IMPLEMENTED PROJECT (TIP 21061.1/CSJ 0918-00-371)
Comment: RELATED TO TIP 21016.1/CSJ 0918-00-371

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|--------------------|--------------------|------------|------------------|------------|-------------|--------------------|
| 2023 | IMP | 0918-00-364 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$200,000 | \$0 | \$0 | \$0 |
| 2023 | IMP | 0918-00-364 | STBG: | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 |
| Phase Subtotal: | | | | \$1,000,000 | \$0 | \$200,000 | \$0 | \$0 | \$1,000,000 |
| Grand Total: | | | | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|--------------------|------------|------------|------------|------------|-------------|------------|
| 2023 | IMP | 0918-00-364 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 2023 | IMP | 0918-00-364 | STBG: | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Phase Subtotal: | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grand Total: | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55218 **Facility:** FM 1171 **Location/Limits From:** IH 35W **Modification #:** 2023-0101
Implementing Agency: DENTON CO **Location/Limits To:** WEST OF FM 156
County: DENTON **CSJ:** 1311-01-055
City: VARIOUS **Desc:** CONSTRUCT NEW 0/2 TO 4/6 LANE DIVIDED ARTERIAL
Request: INCREASE ROW FUNDING IN FY2023
Comment: LOCAL CONTRIBUTION PAID BY DENTON COUNTY

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|-----------------------------|------------|------------|------------|------------|--------------------|--------------------|
| 2023 | ENG | 1311-01-055 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$1,600,000 | \$1,600,000 |
| 2023 | ROW | 1311-01-055 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$900,000 | \$900,000 |
| 2025 | UTIL | 1311-01-055 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$90,000 | \$90,000 |
| Grand Total: | | | | \$0 | \$0 | \$0 | \$0 | \$2,590,000 | \$2,590,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|-----------------------------|------------|------------|------------|------------|---------------------|---------------------|
| 2023 | ENG | 1311-01-055 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$1,600,000 | \$1,600,000 |
| 2023 | ROW | 1311-01-055 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$9,000,000 | \$9,000,000 |
| 2025 | UTIL | 1311-01-055 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$90,000 | \$90,000 |
| Grand Total: | | | | \$0 | \$0 | \$0 | \$0 | \$10,690,000 | \$10,690,000 |

TIP Code: 14093 **Facility:** VA **Location/Limits From:** COTTON BELT RAIL LINE FROM DFW AIRPORT STATION **Modification #:** 2023-0102
Implementing Agency: DART **Location/Limits To:** SHILOH STATION IN PLANO
County: VARIOUS **CSJ:** 0918-00-397
City: VARIOUS **Desc:** ENGINEERING, ENVIRONMENTAL, AND CONSTRUCTION OF COTTON BELT REGIONAL RAIL PROJECT (COTTON BELT PROJECT #10)
Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: RELATED TO TIP 14005/CSJ 0918-00-291, 14006/0918-00-350, 14013/0918-47-236, 83245/0000-18-072; FEDERAL FUNDING FOR THIS PROJECT IS OFFSET BY REMAINING UNSPENT LOCAL FUNDS (INCLUDING INTEREST) FROM THE LAKE HIGHLANDS STATION PROJECT TIP 11579/CSJ 0918-45-856; NCTCOG/RTC WILL RETAIN THE LOCAL FUNDS & DART WILL RECEIVE FEDERAL FUNDS; PROJECT ALSO KNOWN AS SILVER LINE

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|------------------|------------|------------|-----------------|-------------|------------------|
| 2023 | TRANS | 0918-00-397 | Cat 5: | \$245,075 | \$0 | \$0 | \$61,278 | \$0 | \$306,353 |
| Grand Total: | | | | \$245,075 | \$0 | \$0 | \$61,278 | \$0 | \$306,353 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11615.3 **Facility:** VA **Location/Limits From:** REGIONAL AERIAL PHOTOGRAPHY: DATA COLLECTION/PLANNING **Modification #:** 2023-0103
Implementing Agency: NCTCOG
County: VARIOUS **CSJ:** 0902-00-279, 0902-00-341
City: VARIOUS **Desc:** COOPERATIVE DIGITAL AERIAL PHOTOGRAPHY DATA COLLECTION TO IMPROVE TRAVEL DEMAND MODEL, OUTER LOOP PLANNING, AND CORRIDOR ALIGNMENT PLANNING, AND TRACK POPULATION/EMPLOYMENT CHANGES
Request: ADD FUNDING IN FY2023

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|------------------|------------|------------|-------------|--------------------|
| 2021 | IMP | 0902-00-279 | STBG: | \$1,700,000 | \$425,000 | \$0 | \$0 | \$0 | \$2,125,000 |
| Grand Total: | | | | \$1,700,000 | \$425,000 | \$0 | \$0 | \$0 | \$2,125,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|------------------|------------|------------|-------------|--------------------|
| 2021 | IMP | 0902-00-279 | STBG: | \$1,700,000 | \$425,000 | \$0 | \$0 | \$0 | \$2,125,000 |
| 2023 | IMP | 0902-00-341 | STBG: | \$800,000 | \$200,000 | \$0 | \$0 | \$0 | \$1,000,000 |
| Grand Total: | | | | \$2,500,000 | \$625,000 | \$0 | \$0 | \$0 | \$3,125,000 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55207 **Facility:** US 80 **Location/Limits From:** AT SH 205/FM 148 **Modification #:** 2023-0146
Implementing Agency: TXDOT-DALLAS
County: KAUFMAN **CSJ:** 0095-04-069
City: TERRELL **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS (SIDEWALKS AND TURN LANES)
Request: INCREASE CONSTRUCTION FUNDING IN FY2022 DUE COST OVERRUN AT BIDDING
Comment: LOCAL CONTRIBUTION PAID BY KAUFMAN COUNTY

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|-----------------------------|--------------------|--------------------|------------|------------------|--------------------|---------------------|
| 2016 | ENG | 0095-04-069 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$2,000,000 | \$2,000,000 |
| 2016 | ENG | 0095-04-069 | SBPE: | \$0 | \$325,000 | \$0 | \$0 | \$0 | \$325,000 |
| Phase Subtotal: | | | | \$0 | \$325,000 | \$0 | \$0 | \$2,000,000 | \$2,325,000 |
| 2018 | ROW | 0095-04-069 | S102: | \$1,600,000 | \$200,000 | \$0 | \$200,000 | \$0 | \$2,000,000 |
| 2022 | CON | 0095-04-069 | Cat 5: | \$7,479,959 | \$1,869,990 | \$0 | \$0 | \$0 | \$9,349,949 |
| Grand Total: | | | | \$9,079,959 | \$2,394,990 | \$0 | \$200,000 | \$2,000,000 | \$13,674,949 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|-----------------------------|---------------------|--------------------|------------|------------------|--------------------|---------------------|
| 2016 | ENG | 0095-04-069 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$2,000,000 | \$2,000,000 |
| 2016 | ENG | 0095-04-069 | SBPE: | \$0 | \$325,000 | \$0 | \$0 | \$0 | \$325,000 |
| Phase Subtotal: | | | | \$0 | \$325,000 | \$0 | \$0 | \$2,000,000 | \$2,325,000 |
| 2018 | ROW | 0095-04-069 | S102: | \$1,600,000 | \$200,000 | \$0 | \$200,000 | \$0 | \$2,000,000 |
| 2022 | CON | 0095-04-069 | Cat 5: | \$12,000,000 | \$3,000,000 | \$0 | \$0 | \$0 | \$15,000,000 |
| Grand Total: | | | | \$13,600,000 | \$3,525,000 | \$0 | \$200,000 | \$2,000,000 | \$19,325,000 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14069 **Facility:** FM 544 **Location/Limits From:** AT FM 1378 (COUNTRY CLUB ROAD) **Modification #:** 2023-0147
Implementing Agency: TXDOT-DALLAS
County: COLLIN **CSJ:** 0619-03-061
City: WYLIE **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT AND RIGHT TURN LANES
Request: INCREASE CONSTRUCTION FUNDING IN FY2022 DUE TO COST OVERRUN AT LETTING

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|------------------|------------|-----------------|-------------|--------------------|
| 2019 | ENG | 0619-03-061 | SW PE: | \$0 | \$150,000 | \$0 | \$0 | \$0 | \$150,000 |
| 2020 | ROW | 0619-03-061 | SW ROW: | \$450,000 | \$50,000 | \$0 | \$50,000 | \$0 | \$550,000 |
| 2022 | CON | 0619-03-061 | Cat 5: | \$2,949,938 | \$737,485 | \$0 | \$0 | \$0 | \$3,687,423 |
| Grand Total: | | | | \$3,399,938 | \$937,485 | \$0 | \$50,000 | \$0 | \$4,387,423 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|--------------------|------------|-----------------|-------------|--------------------|
| 2019 | ENG | 0619-03-061 | SW PE: | \$0 | \$150,000 | \$0 | \$0 | \$0 | \$150,000 |
| 2020 | ROW | 0619-03-061 | SW ROW: | \$450,000 | \$50,000 | \$0 | \$50,000 | \$0 | \$550,000 |
| 2022 | CON | 0619-03-061 | Cat 5: | \$4,000,000 | \$1,000,000 | \$0 | \$0 | \$0 | \$5,000,000 |
| Grand Total: | | | | \$4,450,000 | \$1,200,000 | \$0 | \$50,000 | \$0 | \$5,700,000 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 30005 **Facility:** US 75 **Location/Limits From:** IH 635 **Modification #:** 2023-0149
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** COLLIN COUNTY LINE
County: DALLAS **CSJ:** 0047-07-232
City: RICHARDSON **Desc:** REMOVE HOV LANES AND ADD TECHNOLOGY LANES
Request: REVISE SCOPE TO IMPLEMENT TECHNOLOGY LANES TO INCLUDE CONSTRUCTION OF GANTRIES, REMOVAL OF PYLONS AND CHANGE IN HOV OPERATION CONSISTENT WITH 23 USC 166; EXISTING 8 GENERAL PURPOSE LANES REMAIN 8 GENERAL PURPOSE LANES
Comment: RELATED TO TIP 30006/CSJ 0047-06-158, TIP 13044/CSJ 0047-06-161, AND TIP 30007/CSJ 0047-06-163; PART OF EASTERN SUBREGION SUPPLEMENTAL PROJECT COMMITMENTS FOR THE TXDOT CONGESTION RELIEF PROGRAM APPROVED BY THE RTC JANUARY 20, 2016

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|------------|-------------|---------------------|
| 2023 | ENG | 0047-07-232 | SW PE: | \$0 | \$1,000,000 | \$0 | \$0 | \$0 | \$1,000,000 |
| 2024 | CON | 0047-07-232 | STBG: | \$13,200,000 | \$3,300,000 | \$0 | \$0 | \$0 | \$16,500,000 |
| Grand Total: | | | | \$13,200,000 | \$4,300,000 | \$0 | \$0 | \$0 | \$17,500,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|------------|-------------|---------------------|
| 2023 | ENG | 0047-07-232 | SW PE: | \$0 | \$1,000,000 | \$0 | \$0 | \$0 | \$1,000,000 |
| 2024 | CON | 0047-07-232 | STBG: | \$13,200,000 | \$3,300,000 | \$0 | \$0 | \$0 | \$16,500,000 |
| Grand Total: | | | | \$13,200,000 | \$4,300,000 | \$0 | \$0 | \$0 | \$17,500,000 |

Revisions since STTC Meeting: **CHANGED SCOPE FROM "OPERATIONAL IMPROVEMENTS TO THE EXISTING 2 HOV LANES TO 2 TECHNOLOGY LANES TO INCLUDE VEHICLE ELIGIBILITY/USAGE CONSISTENT WITH 23 U.S.C. 166 DURING 2 HOURS SOUTHBOUND IN THE MORNING AND 2 HOURS NORTHBOUND IN THE AFTERNOON; EXISTING 8 GENERAL PURPOSE LANES REMAIN 8 GENERAL PURPOSE LANES" TO "REVISE SCOPE TO IMPLEMENT TECHNOLOGY LANES TO INCLUDE CONSTRUCTION OF GANTRIES, REMOVAL OF PYLONS AND CHANGE IN HOV OPERATION CONSISTENT WITH 23 USC 166; EXISTING 8 GENERAL PURPOSE LANES REMAIN 8 GENERAL PURPOSE LANES" AND UPDATED REQUEST TO REFLECT CHANGE.**

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 30006 **Facility:** US 75 **Location/Limits From:** DALLAS COUNTY LINE **Modification #:** 2023-0150
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** BETHANY DRIVE
County: COLLIN **CSJ:** 0047-06-158
City: VARIOUS **Desc:** REMOVE HOV LANES AND ADD TECHNOLOGY LANES
Request: REVISE SCOPE TO EXTEND HOV LANES FROM SPRING CREEK PARKWAY TO BETHANY DRIVE AND IMPLEMENT TECHNOLOGY LANES TO INCLUDE CONSTRUCTION OF GANTRIES AND CHANGE IN HOV OPERATION CONSISTENT WITH 23 USC 166; EXISTING 8 GENERAL PURPOSE LANES REMAIN 8 GENERAL PURPOSE LANES
Comment: RELATED TO TIP 30005/CSJ 0047-07-232, TIP 13044/CSJ 0047-06-161, AND TIP 30007/CSJ 0047-06-163; PART OF EASTERN SUBREGION SUPPLEMENTAL PROJECT COMMITMENTS FOR THE TXDOT CONGESTION RELIEF PROGRAM APPROVED BY THE RTC JANUARY 20, 2016

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|------------|-------------|---------------------|
| 2022 | ENG | 0047-06-158 | SW PE: | \$0 | \$1,500,000 | \$0 | \$0 | \$0 | \$1,500,000 |
| 2023 | CON | 0047-06-158 | STBG: | \$21,600,000 | \$5,400,000 | \$0 | \$0 | \$0 | \$27,000,000 |
| Grand Total: | | | | \$21,600,000 | \$6,900,000 | \$0 | \$0 | \$0 | \$28,500,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|------------|-------------|---------------------|
| 2022 | ENG | 0047-06-158 | SW PE: | \$0 | \$1,500,000 | \$0 | \$0 | \$0 | \$1,500,000 |
| 2023 | CON | 0047-06-158 | STBG: | \$21,600,000 | \$5,400,000 | \$0 | \$0 | \$0 | \$27,000,000 |
| Grand Total: | | | | \$21,600,000 | \$6,900,000 | \$0 | \$0 | \$0 | \$28,500,000 |

Revisions since STTC Meeting: CHANGE SCOPE FROM "OPERATIONAL IMPROVEMENTS TO THE EXISTING 0/2 HOV LANES TO 2 TECHNOLOGY LANES TO INCLUDE VEHICLE ELIGIBILITY/USAGE CONSISTENT WITH 23 U.S.C. 166 DURING 2 HOURS SOUTHBOUND IN THE MORNING AND 2 HOURS NORTHBOUND IN THE AFTERNOON; EXISTING 8 GEN" TO "EXTEND HOV LANES FROM SPRING CREEK PARKWAY TO BETHANY DRIVE AND IMPLEMENT TECHNOLOGY LANES TO INCLUDE CONSTRUCTION OF GANTRIES AND CHANGE IN HOV OPERATION CONSISTENT WITH 23 USC 166; EXISTING 8 GENERAL PURPOSE LANES REMAIN 8 GENERAL PURPOSE LANES" AND UPDATED REQUEST TO REFLECT CHANGE.

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 30007 **Facility:** US 75 **Location/Limits From:** BETHANY DRIVE **Modification #:** 2023-0151
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** SH 121
County: COLLIN **CSJ:** 0047-06-163
City: ALLEN **Desc:** ADD TECHNOLOGY LANES
Request: REVISE SCOPE AS CONSTRUCT HOV LANES AND IMPLEMENT TECHNOLOGY LANES TO INCLUDE CONSTRUCTION OF GANTRIES AND ESTABLISHMENT OF HOV OPERATION CONSISTENT WITH 23 USC 166; EXISTING 8 GENERAL PURPOSE LANES REMAIN 8 GENERAL PURPOSE LANES
Comment: RELATED TO TIP 30006/CSJ 0047-06-158, TIP 30005/CSJ 0047-07-232, AND TIP 13044/CSJ 0047-06-161; PART OF EASTERN SUBREGION SUPPLEMENTAL PROJECT COMMITMENTS FOR THE TXDOT CONGESTION RELIEF PROGRAM APPROVED BY THE RTC JANUARY 20, 2016

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|------------|-------------|---------------------|
| 2022 | ENG | 0047-06-163 | SW PE: | \$0 | \$500,000 | \$0 | \$0 | \$0 | \$500,000 |
| 2023 | CON | 0047-06-163 | STBG: | \$10,800,000 | \$2,700,000 | \$0 | \$0 | \$0 | \$13,500,000 |
| Grand Total: | | | | \$10,800,000 | \$3,200,000 | \$0 | \$0 | \$0 | \$14,000,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|------------|-------------|---------------------|
| 2022 | ENG | 0047-06-163 | SW PE: | \$0 | \$500,000 | \$0 | \$0 | \$0 | \$500,000 |
| 2023 | CON | 0047-06-163 | STBG: | \$10,800,000 | \$2,700,000 | \$0 | \$0 | \$0 | \$13,500,000 |
| Grand Total: | | | | \$10,800,000 | \$3,200,000 | \$0 | \$0 | \$0 | \$14,000,000 |

Revisions since STTC Meeting: CHANGED SCOPE FROM "RESTRIPE THE EXISTING MAINLANES AND SHOULDERS TO ADD 2 TECHNOLOGY LANES TO INCLUDE VEHICLE ELIGIBILITY/USAGE CONSISTENT WITH 23 U.S.C. 166 DURING 2 HOURS SOUTHBOUND IN THE MORNING AND 2 HOURS NORTHBOUND IN THE AFTERNOON; EXISTING 8 GENERAL PURPOSE LANES REMAIN 8 GENERAL PURPOSE LANES" TO "CONSTRUCT HOV LANES AND IMPLEMENT TECHNOLOGY LANES TO INCLUDE CONSTRUCTION OF GANTRIES AND ESTABLISHMENT OF HOV OPERATION CONSISTENT WITH 23 USC 166; EXISTING 8 GENERAL PURPOSE LANES REMAIN 8 GENERAL PURPOSE LANES" AND UPDATED REQUEST TO REFLECT CHANGE.

How to Read the Project Modification Listings – Transit Section

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

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

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

Request: REFINE FY2015 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5310 FUNDS

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

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

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

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

Sample

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY OF ARLINGTON

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0104

Request: ADD PROJECTS TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 1,366,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

| Revision Requested: | | | FUNDING TABLE: | | | | | | | REVISION REQUESTED | |
|----------------------------|--|-----------|-----------------------|--------------------|------------------|-----------------|------------------|------------------|--------------------|--------------------------------------|--|
| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | BY PROJECT | |
| 12037.22 | OPERATING ASSISTANCE (SPECIAL RULE) | 2023 | OPERATING | \$1,040,435 | \$341,663 | \$0 | \$698,772 | 0 | \$2,080,870 | ADD PROJECT TO TIP/STIP | |
| 12904.22 | CAPITAL COST OF CONTRACTING- VIA RIDESHARE | 2023 | CAPITAL | \$5,500,000 | \$0 | \$0 | \$0 | 1,100,000 | \$5,500,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) | |
| 12906.22 | CAPITAL COST OF CONTRACTING - HANDITRAN | 2023 | CAPITAL | \$960,000 | \$0 | \$0 | \$0 | 192,000 | \$960,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) | |
| 12907.22 | PREVENTIVE MAINTENANCE | 2023 | CAPITAL | \$370,000 | \$0 | \$0 | \$0 | 74,000 | \$370,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) | |
| TOTAL: | | | | \$7,870,435 | \$341,663 | \$0 | \$698,772 | 1,366,000 | \$8,910,870 | | |

Implementing Agency: CITY/COUNTY TRANSPORTATION

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0105

Request: ADD PROJECTS TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 32,400 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

| Revision Requested: | | | FUNDING TABLE: | | | | | | | REVISION REQUESTED | |
|----------------------------|-------------------------|-----------|-----------------------|------------------|--------------|-----------------|--------------|---------------|------------------|--------------------------------------|--|
| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | BY PROJECT | |
| 12748.22 | ACQUISITION OF SOFTWARE | 2023 | CAPITAL | \$120,000 | \$0 | \$0 | \$0 | 24,000 | \$120,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) | |
| 12750.22 | PROJECT ADMINISTRATION | 2023 | CAPITAL | \$42,000 | \$0 | \$0 | \$0 | 8,400 | \$42,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) | |
| TOTAL: | | | | \$162,000 | \$0 | \$0 | \$0 | 32,400 | \$162,000 | | |

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: COMMUNITY TRANSIT SERVICES

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0106

Request: ADD PROJECTS TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 71,400 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

| Revision Requested: | | | FUNDING TABLE: | | | | | | | REVISION REQUESTED | |
|----------------------------|-----------------------------------|-----------|-----------------------|------------------|--------------|-----------------|--------------|---------------|------------------|--------------------------------------|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> | |
| 12010.22 | ACQUISITION OF HARDWARE | 2023 | CAPITAL | \$135,000 | \$0 | \$0 | \$0 | 27,000 | \$135,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) | |
| 12019.22 | ACQUISITION OF STORAGE SHED | 2023 | CAPITAL | \$7,000 | \$0 | \$0 | \$0 | 1,400 | \$7,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) | |
| 12020.22 | ACQUISITION OF SOFTWARE | 2023 | CAPITAL | \$45,000 | \$0 | \$0 | \$0 | 9,000 | \$45,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) | |
| 12860.22 | ACQUISITION OF SECURITY EQUIPMENT | 2023 | CAPITAL | \$170,000 | \$0 | \$0 | \$0 | 34,000 | \$170,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) | |
| TOTAL: | | | | \$357,000 | \$0 | \$0 | \$0 | 71,400 | \$357,000 | | |

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0107

Request: REVISE FY2022 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

| Currently Approved: | | | FUNDING TABLE: | | | | | | |
|----------------------------|-----------------------------------|-----------|-----------------------|---------------------|--------------|-----------------|---------------------|------------|---------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> |
| 12028.22 | SYSTEM PREVENTIVE MAINTENANCE | 2023 | CAPITAL | \$48,323,515 | \$0 | \$0 | \$12,080,879 | | \$60,404,394 |
| 12515.22 | ACQUISITION OF SECURITY EQUIPMENT | 2023 | CAPITAL | \$592,774 | \$0 | \$0 | \$148,194 | | \$740,968 |
| TOTAL: | | | | \$48,916,289 | \$0 | \$0 | \$12,229,073 | | \$61,145,362 |

| Revision Requested: | | | FUNDING TABLE: | | | | | | | REVISION REQUESTED | |
|----------------------------|-----------------------------------|-----------|-----------------------|---------------------|--------------|-----------------|---------------------|------------|---------------------|---------------------------|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> | |
| 12021.22 | RISK REDUCTION SAFETY PROJECT | 2023 | CAPITAL | \$457,054 | \$0 | \$0 | \$114,263 | 0 | \$571,317 | ADD PROJECT TO TIP/STIP | |
| 12028.22 | SYSTEM PREVENTIVE MAINTENANCE | 2023 | CAPITAL | \$70,686,148 | \$0 | \$0 | \$17,671,537 | 0 | \$88,357,685 | INCREASE FUNDING | |
| 12515.22 | ACQUISITION OF SECURITY EQUIPMENT | 2023 | CAPITAL | \$762,317 | \$0 | \$0 | \$190,579 | 0 | \$952,896 | INCREASE FUNDING | |
| TOTAL: | | | | \$71,905,519 | \$0 | \$0 | \$17,976,379 | 0 | \$89,881,898 | | |

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0108

Request: REVISE FY2022 PROGRAM OF PROJECTS

UZA: DENTON-LEWISVILLE

Comment: 16,455 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

| | | | | FUNDING TABLE: | | | | | | | |
|-----------------|-------------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|--------------------|----------------|--------------------|--|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | | |
| 12354.22 | ACQUISITION OF SECURITY EQUIPMENT | 2023 | CAPITAL | \$1,250,000 | \$0 | \$0 | \$0 | 250,000 | \$1,250,000 | | |
| 12416.22 | SYSTEM PREVENTIVE MAINTENANCE | 2023 | CAPITAL | \$1,250,000 | \$0 | \$0 | \$0 | 250,000 | \$1,250,000 | | |
| 12465.22 | OPERATING ASSISTANCE (SPECIAL RULE) | 2023 | OPERATING | \$2,500,000 | \$0 | \$0 | \$2,500,000 | | \$5,000,000 | | |
| TOTAL: | | | | \$5,000,000 | \$0 | \$0 | \$2,500,000 | 500,000 | \$7,500,000 | | |

Revision Requested:

| | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED | |
|-----------------|-------------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|--------------------|---------------|---------------------|---------------------------|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> | |
| 12007.22 | RISK REDUCTION SAFETY PROJECT | 2023 | CAPITAL | \$61,706 | \$0 | \$0 | \$15,427 | 0 | \$77,133 | ADD PROJECT TO TIP/STIP | |
| 12354.22 | ACQUISITION OF SECURITY EQUIPMENT | 2023 | CAPITAL | \$82,276 | \$0 | \$0 | \$0 | 16,455 | \$82,276 | REDUCE FUNDING | |
| 12356.22 | ADA PARATRANSIT SERVICE | 2023 | CAPITAL | \$822,759 | \$0 | \$0 | \$205,690 | 0 | \$1,028,449 | ADD PROJECT TO TIP/STIP | |
| 12416.22 | SYSTEM PREVENTIVE MAINTENANCE | 2022 | CAPITAL | \$0 | \$0 | \$0 | \$0 | 0 | \$0 | DELETE PROJECT | |
| 12465.22 | OPERATING ASSISTANCE (SPECIAL RULE) | 2023 | OPERATING | \$6,033,484 | \$0 | \$0 | \$6,033,484 | 0 | \$12,066,968 | INCREASE FUNDING | |
| 12534.22 | BUS PREVENTIVE MAINTENANCE | 2022 | CAPITAL | \$1,062,813 | \$0 | \$0 | \$265,703 | 0 | \$1,328,516 | ADD PROJECT TO TIP/STIP | |
| TOTAL: | | | | \$8,063,038 | \$0 | \$0 | \$6,520,304 | 16,455 | \$14,583,342 | | |

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0109

Request: INCREASE FUNDING; DECREASE FUNDING; ADD PROJECTS TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: SINCE STTC: POPLATION OF PROJECTS WAS UPDATED TO INCLUDE RISK REDUCTION SAFETY PROJECT

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

| | | | | FUNDING TABLE: | | | | | | | |
|-----------------|-----------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|--------------|------------|---------------------|--|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | | |
| 12038.22 | SYSTEM PREVENTIVE MAINTENANCE | 2023 | CAPITAL | \$11,000,000 | \$0 | \$0 | \$0 | 0 | \$11,000,000 | | |
| 12732.22 | ACQUISITION OF SECURITY EQUIPMENT | 2023 | CAPITAL | \$550,000 | \$0 | \$0 | \$0 | 0 | \$550,000 | | |
| TOTAL: | | | | \$11,550,000 | \$0 | \$0 | \$0 | 0 | \$11,550,000 | | |

Revision Requested:

| | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED | |
|-----------------|-----------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|--------------------|------------|---------------------|---------------------------|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> | |
| 12038.22 | SYSTEM PREVENTIVE MAINTENANCE | 2023 | CAPITAL | \$23,203,883 | \$0 | \$0 | \$5,800,971 | 0 | \$29,004,854 | INCREASE FUNDING | |
| 12549.22 | ADA PARATRANSIT SERVICE | 2023 | CAPITAL | \$2,644,805 | \$0 | \$0 | \$661,201 | 0 | \$3,306,006 | ADD PROJECT TO TIP/STIP | |
| 12671.22 | RISK REDUCTION SAFETY PROJECT | 2023 | CAPITAL | \$256,868 | \$0 | \$0 | \$64,217 | 0 | \$321,085 | ADD PROJECT TO TIP/STIP | |
| 12732.22 | ACQUISITION OF SECURITY EQUIPMENT | 2023 | CAPITAL | \$342,490 | \$0 | \$0 | \$85,623 | 0 | \$428,113 | DECREASE FUNDING | |
| TOTAL: | | | | \$26,448,046 | \$0 | \$0 | \$6,612,012 | 0 | \$33,060,058 | | |

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY OF GRAND PRAIRIE

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0110

Request: ADD PROJECT TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:

| Revision Requested: | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED | |
|----------------------------|-------------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|------------------|------------|------------------|---------------------------|--|
| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | BY PROJECT | |
| 12008.22 | OPERATING ASSISTANCE (SPECIAL RULE) | 2023 | OPERATING | \$242,114 | \$0 | \$0 | \$242,114 | 0 | \$484,228 | ADD PROJECT TO TIP/STIP | |
| TOTAL: | | | | \$242,114 | \$0 | \$0 | \$242,114 | 0 | \$484,228 | | |

Implementing Agency: CITY OF MCKINNEY

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0111

Request: ADD PROJECTS TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: MCKINNEY UZA

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

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:

| Revision Requested: | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED | |
|----------------------------|------------------------|-----------|---------------------|-----------------------|------------------|-----------------|--------------------|---------------|--------------------|--------------------------------------|--|
| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | BY PROJECT | |
| 12823.22 | OPERATING ASSISTANCE | 2023 | OPERATING | \$4,225,977 | \$477,778 | \$0 | \$3,748,199 | 0 | \$8,451,954 | ADD PROJECT TO TIP/STIP | |
| 12837.22 | MOBILITY MANAGEMENT | 2023 | CAPITAL | \$100,000 | \$0 | \$0 | \$0 | 20,000 | \$100,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) | |
| 12866.22 | PREVENTIVE MAINTENANCE | 2023 | CAPITAL | \$100,000 | \$0 | \$0 | \$0 | 20,000 | \$100,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) | |
| TOTAL: | | | | \$4,425,977 | \$477,778 | \$0 | \$3,748,199 | 40,000 | \$8,651,954 | | |

Implementing Agency: CITY OF MESQUITE

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0112

Request: ADD PROJECTS TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 29,000 TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:

| Revision Requested: | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED | |
|----------------------------|-----------------------------|-----------|---------------------|-----------------------|--------------|-----------------|------------------|---------------|------------------|--------------------------------------|--|
| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | BY PROJECT | |
| 12013.22 | OPERATING ASSISTANCE (JARC) | 2023 | OPERATING | \$350,000 | \$0 | \$0 | \$350,000 | 0 | \$700,000 | ADD PROJECT TO TIP/STIP | |
| 12026.22 | LONG RANGE PLANNING | 2023 | PLANNING | \$70,000 | \$0 | \$0 | \$0 | 14,000 | \$70,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) | |
| 12865.22 | MOBILITY MANAGEMENT | 2023 | CAPITAL | \$75,000 | \$0 | \$0 | \$0 | 15,000 | \$75,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) | |
| TOTAL: | | | | \$495,000 | \$0 | \$0 | \$350,000 | 29,000 | \$845,000 | | |

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0113

Request: REVISE FY2022 PROGRAM OF PROJECTS AND ADD PROJECTS TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 837,885 OF CAT 1 - TDCS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

| | | | | FUNDING TABLE: | | | | | | |
|-----------------|---|-----------|---------------------|-----------------------|--------------|-----------------|---------------------|------------|---------------------|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | |
| 12900.22 | TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS | 2023 | CAPITAL | \$50,000,000 | \$0 | \$0 | \$12,500,000 | | \$62,500,000 | |
| TOTAL: | | | | \$50,000,000 | \$0 | \$0 | \$12,500,000 | | \$62,500,000 | |

Revision Requested:

| | | | | FUNDING TABLE: | | | | | REVISION REQUESTED | |
|-----------------|---|-----------|---------------------|-----------------------|--------------|-----------------|--------------|----------------|---------------------------|--------------------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> |
| 12206.22 | PROJECT ADMINISTRATION | 2023 | CAPITAL | \$552,403 | \$0 | \$0 | \$0 | 110,481 | \$552,403 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| 12576.22 | PURCHASE REPLACEMENT VEHICLES | 2023 | CAPITAL | \$900,000 | \$0 | \$0 | \$0 | 135,000 | \$900,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| 12813.22 | GENERAL PLANNING | 2023 | CAPITAL | \$200,000 | \$0 | \$0 | \$0 | 40,000 | \$200,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| 12870.22 | MOBILITY MANAGEMENT | 2023 | CAPITAL | \$552,403 | \$0 | \$0 | \$0 | 110,481 | \$552,403 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| 12900.22 | TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS | 2023 | CAPITAL | \$2,209,614 | \$0 | \$0 | \$0 | 441,923 | \$2,209,614 | DECREASE FUNDING |
| TOTAL: | | | | \$4,414,420 | \$0 | \$0 | \$0 | 837,885 | \$4,414,420 | |

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0114

Request: ADD PROJECT TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DENTON-LEWISVILLE

Comment: 32,910 OF CAT 1 - TDCS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:

| | | | | FUNDING TABLE: | | | | | REVISION REQUESTED | |
|-----------------|---|-----------|---------------------|-----------------------|--------------|-----------------|--------------|---------------|---------------------------|--------------------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> |
| 12023.22 | TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS | 2023 | CAPITAL | \$164,552 | \$0 | \$0 | \$0 | 32,910 | \$164,552 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| TOTAL: | | | | \$164,552 | \$0 | \$0 | \$0 | 32,910 | \$164,552 | |

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: PUBLIC TRANSIT SERVICES

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2023-0116

Request: REVISE FY2017 PROGRAM OF PROJECTS AND ADD PROJECT TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 53,400 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

| | | | FUNDING TABLE: | | | | | | | | |
|-----------------|--|-----------|-----------------------|------------------|--------------|-----------------|-----------------|---------------|------------------|--|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | | |
| 12122.17 | BUS PREVENTIVE MAINTENANCE | 2018 | CAPITAL | \$138,000 | \$0 | \$0 | \$0 | 27600 | \$138,000 | | |
| 12246.17 | OPERATING ASSISTANCE | 2018 | OPERATING | \$65,962 | \$0 | \$0 | \$65,962 | 0 | \$131,924 | | |
| 12247.17 | PROJECT ADMINISTRATION | 2018 | CAPITAL | \$18,000 | \$0 | \$0 | \$0 | 3600 | \$18,000 | | |
| 12664.17 | ACQUISITION OF HARDWARE | 2018 | CAPITAL | \$56,000 | \$0 | \$0 | \$0 | 11200 | \$56,000 | | |
| 12766.17 | ACQUISITION OF MISCELLANEOUS EQUIPMENT | 2018 | CAPITAL | \$55,000 | \$0 | \$0 | \$0 | 11000 | \$55,000 | | |
| TOTAL: | | | | \$332,962 | \$0 | \$0 | \$65,962 | 53,400 | \$398,924 | | |

Revision Requested:

| | | | FUNDING TABLE: | | | | | | | REVISION REQUESTED | |
|-----------------|--|-----------|-----------------------|------------------|--------------|-----------------|-----------------|---------------|------------------|--------------------------------------|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> | |
| 12122.17 | BUS PREVENTIVE MAINTENANCE | 2018 | CAPITAL | \$48,000 | \$0 | \$0 | \$0 | 9,600 | \$48,000 | DECREASE FUNDING | |
| 12246.17 | OPERATING ASSISTANCE | 2018 | OPERATING | \$65,962 | \$0 | \$0 | \$65,962 | 0 | \$131,924 | NO CHANGE | |
| 12247.17 | PROJECT ADMINISTRATION | 2018 | CAPITAL | \$18,000 | \$0 | \$0 | \$0 | 3,600 | \$18,000 | NO CHANGE | |
| 12664.17 | ACQUISITION OF HARDWARE | 2018 | CAPITAL | \$56,000 | \$0 | \$0 | \$0 | 11,200 | \$56,000 | NO CHANGE | |
| 12666.17 | MOBILITY MANAGEMENT | 2023 | CAPITAL | \$90,000 | \$0 | \$0 | \$0 | 18,000 | \$90,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) | |
| 12766.17 | ACQUISITION OF MISCELLANEOUS EQUIPMENT | 2018 | CAPITAL | \$55,000 | \$0 | \$0 | \$0 | 11,000 | \$55,000 | NO CHANGE | |
| TOTAL: | | | | \$332,962 | \$0 | \$0 | \$65,962 | 53,400 | \$398,924 | | |

Implementing Agency: PUBLIC TRANSIT SERVICES

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0117

Request: ADD PROJECTS TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 20,300 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:

| | | | FUNDING TABLE: | | | | | | | REVISION REQUESTED | |
|-----------------|------------------------|-----------|-----------------------|------------------|--------------|-----------------|--------------|---------------|------------------|--------------------------------------|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> | |
| 12247.22 | PROJECT ADMINISTRATION | 2023 | CAPITAL | \$36,500 | \$0 | \$0 | \$0 | 7,300 | \$36,500 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) | |
| 12666.22 | MOBILITY MANAGEMENT | 2023 | CAPITAL | \$30,000 | \$0 | \$0 | \$0 | 6,000 | \$30,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) | |
| 12696.22 | PREVENTIVE MAINTENANCE | 2023 | CAPITAL | \$35,000 | \$0 | \$0 | \$0 | 7,000 | \$35,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) | |
| TOTAL: | | | | \$101,500 | \$0 | \$0 | \$0 | 20,300 | \$101,500 | | |

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: SPECIAL PROGRAMS FOR AGING NEEDS

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2023-0118

Request: REVISE PROGRAM OF PROJECTS AND ADD PROJECTS TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 118,840 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

| Currently Approved: | | | FUNDING TABLE: | | | | | | |
|----------------------------|----------------------------|-----------|-----------------------|------------------|--------------|-----------------|------------------|----------------|--------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> |
| 12150.17 | OPERATING ASSISTANCE | 2018 | OPERATING | \$315,454 | \$0 | \$0 | \$315,454 | 0 | \$630,908 |
| 12372.17 | BUS PREVENTIVE MAINTENANCE | 2018 | CAPITAL | \$300,000 | \$0 | \$0 | \$0 | 60000 | \$300,000 |
| 12711.17 | MOBILITY MANAGEMENT | 2018 | CAPITAL | \$119,200 | \$0 | \$0 | \$0 | 23840 | \$119,200 |
| 12713.17 | ACQUISITION OF SOFTWARE | 2018 | CAPITAL | \$175,000 | \$0 | \$0 | \$0 | 35000 | \$175,000 |
| TOTAL: | | | | \$909,654 | \$0 | \$0 | \$315,454 | 118,840 | \$1,225,108 |

| Revision Requested: | | | FUNDING TABLE: | | | | | | | REVISION REQUESTED |
|----------------------------|----------------------------|-----------|-----------------------|------------------|--------------|-----------------|------------------|----------------|--------------------|--------------------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> |
| 12150.17 | OPERATING ASSISTANCE | 2018 | OPERATING | \$315,454 | \$0 | \$0 | \$315,454 | 0 | \$630,908 | NO CHANGE |
| 12372.17 | BUS PREVENTIVE MAINTENANCE | 2018 | CAPITAL | \$300,000 | \$0 | \$0 | \$0 | 60,000 | \$300,000 | NO CHANGE |
| 12632.17 | GENERAL PLANNING | 2023 | PLANNING | \$40,000 | \$0 | \$0 | \$0 | 8,000 | \$40,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| 12711.17 | MOBILITY MANAGEMENT | 2022 | CAPITAL | \$79,200 | \$0 | \$0 | \$0 | 15,840 | \$79,200 | DECREASE FUNDING |
| 12713.17 | ACQUISITION OF SOFTWARE | 2018 | CAPITAL | \$175,000 | \$0 | \$0 | \$0 | 35,000 | \$175,000 | NO CHANGE |
| TOTAL: | | | | \$909,654 | \$0 | \$0 | \$315,454 | 118,840 | \$1,225,108 | |

Implementing Agency: SPECIAL PROGRAMS FOR AGING NEEDS

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0119

Request: ADD PROJECTS TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 14,316 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

| Revision Requested: | | | FUNDING TABLE: | | | | | | | REVISION REQUESTED |
|----------------------------|------------------------|-----------|-----------------------|-----------------|--------------|-----------------|--------------|---------------|-----------------|--------------------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> |
| 12375.22 | PROJECT ADMINISTRATION | 2023 | CAPITAL | \$6,581 | \$0 | \$0 | \$0 | 1,316 | \$6,581 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| 12711.22 | MOBILITY MANAGEMENT | 2023 | CAPITAL | \$65,000 | \$0 | \$0 | \$0 | 13,000 | \$65,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| TOTAL: | | | | \$71,581 | \$0 | \$0 | \$0 | 14,316 | \$71,581 | |

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: STAR TRANSIT

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0120

Request: ADD PROJECTS TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 359,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

| Revision Requested: | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED | |
|----------------------------|---|-----------|---------------------|-----------------------|--------------|-----------------|--------------|----------------|--------------------|--------------------------------------|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> | |
| 12024.22 | CONSTRUCTION OF PARKING FACILITY | 2023 | CAPITAL | \$500,000 | \$0 | \$0 | \$0 | 100,000 | \$500,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) | |
| 12025.22 | REHABILITATION OF TRANSIT REVENUE VEHICLE | 2023 | CAPITAL | \$340,000 | \$0 | \$0 | \$0 | 68,000 | \$340,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) | |
| 12627.22 | PREVENTIVE MAINTENANCE | 2023 | CAPITAL | \$380,000 | \$0 | \$0 | \$0 | 76,000 | \$380,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) | |
| 12717.22 | MOBILITY MANAGEMENT | 2023 | CAPITAL | \$575,000 | \$0 | \$0 | \$0 | 115,000 | \$575,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) | |
| TOTAL: | | | | \$1,795,000 | \$0 | \$0 | \$0 | 359,000 | \$1,795,000 | | |

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0121

Request: INCREASE FUNDING BY \$22,192,066 TOTAL 5337 FUNDS (\$17,753,653 FEDERAL AND \$4,438,413 LOCAL) FOR A REVISED TOTAL OF \$53,442,066 TOTAL 5337 FUNDS (\$42,754,066 FEDERAL AND \$10,688,517 LOCAL)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5337 FUNDS

| Currently Approved: | | | | FUNDING TABLE: | | | | | | | |
|----------------------------|-----------------------------|-----------|---------------------|-----------------------|--------------|-----------------|--------------------|------------|---------------------|--|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | | |
| 12471.22 | RAIL PREVENTIVE MAINTENANCE | 2023 | CAPITAL | \$25,000,000 | \$0 | \$0 | \$6,250,000 | | \$31,250,000 | | |
| TOTAL: | | | | \$25,000,000 | \$0 | \$0 | \$6,250,000 | | \$31,250,000 | | |

| Revision Requested: | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED | |
|----------------------------|-----------------------------|-----------|---------------------|-----------------------|--------------|-----------------|---------------------|------------|---------------------|---------------------------|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> | |
| 12471.22 | RAIL PREVENTIVE MAINTENANCE | 2023 | CAPITAL | \$42,754,066 | \$0 | \$0 | \$10,688,517 | 0 | \$53,442,583 | INCREASE FUNDING | |
| TOTAL: | | | | \$42,754,066 | \$0 | \$0 | \$10,688,517 | 0 | \$53,442,583 | | |

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0122

Request: INCREASE FUNDING BY \$848,447 TOTAL 5337 FUNDS (\$848,447 FEDERAL AND 169,689 TDCS) FOR A REVISED TOAL OF \$3,348,447 TOTAL 5337 FUNDS (\$3,348,447 FEDERAL AND 669,689 TDCS)

UZA: DENTON-LEWISVILLE

Comment: 669,689 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5337 FUNDS

| Currently Approved: | | | FUNDING TABLE: | | | | | | | |
|----------------------------|-----------------------------|-----------|-----------------------|--------------------|--------------|-----------------|--------------|----------------|--------------------|---------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | |
| 12909.22 | RAIL PREVENTIVE MAINTENANCE | 2023 | CAPITAL | \$2,500,000 | \$0 | \$0 | \$0 | 0 | \$2,500,000 | |
| | | | TOTAL: | \$2,500,000 | \$0 | \$0 | \$0 | 0 | \$2,500,000 | |
| Revision Requested: | | | FUNDING TABLE: | | | | | | | REVISION REQUESTED |
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | BY PROJECT |
| 12909.22 | RAIL PREVENTIVE MAINTENANCE | 2023 | CAPITAL | \$3,348,447 | \$0 | \$0 | \$0 | 669,689 | \$3,348,447 | INCREASE FUNDING |
| | | | TOTAL: | \$3,348,447 | \$0 | \$0 | \$0 | 669,689 | \$3,348,447 | |

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0123

Request: INCREASE FUNDING BY \$5,235,296 TOTAL 5337 FUNDS (\$3,688,237 FEDERAL AND \$1,547,059 LOCAL) AND REMOVE TDCS FOR A REVISED TOTAL OF \$7,735,296 TOTAL 5337 FUNDS (\$6,188,237 FEDERAL AND \$1,547,059 LOCAL)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5337 FUNDS

| Currently Approved: | | | FUNDING TABLE: | | | | | | | |
|----------------------------|-----------------------------|-----------|-----------------------|--------------------|--------------|-----------------|--------------------|------------|--------------------|---------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | |
| 12462.22 | RAIL PREVENTIVE MAINTENANCE | 2023 | CAPITAL | \$2,500,000 | \$0 | \$0 | \$0 | 0 | \$2,500,000 | |
| | | | TOTAL: | \$2,500,000 | \$0 | \$0 | \$0 | 0 | \$2,500,000 | |
| Revision Requested: | | | FUNDING TABLE: | | | | | | | REVISION REQUESTED |
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | BY PROJECT |
| 12462.22 | RAIL PREVENTIVE MAINTENANCE | 2023 | CAPITAL | \$6,188,237 | \$0 | \$0 | \$1,547,059 | 0 | \$7,735,296 | INCREASE FUNDING |
| | | | TOTAL: | \$6,188,237 | \$0 | \$0 | \$1,547,059 | 0 | \$7,735,296 | |

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0124

Request: REVISE FY2022 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 55,000 TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

| | | | | FUNDING TABLE: | | | | | | | |
|-----------------|-------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|--------------|----------------|--------------------|--|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | | |
| 12948.22 | PURCHASE REPLACEMENT VEHICLES | 2022 | CAPITAL | \$3,351,000 | \$0 | \$0 | \$0 | 502650 | \$3,351,000 | | |
| TOTAL: | | | | \$3,351,000 | \$0 | \$0 | \$0 | 502,650 | \$3,351,000 | | |

Revision Requested:

| | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED | |
|-----------------|-------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|------------------|---------------|--------------------|--------------------------------------|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> | |
| 12947.22 | PURCHASE OF SERVICE-TCTS | 2023 | CAPITAL | \$275,000 | \$0 | \$0 | \$0 | 55,000 | \$275,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) | |
| 12948.22 | PURCHASE REPLACEMENT VEHICLES | 2022 | CAPITAL | \$1,568,332 | \$0 | \$0 | \$276,764 | 0 | \$1,845,096 | DECREASE FUNDING AND REMOVE TDCS | |
| TOTAL: | | | | \$1,843,332 | \$0 | \$0 | \$276,764 | 55,000 | \$2,120,096 | | |

Implementing Agency: CITY OF GRAND PRAIRIE

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0125

Request: ADD PROJECTS TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 60,000 TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:

| | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED | |
|-----------------|-------------------------------|-----------|---------------------|-----------------------|------------------|-----------------|-----------------|---------------|------------------|--------------------------------------|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> | |
| 12650.22 | OPERATING ASSISTANCE | 2023 | OPERATING | \$262,000 | \$170,584 | \$0 | \$91,416 | 0 | \$524,000 | ADD PROJECT TO TIP/STIP | |
| 12962.22 | PURCHASE REPLACEMENT VEHICLES | 2023 | CAPITAL | \$400,000 | \$0 | \$0 | \$0 | 60,000 | \$400,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) | |
| TOTAL: | | | | \$662,000 | \$170,584 | \$0 | \$91,416 | 60,000 | \$924,000 | | |

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2023-0126

Request: REFINE FY2017 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

| Currently Approved: | | | FUNDING TABLE: | | | | | | |
|----------------------------|------------------------|-----------|-----------------------|------------------|--------------|-----------------|--------------|---------------|------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> |
| 12678.17 | PROGRAM ADMINISTRATION | 2022 | CAPITAL | \$343,766 | \$0 | \$0 | \$0 | 0 | \$343,766 |
| 12752.17 | MOBILITY MANAGEMENT | 2020 | CAPITAL | \$270,069 | \$0 | \$0 | \$0 | 54014 | \$270,069 |
| TOTAL: | | | | \$613,835 | \$0 | \$0 | \$0 | 54,014 | \$613,835 |

| Revision Requested: | | | FUNDING TABLE: | | | | | | | REVISION REQUESTED |
|----------------------------|------------------------|-----------|-----------------------|------------------|--------------|-----------------|--------------|------------|------------------|---------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> |
| 12678.17 | PROGRAM ADMINISTRATION | 2022 | CAPITAL | \$343,766 | \$0 | \$0 | \$0 | 0 | \$343,766 | NO CHANGE |
| 12752.17 | MOBILITY MANAGEMENT | 2020 | CAPITAL | \$0 | \$0 | \$0 | \$0 | 0 | \$0 | CANCEL PROJECT |
| TOTAL: | | | | \$343,766 | \$0 | \$0 | \$0 | 0 | \$343,766 | |

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2023-0128

Request: REFINE FY2019 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 352,479 TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

| Currently Approved: | | | FUNDING TABLE: | | | | | | |
|----------------------------|------------------------|-----------|-----------------------|--------------------|--------------|-----------------|------------------|------------|--------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> |
| 12678.19 | PROGRAM ADMINISTRATION | 2020 | CAPITAL | \$363,942 | \$0 | \$0 | \$0 | 0 | \$363,942 |
| 12752.19 | MOBILITY MANAGEMENT | 2022 | CAPITAL | \$1,362,397 | \$0 | \$0 | \$340,599 | 0 | \$1,702,996 |
| TOTAL: | | | | \$1,726,339 | \$0 | \$0 | \$340,599 | 0 | \$2,066,938 |

| Revision Requested: | | | FUNDING TABLE: | | | | | | | REVISION REQUESTED |
|----------------------------|------------------------|-----------|-----------------------|--------------------|--------------|-----------------|--------------|----------------|--------------------|--------------------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> |
| 12678.19 | PROGRAM ADMINISTRATION | 2020 | CAPITAL | \$363,942 | \$0 | \$0 | \$0 | 0 | \$363,942 | NO CHANGE |
| 12752.19 | MOBILITY MANAGEMENT | 2022 | CAPITAL | \$1,762,397 | \$0 | \$0 | \$0 | 352,479 | \$1,762,397 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| TOTAL: | | | | \$2,126,339 | \$0 | \$0 | \$0 | 352,479 | \$2,126,339 | |

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2023-0129

Request: REFINE FY2019 PROGRAM OF PROJECTS

UZA: DENTON-LEWISVILLE

Comment: 41,072 TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

| | | | | FUNDING TABLE: | | | | | | | |
|-----------------|------------------------|-----------|---------------------|-----------------------|--------------|-----------------|-----------------|------------|------------------|--|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | | |
| 12677.19 | PROGRAM ADMINISTRATION | 2020 | CAPITAL | \$22,818 | \$0 | \$0 | \$0 | 0 | \$22,818 | | |
| 12808.19 | MOBILITY MANAGEMENT | 2022 | CAPITAL | \$205,359 | \$0 | \$0 | \$51,340 | 0 | \$256,699 | | |
| TOTAL: | | | | \$228,177 | \$0 | \$0 | \$51,340 | 0 | \$279,517 | | |

Revision Requested:

| | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED | |
|-----------------|------------------------|-----------|---------------------|-----------------------|--------------|-----------------|--------------|---------------|------------------|--|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> | |
| 12677.19 | PROGRAM ADMINISTRATION | 2020 | CAPITAL | \$22,818 | \$0 | \$0 | \$0 | 0 | \$22,818 | NO CHANGE | |
| 12808.19 | MOBILITY MANAGEMENT | 2022 | CAPITAL | \$205,359 | \$0 | \$0 | \$0 | 41,072 | \$205,359 | REMOVE LOCAL FUNDING AND REPLACE WITH TDCS | |
| TOTAL: | | | | \$228,177 | \$0 | \$0 | \$0 | 41,072 | \$228,177 | | |

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2023-0130

Request: REFINE FY2020 PROGRAM OF PROJECTS AND ADD PROJECT TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 400,351 TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

| | | | | FUNDING TABLE: | | | | | | | |
|-----------------|------------------------|-----------|---------------------|-----------------------|--------------|-----------------|--------------|------------|------------------|--|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | | |
| 12678.20 | PROGRAM ADMINISTRATION | 2021 | CAPITAL | \$381,093 | \$0 | \$0 | \$0 | 0 | \$381,093 | | |
| TOTAL: | | | | \$381,093 | \$0 | \$0 | \$0 | 0 | \$381,093 | | |

Revision Requested:

| | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED | |
|-----------------|---|-----------|---------------------|-----------------------|--------------|-----------------|--------------|----------------|--------------------|--------------------------------------|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> | |
| 12678.20 | PROGRAM ADMINISTRATION | 2021 | CAPITAL | \$381,093 | \$0 | \$0 | \$0 | 0 | \$381,093 | NO CHANGE | |
| 12779.20 | MOBILITY MANAGEMENT - STRATEGIC PARTNERSHIP | 2023 | CAPITAL | \$2,001,768 | \$0 | \$0 | \$0 | 400,351 | \$2,001,768 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) | |
| TOTAL: | | | | \$2,382,861 | \$0 | \$0 | \$0 | 400,351 | \$2,382,861 | | |

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2023-0131

Request: REFINE FY2020 PROGRAM OF PROJECTS AND ADD PROJECTS TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DENTON-LEWISVILLE

Comment: 43,505 TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

| Currently Approved: | | | | FUNDING TABLE: | | | | | | |
|----------------------------|------------------------|-----------|---------------------|-----------------------|--------------|-----------------|--------------|------------|-----------------|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | |
| 12677.20 | PROGRAM ADMINISTRATION | 2021 | CAPITAL | \$24,170 | \$0 | \$0 | \$0 | 0 | \$24,170 | |
| TOTAL: | | | | \$24,170 | \$0 | \$0 | \$0 | 0 | \$24,170 | |

| Revision Requested: | | | | FUNDING TABLE: | | | | | | | REVISION REQUESTED |
|----------------------------|------------------------|-----------|---------------------|-----------------------|--------------|-----------------|--------------|---------------|------------------|--------------------------------------|---------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> | |
| 12677.20 | PROGRAM ADMINISTRATION | 2021 | CAPITAL | \$24,170 | \$0 | \$0 | \$0 | 0 | \$24,170 | NO CHANGE | |
| 12808.20 | MOBILITY MANAGEMENT | 2023 | CAPITAL | \$217,527 | \$0 | \$0 | \$0 | 43,505 | \$217,527 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) | |
| TOTAL: | | | | \$241,697 | \$0 | \$0 | \$0 | 43,505 | \$241,697 | | |

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0132

Request: ADD PROJECTS TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 779,991 TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

| Revision Requested: | | | | FUNDING TABLE: | | | | | | | REVISION REQUESTED |
|----------------------------|---|-----------|---------------------|-----------------------|--------------|-----------------|--------------|----------------|--------------------|--------------------------------------|---------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> | |
| 12678.22 | PROGRAM ADMINISTRATION | 2023 | CAPITAL | \$564,003 | \$0 | \$0 | \$0 | 0 | \$564,003 | ADD PROJECT TO TIP/STIP | |
| 12779.22 | MOBILITY MANAGEMENT - STRATEGIC PARTNERSHIP | 2023 | CAPITAL | \$3,899,953 | \$0 | \$0 | \$0 | 779,991 | \$3,899,953 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) | |
| TOTAL: | | | | \$4,463,956 | \$0 | \$0 | \$0 | 779,991 | \$4,463,956 | | |

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0133

Request: ADD PROJECTS TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DENTON-LEWISVILLE

Comment: 65,545 TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

| Revision Requested: | | | | FUNDING TABLE: | | | | | | | REVISION REQUESTED |
|----------------------------|---|-----------|---------------------|-----------------------|--------------|-----------------|--------------|---------------|------------------|--------------------------------------|---------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> | |
| 12677.22 | PROGRAM ADMINISTRATION | 2023 | CAPITAL | \$36,414 | \$0 | \$0 | \$0 | 0 | \$36,414 | ADD PROJECT TO TIP/STIP | |
| 12737.22 | MOBILITY MANAGEMENT - STRATEGIC PARTNERSHIP | 2023 | CAPITAL | \$327,726 | \$0 | \$0 | \$0 | 65,545 | \$327,726 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) | |
| TOTAL: | | | | \$364,140 | \$0 | \$0 | \$0 | 65,545 | \$364,140 | | |

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTHEAST TRANSPORTATION SERVICES

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0134

Request: REFINE FY2022 PROGRAM OF PROJECTS AND ADD PROJECTS TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5310 FUNDS

| Currently Approved: | | | | FUNDING TABLE: | | | | | | |
|----------------------------|----------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|-----------------|---------------|------------------|---------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | |
| 12653.22 | PURCHASE OF SERVICE | 2023 | CAPITAL | \$416,000 | \$0 | \$0 | \$0 | 83,200 | \$416,000 | |
| TOTAL: | | | | \$416,000 | \$0 | \$0 | \$0 | 83,200 | \$416,000 | |
| Revision Requested: | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED |
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | BY PROJECT |
| 12653.22 | PURCHASE OF SERVICE | 2023 | CAPITAL | \$416,000 | \$0 | \$0 | \$0 | 83,200 | \$416,000 | NO CHANGE |
| 12965.22 | PURCHASE OF REPLACEMENT VEHICLES | 2023 | CAPITAL | \$361,250 | \$0 | \$0 | \$63,750 | 0 | \$425,000 | ADD PROJECT TO TIP/STIP |
| TOTAL: | | | | \$777,250 | \$0 | \$0 | \$63,750 | 83,200 | \$841,000 | |

Implementing Agency: STAR TRANSIT

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2023-0135

Request: REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECTS TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

| Currently Approved: | | | | FUNDING TABLE: | | | | | | |
|----------------------------|-----------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|------------------|------------|--------------------|---------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | |
| 12704.18 | PURCHASE OF SERVICE | 2019 | CAPITAL | \$485,072 | \$0 | \$0 | \$121,268 | | \$606,340 | |
| TOTAL: | | | | \$485,072 | \$0 | \$0 | \$121,268 | | \$606,340 | |
| Revision Requested: | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED |
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | BY PROJECT |
| 12704.18 | PURCHASE OF SERVICE | 2019 | CAPITAL | \$485,072 | \$0 | \$0 | \$121,268 | 0 | \$606,340 | NO CHANGE |
| 12715.18 | PURCHASE OF SERVICE - DUNCANVILLE | 2023 | CAPITAL | \$229,131 | \$0 | \$0 | \$57,283 | 0 | \$286,414 | ADD PROJECT TO TIP/STIP |
| 12718.18 | PURCHASE OF SERVICE - CEDAR HILL | 2023 | CAPITAL | \$499,200 | \$0 | \$0 | \$124,800 | 0 | \$624,000 | ADD PROJECT TO TIP/STIP |
| TOTAL: | | | | \$1,213,403 | \$0 | \$0 | \$303,351 | 0 | \$1,516,754 | |

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: STAR TRANSIT

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2023-0136

Request: ADD PROJECT TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: SINCE STTC: TIP CODE UPDATED TO REFLECT CORRECT CONTRACT YEAR; 97,014 TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

| Revision Requested: | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED | |
|----------------------------|--------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|--------------|---------------|------------------|--------------------------------------|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> | |
| 12719.22 | PURCHASE OF SERVICE - MESQUITE | 2023 | CAPITAL | \$485,072 | \$0 | \$0 | \$0 | 97,014 | \$485,072 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) | |
| TOTAL: | | | | \$485,072 | \$0 | \$0 | \$0 | 97,014 | \$485,072 | | |

Implementing Agency: STAR TRANSIT

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2023-0137

Request: REFINE FY2017 PROGRAM OF PROJECTS AND ADD PROJECTS TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

| Currently Approved: | | | | FUNDING TABLE: | | | | | |
|----------------------------|---------------------|-----------|---------------------|-----------------------|-----------------|-----------------|----------------|------------|------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> |
| 12704.17 | PURCHASE OF SERVICE | 2018 | CAPITAL | \$279,646 | \$60,634 | \$0 | \$9,278 | 0 | \$349,558 |
| TOTAL: | | | | \$279,646 | \$60,634 | \$0 | \$9,278 | 0 | \$349,558 |

| Revision Requested: | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED | |
|----------------------------|-----------------------------------|-----------|---------------------|-----------------------|-----------------|-----------------|-----------------|------------|------------------|---------------------------|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> | |
| 12704.17 | PURCHASE OF SERVICE | 2018 | CAPITAL | \$279,646 | \$60,634 | \$0 | \$9,278 | 0 | \$349,558 | NO CHANGE | |
| 12715.17 | PURCHASE OF SERVICE - DUNCANVILLE | 2023 | CAPITAL | \$270,069 | \$0 | \$0 | \$67,517 | 0 | \$337,586 | ADD PROJECT TO TIP/STIP | |
| TOTAL: | | | | \$549,715 | \$60,634 | \$0 | \$76,795 | 0 | \$687,144 | | |

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0138

Request: REFINE FY2022 PROGRAM OF PROJECTS AND ADD PROJECTS TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5339 FUNDS

| Currently Approved: | | | | FUNDING TABLE: | | | | | |
|----------------------------|-------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|--------------|----------------|------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> |
| 12726.22 | PURCHASE REPLACEMENT VEHICLES | 2023 | CAPITAL | \$525,000 | \$0 | \$0 | \$0 | 105,000 | \$525,000 |
| TOTAL: | | | | \$525,000 | \$0 | \$0 | \$0 | 105,000 | \$525,000 |

| Revision Requested: | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED | |
|----------------------------|--|-----------|---------------------|-----------------------|--------------|-----------------|------------------|------------|------------------|---------------------------|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> | |
| 12726.22 | PURCHASE REPLACEMENT VEHICLES | 2022 | CAPITAL | \$0 | \$0 | \$0 | \$0 | 0 | \$0 | DELETE PROJECT | |
| 12729.22 | TRANSIT FACILITY MAINTENANCE AND REPAIRS | 2023 | CAPITAL | \$465,004 | \$0 | \$0 | \$116,251 | 0 | \$581,255 | ADD PROJECT TO TIP/STIP | |
| TOTAL: | | | | \$465,004 | \$0 | \$0 | \$116,251 | 0 | \$581,255 | | |

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY OF MCKINNEY

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0140

Request: ADD PROJECT TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: MCKINNEY

Comment: 29,854 TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; TDCS PROVIDED BY TXDOT

Funding Source: TRANSIT SECTION 5339 FUNDS

| Revision Requested: | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED | |
|----------------------------|-------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|--------------|---------------|------------------|--------------------------------------|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> | |
| 12992.22 | PURCHASE REPLACEMENT VEHICLES | 2023 | CAPITAL | \$149,270 | \$0 | \$0 | \$0 | 29,854 | \$149,270 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) | |
| TOTAL: | | | | \$149,270 | \$0 | \$0 | \$0 | 29,854 | \$149,270 | | |

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0141

Request: REFINE FY2022 PROGRAM OF PROJECTS AND ADD PROJECTS TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: SINCE STTC: REVISED TO INCLUDE ADDITIONAL PROJECTS IN POPULATION

Funding Source: TRANSIT SECTION 5339 FUNDS

| Currently Approved: | | | | FUNDING TABLE: | | | | | |
|----------------------------|-------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|------------------|------------|--------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> |
| 12728.22 | PURCHASE REPLACEMENT VEHICLES | 2022 | CAPITAL | \$1,979,244 | \$0 | \$0 | \$494,811 | | \$2,474,055 |
| TOTAL: | | | | \$1,979,244 | \$0 | \$0 | \$494,811 | | \$2,474,055 |

| Revision Requested: | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED | |
|----------------------------|-------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|--------------------|----------------|---------------------|--|-------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> | |
| 12728.22 | PURCHASE REPLACEMENT VEHICLES | 2023 | CAPITAL | \$1,200,000 | \$0 | \$0 | \$0 | 240,000 | \$1,200,000 | ADD PROJECT TO NEW TIP (MPO TDCs); DECREASE LOCAL SHARE/TDCs | |
| 12994.22 | SERVICE VEHICLE REPLACEMENTS | 2022 | CAPITAL | \$646,400 | \$0 | \$0 | \$161,600 | 0 | \$808,000 | | ADD PROJECT |
| 12995.22 | REVENUE VEHICLE REPLACEMENTS | 2022 | CAPITAL | \$23,500,800 | \$0 | \$0 | \$4,147,200 | 0 | \$27,648,000 | ADD PROJECT | |
| TOTAL: | | | | \$25,347,200 | \$0 | \$0 | \$4,308,800 | 240,000 | \$29,656,000 | | |

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2023-0142

Request: REFINE FY2020 PROGRAM OF PROJECTS AND ADD PROJECTS TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5339 FUNDS

Currently Approved:

| Currently Approved: | | | | FUNDING TABLE: | | | | | | |
|----------------------------|-------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|-----------------|------------|------------------|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | |
| 12726.20 | PURCHASE REPLACEMENT VEHICLES | 2021 | CAPITAL | \$538,298 | \$0 | \$0 | \$94,994 | 0 | \$633,292 | |
| TOTAL: | | | | \$538,298 | \$0 | \$0 | \$94,994 | 0 | \$633,292 | |

Revision Requested:

| Revision Requested: | | | | FUNDING TABLE: | | | | | | | REVISION REQUESTED |
|----------------------------|-------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|------------------|------------|------------------|-------------------------|---------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> | |
| 12726.20 | PURCHASE REPLACEMENT VEHICLES | 2021 | CAPITAL | \$0 | \$0 | \$0 | \$0 | 0 | \$0 | DELETE PROJECT | |
| 12745.20 | SWIFTLY TRANSIT PLATFORM | 2023 | CAPITAL | \$538,298 | \$0 | \$0 | \$134,575 | 0 | \$672,873 | ADD PROJECT TO TIP/STIP | |
| TOTAL: | | | | \$538,298 | \$0 | \$0 | \$134,575 | 0 | \$672,873 | | |

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2023-0143

Request: REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECT TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5339 FUNDS

Revision Requested:

| Revision Requested: | | | | FUNDING TABLE: | | | | | | | REVISION REQUESTED |
|----------------------------|-------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|------------------|------------|------------------|-------------------------|---------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> | |
| 12726.18 | PURCHASE REPLACEMENT VEHICLES | 2019 | CAPITAL | \$255,931 | \$0 | \$0 | \$21,921 | 0 | \$277,852 | DECREASE FUNDING | |
| 12745.18 | SWIFTLY TRANSIT PLATFORM | 2023 | CAPITAL | \$316,125 | \$0 | \$0 | \$79,031 | 0 | \$395,156 | ADD PROJECT TO TIP/STIP | |
| TOTAL: | | | | \$572,056 | \$0 | \$0 | \$100,952 | 0 | \$673,008 | | |

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2023-0144

Request: REFINE FY2017 PROGRAM OF PROJECTS AND ADD PROJECT TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DENTON-LEWISVILLE

Comment: SINCE STTC: REVISED TO INCLUDE ADDITIONAL PROJECTS IN POPULATION; 60,229 TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MTP]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5339 FUNDS

| Currently Approved: | | | | FUNDING TABLE: | | | | | | |
|----------------------------|--------------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|-----------------|---------------|------------------|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | |
| 12924.17 | ACQUISITION OF COMMUNICATION SYSTEMS | 2020 | CAPITAL | \$60,000 | \$0 | \$0 | \$15,000 | 0 | \$75,000 | |
| 12925.17 | ACQUISITION OF RADIOS | 2020 | CAPITAL | \$25,000 | \$0 | \$0 | \$6,250 | 0 | \$31,250 | |
| 12926.17 | ACQUISITION OF SOFTWARE | 2020 | CAPITAL | \$250,000 | \$0 | \$0 | \$0 | 50000 | \$250,000 | |
| TOTAL: | | | | \$335,000 | \$0 | \$0 | \$21,250 | 50,000 | \$356,250 | |

| Revision Requested: | | | | FUNDING TABLE: | | | | | | | <u>REVISION REQUESTED</u> |
|----------------------------|--------------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|----------------|---------------|-----------------|------------------------|---------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> | |
| 12924.17 | ACQUISITION OF COMMUNICATION SYSTEMS | 2020 | CAPITAL | \$0 | \$0 | \$0 | \$0 | 0 | \$0 | DELETE PROJECT | |
| 12925.17 | ACQUISITION OF RADIOS | 2020 | CAPITAL | \$0 | \$0 | \$0 | \$0 | 0 | \$0 | DELETE PROJECT | |
| 12926.17 | ACQUISITION OF SOFTWARE | 2020 | CAPITAL | \$0 | \$0 | \$0 | \$0 | 0 | \$0 | DELETE PROJECT | |
| 12927.17 | ACQUISITION OF SUPPORT VEHICLES | 2020 | CAPITAL | \$66,522 | \$0 | \$0 | \$3,844 | 10,229 | \$70,366 | ADD PROJECT (MPO TDCS) | |
| TOTAL: | | | | \$66,522 | \$0 | \$0 | \$3,844 | 10,229 | \$70,366 | | |

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0145

Request: INCREASE FUNDING BY \$506,769 TOTAL 5339 FUNDS (\$405,415 FEDERAL AND \$101,354) FOR A REVISED TOTAL OF \$5,506,769 TOTAL 5339 FUNDS (\$4,405,415 FEDERAL AND \$1,101,354 LOCAL)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5339 FUNDS

| Currently Approved: | | | | FUNDING TABLE: | | | | | | |
|----------------------------|-------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|------------------|------------|--------------------|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | |
| 12730.22 | PURCHASE REPLACEMENT VEHICLES | 2023 | CAPITAL | \$4,000,000 | \$0 | \$0 | \$705,882 | | \$4,705,882 | |
| TOTAL: | | | | \$4,000,000 | \$0 | \$0 | \$705,882 | | \$4,705,882 | |

| Revision Requested: | | | | FUNDING TABLE: | | | | | | | <u>REVISION REQUESTED</u> |
|----------------------------|-------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|------------------|------------|--------------------|---------------------------------|---------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> | |
| 12730.22 | PURCHASE REPLACEMENT VEHICLES | 2023 | CAPITAL | \$4,000,000 | \$0 | \$0 | \$705,882 | 0 | \$4,705,882 | ADD PROJECT; ADJUST LOCAL SHARE | |
| TOTAL: | | | | \$4,000,000 | \$0 | \$0 | \$705,882 | 0 | \$4,705,882 | | |

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0146

Request: ADD PROJECTS TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: SINCE STTC: REVISE FUNDING TO REFLECT TDCS; 88,908 TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

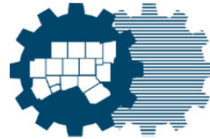
Funding Source: TRANSIT SECTION 5339 FUNDS

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>REVISION REQUESTED</u> <u>BY PROJECT</u> |
|-----------------|-------------------------------|-----------|---------------------|------------------|--------------|-----------------|--------------|------------|------------------|--|
| 12736.22 | PURCHASE REPLACEMENT VEHICLES | 2023 | CAPITAL | \$500,000 | \$0 | \$0 | \$0 | 0 | \$500,000 | ADD PROJECT TO TIP/STIP |
| 12793.22 | PROJECT ADMINISTRATION | 2023 | CAPITAL | \$69,542 | \$0 | \$0 | \$0 | 0 | \$69,542 | ADD PROJECT TO TIP/STIP |
| TOTAL: | | | | \$569,542 | \$0 | \$0 | \$0 | 0 | \$569,542 | |



Texas and Gulf Coast Hydrogen Hub

Chris Klaus
Senior Program Manager
Regional Transportation Council
10.13.2022

Regional Clean Hydrogen Hubs

Established by the Bipartisan Infrastructure Law

Administered by the Department of Energy

\$8 Billion Over 5 Years

“Clean” Hydrogen Defined Based on Carbon Intensity of Hydrogen Production

Demonstrate Production, Processing, Delivery, Storage, and End-Use of Clean Hydrogen

At Least One Hub Shall Demonstrate End-use In Each Of These Sectors:

Electric Power Generation

Industrial

Residential & Commercial Heating

Transportation (especially heavy-duty transportation)

Department of Energy Funding Opportunity Currently Open



Texas and Gulf Coast Hydrogen Hub

Texas Hydrogen Hub Efforts

Center for Houston's Future and GTI Energy Creating a Coalition to Apply for DOE Designation as a Clean Hydrogen Regional Hub

Coalition Structure – 501(c)6 Entity

Board of Directors

Executive Officer Team

General Members in Advisory Groups

Strategic Initiatives/Research

Commercialization/Deployment

Government & Civic ← **Expected NCTCOG Role**



Action Requested

- 1. Authorize staff participation in Texas and Gulf Coast Hydrogen Hub, and**
- 2. Recommend NCTCOG Executive Board signing of Memorandum of Understanding with Gas Technology Institute**

Allows staff to provide support, information, and/or documentation to Hub

Department of Energy grant opportunity currently open:

Concept Papers Due November 7, 2022

Full Proposal Due April 7, 2023



For More Information



Chris Klaus

Senior Program Manager

cklaus@nctcog.org | 817-695-9286



Lori Clark

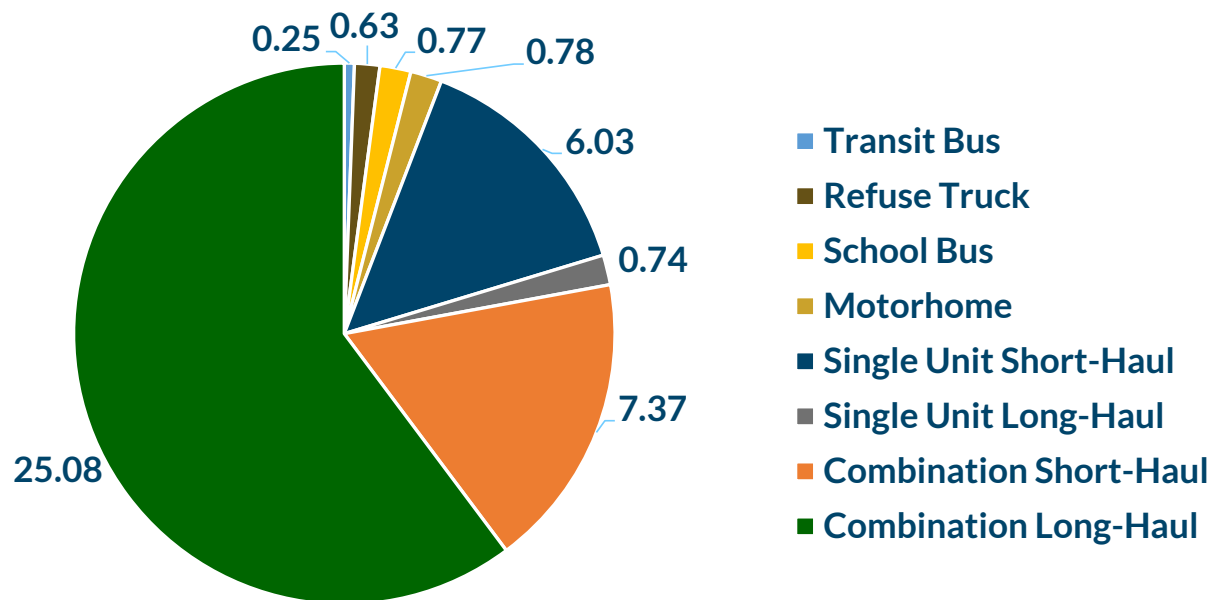
Program Manager & DFW Clean Cities Director

lclark@nctcog.org | 817-695-9232



Medium- and Heavy-Duty Truck Impact on Regional Air Quality

NO_x Emissions in Tons per Day by Medium/Heavy-Duty Vehicle Type



Medium/Heavy Duty Vehicle Impacts:

- ~5 % of Miles Traveled
- ~40% of Nitrogen Oxides (NO_x)



Relevance to Regional Planning

Air Quality Emphasis Areas:



High-Emitting Vehicles/Equipment

Idling

Hard Accelerations

Low Speeds

Cold Starts

Vehicle Miles of Travel



Energy and Fuel Use

Performance Measure:

Mobility 2045 Policies:

AQ3-003: Support and implement educational, operational, technological, and other innovative strategies that improve air quality in North Central Texas, including participation in collaborative efforts...

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

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

[Appendix C – Environmental Considerations](#)



**STATE OF TEXAS
HOUSE OF REPRESENTATIVES**

P.O. BOX 2910
AUSTIN, TEXAS 78768-2910
(512) 463-0598
FAX: (512) 463-2297



Yvonne Davis
DISTRICT 111

5787 SOUTH HAMPTON RD.
SUITE 447
DALLAS, TEXAS 75232
(214) 941-3895
FAX: (214) 941-6859

RECEIVED

SEP 20 2022

TRANSPORTATION

September 14, 2022

Mr. Michael Morris, Director
Transportation Department
NCTCOG
616 Six Flags Drive - Suite 200
Centerpoint Two
Arlington, Texas 76011-6317

Dear Mr. Morris:

I am pleased to inform you that the City of Dallas in collaboration with the State will assist in the management of a \$20 Million grant to fund projects in District 111 and other key areas in the City of Dallas.

I am writing to invite you to a meeting to discuss the next phase and the allocation of the funds. The meeting will be held on September 26th, 6:30 pm – 8 pm, at Thurgood Marshall Recreation Center located at 5150 Mark Trail Way, Dallas, Texas 75232.

Please call (214) 941-3895 to confirm your attendance on Monday, September 26th.

Sincerely,

A handwritten signature in blue ink, appearing to read "Yvonne Davis".

Yvonne Davis
State Representative
District 111

Scenario Planning Outside of Transportation

NEW BUSINESS
PLANS

BANK
FINANCIAL
SOLVENCY TEST

PROFESSIONAL
SPORTS

MILITARY
EXERCISES

APPROVAL OF
NEW MEDICINES

EQUITY AND
INCLUSION

FINANCIAL
INVESTMENTS

NASA SPACE
EXPLORATION

2nd Conference on
Scenario Planning in Transportation

TRB TRANSPORTATION RESEARCH BOARD

NATIONAL ACADEMIES
Science
Engineering
Medicine

ELECTRONIC ITEM 4.2



Overview of Actions Affecting Eastern/Western Funding Shares
(\$ in Millions, as of August 2022)

| Date | Projects/Programs | Relevant Actions | | Cumulative Total | |
|--|---|------------------|------------|------------------|---------------|
| | | West | East | West | East |
| Mar-13 | Final SAFETEA-LU East-West Equity Total | \$649.76 | \$1,558.48 | \$649.76 | \$1,558.48 |
| Jan-16 | Final MAP-21 East-West Equity Total | \$320.98 | \$847.62 | \$970.74 | \$2,406.10 |
| Nov-21 | Final FAST Act East-West Equity Total | \$429.59 | \$1,482.99 | \$1,400.33 | \$3,889.09 |
| Aug-22 | Category 12 Strategic Priority and Texas Clear Lanes funding for various projects in the East (US 75 in Collin County, Spur 399 in Collin County, IH 30 in Dallas County, US 80 in Dallas County, and IH 35W in Denton County) and in the West (IH 20 in Tarrant County) as approved in the 2023 Unified Transportation Program (UTP) | \$100.00 | \$473.81 | \$1,500.33 | \$4,362.90 |
| Aug-22 | Category 12 Strategic Priority funding for projects as part of the Southeast Connector Category 2/Category 12 Funding Exchange, which allowed part of the SE Connector project to advance, benefiting the Western subregion | \$468.00 | \$0.00 | \$1,968.33 | \$4,362.90 |
| Updated IJA Equity Percentage Share as of August 2022 | | | | 31.09% | 68.91% |

| Cumulative East-West Equity Share | Cumulative Total | |
|-----------------------------------|------------------|------------|
| | West | East |
| Cumulative Total | \$1,968.33 | \$4,362.90 |
| Cumulative Percentage Shares | 31.09% | 68.91% |
| RTC Approved Target Shares | 31% | 69% |

A photograph showing emergency responders at a scene. In the foreground, a firefighter in a dark jacket with "FIRE" and reflective stripes is seen from behind. To the right, a paramedic in an orange jacket with "PARAMEDIC" on the back is also seen from behind. In the background, other responders in orange and blue uniforms are working around a stretcher or medical equipment. The scene is outdoors, possibly at an accident site.

EXECUTIVE LEVEL INCIDENT MANAGEMENT TRAINING OPPORTUNITY

INCREASE INCIDENT RESPONSE. **DECREASE** DRIVER DELAY.

NOVEMBER 3, 2022 | 10AM - 12PM | IN-PERSON MEETING

TxDOT Dallas District Office (DalTrans Building) | 4625 E. Highway 80, Mesquite, TX 75150

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:

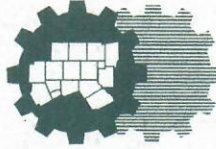
- Building partnerships with local emergency response agencies
- Reducing upstream traffic accidents
- Improving the efficiency of the transportation systems
- Improving air quality in the Dallas-Fort Worth Region
- Enhancing safety for emergency personnel

Register at: www.nctcog.org/TIMTraining

Contact: BWalsh@nctcog.org | 817.695.9245



North Central Texas
Council of Governments



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 6, 2022

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

SUBJECT: Announcement for the November 2022 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 2021, the 16-county Dallas-Fort Worth region experienced 129,045 total reportable crashes, of which 20,176 were injury crashes, and 882 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; 127 classes have been offered at the first responder level to 3,458 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, 32 classes have been offered at the executive level to 1,201 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 completion of a minimum four-hour FHWA Traffic Incident Management program for all certified

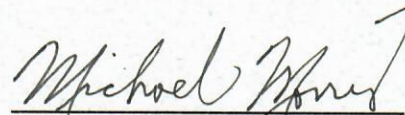
October 6, 2022

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, from both police and fire agencies, at the TIM training will continue to be a scoring component in future NCTCOG incident management-related funding opportunities.

You are invited to attend the Traffic Incident Management Executive Level Course scheduled for Thursday, November 3, from 10 am to 12 pm. The course will be held at the DalTrans Building at the TxDOT District Office, 4625 E. Highway 80 in Mesquite, 75150. Texas Department of Transportation (TxDOT) – Dallas District staff are offering attendees a 30-minute tour of the Traffic Management Center (DalTrans) immediately following the training course from 12 – 12:30 pm. There is no charge for either event. Once registered, you will receive a map to the DalTrans building, parking locations, and instructions how to gain entrance to the secure building. A virtual option is not being offered for the November course.

Please register on our TIM Training Program page at www.nctcog.org/TIMTraining or contact Barbara Walsh of NCTCOG at bwalsh@nctcog.org or 817/695-9245. We look forward to your participation on November 3, 2022.



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

**Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - August 2022**

| 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 Allen | Fire Department | | | | 0 | City of Cross Roads | Fire Department | | | | 0 |
| | Police Department | | | | 20 | | Police Department | | | | 3 |
| City of Alvarado | Fire Department | | | | 0 | City of Dallas | Fire Department | | | | 5 |
| | Police Department | | | | 2 | | Police Department | | | | 7 |
| City of Amarillo | Fire Department | | | | 0 | City of Decatur | Fire Department | | | | 0 |
| | Police Department | | | | 3 | | Police Department | | | | 3 |
| City of Argyle | Fire Department | | | | 0 | City of Denton | Fire Department | | | | 1 |
| | Police Department | | | | 3 | | Police Department | | | | 16 |
| City of Arlington | Fire Department | | | | 1 | City of Desoto | Fire Department | | | | 0 |
| | Police Department | | | | 21 | | Police Department | | | | 1 |
| City of Aubrey | Fire Department | | | | 5 | City of Duncanville | Fire Department | | | | 0 |
| | Police Department | | | | 0 | | Police Department | | | | 3 |
| City of Azle | Fire Department | | | | 0 | City of Ennis | Fire Department | | | | 0 |
| | Police Department | | | | 1 | | Police Department | | | | 2 |
| City of Balch Springs | Fire Department | | | | 1 | City of Euless | Fire Department | | | | 1 |
| | Police Department | | | | 1 | | Police Department | | | | 4 |
| City of Bedford | Fire Department | | | | 0 | City of Farmer's Branch | Fire Department | | | | 0 |
| | Police Department | | | | 3 | | Police Department | | | | 5 |
| City of Benbrook | Fire Department | | | | 0 | Town of Flower Mound | Fire Department | | | | 0 |
| | Police Department | | | | 19 | | Police Department | | | | 1 |
| City of Bridgeport | Fire Department | | | | 0 | City of Forest Hill | Fire Department | | | | 0 |
| | Police Department | | | | 1 | | Police Department | | | | 7 |
| City of Burleson | Fire Department | | | | 0 | City of Forney | Fire Department | | | | 9 |
| | Police Department | | | | 5 | | Police Department | | | | 10 |
| City of Caddo Mills | Fire Department | | | | 0 | City of Fort Worth | Fire Department | | | | 0 |
| | Police Department | | | | 1 | | Police Department | | | | 17 |
| City of Carrollton | Fire Department | | | | 0 | City of Frisco | Fire Department | | | | 1 |
| | Police Department | | | | 6 | | Police Department | | | | 2 |
| City of Cedar Hill | Fire Department | | | | 0 | City of Garland | Fire Department | | | | 2 |
| | Police Department | | | | 2 | | Police Department | | | | 1 |
| City of Celina | Fire Department | | | | 0 | City of Glenn Heights | Fire Department | | | | 2 |
| | Police Department | | | | 2 | | Police Department | | | | 10 |
| City of Cleburne | Fire Department | | | | 1 | City of Granbury | Fire Department | | | | 0 |
| | Police Department | | | | 6 | | Police Department | | | | 4 |
| City of Colleyville | Fire Department | | | | 0 | City of Grand Prairie | Fire Department | | | | 1 |
| | Police Department | | | | 4 | | Police Department | | | | 0 |
| City of Coppell | Fire Department | | | | 0 | City of Grapevine | Fire Department | | | | 1 |
| | Police Department | | | | 4 | | Police Department | | | | 7 |
| City of Corinth | Fire Department | | | | 0 | City of Greenville | Fire Department | | | | 0 |
| | Police Department | | | | 3 | | Police Department | | | | 3 |
| City of Cresson | Fire Department | | | | 1 | City of Hickory Creek | Fire Department | | | | 0 |
| | Police Department | | | | 0 | | Police Department | | | | 5 |

**Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - August 2022**

| SPONSORING AGENCY City, County, DOT, Transit Agency | AGENCY TYPE Police and Fire | TOTAL |
|--|---------------------------------------|--------------|
| City of Highland Park | Fire Department | 0 |
| | Police Department | 1 |
| City of Hurst | Fire Department | 0 |
| | Police Department | 11 |
| City of Irving | Fire Department | 6 |
| | Police Department | 7 |
| City of Joshua | Fire Department | 0 |
| | Police Department | 2 |
| City of Keene | Fire Department | 7 |
| | Police Department | 4 |
| City of Keller | Fire Department | 0 |
| | Police Department | 15 |
| City of Kennedale | Fire Department | 0 |
| | Police Department | 1 |
| Town of Krum | Fire Department | 0 |
| | Police Department | 1 |
| Lake Cities | Fire Department | 0 |
| | Police Department | 4 |
| City of Lake Worth | Fire Department | 2 |
| | Police Department | 5 |
| City of Lavon | Fire Department | 1 |
| | Police Department | 0 |
| City of Lewisville | Fire Department | 0 |
| | Police Department | 8 |
| City of Little Elm | Fire Department | 0 |
| | Police Department | 3 |
| City of Mansfield | Fire Department | 0 |
| | Police Department | 2 |
| City of Maypearl | Fire Department | 0 |
| | Police Department | 1 |
| City of McKinney | Fire Department | 1 |
| | Police Department | 1 |
| City of Melissa | Fire Department | 0 |
| | Police Department | 3 |
| City of Mesquite | Fire Department | 1 |
| | Police Department | 0 |
| City of Midlothian | Fire Department | 0 |
| | Police Department | 5 |
| City of North Richland Hills | Fire Department | 3 |
| | Police Department | 26 |
| Town of Northlake | Fire Department | 0 |
| | Police Department | 1 |

| SPONSORING AGENCY City, County, DOT, Transit Agency | AGENCY TYPE Police and Fire | TOTAL |
|--|---------------------------------------|--------------|
| City of Pantego | Fire Department | 1 |
| | Police Department | 0 |
| City of Plano | Fire Department | 0 |
| | Police Department | 36 |
| City of Ponder | Fire Department | 1 |
| | Police Department | 0 |
| City of Princeton | Fire Department | 0 |
| | Police Department | 4 |
| City of Prosper | Fire Department | 1 |
| | Police Department | 0 |
| City of Reno | Fire Department | 0 |
| | Police Department | 1 |
| City of Richardson | Fire Department | 0 |
| | Police Department | 2 |
| City of Richland Hills | Fire Department | 0 |
| | Police Department | 6 |
| City of Rio Vista | Fire Department | 1 |
| | Police Department | 0 |
| City of Roanoke / Marshall Creek | Fire Department | 6 |
| | Police Department | 0 |
| City of Rockwall | Fire Department | 0 |
| | Police Department | 4 |
| City of Sachse | Fire Department | 0 |
| | Police Department | 0 |
| City of Seagoville | Fire Department | 1 |
| | Police Department | 3 |
| City of Springtown | Fire Department | 0 |
| | Police Department | 1 |
| Town of Sunnyvale | Fire Department | 0 |
| | Police Department | 3 |
| City of Terrell | Fire Department | 0 |
| | Police Department | 3 |
| City of University Park | Fire Department | 0 |
| | Police Department | 2 |
| City of Venus | Fire Department | 0 |
| | Police Department | 16 |
| City of Waxahachie | Fire Department | 0 |
| | Police Department | 16 |
| City of Willow Park | Fire Department | 2 |
| | Police Department | 1 |
| City of Wilmer | Fire Department | 2 |
| | Police Department | 10 |

**Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - August 2022**

| 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 | | | | 12 |
| | Sheriff's Department | | | | 5 | | | | | | |
| Dallas County | Fire Department | | | | 123 | TxDOT - Fort Worth District | Mobility Assistance | | | | 11 |
| | Sheriff's Department | | | | 9 | | | | | | |
| Erath County | Fire Department | | | | 0 | Brownsville | Other | | | | 1 |
| | Sheriff's Department | | | | 1 | | | | | | |
| Hunt County | Fire Department | | | | 0 | Bryan | Police Department | | | | 2 |
| | Sheriff's Department | | | | 2 | | | | | | |
| Rockwall County | Fire Department | | | | 0 | Dallas/Fort Worth Int'l Airport | Fire Department | | | | 0 |
| | Sheriff's Department | | | | 6 | | Police Department | | | | 10 |
| | | | | | DPS | | | | 2 | | |
| Tarrant County | Fire Marshal | | | | 0 | LBJ Infrastructure Group | Other | | | | 7 |
| | Sheriff's Department | | | | 46 | | | | | | |
| | Mobility Assistance | | | | 40 | | | | | | |
| Wise County | Fire Department | | | | 0 | Lockheed Martin Fire Department | Fire | | | | 1 |
| | Sheriff's Department | | | | 1 | | | | | | |
| | | | | | | MedStar | EMS | | | | 20 |
| | | | | | | NTE Mobility Partners | Other | | | | 48 |
| | | | | | | North Texas Tollway Authority | Transportation | | | | 99 |
| | | | | | | Protect Environmental | Other | | | | 3 |
| | | | | | | | | | | | |

Freeway Incident Management - Executive Level Course
Agency Attendance: November 2013 -
May 2022

| SPONSORING AGENCY City, County, DOT, Transit Agency, other | AGENCY TYPE Police, Fire, EMS, Towing, other | TOTAL ATTENDANCE | Nov-13 | Apr-14 | Nov-14 | May-15 | Oct-15 | May-16 | Nov-16 | May-17 | Nov-17 | May-18 | Nov-18 | May-19 | Nov-19 | Nov-20 | May-21 | Nov-21 | May-22 | |
|--|--|---------------------|--|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---|
| | | | 5/1/2020 (Cancelled due to COVID-19 restriction 5) | | | | | | | | | | | | | | | | | |
| CITIES/TOWNS | | | | | | | | | | | | | | | | | | | | |
| Town of Addison | Fire | 0 | | | | | | | | | | | | | | | | | | |
| | Police | 1 | | | | 1 | | | | | | | | | | | | | | |
| | Public Works | 1 | | | | | | | | | | | | | | | | | 1 | |
| City of Allen | Police | 1 | 1 | | | | | | | | | | | | | | | | | |
| City of Alvarado | Fire | 4 | | | | 2 | 1 | | | | | | | 1 | | | | | | |
| | Police | 1 | | | | 1 | | | | | | | | | | | | | | |
| City of Anna | Police | 2 | | | | | | | | | | | 1 | | | | | | 1 | |
| | Transportation | 1 | | | | | | | | | | | | | | | | | 1 | |
| Town of Argyle | Police | 1 | | | | | | | | | | | | | | | | | 1 | |
| | Exec. City Staff | 1 | | | | | 1 | | | | | | | | | | | | | |
| City of Arlington | Fire | 2 | | | 1 | | | | | | | | | | | | | 1 | | |
| | Police | 5 | | | | | 4 | | | | 1 | | | | | | | | | |
| | Public Works | 0 | | | | | | | | | | | | | | | | | | |
| | Exec. City Staff | 2 | | | | | | | | | | 2 | | | | | | | | |
| City of Azle | Fire | 1 | | | | | 1 | | | | | | | | | | | | | |
| | Police | 1 | | | | | 1 | | | | | | | | | | | | | |
| City of Balch Springs | Fire | 1 | | 1 | | | | | | | | | | | | | | | | |
| | Police | 6 | | 1 | 2 | 1 | | | | | | | 1 | | | | | | 1 | |
| | Exec. City Staff | 1 | | 1 | | | | | | | | | | | | | | | | |
| | Other | 1 | | 1 | | | | | | | | | | | | | | | | |
| City of Bedford | Fire | 0 | | | | | | 1 | | | | | | | | | | | | |
| | Police | 5 | | | | | | | | | | | | | | | | | 2 | |
| | Public Works | 1 | | | | | | | | 1 | | | | | | | | | | |
| City of Benbrook | Fire | 5 | | | | 5 | | | | | | | | | | | | | | |
| | Police | 2 | | | | | | | | | | | 1 | | | | | | 1 | |
| | Exec. City Staff | 0 | | | | | | | | | | | | | | | | | | |
| City of Burleson | Fire | 0 | | | | | | | | | | | | | | | | | | |
| | Police | 1 | | | 1 | | | | | | | | | | | | | | | |
| City of Carrollton | Fire | 2 | | | | | | | | | | 2 | | | | | | | | |
| | Police | 2 | | | | | | | | | | 1 | | | | | | | 1 | |
| | Public Works | 1 | | | | | | | | | | 1 | | | | | | | | |
| City of Cedar Hill | Fire | 0 | | | | | | | | | | | | | | | | 1 | | |
| | Police | 2 | | | 1 | | | | | | | | | | | | | | | |
| | Public Works | 2 | | | | | | | | 1 | | | | | | | | | | 1 |
| City of Cleburne | Fire | 1 | | | | | | | | | | | | | | | | | 1 | |
| | Police | 5 | 1 | | 1 | | | | | | 1 | | | | | | | | 1 | |
| | Other | 1 | | | | 1 | | | | | | | | | | | | | 1 | |
| City of Cockrell Hill | Fire | 1 | | | | | | | | | | | 1 | | | | | | | |
| City of Commerce | Fire | 1 | | | | | | | | | | | | | | | | | | |
| City of Coppel | Fire | 1 | | | | | | | | 1 | | | | | | | | | | 1 |
| | Police | 1 | | | | | | | | | | | | | | | | | | |
| City of Corinth | Fire | 3 | | | | | 3 | | | | | | | | | | | | | |
| | Police | 0 | | | | | | | | | | | | | | | | | | |
| City of Crowley | Police | 3 | | | | | | 1 | 2 | | | | | | | | | | | |
| City of Dallas | Fire | 6 | | 1 | 1 | 1 | | 1 | | | | | | | | | | | 1 | |
| | Police | 2 | | 1 | | 1 | | | | | | | | | | | | | | |
| | Public Works | 6 | | 1 | 1 | | | | | | | | 3 | | 1 | | | | | |
| | Exec. City Staff | 3 | 1 | 1 | | | | | | | | | | | | | | 1 | | |
| | Elected Official | 0 | | | | | | | | | | | | | | | | | | |
| City of Decatur | Fire | 1 | | | | | | | | | | | 1 | | | | | | | |
| City of Denton | Fire | 0 | | | | | | | | | | | | | | | | | | |
| | Police | 0 | | | | | | | | | | | | | | | | | | |
| | Other | 1 | | 1 | | | | | | | | | | | | | | | | |
| City of DeSoto | Fire | 1 | | | | | 1 | | | | | | | | | | | | | |
| | Police | 1 | | | | | | 1 | | | | | | | | | | | | |
| | Elected Official | 0 | | | | | | | | | | | | | | | | | | |
| City of Duncanville | Fire | 0 | | | | | | | | | | | | | | | | | | |
| | Police | 1 | | | | | | | | | | | 1 | | | | | | 1 | |
| | Exec. City Staff | 1 | | | | | | | | | | | | | | | | | | |
| | Public Works | 0 | | | | | | | | | | | | | | | | | | |
| Town of Edgecliff Village | Fire | 1 | | | | | | | | | | | | | | | | | 1 | |
| City of Ennis | Police | 1 | | | | | | | | | | | | | | | | | 1 | |
| | Fire | 1 | | | | | | | | | | | | | | | | 1 | | |
| City of Euless | Fire | 10 | 1 | 2 | 2 | 2 | 2 | | | | | | | | | | | | 1 | |
| | Police | 2 | | 2 | | | | | | | | | | 2 | | | | | | |
| City of Everman | Fire | 1 | | | | | | | | | 1 | | | | | | | | | |
| City of Farmersville | Fire | 1 | | | | | | | 1 | | | | | | | | | | | |
| | Police | 2 | | | | | | | 1 | | | | | | | | | | | 1 |

Freeway Incident Management - Executive Level Course
Agency Attendance: November 2013 - May 2022

| SPONSORING AGENCY | | AGENCY TYPE | TOTAL ATTENDANCE | Nov-13 | Apr-14 | Nov-14 | May-15 | Oct-15 | May-16 | Nov-16 | May-17 | Nov-17 | May-18 | Nov-18 | May-19 | Nov-19 | 5/1/2020 (Cancelled due to COVID-19 restriction) | Nov-20 | May-21 | Nov-21 | May-22 |
|--|--------------------|----------------------------------|------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---|--------|--------|--------|--------|
| City, County, DOT, Transit Agency, other | | Police, Fire, EMS, Towing, other | | | | | | | | | | | | | | | | | | | |
| City of Farmers Branch | Fire | 0 | | | | | | | | | | | | | | | | | | | |
| | Police | 0 | | | | | | | | | | | | | | | | | | | |
| | Public Works | 1 | | | | | | | | | | 1 | | | | | | | | | |
| City of Ferris | Fire | 5 | | | | 2 | | | 1 | 1 | | | | | | | | | | | 1 |
| | Police | 2 | | | | | | | 1 | 1 | | | | | | | | | | | |
| Town of Flower Mound | Police | 3 | | | | | 1 | | | 1 | 1 | | | | | | | | | 1 | 1 |
| | Fire | 3 | | | | | | | | | | | | | | | | | | | |
| | FIM Instructor | 4 | | | | | | | | 1 | 1 | | | 1 | 1 | | | | | | |
| | Engineering | 1 | | | | | | | | | | | | 1 | | | | | | | |
| City of Forest Hill | Fire | 0 | | | | | | | | | | | | | | | | | | | |
| | Police | 0 | | | | | | | | | | | | | | | | | | | |
| | Public Works | 0 | | | | | | | | | | | | | | | | | | | |
| | Exec. City Staff | 4 | | | | 1 | | | | | | 2 | | | | | | | | | 1 |
| | City Bldgs. Staff | 0 | | | | | | | | | | | | | | | | | | | |
| City of Forney | Fire | 1 | | | | | | | | | | | | | | | | | | | 1 |
| City of Fort Worth | Police | 8 | | | | | | 1 | 2 | | | | 3 | | | | 1 | | | | 1 |
| | Public Works | 0 | | | | | | | | | | | | | | | | | | | |
| | Exec. City Staff | 2 | | | | 1 | | | | | | | | | | | | | | | 1 |
| | FIM Instructor | 2 | | | | | | | 1 | | | | | 1 | | | | | | | |
| City of Frisco | Fire | 11 | | | | | 1 | 1 | | 2 | | | | | | | | | | 4 | 3 |
| | Police | 12 | | | | 1 | | | | | | | | | 2 | | | | | 2 | |
| | Public Works | 1 | | | | | | | | | | | | | 1 | | | | | | 3 |
| | Strategic Services | 1 | | | | | | 1 | | | | | | | | | | | | | 2 |
| City of Garland | Fire | 3 | | | | | | | | | | 1 | | | | | | | | | 1 |
| | Police | 2 | | | | | | | | | | | | | 2 | | | | | | |
| | Elected Official | 0 | | | | | | | | | | | | | | | | | | | |
| | Other | 1 | | | | | 1 | | | | | | | | | | | | | | |
| City of Glenn Heights | Fire | 2 | | | | | | | | | | | | | | | | | | | 1 |
| | Police | 3 | | | | 1 | | | | | | | | | | | | | | | 1 |
| | Public Works | 1 | | | | | | | | | | | | | 1 | | | | | | |
| City of Granbury | Police | 3 | | | | | | | 1 | | | 2 | | | | | | | | | |
| City of Grand Prairie | Fire | 1 | | | | | 1 | | | | | | | | | | | | | | 2 |
| | Police | 2 | | | | | | | | | | | 1 | | | 1 | | | | | |
| | Transportation | 2 | | | | | | | | | | | | | | | | | | | |
| | Engineering | 3 | | | | | | | | | | | | | | 1 | | | | 1 | 1 |
| City of Grandview | Police | 2 | | | | | | | | | | | | | | 2 | | | | | |
| City of Grapevine | Fire | 3 | | | | 1 | | 1 | | | | 1 | | | | | | | | | 1 |
| | Police | 6 | | | | | | | | | | 1 | | 2 | 2 | | | | | | |
| | Engineering | 2 | | | | | | | | | 1 | | | | | | | | | 1 | |
| City of Greenville | Fire | 1 | | | | | | | | | | | 1 | | | | | | | | |
| | Police | 3 | | | | | | 2 | | 1 | | | | | | | | | | | |
| City of Haltom City | Fire | 1 | | | | | | | | | | | | | | | | | | | 1 |
| City of Hickory Creek | Police | 3 | | | | | | | | | | | | 1 | | | | | | | 1 |
| City of Highland Park | Police | 1 | | | | | | | | | | | | 1 | | | | | | | |
| City of Highland Village | Fire | 4 | | | | | | | 2 | | 2 | | | | | | | | | | |
| | Police | 0 | | | | | | | | | | | | | | | | | | | |
| | FIM Instructor | 2 | | | | | 1 | | 1 | | | | | | | | | | | | |
| City of Hurst | Police | 2 | | | | | 1 | | | | | | | | | | | | | | 1 |
| City of Hutchins | Fire | 4 | | | | 3 | | | | | | | | | 2 | | | | | | 1 |
| | Police | 5 | | | | 3 | | | | | | | | | | | | | | | |
| City of Irving | Fire | 3 | | | | | | | | 1 | | 1 | | | | | | | | | 1 |
| | Police | 4 | | | | | | | | | | 1 | 2 | | | | | | | | 1 |
| | Public Works | 2 | | | | | | | | | | | | | | | | | | 1 | |
| | FIM Instructor | 1 | | | | | | | | | | | | 1 | | | | | | | |
| City of Joshua | Police | 2 | | | | | | | | | | | | | | | | | | | 2 |
| City of Kaufman | Police | 4 | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| City of Keene | Police | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | Fire | 2 | | | | | | | | | | | | | | 1 | | | | | |
| City of Keller | Fire | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | Elected Official | 0 | | | | | | | | | | | | | | | | | | | |
| | Public Works | 1 | | | | | | | | | | | | 1 | | | | | | | |
| City of Lake Dallas | Police | 1 | | | | | | | | | | 1 | | | | | | | | | |
| | Fire | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | Exec. City Staff | 2 | | | | | | | | | 1 | | | | | | | | | | 1 |
| City of Lake Worth | Exec. City Staff | 1 | | | | 1 | | | | | | | | | | | | | | | |
| City of Lancaster | Fire | 2 | | | | | | | | | | | | | | | | | | 1 | 1 |
| | Police | 4 | | | | | 2 | | | | | | | | | | | | | | |
| | Public Works | 3 | | | | | | | | | | | 2 | | | 2 | | | | | 1 |

Freeway Incident Management - Executive Level Course
Agency Attendance: November 2013 -
May 2022

| SPONSORING AGENCY <small>City, County, DOT, Transit Agency, other</small> | AGENCY TYPE <small>Police, Fire, EMS, Towing, other</small> | TOTAL ATTENDANCE | Nov-13 | Apr-14 | Nov-14 | May-15 | Oct-15 | May-16 | Nov-16 | May-17 | Nov-17 | May-18 | Nov-18 | May-19 | Nov-19 | 5/1/2020 <small>(Cancelled due to COVID-19 restriction 5)</small> | | | | |
|--|--|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--|--------|--------|--------|---|
| | | | | | | | | | | | | | | | | Nov-20 | May-21 | Nov-21 | May-22 | |
| City of Lavon | Fire | 1 | | | | | | | | | | | | | | | | | | |
| | Police | 1 | | | | | | | | | 1 | | | | | | | | | |
| City of Lewisville | Emergency Mgt. | 1 | | | | | | | | | | | | | | | | | 1 | |
| City of McKinney | Fire | 0 | | | | | | | | | | | | | | | | | | |
| | Police | 3 | 1 | | | | | | | | | | | | | | | | 2 | |
| | FIM Instructor | 3 | | | | | | | | | | | | | 1 | | | 1 | 1 | |
| | Exec. City Staff | 2 | | | | 2 | | | | | | | | | | | | | | |
| City of Mesquite | Fire | 2 | | | | | | | | | | | | 1 | 1 | | | | | |
| | Police | 2 | | | | | | | | | | | | | 1 | | | | 1 | |
| | Exec. City Staff | 0 | | | | | | | | | | | | | | | | | | |
| | Elected Official | 0 | | | | | | | | | | | | | | | | | | |
| | Engineering | 2 | | | | | | | | | 1 | | 1 | | | | | | | |
| City of Midlothian | Police | 1 | | | | | | | | | | | | | | | | | 1 | |
| City of Mineral Wells | Police | 2 | | | | | | | | | | | 1 | | | | | | | |
| | Fire | 1 | | | | | | | | | | | 1 | | | | | | | |
| City of Murphy | Police | 4 | | | | | | | 2 | | | | 1 | | | | | | 1 | |
| City of New Fairview | Other | 2 | | | | | | | | | | | | | | | | | | 2 |
| City of North Richland Hills | Fire | 1 | 1 | | | | | | | | | | | | | | | | | |
| | Police | 7 | | | 3 | | | | | 3 | | 1 | | | | | | | | |
| | Public Works | 0 | | | | | | | | | | | | | | | | | | |
| | Exec. City Staff | 0 | | | | | | | | | | | | | | | | | | |
| City of Oak Point | Fire | 1 | | | | | | | | | | | | | | | | | 1 | |
| City of Parker | Police | 2 | | | | | 1 | | | | 1 | | | | | | | | | |
| City of Pilot Point | Police | 2 | | | | | | | | 1 | | | | | | | | | | 1 |
| City of Plano | Fire | 0 | | | | | | | | | | | | | | | | | | |
| | Police | 2 | | | | | | 1 | | | | | | | | | | | | 1 |
| | Exec. City Staff | 1 | | | | | | | | | | | | | | | | | | 1 |
| | Elected Official | 1 | | 1 | | | | | | | | | | | | | | | | |
| | Engineering | 1 | | | | | | | | | | 1 | | | | | | | | |
| City of Ponder | Fire | 2 | | | | 1 | | | | | | | | | | | | | | 1 |
| City of Princeton | Fire | 1 | | | | | | | | | | | | | | | | | | 1 |
| City of Prosper | Fire | 2 | | 1 | | | | | 1 | | | | | | | | | | | 1 |
| | FIM Instructor | 3 | | | | | | | | | | | 1 | | | | | | | 1 |
| City of Red Oak | Fire | 4 | 1 | | | | | | | | | | | | | | | | | 1 |
| | Police | 2 | 2 | | | | | | | | | | | | | | | | | 2 |
| City of Reno | Police | 1 | | | | | | | | | | | | | | | | | | 1 |
| City of Rhome | Police | 1 | | | | | | | | | | | | | | | | | | 1 |
| City of Richardson | Police | 6 | | 2 | | 1 | 1 | | | | | | | | | | | | | 2 |
| | Public Works | 3 | | | | | | | | | | | | | | | | | | 2 |
| City of Richland Hills | Fire | 1 | | | | 1 | | | | | | | | | | | | | | 1 |
| | Police | 2 | | | 1 | | | | | | | | | | | | | | | |
| | Elected Official | 0 | | | | | | | | | | | | | | | | | | |
| | Public Works | 1 | | | | | | | | | | | | | | | | | | 1 |
| City of Roanoke | Fire | 1 | | | | | | | | | | | | 1 | 1 | | | | | |
| | Police | 1 | | | | | | | | | | | | | | | | | | |
| City of Rockwall | Fire | 1 | | | | | | | | | | | | | 1 | | | | | 1 |
| | Police | 2 | | | | | | 1 | | | | | | | | | | | | |
| City of Rowlett | Police | 0 | | | | | | | | | 1 | | | | | | | | | |
| | Public Works | 1 | | | | | | | | | | | | | | | | | | |
| City of Royse City | Fire | 2 | | | | | | | | | | | | | | | | | | 1 |
| City of Sachse | Fire | 1 | | | | | | 1 | | | | | | | | | | | | 1 |
| City of Sansom Park | Police | 2 | | | | | | | | | 1 | 1 | | | | | | | | |
| City of Seagoville | Fire | 2 | | 1 | | | | | 1 | | | | | | | | | | | |
| | Police | 3 | | | | | | | 2 | | | | 1 | | | | | | | |
| | Exec. City Staff | 0 | | | | | | | | | | | | | | | | | | |
| City of Southlake | Police | 2 | | | 1 | | | | | | | | | | | | | | | 1 |
| | Fire | 1 | | | | | | | | | | | | | | | | | | 1 |
| City of Springtown | Police | 1 | | | | | | | | 1 | | | | | | | | | | |
| City of Stephenville | Fire | 1 | | | | | | | | | | | | | | | | | | 1 |
| Town of Sunnyvale | Police | 2 | | | | | | | | | | | | | | | | | | 1 |
| City of Terrell | Fire | 0 | | | | | | | | | | | | | | | | | | |
| | Police | 3 | | 1 | | | 1 | 1 | | | | | | | | | | | | |
| City of The Colony | Police | 2 | | | 1 | 1 | | | | | | | | | | | | | | |
| | FIM Instructor | 2 | 1 | | 1 | | | | | | | | | | | | | | | |

**Freeway Incident Management - Executive Level Course
Agency Attendance: November 2013 -
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| SPONSORING AGENCY <small>City, County, DOT, Transit Agency, other</small> | AGENCY TYPE <small>Police, Fire, EMS, Towing, other</small> | TOTAL ATTENDANCE | Nov-13 | Apr-14 | Nov-14 | May-15 | Oct-15 | May-16 | Nov-16 | May-17 | Nov-17 | May-18 | Nov-18 | May-19 | Nov-19 | 5/1/2020 <small>(Cancelled due to COVID-19 restriction)</small> | | | | |
|--|--|---------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---|-----------|-----------|-----------|-----------|
| | | | | | | | | | | | | | | | | Nov-20 | May-21 | Nov-21 | May-22 | |
| | Other | 1 | | | 1 | | | | | | | | | | | | | | | |
| City of University Park | Police | 1 | | 1 | | | | | | | | | | | | | | | | |
| City of Venus | Fire | 2 | | | | | | 1 | | | | | | 1 | | | | | | |
| | Police | 3 | | | | | 1 | | 1 | | | | | | | | | | | 1 |
| City of Waxahachie | Fire | 1 | | | | | | | | | | | | 1 | | | | | | |
| | Police | 1 | | | | 1 | | | | | | | | | | | | | | |
| | Exec. City Staff | 0 | | | | | | | | | | | | | | | | | | |
| City of Weatherford | Fire | 1 | | | | 1 | | | | | | | | | | | | | | |
| | Police | 0 | | | | | | | | | | | | | | | | | | |
| | Other | 2 | | | 1 | | | | | | | | | 1 | | | | | | |
| Town of Westlake | Fire | 2 | | | | | | | | | | | | | | | | | | 2 |
| City of White Settlement | Police | 3 | | | | | | | | | 2 | | 1 | | | | | | | |
| City of Willow Park | Fire | 2 | | | | | | | | 2 | | | | | | | | | | |
| | Police | 2 | | | | | | | | 1 | | | | | | | | | | 1 |
| City of Wilmer | Fire | 1 | | | | | | | 1 | | | | | | | | | | | |
| | Police | 0 | | | | | | | | | | | | | | | | | | |
| City of Wylie | Fire | 6 | | | | | | | | | | | | | | | | | | 6 |
| | Police | 3 | | | | | | | | | | | | | | | | | | 2 |
| | Public Works | 2 | | | | | | | | | | | | | | | | | | 2 |
| COUNTIES | | | | | | | | | | | | | | | | | | | | |
| Collin County | Sheriff | 1 | | | | | | | | | 1 | | | | | | | | | |
| | Med. Examiner's Office | 1 | | | | | | | | | | | | | | | | | | 1 |
| Dallas County | Sheriff* | 36 | 3 | 1 | 1 | 4 | 2 | 2 | | | | 2 | 4 | 1 | 5 | | | | 3 | 8 |
| | Elected Official | 0 | | | | | | | | | | | | | | | | | | |
| | Med. Examiner's Office | 2 | | | | 1 | | 1 | | | | | | | | | | | | |
| | Court Administration | 3 | | | | | | | 1 | 1 | | | | | | 1 | | | | |
| | Public Works | 1 | | | | | | | | | | | | | 1 | | | | | |
| | FIM Instructor | 18 | 2 | | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Denton County | Sheriff | 0 | | | | | | | | | | | | | | | | | | |
| | Elected Official | 1 | 1 | | | | | | | | | | | | | | | | | |
| | Med. Examiner's Office | 0 | | | | | | | | | | | | | | | | | | |
| Ellis County | Sheriff | 0 | | | | | | | | | | | | | | | | | | |
| | Court Administration | 2 | | | | | | | | | | | | 1 | 1 | | | | | |
| Erath County | Emergency Management | 1 | | | | | | | | | | | | | | | | | | 1 |
| Kaufman County | Emergency Management | 2 | | | | | | | | 2 | | | | | | | | | | |
| Rockwall County | Sheriff | 6 | | | | | | 1 | | | | | | | | | | | 1 | 4 |
| OTHER AGENCIES | | | | | | | | | | | | | | | | | | | | |
| Dallas Area Rapid Transit | Police | 5 | 1 | | | | | 2 | 2 | | | | | | | | | | | |
| DFW Airport | Police Dept | 1 | | | | | | | | | 1 | | | | | | | | | |
| FHWA | Representative | 6 | | | 1 | | | | | 1 | | 1 | 1 | 1 | 1 | | | | | |
| Kimley-Horn Associates | Other | | | | | | | | | | | | | | | | | | | 1 |
| Methodist Dallas Medical Center | Representative | 2 | 1 | | | | | | | | | | | | | | | | | 1 |
| NCTCOG | Representative | 68 | 4 | 4 | 3 | 3 | 5 | | 3 | 3 | 2 | | 2 | 2 | 2 | | | | 22 | 5 |
| | FIM Instructor | 27 | 2 | 2 | 2 | 2 | 2 | | 2 | 2 | 2 | | 2 | 2 | 2 | | | | 2 | 2 |
| NTTA | Representative | 4 | | | 1 | | | | 2 | | | | | | 1 | | | | | |
| | FIM Instructor | 1 | | | | | | | | | | | | | | | | | | 1 |
| Protect Environmental | Representative | 42 | 5 | 3 | 5 | 4 | 2 | 2 | 2 | | 1 | | | 2 | 5 | | | | 9 | 2 |
| Trinity Metro Services | Operations | 3 | | | | | | | | | | | 1 | | | | | | | 1 |
| TxDOT - Austin | Operations | 1 | | | | | | | | | | 1 | | | | | | | | |
| TxDOT - Dallas | Operations | 6 | | 1 | | | | 2 | | 1 | | | 1 | | | | | | | 1 |
| TxDOT - Fort Worth | Operations | 33 | | 5 | | 1 | 7 | | | 5 | | | 1 | 8 | | | | | 5 | 1 |
| | FIM Instructor | 0 | | | | | | | | | | | | | | | | | | |
| TxDOT - Johnson | Operations | 2 | | | | | | | | | | 1 | | | | | | | | 1 |
| Wrecker Services | FIM Instructor | 4 | 1 | | | | | | | | | 1 | 1 | | | | | | | 1 |
| | Representative | 0 | | | | | | | | | | | | | | | | | | |
| | TOTAL ATTENDANCE | 690 | 30 | 43 | 37 | 46 | 47 | 29 | 31 | 36 | 26 | 31 | 41 | 42 | 37 | 0 | 56 | 55 | 56 | 47 |

REGIONAL TRANSPORTATION COUNCIL

Rules for Public Comment

The Regional Transportation Council (RTC) hereby establishes reasonable rules regarding the public's right to address the Council at open meetings consistent with the Texas Open Meetings Act. The intent of these rules is to hear the views of the public prior to the RTC considering items. These rules also promote an orderly and fair process through which public comments may be received by the RTC.

Public Attendance and Conduct at RTC Meetings

The public is encouraged to attend meetings of the RTC in person or to view meetings via a livestream. Members of the public shall observe the same rules of civility, decorum and respectful conduct applicable to members of the RTC. Any person addressing the RTC or attending the RTC meeting should refrain from making personal, impertinent, profane, hostile, vulgar, obscene or slanderous remarks or becoming boisterous. Audience members should refrain from unauthorized remarks, stamping of feet, applauding, whistles, yells, and other similar demonstrations.

Public Comment

At every open meeting of the RTC, opportunity will be provided at the beginning of the meeting for members of the public to address the RTC regarding any item(s) on the agenda for consideration. This comment period will last a maximum of thirty (30) minutes. The RTC has the discretion to extend this time period upon motion and majority vote. Persons are permitted up to three (3) minutes to speak. A person addressing the RTC through a translator will be provided up to six (6) minutes. A timer will be visible to the speaker and indicate the amount of time remaining. Speakers shall conclude their comments prior to or upon expiration of the time. In the event a large number of speakers are present, the RTC may encourage large delegations to have one person speak for the group or impose reasonable time limits per individual that are more restrictive; if a delegation chooses to select a spokesperson to represent the entire delegation, the spokesperson will be provided up to five (5) minutes to speak or ten (10) minutes if the spokesperson is addressing the RTC through a translator. Subject to the comment period maximum, the RTC Chair will provide a notice to a speaker whose time has expired. The RTC has the discretion to modify or extend the public comment period upon a motion and majority vote.

Persons requesting translation services, to be provided by the RTC, must do so at least seventy-two (72) hours in advance of the posted meeting time.

When an RTC meeting is held in person, members of the public must attend in person to provide verbal comments at the RTC meeting. For RTC meetings held virtually, a virtual option will be provided for members of the public to provide comments.

Speakers will be called in the order they were registered. Speakers should address their comments to the RTC Chair rather than individual RTC members or the audience. Remarks must be limited to the specific subject matter of the agenda item on which the person is speaking. These rules do not prohibit public criticism of the RTC.

Speaker Registration

Persons who wish to speak must complete and return to staff a registration card prior to the start of the RTC meeting. Registration cards are printed on yellow paper, available in the RTC meeting room and must, at a minimum, include the following information:

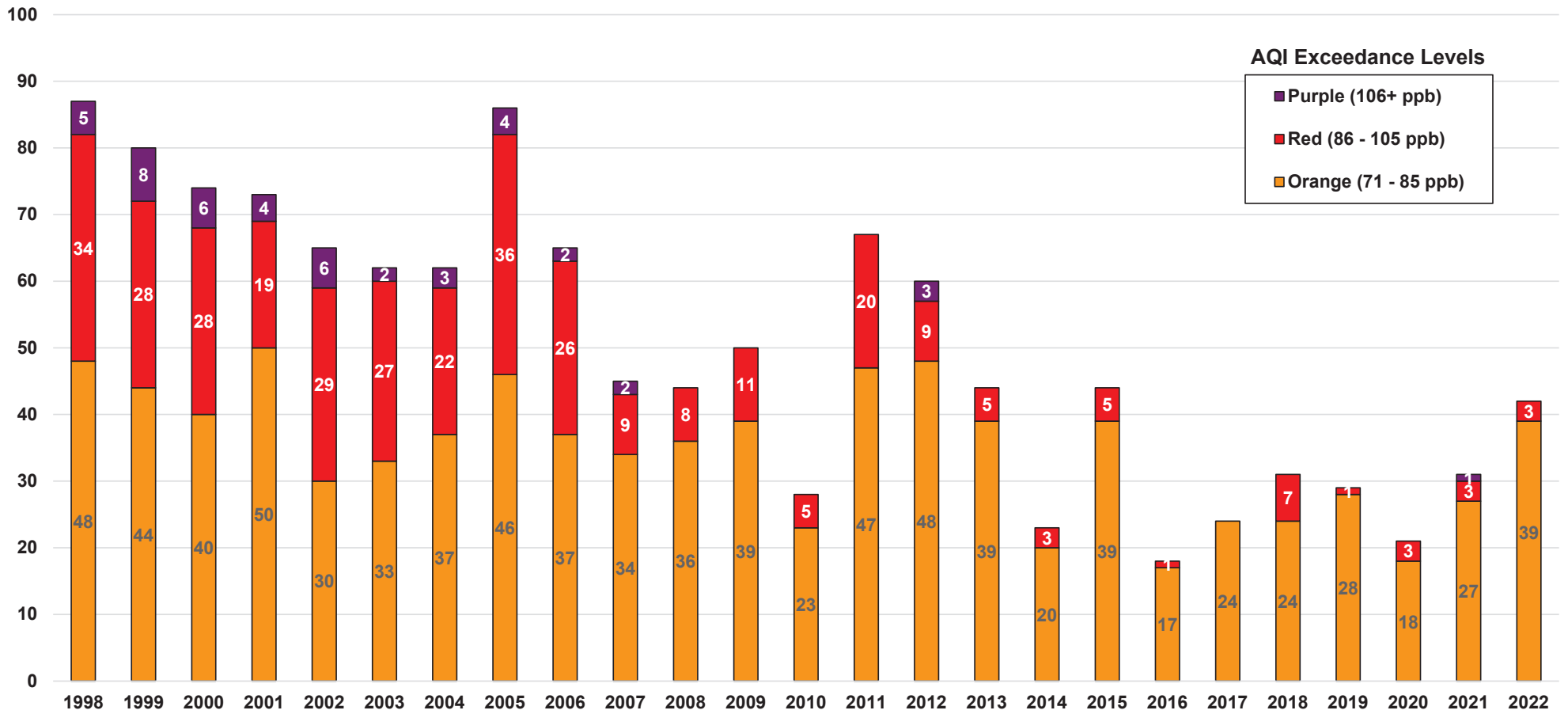
1. Speaker's name;
2. City of residence;
3. Zip code;
4. Agenda item(s) on which the speaker plans to speak;
5. Indication of whether speaking on/for/against agenda item(s); and
6. Any other information requested by RTC staff.

Enforcement

The RTC reserves the right to have speakers or audience members removed from the meeting room in the event they become disruptive or make threatening, profane or otherwise inappropriate remarks in violation of the rules of conduct. The RTC Chair may direct a uniformed police officer to remove any disruptive audience member. Any RTC member may move to require the disruptive audience member to be removed following an affirmative vote of a majority of the RTC. Following a successful vote, the RTC Chair will direct a uniformed police officer to remove any disruptive audience member.

8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of October 3, 2022)



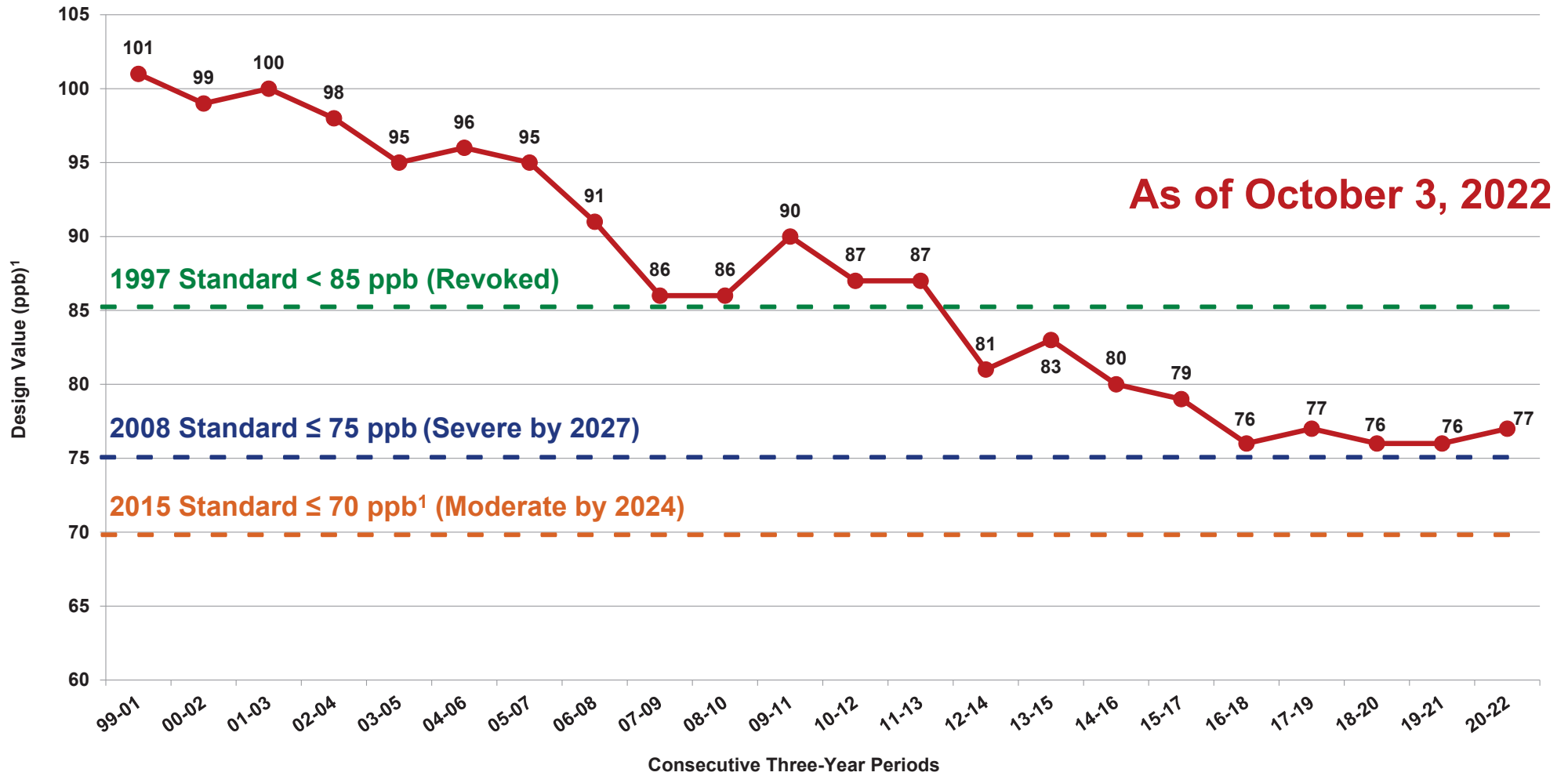
AQI Exceedance Levels

- Purple (106+ ppb)
- Red (86 - 105 ppb)
- Orange (71 - 85 ppb)

Exceedance Level indicates daily maximum eight-hour average ozone concentration.
 Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

Source: TCEQ, http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl
 ppb = parts per billion

8-HOUR OZONE NAAQS HISTORICAL TRENDS



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

FOR MORE INFORMATION

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



Car Care Awareness Community Partnerships

Regional Transportation Council

October 13, 2022

North Central Texas Council of Governments

Car Care Awareness

Program Goal

Advance air quality benefits for the region

Inform vehicle owners and general public about proper vehicle maintenance

Educate vehicle owner and general public about check engine light importance and meaning

Build stronger community relations

Aligning nationally with the April and October Car Care Awareness months



Community Partnerships

Current Efforts

Partnering with nonprofit organizations and vehicle repair shops to provide focused outreach

- *See website for upcoming event(s)*
- *Contact staff if interested in an event in your area*

Providing Car Care Awareness digital toolkits and educational materials to local governments and organizations upon request

Updating Car Care Awareness website with vehicle maintenance tips and online education materials for download

North Texas Car Care Awareness



www.ntxcarcare.org



Contact Us



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Air Quality Planner
amoffa@nctcog.org



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

September 30, 2022

Docket Management System
U.S. Department of Transportation
1200 New Jersey Avenue, SE
West Building Ground Floor, Room W12-140
Washington, DC 20590-0001

Dear Sir or Madam:

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG) would like to submit comments on the Federal Highway Administration's Notice of Proposed Waiver of Buy America Requirements for Electric Vehicle Chargers published in the August 31, 2022, Federal Register notice: **Docket No. FHWA-2022-0023**.

The NCTCOG Transportation Department serves as the Metropolitan Planning Organization (MPO) for the 12-county Dallas-Fort Worth metropolitan area, with the RTC serving as the MPO's policy body. As the MPO, we work closely with regional, state, and federal partners to plan transportation projects and implement programs that will improve air quality, increase mobility, and encourage more efficient land use.

The RTC and NCTCOG appreciate the Federal Highway Administration's consideration of the attached comments and recommendations. If you have any questions, please contact me at (817) 695-9286 or cklaus@nctcog.org.

Sincerely,

Chris Klaus

Chris Klaus
Senior Program Manager
North Central Texas Council of Governments

RG:kw

Attachment

North Central Texas Council of Governments (NCTCOG) Comments Regarding the Notice of Proposed Waiver of Buy America Requirements for Electric Vehicle Chargers Docket: FHWA-2022-0023

NCTCOG appreciates the work completed by the Federal Highway Administration (FHWA) staff in developing the Notice of Proposed Waiver of Buy America Requirements for Electric Vehicle Chargers. NCTCOG recommends the FHWA consider the following comments when finalizing the Waiver of Buy America Requirements:

1. Initial Phase and Removal of EV Chargers from Manufactured Products General Waiver.

NCTCOG supports waiving all Buy America requirements for EV chargers and removing EV chargers from the manufactured products general waiver. In addition, NCTCOG supports the phased approach which will allow manufacturers time to increase the amount of domestic content in charging equipment over time. However, NCTCOG recommends increasing the length of the initial waiver period to at least June 30, 2023, or 6 months after the waiver is announced, whichever is later, as shown in Figure 1. NCTCOG requests FHWA listen to manufacturer feedback to determine if the initial phase should be lengthened beyond six months and delay the subsequent phases accordingly, as indicated in Figure 1. This will allow more manufacturers time to transition to domestic production and ensure availability of EV chargers as the demand for chargers increases due to Bipartisan Infrastructure Law (BIL) and other FHWA funding becoming available in the coming months as well as afford time for applicants to develop projects, apply for funding and implement projects.

Figure 1. NCTCOG Recommendations on Proposed Waiver Phase-out Schedule.

| | FHWA Proposed Phase Dates: | NCTCOG Recommended Phase Dates: |
|---|-----------------------------------|--|
| Initial Phase: Complete waiver to EV chargers and components | Rest of calendar year 2022 | Until June 30, 2023, or 6 months after FHWA announces waiver, whichever is later |
| Second Phase: Final assembly in U.S. | January 1, 2023 – June 30, 2023 | July 1, 2023 – December 31, 2023, or 6 months after the initial phase ends, whichever is later |
| Third Phase: 25% cost of components manufactured in U.S. and final assembly in U.S. | July 1, 2023 – December 31, 2023 | January 1, 2024 – June 30, 2024, or 6 months after the second phase ends, whichever is later |
| Fourth Phase: 55% cost of components manufactured in U.S. and final assembly in U.S. | January 1, 2024, and thereafter | July 1, 2024, or directly after the third phase ends, whichever is later |

2. Partial Phase-Out of Waiver.

NCTCOG supports the partial phase-out of the waiver. NCTCOG recommends FHWA listen to manufacturer feedback to determine the ultimate schedule of the waiver but proposes all subsequent phase-out periods are delayed at least 6 months, as shown in Figure 1. NCTCOG recently closed the Electric Vehicle Charging Station Call for Projects (CFP) and a DCFC was the only charger type for which a manufacturer was willing to sign documents verifying compliance with current Buy America requirements. This particular DCFC had substantially higher costs than other DCFC station prices quoted by applicants in the CFP. If some manufacturers increase their prices due to Buy America compliance and the surge in demand for EVSE, other manufacturers may follow suit having the unintended consequence of restricting implementation of projects overall or encouraging projects to avoid funding and the requirements therein and implementing equipment that is not Buy America compliant.

3. Consideration of Different Schedules for DCFC and L1/L2 Chargers.

NCTCOG supports the same schedule for DCFC and L1/L2 Chargers if the initial phase in period is lengthened and the partial phase-out is delayed. It should be noted that NCTCOG has had a different experience from the manufacturer responses in the proposed waiver and noticed a lack of available Buy America compliant Level 2 chargers compared to DCFC stations. Subrecipients of the NCTCOG Electric Vehicle Charging Station CFP have not been able to find a Level 2 charger manufacturer willing to verify compliance with current Buy America requirements. Due to our experience with Level 2 chargers, NCTCOG supports a different schedule for either L1/L2 or DCFC stations if FHWA determines it is necessary based on the data and information from charger manufacturers.

4. Proposed Meaning of Cost of Component Under Waiver.

Clarification is needed on labor costs related to the manufacture of components. Does exclusion of labor costs associated with the manufacture of the end product prohibit inclusion of labor costs associated with the manufacture of components?

5. Proposed Meaning of EV Charger Under Waiver.

NCTCOG requests that the FHWA release a publicly available list of all components the proposed waiver would apply to so all organizations that administer and manage FHWA funding can review and easily determine to which components the waiver applies.

6. Proposed Meaning of Installation Under Waiver.

Clarification is needed for the proposed meaning of installation. It is unclear if permanently incorporated into or affixed to a project means the date the EV charger is physically installed at a location. Or, does affixed to the project mean the date the Funding Agreement is executed?

7. Consideration of Use of Either Installation Date or Other Date for Waiver Effective Date.

NCTCOG recommends the waiver effective date be communicated for appropriated funds in the appropriations bill and for competitive funds in the Notice of Funding Opportunity. Additionally, the waiver should become effective when the Funding Agreement is executed between FHWA and the awarded entity. This ensures the awarded entity knows compliance requirements at the earliest point of the project and

encourages entities to apply for funding for competitive awards and utilize formula funds for these types of projects.

8. Consideration of Exclusion of Predominantly Steel and Iron Components from Coverage Under Waiver.

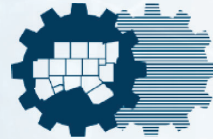
NCTCOG does not support exclusion of predominantly steel and iron components from coverage under the waiver. As stated in section 2 above, the potential surge in demand created by additional funding for EV chargers, coupled with Buy America requirements, may influence a rise in the cost of EV chargers. Also, because the percentage of steel and iron content is largely dependent on the material of the enclosure of the charger model and not the more valuable interior components, the existing Buy America requirement for iron and steel should not be applied to EV chargers. Additionally, excluding steel and iron components from the waiver may restrict implementation of BIL programs overall due to limited number of manufacturers able to comply with Buy America steel and iron requirements. Lastly, NCTCOG requests that any final rule includes a definition of "predominantly" for such steel and iron components.

9. Request for Comments on Proposed NEVI Requirements for OSHA and Energy Star Certifications.

NCTCOG supports the requirement for Energy Star equipment certification in accordance with the NEVI program notice of proposed rulemaking.

NCTCOG requests that the FHWA create a publicly available list of Buy America compliant companies so all organizations that administer and manage FHWA funding can review the extent of compliant equipment. Specifically, NCTCOG requests that FHWA publish lists of companies that will meet Buy America requirements under the first phase of the proposed waiver in 2023.

In addition, NCTCOG notes that Buy America constraints have severely restricted practical implementation of a wide variety of projects. Although this waiver is specific to EV charging equipment, NCTCOG urges FHWA to pursue similar measures on other CMAQ-eligible clean vehicle activities, including other types of alternative fuel infrastructure, alternative fuel and hybrid vehicles and equipment, and diesel 'retrofit' technologies.



Local Clean Air Project Spotlight

Regional Transportation Council

October 13, 2022

North Central Texas Council of Governments

Project Spotlight – Alliance Aviation Management

| | |
|--------------------------------|---|
| Awarded Project | Two Electric Powered Aircraft Tugs; 100% NOx Emissions Reduction at Location |
| Technology Replaced | Two Diesel Engine Powered Aircraft Tugs |
| Project Geographic Area | Operating at Alliance Airport, Fort Worth |
| Awarded Amount | \$108,770 |
| Total Project Cost | \$250,597 |
| Call for Project | North Texas Emissions Reduction Project 2020 |
| Funding Source | Environmental Protection Agency National Clean Diesel Funding Assistance Program |



Project Spotlight – Alliance Aviation Management



Aircraft Tug Side Profile



Aircraft Tug Batteries



Aircraft Tug Electric Motor



Contact Us



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MINUTES

**Regional Transportation Council
PUBLIC MEETING**

Roadway Safety Plan

National Drive Electric Week

Updated Rules for Public Comments at Regional Transportation Council Meetings

Management & Operations (M&O) and Safety Program

Fiscal Year 2022 Public Transportation Funding: Programs of Projects

Proposed Modifications to the List of Funded Projects

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, Sept. 12, 2022, at noon in Arlington. Patrons could attend in person, via phone, or view the live stream at www.nctcog.publicinput.com/nctcogsept22. Natalie Bettger, Senior Program Manager, moderated the meeting, attended by 81 people.

Public Meeting Purpose and Topics

The public meeting was held in accordance with the NCTCOG's 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, and amended on November 8, 2018. Staff presented information about:

- Roadway Safety Plan – **presented by Kevin Kroll**
- National Drive Electric Week – **presented by Soria Adibi**
- Updated Rules for Public Comments at Regional Transportation Council Meetings – **presented by Amanda Wilson**
- Management & Operations (M&O) and Safety Program – **presented by Cody Derrick**
- Fiscal Year 2022 Public Transportation Funding: Programs of Projects – **presented by Margarita Zollo**

The public meeting was held to educate, inform, and seek comments from the public. Comments were solicited from those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at www.nctcog.publicinput.com/nctcogsept22.

Summary of Presentations

Roadway Safety Plan presentation:

<https://www.nctcog.org/getmedia/005351da-8a54-4483-b607-3941080afe7e/Roadway-Safety-Presentation.pdf>

Roadway Safety Plan handout:

<https://www.nctcog.org/getmedia/696a8f6d-abc4-4c09-948b-f920af7dcb1b/Roadway-Safety-Handout.pdf>

Metropolitan Planning Organizations (MPOs) like the NCTCOG are required to monitor and set targets for a specific set of performance measures. In December 2017, the Regional Transportation Council (RTC) established initial safety performance targets for 2018 and adopted the Regional Safety Position, which states even one death on the transportation system is unacceptable.

The Roadway Safety Plan provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads. It serves as a guide to identify crash factors which contribute to a high number of fatal and serious injuries and allows the selection of appropriate safety projects and countermeasures. The overall goal is to eliminate fatal crashes by 2050.

The Roadway Safety Plan emphasizes the following areas on a regional level:

- Speeding
- Distracted driving
- Impaired driving
- Intersection safety
- Bicyclist and pedestrian safety
- Roadway and lane departures
- Occupant protection
- Motorcycles

The Roadway Safety Plan is set to be completed in the next few months. After completion, staff will develop a list of high-priority safety improvement projects for implementation. Additional information can be found in the presentation slide deck at www.nctcog.publicinput.com/nctcogsept22.

National Drive Electric Week presentation:

<https://www.nctcog.org/getmedia/c1eff221-07f1-410e-a721-652e1048d4aa/NDEW-Presentation.pdf>

National Drive Electric Week flyer:

https://www.nctcog.org/getmedia/24d4c370-1594-48c8-90a6-88e9c031f338/NDEW-2022-Flyer_Partners.pdf

Each year, National Drive Electric Week (NDEW) is held to raise awareness about electric vehicles (EVs) and provides chances for direct conversation with EV owners as well as test driving opportunities. This year, NDEW activities will take place from Friday, Sept. 23 through Sunday, Oct. 2, and NCTCOG staff will conclude the week's festivities with an outdoor event on Sunday, Oct. 2 at Dallas City Hall. This year's event is set to not only showcase light-duty passenger vehicles, but also medium and heavy-duty vehicles like electric buses.

For more information and to register for NDEW 2022 activities, visit www.driveelectricdfw.org.

Updated Rules for Public Comments at RTC Meetings presentation:

<https://www.nctcog.org/getmedia/08e13c4d-c5f2-461d-8722-bcba82f024dc/Updated-RTC-Rules-Presentation.pdf>

On Sept. 11, 2019, House Bill 2840 took effect. This Texas bill states members of the public must be allowed to make comments to a governmental body before or during the body's consideration of an item.

Opportunities for members of the public to speak on Regional Transportation Council (RTC) agenda items began Sept. 12, 2019. A single public comment period now occurs at each RTC meeting following the pledges and before any action is taken on agenda items. NCTCOG staff created a speaker request card, which must be completed by each speaker prior to the start of the meeting. Speakers must provide their name, city of residence, zip code, the agenda item(s) on which they plan to speak, and whether or not they are speaking on, for, or against the item(s). All comments received are documented in the RTC minutes and the Transportation Department's public comments report.

The proposed updated rules include an addition of a decorum standard for audience members and public commenters with clear enforcement rules, time limit for public comments (which may be extended), and clarification for when public comments will be in-person or virtual.

The updated rules are currently posted for public review and comment until Wednesday, Oct. 26 at www.nctcog.publicinput.com/nctcogsept22. The RTC will take action on the updated rules in November 2022.

Management & Operations (M&O) and Safety Program presentation:

<https://www.nctcog.org/getmedia/83cde6bd-5f37-4b5a-9f56-57b93a1568f7/2024-2026-M-O-Presentation.pdf>

M&O handout #1:

<https://www.nctcog.org/getmedia/39355b18-4f96-4599-8d7f-a920e1a4ef21/M-O-1-Handout.pdf>

M&O handout #2:

<https://www.nctcog.org/getmedia/30ceda78-4301-4264-8fbb-6396b3903c60/M-O-2-Handout.pdf>

The Management, Operations, Air Quality, and Safety Program provides funding in addition to Transportation Planning Funds (TPF) to conduct operations, planning, and implementation activities. The program assigns resources for RTC priorities and air quality initiatives and ensures existing projects and programs can continue without interruption.

The Regional Transportation Council (RTC) typically considers extending existing projects and funding new Management, Operations, Air Quality, and Safety projects and programs every few years. This includes many legacy projects that the RTC has funded for several years such as the Vanpool Program, Mobility Assistance Patrol, etc. The last full review occurred in 2018 and 2019, and projects were funded through Fiscal Year (FY) 2022. In January 2022, the RTC approved funding for projects and programs that did not have sufficient existing revenues to continue without interruption through FY 2023. NCTCOG staff is now requesting funding for projects and programs for FY 2024-2026.

A full list of projects being recommended for FY 2024-2026 funding can be found at www.nctcog.org/publicinput.com/nctcogsept22. The RTC will take action on the Management, Air Quality, and Safety Program on Thursday, Oct. 13, 2022.

Fiscal Year 2022 Public Transportation Funding: Programs of Projects presentation:
<https://www.nctcog.org/getmedia/1ab068ff-fd63-47dd-8bf2-04c14200fe33/POPs-Presentation.pdf>

Programs of Projects 5307:

<https://www.nctcog.org/getmedia/df3f6e7f-ede3-4565-aa92-8e4b785f4af6/5307-POPs-Handout.pdf>

Programs of Projects 5310:

<https://www.nctcog.org/getmedia/60ffe9f3-ab65-4bf1-8794-0d24e88631ce/5310-POPs-Handout.pdf>

Programs of Projects 5337:

<https://www.nctcog.org/getmedia/e54e9b77-78cb-40a2-b4ee-eb55d16646fc/5337-POPs-Handout.pdf>

Programs of Projects 5339:

<https://www.nctcog.org/getmedia/32e2780f-ae1e-4ae7-a11a-354047f8c97a/5339-POPs-Handout.pdf>

Public transportation is part of a comprehensive transportation system and includes various types of services, such as fixed route, commuter, demand response, and rail. Investing in these modes has a positive economic impact within communities, provides access for people with mobility impairments, reduces roadway congestion, and improves air quality as well as safety.

Three urbanized areas: Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney, are eligible to receive formula funds through the Programs of Projects. There are four federal funding programs for the aforementioned areas:

- Urbanized Area Formula
- Enhanced Mobility of Seniors and Individuals with Disabilities
- State of Good Repair
- Bus and Bus Facilities

The Dallas-Fort Worth region received approximately \$188.6 million in Federal Transit Administration (FTA) formula funds through the Fiscal Year 2022 award cycle. NCTCOG utilizes two different processes to award these funds. Two percent of the funding is set aside for strategic partnerships. Ninety-eight percent of the funding is available annually through the Programs of Projects process.

Approximately \$167.4 million of the Programs of Projects funding for Fiscal Year 2022 was utilized by transit authorities. Of this \$167.4 million, 64 percent was utilized by Dallas Area Rapid Transit (DART), 20 percent by Trinity Metro, and 6 percent by the Denton County Transit Authority (DCTA). The remaining 10 percent of funding was utilized by all other transit providers.

For a complete list of federal funding allocations for transit providers in North Central Texas, visit: www.nctcog.publicinput.com/nctcogsept22.

Summary of Online Review and Comment Topic

Proposed Modifications to the List of Funded Projects

Handout: <https://www.nctcog.org/getmedia/f4f26d4b-148e-4dd5-99e6-3a0b49b268f2/Proposed-Modifications-to-the-List-of-Funded-Projects.pdf>

A comprehensive list of funded transportation projects through 2026 is maintained in the 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, Ellis, Kaufman, Parker, and Tarrant Counties. Additionally, financial adjustments related to public transportation services managed by the Dallas Area Rapid Transit (DART), Trinity Metro, and Denton County Transportation Authority are also included.

COMMENTS RECEIVED DURING THE MEETING

Roadway Safety Plan

Kristine, Citizen

A: Red light cameras

Comment: Are cameras legally valid evidence in Texas? My understanding was red light cameras were removed cross the State due to people's right to challenge their accuser.

Summary of Response by Kevin Kroll: I don't think red light cameras have been specified in the same way as speeding cameras. It is a bit up in the air. It is something that has been proven in other states to prevent speeding that can cause fatal and serious injuries. We are interested in including this information in our plan.

Phyllis Silver, Citizen

A. Plan countermeasures

Comment: I sent in a transcript from National Public Radio about Hoboken, New Jersey not having any fatal crashes in about four years. It had a lot of simple, low-cost ideas on reducing and eliminating fatal crashes.

Summary of Response by Natalie Bettger: If you could send that to us that would be great. We can include it in our countermeasures.

Management & Operations (M&O) and Safety Programs

Kristine, Citizen

A. Funding for Denton County Transportation Authority's (DCTA) GoZone program

Question: Is DCTA currently receiving NCTCOG Management & Operations (M&O) funding towards the GoZone program?



NCTCOG Transportation Department

Published by [Jordan Smith](#) · August 29 at 11:00 PM ·



Roadway Safety Plan, Access North Texas, and more for review/comment.

TRANSPORTATION PUBLIC MEETING

SEPT. 12 · NOON · 616 SIX FLAGS DR. ARLINGTON, TX

SUBMIT COMMENTS & QUESTIONS TO NCTCOG:

nctcogSept22@Publicinput.com | nctcog.org/input

Phone: (855) 925-2801 (Enter code 3825) | Fax: 817-640-3028

P.O. Box 5888, Arlington, TX 76005-5888



@nctcogtrans



NCTCOG.ORG

September Public Meeting

[Learn more](#)

We want feedback! Meeting 9/12 @ noon

[See insights and ads](#)

[Boost post](#)

23

11 Comments 5 Shares

Like

Comment

Share

Most relevant



Write a comment...



Bob Braack

"They" really helped the city of MCKINNEY and Collin County citizens when they put the thumb down/turned their backs on CCART and bellied up to taps along with help of Collin Country Commissioner

[Like](#) [Reply](#) [Send Message](#) 2d



Derris Caffey

COG decided to form their own government of cities years ago with no real purpose. Why does a city need another somebody trying to run their town. That's exactly what COG does. They try to govern cities like they have all the power just like our congress. They need to be put out of business. PERIOD.

Like Reply [Send Message](#) 2d



Gordon Scruggs

Derris Caffey Please give me an example of how they run municipal governments. COGs are given the authority through the state to allow local government representatives to decide how state and federal funding is spent in their communities.

So you are saying we should get rid of COGs and let the state make the decisions on how state and federal funding is spent in our communities. I strongly disagree with this statement and think the local governments should be making these decisions.

Like Reply [Send Message](#) 1d Edited



Derris Caffey

[Gordon Scruggs](#)

Cities operated without them for decades

Like Reply [Send Message](#) 1d



Gordon Scruggs

[Derris Caffey](#) local governments dictate what they do. The members of the board are the mayors and county commissioners. They are the cities and counties.

Like Reply [Send Message](#) 1d Edited



Gordon Scruggs

[Derris Caffey](#) <https://www.nctcog.org/.../regional-transportation-council>



NCTCOG.ORG

Regional Transportation Council

Like Reply [Send Message](#) 1d



Write a reply...



Bob Braack

Don't confuse them with the facts, they're mind is already decided what to do 🤔

Like Reply 1w



John T. Hensley
Bob Braack exactly

Like Reply 1w



Write a reply...



Ron Statzer

We don't need this up here in Wise Co. We still have our horses. 😊

Like Reply 1w



Eric Key

Sounds like a hoot!
I'll be sure to pencil that in my calendar. 😊

Like Reply 1w



Anthony Mobley

Relax. It doesn't say Public Transportation meeting. It says transportation public meeting.

Like Reply 1w



Summary of Response by Cody Derrick: I believe the GoZone funding is separate from our traditional federal transit funding. The M&O funding I presented today would just be for the regional vanpool program. That is all that is being proposed currently.

**COMMENTS SUBMITTED DURING THE COMMENT PERIOD VIA WEBSITE,
EMAIL, SOCIAL MEDIA & MAIL**

Social Media

Facebook Advertisement

A Facebook advertisement was posted from August 29, - Sept. 12, 2022, to promote the September public meeting:



Please see Attachment for a full list of the comments received as well as NCTCOG's response.

TRANSPORTATION

ONLINE PUBLIC INPUT OPPORTUNITY

MONDAY, OCT. 10 - TUESDAY, NOV. 8, 2022

WHAT DO YOU THINK?

Learn about transportation in the region and help set future priorities. The Regional Transportation Council and North Central Texas Council of Governments, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area, are seeking public input. Information will be posted online at publicinput.com/nctcogOct22 for public review and comment Monday, Oct. 10 - Tuesday, Nov. 8, 2022.

Car Care Awareness: Community Partnerships & Service Providers

The Car Care Awareness Program is designed to engage communities through educational materials to ensure they are taking proper care of their vehicle and also contributing to the regional air quality solution. The public will be able to access our website to see where they can get discounts on auto repair or replacement parts to keep their vehicle from excessive tailpipe pollution, and to see where vehicle maintenance clinics are being held throughout the region. More information: ntxcarcare.org.

Modifications to the Fiscal Year 2022 & 2023 Unified Planning Work Program

The Unified Planning Work Program (UPWP) for Regional Transportation Planning provides a summary of transportation and related air quality planning activities to be conducted in North Central Texas. Proposed modifications to the FY2022 and FY2023 UPWP will be posted online for review and comment.

For special accommodations due to a disability or for language interpretation, contact Jackie Castillo at 817-695-9255 or jcastillo@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made.

SUBMIT COMMENTS & QUESTIONS TO NCTCOG:

nctcogOct22@PublicInput.com
PublicInput.com/nctcogOct22
 Phone: 855-925-2801 (code: 9583)
 Fax: 817-640-3028
 P.O. Box 5888, Arlington, TX
 Arlington, TX 76005-5888

To request printed copies of the information, call 817-695-9255 or email jcastillo@nctcog.org.



RESOURCES & INFORMATION

Interactive Public Input-Map Your Experience:
nctcog.org/mapyourexperience

Regional Smoking Vehicle Program (RSVP):
smokingvehicle.net

Vehicle Incentives & Funding Opportunities:
nctcog.org/aqfunding

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 May 12, 2022.

This report is a compilation of general public comments submitted by members of the public from Saturday, Aug. 20, through Monday, Sept. 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email, online and in person at the monthly RTC meeting.

This month, public comments were received on a number of topics across social media platforms, via email and in-person. Comments related to the Denton County Transit Study were in the majority.

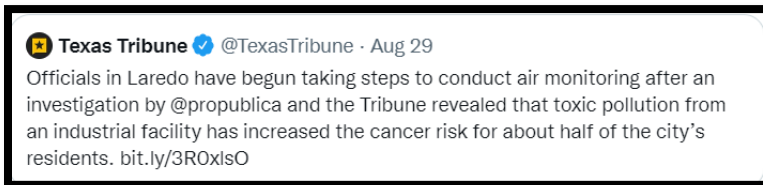
In addition, comments can be submitted through Map Your Experience, the Transportation Department’s online mapping tool. The tool allows users to drop a pin on a location in the region and leave a detailed comment. This month, there were 3 roadway condition comments and one transit comment. To read them, visit:

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

Air Quality

Twitter –

- 1. Who monitors our air in Fort Worth? – Harrison Mantas 🌻 (@HarrisonMantas)



I would have said @NCTCOGtrans <https://nctcog.org/trans/quality/air> but apparently also @CityOfFortWorth – Bud Kennedy / #ReadLocal (@BudKennedy)



Email –

1. Tangelia Waldrup

I'm Tangelia Waldrup, & I purchased my current vehicle through your program in 2007 now it is smoking and should be replaced. Hello, I reside in Houston and want to know if & or when the AirCheck Replace Program back.

Response by NCTCOG Transportation staff:

Hello, Ms. Waldrup,

Thank you for contacting the NCTCOG Transportation Department. In 2017, during the 85th Legislative Session, funding for the AirCheckTexas Drive a Clean Machine Program was vetoed. As of this time, no additional funding has been secured; thus, program operations have closed. However, additional funding assistance may be available at <https://www.nctcog.org/trans/quality/air/funding-and-resources>.

Additionally, since you now reside in the Houston area, you should contact the Houston-Galveston Area Council to see if they can further assist you with any programs they may have: <https://www.h-gac.com/Home>.

Bicycle and Pedestrian

Facebook –

1. Is this still on track for end of 2023? Will it be 100% paved, no gravel? I'm not seeing any construction at some end points that are supposed to link up.

<https://www.nctcog.org/trans/plan/bikeped/veloweb/fort-worth-to-dallas-regional-trail>. – John Fisher



Response by NCTCOG Transportation staff:

Thank you for your message. We anticipate completion of the entire trail by late 2023 or early 2024. It will be 100% paved.

Reply by John Fisher:

Glad it's on track! I hope you are keeping the expansion cracks as small as possible and full of butyl rubber. It sure helps trail skaters of all varieties. Some

of the newer trails have big gaps and are very harsh on smaller (non bicycle) wheels. I look forward to some epic city to city journeys!

Email –

1. Tim Noble (Commenting on April 2022 Public Meeting)

I was looking for an update, on the Fort Worth to Dallas Trail. I have a map that was showing sections to be completed, June 30, 2022, but when I went to check it out in June I saw no completion. Is there any new maps, or updated completion times, available?

My wife and I have been making weekend riding trips to the metroplex for years, and to see it's connection while we are still able to ride. I appreciate the efforts, and any updates, that you may pass along.

Response by NCTCOG Transportation staff:

Tim,

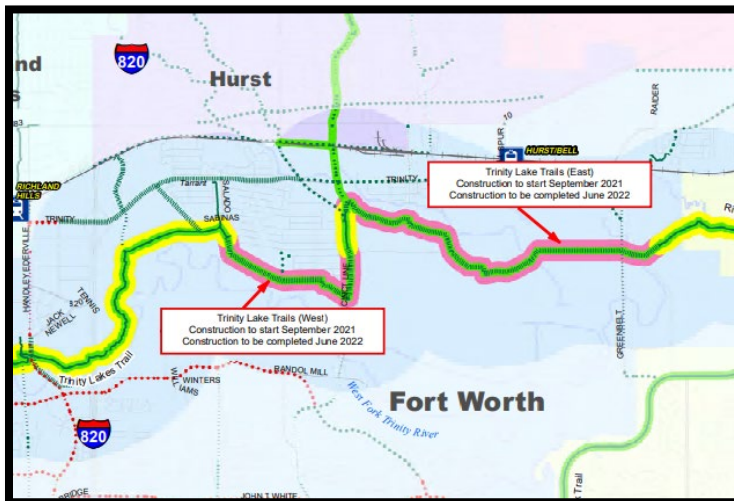
When we last reached out to the City of Fort Worth for updates, they noted the following:

- Trinity Lake Trails (West) expected construction completion Spring 2023
- Trinity Lakes Trail (East) construction completed June 2022

Obviously, June 2022 has passed and construction is not complete. We update the map generally about once a year by coordinating with the local governments. You are also welcome to contact the Program Manager for the project in advance of our yearly update. Here's the contact info:

Joel McElhany
Capital Program Manager
Joel.mcelhany@fortworthtexas.gov

Thanks.



Public Meeting and Forums

Facebook –

1. We're bringing you updates and information on a number of transportation projects we're working on at our September Public Meeting TODAY at noon! For more information, please visit www.nctcog.org/input – NCTCOG Transportation Department



Hello! I'd like to watch the meeting. I have followed the link and don't see anything happening yet. Any suggestions? Thanks. – Rebecca Murry

Thank you for reaching out. I believe the meeting started a few minutes past noon. I believe you received the information you needed to watch the meeting, but please feel free to contact us with any other questions in the future. – NCTCOG Transportation Department

Email –

1. Trish Donaghey (Commenting on September 2022 Public Meeting)

Please look into installing a traffic light at the intersection of FM 982 and FM 546 by Branch Fire Dept. in Collin Co., 6 miles south of Princeton.

With new developments going in, the eastbound lane turning south or north sometimes gets VERY long! In the long run, please look into widening the bridges across Lake Lavon also.

Response by NCTCOG Transportation staff:

Ms. Donaghey,

Thank you for commenting on the traffic you have encountered in the Princeton area. TxDOT has informed us that their Collin Co Area Office is gearing up to add turn lanes to both FM roads. They anticipate that those improvements will have a dramatic impact on the traffic flow.

We will forward your request that widening the bridges across Lake Lavon be considered.

Safety

Twitter –

1. #MondaySafetyTip: Be aware — put away your phone and remove earbuds, headphones or other listening devices. @TxDOT @NCTCOGtrans @WalkBikeSafeTX #WatchForWalkers – Texas A&M Transportation Institute (@TTITAMU)



2. TTI researchers have recently teamed up with @TxDOT to create a list of pedestrian safety tips to help keep you and your loved ones safe. Check out our page every Monday, Wednesday and Friday this month to learn how you can stay safe while walking. @NCTCOGtrans @WalkBikeSafeTX – Texas A&M Transportation Institute (@TTITAMU)



3. #FridaySafetyTip: Cross at an intersection or marked crosswalk. @TxDOT @NCTCOGtrans @WalkBikeSafeTX #WalkSmart #WalkSafe – Texas A&M Transportation Institute (@TTITAMU)



4. #PedestrianSafetyTip: Obey directions given by crossing signals. @TxDOT @NCTCOGtrans @WalkBikeSafeTX #WalkSmart #WalkSafe – Texas A&M Transportation Institute (@TTITAMU)



5. #FridayTip: Wear bright colored clothing or reflective material at night to be more visible. @TxDOT @NCTCOGtrans @WalkBikeSafeTX #WalkSmart #WalkSafe – Texas A&M Transportation Institute (@TTITAMU)



6. #MondayTip: Don't dart out in front of vehicles. Look left, right and then left again before crossing. @TxDOT @NCTCOGtrans @WalkBikeSafeTX #WalkSmart #WalkSafe – Texas A&M Transportation Institute (@TTITAMU)



7. #SafetyTip: Don't attempt to cross the street in front of a bus. Vehicles approaching from the bus's blind side might not see you. @TxDOT @NCTCOGtrans @WalkBikeSafeTX #WalkSmart #WalkSafe – Texas A&M Transportation Institute (@TTITAMU)

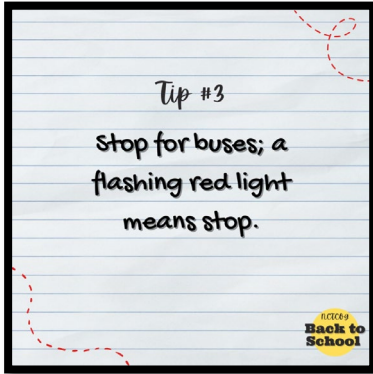


8. #FridayTip: Buses have blind spots and the driver might not see you. Make eye contact with the driver when possible, even if it's only in a mirror. @TxDOT @NCTCOGtrans @WalkBikeSafeTX #WalkSmart #WalkSafe – Texas A&M Transportation Institute (@TTITAMU)



Facebook–

1. School is back in session! Keep our kids safe by stopping for buses when their lights are flashing red. – NCTCOG Transportation Department



If people really need these tips they need to turn in their driver's license. – Phil Neil

Transit

Twitter –

1. What are your needs for public transportation? Let @NCTCOGtrans know by attending Thursday night's in-person meeting or submitting an online survey. More info: <https://publicinput.com/S4680> – Bike Denton (@bikedenton)

Note: This study is not from DCTA. The study is from the council of governments for the DFW region: NCTCOG. They are studying DCTA as well as DART, Trinity Metro, Arlington Via, etc. – Bike Denton (@bikedenton)

Is the survey page breaking for you, or is it just me? 😞 – Brandi Alycia McDow (@alycia_mcdow)

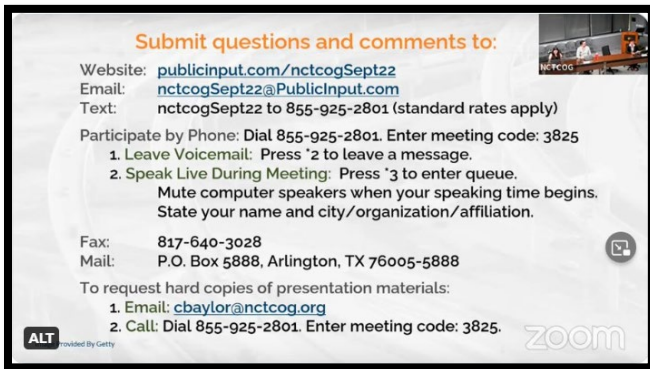
There wasn't a "submit" button, but I confirmed with survey staff that there isn't one. Is it working otherwise? – Suzi (@LocomotiveLib)

The page will load the survey and then break the survey so it disappears? But I'm assuming this is a personal issue of mine – Brandi Alycia McDow (@alycia_mcdow)

2. Hope to see you there! This study is focusing on areas not included in the existing transit authority service area. If you travel in Denton County, come out to learn about the study and share your transit needs. There's also a survey you can take on the project website – Rachel Jenkins, AICP (@raqueljenkins)



3. alright, imma make the first hour or two of the current @NCTCOGtrans meeting. These are the same folks who did the meeting at the Denton Transit Center a few days ago. – Denton Transit Posting (@dTXTransitPosts)



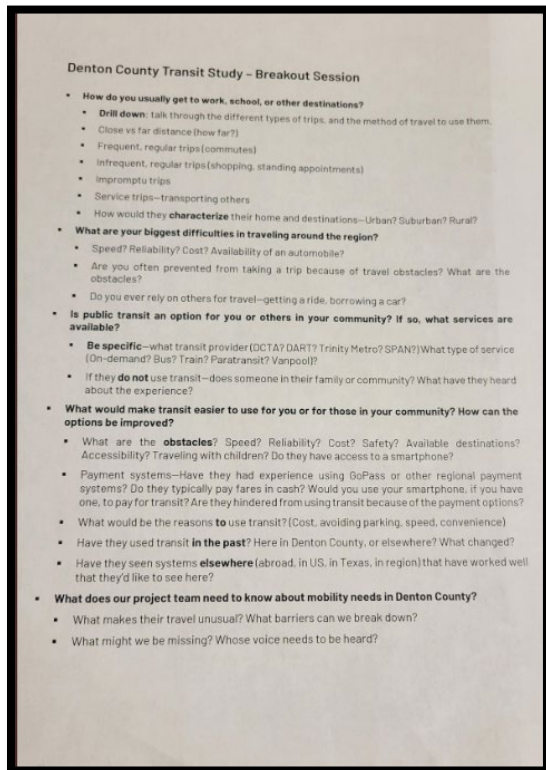
4. Decided to live-tweet this meeting bc why not lol – Pod-asster (@TallLeftist)



So apparently this meeting is about how things happen outside DCTA's boundary. An organization called @NCTCOGtrans is trying to hear feedback on how to bring people outside the county can get into the county. People are understandably irritated. – Pod-asster (@TallLeftist)

One gentleman in a wheelchair is making it clear that he's not happy with Go Zone. When he mentioned that he wants to get a driver "with an accent he can understand" a wave of agreement went around the move. – Pod-asster (@TallLeftist)

We're moving into the breakout sessions now. This is the agenda for these sessions. – Pod-asster (@TallLeftist)



The main leader of the event is struggling to get things on track and I feel for him lol. I don't envy his position. – Pod-asster (@TallLeftist)

Welp I thought we were gonna start but they're really struggling. One lady at the table I'm at said "why do they want to spread things out if they can't figure it out here?" which YES honestly lol – Pod-asster (@TallLeftist)

@NCTCOGtrans rep takes the stand with a firm but polite voice. The DCTA rep is relieved that she's taking the floor. – Pod-asster (@TallLeftist)

Alison Maguire is introducing herself as well, with one of her kiddos in her arm. She's inviting people to come to her with DCTA-specific issues. – Pod-asster (@TallLeftist)

Ok, breakout time. – Pod-asster (@TallLeftist)

Seems that since most people came here thinking this was a DCTA-specific meeting, these breakout sessions were doomed from the start. The table I'm at started with the first question and quickly detailed into person-specific gripes (still useful and cathartic lol) – Pod-asster (@TallLeftist)

From what I'm hearing, people are saying things that are really just common sense – Pod-asster (@TallLeftist)

I said my piece about what issues I ran into with my old job lol – Pod-asster (@TallLeftist)

One person asked a @NCTCOGtrans rep if they're required to ride public transit occasionally for their job. The rep said that his boss probably rides it a couple times a month but he says that he personally does not. In his defense, they're from Arlington which has no pub transit – Pod-asster (@TallLeftist)

Another dude in a suit, I think from @NCTCOGtrans, is answering one lady's question about why Go Zone doesn't go to the Airport Road area. His answer is the "van pool program," which let's a bunch of people rent a fucking van and use it like the Mystery Machine lmao – Pod-asster (@TallLeftist)

FWIW My thoughts on vanpools below

DCTA ran an on-demand service to airport road for about a year but abandoned it when - get this - the flight academy students failed to ride. It never was about getting people to work – Peggy Heinkel-Wolfe 🌻 (@phwolfw940)



Lol amazing. Seems like it really has been "try everything except expand the buses" for a while now, huh? – Pod-asster (@TallLeftist)

Things are about to wrap up I think. They're running a raffle for some gift cards, which would be nice to walk out with but I never win anything so we'll see.

~~manifesting~~ – Pod-asster (@TallLeftist)

We're finishing with going table by table and having summaries of what people said. The first person to speak is someone with a mohawk in a killer denim vest with cool patches. – Pod-asster (@TallLeftist)

Denim Vest is saying what his table was talking about but honestly I think they're covering literally every complaint and topic that anyone would have to say lol. Well done. – Pod-asster (@TallLeftist)

Ah, suit guy is the interim CEO for @RideDCTA. Wonder how many times he's taken a Go Zone. – Pod-asster (@TallLeftist)

I did not win 😞 – Pod-asster (@TallLeftist)

5. @NCTCOGtrans needs feedback for their Denton County transit study! The study is focused on areas not served by @RideDCTA, but anyone can provide input to help improve transit in Denton County <https://publicinput.com/S4680> – Alison Maguire - Denton City Council District 4 (@AlisonforDenton)

Email –

1. Brian Woods

I have Primary Progressive Multiple Sclerosis which is the fourth stage of Multiple Sclerosis. A sales representative from the medical supply store came to my house and evaluated me for a Quantum iLevel powerchair which recline, seat raise/lower, legs raise/lower, and tilt. My question is powerchair and Mobility Scooter laws I will be driving the powerchair on the sidewalk and indoors at home. I read on the internet that I can't be on the street unless 1. Crossing the street, 2. no sidewalks available in the area to use.. I sent email to the Fort Worth police department and heard nothing about this as well as the Texas Department of Transportation. The top speed is 4.5mph there are times when I have to go in the street when the van service use ramp at the back of the vehicle. Another question is how can we make the community aware of people who have a disability and use a powerchair/mobility scooter. The color I picked is Green Machine bright green for safety purposes so people will see me when I am outside. Sincerely, Brian Woods

Response by NCTCOG Transportation staff:

Thank you for your email. I am sorry you have not received responses from the other agencies you contacted, so I hope we can help point you in the right direction.

If you are not already using public transportation for your van service, you may qualify for Trinity Metro's ACCESS paratransit services. This service provides trained drivers who can assist passengers with boarding. Information is available online at ACCESS Paratransit - Trinity Metro. However, if you are already using Trinity Metro and are still having issues with boarding, please reach out to their ADA Compliance Officer to make a reasonable modification request or file a complaint.

- **Email:** compliance@ridetm.org
- **Phone:** 817-215-8700

It also sounds like there may be an issue with a lack of sidewalks. In that case, you may wish to report the issue to the City of Fort Worth's Transportation and Public Works Department or ADA Coordinator.

- **Public Works Department:** 817-392-1234
- **ADA Coordinator:** Alfred.Henderson@fortworthtexas.gov

These agencies should be well-equipped to address your questions about safely and legally navigating in your powerchair.

Other

Facebook –

1. Happy Hispanic Heritage Month! We want to thank the many in the Hispanic community who work every day to run and improve transportation across the country. Stay tuned throughout #HispanicHeritageMonth as we feature some notable Hispanic Americans who have had lasting impacts in the transportation industry. – NCTCOG Transportation Department



– Jere Tucker



August 22, 2022

Mr. Michael Morris
Director of Transportation
Transportation Department
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76011

Dear Mr. Morris,

On behalf of the City of Hutchins, I would like to express my appreciation for your support regarding the construction of the IH-45 turnarounds at the intersection of Palestine Street. The turnarounds have been completed and the improvement of the traffic flow by semi-tractor trailer trucks has been significantly enhanced. The intersection has become much safer for our residents to traverse. More importantly, the trucks no longer sit idle at the intersection which means cleaner air for our city and region.

Again, thanks for listening to our needs and taking action to ensure the safety of our residents and the reduction of carbon in the atmosphere.

Regards,

Mario Vasquez
Mayor
City of Hutchins, Texas

c: Honorable City Council Members
James Quin, City Administrator
Mike Eastland, Executive Director, NCTCOG

RECEIVED

AUG 25 2022

TRANSPORTATION

Cross Timbers Gazette

DART and DCTA approve joint rail operations facility

The Dallas Area Rapid Transit (DART) Board of Directors has approved an interlocal agreement with the Denton County Transportation Authority (DCTA) for a Joint Rail Operations Facility (JROF) for testing, operations and maintenance of the new Stadler Fast Light Intercity and Regional Train (FLIRT) commuter rail vehicles for the DART Silver Line regional rail project currently under construction.

Located in Lewisville, the joint facility will be an expansion of the DCTA A-train Operations and Maintenance Facility (OMF).

“The JROF partnership between DCTA and DART furthers the region’s goals of collaboration and partnership that leverage infrastructure investments to better support regional mobility across North Texas,” said Deanna Leggett, DART EVP of Growth/Regional Development.

“We supported DCTA in launching their A-train service over 10 years ago and they are returning the favor in supporting us in implementing Silver Line service. Our hope is that this partnership advances to include track upgrades that allows DCTA to connect in with our Silver Line service in Downtown Carrollton.”

Scheduled to begin construction in the first quarter of 2023, the facility will be funded by DART, with DCTA providing design, construction and project management services.

“The joint rail operations facility is an example of transit agencies working together to optimize use of public resources for enhanced efficiency across the region,” said Denton County Transportation Authority Interim CEO Paul Cristina. “Building relationships through projects like this enables the commuter railroads to move more people at lower cost. In short, increased connectivity means increased ridership.”

The 26-mile DART Silver Line project will traverse seven cities between DFW Airport, Grapevine, Coppel, Dallas, Carrollton, Addison, Richardson, and Plano. The primary purpose of the Silver Line is to provide passenger rail connections and service that will improve mobility, accessibility and system linkages to major employment, population, and activity centers in the northern part of the DART Service Area.

Weatherford Democrat

New NCTCOG program to help older adults get control of their finances

ARLINGTON — Rising prices affect all of us, but are particularly challenging for older adults on fixed incomes. Approximately one in 10 persons rely on Social Security only and received a 2022 cost of living increase that's well below the inflation rate.

The North Central Texas Area Agency on Aging has created a new program to benefit people age 60 and over who struggle to meet basic needs. The Financial Fitness for Older Adults program works with participants over the course of several weeks to develop a spending and saving plan, use health care wisely, avoid scams and unfair loans, and develop strategies for reducing expenses or increasing income. The program is free. While supplies last, those who complete the program will receive a \$150 Walmart gift card.

“We know people are struggling. We get a lot of calls from those who are having problems paying for rent, utilities, or medicine,” NCTAAA Benefits Counselor Monique Snipe said. “We connect people with emergency help when we can, but our goal with the Financial Fitness Program is to look at ways to get out of emergency mode. For example, there are special programs that can help pay Medicare premiums, deductibles, and copays, but a lot of people don't know they exist. We can help with the paperwork and put money back in the pockets of those who qualify.”

About NCTCOG: The North Central Texas Area Agency on Aging is a program of NCTCOG, a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions.

NCTGOG serves a 16-county region of North Central Texas, which is centered around the two urban areas of Dallas and Fort Worth, Texas. Currently, NCTCOG has more than 230 member governments, including counties, cities, school districts, and special districts.

Dallas Morning News

Residents now have an unlimited trips option for Arlington's Via Rideshare

A monthly rate of \$80 gets riders all the trips they want.

By Eric Zarate

Via Rideshare, Arlington's public transportation service, has added a ViaPass option: unlimited rides for \$80 a month.

More than 1.3 million trips have been logged since Via Rideshare launched in 2017.

The service is an on-demand transit option with flexible routes and schedules. Via's platform connects passengers to nearby pickup and drop-off locations, enabling riders headed in the same direction to share a single vehicle.

Users can book a ride with the smartphone application or by calling 817-784-7382. The service operates 6 a.m. to 9 p.m. Monday through Friday, and 9 a.m. to 9 p.m. Saturday.

There's also a \$25 weekly ViaPass, which allows up to four trips per day.

Not using a weekly or monthly ViaPass? Fares for individual trips are based on distance, with a minimum of \$3 per trip for rides up to 1.5 miles, and a maximum of \$5 per ride for trips more than 6 miles. Arlington trips to and from the CentrePort/DFW Airport station are a flat \$3 rate.

Also, in a pilot program funded by the North Central Texas Council of Governments, students at Tarrant County College Southeast Campus may be eligible for free Via Rideshare trips. Contact asktcc@tccd.edu for more information.

Fort Worth Star-Telegram

What does Fort Worth get in the \$85 billion roadwork plan Gov. Abbott just announced?

By Harriet Ramos

The Texas Department of Transportation's 10-year plan to improve roads across the state was adopted and will receive an unprecedented \$85 billion in funding, Gov. Greg Abbott announced Aug. 30.

An additional \$32 billion will be allocated for maintenance and project development.

"The state of Texas is working to ensure the transportation needs of our fast growing state are met and the safety of Texans on the roadways is protected," Abbott said in a press release.

Texas has roughly 683,533 road miles crisscrossing some 268,597 square miles. Couple that with the 22.4 million registered cars in the state, it's not hard to imagine the need for road improvements.

There are approximately 7,000 projects in the plan, known as the United Transportation Program. They are designed to improve roadway safety and ease congestion in high-traffic areas. Here are a few of the projects in the program:

- **I-20 from Park Springs Boulevard to SH 161** — This proposal will reconstruct I-20, adding one lane in each direction from Park Springs Boulevard to SH 161 in Arlington. This project would also add some frontage roads. This project is under schematic and environmental assessment. Estimated construction cost is \$434 million.
- **The expansion of SH 360 in Tarrant County** — This \$233-million project has received Proposition 1 funding from the Texas Transportation Commission. It will provide a fully directional interchange at I-30 and SH 360 and will include the reconstruction and widening of the Six Flags Drive bridge over I-30 from two lanes to five lanes (three southbound lanes and two northbound lanes). The project was awarded to Williams Brothers Construction Co., Inc. of Houston in November 2015. This project is estimated for completion in 2023.
- **Reconstruction of FM 3391** — This project will widen the road east of County Road 602 from two lanes to a four- to six-lane divided roadway with a raised curb center median. Estimated construction cost is \$41 million. Project is currently not funded.
- **US 377 relief route** — This three-mile stretch of road just west of the city of Cresson will feature a new four-lane highway beginning one mile south of the intersection of US 377 and SH 171 and ending one mile north of the same intersection. Work on this \$61 million project is estimated to be completed in Spring of 2023.
- **Construction of an interchange on FM 1810 at US 81/287** — This \$47 million project will eliminate the at-grade crossings on US 81/287 from FM 1810 to US 380. Project is currently not funded.

According to the Unified Transportation Program 2023, some of the projects slated for the Fort Worth area include a new or reconstructed interchange on Interstate 820 stretching from the Trinity Railway Express line north of Trinity Boulevard to State Highway 10 and a southeast connector, also on 820, from Ramey Avenue to Brentwood Stair Road.

There are also plans to widen Interstate 20 from Little Road to Park Springs Boulevard and widen Interstate 30 from Linkcrest Drive to Interstate 820.

The United Transportation Program is updated annually. According to the press release, many of the projects are from Texas' 100 Most Congested Roadways list.

Dallas Morning News

How 17 acres of wetlands could be transformed to protect Dallas from severe flooding

Public-private partnership touts plans for greenspace that would be used for flood prevention, education.

By Sriya Reedy

At the top of the South Side on Lamar building, 17 acres of wetlands can be seen just south of downtown Dallas. The area will soon become the Dallas Water Commons, a public greenspace with the main goal of flood prevention and filtration.

The multi-million dollar idea was born in 2013 out of the city-sponsored “Connected City Design Challenge,” and is now in the design and permitting phase. It’s a public-private partnership that includes the city of Dallas, the Dallas Wetlands Foundation and real estate developer Matthews Southwest. Groundbreaking is expected in 2024.

“We want this to be a place where residents can come to the center of the city to be close to nature, close to water and be in a beautiful place,” David Marquis, an environmental activist working on the project. “But it also functions to keep the neighborhoods like The Cedars and downtown safe from floods.”

So far, the project has received \$15 million in funding: \$7.5 from Dallas Park and Recreation through a 2017 city bond program, and a matching donation from the Dallas Wetlands Foundation.

Dallas Water Commons won’t just include water filtration and flood-prevention methods to mitigate Dallas’ risk from severe storms. It will also be a park with an educational element for residents to learn about urban water solutions.

“We often think about the urban environment, or built environment, as separate from nature — that these are two separate entities,” Dallas Water Commons director Melanie Ferguson said. “Dallas Water Commons is in itself a combo pack of the built environment, engineering, natural wetlands, as well as the constructed wetlands that we’re going to build to help enhance what nature does itself.”

Ferguson said those involved in Dallas Water Commons see it as a little sister to the John Bunker Sands Wetland Center in Seagoville.

Vicki Meeks is on the Dallas Water Commons board. She said the project’s educational component is especially important for the Black community because the [southern sector is often affected by flooding](#) and other water-related issues.

“That’s the part that actually excites me because part of the issue around why we don’t get involved in these kinds of projects is because we are not educated about them,” she said.



Dallas Water Commons officials say the project will be of particular benefit to the southern sector, which has been hit harder by flooding and other water-related issues than other parts of the city.(Shafkat Anowar / Staff Photographer)

Starting next year, the project plans to work with school districts to teach students about urban development.

“It’s only just recently that we’ve begun to have some real conversations around the importance of the southern sector,” Meeks said. “So I like the fact that this particular project is actually bridging the gap between the north and the south. It’s gonna mean that people from the north are gonna have to come south in order to engage in this project, and to bring more awareness to the richness that exists in the southern sector.”

Fort Worth Report

Trinity Metro aims to spend more than \$100 million on TEXRail expansion, bus stop improvements

By Sandra Sadek

With transit ridership steadily climbing back up, Trinity Metro is hoping to spend \$106.6 million to resume capital improvement projects paused during the COVID-19 pandemic.

The agency is using this opportunity to take on projects previously slowed down because of COVID-19, [Trinity Metro](#) Vice-President of Planning and Development Chad Edwards said.

“I wouldn’t say anything has really changed other than, obviously, there’s a higher awareness now of COVID and any kind of infectious diseases similar to that,” Edwards said. “As we do our planning and our engineering work, certainly at the front of our mind is, ‘All right, how do we address this going into the future?’”

Trinity Metro to spend over \$100 million in capital expenditures in 2023

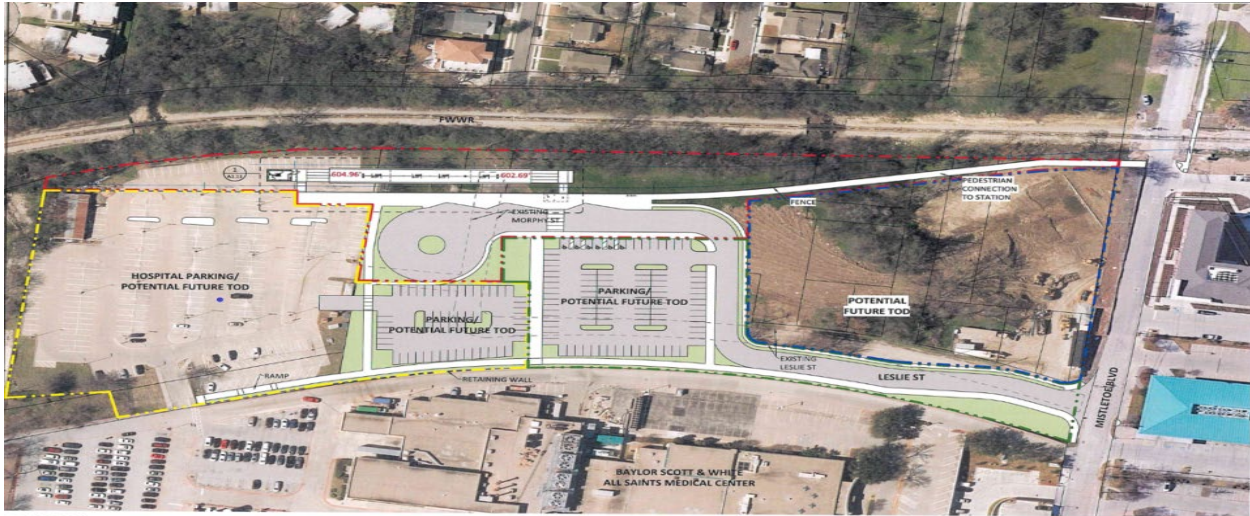
With over \$255 million in revenue expected this upcoming year, Trinity Metro will be picking back up some previously slowed down projects. Local and federal matching funds will also be supplementing some projects, including the TRE Trinity Lakes Station and TEXRail extension.

https://public.flourish.studio/visualisation/11133708/?utm_source=showcase&utm_campaign=visualisation/11133708

Among the major projects is the TEXRail expansion of the rail line to the Medical District. The final design for the station is expected to be completed in either late 2022 or early 2023. Project completion is set for late 2026.

According to Trinity Metro, this two-mile extension will cost \$167 million and will be funded with dollars from the city of Fort Worth, Trinity Metro and federal money.

The city of Fort Worth is committing \$7.1 million to Trinity Metro’s \$48 million. Federal funds will add \$111.9 million to complete the project.



A map showing the future layout of the Fort Worth Medical District TEXRail station. (Courtesy Trinity Metro)

[The North Central Texas Council of Governments](#) is one of the agencies working with Trinity Metro and the city of Fort Worth to address long-range transportation goals that meet local and regional needs.

“Finding a way to be able to increase choice for transportation for all users, regardless of income, regardless of their location is what is what’s critical in making sure that as we continue to grow, everybody needs to be able to have that easy and affordable access to choice for transportation,” said Jeff Neal, senior planning manager with the council of governments.

Trinity Metro also plans to complete a new TRE station, east of Loop 820 and north of Trinity Boulevard, called Trinity Lakes. The \$26.7 million price tag will include design, management, construction, testing and startup of the station. It is expected to be open and operational by October 2023.

“It’s a big deal. It’s also got a lot of development that’ll be going around it. So that’ll be a way to also have a pool of folks that have other options, right in their neighborhood, to be able to get downtown or to be able to get to other destinations in the Metroplex with transit,” said Kelly Porter, assistant director of transportation and public works for the city of Fort Worth.

The new station will be part of a larger project to bring a [transit-oriented development](#) – with retail and residential – to the northeast side of Fort Worth.

“Right now, we recognize TEXRail and TRE are really commuter lines. And so long term, we will have a conversation about enhancing frequency along those travel times, to make them more useful,” Porter said.

Trinity Metro has also requested funds from the city of Fort Worth’s Pay As You Go funds to support eventual upgrades to the nearly 1,700 bus stops across the city. This project will cost \$7 million over a span of three years and will [add benches and shelters](#).

The city will be contributing \$1.7 million out of its PAYGO funds for transit initiatives, which includes Trinity Metro’s request. Edwards said the agency has not yet determined which stops will be upgraded first. That will be decided based on frequency, location and equity.

“We continually review our system and review customer feedback and try to address those comments when we can. So it’s not a one-time effort for us. It’s a continual improvement process for us,” Edwards said.

Fort Worth Report

Under pilot program, Tarrant County will explore transition to electric vehicles

By Haley Samsel

Tarrant County is taking the first step toward electrifying its vehicle fleet after county commissioners unanimously approved the creation of a working group and pilot program Aug. 30.

The [new policy](#) sets Tarrant County up for future grant funding to develop electrification infrastructure, especially when it comes to building more charging stations, said Susan Young, who started as the county's mobility coordinator earlier this year.

"With electric vehicle fleet adoption, fleet managers will no longer need to budget for oil changes, transmission fluid flushes, or other engine fluid replacements," Young wrote in a report to commissioners. "When all the factors are calculated, the total cost of operation provides a potential for long-term savings for Tarrant County."

The county will soon purchase five different electric vehicles as part of a pilot program to test out the potential cost savings of each type, Young said. The project began during the COVID-19 pandemic, and a staff working group focused on electrification has already started meeting.

"The working group is going to be looking at what policies the county needs to have in place when we purchase these vehicles," Young told the Report. "We will purchase vehicles from county funds, and then we will make sure that we have policies in place for operations tracking and management."

Young and the working group will also develop a plan to make charging stations more available to the public and the county's workforce, with a focus on "equitable access to reduce environmental impacts on underserved communities," according to the Aug. 30 resolution.

Eventually, the working group will determine the most appropriate approach to transition the county's fleet to electric if warranted, per the new policy.

Commissioners Devan Allen and Roy Charles Brooks championed the policy as part of their roles as co-chairs of the [North Texas Electric Transportation Compact](#), which launched in February. The group, which last met Aug. 31, brings together vehicle fleet managers from government agencies, corporations and other institutions to discuss regional trends and learn best practices for transitioning to electric.

The compact helped both Dallas and Tarrant County staff develop resolutions to move forward with electrification, said Brandy O'Quinn, the compact's program manager. Dallas County commissioners approved [a similar resolution](#) in June.

"This is a step in the right direction," O'Quinn said. "It took two of our commissioners in Tarrant County to really be passionate about this and want to move the needle. When Susan joined, she had a lot of knowledge about how to advance policy, so she hit the ground running. It was great because everything aligned beautifully to make this happen."

County staff will report back to the commissioner's court at an undetermined date with its initial findings. At the request of Commissioner Gary Fickes, the working group will also support potential mechanisms to ensure electric vehicle owners contribute to road construction and maintenance.

Texas legislators are exploring a potential tax for electric vehicle owners to replace gasoline tax revenue, which funds road maintenance across the state. Fickes, who spoke out about the need for electric vehicle fees in February, said the issue will have to be addressed at the state level, not county.

Weatherford Democrat

GUEST EDITORIAL: As Texas grows, so does transportation system

By J. Bruce Bugg, Jr.

To say that Texas continues to boom is an understatement. Between 2010 and 2020, Texas added nearly 4 million people--roughly the entire population of Oklahoma. Even during the pandemic, people still kept coming to our state, and there are no signs of slowing down. Our current population of 29 million is projected to grow to 47 million by 2050, a 62% increase.

This rapid growth brings people, businesses, jobs, and economic prosperity to our state, but with these opportunities it also brings challenges. More people and businesses mean more goods and services, and thus more demand on the transportation infrastructure that connects us all to each other. But I'm proud to say that these are challenges TxDOT and the Texas Transportation Commission have been meeting head on with great persistence.

After Governor Greg Abbott was inaugurated in 2015, he made improving transportation throughout Texas a major priority. At our most recent meeting, the Texas Transportation Commission approved an unprecedented level of projected funding for the development and construction of more than 7,000 transportation projects, amounting to a \$117 billion investment in transportation statewide, including the approval of the \$85 billion, 10-year construction plan with the adoption of the 2023 Unified Transportation Program (UTP). These projects are dedicated to improving safety, addressing congestion and connectivity, and preserving roadways for Texas drivers.

This planned investment will have a tremendous and positive impact on the economy of Texas. According to the Texas A&M Transportation Institute, the \$8.5 billion of average annual investment programmed in the UTP over the next 10 years is expected to yield an estimated \$15.5 billion per year in economic benefits, amounting to \$155 billion over the next ten years.

These benefits are a result of increased labor income and business output, and the addition of 58,500 direct and indirect jobs. Governor Abbott directed me as Chairman of TxDOT to "turn dirt" and Texans have shown that they overwhelmingly support "turning dirt" for new and better highways, roads, and bridges.

Texas voters passed legislation aimed at increasing road funding (Proposition 1 by 80% in 2014 and Proposition 7 by 83% in 2015) that now pays for about 40% of Texas' total transportation work. The people of Texas voted, we listened, and we have been building the transportation system throughout Texas!

Because 67% of Texans live in five major metro areas — Austin, Dallas, Fort Worth, Houston, and San Antonio — in 2015, TxDOT focused on the Top 100 most congested roads in these Texas cities as part of our new Texas Clear Lanes program. Since 2015, this congestion relief program now has \$61.3 billion of non-tolled projects that are completed, under construction or planned. And rural Texas — home to 10% of our population, but 47% of the Texas land mass — has not been neglected. Rural transportation funding has increased from \$2.2 billion in 2014 to \$14 billion today, a historic increase of more than 500%.

The more than 12,500 women and men of TxDOT work tirelessly to build and maintain our more than 197,000 lane miles and more than 54,000 bridges in Texas, the most miles and bridges of any state in the U.S.

My mantra, since becoming Chairman of the Texas Transportation Commission in September 2017, is “execute, execute, execute” and Texans can know that Governor Abbott and Texas transportation leaders have kept their eye on the ball. While global pandemic and supply chain issues created uncertainty worldwide, our transportation system has been and continues to be something we can all count on — today and in the future for our great state of Texas!

J. Bruce Bugg, Jr. is the chairman of the Texas Transportation Commission, which oversees the activities of the Texas Department of Transportation.

Fort Worth Star-Telegram

Here's what we know about the type of Navy training jet that crashed in Lake Worth

By Haley Samsel

The aircraft that crashed in a Lake Worth neighborhood on Sept. 19, 2021 — a Navy T-45C Goshawk jet trainer built by Boeing — was assigned to the Naval Air Station in Kingsville, about 42 miles southwest of Corpus Christi.

An instructor pilot and a student aviator were conducting a routine training flight originating from Corpus Christi International Airport, according to a Navy statement. The Chief of Naval Air Training is based at Naval Air Station Corpus Christi.

Navy and Marine Corps pilots, along with naval flight officers, fly the T-45C during the intermediate and advanced portions of their pilot training programs for jet carrier aviation and tactical strike missions, according to a description from the Chief of Naval Air Training. In addition, naval flight officers use the plane during the advanced tactical maneuvering stage of their training.

The single-engine jet, used by pilots before they begin training on the aircraft they will fly for the Navy, is built for two: an instructor and a student pilot. Lt. Michelle Tucker, public affairs officer for the Chief of Naval Air Training, said the T-45C is used every day at two training wings in the U.S., including in Kingsville, Texas.

Tucker said the Navy does maintain data about training incidents, but could not immediately provide more information about the frequency of training accidents in T-45C jets. In May 2021, two training jets collided in mid-air over Ricardo, Texas, about nine miles south of Kingsville. Both sets of student pilots and flight instructors survived the accident, with one pilot sustaining minor injuries, according to a Navy statement.

Two months before, in March, the Navy reported a single-plane incident where a student pilot and instructor ejected from their T-45C before the jet crashed three miles from a landing field in Orange Grove, Texas. The two occupants suffered minor injuries, and local emergency services extinguished a small brush fire, according to a Navy press release. Both the Orange Grove and the Ricardo incidents are under investigation by the Navy.

The Naval Safety Center leads those investigations and was dispatched to Lake Worth to provide on-site support, Tucker said.

"They'll just try to figure out what happened and why and hopefully prevent this from happening in the future," Tucker said by phone shortly after the crash.

According to the U.S. Naval Institute's online news source, the most recent fatal T-45 incident took place near Tellico Plains, Tennessee, in October 2017. A Navy investigation found that aggressive behaviors, including "thrill-seeking maneuvers at low altitudes," caused the crash that killed Patrick Ruth and Wallace Burch.

At the time, the military did not recommend any punitive actions due to leadership changes at the training wing in Meridian, Mississippi, according to USNI News. Instead, the Navy investigation report said a number of corrective actions were taken, including efforts to ensure

that all instructors were following the syllabus and checking in-flight data to see if unsafe behavior was taking place in the air.

The T-45C made its first flight in October 1997, according to a history of the aircraft on Boeing's website. The T-45C replaced the T-2C Buckeye trainer and the TA-4J trainer with an integrated training system that includes the aircraft, operational flight simulators, classroom learning and more, according to a Navy description.

The plane is based off a jet trainer created by the United Kingdom's Royal Air Force in 1974, which inspired Boeing's predecessor company, McDonnell Douglas, to develop the T-45A Goshawk in 1978.

Boeing ended up building 221 training jets for the Navy and delivered the final T-45 in November 2009. In August 2010, the company celebrated the one millionth flight hour of the T-45 Goshawk at the U.S. Navy's Cecil Field in Jacksonville.

<https://www.documentcloud.org/documents/22367198-lake-worth-crash-investigation-summary>

North Texas Daily

Public transportation meeting addresses road safety, drive electric week

By Jillian Nachtigal

The North Central Texas Council of Governments held a Transportation Department public meeting on Monday to discuss a roadway safety plan, funding and future projects in the Dallas-Fort Worth region.

NCTCOG has been putting together a road safety plan for the last year. The plan will provide a framework for identifying, analyzing and prioritizing roadway safety improvements on local roads, said Senior Transportation Planner Kevin Kroll. The team looked at the causes of fatal injuries, and the most prominent causes they found were speeding, distracted driving and impaired driving.

“We broke down the data to try to determine what was causing these crashes,” Kroll said. “We looked at demographics, we mapped out crash locations, looked at roadway characteristics, and several other aspects to try to determine why these are happening and how we can prevent them.”

Other areas of concern included bicyclist and pedestrian safety, intersection safety and roadway and lane departures. Kroll said the next steps will be prioritizing safety projects, programs and policies. Their overall goal is to eliminate fatal crashes by 2050.

Senior Air Quality Planner Soria Adibi spoke about [National Drive Electric Week](#), which will take place from Sept. 23 to Oct. 2. The goal is to provide education about electric vehicles and facilitate hands-on experiences through displays or ride and drives, Adibi said.

Dallas’ main event will take place Oct. 2 at City Hall, where Denton County Transportation Authority will bring one of their electric buses and discuss job opportunities in hiring drivers for those buses. More information on the week’s events can be found at driveelectricdfw.org.

The last speaker at the meeting was Transportation Planner I Margarita Zollo, who discussed public transportation funding.

“There are, of course, many different types of transportation in our region, and we’re all familiar with the major roadways running through the area as well as the major freight lines and airports,” Zollo said. “Pedestrians and cyclists are also a very important part of transportation in our region, and we view public transportation as an essential part of the comprehensive transportation system.”

For the fiscal year 2022, 64 percent of funds will go towards DART, with 20 percent for Trinity Metro, 6 percent for DCTA and 10 percent for all others.

At the end of the meeting, an audience member asked if DCTA is receiving NCTCOG funding for the [GoZone](#) program.

“I believe the GoZone funding would be separate from our traditional federal transit funding,” Transportation Planner III Cody Derrick said in response to the question. “The funding for DCTA would just be for the regional vanpool program, and that’s all that’s being proposed currently.”

Dallas Morning News

West Oak Cliff plan needs amending

Neighborhoods deserve self-determination

By Yolanda Alameda

The West Oak Cliff Area Plan (WOCAP), a zoning framework for historic and beautiful neighborhoods in the western part of our city, has been touted as a neighborhood-driven plan initiated by District 1 Dallas City Council member Chad West to address neighborhood concerns ranging from multifamily zoning to fast-food drive throughs. But it could be better, and my organization is working to make it so.

Set to go before the City Plan Commission on Thursday, the plan has high ideals and an expressed community vision that “celebrates its peoples, its history and its culture,” and envisions a safe and stable community, one that preserves single-family homes, historic buildings and “a sustainable neighborhood that supports local, minority, women and immigrant-owned local businesses,” among other things. As a member of the task force that created WOCAP, I know that we worked to make thoughtful recommendations.

There are positive recommendations like additional green spaces, better sidewalks and improved streets, and some that are neighborhood-driven and that already have received hearings.

However, the plan also has non-neighborhood-driven recommendations for South Edgefield and adjacent areas that are not consistent with the interests of a majority of residents.

The plan calls for up-zoning to add middle income housing, while the neighborhood wants to limit increased density to accessory dwelling units only. In addition, neighbors want to determine how best to protect homes and the character and scale of this neighborhood through an appropriate, inclusive, bilingual and resident-centered authorized hearing initiated by the city.

That’s where equity comes in. Because the plan area includes many underrepresented neighborhoods, it has been met with much criticism for not providing equitable access to the process, information or participation. As a result, the West Oak Cliff Coalition/Coalición de West Oak Cliff, an ad-hoc community-led group, was formed to advocate for neighborhood self-determination in the face of development, gentrification and displacement in the west Oak Cliff area, which is over 80% Latino with a median annual income of less than \$50,000.

Equity in land use planning means giving priority to traditionally excluded populations and placing them at the center of the planning process in their communities. The city’s recently-adopted Racial Equity Plan states that Dallas should “address longstanding inequities by ensuring zoning is inclusive of historically disadvantaged communities to encourage sustainability.” Even WOCAP identifies that “different approaches may be needed in different areas for various conditions.” However, throughout the WOCAP process the coalition, which has grown to include Somos Tejas, RAYO planning, neighbors and supporters, has had to fight for equity and accountability.

We spoke out about the formation of a task force that included developers but left many neighborhoods unrepresented. Our efforts resulted in more diverse representation on the task force. That’s how I became a member.

We pushed back on a public process that initially did not have a plan to provide bilingual information or meetings in a community that is over 80% Latino. At our constant urging, the city offered more bilingual information and meetings.

When we became aware that increasing walkability really meant that auto-centric businesses, primarily Latino, were being targeted with language that would make them nonconforming, we did something the city didn't: We engaged the auto shop owners, who in turn formed the Automotive Association of Oak Cliff/Asociación Automotriz de Oak Cliff. Through our combined advocacy and with support from the Comprehensive Land Use Plan Committee, that language was eliminated from the entire WOCAP.

We believe that these are all issues of equity and that an area plan cannot take a cookie-cutter approach to neighborhoods. Those neighborhoods have a culture, a history and a story; and they have a right to neighborhood self-determination, not a one-size-fits-all plan.

So, at Thursday's meeting of the City Plan Commission, we will be back to advocate for South Edgefield. We see the adoption of the plan with an amendment to support South Edgefield as a win for all neighborhoods. With this amended language, all neighborhoods can move forward with the plan that reflects each neighborhood's own vision for its future.

Fort Worth Star-Telegram

Rail carriers celebrate labor deal as a win, but union workers want to see fine print

By Jess Hardin

The nation's freight rail carriers and 12 unions representing their workers reached a tentative deal Thursday that averted a strike that would have caused economically disastrous supply shortages. Now the deal goes to workers for a vote, including those at Fort Worth-based carrier BNSF.

President Joe Biden announced the breakthrough in negotiations less than 24 hours before a potential strike. The deal — for now — averts the catastrophic shutdown of interstate commerce that could have cost \$2 billion a day.

The White House had put pressure on both sides to resolve the conflict while urgently cobbling together contingency plans. Ahead of a deadline Friday at 12:01 a.m.

Eastern, rail carriers had already started an embargo on hazardous materials in case of a strike. Amtrak had announced a suspension of all long-distance trains starting Thursday.

Biden hailed the agreement as “a victory for railway companies who will be able to retain and recruit more workers for an industry that will continue to be part of the backbone of the American economy for decades to come.”

The deal combines better pay and improvements to working conditions and health care costs, the White House said. Later during remarks in the Rose Garden, Biden noted the deal avoided “significant damage that any shutdown would have brought.”

BOTH PARTIES REACT

Celebration may be premature, as rank-and-file rail employees have indicated dissatisfaction with the terms of the agreement.

“We still have to vote on it, but I can tell you I and a lot of others don't like it,” a Kansas City-based freight conductor told the Star-Telegram. “We want our insurance left alone and we want the carrier to negotiate a reasonable attendance policy so we can have a better quality of life.”

The conductor, who is a member of the SMART Transportation Division union, spoke on a condition he not be named.

As of 3 p.m. Thursday, union members had not yet seen the full agreement.

“The devil is in the details,” said Jordan Boone, who is an Illinois-based SMART-TD union official and BNSF conductor. “We trust our leadership to understand our needs and we anxiously await to see it in writing.”

Carriers, meanwhile, are praising the economic benefits of the resolution.

“We're just happy that we were able to come to an agreement with our employees and get back to what we do best,” said Zak Andersen, vice president of corporate relations for BNSF. Avoiding a national strike of railroad workers spared the Dallas-Fort Worth region from

significant supply chain disruptions, Andersen said, as the company's Alliance facility is critical to the regional and national supply chain.

WHAT'S IN THE DEAL

As late as Wednesday, rail carriers and unions had not reached an agreement that addressed scheduling and attendance policies for workers.

Presidents of the SMART-TD and the Brotherhood of Locomotive Engineers and Trainmen issued a joint statement Thursday morning about the contents of the deal.

The agreement calls a cumulative wage increase of 24% over five years, including an immediate 14% raise. That's what the board established by President Biden recommended in its August report. The deal also freezes members' monthly health care contributions.

In response to workers' concerns about job conditions, the agreement creates voluntary assigned days off and one additional paid day off. "For the first time ever," the statement read, members will have the ability to take time away from work for routine and preventive medical appointments. Hospitalizations and surgical procedures will also be exempt from attendance policies.

WHAT COMES NEXT

In the coming weeks, workers will vote on the deal. While there remains a chance of a strike, rejection of the agreement is unlikely, said Joseph McCartin, a labor historian and professor of history at Georgetown University.

The political context is important. With just two months until midterm elections, Biden – the self-proclaimed most pro-union president in history – needs the support of unions, McCartin said.

Conversely, in dealing too big a blow to Biden, organized labor could hurt itself. At this point, it's up to union leaders to communicate to members: "If we go to war any further, we're weakening a person whose help we're going to need in other ways," McCartin said. "Biden has to trust that those leaders know what they can and can't get through with their members.

And the union leaders in turn have to know what Biden can and can't do in this situation." Biden perhaps has learned from history, McCartin said. In the Railroad Strike of 1946 that followed World War II, President Harry Truman also stepped in and invoked the Railway Labor Act.

When the strike began, Truman addressed Congress and threatened to draft the strikers if they didn't return to work. In the following election, "Truman and his party got creamed," McCartin said. "There are a lot of moving pieces," he noted. "But it just seems to me that looking at the dynamics of what happened, this is probably going to hold up."

Fort Worth Report

City Manager David Cooke's flight to Aspen with Ed, Sasha Bass raises concerns over potential conflict of interest

By Emily Wolf

City Manager David Cooke and his spouse flew to Aspen, Colorado, with Ed and Sasha Bass over Labor Day weekend in the Bass' private jet, raising concerns about a relationship detractors say is too close for Fort Worth's top administrator and a billionaire couple who control a large swath of downtown.

Reyne Telles, city spokesperson, confirmed the trip last week to the Fort Worth Report and said Cooke had taken a personal day off. It isn't uncommon for city managers to build relationships with business leaders, Telles said.

In an interview last week, Cooke acknowledged the optics of the situation.

"I'm aware that those perceptions (of bias) are out there," Cooke said. "So I've got to work even harder when there's decisions regarding downtown, or Sundance ... That might mean, you know, bringing other people in on the decision. So it doesn't look like I'm the single decision-maker."

City employees are not allowed to accept or solicit "any benefit from any person, group or business entity that might reasonably tend to influence the officer, employee or advisory board member in the discharge of his or her official duties," according to the city's [standards of conduct](#).

What does a city manager do?

In Fort Worth, the city manager is the top administrative position, appointed by the City Council to lead the city's departments, budgets and employees. <https://youtu.be/Z0kA92emqB8>

"The city manager is sort of an unusual position in the sense that it's not an elected official," Matthew Wilson, an associate political science professor at Southern Methodist University, said.

"This is someone hired by the city to perform a managerial function. So we might therefore ask, if we're going to restrict the city manager from doing something like this, what other employees would be prohibited from accepting gifts or debits from people in the private sector?"

City employees are required to fill out a [conflict of interest disclosure form](#) if they have a business or family relationship with a vendor that works with the city. They must explain the relationship and list gifts received from the vendor, if they add up to more than \$100 over a 12-month period, per [Texas law](#). It is unclear whether Cooke's relationship with the Bass couple would require disclosure; the Report has submitted a public records request for employee disclosure forms, including the city manager's.

The definition of a gift is up for debate, Wilson said. Texas law does not provide a specific definition of what constitutes a gift, other than specifying that food accepted as a guest does not count.

“What counts as a gift is one question, and who counts as a public official is the other question,” Wilson said. “Does public official mean every government employee, or does that mean only elected officials? I don’t know what the answer is.”

No formal complaints have been filed with the ethics review commission, a city board whose members [are chosen at random](#) from other boards when needed, Telles said. The ethics commission would meet only if a complaint is submitted to the city attorney’s office or if the City Council or city manager makes a specific request.

When asked whether she directed the city attorney to conduct a legal review of the trip, Mayor Mattie Parker said any discussions between herself and the city attorney regarding the trip are protected by attorney-client privilege. She did not respond to a follow-up request for comment on the trip after the city spokesperson confirmed it happened.

Cooke said the perception of a conflict is flawed.

“It assumes that everybody at City Hall is making decisions based on friendships and not the policies,” Cooke said. “There’s not a policy you’re going to find that says, ‘Hey, give better deals to the people that you hang out with.’”

SMU’s Wilson said the critical question is whether there is any credible allegation that the city manager made a decision or awarded public benefit as a result of having been treated well by private sector businesspeople; friendships with wealthy individuals on its own is not a problem.

Cooke said he adheres to the [International City/County Management Association](#)’s code of ethics, which says in any instance where there is either a conflict of interest or appearance of a conflict, city officials should disclose the relationship to their city.

“Some of this is all about perception because we are friends,” Cooke said. “So, we socialize together. And so it’s incumbent on me then on the decision-making part of the city to make sure that stuff is done aboveboard.”

An article written by Martha Perego, ethics director of the association, urged officials to [err on the side of caution](#) so as not to damage public trust or perception.

“They have to be cautious about their personal relationships kind of intersecting with work and official duties because they can create the appearance of a conflict of interest or call into question future business relationships or future decisions that the city might make with regard to the individuals,” Perego told the Report.

Council members Chris Nettles, Jared Williams and Alan Blaylock said they did not know about the trip before the Report contacted them and declined to give further comment. Council members Leonard Firestone, Gyna Bivens, Michael Crain, Elizabeth Beck and Carlos Flores did not respond to requests for comment.

Dispute between city contractor, Sundance Square leads to discussion of city manager recusal

Ed and Sasha Bass own Sundance Square, 37 blocks of retail and restaurant space in downtown Fort Worth. They took over [full control of the area in 2019](#), after decades of the Bass family operating it in conjunction with one another. The area has long been considered an

entertainment hub, but a rash of store closures since 2020 has garnered [concern over the Bass couple's management](#).

A dispute between the nonprofit Downtown Fort Worth Inc. and Sundance Square management over plant maintenance resulted in the [city of Fort Worth stepping in](#) to ask the two entities to come to a mutual agreement. An informal agreement to let Sundance Square maintain plants around its property fell apart after management refused to fill planter beds after the winter storm, despite requests from Downtown Fort Worth Inc.

The nonprofit is responsible for maintaining plants within the downtown [public improvement district](#) through a contract with the city; it has argued Sundance management is not letting Downtown Fort Worth Inc. do its job.

Robert Sturns, economic development director for the city, wrote a July 29 letter to both parties asking them to agree on a formal, written contract moving forward. Cooke was among the parties CC'd in the letter. As city manager, he has final say on disputes around the operation of a public improvement district.

Cooke said there were discussions within City Hall about recusing himself if the dispute landed on his desk, but they did not come to a conclusion because Sturns instead recommended the parties handle it without city intervention.

"Yeah, frankly, I didn't talk to Robert (Sturns) at all about how he was going to go about making that decision," he said. "After I read it, I did support it, and I think it's the right thing. I think both sides took it. We'll see if that works. I'm not sure. But they're going to try to make it work." Almost all community leaders contacted by the Report did not want to comment publicly on Cooke's trip, privately citing the risk to their own business interests. Marie Holliday, who has owned businesses in Sundance Square for more than 30 years, said "it's almost as if city officials are creating sides" when they should be unifying the community.

Holliday, who now runs a dentist's office and [Flowers to Go](#) in downtown, said much of the criticism around Cooke's relationship with Ed and Sasha Bass comes down to a perceived information gap. As relationships between some long-term tenants of Sundance Square and management have deteriorated in the past two years, those tenants have been left wondering about the extent of the friendship between Cooke and the Bass couple.

"There seems to be a lack of transparency, which affects the integrity of the relationship," Holliday said.

Cooke said he would talk to those concerned about his relationship with Ed and Sasha Bass, but no one had reached out to talk except the Report.

Ed Bass previously largely funded a [public-private partnership](#) with the city to construct Dickies Arena; the city paid \$225 million, while Bass and several other private donors contributed at least \$315 million.

He is a frequent political donor in Fort Worth, where he, along with brothers Sid and Lee, donate to the [Good Government Fund](#) political action committee. The PAC has previously [donated](#) to Parker's 2021 mayoral campaign, and another Bass-funded PAC, [the PSEL](#), contributed to former Mayor Betsy Price [in several campaigns](#).

Bryan Eppstein, spokesman for the Besses, did not respond to requests for comment.

Separate incident last year prompts outcry

This isn't the first time the close relationship between Cooke and the Bass couple has drawn scrutiny. In November 2021, [Hotel Dryce](#) owner Jonathan Morris posted a [tweet thread](#) outlining an incident he said happened when Cooke, two assistant city managers, and Ed and Sasha Bass came into the bar.

The thread accused the party of flouting bar rules, such as barring pets, and repeatedly referring to themselves as guests of the city manager to excuse their behavior to the bartender working that night. Cooke has denied Morris' and the bartender's characterization, and said he was the last in the party to arrive at the bar. During that time, he did not see any of the behavior described, he said.

"My version of that thing was nothing like what he was telling or other people are saying," Cooke said. After reaching out to Morris via text to discuss the situation further, Cooke said they have not spoken since.

Despite his denial, the incident prompted calls for investigations — and potentially his resignation — from the public. Records obtained by the Report show several residents emailed Mayor Parker requesting Cooke apologize publicly; others emailed to throw their support behind dismissing Cooke entirely.

One email, from a visitor who came to Fort Worth for an event at [Dickies Arena](#), said her favorite part of coming into town was seeing Hotel Dryce, which she called "a wonderful add to the city's lineup of places to entertain or be entertained."

She was dismayed, she continued, to see Morris' tweet, and recommended Parker make Cooke apologize and remind Cooke of the decorum required of public officials.

Cooke has been Fort Worth's city manager [since 2014](#), following a national search to replace then-City Manager Tom Higgins. Cooke was previously a county manager in North Carolina and a finalist in the Dallas city manager search earlier in 2014.

In 2021, Cooke made a little over \$375,000, including incentive payments, according to payroll records obtained by the Report through a public records request. In 2020, he made about \$362,000, and in 2019, he made around \$353,000.

Holliday said she first became concerned with Cooke's friendship with the Bass couple after Morris' tweets. Her concern grew as she saw development in Sundance Square that she felt wasn't going through the process required of other developers.

"I think that if we saw more consistent collaboration, as opposed to divisiveness amongst the city and the Bass', and those who maintain properties for the city, that would be an indication that the association was really on the up and up, as opposed to dividing us," Holliday said.

More rural Texas transportation updates are needed, report says

By Ali Linan

AUSTIN — Texas rural communities face several transportation challenges that could impact economic growth in the state, according to a report released Wednesday by TRIP, a transportation research nonprofit.

The report found that even as Texas continues to make significant improvements in its rural transportation system, the state's growing population, increased energy and agricultural production and additional economic activities place a greater need on expanded and improved transportation in the state's rural communities.

"Growing economic activity in urban and rural communities, if not accommodated with improved and expanded transportation facilities, particularly a network of modern highways, can result in a lack of adequate connectivity within rural areas and between rural and urban communities, which can impede a region's potential for economic growth," the report said.

An estimated 1,100 people are moving to Texas every day, according to most recent reports. Additionally, 3.5 billion tons of freight, valued at \$3.3 trillion dollars, are shipped to and from sites in Texas each year, most of which is carried by trucks. By 2050, freight movement in Texas is expected to increase by 40% by weight.

This, experts say, is placing an overwhelming burden on transportation systems statewide not only in traffic but in the wear-and-tear of roadways. This is particularly concerning in rural parts of the state where there is often a single highway between areas and many of those highways only offer single-lane roads.

Improving rural connectivity will not only help with those issues but allow for critical items such as food, fuel and supplies to reach growing populations, the report said.

"It is imperative that we not only maintain our transportation infrastructure but continue to invest in new projects and improvements as we lead the nation in both our population growth and economic activity," said Drew Campbell, chairman of Transportation Advocates of Texas, in a statement.

An increase in traffic also brings greater safety concerns, the report pointed out. About half of Texas' fatal roadway accidents occur in rural Texas, which makes up about 15% of the state's population.

The Texas Department of Transportation has already identified four key rural corridors for expansion to four-lane divided highways, adding that doing so is critical to meeting the state's need for safe and reliable rural connectivity. Those connectivity's include US 59 from Laredo to Houston, US 87/US 83 from the New Mexico border to Interstate 10, US 281 from Interstate 20 to San Antonio, and US 69/US 175 from Dallas to Beaumont, totaling 1,182 miles of roadway, the report said.

TxDOT has since completed capacity expansions on 662 miles, has expansion underway on 32 miles, and has funding for expansion to an additional 114 miles. But the capacity expansions for

the remaining 374 miles remain unfunded with TxDOT estimating that it will need \$4.2 billion to complete the backlog.

The federal Infrastructure Bill passed last year will provide Texas with about \$1 billion a year over the next five years. Additionally, the Texas Transportation Commission adopted its Unified Transportation Program in August, which dedicates \$14 billion for road, highway and bridge improvements in state's rural districts, including \$6.9 billion for rural connectivity, over the next 10 years.

Even so, addressing the state's rural transportation challenges will require additional funding, the report said, particularly as inflation is adding unexpected costs. According to TxDOT's July 2022 Highway Cost Index Report, the cost of highway construction increased by 27% from July 2021 to July 2022.

The report said providing a rural transportation network that supports further economic growth and maintains quality of life will require Texas to continue to invest in a rural transportation system that is safe and reliable.

"It's not just where you live, but everyone in the state of Texas benefits from investments in rural Texas," New said.

"It shows that there's a very strong need for more shoulders, wider roads and ultimately divided four lane roads because that's the safest way to move products and people from one place to the other," Texas Transportation Commissioner Alvin New said.

Dallas Morning News

Neighbors are still reeling over flooding on this street; Dallas says it isn't responsible

Residents say something was blocking drainage but the city points to historic rainfall as the culprit

By Andrew Little

Bulk trash and bent fences are reminders of the extreme flooding that deluged Alcalde Street in late August. Inside the Old East Dallas homes, other signs of the damage include removed portions of walls, buckling floorboards and missing furniture.

Residents continue to clean and replace what they can and have been considering legal action against the city for the damage.

While Dallas experienced up to 15 inches of rainfall during the once-in-a-thousand-year event on Aug. 22, Alcalde Street residents saw the flood rise as high as 52 inches in some places, as measured by water lines left on homes.

"It doesn't do any good to cry. We just try to keep things positive," said Delores Lopez, whose family lost most of their belongings, including two vehicles, appliances and furniture to water damage.

Residents say something was blocking water drainage the night the waters rose, making the flood more severe. But the city says it has found no evidence of any obstructions being responsible for the severity of the flooding.

Many say when the water was at its highest on Monday morning, it abruptly started receding. One resident reported seeing a truck drive toward a nearby construction site just before then, which several believe was sent to remove something left in place for construction that was blocking water drainage.

"Something was closed, but then when it was opened the water went fast," said Gloria Alvarez, a longtime resident of the street.

City spokesperson Jennifer Brown said a drainage inspection by Dallas Water Utilities and a review of stormwater protection in the area found that no obstructions were responsible for the severity of the flooding. The current drainage system would have overflowed with water, causing the flood, she said.

Lopez said she still wants more clarification from the city about the role contractors of nearby construction sites play in maintaining drainage in the area. "We just want answers," she said.

Lopez's mother, whose family members had to push her in a wheelchair through water that rose nearly to her neck to escape the flooding, fell ill in recent weeks and had to be hospitalized. They say the sickness was stress-related and that she is still recovering.

For some living on the street, history seems to be repeating itself. Not only is the area prone to flooding, residents have previously sued the government over flood damage as well.

Residents have sued Dallas Area Rapid Transit for contributing to flood damages. DART built a parking garage one block away from Alcalde in the late 1980s, something residents said dammed their street, trapping rainwater there.

Several plaintiffs [won](#) a case against DART in 2010, including the family of Gloria Alvarez, who has lived on the block for more than 30 years and said she has seen her fair share of flooding. The garage has since been converted into an open structure that allows for a freer flow of water.

“I’ve been through this before, so it’s the same,” said Alvarez. “Nothing’s changed.”

This time around, however, it’s unclear whether a case is worth pursuing.

Residents gathered at Alvarez’s house recently with attorney Antonio Olvera to consider their options, but left the meeting disheartened. The potential award for winning a case against the city - \$6,000 per resident, they were told - didn’t strike them as adequate.

“We can’t beat the city,” said Lopez. “And most people here live paycheck to paycheck. It’s hard for us, for them and everyone here.”

Olvera couldn’t be reached for comment after several attempts to reach him. James Albert Jennings, another attorney the residents have been consulting with, declined to comment on the potential case, saying it was too early for him to speak on it.

With the historic rainfall that deluged the city that night, it’s unclear whether any level of flooding could have been prevented. The area has a history of flooding, something the city hopes the construction of the Mill Creek Drainage Tunnel nearby will help alleviate, said city spokesperson Jennifer Brown.

Additionally, the stormwater could have drained quickly on its own, said Brown. “Rain gauges in the area show that the storm intensity slowed significantly around 3 a.m. the morning of August 22nd,” she said, which is around the same time that residents say the water drained.

One possible obstruction that residents point to is stormwater protection that was placed along curb drainage inlets just north of the Alcalde block. The protections are used near construction sites - in this case, the drainage tunnel site - to prevent dirt and debris from entering the city’s waterways.

Protections are prone to clogging when it rains if they have not been maintained, said Kyle Sheets, president and CEO of Texas Erosion Supply.

“It would certainly add to the problem, for sure,” he said.

A previous statement from the city said the contractor for the site removed the protections during the rainfall event, but Brown more recently said they were “removed or washed away.”

“The presence of inlet protection devices would not have affected the amount of flooding experienced in the Alcalde area,” she added.

Dallas Water Utilities conducted inspections of the internal drainage system near Alcalde Street as well but “no blockages or infrastructure failures were observed,” said Brown.

The city points to the construction of the Mill Creek Drainage Tunnel as the solution for residents in the area. The five-mile tunnel will be completed in 2025 and protect more than 2,200 properties.

In the meantime, residents are getting by with whatever short-term help they can find. City councilmember Jesse Moreno has visited the area several times since the flood to help clean and provide food, supplies and air mattresses.

“Everyone’s still struggling,” said Lopez. “I’m not saying they have to have 100 percent support, but somebody has to respond.”

Dallas Business Journal

North Texas Tollway Authority announces new lane construction for tollway in Frisco

By DBJ staff

The North Texas Tollway Authority announced a fourth lane will be added to the Dallas North Tollway in Frisco, according to a news release. The new lane will go in each of direction of the DNT between Sam Rayburn Tollway and US 380 in Frisco.

The project will also include ramp and intersection improvements. Construction is slated to be completed in 2025.

“These DNT improvements show NTTA’s commitment to meeting the mobility demands of a rapidly-expanding North Texas,” Elizabeth Mow, NTTA assistant executive director of infrastructure, said in the release.

The speed limits between El Dorado Parkway and PGA Parkway will be reduced from 70 to 60 mph during construction. Recently, a fourth lane in both directions was added to the Sam Rayburn Tollway.

NBC DFW

Fort Worth Plans 'Mobility Study' For Busy Stockyards

Visitors love the historic area but complain about too much traffic and lack of parking

By Scott Gordon

Fort Worth is studying ways to increase “mobility” in the increasingly popular Stockyards.

The city's goal: Make it easier and safer for visitors to get around.

People love to visit the Stockyards to get a taste of the history. But it's getting so popular, some visitors are complaining about the constant congestion.

"I grant that it's a fun attraction," said Nalani Hall from Wichita Falls. "I love shopping, the food's great and I love dancing. But there's just a lot of traffic."

Corben Watson of White Settlement agreed.

"It's hectic," Watson said. "You have to drive around buildings back and forth just to find little parking spaces and alleyways just to find any little parking space."

What can be done about it?

The city will soon start a “mobility” study, counting the number of cars traveling around the Stockyards, compiling the data, and asking for ideas from just about everyone.

"There's been so much growth in the Stockyards, we really need to optimize what we have there for vehicular and pedestrian safety," said interim Transportation and Public Works director Lauren Prieur.

It would be hard to enlarge the streets because there's just no room.

The options include making more streets one-way, adding parking, and even making a street like Exchange Avenue pedestrian-only, at least during certain times like weekends.

"You have to look for parking and sometimes they block away the parking so you can't get into it," said Jose Rodriguez of Plano. "To have a designated area or to shuttle people in would be great."

One thing is certain: The Stockyards is growing -- with new hotels and restaurants attracting even more visitors. With the mobility study, this popular place with so much history is confronting a challenging future.

"I don't think it's ever going to go away with how popular and busy it gets, especially on weekends, [there are] just way too many people," Watson said.

The study will start in October and is set to end in May 2023.

<https://www.nbcdfw.com/news/local/fort-worth-plans-mobility-study-for-busy-stockyards/3076853/>

Fort Worth Star-Telegram

Light rail? New bus routes? Fort Worth explores transit options for East Lancaster

By Harrison Mantas

Fort Worth plans to redevelop East Lancaster Avenue to improve public transportation and economic opportunity.

While the Texas Department of Transportation will take the lead on redeveloping the state highway, the city will recommend what kind of transit it would like to see, assistant transportation and public works director Kelly Porter told the City Council on Tuesday.

Options include rapid transit buses or light rail, however, the city will work with Trinity Metro and get public feedback to assess the best options.

The city wants to make the area more pedestrian friendly while encouraging the development shops, bars and restaurants. In addition to transit, the city is looking to add what Porter called “smart city features,” including public WiFi and smart traffic lights that adjust to traffic and can detect pedestrians in crosswalks.

Porter said his department will make a recommendation on the preferred transit plan for the City Council’s approval by summer 2023. Once the city settles on its preferred mode of transit, TxDOT can start the engineering process before beginning construction in 2026.

The funding for the road construction will be a combination of federal, state and local dollars, said TPW spokesperson Jeffery Allen.

The city also plans to conduct a series of meetings to hear from residents and business owners on the planned improvements. This will guide updates to zoning and future economic development similar to the code developed for the Hemphill corridor.

Mayor Mattie Parker pressed Porter on what could be done to speed up the timeline, noting that many residents are hoping for more to be done along East Lancaster before 2026.

Porter said a lot will depend on what gets dug up, such as old bricks or unused sewage pipe.

“The area is so old, we’re going to find something,” Porter said. Once the city determines what kinds of transit options it would like to see, the project can move along a lot faster, Porter said.

Dallas Morning News

Passengers less satisfied with DFW Airport, Dallas Love Field as traffic returns

Dallas Love Field trailed only two airports in its category, while DFW Airport fell to eighth best among the 'mega' air hubs in J.D. Power's annual customer satisfaction rankings.

By Kyle Arnold

[DFW International Airport](#) and [Dallas Love Field](#) are still among the best airports in North America in [J.D. Power's 2022 customer satisfaction rankings](#), but passengers gave both worse scores in a year that's seen the nation's travel system struggle with reliability, inflation and short staffing.

In the poll covering U.S. and Canadian airports, DFW Airport was ranked by consumers as the eighth best "mega" airport, one spot lower than it was a year ago, even though scores for nearly all airports fell.

Dallas Love Field was rated third best in the "large" airport, just behind Tampa International and John Wayne Airport in Southern California.

Just two years ago, before pandemic problems upended the nation's air travel infrastructure, [Dallas Love Field ranked as the nation's best large airport and DFW was sixth in the "mega" category.](#)

DFW and Love Field still rank above average for their categories.

Minneapolis-St. Paul, San Francisco and Detroit were dubbed the three best in the category covering the largest U.S. airports. DFW placed one spot behind Atlanta's Hartsfield-Jackson International Airport and just ahead of Miami and Charlotte.

J.D. Power managing director Mike Taylor said it makes sense that scores dropped because there are more people in airports than there were in 2020 and 2021. Flights delays and cancellations were a source of irritation for travelers during several key weekends this year, as an influx of passengers filled planes.

"Some of the other factors that are making the scores go probably farther down than they should is a labor shortage and just having lack of amenities, and not having as many restaurants and retail shops," Taylor said.

DFW and Love Field serve very different purposes that give them an edge in their respective categories. DFW is the nation's second-largest airport with more destinations than any in the country, mostly because American Airlines' major hub is there.

Love Field is the headquarters to Dallas-based Southwest Airlines. Southwest counts Love Field as one of its five to eight busiest airports, but the airport is also limited in size. That size limit is a blessing and curse to passengers, who don't have as many options but also don't fight with as big of crowds.

DFW has been [one of the fastest recovering airports in the industry as American Airlines](#) has funneled more connecting traffic through its Texas hub and relied less on point-to-point flying. The [airport surpassed pre-pandemic passenger levels for May](#), June and July while most airports are still down 10% to 15%.

Both DFW and Love Field have had issues with labor shortages, including business owners cutting restaurant hours even after raising wages to attract more workers. And the airports experienced occasional parking congestion. That's because leisure passengers are more likely to drive to the airport than business travelers, who are more likely to use ride-sharing or take a taxi, Taylor said.

[DFW and Love Field also raised parking rates](#) in the last year.

"It's a terrible thing if you're not pre-planning," Taylor said. "You get to the lot, you go to enter and it's full and now you're panicking."

Connecting airports don't do as well in customer service rankings because passengers are rushed getting to planes, usually rely more on fast-food and are more likely to be faced with cancellations and delays when adding stops, Taylor said.

Fort Worth Star-Telegram

‘Fort Worth is like Estonia.’ What Cowtown can learn from Europe’s digital powerhouse

By Jess Hardin

When Hillwood Chairman Ross Perot Jr. told a crowd at Alliance Airport “Fort Worth is like Estonia,” his comparison wasn’t immediately obvious.

What does the former Soviet republic one-fifteenth the size of Texas have in common with Cowtown? Both places are looking forward.

The seemingly unlikely bedfellows cemented their relationship Thursday with the announcement that Fort Worth will be home to the North American headquarters of Clevon, an Estonian startup that manufactures self-driving delivery vehicles. The event attracted Estonian dignitaries including President Alar Karis.

Its product Clevon 1 provides last-mile delivery services, meaning it carries items on the final leg of the delivery journey to customers’ homes. The vehicle is already being tested in Europe.

The company is the latest addition to the AllianceTexas Mobility Innovation Zone, a burgeoning hub for autonomous truck technology.

Eventually, the company plans to manufacture its products in Fort Worth. With Estonia’s far-reaching technological advances and Fort Worth’s rapid growth and ravenous market, the match makes sense.

SELF-DRIVING VEHICLE HUB

In just a few years, residents of Fort Worth’s dense urbanized communities could start receiving their groceries and takeout orders from a colorful little truck, known as Clevon 1.

At five feet tall, eight feet long and nearly four feet wide, Clevon 1 looks like a cartoonish miniature freight truck.

It runs on electricity and can travel up to 31 mph. Some versions of the prototype feature a flatbed. Others carry what looks like an Amazon locker where customers can enter a code to retrieve their delivery.

The company is getting state and federal approval to operate its vehicles on public roads.

It’s also in talks with potential partners. “We selected to place our headquarters here in Texas, because of the great business environment, as we have managed to create great partnerships that are essential to scale and commercialize autonomous vehicle technologies,” said Clevon CEO Sander Sebastian Agur.

Clevon isn’t the only company that’s identified Fort Worth as an ideal location for innovation and growth. The Alliance Mobility Zone is also home to driverless truck company TuSimple, which is backed by UPS.

FORT WORTH AND ESTONIA

When Ross Perot Jr. flew to Estonia this summer, he expected his visit to be like prior travels to other eastern European countries.

The first indicator of Estonia's advancement was the quality of its airport runways, he said.

And that was just the beginning. "It's one of the great technology countries of the world," Perot said. In 2002, the country launched a national ID system, where all Estonians receive a physical card that allows them to pay taxes, vote and access health care records.

Almost all Estonian governmental services — like voting and taxes — are available online.

"We need to go to Estonia and copy what they're doing in Fort Worth," said Perot.

The first step to emulating the country's digital successes is to see them firsthand, Karis told the Star-Telegram. "We need to bring people from different countries to Estonia," Karis said. "Come to Estonia and you'll understand what's going on."

ESTONIA'S NEIGHBOR

On the presenter platform at Alliance Airport, three flags stood behind the podium: the American flag, the Estonian flag and the Texas flag.

A fourth flag could be seen on the lapels of many in the Estonian delegation: yellow and blue for Ukraine. For people living in a country that borders Russia, the specter of war hangs over everything — even events halfway across the world celebrating technological advances.

Estonia has admitted more than 50,000 Ukrainian refugees, mostly women and children, and is providing schooling to Ukrainian children, Karis said.

When asked about the geopolitical moment, Karis simply said, "He's mad," in reference to Russian President Vladimir Putin.

In his address, Perot congratulated Estonia on its 30 years of freedom from the Soviet Union and connected the country's independence to its entrepreneurial spirit.

"When you deal with people that lived under Russia and under communism, when they have their freedom, they are determined not to go back," said Perot.

Despite the nearness of the conflict, Karis is confident in his country's security. Thanks to the umbrella afforded by NATO and the country's own military forces, Karis said, Estonia's independence — and freedom to innovate — remains intact.

Dallas Morning News

While U.S. gasoline prices end a 98-day decline, here in Texas, the slide continues

Gas prices in Texas have dropped for the third straight month.

By Isabella Volmert

After falling for nearly 98 days straight to the relief of many Americans, the national average price for gasoline ticked up on Wednesday to break the streak. But in Texas, pump prices continue to drop.

While the [national average](#) price of regular gasoline rose slightly Wednesday by seven-tenths of a cent from the previous day to \$3.68 per gallon to break the streak, according to AAA data, the average price in Texas continued to fall on Wednesday and Thursday, to \$3.15 per gallon.

Gasoline prices are directly affected by the price of crude oil, which is being driven up by geopolitical risks including recession worries and fallout from Russia's war on Ukraine, experts say. Still, gas prices in some parts of the country, mainly the West Coast, continue to rise, even as states such as Texas continue to see decreasing prices.

"The problem is right now is, the West Coast is very, very tight on gasoline. The rest of the country's okay," said Tom Kloza, global head of energy analysis at Oil Price Information Service.

He predicts unprecedented differences in gasoline prices between the West Coast states like California and low-gas-price states like Texas in the future, as much as a \$3 margin. Kloza said the summer's decline in prices was due to lower costs in crude oil, lower refinery price margins and lower retailer price margins.

By another metric however, the "national average and state average are going down week to week," even if the day-to-day is volatile, said Daniel Armbruster, Texas AAA spokesperson. "There can be a little fluctuation day to day given the uncertainty in Russia and hurricane season."

Prices in Texas have decreased three consecutive months now, according to a [AAA Gas Prices](#) press release. Dallas drivers are paying slightly more at the pump than the Texas average, at \$3.19 per gallon, down six cents from the week before.

While the 98-day drop broke on Wednesday, the average national price is still two cents less than this time last week. Still, the national average is 49 cents higher per gallon than at this same time last year.

The long streak of national prices in decline followed a period of record-breaking prices that peaked in mid June when the average price per gallon hit \$5.

What can Texans expect this fall?

Normally, consumers see a 10- to 20-cent drop in prices during the fall months as retailers switch to cheaper winter blends of gasoline, Armbruster said, adding the large majority of retailers in Texas have switched already.

However, the price of crude oil is volatile. [Vladimir Putin announced](#) escalated tactics in Russia's war against Ukraine Wednesday, which could drive global oil prices up from the current \$83 per barrel, said Jim Krane, an expert in energy geopolitics at Rice University's Baker Institute for Public Policy.

At the same time, a slowing economy and potential recession accompanied by decreased demand could prompt oil prices to drop. On Wednesday, the [Federal Reserve hiked interest rates](#) again by three quarters of a point to ease inflation.

"Economic growth and income in general is directly linked to oil demand," Krane said. "When you see economic growth forecasts faltering, the oil price follows pretty quickly behind."

Community Impact Newspaper

Denton County Transportation Authority board names new CEO

By Samantha Douty

The Denton County Transportation Authority Board of Directors appointed Paul Cristina as its new president and CEO.

The appointment comes after a nearly six-month search after former CEO Raymond Suarez resigned in March. During that search, Cristina served as interim CEO.

The board shortlisted and interviewed five candidates with three finalists, according to a DCTA news release. The board selected Cristina based on his “demonstrated aptitude in leading the agency as interim CEO.”

“The DCTA board appreciates Paul’s collaborative communication and leadership style, and he has gained the trust and confidence of the board over the last six months,” said Cesar Molina, chair of the DCTA Board of Directors, in the release. “We believe that his experience and vision will enable our agency to realize its tremendous potential to deliver value to the residents of Denton County and our region.”

Before joining DCTA as the deputy CEO, Cristina served as director of public private partnerships at BNSF Railway Co., according to the release.

“Paul has taken the past few months to drive the organization forward, not simply be a caretaker, in his interim role,” said TJ Gilmore, vice chair of the DCTA Board of Directors and Lewisville mayor, in the release. “He has demonstrated leadership, teambuilding, and the ability to build board consensus. He has a strong vision for building accountability and efficiency within the agency which maximizes the opportunities for transit for Denton County residents.”

Cristina earned his bachelor’s degree in civil engineering from the United States Air Force Academy and a Master of Business Administration from Florida State University. He is a registered professional engineer in Texas and resides in Flower Mound with his wife and their three children.

Dallas Morning News

Fatal I-35W crash: Did TxDOT ignore previous federal safety recommendations?

Pileup has eerie similarities to deadly prison bus accident 7 years ago

By Dallas Morning News Editorial

Who could forget the [videos](#) of the horrific chain-reaction accident on ice-covered Interstate 35W in February 2021?

Four men and two women were killed and at least 65 injured when more than 130 cars, trucks and semis crashed into each other, unable to control their vehicles on the slick, two-lane North Tarrant Express in Fort Worth. The resulting pileup of mangled metal spanned more than three football fields.

But could it have all been prevented?

Did the Texas Department of Transportation fail to follow anti-icing highway safety recommendations previously issued by federal investigators stemming from a deadly 2015 prison bus crash in West Texas?

We're concerned that may be the case. Further, our look into the investigation of this heartbreaking event justifies further scrutiny of the complicated partnership between TxDOT and foreign companies to build, maintain and receive fees from toll-generating express lanes.

We should note up front that TxDOT did not answer our questions about the case. And a spokesman for NTE Mobility Partners Segments 3, a public-private consortium headed by the giant Spanish firm Cintra, denied any wrongdoing in connection with the accident.

But the National Transportation Safety Board is investigating whether the concerns we raise here are justified.

Within just three months of launching its probe, the NTSB released a preliminary report on its factual findings, and said it was focusing on "road treatment strategies used to address the freezing conditions."

The report noted that two days before the 6 a.m., Feb. 11, 2021, accident, NTE Mobility pre-treated the express lanes with a brine solution. At about 2 a.m. a weather station three miles away reported freezing rain, and an ice-related crash was reported about five miles away just an hour later. NTE Mobility displayed a digital message on the southbound lanes of the North Tarrant Express advising caution because "icy conditions exist," the NTSB said. There was no further treatment of the roads.

Among the six people who were killed, two were struck after they exited their cars. Witnesses reported hearing screams and cries for help from drivers and passengers pinned in their vehicles. First responders struggled for hours to rescue victims, some of them injuring themselves on the icy pavement doing so.

The NTSB said it could not answer our questions about its inquiry. But its chief of highway investigations told us, through a spokesperson, that "you might be interested" in the agency's investigation of one of the worst traffic accidents in Texas history.

In January 2015, a prison bus traveling along an icy Interstate 20 outside Odessa flew off an embankment and into a Union Pacific freight train below traveling underneath the overpass. Ten people died, including 8 handcuffed inmates and two correctional officers. Five others were injured.

The NTSB's final report in May 2016 included a safety recommendation to TxDOT that the agency "revise your policies" to be in line with National Cooperative Highway Research Program guidelines "to include spot treatment of interstate highway bridge decks, use of abrasives, and proper application rates for liquid anti-icing chemicals to account for long cycle times."

The NTSB said at the time it was "vitaly interested in these recommendations because they are designed to prevent accidents and save lives."

TxDot did not respond to our questions. But it eventually reported to the NTSB in April 2020 that it had included the guidelines in its training program, agency records show. The NTSB found that response acceptable and officially closed its investigation.

NTE Mobility's corporate affairs director Robert Hinkle said, "We review and revise our processes for treating our roadways on an ongoing basis." Officials there "continually provide updated training for our technicians," and "have always taken the safety of our roadways very seriously." It remains unclear if NTE Mobility, which is responsible for maintaining the North Tarrant Express, was aware of the NTSB's previous recommendations to TxDOT.

Asked about the relationship between the partners who make up the consortium, Hinkle directed us to the TxDOT website. It says that it is led by Austin-based Cintra US, the American arm of Cintra, which is a subsidiary of Madrid-based Ferrovial. That global "powerhouse" owns and manages major infrastructure assets, including London's Heathrow Airport, the website says.

That concerns Beaumont lawyer J. Keith Hyde, who is representing the family of Aaron Watson, one of those killed in the I-35 crash, in a lawsuit against TxDOT, NTE Mobility and numerous other defendants.

Hyde told us he's still waiting to take depositions, but his early investigation has raised questions about the profits earned by the consortium from the toll roads. He's concerned the consortium is more interested in collecting money generated by the roads than properly maintaining them.

Hyde said his suit is focused "on the total lack of treatment of the road" in advance of the forecast icy weather. The toll lanes, restricted on both sides by concrete barriers, should have been shut down, particularly after the earlier accident was reported, he said.

The Watson family's lawsuit is one of ten already filed across the state, and many more are expected. So far, the cases have been consolidated in a multidistrict litigation pre-trial court in Tarrant County to handle proceedings common to the cases. This means a full discovery of the facts surrounding this terrible event is likely years away.

In the meantime, we eagerly anticipate the NTSB's final report. Will it show that the roads traveled by those unsuspecting, early morning commuters were improperly anti-iced? Should they have been re-treated or shut down altogether? That's what NTE Mobility this past winter did when ice once again hit the area.

These are the questions that trouble us and should trouble all road travelers until we have the answers.

NBC DFW

New DART Software Helps Spot Potential Safety Issues

By Lili Zheng

DART has launched a pilot program using high-tech equipment that aims to enhance rider safety, transit officials say.

The “Real-Time Transit Infrastructure & Rolling Stock Condition Assessment” Program in collaboration between DART and AerialOne, was funded through a \$184,000 grant from the Federal Transit Administration. The program uses drones, laser imaging, and photogrammetry.

Nadine Lee, President and CEO of DART, said the software is about to spot potential safety issues before it becomes a problem.

“For us, that’s the most important thing, because we got to keep our trains up and running all the time. We can’t be down at any time,” Lee said. “We can see down to the millimeter what the differences are from day to day.”

On Saturday, DART demonstrated the equipment at its Central Rail Operating Facility in Dallas.

Veronica Vanterpool, Deputy Administration of the Federal Transit Administration at the U.S. Department of Transportation, said the grant was an investment in the future of transit.

“This is new technology for the system. This is fresh and hot off the market. It’s wonderful to see it in the transit space,” Vanterpool said. “This is cutting edge for transit. We were glad to be able to make this sort of investment and innovation. What DART is doing is actually a model for what could do with regards to transit technology.”

Gordon Shattles, Director of DART External Relations, said the pilot program is beginning at a time ridership demand is increasing. Though demand is not as high as it was pre-pandemic, Shattles said they serve upwards of 130,000 riders daily on average.

“The timing couldn’t be better. We’re definitely seeing that slow increase of riders with people returning to work. People get tired of working from home sometimes. They want to be back in the office,” Shattles said. “We want to ensure the rail is safe. We want to make sure it’s secure. We want to make sure our riders have a pleasant experience as they return back to the office.”

Right now, Shattles said the frequency of the equipment’s usage is still being determined.

<https://www.nbcdfw.com/news/local/new-dart-software-helps-spot-potential-safety-issues/3080520/>

Daily News

TTS adds weight to connected freight

Traffic Technology Services (TTS), along with prime contractor Kimley-Horn Associates, has begun the deployment of a five-year North Central Texas Council of Governments (NCTCOG) freight optimisation services project.

By Kiel Ova

“This will be one of the first projects in the United States to provide cellular-based connected vehicle technologies to freight operators. These technologies render immediate benefits by enabling heavy vehicles to move smoothly along key corridors,” says NCTCOG project manager Thomas Bamonte. The project entails two ITS concepts for freight operators: environmental connected vehicle applications and freight signal priority.

First, TTS will equip freight operators with mobile applications that utilise its technology to provide a green light optimised speed advisory (GLOSA) and avoid stopping at signalised intersections. These applications are driven by the TTS prediction of traffic signal operations and geo-referencing API. Also known as the Personal Signal Assistant platform, it allows for immediate application development or integration into existing systems.

Secondly, Kimley-Horn Associates will implement its Traction platform to receive information from the TTS technology and send freight priority calls to local intersections.

An earlier study with Transport Canada, the City of Ottawa, and Carleton University also proved TTS freight technology effective.

“The Ottawa freight study revealed immediate fuel savings for the fleet, with some operators saving up to 14% with GLOSA,” says Kiel Ova, TTS head of government affairs and partnerships. TTS currently has over 1,300 signalised intersections deployed across the Dallas-Fort Worth region, and additional agencies committed to supporting the NCTCOG project. Visit the booth to learn more about TTS technologies and the NCTCOG and Ottawa freight projects.

Dallas Business Journal

Dallas city staff reports they were not ready for August flooding

By Sydney Persing

Dallas city staff admitted in a new [report](#) the city was not fully prepared for the record rainfall and devastating floods on [August 22](#).

In a presentation to the city council Wednesday, Director of Emergency Management [Rocky Vaz](#) listed several areas where he says the city was underprepared:

- Dallas Fire-Rescue did not establish a unified command during the storm.
- Dallas police didn't have the barricades they needed to close off roads and had to use their squad cars as blockades instead
- The [311 Call Center](#) was minimally staffed.
- No city program exists to directly help affected residents after a disaster. Direct financial assistance has been the primary request from residents, Vaz said.

Vaz also reported several things he believes the city did well:

- DFR and DPD responded quickly to water-related calls.
- The Emergency ops center got up and running quickly, and so did a multi-agency resource center.
- And while it was short-staffed, the 311 Center successfully triaged and prioritized its calls.

City staff prepared this report to identify corrective actions to respond if and when this happens again. The report notes that staff will schedule additional DFR field training, develop a program that *does* provide that direct financial assistance, better coordinate barricade requests, and prepare 311 to identify the need for additional staff in the case of an emergency.

Dallas and the state of Texas did not qualify for federal funds per a disaster declaration. But, through the [U.S. Small Business Administration](#), you can apply to see if you're eligible for a low-interest loan to help repair damage to your home or business.

You can apply [online](#), or if you need assistance, you can go to the Balch Springs Recreation Department at [4372 Shepherd Lane](#) or the Samuell-Grand Recreation Center at [6200 East Grand Ave](#). Both are open from 9 a.m. to 6 p.m, Monday through Friday.

Dallas Morning News

Texas is No. 1 for weather-related power outages

The frequency of weather-related power outages is increasing, says a new report by a climate change nonprofit.

By Sarah Bahari

Texas leads the country for the number of weather-related power outages over the past two decades, says a new report by a climate change nonprofit.

From 2000 to 2021, the U.S. had 1,542 major weather-related power outages.

With 180 outages, Texas beat out other states with smaller land mass and higher population density. Michigan came in second with 132, and California third with 129. North Carolina and Pennsylvania followed with 97 and 82, respectively.

Climate Central analyzed major power outages, during which at least 50,000 customers lost power. It used data reported by utility companies to the federal government.

The [study](#) found high winds, rain and thunderstorms caused about 58% of major outages. Winter storms, including snow, ice and freezing rain, caused 22%.

About 15% were caused by hurricanes and tropical storms, and 5% by extreme heat and wildfires.

Most notably, Texas was battered by a winter storm in February 2021, causing a near-total collapse of the state's power grid. Some 4.5 million homes and businesses lost power. Hundreds of people [died](#) as a result of cold temperatures and outages, and the storm caused [billions](#) of dollars in infrastructure damage.

A [storm Sunday](#) in North Texas knocked out power to more than 9,600 customers. Roughly 1,000 were still without power late Monday afternoon, according to [Oncor's website](#).

The frequency of weather-related power outages increased 78% over the past decade compared to the previous one, the report says.

To prevent more catastrophic outages, Climate Central urged investments in renewable energies while also modernizing aging electrical infrastructure and providing incentives to customers to cut back on peak usage times.

Homeless Camps Frustrate Neighbors Near New S.M. Wright Boulevard

By Ken Kalthoff

Dallas neighbors fear homeless camps and crime compromise the new S.M. Wright Boulevard that is replacing an old freeway being demolished.

The first phase of work to complete a bypass to S.M. Wright to eliminate the so-called "Deadman's Curve" on Texas Highway 175 has been completed.

Now the Texas Department of Transportation is working on the second phase, to construct a slower surface-level boulevard in place of the high-speed S.M. Wright Freeway that divided the neighborhood generations ago.

Resident Michael Murphy walks with great care in his neighborhood near the old freeway because of vision impairment. He's found new homeless camps in his neighborhood impose an additional challenge.

"We got people who walk the street 24 hours, 7 days a week, hollering, screaming," he said. "They're not friendly at all. They're not approachable people."

From his front yard, resident James Price has a clear view of the new camp.

The neighbors said far more homeless people than there used to be are in the neighborhood, perhaps because the city recently ran homeless people away from other camps nearby.

"We're getting ready for our beautiful boulevard and we have a homeless camp there," Price said. "They piling up trash and those kinds of things and it really messes up the neighborhood."

People staying in the camps are present soliciting at corners all around the road demolition and construction zone.

The work was to provide multiple benefits to the community.

Renderings show the slower, low-traffic surface street TxDOT is constructing now.

"The department worked for years with the community and local and state leaders to bring this to fruition," TxDOT spokesperson Alice Rios Shaw said. "It will feature monuments, and bike paths, wide sidewalks, all of this with the community and that neighborhood in mind."

Resident Janet Jackson said the future improvement neighbors have been expecting is being spoiled by the homeless camps.

"They bring barbecue grills and people park with their dogs and it's just this big party," she said. "It's a nuisance for the neighborhood. It's not good. It's not safe."

The City of Dallas has more homeless solutions available these days with new programs and money to provide rapid rehousing for homeless people that accept it.

But the homeless group on S.M. Wright is using vacant private property, which the neighbors say complicates and limits the city response to these potential service recipients.

“They are aggressive. You can't say a whole lot to them. But we just want to be a normal neighborhood,” Jackson said.

TxDOT intends to complete the new boulevard by fall 2023.

<https://www.nbcdfw.com/news/local/homeless-camps-frustrate-neighbors-near-new-s-m-wright-boulevard/3083003/>

Texas Tribune

Texas will build more than 50 new electric car charging locations along major highways

The \$408 million approved Tuesday by the Federal Highway Administration will help build a network of charging facilities every 50-70 miles along certain major Texas highways.

By Erin Douglas

Texas can move forward with a plan to build a network of hundreds of electric vehicle charging locations across the state after the Federal Highway Administration approved the state's plan on Tuesday.

Texas [will use up to \\$408 million](#) from the Bipartisan Infrastructure Law signed into law last year to install fast-charging electric vehicle charging locations across the state. In the first year, Texas plans to build more than 50 new locations along major Texas interstates between El Paso, San Antonio, Austin, Dallas and Houston. A handful of stations are proposed in the Panhandle and the Rio Grande Valley.

U.S. Rep. [Colin Allred](#), D-Dallas, said in a statement that the approval is “a huge step forward.”

“More and more Texans are choosing to go electric,” Allred said. “[The program] will create jobs and give folks more options as they travel across our state.”

The federal announcement comes after Gov. [Greg Abbott last year warned state agencies](#) to be cautious in applying for and accepting funds from newly passed federal climate initiatives. Abbott said if the funds “hinder or needlessly constrain the state” or require an agency to implement a policy “contrary to the law or policy of this state” the agreement should not be signed.

“Please be vigilant and communicate frequently with my office before you proceed,” Abbott wrote to Texas agencies in December 2021, after the infrastructure bill was signed into law.

In August, President Joe Biden signed into law the Inflation Reduction Act, an even more ambitious climate package to curtail greenhouse gas emissions and reduce the U.S. economy's reliance on fossil fuels. The law will provide hundreds of billions of dollars in tax credits and subsidies for clean energy programs and also includes consumer tax credits to buy electric vehicles.

The Inflation Reduction Act passed without any Republican support, and Abbott was among 22 Republican governors [that opposed the legislation](#), saying in a statement that it would “punish energy producers.”

But the Biden administration believes that they can convince Republican-controlled states to take the money and work toward the president's ambitious goals to decarbonize the U.S. economy.

Biden's new national climate adviser Ali Zaidi said during The Texas Tribune Festival on Friday that despite Texas Republicans' political rhetoric and state legislation opposing climate action, TxDOT's application for electric vehicle charging stations indicates that economics will prevail.

“If we make it so that it’s not about sacrifice, but it’s about opportunity, I think it becomes irresistible,” Zaidi said.

In addition to the more than \$400 million for electric vehicle chargers, Texas is expected to receive about \$27 billion for roads and bridges, \$3.4 billion for public transportation and \$1.2 billion for airports from the Bipartisan Infrastructure Law.

U.S. Transportation Secretary Pete Buttigieg [said during The Texas Tribune Festival](#) on Thursday that “some of the best use cases for electric vehicles are in places like Texas,” arguing that widespread electric vehicle adoption could save Texans money on gasoline.

Abbott’s press office did not respond to a request for comment on the state’s plan for electric vehicle chargers.

The Federal Highway Administration approved money for every state, plus Washington, D.C., and Puerto Rico, [to build electric vehicle charging stations](#), the agency said, with Texas getting the most of any state. California was second with an estimated \$384 million for chargers.

TxDOT’s plan aims to build 55 new charging locations during the first year. Private companies have already installed 27 charging locations along the targeted highways, and 26 more will be [funded by a national Volkswagen emissions cheating lawsuit settlement](#). The state said that will satisfy the federal government’s requirement to have charging stations every 50-70 miles along what are called alternative fuel corridors.

TxDOT plans to award contracts to build the stations in the spring.

More than 150,000 electric vehicles are registered in Texas, and more than half of them are Teslas, according to Texas Department of Motor Vehicles [data compiled by the North Central Texas Council of Governments](#). That represents about 1% of Texas vehicles, but Texans are rapidly adopting the technology: Since 2020, the number of electric vehicles in Texas has nearly tripled, according to data analyzed by TxDOT.

The Electric Reliability Council of Texas, known as ERCOT, [estimates](#) Texas will have 1 million electric vehicles on the road by 2028.

Dallas Morning News

Dallas City Council OKs \$4.75 billion budget with modest tax decrease but higher fees

The new annual spending plan is \$400 million more than the budget approved last fall.

By Everton Bailey, Jr.

The Dallas City Council unanimously approved a \$4.75 billion budget Wednesday, a near-record spending plan that lowers the property tax rate, raises residential trash and water service fees, and adds more funding for the police and fire departments.

It's the first time since 2019 that all 15 council members voted in favor of the budget, which will take effect Oct. 1. Mayor Eric Johnson credited the broad support to, among other things, the tax rate decrease and plans to put more money into initiatives aimed at public safety, homelessness, and sidewalk and other infrastructure improvements. Several initiatives that Johnson personally asked for were included in the budget.

"Mr. Manager, this is the best budget I have seen since I've been mayor of the city," Johnson said to City Manager T.C. Broadnax. "That's not to say that the budget is perfect. There is no perfect budget."

The budget is \$400 million larger than the one approved last fall, buoyed in part by higher revenue from sales and property taxes.

The new budget previously was expected to come in at \$4.51 billion, but Janette Weedon, budget and management services director, told *The Dallas Morning News* an "accounting issue" didn't factor in the inclusion of an extra roughly \$6 million in employee's retirement fund money and \$241 million more for internal service and other funds.

The council approved several amendments to the initial budget recommended by Broadnax in August, much of involving the shifting of money that officials had planned to set aside for future pension-related expenses. The amendments included paying for plans to repair and renovate Dallas Fire-Rescue buildings and buy new equipment, hire more community prosecutors, and boost the new Inspector General division from 10 workers to 16.

The council set the property tax rate at 74.58 cents per \$100 valuation, a 2.75 cent drop from the current rate. But with appraisals rising throughout North Texas, most property owners will still pay more.

Still, the 2.75-cent decrease is the most in at least 37 years, and the last time Dallas' tax rate was around 74 cents was in 2010. Dallas' property tax rate is among the highest of major cities in the state.

Council member Cara Mendelsohn said that while she thought the budget had "some big wins," she was concerned the property tax rate wasn't lower. A budget amendment she proposed last week to shift \$4.4 million from the pension fund to lower the tax rate to 74.33 cents was voted down.

"We have an alarming growth of city expenses, deferred maintenance, a looming structural deficit, reserves are being depleted," she said. "It's the end of our large fiscal cash infusions,

property values are maxed out, and we still haven't restored city services to pre-COVID levels for things like libraries.”

The minimum wage for city workers is increasing from \$15.50 an hour to \$18 in the new budget.

Monthly residential sanitation fees are estimated to rise by \$1.51 from the current budget, increasing the average residential sanitation bill to \$35.81. The jump is being driven by rising costs for gas and roll carts and the minimum-wage hike.

Storm drainage fees will increase by 40 cents to \$9.22 on an average monthly bill.

Water and wastewater service fees will go up \$3.25 to an average rate of \$70.19 a month. The higher fees are to cover higher staff costs, improvements to department equipment, and costs related to connecting the city's water system to Lake Palestine, which is 100 miles southeast of Dallas.

Other budget highlights include:

— Hiring 250 new police officers.

— Enlarging the development services office to address monthslong delays in issuing residential and commercial building permits. The expansion will include creating a team dedicated approving single and multifamily housing projects.

— Creating a Homeless Action Response Team, to more quickly address homeless encampments.

— Expanding library hours at 16 branches around the city that lack internet access and other resources from five days a week to six.

— Hiring more code enforcement staff for apartment inspections and more animal services workers to respond to calls about loose dogs.

— Dedicating \$1.5 million for street safety improvements, such as speed bumps, as part of the city's Vision Zero plan.

— Hiring new employees to oversee how plans seeking to address traffic deaths and racial disparities are implemented.

Also on Wednesday:

— The council approved nearly \$4.2 million in financial incentives for developers led by Dallas-based Edwin Cabaniss to [revive the Longhorn Ballroom](#) just south of downtown. The estimated \$14.3 million plan is expected to turn the vacant historic music venue and dance hall into a multi-use entertainment center. The iconic music venue was built in 1950 but has been in disrepair since the 1990s. Construction is to begin next month and wrap up in June 2026.

— The council rejected a proposal to [allow developers to build warehouses and single- and multi-family homes on vacant land near the Capella Park neighborhood](#) in southwest Dallas, following a previous recommendation from the City Plan Commission. The council heard from around 40 people who opposed the development, citing the impact of increased industrial vehicle traffic and other things on their neighborhood of mostly single-family homes. The project

is backed by Bishop T.D. Jakes, whose megachurch The Potter's House sits about 3 miles north of the 175 acre site.

NBC DFW

New Complaints About West Dallas Shingle Factory

GAF denies new accusations from neighbors

By Ken Kalthoff

Critics have new complaints about the GAF West Dallas shingle factory [that promised to wind down operations](#) and leave the city.

The company denies it, but the [critics claim the company failed promises of emission reduction](#) and failed to submit required disclosures to regulators.

In July, GAF announced it would wind down and close the West Dallas shingle plant that operated in that location since 1954.

“They basically said we'll get back with you and the next thing we know there's a series of things that they do that we find out after the fact,” said Raul Reyes, a leader of West Dallas One, a community group opposed to the plant.

Reyes attended Pinkston High School across Singleton Boulevard from the plant. He practiced for the football team outside as did his son more recently.

“You could pick up the odor, the smell, just the heaviness of the stuff that they were emitting,” Reyes said.

Kathryn Bazan, who now chairs the Dallas Environmental Commission, worked at the state regulatory agency that oversees the plant. She supports the concerns of West Dallas One neighbors.

Bazan said records show GAF is now facing enforcement action for failing to submit proper disclosures. And Bazan said GAF sought to change the permit under which it operates, eliminating some requirements.

“I don't think that this demonstrates what it was that GAF has promised to the community in the actual reduction of emissions values,” Bazan said.

Through their Dallas Public Relations consultant Allyn Media, GAF issued statements.

Regarding a June 30 enforcement action by the Texas Commission on Environmental Quality, the company said it is related to the late filing of “a standard report.”

“It was an administrative error, which we corrected and self-reported. There are no allegations of excess emissions,” the statement said.

The company said a Sept. 1 request to amend a TCEQ operating permit was part of the overall effort to cease operations. It said GAF was granted the change that reduces its sulfur dioxide emission limits by 40%.

“GAF has taken a number of steps including production rate decreases and process improvements at the facility to meet these amended emissions limits. These steps are in addition to the prior decommissioning of one of two production lines,” the company statement said.

The company also said it is taking additional steps to protect the community by seeking a zoning change for the property that would forbid industrial uses after it leaves the site.

GAF has said it will phase down operations by 2027 and leave by 2029.

Bazan said the change in limits does not reduce actual emissions that occur at the plant now.

“With this permit revision, what they've done is reduce the harmful emissions rate which is not the same thing as reducing the actual emissions,” Bazan said.

The former TCEQ employee said GAF is also likely to face punishment from the agency for the failure to provide proper records.

<https://www.nbcdfw.com/news/local/new-complaints-about-west-dallas-shingle-factory/3084112/>

Fort Worth Star-Telegram

38% of the property in Fort Worth faces a flood risk. Is yours in a danger zone?

By Harrison Mantas

Carrie Richards had big plans for her new house in Arlington Heights.

She moved from Chicago to Fort Worth in 2021 and planned to turn the garage into an in-law unit so she could move her mother out from Wisconsin.

She spent \$115,000 to fix up her Carlton Avenue home, but her dreams were dashed in May when she learned during a community meeting that her neighborhood regularly floods.

“I went from excitement of owning my first house to this unbelievable horror about being trapped into a situation I didn’t know I was walking into,” Richards said.

The Aug 22 rainstorm that dumped up to 9.19 inches on Fort Worth turned her street into a whitewater rapid. Richards had up to 3 feet of water in her garage. The city said 49 buildings, 237 vehicles and 58 roads were flooded, and first responders rescued 22 people from high water.

About 40% of the property in the city faces some kind of flood risk. In Texas, most flooding occurs outside of FEMA’s flood plain, according to a report from Gov. Greg Abbott’s commission to rebuild Texas following Hurricane Harvey in 2017.

In Fort Worth, much of the flooding is caused by over-matched drainpipes and new development covering land that would normally absorb rainwater. The city has identified 300 flash flooding areas it considers dangerous.

Homes in Richards’ neighborhood were built along an old creek bed and are served by a century-old storm drain that has been overwhelmed by development.

Until recently there were no official maps that detailed that kind of flood risk.

FEMA flood maps show flood risks based on 100-year patterns for rivers and streams, but don’t provide detailed data on localized flash flooding. And those maps are likely out date given they don’t take into account the impacts of climate change, FEMA director Deanne Criswell said in a Sept. 4 interview with CNN.

The state’s climatologist predicts a 4% increase in rainfall for every 1 degree in warming, and that the state’s temperature will rise an average of 3 degrees by 2036, according to an October 2021 report.

The city has been working on new flood maps since 2018 to help residents like Richards be more aware of local flood risk. In Fort Worth, 76% of flooding between 1980 and 2019 was outside the federal flood plain.

The data is available through the city’s One Address platform, but the updated maps will allow residents to get a visual representation of their flood risk. The city plans to release the new map this fall.

FLOOD RISK VS. POTENTIAL HIGH WATER AREAS

The maps show the local flood risk (called city flood risk areas) and areas where the city suspects there will be flooding (potential high-water areas).

The city has the most flooding data for areas around the Cultural District, West Seventh Street, Meadowbrook, Near Southside, Rosemont and Worth Heights. Because of the detailed information, the city will be able to mandate stricter regulations, so development doesn't worsen flood risks.

Potential high-water areas include Marine Creek, Summerfields and Ridglea Hills. A map of potential high-water areas should be released by the end of the year.

<https://www.documentcloud.org/documents/22161198-ir-22-120-update-on-non-fema-risk-area-initiative-1>

EXISTING FLOOD PROBLEMS

Only developments larger than one acre are subject to regulations aimed at mitigating flood risks, but the city plans to soon require stormwater management from all projects in its flood risk areas.

Regulating stormwater for smaller lots could help fix some of the problems seen in older areas of the city like Linwood, where the city's drainage system is too old and too small to handle the increased runoff from the new concrete and buildings.

The Greater Fort Worth Association of Realtors was initially concerned whether the maps would trigger requirements to buy flood insurance for buyers with federally backed home loans, said Robert Gleason, CEO of the Greater Fort Worth Association of Realtors. The average cost of flood insurance in Texas is \$676 per year, according to online insurance marketplace Police Genius.

Despite those concerns, Gleason said there's a compelling public interest in having the information out there.

The city can't force home sellers to disclose whether they're in a city flood zone, but the information can be helpful for home buyers doing their due diligence, Gleason said.

The city will reach out to realtors, insurance agents, lenders, engineers and builders to make sure they are aware of the information, Dyke wrote in an email to the Star-Telegram.

Richards said dealing with her neighborhood's flood problems has been emotionally devastating.

After the August storm, she put off plans to move her mother from Wisconsin.

She's evaluating her next steps and trying to figure out how much the cleanup will cost.

Dallas Morning News

By 2024, electric and hybrid cars may get to drive with one occupant in HOV lanes

Watchdog Dave Lieber: A Murphy man angry at his \$275 HOV lane ticket, learns all he can to fight it.

By Dave Lieber

You don't have to be a pregnant mom to get angry on that exit ramp off Central Expressway just north of I-635. That high-occupancy vehicle lane exit ramp is where Dallas County sheriff's deputies routinely give HOV lane violators expensive \$275 tickets.

[Plano mom Brandy Bottone](#) caused a national ruckus when she argued that since Texas abortion law declares life begins at conception, the soon-to-be-born baby inside her counted as that required second passenger.

Bottone received two tickets for that offense. [Both were dismissed](#) by local courts.

Now another aggrieved driver has stepped forward. Richard Alexander, 56, a computer technician from Murphy, was hit with a \$275 ticket while on the way to the VA Hospital.

He obviously can't use the pregnancy argument. Instead, he researched the legality of the traffic stop, checked previous news reports, scoured government websites and wrote to government officers.

In doing so, he demonstrates the best tendencies of a citizen watchdog – a key component of Watchdog Nation, my consumer rights movement. Through his questions, Alexander learned about a significant change that would eventually allow one person to legally use the HOV lane on U.S. 75 if driving electric or hybrid cars. This would be the first time for such an offering in North Texas.

Bottone told me she welcomes the thought of others digging into the notorious North Texas exit ramp where alleged violators are stopped. "It's good there's a male perspective about it, and it's not just about a woman and her body," she tells The Watchdog.

Ask questions

I'm not trying to get Alexander out of a ticket. My interest is the excellent work he did researching information, and how, like any journalist, he ran into roadblocks. "I was up against a stone wall and didn't know what to do," he says.

He took the smart route: He asked a bunch of questions.

"As I get more answers, I have more questions," he said.

He also picked up some interesting trivia about Dallas/Fort Worth roads, which I'll share.



Dallas County sheriff deputies set up traffic stops on an exit ramp off Central Expressway to fine HOV lane violators. One ticket recipient researched this so he can fight the \$275 ticket.(Brandy Bottone)

Asking ‘why?’

Alexander’s quest began when he found a major announcement in 2019 by the [North Central Texas Council of Governments](#) which sets HOV lane policy. The council said that by 2020 U.S. 75/Central Expressway HOV lanes were to become open, general use lanes most of the time.

He couldn’t find anything retracting that. He wondered if sheriffs’ deputies have a legal right to give tickets. He wondered, “Why is anybody getting cited for driving in this lane?”

After several days and many emails, he got answers.

The 2020 change was postponed. [TxDOT](#) operates U.S. 75, and the delay was the result of negotiations with the Federal Highway Administration.

Here, thanks to Alexander’s work, is the latest news.

NCTCOG’s Kyle Roy told Alexander in an email that in 2024, the HOV lanes will operate as HOV lanes for two hours a day in the peak travel direction (two hours southbound in the morning, and two hours northbound for evening rush hour).

Now each of the two HOV lanes is either north or south for the entire day.

Under the future plan, violators would only get tickets during those four hours of HOV use.

In addition, Roy explains that eligibility for the HOV lanes will expand during those restricted hours to include electric and plug-in hybrid vehicles, even when there’s only one occupant. That

will be a first – and a significant one – for North Texas highways, TxDOT's Tony Hartzel confirms.

“For the remaining 22 hours a day in both directions,” Roy continues, “all vehicles will be allowed with no toll” on HOV lanes.

Of course, this could change, as it already has at least once.

Road trivia

For road nerds, here are some trivia bits of what Alexander learned in his research:

1. Sheriff's deputies can't stop writing tickets even if they want to. They are under contract with TxDOT to provide HOV lane enforcement. It's a federal highway requirement.
2. Deputies usually only stop violators on the south-bound exit ramp because on the north side, there's no safe place to pull vehicles over.
3. Some motorists assume that all HOV lanes also allow single drivers to use toll tags to pay for their trip. That's true almost everywhere, but there are two exceptions where there are HOV only lanes with no toll tag option. They are: I-30 from downtown Dallas east to Mesquite, and U.S. 75 from I-635 to Allen.
4. DART [originally was responsible](#) for HOV lane operations and maintenance, but in 2013, TxDOT took over. I didn't remember that. Did you?

Court appearance

Bottone's first ticket was dismissed by the Dallas County District Attorney's office based on a review of “the facts and circumstances” of her case. Her second ticket was dismissed, too, but with no reason given.

Alexander goes to court on Oct. 5 to plead not guilty. He says he will base his argument on confusing existing signage.

'Wasted space'

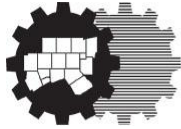
Alexander questions the government's efforts to alleviate traffic congestion.

The U.S. 75 HOV lanes are “mostly wasted space,” he contends.

“During morning rush hour, four lanes of south-bound U.S. 75 have five miles of bumper-to-bumper traffic before the I-635 interchange and one HOV lane that has a tiny fraction of the total traffic,” he tells The Watchdog.

He believes HOV lanes are a failed experiment. “You have these two mostly empty HOV lanes, and it's a shame that it goes to waste. We should have accountability about why the lanes aren't being used more.”

He asks, smartly so, “What can be done to fix local traffic congestion?”



North Central Texas
Council of Governments

PRESS RELEASE
Contact: Brian Wilson
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NCTCOG Launches Transit Study for Eastern Dallas, Kaufman, Rockwall Counties

Public input is needed for a virtual public meeting to enhance area mobility

Sept. 15, 2022 (ARLINGTON, Texas) – The North Central Texas Council of Governments will host a virtual public meeting for the launch of the East Dallas, Kaufman and Rockwall Counties Regional Transit Study, giving residents a chance to provide input on needs for existing and future transportation in the area.

The meeting is scheduled for noon to 1:30 p.m. on Monday, Sept. 19 and will be streamed live at www.publicinput.com/nctcogEDKR. Residents can also participate by phone by dialing 855-925-2801 and then entering code 4816. A recording will be available after the meeting.

The study will focus on the development of a comprehensive public transportation plan for cities and areas that are not members of Dallas Area Rapid Transit (DART) or served by STAR Transit. Efforts of the transit plan include strategic implementation and coordination with other area planning initiatives.

Residents will be provided a chance to share input regarding issues that are important to them, as well as ideas to improve transit services as the area continues to grow. The Dallas-Fort Worth area is the fourth-largest metropolitan region in the country, with a population of approximately 8 million people.

Population and employment are projected to grow substantially by 2045 in each of the counties involved in this study. According to NCTCOG's long-term forecast, Rockwall (82%) and Kaufman (81%) counties will lead the region in growth by percentage through 2045.

DART provides services to part of this area. These counties are also partially served by STAR Transit but are looking for additional transportation choices to complement the existing system. This public meeting will serve as a chance for those who live, work and frequently travel through or within this area to make their voices heard.

This study will introduce the public to the purpose, overview and outcomes of the project plan. Components of the study include identifying transit options, funding and implementation strategies, delivery of recommended services, and potential impacts on the community.

For further information regarding the East Dallas, Kaufman and Rockwall Counties Regional Transit Study, or to sign up for email updates, visit the project website at www.nctcog.org/edkr.

NCTCOG is conducting a separate study of transit needs in Denton County and recently held a public meeting in Denton to provide residents an opportunity to share input on their needs. In

2021, NCTCOG completed studies of transit needs in Collin, Tarrant and southern Dallas counties.

About the North Central Texas Council of Governments:

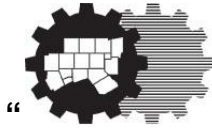
NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 19 school districts and 27 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

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North Central Texas
Council of Governments

PRESS RELEASE
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Public Invited to Celebrate Electric Vehicles on Oct. 2

Annual event to feature festival-like atmosphere, opportunity to experience EVs

Sept. 27, 2022 (ARLINGTON, Texas) – Are you thinking about making the switch to an electric vehicle? Do you have question about how this fast-growing form of transportation may fit your lifestyle? What about the range of EVs?

Get these and other questions answered by people who drive electric vehicles every day, as well as dealers, during North Texas' annual National Drive Electric Week (NDEW) event from 3-6 p.m. Sunday, Oct 2 at Dallas City Hall. The Dallas-Fort Worth Clean Cities Coalition has partnered with the City of Dallas to bring this celebration of electric vehicles and related technologies to downtown Dallas. This year's event will also feature zero-emissions, heavy-duty equipment such as an all-electric 18-wheeler. Food trucks will also be available for attendees.

Experience various makes and models of electric vehicles up close, and maybe even get behind the wheel of one of these exciting machines. NDEW will offer "Ride and Drive" opportunities for those who want to take of these vehicles for a spin on the streets of Dallas from iDrive1 Motorcars, Polestar Grapevine, and Holt Truck Centers.

"We are excited to partner with the City of Dallas to bring this annual event to the heart of the city," said Lori Clark, NCTCOG program manager and DFW Clean Cities Coordinator. "Being in the middle of downtown this year will allow people trying to decide whether to buy an electric car to experience them in real-world conditions. We think once they climb inside an EV, they will understand why the owners of these vehicles are so passionate."

Possible quote from the City of Dallas

Currently, there are more than 52,000 EVs registered in North Texas, according to the Dallas-Fort Worth Clean Cities Coalition website. Electric vehicles are fun to drive and environmentally friendly, but you may also have questions about where in the region they can be recharged and how far they can be driven on a single charge. Representatives from charging companies will be available to answer these questions and can also discuss the different charging options available to consumers across the region.

The North Central Texas Council of Governments, which houses the DFW Clean Cities Coalition, recently completed a plan for zero-emissions vehicle infrastructure along the Interstate Highway 45 corridor between Dallas and Houston. The plan calls for an EV charger at least every 50 miles. Within the Dallas-Fort Worth area and along much of the corridor, there are adequate -- and expanding --

charging options. This plan recommends installation of two new charging stations to address a gap of more than 100 miles between Ennis and Madisonville.

Also part of the NDEW celebration, Dallas Area Rapid Transit will display an electric bus and provide information on job opportunities for operators of electric buses. The North Texas event is part of the annual NDEW celebration Sept. 23-Oct. 2. to highlight the benefits of all-electric and plug-in hybrid vehicles, including cars, trucks, motorcycles and more. For more information and to register for this year's event, visit www.dfwcleancities.org/ndew.

About the North Central Texas Council of Governments:

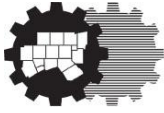
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About the Dallas-Fort Worth Clean Cities Coalition:

In 1995, the Dallas-Fort Worth (DFW) Clean Cities became one of the first Clean Cities coalitions under the Energy Policy Act's provision for an organization that promotes the use of alternative fuels to lessen America's dependence on foreign sources of petroleum. Dallas-Fort Worth Clean Cities is a locally based, public/private partnership that seeks to advance energy security, protect environmental and public health, and stimulate economic development by promoting practices and decisions to reduce transportation energy impacts and improve air quality, primarily in the transportation sector.

###



North Central Texas
Council of Governments

PRESS RELEASE

Contact: Brian Wilson
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Find an Active Way to Get to School Oct. 12

Walk to School Day highlights importance of safety for students across North Texas

Oct. 3, 2022 (ARLINGTON, Texas) – Students of all ages across North Texas are encouraged to participate in this year’s observance of Walk to School Day, scheduled for Oct. 12. More than 125 events are planned at campuses throughout Texas, with over 50 schools in the Dallas-Fort Worth area taking part.

The event brings together students, their parents, schools and public officials to celebrate walking, promote healthy behaviors and mobilize support for pedestrian safety improvements. Participation in this annual event can encourage students to become more active in a fun way, as it allows them to gather with their friends in the neighborhood for a different way to get to school. Instead of riding the bus or in the car, they can walk, bicycle or even ride a scooter.

Active commutes to school are more than just fun for students. Walking and rolling to school can include the following benefits:

- Encourage students to establish healthy habits
- Improve academic performance
- Reduce traffic congestion near schools
- Improve air quality
- Teach students about the importance of traffic safety
- Build stronger school-community relationships

For schools interested in holding an event, it does not take long to organize one. The Walk to School Day website offers [tips](#) on how to plan an event in seven days. The North Central Texas Council of Governments makes resources available to help plan events at www.nctcog.org/saferoutestoschool.

As part of a NCTCOG promotion of Walk to School Day this year, 20 schools registered their event with NCTCOG and will receive free promotional materials to support their Walk to School Day events. Each promotional kit includes a Walk to School Day banner and/or other safety and encouragement items for students. The schools will also be able to enter their students’ names into a raffle to win a new bicycle. NCTCOG anticipates offering free promotional events again for the 2023 Walk to School Day.

While walking to school is highlighted one day a year, NCTCOG encourages students to continue opting for active ways to get to school after Oct. 12. The right infrastructure will help create more opportunities for students across the region, regardless of where they live.

NCTCOG invests in Safe Routes to School projects such as improved sidewalks and crosswalks. In 2020, NCTCOG awarded nearly \$7 million for six Safe Routes to School projects across North Texas through the 2020 Transportation Alternatives Call for Projects. Later this year, the Regional Transportation Council will consider another series of funding requests as part of the 2022 call for projects.

About the North Central Texas Council of Governments:

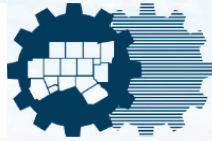
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NCTCOG PRESENTATION

RECONNECTING COMMUNITIES PILOT (RCP) PROGRAM – 2022

**JEFFREY C. NEAL – SENIOR PROGRAM MANAGER
REGIONAL TRANSPORTATION COUNCIL (RTC) – ACTION ITEM**

October 13, 2022

RECONNECTING COMMUNITIES PILOT (RCP) – OVERVIEW

Funding Availability

\$50 Million
Planning Grants

\$145 Million
Capital Construction Grants

Cost Sharing (Federal)

50% of Total Cost
RCP Grant (Capital)

80% of Total Cost
All Federal (Planning / Capital)

Grant Award Amounts

≤ \$2 Million
Planning Grants

≥ \$5 Million
Capital Construction Grants

Applicant Eligibility

1. State Government (or political subdivision)
2. Metropolitan Planning Organization (MPO)
3. Local Government (or political subdivision)
4. Tribal Government
5. Non-Profit Organization
6. Multi-Jurisdictional Group of Above Entities

Any eligible applicant(s) may submit a Capital Construction Grant application, if Owner of eligible transportation facility is also a joint applicant with evidence of endorsing the application.

Project Cost Eligibility

Address the retrofit, removal, replacement, and / or related mitigation of transportation facilities creating mobility, accessibility, or economic development barriers due to various design, context, and / or operational factors.

1. Pre-Construction Activities:
Environmental clearance, engineering / design, permitting, etc.
2. Construction Activities:
Removal, retrofit, or mitigation of an eligible facility
New eligible facility replacement that restores community connectivity
3. Delivering Community Benefits and / or Impact Mitigation:
Must be construction-related and/or have project-specific linkages
Workforce development, M / W / DBE, entrepreneurship, public art, etc.



RTC Action Item –
Reconnecting Communities Pilot (RCP) Program



CANDIDATE PROJECT: KLYDE WARREN PARK – PHASE 2.0

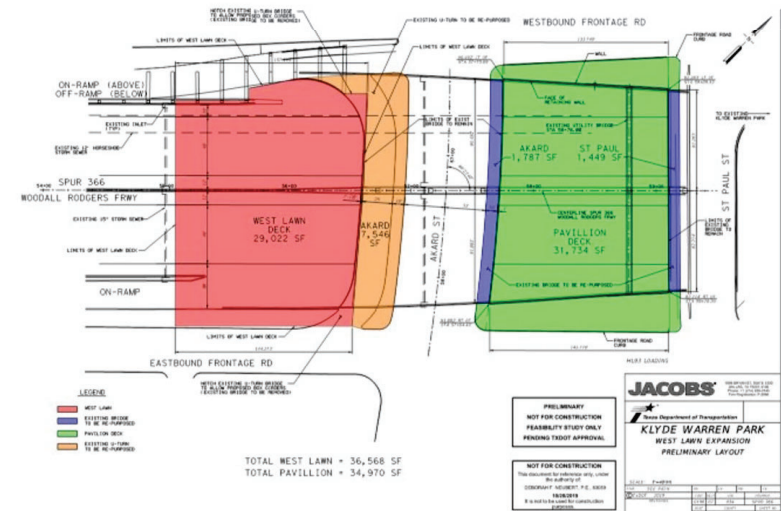
| COST/ FUNDING SOURCE | FEDERAL | | | | NON-FEDERAL | | | | | GRAND TOTAL ³ |
|----------------------------|------------------------------|---------------------|---------------------|---------------|--------------------|--------------------|--------------------|---------------------|---------------|-----------------------------|
| | STBG (RTC) ^{1,2} | RCP Grant | SUBTOTAL | COST SHARE | City of Dallas | Dallas County | Private Sector | SUBTOTAL | COST SHARE | |
| Original Estimate | \$30,000,000 | | \$30,000,000 | | \$6,199,100 | \$1,300,900 | \$0 | \$7,500,000 | | \$37,500,000 |
| Cost Overrun | \$6,800,000 | | \$6,800,000 | | \$1,700,000 | \$0 | \$0 | \$1,700,000 | | \$8,500,000 |
| Previous Total | \$36,800,000 | | \$36,800,000 | | \$7,899,100 | \$1,300,900 | \$0 | \$9,200,000 | | \$46,000,000 |
| RCP Proposal | \$0 | \$24,968,890 | \$24,968,890 | | \$0 | \$0 | \$8,845,600 | \$8,845,600 | | \$33,814,490 |
| RCP – TOTAL | \$36,800,000 | \$24,968,890 | \$61,768,890 | 77.4% | \$7,899,100 | \$1,300,900 | \$8,845,600 | \$18,045,600 | 22.6% | \$79,814,490 |

1. RTC = Regional Transportation Council, STBG = Surface Transportation Block Grant
2. \$10,000,000 of RTC's contribution to be paid back over time
3. Only includes RCP-eligible transportation elements; non-transportation are not included

Scope of Work:

Construction of Pavilion Deck / 2nd Level Plaza between St. Paul Street and Akard Street

Construction of West Lawn Deck west of Akard Street

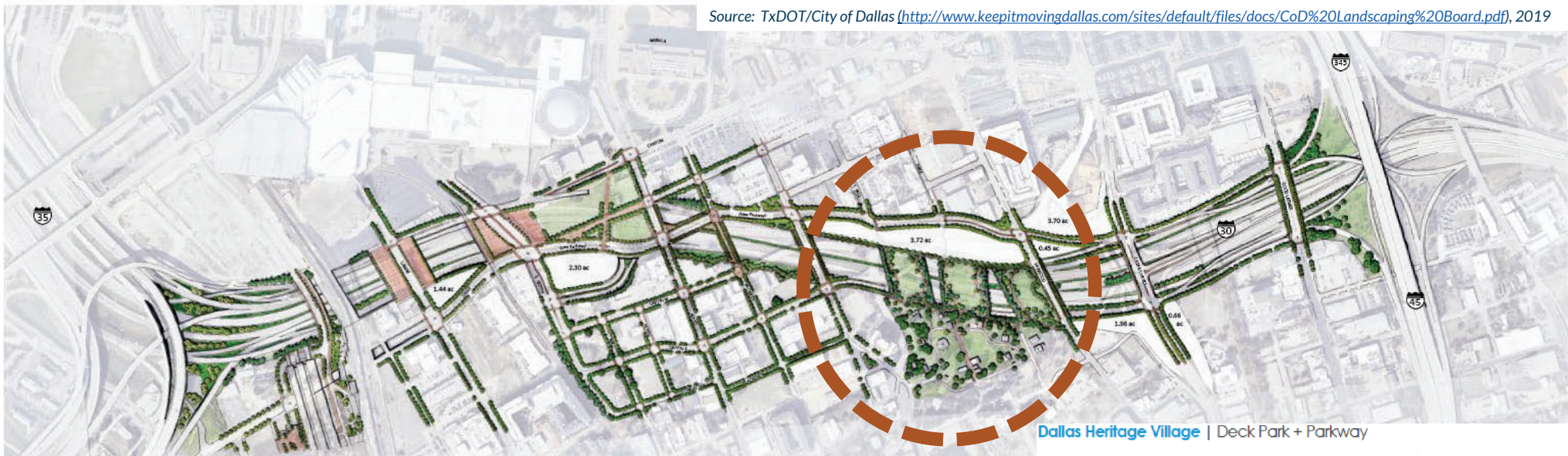


RTC Action Item –
Reconnecting Communities Pilot (RCP) Program

IH 30 DALLAS “CANYON” – FUTURE DECK LOCATIONS (DESIGN)

Illustrative Plan | DRAFT

Source: TxDOT/City of Dallas (<http://www.keepitmovingdallas.com/sites/default/files/docs/CoD%20Landscaping%20Board.pdf>), 2019



- \$2,000,000 to expedite design / engineering for future decks near Dallas Farmers Market / Heritage Village
- Facilitates IH 30 “Canyon” integration without let date delay



RTC Action Item –
Reconnecting Communities Pilot (RCP) Program

RECONNECTING COMMUNITIES PILOT (RCP) – SCHEDULE

| | |
|-------------------------|---|
| June 30, 2022 | RCP Notice of Funding Opportunity (NOFO) Released |
| July 22, 2022 | STTC Information – IIJA USDOT Grant Matrix (<i>Director of Transportation Report on Selected Items</i>) |
| September 23, 2022 | STTC Action – RCP Grant |
| October 13, 2022 | RTC Action – RCP Grant |
| October 13, 2022 | RCP Grant Application Submittal Deadline (<i>Grants.gov</i>) |
| October 27, 2022 | Executive Board Endorsement – RCP Grant |



RTC Action Item –
Reconnecting Communities Pilot (RCP) Program

RECONNECTING COMMUNITIES PILOT (RCP) – REQUESTED ACTION

- Request RTC approval of:

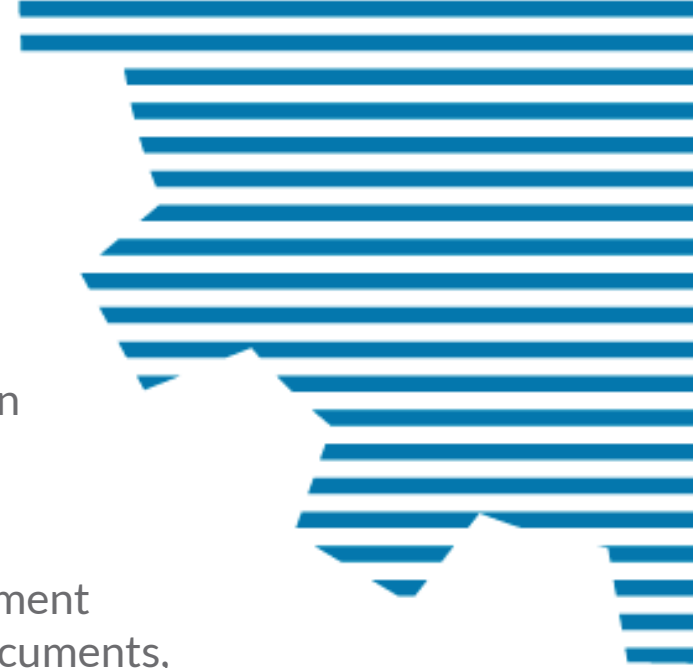
Submittal of **Klyde Warren Park – Phase 2.0** for funding consideration through the FY 22 Reconnecting Communities Pilot (RCP) Program (\$33,814,490)

Administratively amend NCTCOG and State Transportation Improvement Programs (TIP / STIP), as well as other planning and administrative documents, to include the proposed project if selected for an FY 22 RCP Grant award

Allocate \$2,000,000 of existing Surface Transportation Block Grant (STBG) funds to expedite TxDOT engineering for planned Dallas Farmers Market / Heritage Village freeway decks enabling IH 30 “Canyon” Project integration (pending construction funds)



RTC Action Item -
Reconnecting Communities Pilot (RCP) Program



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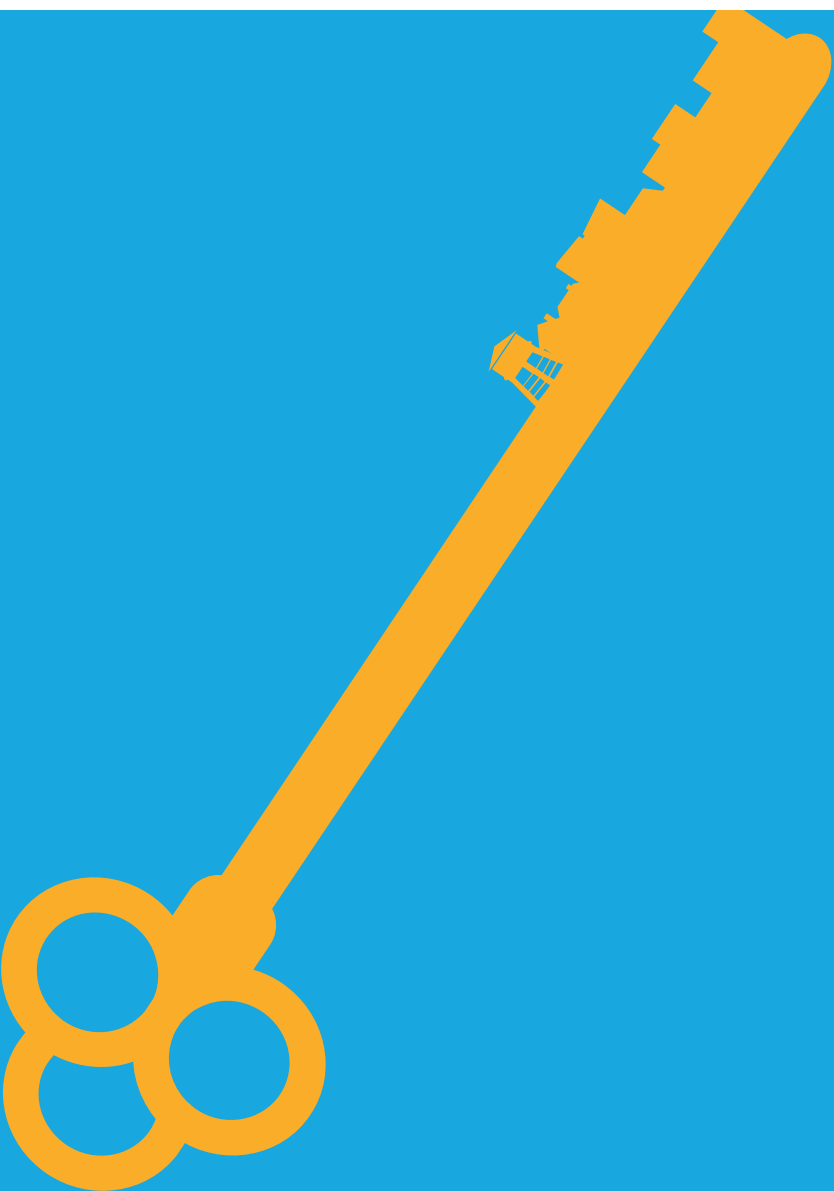
Patricia Rohmer

Project Engineer
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RTC Action Item –
Reconnecting Communities Pilot (RCP) Program

USDOT Bipartisan Infrastructure Law (BIL): <https://www.transportation.gov/bipartisan-infrastructure-law>
USDOT Reconnecting Communities Pilot (RCP) Program: <https://www.transportation.gov/grants/reconnecting-communities>



Access North Texas 2022 Update

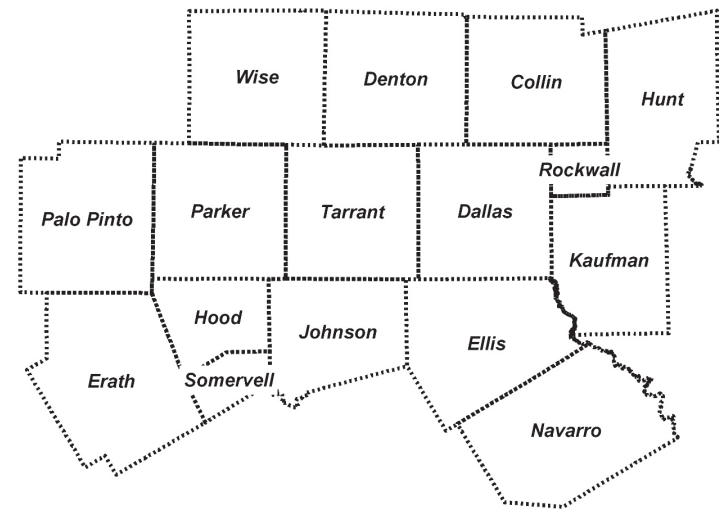
Regional Transportation Council
October 13, 2022

Shannon Stevenson, Senior Program Manager
Transit Management and Planning

Background

Regional public transit-human services transportation plan to:

- Identify the public transportation needs of older adults, individuals with disabilities, low-income individuals and others with transportation challenges
- Specify strategies to:
 - *Address needs and current challenges*
 - *Eliminate gaps in service*
 - *Avoid duplication of transit services*



Meet Federal and State requirements for transit coordination in the 16 counties

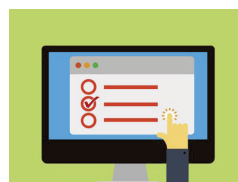
Access North Texas 2022

- Regional Transportation Council adopted the last update in 2018; Updates are required every four years for our region
- May be used to guide funding and project implementation decisions
- Differences from the 2018 Access North Texas Plan
 - Created regional Get-A-Ride Guide, identifying existing transportation resources
 - Developed new regional goals and prioritized county strategies
 - Utilized various outreach methods to connect with the public, transit agencies, and stakeholders

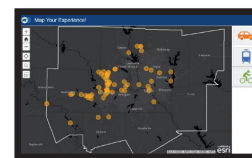
Virtual Meetings



Survey



Map Your Experience



Proposed 2022 Regional Goals

1

PLAN and DEVELOP
Transportation
Options by
Assessing
Community Needs
and Challenges

2

IMPLEMENT
Services by
Enhancing
Transportation
Options and
Expanding Where
Service Gaps Exist

3

COORDINATE with
Transportation
Providers, Public
Agencies, and
Stakeholders to
Increase Efficiencies

4

SUPPORT Public
Transportation
Recovery and
Growth

5

PROMOTE Access
and Information
About Available
Transit

Each chapter includes prioritized strategies for those counties.
To review county-specific strategies visit document at www.AccessNorthTexas.org



ACCESS NORTH TEXAS

Regional Public Transportation Coordination Plan for North Central Texas

PREPARED BY THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS | DRAFT



Public Comment Process

- 1. Draft document posted online August 5, 2022
- 2. Opportunities to share comments via email or meeting with staff
- 3. Included as part of NCTCOG August and September Public Meetings
- 4. Shared with partners and promoted on social media
- 5. Revisions to Tarrant County's existing transportation section to reflect Trinity Metro service changes

Next Steps



Request Executive Board endorsement of Access North Texas



Transmit document to the Texas Department of Transportation



Staff and regional partners to implement strategies identified in the plan



Monitor progress and if needed, propose amendments to plan



Projects seeking funding under Transit Strategic Partnerships Program should address Access North Texas 2022 Update

Schedule

| Date | Deliverable |
|-----------------------------|--|
| April 19, 2021 | Kick-Off Meeting |
| April 2021 – September 2021 | Public Outreach & Stakeholder Meetings |
| October 2021 – June 2022 | Data Analysis and Plan Development |
| July 22, 2022 | STTC Information |
| August & September 2022 | Public Input & Comments |
| September 8, 2022 | RTC Information |
| September 23, 2022 | STTC Action |
| October 13, 2022 | RTC Action |
| October 27, 2022 | Executive Board Endorsement |
| October 31, 2022 | Transmit Document to TxDOT |



Plan is available at www.AccessNorthTexas.org



Requested Action

Approve Access North Texas, the region's locally developed, coordinated public transit-human services transportation plan

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www.AccessNorthTexas.org

FY 2024-2026 MANAGEMENT, OPERATIONS, AIR QUALITY, AND SAFETY PROGRAM

Regional Transportation Council

October 13, 2022



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- The Regional Transportation Council (RTC) typically considers extending existing and funding new Management and Operations (M&O) projects/programs every few years.
- Includes many legacy projects that the RTC has funded for several years such as the Vanpool Program, Mobility Assistance Patrol, etc.
- The last full review occurred in 2018-2019 and projects were funded through Fiscal Year (FY) 2022.
- In January 2022, the RTC approved funding for projects/programs that did not have sufficient existing revenues to continue without interruption through FY 2023
- Now, staff is requesting funding for FY 2024-2026 projects and programs

PURPOSE OF THE PROGRAM

- Provides funding in addition to Transportation Planning Funds (TPF) to conduct operations, planning, and implementation activities
- Assigns resources for RTC priorities and air quality initiatives
- Ensures existing programs and projects can be continued without interruption in FY 2024-2026
- Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and regional funds are proposed for the FY 2024-2026 program
- Ensures CMAQ and STBG funding is obligated in a timely manner

REGIONAL SAFETY PROGRAM

- Supports the RTC's policy that not even a single death on the transportation system is acceptable
- \$50M of RTC-selected funds are proposed to be set aside for a regional safety program
- Funding will cover FY 2024-2026
- The following safety categories are proposed:
 - Roadway Operations Engineering and Intercity Connections (\$25M)
 - Bicycle/Pedestrian Engineering (\$10M)
 - Bicycle/Pedestrian Education (\$2M)
 - Speed Enforcement (\$7M)
 - Speed Education (\$2M)
 - Other (\$4M)
- To further support the RTC 's policy, safety projects are proposed with 100% federal funds and regional Transportation Development Credits (TDCs) are proposed in lieu of a local match

TOP TEN CONTRIBUTING FACTORS FOR SERIOUS INJURY AND FATAL CRASHES

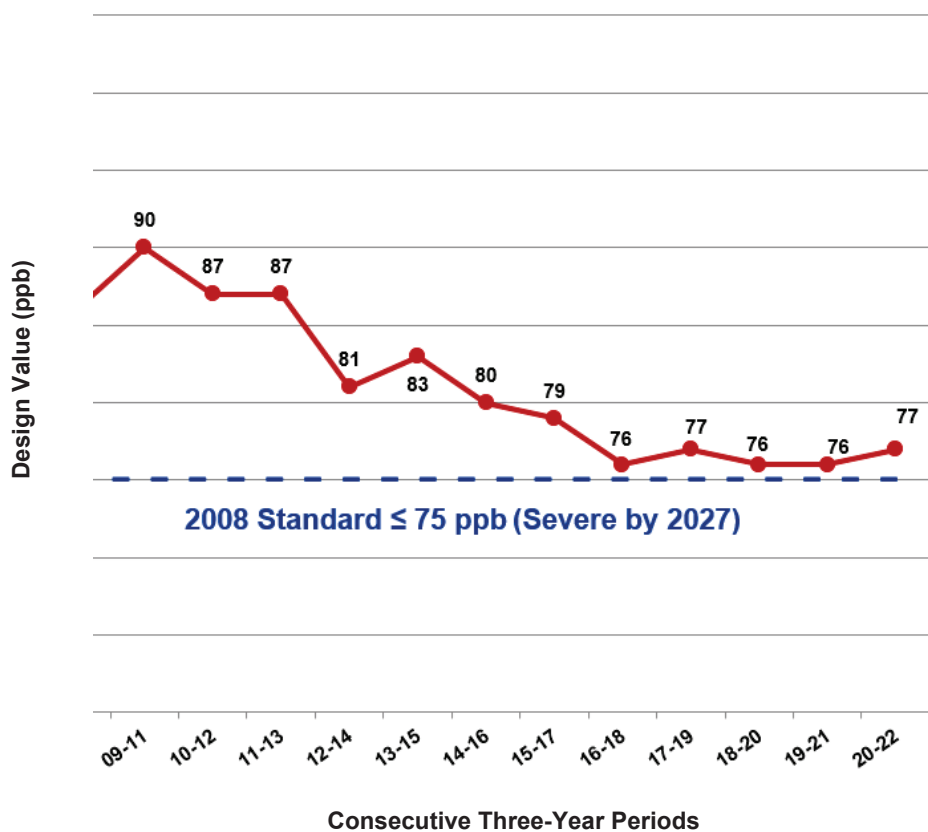
| | Top Ten Contributing Factors | 2021 |
|----|--|--------|
| 1 | Speeding | 32.21% |
| 2 | Driver Related (Distracted and/or Aggressive Driving/Driving Without Headlights) | 13.96% |
| 3 | Impaired Driving | 12.10% |
| 4 | Failed to Drive in Single Lane | 10.45% |
| 5 | Changed Lane When Unsafe | 8.00% |
| 6 | Faulty Evasive Action | 7.54% |
| 7 | Disabled/Parked in Traffic Lane | 4.43% |
| 8 | Pedestrian Failed to Yield Right of Way to Vehicle | 3.37% |
| 9 | Wrong Way Driving | 2.05% |
| 10 | Turned When Unsafe | 1.19% |

Note: Contributing Factor Analysis includes Primary, Secondary, and Tertiary Contributing Factors on limited access facilities.

PROGRAM AND PROJECT TYPES

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

IMPORTANCE OF REGIONAL AIR QUALITY AND M&O PROJECTS



- Regional ozone design values have previously plateaued and are now increasing
- This three-year funding initiative correlates to ozone data (years 2024, 2025, and 2026) used to show attainment
- Emissions reduction benefits for M&O projects will be quantified in support of the State Implementation Plan to demonstrate activities being undertaken to improve air quality in the region

M&O SUMMARY

| Category | RTC Share |
|---|------------------|
| Planning Activities, Data Collection, and Engineering Activities | \$25.24M |
| Air Quality Initiatives | \$11.65M |
| Implementation/Operations Activities (e.g., Auto Occupancy, Special Events, Mobility Assistance Patrol) | \$51.74M |
| Travel Demand Management/Transit | \$6.75M |
| Innovative Technologies | \$10.40M |
| Total Additional Funds Being Requested | \$105.78M |

DETAILS ON PROPOSED FUNDING

- A portion of the requested funding is to be used by NCTCOG staff to implement regional projects and programs.
- The balance will be passed through to other agencies in the region (for projects like the Vanpool Program, Mobility Assistance Patrol, etc.).
- **~66% of funding will be pass-through to transportation entities**

| Category of Expenditure | M&O Funding Amount | Safety Funding Amount |
|---|--------------------|-----------------------|
| NCTCOG-Implemented (staff time) | \$48.06M | \$4.67M |
| Pass-Through to Local Transportation Agencies | \$57.72M | \$45.33M |
| Total | \$105.78M | \$50.00M |

PROPOSED FUNDING DISTRIBUTION

- M&O funding has historically fluctuated between the West and the East
- The program split is currently over in the West
- Most projects in this program will be funded in the East in order to bring the M&O program in closer alignment with the RTC approved East/West funding split of 69% East and 31% West.

| Subregion | Current Funding Split for M&O Program | Resulting Funding Split for M&O Program |
|-----------|---------------------------------------|---|
| East | 54% | 61% |
| West | 46% | 39% |

APPROVAL TIMELINE

| Meeting/Task | Date |
|------------------------|--------------------|
| STTC Director's Report | August 26, 2022 |
| RTC Information | September 8, 2022 |
| Public Meeting | September 12, 2022 |
| STTC Action | September 23, 2022 |
| RTC Action | October 13, 2022 |

REQUESTED ACTION

- RTC approval of:
 - The FY 2024-2026 Management, Operations, Air Quality, and Safety program
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amending other planning/administrative documents to incorporate these changes.

CONTACT INFORMATION

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**Fiscal Year 2024-2026 Management, Operations, and Air Quality Program
Recommendations**

| TIP CODE | PROJECT DESCRIPTION | PROPOSED FUNDING SOURCE | PROPOSED MATCH SOURCE | PROPOSED NEW FUNDING ¹ | | | | COMMENTS | PASS THROUGH VS. STAFF TIME ² | EAST-WEST SHARE |
|----------|---|-------------------------|-----------------------|-----------------------------------|-------------|-------------|-------------|--|--|-----------------|
| | | | | FY 2024 | FY 2025 | FY 2026 | Total | | | |
| 11622.4 | TRAVEL SURVEY, DATA COLLECTION, MODEL REFINEMENT 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; CONDUCT TRAVEL SURVEYS AND INTERSECTION OPERATIONAL ANALYSES | STBG | TDCs | \$800,000 | \$1,450,000 | \$1,660,000 | \$3,910,000 | Includes funding for Network Model Improvement and the software needed to evaluate the Plano grade separation request. | S | E |
| | | STBG | TDCs | \$1,700,000 | \$1,160,000 | \$1,190,000 | \$4,050,000 | | P | E |
| 16000 | INPUT/OUTPUT ECONOMIC MODEL; SOFTWARE TO PROVIDE ANALYSIS FOR DEMOGRAPHIC FORECASTING, SCENARIO ANALYSIS, AND TRANSPORTATION PROJECT EVALUATION; TECHNICAL SUPPORT FOR COMPLEX INTERACTIONS AMONG TRANSPORTATION BEHAVIORS AND PROVIDE CONNECTIVITY BETWEEN TRANSPORTATION INVESTMENT AND ECONOMIC EFFECTS | STBG | TDCs | \$250,000 | \$250,000 | \$250,000 | \$750,000 | New Project | S | E |
| | | STBG | TDCs | \$250,000 | \$250,000 | \$250,000 | \$750,000 | | P | E |
| 11635.2 | IMPLEMENTATION AND ADMINISTRATION OF AIR QUALITY AND TRANSPORTATION PROJECTS FUNDED WITH RTR FUNDS | RTR | N/A | \$700,000 | \$750,000 | \$800,000 | \$2,250,000 | | S | E |
| 11655.2 | 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 | STBG | TDCs | \$251,000 | \$550,000 | \$515,000 | \$1,316,000 | | S | E |
| 11694.1 | REGIONAL AIR QUALITY INITIATIVES; IDENTIFY AND IMPLEMENT INITIATIVES TO IMPROVE AIR QUALITY AND ATTAIN FEDERAL STANDARDS, INCLUDING STRATEGIES TO SUPPORT INCREASED ADOPTION OF ZERO-EMISSION AND OTHER LOW-EMISSION VEHICLES, IMPLEMENTATION AND EVALUATION OF NEW EMISSIONS-REDUCING TRANSPORTATION TECHNOLOGIES, DEVELOPMENT OF REGIONAL RESOURCES TO ADVANCE EMISSIONS-REDUCING EFFORTS, AND COORDINATION EFFORTS ACROSS LOCAL STAKEHOLDERS | STBG | TDCs | \$3,000,000 | \$3,100,000 | \$3,200,000 | \$9,300,000 | Apply for pass-through funding for Climate Change and Heavy-duty Zero Emission Vehicles (ZEV) via other federal grants | S | E |

ELECTRONIC ITEM 7.2

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Recommendations**

| TIP CODE | PROJECT DESCRIPTION | PROPOSED FUNDING SOURCE | PROPOSED MATCH SOURCE | PROPOSED NEW FUNDING ¹ | | | | COMMENTS | PASS THROUGH VS. STAFF TIME ² | EAST-WEST SHARE |
|----------|---|-------------------------|-----------------------|-----------------------------------|-----------|-------------|-------------|--|--|-----------------|
| | | | | FY 2024 | FY 2025 | FY 2026 | Total | | | |
| 11660.1 | AIR QUALITY ENERGY EFFICIENCY INITIATIVES; IMPLEMENT PROJECTS TO REDUCE ENERGY USE AND INCREASE ENERGY EFFICIENCY MEASURES WITHIN THE PUBLIC AND PRIVATE SECTOR TO REDUCE AIR QUALITY IMPACTS; COORDINATE REGIONAL COLLABORATION, EVALUATE IMPACTS, AND DEVELOP RESOURCES ADDRESSING GRID IMPACTS ASSOCIATED WITH ELECTRIFICATION OF TRANSPORTATION, AND DEPLOY STRATEGIC ELECTRIFICATION INFRASTRUCTURE TO ASSESS IMPACTS AND FILL GAPS; INCLUDES NCTCOG STAFF TIME | CRP | TDCs | \$500,000 | \$900,000 | \$950,000 | \$2,350,000 | Apply for pass-through funds via federal discretionary programs | S | E |
| 16001 | REGIONAL SCRAP TIRE ABATEMENT PROGRAM DEVELOPMENT AND IMPLEMENTATION - SCRAP TIRE PUBLIC EDUC, OUTREACH, & AWARENESS CAMPAIGN; PROVIDE TECH SUPPORT TO LOCAL GOVTS, INCL ORDINANCE & MODEL CREATION TO INC REGULATION & ENFORCEMENT; DATABASE FOR ABANDONED TIRE LOCATIONS, HAULERS, DEALERSHIPS, & END USERS IN THE REGION; IDENTIFY & IMPL ADDITIONAL POLICIES FOR REGIONAL IMPROVEMENT; ASSIST LOCAL GOVTS, BUSINESSES, & CITIZENS IN PROJ & PROGRAM IMPL; FURTHER RESEARCH INTO EXISTING & POTENTIAL END USES TO INCL LOCAL SCRAP TIRE UTILIZATION AS A RESOURCE; COLLECTION EVENTS | STBG | TDCs | \$150,000 | \$160,000 | \$180,000 | \$490,000 | New Project | S | E |
| | | STBG | TDCs | \$100,000 | \$100,000 | \$100,000 | \$300,000 | | P | E |
| 11615.4 | REGIONAL GEOSPATIAL IMAGERY: DATA COLLECTION/PLANNING; DATA COLLECTION/PLANNING COOPERATIVE DIGITAL AERIAL PHOTOGRAPHY DATA COLLECTION TO IMPROVE TRAVEL DEMAND MODEL, AND CORRIDOR ALIGNMENT PLANNING, AND TRACK POPULATION/EMPLOYMENT CHANGES, AND SUPPORT VARIOUS ADDITIONAL ANALYTICAL TRANSPORTATION PLANNING ACTIVITIES | STBG | State | \$150,000 | \$0 | \$150,000 | \$300,000 | | S | E |
| | | STBG | State | \$1,000,000 | \$0 | \$1,000,000 | \$2,000,000 | | P | E |
| 11680.1 | AUDIO/VISUAL EQUIPMENT - NCTCOG OFFICES; REPLACEMENT, UPGRADE , AND MONITORING OF AUDIO/VIDEO EQUIPMENT IN THE TRANSPORTATION COUNCIL ROOM; VIDEO WEB HOSTING SERVICES | RTC Local | N/A | \$200,000 | \$0 | \$0 | \$200,000 | Will pursue federal and local funding sources to offset RTC Local (TPF and room reservation revenue) | P | E |
| 11634.1 | FHWA MANAGED LANE POOL FUND STUDY; IDENTIFY AND IMPLEMENT RESEARCH REGARDING THE PLANNING AND OPERATION OF MANAGED LANES; DEVELOP NEW STANDARDS FOR MANAGED LANES | RTC Local | N/A | \$15,000 | \$15,000 | \$15,000 | \$45,000 | | P | E |

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**Fiscal Year 2024-2026 Management, Operations, and Air Quality Program
Recommendations**

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|----------|---|-------------------------|-----------------------|-----------------------------------|-----------|-----------|-----------|-------------|--|-----------------|
| | | | | FY 2024 | FY 2025 | FY 2026 | Total | | | |
| 16002 | MCKINNEY LINE PASSENGER RAIL STUDY; FROM PARKER ROAD STATION IN PLANO TO MCKINNEY NORTH; MCKINNEY LINE PASSENGER RAIL CONCEPTUAL ENGINEERING STUDY INCLUDING ALTERNATIVE ROUTE ANALYSIS AND FUNDING OPTIONS; INCLUDES CONSULTANT AND NCTCOG STAFF TIME | STBG | TDCs | \$125,000 | \$125,000 | \$0 | \$250,000 | New Project | S | E |
| | | STBG | TDCs | \$750,000 | \$0 | \$0 | \$750,000 | | P | E |
| 16003 | MANSFIELD LINE PASSENGER RAIL STUDY; FROM MIDLOTHIAN TO FORT WORTH CENTRAL STATION; MANSFIELD LINE PASSENGER RAIL CONCEPTUAL ENGINEERING STUDY INCLUDING ALTERNATIVE ROUTE ANALYSIS AND FUNDING OPTIONS; INCLUDES CONSULTANT AND NCTCOG STAFF TIME | STBG | TDCs | \$125,000 | \$125,000 | \$0 | \$250,000 | New Project | S | W |
| | | STBG | TDCs | \$750,000 | \$0 | \$0 | \$750,000 | | P | W |
| 11554.2 | 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; INCLUDES PLANO LEGACY AREA AUTONOMOUS TRANSPORTATION SYSTEM | STBG | TDCs | \$375,000 | \$0 | \$0 | \$375,000 | | P | E |
| 16004 | NORTHWEST AND SOUTHWEST FORT WORTH SUBAREA STUDIES; NORTHWEST STUDY: BOUNDED BY US 377 TO W, SH 114 TO N, FM 730 TO W, & IH 820 TO S; SOUTHWEST STUDY: IH 20/IH 820 TO N, FM1187 TO W, US 377 TO S, AND CHISHOLM TRAIL TO E; DEVELOP SUB-REGIONAL TRANSPORTATION PLANS TO IDENTIFY NEEDED IMPROVEMENTS AND ESTABLISH A MULTI-MODAL TRANSPORTATION NETWORK WITH ADDITIONAL FOCUS AREAS ON LAND-USE, SAFETY, AND CONGESTION; AREAS OUTSIDE THIS STUDY AREA WILL ALSO BE INCLUDED AS THEY IMPACT TRAVEL WITHIN THE AREA; INCLUDES CONSULTANT AND NCTCOG STAFF TIME | STBG | TDCs | \$0 | \$200,000 | \$100,000 | \$300,000 | | S | W |
| | | STBG | TDCs | \$200,000 | \$400,000 | \$200,000 | \$800,000 | | P | W |
| 16005 | SOUTHWEST AIRLINES SURFACE TRANSPORTATION PLANNING STUDY; STEMMONS FREEWAY TO DALLAS NORTH TOLLWAY; STUDY TO EVALUATE IMPROVEMENTS TO EXISTING ROADWAY AND TRANSIT OPTIONS TO MAXIMIZE ACCESSIBILITY TO LOVE FIELD AIRPORT NOW AND IN THE FUTURE | STBG | TDCs | \$0 | \$75,000 | \$0 | \$75,000 | | S | E |

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Recommendations**

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|----------|--|-------------------------|-----------------------|-----------------------------------|-------------|-------------|-------------|-----------------------------------|--|-----------------|
| | | | | FY 2024 | FY 2025 | FY 2026 | Total | | | |
| 16006 | ENVIRONMENTAL IMPACT STATEMENT COORDINATION ON REGIONAL PROJECTS; PROVIDE TECHNICAL, PLANNING, ENGINEERING, AND ENVIRONMENTAL ASSISTANCE TO TRANSPORTATION AGENCIES AND THE RTC TO ADVANCE CORRIDORS IDENTIFIED FOR IMPROVEMENT IN, OR BEING EVALUATED FOR, THE METROPOLITAN TRANSPORTATION PLAN (MTP); PROVIDE SUPPORT TO ADVANCE REGIONAL PROJECTS THROUGH THE ENVIRONMENTAL PROCESS; FACILITATE COORDINATION MEETINGS THAT MONITOR AND ENSURE THE CONTINUED PROGRESS OF ENVIRONMENTAL DOCUMENT COMPLETION | STBG | TDCs | \$0 | \$200,000 | \$200,000 | \$400,000 | | S | E |
| 11613.3 | REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES, PLANNING, AND IMPLEMENTATION ACTIVITIES IN SUPPORT OF THE REGION'S GOOD MOVEMENT INCL; NCTCOG STAFF TIME & CONSULTANT ASSISTANCE TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT; MOVEMENT, 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, AND OVERSIGHT OF PARTNER IMPLEMENTATION PROJECTS | STBG | TDCs | \$1,200,000 | \$1,250,000 | \$2,500,000 | \$4,950,000 | | S | E |
| | | STBG | TDCs | \$125,000 | \$0 | \$125,000 | \$250,000 | | P | E |
| 11650.1 | TRANSPORTATION TECHNICAL SUPPORT; TECHNICAL ASSISTANCE FOR DEVELOPING, MONITORING, ENVIRONMENTALLY APPROVING, AND IMPLEMENTING CORRIDOR STUDIES/PROJECTS ACCORDING TO CAPITAL ASSET MANAGEMENT PRINCIPLES | STBG | TDCs | \$160,000 | \$700,000 | \$1,800,000 | \$2,660,000 | | S | E |
| 11661 | EXPEDITE SECTION 404 AND 408 PERMITS AND IMPLEMENT REGIONAL MITIGATION BANK | RTR | N/A | \$250,000 | \$250,000 | \$250,000 | \$750,000 | Need new CSJ | P | E |
| 11654.2 | TECHNICAL AND LEGAL SUPPORT FOR INNOVATIVE FINANCING ON TRANSPORTATION AND AIR QUALITY PROJECTS IN THE DALLAS-FORT WORTH REGION; INCLUDING RESEARCHING, DEVELOPING, AND NEGOTIATING LEGAL MECHANISMS TO IMPLEMENT PROGRAMS AND INITIATIVES TO ENSURE COMPLIANCE WITH FEDERAL, STATE, AND POLICY BODY REQUIREMENTS | RTR | N/A | \$135,000 | \$150,000 | \$160,000 | \$445,000 | May put all of funding in FY 2024 | S | E |

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**Fiscal Year 2024-2026 Management, Operations, and Air Quality Program
Recommendations**

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|----------|--|-------------------------|-----------------------|-----------------------------------|-------------|-------------|-------------|--|--|-----------------|
| | | | | FY 2024 | FY 2025 | FY 2026 | Total | | | |
| 11633.4 | M&O - PROGRAM OVERSIGHT COORDINATION AND COMPLIANCE, INCLUDING DEPARTMENT STREAMLINING INITIATIVES, PROCUREMENT (EDUCATION, OUTREACH W/ POTENTIAL BIDDERS INCL WEB UPDATES), CONTRACT MGMT, ENHANCEMENT OF RESOURCES & COMPLIANCE W/ BUY AMERICA & DBE PRGM (INCL OUTREACH TO VENDORS, AND DEVELOPMENT OF PARTNERSHIP W/ REGIONAL & STATE CERT AGENCIES), & LEGAL (COORDINATION OF RTC POLICIES, EVALUATION, DEVELOPMENT, REGULATION OF LEGAL INSTRUMENTS TO IMPLEMENT MPO PROJECTS) | STBG | TDCs | \$135,000 | \$150,000 | \$160,000 | \$445,000 | Need new CSJ; May put all of funding in FY 2024 | S | E |
| 11647.2 | LAND USE/TRANSPORTATION AND BIKE/PEDESTRIAN INITIATIVES INCLUDES BICYCLE/PEDESTRIAN PLANNING, TRANSIT ORIENTED DEVELOPMENT, REGIONAL PEDESTRIAN SAFETY PROGRAM, IMPLEMENTATION OF SUSTAINABLE DEVELOPMENT INITIATIVES, REGIONAL WAYFINDING, AND ADA COMPLIANCE; 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 | STBG | TDCs | \$150,000 | \$1,170,000 | \$2,090,000 | \$3,410,000 | Transit Technical Assistance, and Veloweb Strategic Priority, ADA Compliance, and Regional Wayfinding; Include Lookout Texans funding here | S | E |
| | | STBG | TDCs | \$0 | \$180,000 | \$100,000 | \$280,000 | | P | E |
| 11692.1 | REGIONAL PARKING MANAGEMENT TOOLS & STRATEGIES PROGRAM; CONDUCT DATA COLLECTION AND/OR PLANNING TO DEVELOP AND IMPLEMENT DATA DRIVEN TOOLS AND STRATEGIES TO SUPPORT PUBLIC SECTOR IN MANAGEMENT OF PARKING AT MULTIMODAL LOCATIONS | STBG | TDCs | \$0 | \$200,000 | \$200,000 | \$400,000 | | S | E |
| | | STBG | TDCs | \$0 | \$0 | \$150,000 | \$150,000 | | P | E |
| 11663.2 | ENTIRE 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 & NCTCOG STAFF TIME | STBG | TDCs | \$100,000 | \$115,000 | \$385,000 | \$600,000 | | S | E |
| | | STBG | TDCs | \$1,673,000 | \$1,685,000 | \$1,703,000 | \$5,061,000 | | P | E |
| 16007 | SPECIAL EVENTS MANAGEMENT; INCLUDING MEASURES SUCH AS EXTENDED TRANSIT SERVICE FOR EVENTS, STAGING OF TOW TRUCKS TO CLEAR INCIDENTS QUICKLY, CLEARING ROADWAYS QUICKLY AFTER INCIDENTS, ETC. TO REDUCE CONGESTION DURING SPECIAL EVENTS; INCLUDES NCTCOG STAFF TIME | STBG | TDCs | \$100,000 | \$100,000 | \$100,000 | \$300,000 | New Project; Previously a part of TIP 11617.1 | S | W |
| | | STBG | TDCs | \$300,000 | \$450,000 | \$500,000 | \$1,250,000 | | P | W |

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|----------|---|-------------------------|-----------------------|-----------------------------------|-------------|-------------|-------------|--|--|-----------------|
| | | | | FY 2024 | FY 2025 | FY 2026 | Total | | | |
| 11691.1 | IMPLEMENT AND OPERATE TRAVELER INFORMATION SYSTEM; DEVELOP CONCEPT OF OPERATIONS AND DEPLOYMENT OF TRANS SYS MANAGEMENT AND OPERATIONS DATA ENGINE TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S TRANSP NETWORK BY INTEGRATING DATA SOURCES INCL REGIONAL TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYS; ITS DATA UPDATES AND COMPLIANCE; COORDINATION WITH REGIONAL PARTNERS ON INFORMATION SHARING AND AGREEMENT TRACKING; ADMINISTRATION OF MOBILITY ASSISTANCE PATROL; INCLUDES NCTCOG STAFF TIME | STBG | TDCs | \$124,000 | \$400,000 | \$415,000 | \$939,000 | Includes funding from Regional Data Hub, 511 DFW, and ITS Implementation; Dallas and Fort Worth District live operators will be funded in the future by TxDOT | S | E |
| | | STBG | TDCs | \$1,460,000 | \$2,350,000 | \$2,350,000 | \$6,160,000 | | P | E |
| 11618.2 | MOBILITY ASSISTANCE PATROL; MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS (DALLAS AND FORT WORTH DISTRICTS) | STBG | State | \$0 | \$0 | \$5,100,000 | \$5,100,000 | Include staff funding in TIP 11691.1 | P | E |
| 11619.2 | | STBG | State | \$0 | \$0 | \$3,000,000 | \$3,000,000 | | P | W |
| 11616.1 | REGIONAL TRAFFIC SIGNAL RETIMING PROJECT; 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 | CMAQ | State/Local | \$230,000 | \$250,000 | \$250,000 | \$730,000 | Sections to be funded in M&O per discussion with MM; RTSP staff time; Includes funding for controllers and coordination (50/50 split between FY 2024 and 2025) | S | E |
| | | CMAQ | State/Local | \$2,280,000 | \$2,510,000 | \$3,350,000 | \$8,140,000 | | P | E |
| 11612.3 | 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 | STBG | TDCs | \$450,000 | \$475,000 | \$500,000 | \$1,425,000 | | S | E |
| | | STBG | TDCs | \$810,000 | \$834,500 | \$860,300 | \$2,504,800 | | P | E |
| 11888.11 | M&O-UNMANNED AIRCRAFT SYSTEM PLANNING AND IMPLEMENTATION (ORDINANCES, LAND NCTCOG VARIOUS AVIATION SUPPORT INTEGRATED SYSTEMS USE SUPPORT, OUTREACH, AND EDUCATION); UNCREWED AIRCRAFT SYSTEM TASK FORCE AND COORDINATION; ADVANCED AIR MOBILITY INTEGRATION; REGIONAL AVIATION SYSTEM PLANNING; AVIATION EDUCATION INITIATIVE | RTC Local | N/A | \$360,000 | \$400,000 | \$440,000 | \$1,200,000 | | S | W |

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|----------|---|-------------------------|-----------------------|-----------------------------------|-------------|-------------|-------------|--|--|-----------------|
| | | | | FY 2024 | FY 2025 | FY 2026 | Total | | | |
| 11657.2 | 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 | CMAQ | TDCs | \$950,000 | \$1,025,000 | \$1,050,000 | \$3,025,000 | | S | E |
| | | STBG | TDCs | \$950,000 | \$1,025,000 | \$1,050,000 | \$3,025,000 | | S | E |
| 11892.2 | M&O NASJRB; PLANNING, ADMINISTRATION, AND IMPLEMENTATION OF NAVAL AIR STATION JOINT RESERVE BASE JOINT LAND USE DEVELOPMENT STUDY; REGIONAL MILITARY AND COMMUNITY COORDINATION AND IMPLEMENTATION | RTC Local | N/A | \$145,000 | \$185,000 | \$190,000 | \$520,000 | | S | W |
| 11639.1 | DCTA VANPOOL; OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE | STBG | Local | \$750,000 | \$500,000 | \$0 | \$1,250,000 | | P | E |
| 11699 | REGIONAL VANPOOL PROGRAM FOR EASTERN AND WESTERN SUBREGION; 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 | STBG | TDCs | \$0 | \$0 | \$300,000 | \$300,000 | Pass through reflects 69%/31% funding split for the eastern and western subregions until exact funding amounts are finalized | S | E |
| | | STBG | TDCs | \$0 | \$759,000 | \$1,518,000 | \$2,277,000 | | P | E |
| | | STBG | TDCs | \$0 | \$341,000 | \$682,000 | \$1,023,000 | | P | W |
| 20200 | SUSTAINABILITY FOR TRANSIT; TRANSIT OPERATIONS REGIONAL COORDINATION | RTR | N/A | \$0 | \$500,000 | \$500,000 | \$1,000,000 | Specific projects will come back to the RTC for approval | P | E |
| 25059.2 | TRANSIT PASSES FOR COMMUNITY COLLEGES (EASTERN SUBREGION); PILOT PROGRAM TO PROVIDE TRANSIT PASSES FOR DALLAS COUNTY COLLEGE STUDENTS TO ASSIST WITH STUDENT TRANSPORTATION NEEDS | CRP | TDCs | \$0 | \$300,000 | \$0 | \$300,000 | | P | E |
| 14014 | MCKINNEY AVENUE TRANSIT AUTHORITY M-LINE EXTENSION FROM UPTOWN TO KNOX-HENDERSON NEIGHBORHOOD; CONDUCT A STUDY TO RECOMMEND ALIGNMENTS & STOPS, EVAL THE COST OF IMPL, OPERATION, & MAINTENANCE, PROVIDE TECH ASSIST PRODUCING RIDERSHIP EST & PRELIM ENV ANALYSIS, ID POTENTIAL FUNDING, & DEVELOP TIMELINE; INCL NCTCOG STAFF TIME & MAY INCL CONSULTANT ASST | STBG | TDCs | \$0 | \$100,000 | \$0 | \$100,000 | Same TIP Code, new CSJ | S | E |
| | | STBG | TDCs | \$0 | \$500,000 | \$0 | \$500,000 | | P | E |

1: Funding Shown is the RTC Share (Projects with TDC Match are 100% Federal)
2: P) Pass Through Funds/Non-Staff S) Staff Time

Fiscal Year 2024-2026 Management, Operations, and Air Quality Program Recommendations

| TIP CODE | PROJECT DESCRIPTION | PROPOSED FUNDING SOURCE | PROPOSED MATCH SOURCE | PROPOSED NEW FUNDING ¹ | | | | COMMENTS | PASS THROUGH VS. STAFF TIME ² | EAST-WEST SHARE |
|----------|--|-------------------------|-----------------------|-----------------------------------|---------------------|---------------------|----------------------|----------------|--|-----------------|
| | | | | FY 2024 | FY 2025 | FY 2026 | Total | | | |
| 16008 | TECHNOLOGY AND INNOVATION 3.0; STAFF SUPPORT FOR FUTURE PROJECTS FOCUSED ON IMPROVING REGIONAL BROADBAND ACCESS FOR TRANSPORTATION USES, COORDINATING AND SUPPORTING EMERGING MOBILITY TECHNOLOGY DEPLOYMENTS AND CONNECTED VEHICLE/INFRASTRUCTURE IMPROVEMENTS; SUPPORTING WORKFORCE DEVELOPMENT AND RESEARCH INITIATIVES; AND MANAGING ADMINISTRATIVE TASKS TO FACILITATE PROJECTS | STBG | TDCs | \$400,000 | \$500,000 | \$750,000 | \$1,650,000 | | S | E |
| | | STBG | TDCs | \$0 | \$4,500,000 | \$4,250,000 | \$8,750,000 | | P | E |
| | | | Subtotal | \$24,628,000 | \$33,664,500 | \$47,538,300 | \$105,830,800 | | | |
| | | | | | | | | | | |
| 11656 | SOLAR PANEL DEMONSTRATION PROJECT TO REDUCE ELECTRICITY COSTS | RTC Local | N/A | -\$50,000 | \$0 | \$0 | -\$50,000 | Remove funding | P | W |
| | | | Subtotal | -\$50,000 | \$0 | \$0 | -\$50,000 | | | |

| Financial Summary | | | | |
|--|---------------------|---------------------|---------------------|----------------------|
| Funding Source | FY 2024 | FY 2025 | FY 2026 | Total |
| Existing Projects Proposed for Additional Funds | | | | |
| CMAQ | \$3,460,000 | \$3,785,000 | \$4,650,000 | \$11,895,000 |
| CRP | \$500,000 | \$1,200,000 | \$950,000 | \$2,650,000 |
| STBG | \$18,863,000 | \$26,429,500 | \$39,583,300 | \$84,875,800 |
| RTR | \$1,085,000 | \$1,650,000 | \$1,710,000 | \$4,445,000 |
| RTC Local | \$670,000 | \$600,000 | \$645,000 | \$1,915,000 |
| TDCs (Not Calculated in Funding Totals) | 3,682,600 | 5,630,900 | 6,466,660 | 15,780,160 |
| Total M&O Funding Request | \$24,578,000 | \$33,664,500 | \$47,538,300 | \$105,780,800 |
| Pass Through Vs. Staff Time Summary | | | | |
| P- Pass-Through Funds | \$12,938,000 | \$17,584,500 | \$27,193,300 | \$57,715,800 |
| S- Staff Time | \$11,640,000 | \$16,080,000 | \$20,345,000 | \$48,065,000 |
| Total | \$24,578,000 | \$33,664,500 | \$47,538,300 | \$105,780,800 |
| East/West Split | | | | |
| Subregion | FY 2024 | FY 2025 | FY 2026 | Total |
| East | \$22,648,000 | \$31,463,500 | \$42,326,300 | \$96,437,800 |
| West | \$1,930,000 | \$2,201,000 | \$5,212,000 | \$9,343,000 |
| Total | \$24,578,000 | \$33,664,500 | \$47,538,300 | \$105,780,800 |

1: Funding Shown is the RTC Share (Projects with TDC Match are 100% Federal)
 2: P) Pass Through Funds/Non-Staff S) Staff Time

Fiscal Year 2024-2026 Dallas-Fort Worth MPO Safety Program Recommendations

| PROJECT NAME | PROJECT DESCRIPTION | CONTRIBUTING FACTOR | PASS THROUGH VS. STAFF TIME | PROPOSED FUNDING SOURCE ¹ | PROPOSED MATCH SOURCE | 2024 | 2025 | 2026 | TOTAL | COMMENTS |
|--|---|--|-------------------------------------|--------------------------------------|-----------------------|--------------------|--------------------|--------------------|---------------------|---|
| Bicycle/Pedestrian Education | | | | | | | | | | |
| Look Out Texans Safety Campaign | Public awareness campaign (education and outreach) for targeted areas that have been identified as bicycle/pedestrian safety hotspots | Bicycle and Pedestrian | Staff | STBG | TDCs | \$165,000 | \$165,000 | \$170,000 | \$500,000 | Funding will be added to existing project (TIP 11647.2) |
| | | | Materials/Advertising | | | \$500,000 | \$500,000 | \$500,000 | \$1,500,000 | |
| | | | Subtotal | | | \$665,000 | \$665,000 | \$670,000 | \$2,000,000 | |
| Bicycle/Pedestrian Engineering | | | | | | | | | | |
| Regional Bicycle Safety Action Plan | Develop a regional bicycle safety plan to identify needed bicycle improvements | Speed, DUI, Bicycle, Pedestrian, Unrestraint and Motorcycles | Staff | STBG | TDCs | \$200,000 | \$300,000 | \$0 | \$500,000 | Funding will be added to existing project (TIP 11647.2) |
| Bicycle/Pedestrian Spot Improvements | Provide funding to local agencies for safety treatments and countermeasures on bike/pedestrian facilities, including lighting/intersection improvements, crosswalk enhancements, on-street bike safety treatments, etc., identified in regional bike or pedestrian safety plans | Bicycle and Pedestrian | Pass-Through | CMAQ | TDCs | \$3,000,000 | \$3,000,000 | \$3,500,000 | \$9,500,000 | Projects to be added to the TIP and implemented by local agencies |
| | | | Subtotal | | | \$3,200,000 | \$3,300,000 | \$3,500,000 | \$10,000,000 | |
| Roadway Operations, Engineering, and Intercity Connections | | | | | | | | | | |
| Regional Data Tools and Analysis | Data tool, collection, and analysis to be used regionwide that combines historical data and vehicle behavior data to identify areas with a high-risk of safety incidents and identify countermeasures that can be applied to improve safety | Speed, DUI, Bicycle, Pedestrian, Unrestraint and Motorcycles | Staff | STBG | TDCs | \$440,000 | \$445,000 | \$450,000 | \$1,335,000 | Funding may be combined into one TIP project (14038.1 and 14038.2) |
| | | | Vendor/Consultant | | | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$3,000,000 | |
| Roadway Safety Audits | Regionwide roadway safety audit to evaluate various road segments and intersections highlighted in the regional Pedestrian Safety Action Plan, and to identify recommended safety countermeasures that will enhance safety and reduce the number and severity of crashes | Speed, DUI, Bicycle, Pedestrian, Unrestraint and Motorcycles | Consultant | STBG | TDCs | \$1,500,000 | \$0 | \$0 | \$1,500,000 | |
| Implementation of the Roadway Safety Plan | Provide funding for striping, signage, operational changes, technology (advance warnings), etc.; Projects to be implemented by local agencies | Speed, DUI, Bicycle, Pedestrian, Unrestraint and Motorcycles | Direct to Agencies - Program in TIP | STBG | TDCs | \$5,500,000 | \$5,750,000 | \$5,935,000 | \$17,185,000 | Implementation of data project above; Put in an out-year placeholder in the TIP until projects are identified from the safety plan |
| Traffic Incident Management | 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 | Crash Response | Staff | STBG | TDCs | \$150,000 | \$160,000 | \$170,000 | \$480,000 | Continue on similar path; Include in general safety project, funding may be combined into one TIP project (TIP 14038.1 and TIP 14038.2) |
| | | | Vendor/Consultant | | | \$500,000 | \$500,000 | \$500,000 | \$1,500,000 | RFI and Procurement pending. Plan to release RFI in FY 22.; Include in general safety project, funding may be combined into one TIP project (TIP 14038.1 and TIP 14038.2) |
| | | | Subtotal | | | \$9,090,000 | \$7,855,000 | \$8,055,000 | \$25,000,000 | |
| Speed Education | | | | | | | | | | |
| Drive Aware North Texas Safety Campaign | Public awareness campaign (education and outreach) to target driver behaviors to reduce crashes, focus on speeding, and other contributing factors as they emerge | Speed, DUI, Bicycle, Pedestrian, Unrestraint and Motorcycles | Staff | STBG | TDCs | \$100,000 | \$100,000 | \$150,000 | \$350,000 | New effort. May be completed with staff or consultant depending on total effort needed and cost; Funding may be combined into one TIP project (TIP 14038.1 and TIP 14038.2) |
| | | | Marketing | | | \$300,000 | \$300,000 | \$300,000 | \$900,000 | |
| Targeted Safety Education Campaign for School Districts and Teen Drivers | Safety campaign using community outreach to schools and organizations to focus on teen driver behavior, safe routes to school, etc. | Speed, DUI, Bicycle, Pedestrian, Unrestraint and Motorcycles | Staff/Consultant | STBG | TDCs | \$250,000 | \$250,000 | \$250,000 | \$750,000 | Funding may be combined into one TIP project (TIP 14038.1 and TIP 14038.2) |
| | | | Subtotal | | | \$650,000 | \$650,000 | \$700,000 | \$2,000,000 | |

1: Funding shown is the Federal amount (100%), Regional TDCs are proposed in lieu of local match

Fiscal Year 2024-2026 Dallas-Fort Worth MPO Safety Program Recommendations

| PROJECT NAME | PROJECT DESCRIPTION | CONTRIBUTING FACTOR | PASS THROUGH VS. STAFF TIME | PROPOSED FUNDING SOURCE ¹ | PROPOSED MATCH SOURCE | 2024 | 2025 | 2026 | TOTAL | COMMENTS |
|--|--|-------------------------|-----------------------------|--------------------------------------|-----------------------|---------------------|---------------------|---------------------|---------------------|--|
| Speed Enforcement | | | | | | | | | | |
| Strategic Targeting of Aggressive Driving and Road Rage | Partner with enforcement agencies to combat aggressive driving and road rage; Includes personnel and equipment | Speed, DUI, Unrestraint | Pass-Through | STBG | TDCs | \$800,000 | \$2,250,000 | \$3,200,000 | \$6,250,000 | Funding may be combined into one TIP project (TIP 14038.1 and TIP 14038.2) |
| | | | Staff | | | \$200,000 | \$250,000 | \$300,000 | \$750,000 | |
| | | | Subtotal | | | \$1,000,000 | \$2,500,000 | \$3,500,000 | \$7,000,000 | |
| Other | | | | | | | | | | |
| Placeholder Projects and Programs to be Identified in the Future | | TBD | TBD | TBD | TDCs | \$1,250,000 | \$1,250,000 | \$1,500,000 | \$4,000,000 | |
| | | | Subtotal | | | \$1,250,000 | \$1,250,000 | \$1,500,000 | \$4,000,000 | |
| | | | Grand Totals | | | \$15,855,000 | \$16,220,000 | \$17,925,000 | \$50,000,000 | |
| | | | Staff | | | \$1,505,000 | \$1,670,000 | \$1,490,000 | \$4,665,000 | |
| | | | Pass Through | | | \$14,350,000 | \$14,550,000 | \$16,435,000 | \$45,335,000 | |

1: Funding shown is the Federal amount (100%), Regional TDCs are proposed in lieu of local match

**BYLAWS AND OPERATING PROCEDURES
REGIONAL TRANSPORTATION COUNCIL**

~~August 2018~~ November 2022

STATEMENT OF PRINCIPLES

1. The physical, economic, and social well-being of the region, its citizens, and business enterprises, now and in the future, is determined to a great extent by its transportation system. Therefore, decisions involving transportation systems and subsystems must consider the environmental, economic, and social impacts of the alternatives in the future development of the transportation system and must attain the principal objective of having an efficient, safe, and practical system for moving people, goods, and services in the region according to their needs.
2. A transportation system can best be planned on a large-area basis involving city, county, regional, and state jurisdictional responsibilities and a proper mix of various modes of travel.
3. Counties and cities have the local responsibility for anticipating and meeting the transportation needs for adequately moving people and goods within their jurisdictions. However, the Texas Department of Transportation is charged, by law, with the responsibility for planning, designing, constructing, and maintaining the State Highway System. In addition, duly authorized transportation authorities are responsible for planning, developing, and operating public transportation services in their respective service areas. Under federal legislation, the Metropolitan Planning Organization (MPO), through the NCTCOG Regional Transportation Council, has an expanded role in project selection, transportation project programming, and project funding.
4. Evaluation of transportation alternatives and the determination of the most desirable transportation system can best be accomplished through a Regional Transportation Council

(RTC) of primarily elected officials from the counties and cities in the North Central Texas Region. The Regional Transportation Council will be the forum for cooperative decision making by primarily elected officials of general purpose local governments (i.e., cities and counties) and including representatives of entities responsible for highway, toll road, mass transit improvements, and ground access to air carrier aviation. It is in the explicit interest of the Regional Transportation Council, that all elected officials be of general purpose local governments.

5. The Regional Transportation Council will make recommendations involving the regional transportation system, including the regional highway system, the regional public transportation system, and the regional aviation system, to the counties and cities, the State, and the authorities for all modes of transportation. Final decisions for implementing the Metropolitan Transportation Plan will be a cooperative effort between the governing bodies of the counties and cities, the Texas Transportation Commission, the Regional Transportation Council, and the authorities.
6. The Regional Transportation Council will monitor the metropolitan transportation planning process to assure that it is conducted in a manner consistent with requirements of federal law and regulations.
7. In an attempt to fulfill the above concepts and to meet the requirements of the Federal Aid Highway Act of 1973, the Governor, on April 12, 1974, designated the North Central Texas Council of Governments as the Metropolitan Planning Organization for transportation planning with the proviso that the Regional Transportation Council be the decision-making group for regional transportation policy for the Dallas-Fort Worth urbanized area. Since that time, this designation has been modified to reflect the inclusion of both the Denton-Lewisville urbanized

area and the McKinney urbanized area. The NCTCOG Executive Board serves as the fiscal agent for the MPO. As the designated Metropolitan Planning Organization, the North Central Texas Council of Governments must assure that transportation planning in the urbanized area is satisfactorily coordinated and integrated with other comprehensive planning in the State Planning Region. These Bylaws and Operating Procedures spell out the manner in which the Regional Transportation Council shall fulfill its responsibilities as the cooperative transportation decision-making group of the Metropolitan Planning Organization for the Dallas-Fort Worth metropolitan area.

DEFINITIONS

Section 1. The following definitions shall apply to terms used in these Bylaws and Operating Procedures:

- A. Transportation Planning Process. The transportation planning process is the process of estimating future travel demand, identifying transportation improvement alternatives, and evaluating those alternatives and financial resources to determine the best combination of facilities and services for all modes of travel.

- B. Metropolitan Transportation Plan. The Metropolitan Transportation Plan (MTP) is the delineation of projects, programs, and policies associated with highway, transit, aviation, and other multimodal facilities that would serve the projected travel demand for a forecast year. The Metropolitan Transportation Plan will include a listing of projects anticipated to be funded over the next approximately 20+ years, policies, and programs, and be developed consistent with federal guidelines.

- C. Transportation Improvement Program. The Transportation Improvement Program (TIP) is a multimodal listing of all transportation projects and programs expected to be implemented over an approximately four-year period, as well as projects that are funded but not yet ready for implementation. This includes all projects or programs which are expected to utilize federal funds and those projects or programs which will utilize other funds (state or local), including toll road projects. The TIP will be developed consistent with federal guidelines and Regional Transportation Council selection criteria.
- D. Unified Planning Work Program. The Unified Planning Work Program (UPWP) is a listing of planning projects to be performed by the MPO in support of a continuous, comprehensive, and coordinated transportation planning process. The UPWP also contains a listing of planning projects performed by other agencies which will have regional significance.
- E. Regional Transportation System. The Regional Transportation System is the continuous network of roadways, transit services, aviation, and other multimodal facilities that provides for movement and interchange of people and goods, primarily between local jurisdictions within the region. Included in the Regional Transportation System, but are not limited to, are the Regional Highway System, Regional Public Transportation System, Regional Aviation System, and air carrier airports.
- F. Regional Highway System. The regional highway system includes, but is not limited to, those freeways, principal and minor arterials, tollways, managed lanes, intermodal terminals, parking facilities, and autonomous passenger vehicle services which make up the system for travel by automobile or truck.

- G. Regional Public Transportation System. The regional public transportation system includes, but is not limited to, light rail; commuter rail, high-speed rail, and other emerging transit technologies; local and express bus routes; personal rapid transit; paratransit and ridesharing services operated by public or private entities, and taxi or other for-hire transportation services.
- H. Regional Aviation System. The regional aviation system includes, but is not limited to, the collective airports and vertical flight facilities in the Metropolitan Area Boundary which provide terminals for commercial air travel, general aviation, and air cargo activities.
- I. Metropolitan Area. The Metropolitan Area is comprised of Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties. This area is expected to be principally urbanized by the appropriate planning horizon (approximately 20 years).
- J. Texas Metropolitan Mobility Plan. The region, as determined by the Regional Transportation Council or required by the Texas Department of Transportation, will develop, and update regularly, a needs-based plan in order to quantify funding needs and develop candidate policy areas.
- K. Primary Member. A primary member is the principal individual appointed to represent an entity or group of entities on the Regional Transportation Council.
- L. Alternate Member. An alternate member is the individual appointed to represent an entity or group of entities on the Regional Transportation Council in the absence of the primary member. An alternate member will receive all meeting materials provided to the primary member and is encouraged to attend Regional Transportation Council meetings on a regular basis in order to be knowledgeable on issues and prepared to vote should the primary member be unable to

attend a particular meeting. In order to ensure coordination between primary and alternate members, all information requests by the alternate member should be coordinated through the primary member.

ORGANIZATION

Section 2. The organization for regional transportation planning shall consist of the Regional Transportation Council, RTC subcommittees determined by the RTC officers, the Surface Transportation Technical Committee, and other technical committees determined by the NCTCOG Transportation Director, as described in subsequent paragraphs and sections of these Bylaws and Operating Procedures.

- A. Regional Transportation Council. The Regional Transportation Council shall be the forum for cooperative decision making by primarily elected officials of general purpose local governments in the Metropolitan Area.

- B. Standing and Ad Hoc Subcommittees. The Regional Transportation Council officers will determine necessary subcommittees for the conduct of RTC business. Subcommittee membership should reflect the diversity of the RTC.

- C. Technical Committees. The Surface Transportation Technical Committee shall provide technical review and advice to the Regional Transportation Council with regard to the surface transportation system. Other technical committees, determined by the NCTCOG Transportation Director, as needed, shall provide technical review and advice for the regional transportation planning process.

REGIONAL TRANSPORTATION COUNCIL

Section 3. The following rules shall govern the procedure, membership, and records of the Regional Transportation Council and its Subcommittees.

A. Membership. Membership on the Regional Transportation Council shall be provided for local governments in the Metropolitan Area, either by direct membership or by representation. The maximum number of seats for individual and cluster cities shall be ~~27~~ 28; the maximum for all other seats shall be 17, resulting in membership that shall not exceed ~~44~~ 45 seats. The membership structure shall be based on the most recent NCTCOG demographic data, and the allocation readjusted to maintain the membership limit of ~~44~~ 45. A copy of the current membership structure is attached to these Bylaws as Appendix A. Cities with a population or employment total of 5,000 or greater shall be represented on the RTC through a membership cluster unless they are provided direct membership. Federally designated urbanized areas of 50,000 or greater, in which the Regional Transportation Council is serving as the Metropolitan Planning Organization, shall be provided direct membership. The cities of Denton, Lewisville, and McKinney have been designated as urbanized areas. The Regional Transportation Council will honor these designations and maintain a cluster seat for each of these three urbanized areas. Representation for the three urbanized area seats can come from any of the cities within the respective cluster. Transportation authority membership is provided only to those entities authorized and operating under Chapters 451, 452 or 460 of the Texas Transportation Code. The following local governments and public agencies shall be represented as indicated:

Cities

| | |
|---|---|
| City of Arlington | 2 |
| Cities of Carrollton and Farmers Branch | 1 |
| Cities of Dallas, Highland Park, and University Park | 6 <u>(includes seat for Love Field)</u> |
| Cities of Denton, Sanger, Corinth, and Lake Dallas, <u>Aubrey, Krum, Hickory Creek, and Oak Point</u> | 1 (urbanized area) |

| | |
|--|-------------------------|
| Cities of Duncanville, DeSoto, Lancaster, Cedar Hill, Glenn Heights, and Hutchins , and Wilmer | 1 |
| City of Fort Worth | 3 <u>4</u> |
| City of Garland | 1 |
| City of Grand Prairie | 1 |
| Cities of North Richland Hills, Richland Hills, Haltom City, Watauga, White Settlement, River Oaks, Lake Worth, Westworth Village , Saginaw, Azle, Keller, and Sansom Park | 1 |
| Cities of Irving and Coppell | 1 |
| Cities of Lewisville, Flower Mound, and Highland Village, Northlake , and Justin | 1 (urbanized area) |
| Cities of Mansfield, Benbrook, Forest Hill, Crowley, Everman, and Kennedale | 1 |
| Cities of Mesquite, Balch Springs, Seagoville, and Sunnyvale | 1 |
| Cities of Grapevine, Southlake, Colleyville, Westlake, Trophy Club, Roanoke, Bedford, Euless, and Hurst | 1 |
| Cities of McKinney, Fairview, Anna, Princeton, and Melissa | 1 (urbanized area) |
| City of Plano | 1 |
| Cities of Richardson and Addison | 1 |
| Cities of Frisco, Prosper, Little Elm, The Colony, Celina, and Providence Village | 1 |
| Cities of Allen, Lucas, Wylie, Rowlett, Sachse, and Murphy, Parker , and Lavon | <u>1</u> |
| Subtotal | 27 <u>28</u> |

Other

| | |
|--|---|
| Collin County | 1 |
| Dallas County | 2 |
| Denton County | 1 |
| Ellis County and the Cities of Waxahachie, Midlothian, Ennis, and Red Oak and Kaufman County and the Cities of Forney, Terrell, and Kaufman | 1 |
| Johnson County and the Cities of Burleson, Cleburne, Keene, and Joshua, Venus , and Alvarado and Hood County and the City of Granbury | 1 |
| Rockwall County and the Cities of Rockwall, Heath, Royse City, and Fate and Hunt County and the Cities of Greenville and Commerce | 1 |
| Parker County and the Cities of Weatherford, and Mineral Wells, Willow Park , and Aledo and Wise County and the Cities of Decatur and Bridgeport | 1 |
| Tarrant County | 2 |
| District Engineer, Dallas District, TxDOT (also represents the TxDOT Paris District's interests) | 1 |
| District Engineer, Fort Worth District, TxDOT | 1 |

| | |
|---|-----------|
| Board Member, Dallas Area Rapid Transit | 1 |
| Board Member, Fort Worth Transportation Authority | 1 |
| Board Member, Denton County Transportation Authority | 1 |
| Board Member, North Texas Tollway Authority | 1 |
| Board Member, Dallas Fort Worth International Airport | <u>1</u> |
| Subtotal | <u>17</u> |

TOTAL 44.45

The representatives of the Dallas Fort Worth International Airport, North Texas Tollway Authority (NTTA) and the three transportation authorities shall be selected by the chairs of their respective entities. The Dallas Fort Worth International Airport, NTTA and transportation authority representatives shall be Board members of their respective entities.

B. Appointees. All members of the RTC shall be local elected officials except:

- the three transportation authority representatives,
- the two TxDOT District Engineers,
- the representative of the North Texas Tollway Authority,
- the representative of the Dallas Fort Worth International Airport (unless an elected official Board member is selected), and
- optional representatives of local governments where one-third of a public agency's representation may be by non-elected private sector officials who are residents of the appointing cluster.

Representatives of individual cities and counties shall be appointed by and serve at the pleasure of the city councils and commissioners' courts respectively, and shall be serving on the governing body they represent (except as noted above). The person representing a group of several cities shall be selected by the mayors using a weighted vote of the maximum population or employment of the cities represented, and the person selected shall serve a two-year term

beginning in July of even-numbered years and shall be serving on one of the governing bodies they represent (except as noted above or below). The person representing a group of several cities and counties shall be selected by the county judges using a weighted vote of the maximum population or employment of the counties represented, and the person selected shall serve a two-year term beginning in July of even-numbered years and shall be serving on one of the governing bodies they represent. In the spirit of integrated transportation planning, all cities within a city-only cluster are eligible to hold the RTC membership seat for the cluster, and the cities should strongly consider rotation of the seat among the entities within the respective cluster. ~~Items to consider when contemplating seat rotation may include: 1) a natural break in a member's government service, such as the conclusion of an elected term, 2) a member's potential to gain an officer position or advance through the officer ranks, 3) a member's strong performance and commitment to transportation planning, or 4) the critical nature of a particular issue or project and its impact on an entity within the cluster.~~ For clusters consisting of both counties and cities, the counties and cities over 30,000 in population ("eligible cities") are eligible to hold the RTC membership seat for the cluster, and the counties ~~should strongly consider rotation of~~ the seat among the counties over a 10-year period in rough proportion to the population of the seat as follows: 1) the Ellis/Kaufman County seat and Rockwall/Hunt County seat shall rotate on a 50/50 basis; and 2) the Johnson/Hood County seat and Parker/Wise County seat shall rotate on a 70/30 basis. The county in which an eligible city appointed to hold the seat is located shall be used to determine whether the rotation requirement is met. Staff shall report rotation of the county cluster seats over the preceding 10-year period as part of the quarterly attendance report under Paragraph E below. Items to consider when contemplating seat rotation may include: 1) a natural break in a member's government service, such as the conclusion of an elected term, 2) a member's potential to gain an officer position or advance through the officer ranks, 3) a member's strong performance and commitment to transportation planning, or 4) the critical nature of a particular issue or project and its impact on an entity within

[the cluster.](#) The entity from which the representative is serving must be located within the Metropolitan Planning Area Boundary. When the Regional Transportation Council modifies the current boundary, membership eligibility will be reevaluated based on the new boundary area.

Each seat on the Regional Transportation Council will be provided a primary member and permitted an alternate member. Alternate members must be predetermined in advance of a meeting and will have voting rights at the full RTC meeting, as well as subcommittee meetings, in the absence of the primary member. An entity or group of entities may elect to appoint its alternate member(s) from a pool of eligible nominees. The same requirements apply to alternate members as to primary members. If a primary member is an elected official, then the alternate member must also be an elected official; if a primary member is a non-elected individual, then the alternate member can be either a non-elected individual or an elected official. Cities and/or counties within a cluster are strongly encouraged to reflect diversity in their selections of primary and alternate members as well as membership rotation amongst the group depending on the qualifications of the appointees. For clusters containing both counties and cities, the county that does not hold the primary seat shall appoint the alternate member, unless otherwise mutually agreed. A best practice for city-only clusters may be to appoint the alternate member from an eligible entity within the cluster that is not providing the primary member.

The appointing bodies are encouraged to select members in common for the RTC and the NCTCOG Executive Board.

- C. Voting Structure. Each seat on the Regional Transportation Council will be provided one vote, with the exception of the Chair who will only vote on a tie. As noted above, either the primary or alternate member in attendance will have the right to vote. An alternate member may represent only one primary member at any given meeting. ~~Teleconferencing for member~~

~~participation will not be permitted;~~ members must be in attendance to vote. No proxy or absentee voting will be allowed.

D. Standards of Conduct (Ethics Policy). The Regional Transportation Council (RTC) establishes the following Ethics Policy in accordance with Section 472.034 of the Texas Transportation Code. This policy applies to both primary and alternate RTC members, whether elected or non-elected. An RTC member may not:

- accept or solicit any gift, favor, or service that might reasonably tend to influence the member in the discharge of official duties or that the member knows or should know is being offered with the intent to influence the member's official conduct;
- accept other employment or engage in a business or professional activity that the member might reasonably expect would require or induce the member to disclose confidential information acquired by reason of the official position;
- accept other employment or compensation that could reasonably be expected to impair the member's independence of judgment in the performance of the member's official duties;
- make personal investments that could reasonably be expected to create a substantial conflict between the member's private interest and the public interest; or
- intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the member's official powers or performed the member's official duties in favor of another.

A copy of the Ethics Policy will be provided to new RTC members, both primary and alternate, no later than the third business day after the date the person qualifies for membership and the North Central Texas Council of Governments receives notification.

All RTC members must also adhere to Chapter 171 of the Local Government Code and to the Code of Ethics from their respective local governments and public agencies.

The NCTCOG Executive Board has established an Ethics Policy and Standards of Conduct applicable to NCTCOG employees consistent with Section 472.034 of the Texas Transportation Code.

- E. Attendance. Records of attendance of RTC meetings shall be kept and presented monthly as part of the minutes. These records shall be sent to the represented local governments quarterly and shall indicate that such notice is standard practice and not indicative of any particular problem. Entities with RTC members that have missed at least three consecutive meetings or at least four meetings in the preceding 12 months will be notified and the appointing bodies shall be asked to review the continued service of their representatives. RTC members may record excused absences if it is made known to NCTCOG and it is related to the following: personal illness, family emergency, jury duty, business necessity, or fulfillment of obligation arising out of elected service. An excused absence will not be recorded as an absence. It is the responsibility of the primary members to notify NCTCOG staff and respective alternate members in advance when unable to attend a meeting. The names of the alternate members should also be provided to NCTCOG. If the primary member does not notify NCTCOG staff in writing (i.e., letter, email) of an alternate member's attendance at least two hours in advance of the commencement of the meeting, the alternate member will not be able to participate in the meeting as a voting member.
- F. Quorum. At least 50 percent of the appointed members identified in Section 3.A herein must be present at meetings for the RTC to take action.

G. Officers. The Regional Transportation Council shall elect a Chair, Vice Chair, and Secretary for a term of one year. Elections shall be held in June of each year, with the new officers beginning their terms at the conclusion of the June meeting. The Chair shall appoint a nominating committee no later than the May meeting of each year for the purpose of bringing before the Council a slate of officers for consideration. The nominating committee is tasked with confirming that the current Vice Chair and Secretary should move up to the office of Chair and Vice Chair, respectively, and nominate a new Secretary. [Members of the nominating committee are eligible to be nominated for an officer position.](#) The nominating committee, in its deliberations, shall address issues of diversity, including sensitivity to gender, ethnicity, and geography in making its recommendations. Officers shall be elected public officials appointed by and from the governing body of the member government. The slate of officers shall reflect leadership in rough proportion to the revenue distribution between the Eastern and Western Subregions. This will not be measured on a year-to-year basis, but will be aggregated over longer periods of time. This does not eliminate the possibility for the Western Subregion to have multiple officers for a reasonable amount of time. In the event that the Chair of the Regional Transportation Council cannot continue to serve at any time during the term of election, the Vice Chair shall automatically become the Chair. If the fulfillment of this term is eight months or less, the Chair is eligible to be reelected. A vacancy in either the office of the Vice Chair or Secretary shall be filled by the Regional Transportation Council in the first meeting of the Council after the vacancy becomes known. In the event that the offices of Chair, Vice Chair, and Secretary all become vacant, new officers shall be elected at the next regularly scheduled meeting of the Regional Transportation Council, with nominations from the floor.

By resolution on August 23, 2007, the North Central Texas Council of Governments Executive Board created an Investment Advisory Committee to guide the development of an investment plan for Regional Toll Revenue funds, also referred to as Revenue Center 5 funds. If the State

delegates responsibility for Regional Toll Revenue funds to the North Central Texas Council of Governments, the Executive Board shall identify, at a minimum, one officer of the Regional Transportation Council to serve on the Investment Advisory Committee.

- H. Meetings. At least one meeting shall be held annually by the Regional Transportation Council, but the Council shall meet as often as necessary for the purpose of transacting the business at hand. The Chair shall call the meeting and/or workshop and shall designate in the written notice of the meeting and/or workshop the business to be transacted or considered. The Staff Director to the Regional Transportation Council develops the meeting agenda. All members have the right to place items on an agenda by contacting the RTC Staff Director at least ten days in advance of the meeting date or by requesting the topic during an RTC meeting for a subsequent agenda. The Chair cannot restrict items to be placed on the agenda.

Written notice of the meeting, accompanied by an Agenda, shall be transmitted to the members and major news media at least 72 hours prior to the meeting. In special situations or under certain circumstances (i.e., inclement weather), confirmation of the meeting and/or member attendance will be made with members by telephone or email. The time and place of meetings shall be designated by the Chair. All meetings shall be held and meeting notice provided in accordance with Chapter 551 of the Texas Government Code.

- I. Minutes. Minutes of the meetings shall be kept and shall be submitted to the members of the Council for approval. Meeting minutes from the Surface Transportation Technical Committee will be made available to the RTC for information.
- J. Staff Support. Staff support for the Regional Transportation Council shall be furnished by the staff of the North Central Texas Council of Governments.

K. Council Functions. Functions of the Regional Transportation Council shall be as follows:

1. Provide direction to the regional transportation planning process.
2. Certify the coordination, comprehensiveness, and continuity of the regional transportation planning process.
3. Develop the Unified Planning Work Program, Metropolitan Transportation Plan and related items, and the Transportation Improvement Program in accordance with requirements of federal statutes and regulations.
4. Review the Transportation Improvement Program and Metropolitan Transportation Plan to assure that transportation projects do not unreasonably exceed the funding that currently seems likely to be available for each metropolitan subarea.
5. Select, nominate, and support projects for those funding programs authorized by federal law or requested by the State.
 - a. Eastern/Western Subregion Funding Split

The Dallas-Fort Worth Area is divided into two subregions for the distribution of funds to the region. The Eastern Subregion is comprised of the counties of Collin, Dallas, Denton, Ellis, Hunt, Kaufman, and Rockwall. The Western Subregion is comprised of the counties of Hood, Johnson, Parker, Tarrant and Wise. To ensure an equitable distribution of funding between the Eastern and Western portions of the Area, the RTC applies a funding distribution that fairly credits each subregion within all applicable federal and State laws. In extraordinary circumstances, it may be necessary to modify the Eastern/Western funding split of one category in order to accommodate federal/State laws of another. When this situation arises, the variation from established policy will be clearly documented and tracked. This policy applies to all funding programs selected and funded by the RTC. The Eastern/Western funding split is calculated and implemented in multiple ways depending upon the funding source, as indicated below:

- (1) Traditional Gas Tax Supported Funding: Mobility Programs are distributed based upon population, employment, activity (population and employment equalized), and vehicle miles of travel. Air Quality Programs are distributed based on Nitrogen Oxide and Volatile Organic Compound emissions. This funding split is determined at the beginning of each transportation funding bill cycle or every two years, whichever is less. This methodology applies to the following funding sources:
 - Surface Transportation Block Grant Program (STBG)—
 - Congestion Mitigation and Air Quality Improvement Program (CMAQ)
 - Metro Corridor (jointly selected by TxDOT and the RTC)
 - Transportation Alternatives Set-Aside (TA Set-Aside)
 - Texas Mobility Fund (jointly selected by TxDOT and the RTC)
 - Proposition 12 (jointly selected by TxDOT and the RTC)

- (2) Transit Section 5307 Urbanized Area Formula Program Funding: Distributed based on the same formula used by the Federal Transit Administration (FTA) to apportion the funds to the larger urbanized area. This funding split is determined on an annual basis when FTA apportionments are made available.
 - (3) Toll Revenue Funding: Distributed based upon the factors enumerated in Texas State law and in accordance with the RTC Near Neighbor and Excess Revenue Policies. The funding split is determined at the time the revenues are received by the RTC directly or by the State on behalf of the RTC using tolling data from January of the affected year.
- b. RTC Procedures for Calls for Projects/Funding Initiatives
- (1) NCTCOG wishes to assist its member governments to the best extent possible assuring fair and equitable treatment for all. NCTCOG has historically provided technical assistance and will continue to do so under this policy. No supplemental information which is material to the application can be submitted or will be accepted after the application deadline. Applicants will be encouraged to submit their applications far enough in advance of the submission deadline to allow NCTCOG to review the material for completeness only. Applications submitted just prior to the deadline may not receive any advance review. NCTCOG staff will be able to provide more assistance to the applicant when the Regional Transportation Council's role is to simply nominate a project. NCTCOG staff must remain neutral when the Regional Transportation Council selects transportation projects.
 - (2) When the Regional Transportation Council sends out a Call for Projects, the applicant will have an option to return an "Intent to Submit" response to NCTCOG. This response will entitle each applicant that returns this to receive a reminder notice approximately two weeks in advance of the deadline. This reminder will include a summary of this policy statement reminding applicants that late or incomplete applications will not be accepted.
 - (3) The Regional Transportation Council will communicate these policies when a Call for Projects is initiated.
 - (4) The Regional Transportation Council will not accept any late applications.
 - (5) The Regional Transportation Council will not accept any incomplete applications.
 - (6) Consistent deadlines will be established with the standard deadline being on Friday at 5 p.m. NCTCOG must have the submitted application "in hand" at the NCTCOG offices. Postmarked by the published deadline does not constitute an on-time application. Deadlines other than the standard will be communicated in advance to the Regional Transportation Council. The RTC will establish a policy on the method by which proposals must be received to accommodate changes in technology over time.

- (7) Questions on project scores are required previous to Regional Transportation Council selection. No appeals on late or incomplete applications will be accepted.
 - (8) While all of the above rules apply to all RTC-sponsored Calls for Projects/Funding Initiatives, additional rules may apply when projects are selected using toll revenues.
6. Prioritize corridors identified for improvements in the Metropolitan Transportation Plan for which Corridor Studies shall be performed in accordance with federal regulations.
 7. Review the limits of the Metropolitan Area and make revisions considered appropriate.
 8. Authorize transit planning technical assistance to transit operating agencies at their request.
 9. Encourage federal and state agencies to follow the plans and programs developed by the Regional Transportation Council.
 10. Identify the kinds of consultant projects eligible for federal transportation funding.
 11. County representatives are appointed to represent the transportation needs of the entire county, especially those areas of the county within unincorporated areas, and local governments within each county which are not directly represented on the RTC. It is the responsibility of the county representatives to inform and discuss policies and actions of the RTC with those impacted areas they represent and to communicate the transportation needs of these areas to the RTC. A best practice may be for the county representatives to hold regular meetings with the cities in their respective counties to discuss transportation-related items.
 12. RTC members representing groups of entities are appointed to represent the transportation needs of all entities within the group. It is the responsibility of the RTC members representing groups to inform and discuss policies and actions of the RTC with elected officials in their impacted areas and to communicate the transportation needs of these areas to the RTC. A best practice may be for the primary member to hold regular meetings with the entities in the group to discuss transportation-related items.
 13. Maintain a set of public involvement procedures, [including public comment rules and decorum requirements](#), to optimize public participation and periodically review these procedures for possible enhancements.

TECHNICAL COMMITTEES

Section 4. The following rules shall govern the procedures, membership, and records of the Technical Committees.

A. Technical Committees. The following technical committees shall be the minimum number of committees formed to provide technical advice and review for the transportation planning process.

1. Surface Transportation Technical Committee (STTC)
2. Other technical committees determined by NCTCOG Transportation Director/Staff Director to the Regional Transportation Council. Operating guidelines and principles will be established by each committee as necessary.

B. Membership. Members of the Surface Transportation Technical Committee shall be staff personnel nominated by their respective governments or agencies and shall include at least one member from each jurisdiction and agency directly represented on the Regional Transportation Council. Local governments or agencies wishing to send a “consultant or designee” serving as staff is acceptable. Membership selected by formula will be based on the most recently approved population and employment data from NCTCOG with adjustments performed in June of even-numbered years. Membership and voting on the Surface Transportation Technical Committee shall be provided to local governments and public agencies and shall be represented by the following formulas:

- Dallas and Tarrant Counties shall each have two representatives.
- Each perimeter county in the Metropolitan Area shall have one representative.
- Each city within the Metropolitan Area with a combined population and employment greater than 1,500,000 shall have five representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 1,000,000 and less than or equal to 1,500,000 shall have four representatives.

- Each city within the Metropolitan Area with a combined population and employment greater than 500,000 and less than or equal to 1,000,000 shall have three representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 200,000 and less than or equal to 500,000 shall have two representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 40,000 and less than or equal to 200,000 shall have one representative.
- The following planning agencies will be represented as listed:

| | | |
|---|---|--------------|
| TxDOT Fort Worth District | 2 | |
| TxDOT Dallas District | 2 | |
| TxDOT Paris District | 1 | |
| TxDOT TP&P (Austin) | 1 | |
| Dallas Area Rapid Transit | 2 | |
| Fort Worth Transportation Authority | 2 | |
| Denton County Transportation Authority | 1 | |
| North Texas Tollway Authority | 2 | |
| Texas Commission on Environmental Quality | 1 | (non-voting) |
| Dallas Fort Worth International Airport | 1 | |

Each city with an RTC primary member representing multiple local governments and not having a Surface Transportation Technical Committee member by the above representation will also be provided one member.

Representatives from other local governments, the Federal Highway Administration, Federal Transit Administration, and U.S. Environmental Protection Agency are welcome to attend the meetings.

Members of other Technical Committees are selected on an as-needed basis and shall be approved by the Executive Board of the North Central Texas Council of Governments.

C. Standards of Conduct (Ethics Policy).

The Regional Transportation Council (RTC) establishes the following Ethics Policy in accordance with Section 472.034 of the Texas Transportation Code. This policy applies to all Technical Committee members, whether local government representatives, consultants or designees. A Technical Committee member may not:

- accept or solicit a gift, favor, or service that might reasonably tend to influence the member in the discharge of official duties or that the member knows or should know is being offered with the intent to influence the member's official conduct;
- accept other employment or engage in a business or professional activity that the member might reasonably expect would require or induce the member to disclose confidential information acquired by reason of the official position;
- accept other employment or compensation that could reasonably be expected to impair the member's independence of judgment in the performance of the member's official duties;
- make personal investments that could reasonably be expected to create a substantial conflict between the member's private interest and the public interest; or
- intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the member's official powers or performed the member's official duties in favor of another.

A copy of the Ethics Policy will be provided to new Technical Committee members no later than the third business day after the date the person qualifies for membership and the North Central Texas Council of Governments receives notification.

Technical Committee members must also adhere to Chapter 171 of the Local Government Code and to the Code of Ethics from their respective local governments and public agencies.

- D. Attendance. Records of attendance at Surface Transportation Technical Committee meetings shall be kept and presented monthly as part of the minutes. These records shall be sent to the represented local governments quarterly. Entities with STTC members that have missed at least three consecutive meetings or at least four meetings in the preceding 12 months will be notified and the appointing bodies shall be asked to review the continued service of their representatives. STTC members may record an excused absence if it is made known to NCTCOG and it is related to the following: personal illness, family emergency, jury duty, or business necessity. An excused absence will not be recorded as an absence. The quarterly attendance notice shall indicate that such notice is standard practice and not indicative of any particular problem.
- E. Quorum. The Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken.
- F. Officers. A Chair, Vice Chair, and a Secretary for the Surface Transportation Technical Committee shall be designated by the Executive Board of the North Central Texas Council of Governments for a term of one year, beginning in June of each year. Issues of diversity, including sensitivity to gender, ethnicity, and geography, shall be considered in the officer recommendations. The slate of officers shall also reflect leadership in rough proportion to the revenue distribution between the Eastern and Western Subregions. This will not be measured

on a year-to-year basis, but will be aggregated over longer periods of time. This does not eliminate the possibility for the Western Subregion to have multiple officers for a reasonable amount of time. Officers for other technical committees will be approved by the Executive Board as well.

G. Meetings. Meetings of the Technical Committees shall be held as necessary to review and advise on matters referred to them. The Chair shall call such meetings as necessary and shall notify all Committee members.

H. Minutes. Minutes of all meetings shall be kept and submitted to the membership of the Committee for approval. Minutes will also be made available to the RTC. The Regional Transportation Council will be kept apprised of Surface Transportation Technical Committee attendance by agency.

I. Staff Support. Staff support for the Surface Transportation Technical Committee shall be furnished by the North Central Texas Council of Governments.

J. Committee Functions. The functions of the Technical Committees shall be to review and comment on all matters referred to them by either the Regional Transportation Council, their respective Technical Committee Chairs, or the NCTCOG Transportation Director.

INTENT

Section 5. These Bylaws and Operating Procedures are intended to provide rules and procedures to assure the orderly function of the regional transportation planning process in North Central Texas. The Bylaws and Operating Procedures should be reviewed for possible revisions every four years.

ADOPTION

Section 6. These Bylaws and Operating Procedures shall be in full force and effect at such time as they have been approved by two-thirds vote of the Regional Transportation Council at a meeting at which a quorum, as defined herein, is present.

REVISION

Section 7. These Bylaws and Operating Procedures may be revised by approval of two-thirds of the members of the Regional Transportation Council at a meeting at which a quorum, as defined herein, is present. Changes in the Bylaws must be presented at one regularly scheduled meeting and voted on at a following regularly scheduled meeting. No Bylaw change shall be made that has not been presented at a previous meeting.

APPENDIX A

APPENDIX A
2022 RTC Membership Structure (DRAFT)

| <u>City</u> | <u>2022 Population</u> | <u>2020 Employment</u> | <u>Maximum of Population and Employment</u> | <u>Percent of Total Based on Maximum</u> | <u>Share of 27 RTC City Seats</u> | <u>% of RTC Seat By Grouping</u> | <u>Number of RTC Seats by Formula</u> | <u>Proposed RTC Seats</u> | |
|----------------------------------|------------------------|------------------------|---|--|-----------------------------------|----------------------------------|---------------------------------------|---------------------------|-------------------------------------|
| City Membership | | | | | | | | | |
| Plano | 290,850 | 309,830 | 309,830 | 4.47% | 1.208 | 1.208 | 1 | 1 | |
| McKinney | 206,460 | 75,142 | 206,460 | 2.98% | 0.805 | | | | |
| Anna | 20,980 | 2,041 | 20,980 | 0.30% | 0.082 | | | | |
| Princeton | 21,760 | 1,184 | 21,760 | 0.31% | 0.085 | | | | |
| Fairview | 10,830 | 2,102 | 10,830 | 0.16% | 0.042 | | | | |
| Melissa | 18,030 | 1,264 | 18,030 | 0.26% | 0.070 | 1.084 | 1 | 1 | |
| Allen | 104,870 | 48,745 | 104,870 | 1.51% | 0.409 | | | | |
| Lucas | 8,000 | 1,285 | 8,000 | 0.12% | 0.031 | | | | |
| Wylie | 60,460 | 12,579 | 60,460 | 0.87% | 0.236 | | | | |
| Rowlett | 65,030 | 11,730 | 65,030 | 0.94% | 0.254 | | | | |
| Sachse | 28,450 | 2,641 | 28,450 | 0.41% | 0.111 | | | | |
| Murphy | 21,200 | 3,269 | 21,200 | 0.31% | 0.083 | | | | |
| Parker | 5,730 | 414 | 5,730 | 0.08% | 0.022 | | | | |
| Lavon | 5,710 | 42 | 5,710 | 0.08% | 0.022 | 1.168 | 1 | 1 | |
| Frisco | 217,470 | 103,440 | 217,470 | 3.14% | 0.848 | | | | |
| Prosper | 35,410 | 5,128 | 35,410 | 0.51% | 0.138 | | | | |
| Little Elm | 51,640 | 10,705 | 51,640 | 0.75% | 0.201 | | | | |
| The Colony | 45,900 | 14,923 | 45,900 | 0.66% | 0.179 | | | | |
| Celina | 25,240 | 2,623 | 25,240 | 0.36% | 0.098 | | | | |
| Providence Village | 8,260 | 639 | 8,260 | 0.12% | 0.032 | 1.497 | 1 | 1 | |
| Dallas | 1,321,740 | 1,210,400 | 1,321,740 | 19.09% | 5.154 | | | | |
| University Park | 25,360 | 10,724 | 25,360 | 0.37% | 0.099 | | | | |
| Highland Park | 8,800 | 4,257 | 8,800 | 0.13% | 0.034 | 5.287 | 5 | 6 | Includes seat for Love Field |
| Garland | 247,590 | 108,320 | 247,590 | 3.58% | 0.965 | 0.965 | 1 | 1 | |
| Addison | 17,720 | 80,505 | 80,505 | 1.16% | 0.314 | | | | |
| Richardson | 122,570 | 170,520 | 170,520 | 2.46% | 0.665 | 0.979 | 1 | 1 | |
| Irving | 261,350 | 309,100 | 309,100 | 4.46% | 1.205 | | | | |
| Coppell | 43,140 | 46,666 | 46,666 | 0.67% | 0.182 | 1.387 | 1 | 1 | |
| Mesquite | 152,020 | 70,576 | 152,020 | 2.20% | 0.593 | | | | |
| Balch Springs | 27,740 | 6,919 | 27,740 | 0.40% | 0.108 | | | | |
| Seagoville | 19,580 | 3,793 | 19,580 | 0.28% | 0.076 | | | | |
| Sunnyvale | 8,540 | 4,768 | 8,540 | 0.12% | 0.033 | 0.811 | 1 | 1 | |
| Grand Prairie | 199,780 | 88,592 | 199,780 | 2.89% | 0.779 | 0.779 | 1 | 1 | |
| Duncanville | 40,700 | 16,236 | 40,700 | 0.59% | 0.159 | | | | |
| DeSoto | 57,380 | 20,743 | 57,380 | 0.83% | 0.224 | | | | |
| Cedar Hill | 50,280 | 15,260 | 50,280 | 0.73% | 0.196 | | | | |
| Lancaster | 41,560 | 15,443 | 41,560 | 0.60% | 0.162 | | | | |
| Glenn Heights | 18,090 | 550 | 18,090 | 0.26% | 0.071 | | | | |
| Hutchins | 5,700 | 4,742 | 5,700 | 0.08% | 0.022 | | | | |
| Wilmer | 6,690 | 462 | 6,690 | 0.10% | 0.026 | 0.859 | 1 | 1 | |
| Carrollton | 135,110 | 114,810 | 135,110 | 1.95% | 0.527 | | | | |
| Farmers Branch | 38,140 | 87,335 | 87,335 | 1.26% | 0.341 | 0.867 | 1 | 1 | |
| Denton | 146,750 | 106,740 | 146,750 | 2.12% | 0.572 | | | | |
| Sanger | 9,470 | 5,134 | 9,470 | 0.14% | 0.037 | | | | |
| Corinth | 22,800 | 7,052 | 22,800 | 0.33% | 0.089 | | | | |
| Lake Dallas | 7,790 | 2,811 | 7,790 | 0.11% | 0.030 | | | | |
| Aubrey | 7,580 | 913 | 7,580 | 0.11% | 0.030 | | | | |
| Krum | 5,790 | 827 | 5,790 | 0.08% | 0.023 | | | | |
| Hickory Creek | 5,440 | 1,301 | 5,440 | 0.08% | 0.021 | | | | |
| Oak Point | 5,000 | 558 | 5,000 | 0.07% | 0.019 | 0.821 | 1 | 1 | |
| Lewisville | 132,620 | 94,311 | 132,620 | 1.92% | 0.517 | | | | |
| Flower Mound | 78,570 | 40,851 | 78,570 | 1.13% | 0.306 | | | | |
| Highland Village | 16,020 | 6,665 | 16,020 | 0.23% | 0.062 | | | | |
| Northlake | 8,790 | 3,120 | 8,790 | 0.13% | 0.034 | | | | |
| Justin | 5,820 | 3,657 | 5,820 | 0.08% | 0.023 | 0.943 | 1 | 1 | |
| Fort Worth | 955,900 | 575,550 | 955,900 | 13.80% | 3.727 | 3.727 | 4 | 4 | |
| Arlington | 399,560 | 225,160 | 399,560 | 5.77% | 1.558 | 1.558 | 2 | 2 | |
| N. Richland Hills | 71,600 | 31,646 | 71,600 | 1.03% | 0.279 | | | | |
| Richland Hills | 8,630 | 5,848 | 8,630 | 0.12% | 0.034 | | | | |
| Haltom City | 46,260 | 21,351 | 46,260 | 0.67% | 0.180 | | | | |
| Watauga | 23,660 | 5,555 | 23,660 | 0.34% | 0.092 | | | | |
| White Settlement | 18,430 | 9,257 | 18,430 | 0.27% | 0.072 | | | | |
| River Oaks | 7,640 | 1,645 | 7,640 | 0.11% | 0.030 | | | | |
| Lake Worth | 4,710 | 6,125 | 6,125 | 0.09% | 0.024 | | | | |
| Saginaw | 24,450 | 7,556 | 24,450 | 0.35% | 0.095 | | | | |
| Azle | 13,610 | 4,825 | 13,610 | 0.20% | 0.053 | | | | |
| Sansom Park | 5,480 | 1,089 | 5,480 | 0.08% | 0.021 | | | | |
| Keller | 46,060 | 18,460 | 46,060 | 0.67% | 0.180 | 1.060 | 1 | 1 | |
| Grapevine | 52,000 | 114,620 | 114,620 | 1.66% | 0.447 | | | | |
| Southlake | 31,770 | 36,439 | 36,439 | 0.53% | 0.142 | | | | |
| Colleyville | 26,370 | 10,289 | 26,370 | 0.38% | 0.103 | | | | |
| Westlake | 1,840 | 9,604 | 9,604 | 0.14% | 0.037 | | | | |
| Trophy Club | 14,400 | 2,526 | 14,400 | 0.21% | 0.056 | | | | |
| Roanoke | 9,830 | 5,774 | 9,830 | 0.14% | 0.038 | | | | |
| Hurst | 40,430 | 22,852 | 40,430 | 0.58% | 0.158 | | | | |
| Euless | 61,480 | 31,276 | 61,480 | 0.89% | 0.240 | | | | |
| Bedford | 49,930 | 34,770 | 49,930 | 0.72% | 0.195 | 1.416 | 1 | 1 | |
| Mansfield | 77,040 | 30,508 | 77,040 | 1.11% | 0.300 | | | | |
| Benbrook | 25,240 | 6,243 | 25,240 | 0.36% | 0.098 | | | | |
| Forest Hill | 14,190 | 3,669 | 14,190 | 0.20% | 0.055 | | | | |
| Crowley | 18,600 | 4,821 | 18,600 | 0.27% | 0.073 | | | | |
| Everman | 6,170 | 1,703 | 6,170 | 0.09% | 0.024 | | | | |
| Kennedale | 8,530 | 2,374 | 8,530 | 0.12% | 0.033 | 0.584 | 1 | 1 | |
| Total | 6,618,110 | 4,505,922 | 6,924,764 | | 27 | 27.000 | 27 | 28 | |
| Allocation for City Seats | | | | | 27 | | | | |
| Population Per RTC Seat | | | | | 256,473 | | | | |

*Proposed New Cities over 5,000 in Population

APPENDIX A
2022 RTC Membership Structure (DRAFT)

| City Membership | | <u>Number of RTC Seats</u> 27 | <u>Proposed RTC Seats</u> 28 |
|---|----------------------------|---------------------------------------|-------------------------------------|
| 2022 Population by County Grouped By RTC Seats | | | |
| County Membership | 2022 Population | <u>Number of RTC Seats</u> | <u>Current RTC Seats</u> |
| <u>Collin County</u> | 1,135,060 | 1 | 1 |
| <u>Dallas County</u> | 2,654,510 | 2 | 2 |
| <u>Denton County</u> | 950,660 | 1 | 1 |
| <u>Tarrant County</u> | 2,157,740 | 2 | 2 |
| <u>Ellis County</u> | 207,620 | | |
| Ennis | 21,860 | | |
| Waxahachie | 44,280 | | |
| Midlothian | 37,580 | | |
| Red Oak | 15,640 | | |
| <u>Kaufman County</u> | 153,130 | | |
| Forney | 27,040 | | |
| Kaufman | 6,990 | | |
| Terrell | 17,590 | | |
| Combined Ellis and Kaufman Population | 360,750 | 1 | 1 |
| <u>Johnson County</u> | 193,500 | | |
| Burleson | 50,210 | | |
| Cleburne | 32,640 | | |
| Keene | 6,500 | | |
| Joshua | 8,370 | | |
| Venus | 5,760 | | |
| Alvarado | 5,330 | | |
| <u>Hood County</u> | 62,120 | | |
| Granbury | 11,440 | | |
| Combined Johnson and Hood Population | 255,620 | 1 | 1 |
| <u>Hunt County</u> | 104,900 | | |
| Commerce | 9,180 | | |
| Greenville | 30,450 | | |
| <u>Rockwall County</u> | 119,900 | | |
| Rockwall | 49,300 | | |
| Heath | 9,890 | | |
| Royse City | 18,810 | | |
| Fate | 22,890 | | |
| Combined Hunt and Rockwall Population | 224,800 | 1 | 1 |
| <u>Parker County</u> | 152,930 | | |
| Weatherford | 31,690 | | |
| Mineral Wells | 15,090 | | |
| Willow Park | 5,210 | | |
| Aledo | 5,010 | | |
| <u>Wise County</u> | 69,740 | | |
| Decatur | 6,910 | | |
| Bridgeport | 5,930 | | |
| Combined Parker and Wise Population | 222,670 | 1 | 1 |
| Total County Membership | | 10 | 10 |
| DART | | 1 | 1 |
| DCTA | | 1 | 1 |
| FWTA | | 1 | 1 |
| DFW Airport | | 1 | 1 |
| TxDOT Dallas | | 1 | 1 |
| TxDOT Fort Worth | | 1 | 1 |
| NTTA | | 1 | 1 |
| Total Transportation Providers | | 7 | 7 |
| Total RTC Members | | 44 | 45 |
| Total MPA Population | 7,961,810 | | |

Data Based on NCTCOG Annual Population Estimates and Estimated 2020 Employment

AGENDA

**Regional Transportation Council
Bylaws Revision Subcommittee Zoom Meeting
2 pm, October 5, 2022**

1. Staff Recommendations for Consideration

- Membership (Michael Morris)
 - 1) 45 Members – Propose to add additional seat for Fort Worth - pgs. 7-9
 - 2) Instruction for staff: Over next two years determine if RTC membership could be reduced to 40 members working with the Cities of Dallas and Fort Worth

- County representation concerns (Michael Morris)
 - Propose mandatory rotation of primary seat – pg. 10
 - How often:
 - a) Flexible: Roughly proportional to max population determined over 10 years in two categories:
 - Category A (Ellis/Kaufman, Rockwall/Hunt, 50/50)
 - Category B (Johnson/Hood, Parker/Wise, 70/30)

 - Exceptions:
 - a) Consideration of officer track

 - Instruction: Staff to communicate county rotation ratios

- Cities that are split between counties (at least one perimeter county) (Michael Morris)
 - e.g., City of Burleson (county/city cluster, no opportunity to represent, requested to remain in current group)

 - County/City Seats:
 - Propose cities over 30,000 in population are permitted to hold primary or alternate seat if appointed by county - pg. 10

- Clarify teleconferencing, in person and videoconferencing – pg. 12 (James Powell)

- Propose to affirm that a member on the Nominating Subcommittee is eligible to be recommended to serve as an officer – pg. 14 (Ken Kirkpatrick)

- Propose Public Comment Rules remain in Public Participation Plan – pg. 18 (Ken Kirkpatrick)

2. New Demographic Data and Implications on Membership – pgs. 7-8 (Dan Kessler)

- Identification of Cities over 5,000

| | |
|------------------------------------|-------|
| --Northlake (Denton County) | 8,790 |
| --Aubrey (Denton County) | 7,580 |
| --Wilmer (Dallas County) | 6,690 |
| --Justin (Denton County) | 5,820 |
| --Krum (Denton) | 5,790 |
| --Venus (Ellis & Johnson Counties) | 5,760 |
| --Parker (Collin County) | 5,730 |
| --Lavon (Collin County) | 5,710 |
| --Hickory Creek (Denton County) | 5,440 |
| --Alvarado (Johnson County) | 5,330 |
| --Willow Park (Parker County) | 5,210 |
| --Aledo (Parker County) | 5,010 |
| --Oak Point (Denton County) | 5,000 |

3. Feedback from RTC Bylaws Subcommittee Members (Michael Morris)

FIRST READING OF THE DRAFT RTC BYLAWS AND OPERATING PROCEDURES

Andy Eads, Chair, RTC Bylaws Revision Subcommittee
Ken Kirkpatrick, NCTCOG

Regional Transportation Council
October 13, 2022

RTC Bylaws Revision Subcommittee Members

Andy Eads, Chair
County Judge, Denton County

Rick Grady, Vice Chair
Councilmember, City of Plano

Gyna Bivens
Mayor Pro Tem, City of Fort Worth

Dianne Costa
Board Member, Denton County
Transportation Authority

George Fuller
Mayor, City of McKinney

Mike Leyman
Councilmember, City of Mansfield

Adam McGough
Councilmember, City of Dallas

Phillip Ritter
Citizen Representative, City of Dallas

Oscar Trevino
Mayor, City of North Richland Hills

Glen Whitley
County Judge, Tarrant County



Subcommittee Meeting Dates

June 9, 2022

August 18, 2022

October 5, 2022

Summary of Significant Proposed Revisions

Membership

- Add 13 new cities over 5,000 in population (Appendix A) (pgs. 7-8)
- Maintain number of Dallas seats (includes Dallas Love Field) (pg. 7)
- Add a seat for City of Fort Worth (pg. 8)
- Increase membership from 44 to 45 members (pgs. 7, 9)

Appointees

- In county/city groups, require mandatory rotation of primary seat (pg. 10)
- In county/city groups, permit cities over 30,000 population to hold primary or alternate seat if appointed by county (pg.10)

Summary of Significant Proposed Revisions (continued)

Voting Structure

- Clarify teleconferencing, in person and videoconferencing (pgs. 11-12)

Officers

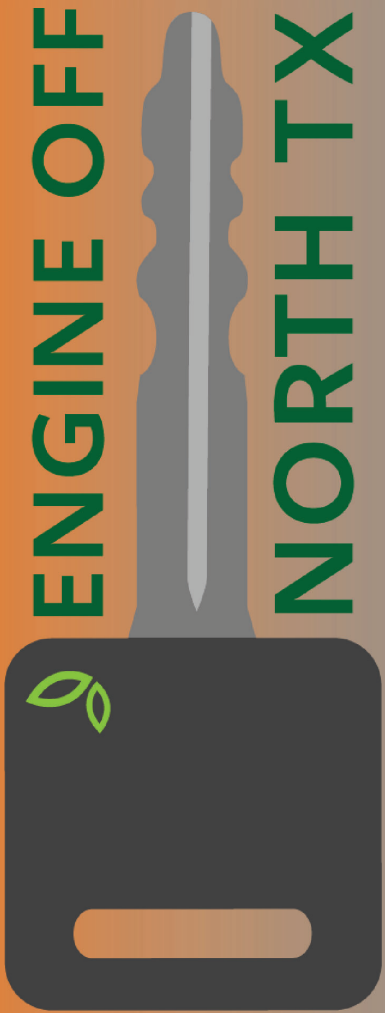
- Clarify that members of the Nominating Subcommittee are eligible to be nominated as an RTC officer (pg. 14)

Council Functions

- RTC maintain a set of public involvement procedures, including public comment rules and decorum requirements, as part of the Public Participation Plan (pg. 18)

Proposed RTC Action for November Meeting (Second Reading):

Approval of Bylaws and Operating Procedures and direction for staff to work with the Cities of Dallas and Fort Worth over the next two years to determine if Regional Transportation Council membership could be reduced to 40 members. Action also includes direction for staff to develop a summary of best practices regarding the selection of group members and communication between RTC members representing groups of entities and all the entities within the group.



NCTCOG PRESENTATION

STATUS REPORT ON ENGINE OFF NORTH TEXAS

Regional Transportation Council

October 13, 2022

Jason Brown, Principal Air Quality Planner

October 2021

Revised RTC Resolution to encourage adoption on an idling ordinance

May 2022

Invited to participate in a Heavy-Duty Vehicle Idling Working Group with the City of Austin due to the work done with EONT

March 2021

Relaunched of Engine Off North Texas

March 2022

Increased interest in regional participation in idle reduction to material requests and ordinance implementation

Future

Continue to work with local governments to minimize idling

TIMELINE



Cities with Idling Ordinances

| | | |
|-------------|----------------------|--------------------|
| Arlington | Keene | Town of Little Elm |
| Benbrook | Lake Worth | Town of Westlake |
| Cedar Hill | Lancaster | University Park |
| Celina | McKinney | Venus |
| Dallas | Mesquite | Wylie |
| Duncanville | North Richland Hills | |
| Eules | Pecan Hill | |
| Fort Worth | Plano | |
| Granbury | Richardson | |
| Hurst | Rowlett | |



Engine Off North Texas Value



Policy

Provide guidance on idling ordinance implementation and enforcement strategies



Education & Materials

Local government guide, brochures, posters, toolkit and webpage offer information about heavy-duty vehicle idle reduction



Support

Metal regulatory signs and complaint hotline available to deter unnecessary idling



Engine Off North Texas Toolkit

| Resource | Audience | Purpose |
|-----------------------------------|---|---|
| Regulatory Signs | Truck Drivers | Deter truck drivers from idling in high idling areas |
| Brochures | Truck Drivers | Inform truck drivers of anti-idling ordinances, idling negative effects, and anti-idling strategies |
| Posters | General Public | Provide information about idling complaint hotline, can be posted at truck stops and public buildings |
| Local Government Guide | Local Government | Provide guidance regarding implementation of an idling policy in local jurisdiction |
| Infographic | Truck Drivers, General Public, Local Government | Use in presentations or website to provide information for truck drivers, general public, law enforcement, and local government |
| Complaint Hotline 877-689-4353 | General Public | Submit idling complaint to NCTCOG |
| Engine Off North Texas Website | Everyone | Access to all resource and provides information to all audiences |



Requesting Materials

Request Forms

Request Forms can be found at
www.engineoffnorthtexas.org

Email forms to
engineoffnorthtexas@nctcog.org

Coordinate

NCTCOG staff will coordinate with contact person to pick up/deliver items that cannot be mailed.



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Principal Air Quality Planner

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Chris Klaus

Senior Program Manager

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Relevance to Regional Planning

Air Quality Emphasis Areas:

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

Performance Measure:

Mobility 2045:

Air Quality Policy AQ3-006:

Adopt and implement an idling restriction ordinance, or any other idling restriction measure, to reduce idling within local government jurisdictions as consistent with Regional Transportation Council Resolution R21-06.

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

[Appendix C – Environmental Considerations](#)





Fact Sheet: The Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program

Overview

Sec. 25005 of the Bipartisan Infrastructure Law (BIL) establishes the Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program to “conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.” The program is appropriated at \$100M annually for fiscal years 2022–2026.

To accomplish the objectives identified in BIL, the SMART Grants Program will fund projects that focus on using technology interventions to solve real-world challenges facing communities today. This will require creativity and local experimentation. The SMART Program will support a range of approaches: new transportation applications of existing and emerging technologies; expanded and systematized use of proven technologies; and deep integration of solutions with existing transportation systems.

SMART funds purpose-driven innovation and discourages investment in technologies that do not provide a clear improvement over the status quo. The program puts [DOT’s Innovation Principles](#) into practice. The Department has outlined these six key, purpose-driven principles established to guide DOT in fostering innovation that serves the Biden-Harris Administration’s policy priorities. Successful projects will seek to build sustainable partnerships across sectors and levels of government and collaborate with industry, academia, and nonprofits.

SMART is a demonstration program. It is not designed to support fundamental research. In general, the systems and technologies demonstrated should be sufficiently developed such that there is good reason to anticipate public benefits from their deployment, but their application in public sector settings is not yet widespread. Proposals seeking funding for systems and technologies which are already well-established and broadly adopted will be less competitive.

SMART focuses on building data and technology capacity and experience for State, local, and Tribal governments. Technology investment is most beneficial when tailored to the needs of the community. SMART recognizes that many public sector agencies are challenged to find the resources and personnel to engage with new technologies. The program bridges this gap by providing a required planning phase, to help communities gain experience with innovative technologies. SMART supports a strong, diverse, and local workforce.

SMART is divided into two stages. The program structure is based on a belief that planning, prototyping, and teambuilding are critical to advancing the state of the practice for data and technology projects in the public sector. DOT anticipates that only recipients of Stage 1 Planning and Prototyping Grants will be eligible for Stage 2 Implementation Grants.

During Stage 1, public sector project leaders should build internal buy-in and partnerships with public, private, academic, nonprofit, and community organizations and community networks to refine and prototype their concepts, and report on results. At the conclusion of Stage 1, awardees should have the information to either create a fully realized implementation plan with robust performance metrics or to make an informed decision not to proceed with the concept. Stage 1 results may uncover previously unknown institutional barriers, technical limitations, or poor performance relative to conventional solutions. The SMART Program hopes to document lessons learned from Stage 1 projects, knowing that these findings will be broadly beneficial to the transportation sector.

Stage 2 implementation projects should result in a scaled-up demonstration of the concept, integrating it with the existing transportation system, and refining the concept such that it could be replicated by others. If demonstration at-scale identifies critical challenges, gaps, or negative impacts, they should be clearly stated and documented so that other communities that take on similar projects can learn from them and adapt.

Program Information

Important Dates (Subject to Change)

- **The SMART Notice of Funding Opportunity** will be issued in September 2022.
- **Applications will be due in November 2022.**

Summary Statutory Parameters

Program Objective: To conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.

Type of Program: Discretionary grant program.

Eligible Entities:

- State
- Political subdivision of a State
- Tribal government
- Public Transit Agency or Authority
- Public Toll Authority
- Metropolitan Planning Organization
- A group comprised of the above 2 or more eligible entities

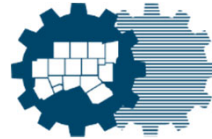
Geographic Funding Allocation:

| Grantee type | Maximum funding (by Fiscal Year) |
|--|---|
| Large communities | Not more than 40% |
| Midsized communities | Not more than 30% |
| Rural communities or regional partnerships | Not more than 30% |

Eligible Projects:

The statute outlines eight technology domains for SMART Grants. Each is complex and includes a wide range of technology inputs, data systems, and integrations with the transportation system. Recipients of SMART Grants are not expected to seek solutions in all eight technology domains through a single project. Teams will be required to identify at least one technology domain for their project, though some projects may naturally address two, three, or even four of the technology domains.

- **Coordinated Automation**—Use of automated transportation and autonomous vehicles while working to minimize the impact on the accessibility of any other user group or mode of travel.
- **Connected Vehicles**—Vehicles that send and receive information regarding vehicle movements in the network and use vehicle-to-vehicle and vehicle-to-everything communications to provide advanced and reliable connectivity.
- **Intelligent, Sensor-based Infrastructure**—Deployment and use of a collective intelligent infrastructure that allows sensors to collect and report real-time data to inform everyday transportation-related operations and performance.
- **Systems Integration**—Integration of intelligent transportation systems with other existing systems and other advanced transportation technologies.
- **Commerce Delivery and Logistics**—Innovative data and technological solutions supporting efficient goods movement, such as connected vehicle probe data, road weather data, or global positioning data to improve on-time pickup and delivery, improved travel time reliability, reduced fuel consumption and emissions, and reduced labor and vehicle maintenance costs.
- **Leveraging Use of Innovative Aviation Technology**—Leveraging the use of innovative aviation technologies, such as unmanned aircraft systems, to support transportation safety and efficiencies, including traffic monitoring and infrastructure inspection.
- **Smart Grid**—Developing a programmable and efficient energy transmission and distribution system to support the adoption or expansion of energy capture, electric vehicle deployment, or freight or commercial fleet fuel efficiency.
- **Smart Technology Traffic Signals**—Improving the active management and functioning of traffic signals, including through:
 - Use of automated traffic signal performance measures;
 - Implementing strategies, activities, and projects that support active management of traffic signal operations, including through optimization of corridor timing; improved vehicle, pedestrian, and bicycle detection at traffic signals; or the use of connected vehicle technologies;
 - Replacement of outdated traffic signals; or
 - For an eligible entity serving a population of less than 500,000, paying the costs of temporary staffing hours dedicated to updating traffic signal technology.



NCTCOG PRESENTATION

TRANSPORTATION

SMART Grant Program: Briefing

Regional Transportation Council

10.13.2022

Thomas J. Bamonte
Senior Program Manager

Program and Purpose

Program: Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program

Purpose: Demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety. Using technology interventions to solve real-world challenges and build data and technology capacity and expertise in the public sector

USDOT Website: [Strengthening Mobility and Revolutionizing Transportation Grants Program | US Department of Transportation](#)



Funding and Schedule

Funding: \$500M over five years (\$100M/yr.)

First year: 30-50 planning grants/\$2M maximum grant

Local match: None for planning grants

Later years: Implementation grants up to \$15M; limited to planning grant recipients

NOFO Issued: 9/19/22

Application Deadline: 11/18/22



Eligibility and Funding Splits

Eligible Applicants: State; Political subdivision of State; Tribe; Transit agency; Public toll authority; MPO; Groups of eligible entities

Funding splits

Large Communities (>400k): 40%

Midsized Communities: 30%

Rural/Regional Partnerships: 30%



Stage 1 Planning Projects

Stage 1 recipients should build internal buy-in and partnerships with stakeholders to refine and prototype their concepts, and report on results.

At the conclusion of Stage 1, recipients should have the information to either create a fully realized implementation plan with robust performance metrics; or to make an informed decision not to proceed with the concept.



Eligible Projects

Coordinated Automation

Connected Vehicles

Intelligent Sensor-Based Infrastructure

Systems Integration

Commerce Delivery and Logistics

Innovative Aviation Technology

Smart Grid for EVs

Smart Technology Traffic Signals



Project Benefits Sought by USDOT

Safety & Reliability

Resiliency

Equity & Access

Climate

Partnerships

Integration



SMART: Staff Outreach Efforts

6/21/22: NCTCOG staff briefing

6/28/22: Briefing for STTC members and other regional partners

8/2/22: Distributed notice of USDOT webinar on SMART program

9/20/22: Distributed NOFO and schedule

Various: Multiple brainstorming sessions

NCTCOG letters of support requests due: 11/4/22

Contact: [Nicholas Allen](#)



Advanced Transportation Technology and Innovation (ATTAIN) Program

Continuation of ATCMTD program

\$60M/yr.

5-10 awards up to \$12M apiece

20% local match required

[NOFO](#) issued 9/19/22

Applications due: 11/18/22



ATTAIN Model Deployments

Reduced fatalities and injuries

Reduced traffic congestion/improved travel time reliability

Reduced emissions

Optimized multimodal system performance

Improved access to transportation alternatives

Integration of payment systems

Integrated multimodal transportation information

Transportation-related cost savings



USDOT ATTAIN Priorities

Climate

Resiliency

Environmental justice

Equity

Removing barriers to opportunity

Job creation



Contacts



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Delivery and Outreach Program

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**DRAFT REGIONAL TRANSPORTATION COUNCIL LEGISLATIVE PROGRAM
88TH TEXAS LEGISLATURE**

Adequately Fund Transportation and Utilize Tools

- Identify additional revenue for all modes of transportation
- [Support innovative funding methods to expand rail and transit options within the region](#)
- [Allocate funds to the existing Texas Rail Relocation and Improvement Fund](#)
- [Return approximately \\$80 million in air quality user fees to counties for Local Initiatives Projects](#)
- Ensure fair-share allocation of funds [for roadway capacity improvements](#) to metropolitan regions
- Support full appropriation of current funding initiatives previously approved by the Legislature, including Proposition 1 and Proposition 7

Expand Transportation Options in Mega-Metropolitan Regions

- [Support use of Public-Private Partnerships](#); allow for the ability to create data corridors (i.e., digital twins) and tolled managed lanes, for roadway and transit projects through an MPO/local decision-making process
- Authorize the use of a Comprehensive Development Agreement for specific needed projects
- Retain eminent domain authority to allow planning and development of new and/or expanded transportation corridors, including high-speed rail, commuter rail, freight rail, roadways, and trails
- Support the use of a balanced liability insurance program that would allow North Texas transit agencies to operate on additional rail corridors as part of the regional transportation system
- [Provide counties with expanded tools for land use control to preserve future transportation corridors](#)

Pursue Innovation and Technology

- Utilize innovation in high-speed transportation, transit, autonomous vehicles, and freight
- Support the collaboration between local governments, the military, the State, and FAA to advance regulations for compatible land use and the safe operations of unmanned aircraft
- Plan for shared mobility solutions and [technology-based transportation solutions](#); enable transportation data sharing and accessibility with appropriate privacy protection
- [Establish and support programs to improve cybersecurity](#)
- [Support broadband expansion as a mode of transportation](#)

Improve Air Quality

- Modernize and increase flexibility in the Local Initiative Projects (LIP) through a limited program focused on transportation and air quality improvements
- [Strengthen emissions enforcement through fraudulent vehicle temporary paper tag enforcement](#)
- Protect the TERP Trust fund and revenue balance to ensure funds are used for TERP purposes; modernize the program and ensure flexibility to accommodate innovative approaches to improving air quality and reducing emissions, including the purchase of heavy-duty zero emission vehicles such as hydrogen fuel cell and battery electric vehicles and associated infrastructure
- Support system reliability, congestion relief, and encourage trip reduction strategies
- Support legislation that improves air quality

Enhance Safety

- Improve [the safety of the statewide transportation system for all users](#), including [controlling](#) texting while driving, [eliminating](#) driving under the influence, [lowering excessive](#) speed limits, [reducing aggressive driving](#), and improving bicycle and pedestrian safety
- [Reduce distracted driving through measures such as technology to disable the use of a driver's cell phones for purposes other than emergency or navigation uses](#)
- [Oppose legislation to increase freight truck weight limits above 80,000 pounds](#)
- [Support legislation allowing sponsorships to support roadside assistance programs](#)
- [Eliminate deferred adjudication for safety related traffic violations \(e.g., traffic violations in construction zones are not eligible for deferred adjudication\)](#)



NCTCOG PRESENTATION

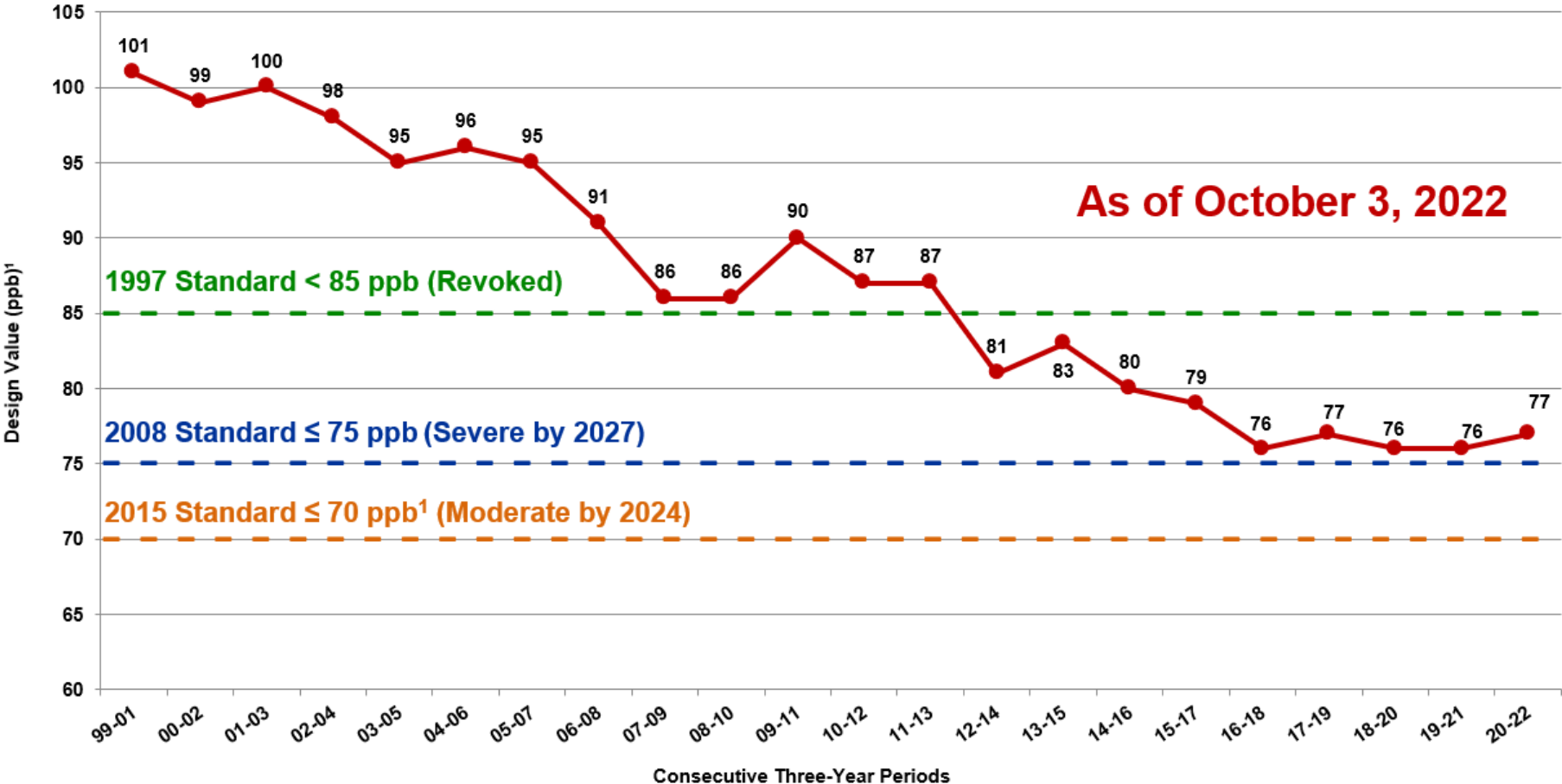
Environmental Protection Agency Ozone Reclassification Dallas-Fort Worth

REGIONAL TRANSPORTATION COUNCIL

OCTOBER 13, 2022

JENNY NARVAEZ

OZONE DESIGN VALUE TREND



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).

RECLASSIFICATIONS AND DEADLINES

NCTCOG Nonattainment region required to attain both ozone standards in 2021
2008 Ozone Standard (≤ 75 ppb): July 20, 2021
2015 Ozone Standard (≤ 70 ppb): August 3, 2021

EPA's Final Determinations on September 15, 2022

2008 Ozone Standard (≤ 75 ppb) – Serious to Severe

No later than **July 20, 2027** to reach attainment

Based on 2024-2026 Ozone Monitor Data

Air Quality Plan (SIP) revisions by TCEQ due 18 months after effective date

2015 Ozone Standard (≤ 70 ppb) – Marginal to Moderate

No later than **August 3, 2024** to reach attainment

Based on 2021-2023 Ozone Monitor Data

Air Quality Plan (SIP) revisions by TCEQ due **January 1, 2023**

AIR QUALITY PLANS

State Implementation Plans (SIPs) revisions to be updated by the Texas Commission on Environmental Quality (TCEQ) as a result of reclassifications.

SIPs include emissions from multiple sectors such as on-road vehicles, non-road engines, off-road engines, area sources, point sources, oil and gas, and biogenic sources. The two types of SIPs are:

Reasonable Further Progress SIP – To ensure at least 3% reduction of ozone precursor emissions (Oxides of Nitrogen (NO_x) and Volatile Organic Compounds (VOC) per year

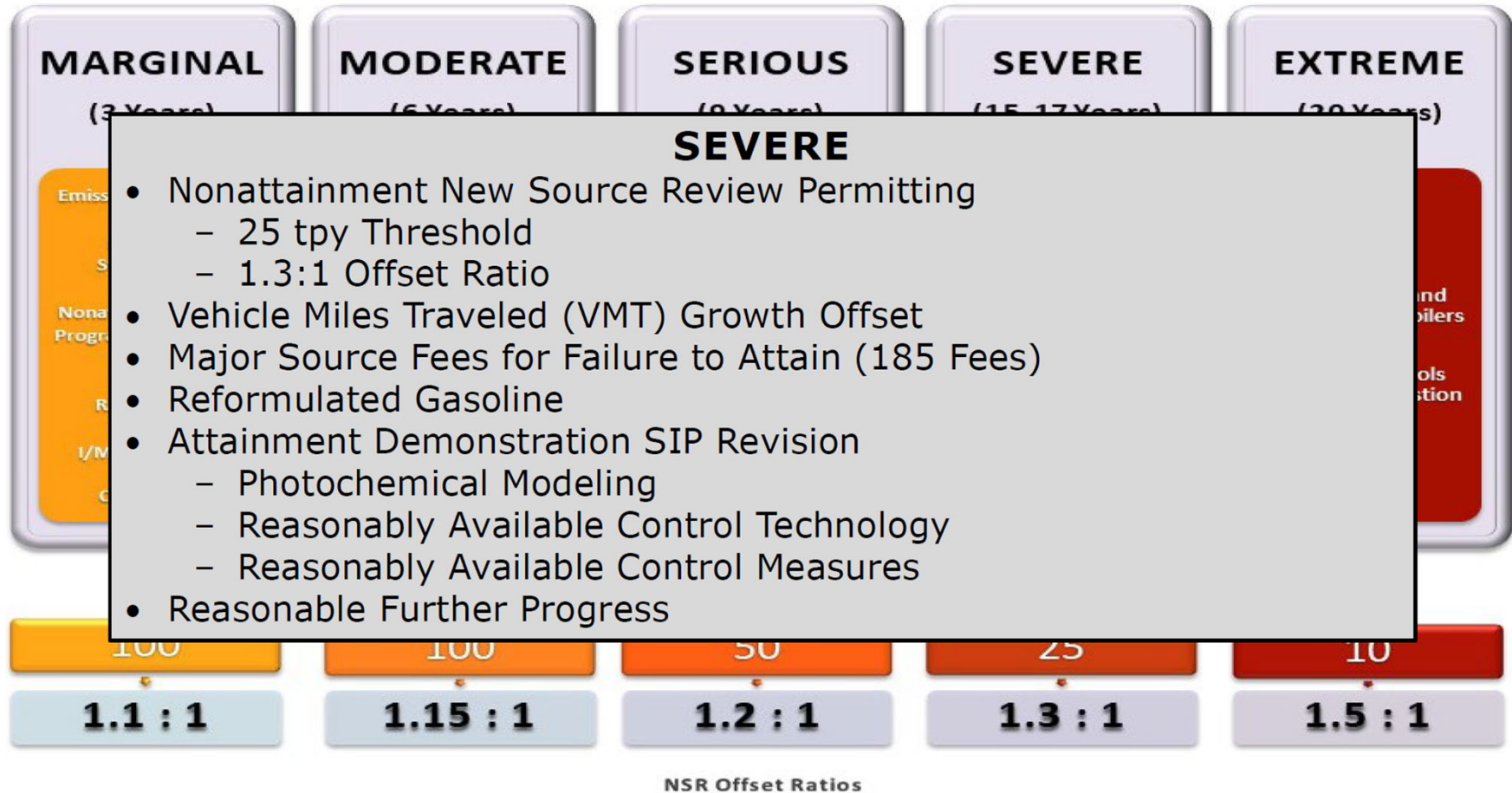
Attainment Demonstration SIP – Forecasts compliance to ozone NAAQS

On-road emission inventories generate Motor Vehicle Emission Budgets (MVEB) for use in future transportation conformity analyses

SIP REQUIREMENTS

SEVERE NONATTAINMENT

JNO



Slide 5

JN0

Maybe leave this slide off

Jenny Narvaez, 2022-09-28T12:59:46.296

ONGOING/ADDITIONAL NCTCOG EFFORTS

Management & Operations (M&O) and Air Quality and Safety Program

Federal Performance Measures (PM3) CMAQ Targets

Appendix H: Weight of Evidence (Voluntary Measures)

Emission Reductions Control Strategy Catalog

RTC Legislative Agenda for Air Quality Programs

TERP – Diesel Retrofit Program

Fraudulent Paper Registration Tags

National review of transportation control strategies

Continued collaboration with TCEQ and EPA on regional impacts of reclassification and engaging in concerted effort to attainment

FOR MORE INFORMATION

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

**Regional Transportation Council Attendance Roster
October 2021 - September 2022**

| RTC MEMBER | Entity | 10/14/21 | 11/11/21 | 12/9/21 | 1/13/22 | 2/10/22 | 3/10/22 | 4/14/22 | 5/12/22 | 6/9/2022 | 7/14/2022 | 8/18/2022 | 9/8/2022 |
|----------------------------|-----------------|-----------------|-----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|------------------|------------------|-----------------|
| Daniel Alemán Jr (01/22) | Mesquite | -- | -- | -- | P | P | P | P | P | P | P | P | P |
| Steve Babick (06/22) | Carrollton | -- | -- | -- | -- | -- | -- | -- | -- | P | E | E | A |
| Dennis Bailey (02/21) | Rockwall County | P | A | P | P | E(R) | P | P | P | E(R) | E(R) | P | P |
| Rick Bailey (07/22) | Johnson County | - | - | - | - | - | - | - | - | - | P | P | P |
| Adam Bazaldua (09/21) | Dallas | P | E(R) | P | P | P | P | P | E | P | P | P | E(R) |
| Elizabeth M. Beck (08/21) | Fort Worth | P | P | P | P | A | P | P | E | P | A | E(R) | P |
| Gyna Bivens (08/21) | Fort Worth | P | P | P | P | P | E | P | E | P | P | P | P |
| Mohamed Bur (06/18) | TxDOT, Dallas | P | P | E(R) | P | P | P | E(R) | P | E(R) | P | P | P |
| J. D. Clark (07/22) | Wise County | - | - | - | - | - | - | - | - | - | P | E | P |
| Dianne Costa (10/19) | DCTA | P | P | P | P | P | P | P | P | P | P | P | P |
| Michael Crain (06/22) | Fort Worth | -- | -- | -- | -- | -- | -- | -- | -- | E(R) | A | P | P |
| Theresa Daniel (11/18) | Dallas County | P | P | P | P | P | P | P | P | P | P | P | P |
| Jeff Davis (11/19) | Trinity Metro | P | P | P | P | P | P | P | P | P | P | E(R) | P |
| Janet DePuy (09/21) | Richardson | P | P | P | P | P | P | P | P | P | P | P | P |
| Andy Eads (1/09) | Denton County | P | P | P | P | P | P | P | E | P | P | P | P |
| Gary Fickes (12/10) | Tarrant County | P | P | P | P | A | P | P | P | P | P | P | E |
| George Fuller (07/17) | McKinney | E(R) | P | A | P | P | P | E(R) | E | P | P | P | E |
| Raul H. Gonzalez (09/21) | Arlington | E | P | P | P | P | P | P | P | P | A | A | P |
| Barry L. Gordon (12/20) | Duncanville | P | E | P | E(R) | P | E(R) | P | E | A | P | P | E |
| Rick Grady (09/18) | Plano | P | P | P | P | P | P | P | P | P | P | P | P |
| Lane Grayson (01/19) | Ellis County | P | P | P | P | P | E | P | P | A | P | P | P |
| Mojoy Haddad (10/14) | NTTA | P | A | P | P | E | E | A | P | P | P | P | E(R) |
| Clay Lewis Jenkins (04/11) | Dallas County | E(R) | P | E(R) | P | P | P | P | P | P | P | P | P |
| Ron Jensen (06/13) | Grand Prairie | P | P | P | P | P | E(R) | P | P | P | P | E | P |
| Carl L. Johnson (09/20) | TxDOT, FW | P | P | P | E(R) | P | P | E(R) | P | P | P | P | P |
| Brandon Jones (05/21) | Lewisville | P | P | P | P | P | P | P | A | P | P | P | E |
| John Keating (12/19) | Frisco | A | E | E(R) | A | A | A | P | A | A | A(R) | A | P |
| Brad LaMorgese (07/22) | Irving | -- | -- | -- | -- | -- | -- | -- | -- | -- | P | P | P |
| Mike Leyman (09/19) | Mansfield | P | P | P | P | E(R) | P | P | P | P | P | P | P |
| Alison Maguire (07/21) | Denton | P | P | P | P | P | P | P | P | P | A | P | P |
| B. Adam McGough (07/20) | Dallas | P | P | P | P | P | P | P | P | P | P | P | P |
| William Meadows (02/17) | DFW Airport | P | A | P | A | P | A | P | E | E | E | E | E(R) |
| Cara Mendelsohn (07/20) | Dallas | P | P | P | P | P | P | P | P | P | P | P | P |
| Ed Moore (07/22) | Garland | -- | -- | -- | -- | -- | -- | -- | -- | -- | P | P | A |
| Omar Narvaez (09/21) | Dallas | P | P | P | P | P | P | E(R) | P | P | P | P | P |
| Philip J. Ritter (07/20) | Dallas | E | P | P | P | P | P | P | P | P | A | P | A |

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster
October 2021 - September 2022**

| RTC MEMBER | Entity | 10/14/21 | 11/11/21 | 12/9/21 | 1/13/22 | 2/10/22 | 3/10/22 | 4/14/22 | 5/12/22 | 6/9/2022 | 7/14/2022 | 8/18/2022 | 9/8/2022 |
|-----------------------------|----------------|-----------------|-----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|------------------|------------------|-----------------|
| Jim R. Ross (07/21) | Arlington | P | P | P | P | P | P | P | P | E(R) | E(R) | P | P |
| Chris Schulmeister (07/20) | Allen | P | P | P | P | P | P | P | E(R) | P | P | P | A(R) |
| Jeremy Tompkins (10/19) | Eules | P | P | E | P | P | P | P | P | P | P | P | P |
| T. Oscar Trevino Jr. (6/02) | Nrth Rch Hills | E(R) | P | E | P | P | P | P | E(R) | P | A(R) | P | P |
| William Tsao (3/17) | Dallas | P | P | P | P | P | P | P | P | P | P | P | P |
| Duncan Webb (6/11) | Collin County | P | P | P | P | P | P | E | P | P | P | P | P |
| B. Glen Whitley (2/97) | Tarrant County | E(R) | P | E | P | P | E | P | E(R) | E(R) | P | P | P |
| Michele Wong Krause | DART | -- | E(R) | P | P | P | P | P | P | E(R) | E(R) | P | P |

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency, jury duty, business necessity, or fulfillment of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
September 2021 - September 2022

| STTC MEMBERS | Entity | 9/24/21 | 10/22/21 | 12/3/21 | 1/28/22 | 2/25/22 | 3/25/22 | 04/22/22 | 05/27/22 | 06/24/22 | 7/22/2022 | 8/26/2022 | 9/23/2022 |
|---------------------|-----------------|---------|----------|---------|---------|---------|---------|----------|----------|----------|-----------|-----------|-----------|
| Joe Atwood | Hood County | * | * | * | * | * | * | * | * | * | * | * | * |
| Melissa Baker | Irving | * | * | * | * | * | * | * | * | * | * | * | * |
| Micah Baker | Dallas County | * | * | * | * | * | * | * | * | * | * | * | * |
| Bryan Beck | Grapevine | * | * | * | * | * | * | * | * | * | * | * | * |
| Marc Bentley | Farmers Branch | * | * | * | * | * | * | * | * | * | * | * | * |
| David Boski | Mansfield | * | * | * | * | * | * | * | * | * | * | * | * |
| Keith Brooks | Arlington | * | * | * | * | * | * | * | * | * | * | * | * |
| Shon Brooks | Waxahachie | * | * | * | * | * | * | * | * | * | * | * | * |
| Tanya Brooks | Fort Worth | * | * | * | * | * | * | * | * | * | * | * | * |
| Ceason Clemens | TxDOT Dallas | * | * | * | * | * | * | * | * | * | * | * | * |
| Robert Cohen | Southlake | * | * | * | * | * | * | * | * | * | * | * | * |
| Kent Collins | Coppell | * | * | * | * | * | * | * | * | * | * | * | * |
| John Cordary, Jr. | TxDOT FW | * | * | * | * | * | * | * | * | * | * | * | * |
| Hal Cranor | Euless | * | * | * | * | * | * | * | * | * | * | * | * |
| Jackie Culton | Duncanville | -- | -- | -- | -- | -- | -- | -- | -- | -- | * | * | * |
| Clarence Daugherty | Collin County | * | * | * | * | * | * | * | * | * | * | * | * |
| Chad Davis | Wise County | * | * | * | * | * | * | * | * | * | * | * | * |
| Arturo Del Castillo | Dallas | * | * | * | * | * | * | * | * | * | * | * | * |
| Caryl DeVries | Grand Prairie | * | * | * | * | * | * | * | * | * | * | * | * |
| Greg Dickens | Hurst | * | * | * | * | * | * | * | * | * | * | * | * |
| David Disheroon | Johnson County | * | * | * | * | * | * | * | * | * | * | * | * |
| Rebecca Diviney | Denton | * | * | * | * | * | * | * | * | * | * | * | * |
| Phil Dupler | FWTA | * | * | * | * | * | * | * | * | * | * | * | * |
| Chad Edwards | Trinity Metro | -- | -- | * | * | * | * | * | * | * | * | * | * |
| Claud Elsom | Rockwall County | * | * | * | * | * | * | * | * | * | * | * | * |
| Eric Fladager | Fort Worth | * | * | * | * | * | * | * | * | * | * | * | * |
| Chris Flanigan | Allen | * | * | * | * | * | * | * | * | * | * | * | * |
| Ann Foss | Arlington | * | * | * | * | * | * | * | * | * | * | * | * |
| Mike Galizio | Tarrant County | * | * | * | * | * | * | * | * | * | * | * | * |
| Eric Gallt | Mesquite | -- | -- | -- | -- | -- | -- | -- | -- | * | * | * | * |
| Ricardo Gonzalez | TxDOT FW | * | * | * | * | * | * | * | * | * | * | * | * |
| Gary Graham | McKinney | * | * | * | * | * | * | * | * | * | * | * | * |
| Tom Hammons | Carrollton | * | * | * | * | * | * | * | * | * | * | * | * |
| Ron Hartline | The Colony | * | * | * | * | * | * | * | * | * | * | * | * |
| Shannon Hicks | Addison | * | * | * | * | * | * | * | * | * | * | * | * |
| Matthew Hotelling | Flower Mound | * | * | * | * | * | * | * | * | * | * | * | * |
| John Hudspeth | TxDOT Dallas | * | * | * | * | * | * | * | * | * | * | * | * |
| Jeremy Hutt | Cleburne | * | * | * | * | * | * | * | * | * | * | * | * |
| Thuan Huynh | McKinney | * | * | * | * | * | * | * | * | * | * | * | * |
| Joel James | NTTA | -- | -- | -- | -- | -- | * | * | * | * | * | * | * |

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-- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.

Surface Transportation Technical Committee Attendance Roster
September 2021 - September 2022

| STTC MEMBERS | Entity | 9/24/21 | 10/22/21 | 12/3/21 | 1/28/22 | 2/25/22 | 3/25/22 | 04/22/22 | 05/27/22 | 06/24/22 | 7/22/2022 | 8/26/2022 | 9/23/2022 |
|--------------------|------------------|---------|----------|---------|---------|---------|---------|----------|----------|----------|-----------|-----------|-----------|
| Kelly Johnson | NTTA | * | * | * | * | * | * | * | * | * | * | * | * |
| William Johnson | Fort Worth | * | * | * | * | * | * | * | * | * | * | * | * |
| Gus Khankarli | Dallas | * | * | * | * | * | * | * | * | * | * | * | * |
| Alonzo Liñán | Keller | * | * | * | * | * | * | * | * | * | * | * | * |
| Eron Linn | DART | * | * | * | * | * | * | * | * | * | * | * | * |
| Clay Lipscomb | Plano | * | * | * | * | * | * | * | * | * | * | * | * |
| Paul Luedtke | Garland | * | * | * | * | * | * | * | * | * | * | * | * |
| Stanford Lynch | Hunt County | * | * | * | * | * | * | * | * | * | * | * | * |
| Chad Marbut | Weatherford | -- | -- | -- | -- | -- | -- | -- | * | * | * | * | * |
| Alberto Mares | Ellis County | * | * | * | * | * | * | * | * | * | * | * | * |
| Wes McClure | Mesquite | * | * | * | * | * | * | * | * | * | * | * | * |
| Brian Moen | Frisco | * | * | * | * | * | * | * | * | * | * | * | * |
| Mark Nelson | Richardson | * | * | * | * | * | * | * | * | * | * | * | * |
| Jim O'Connor | Irving | * | * | * | * | * | * | * | * | * | * | * | * |
| Eric Oscarson | Burleson | -- | -- | -- | -- | -- | -- | -- | -- | -- | * | * | * |
| Kenneth Overstreet | Bedford | * | * | * | * | * | * | * | * | * | * | * | * |
| Kevin Overton | Dallas | * | * | * | * | * | * | * | * | * | * | * | * |
| Tim Palermo | DCTA | * | * | * | * | * | * | * | * | * | * | * | * |
| Dipak Patel | Lancaster | * | * | * | * | * | * | * | * | * | * | * | * |
| Matt Phillips | Frisco | | | | | | | | | | | * | * |
| Shawn Poe | Richardson | * | * | * | * | * | * | * | * | * | * | * | * |
| John Polster | Denton County | * | * | * | * | * | * | * | * | * | * | * | * |
| Kelly Porter | Fort Worth | * | * | * | * | * | * | * | * | * | * | * | * |
| Tim Porter | Wylie | * | * | * | * | * | * | * | * | * | * | * | * |
| Greg Royster | DFW Int. Airport | * | * | * | * | * | * | * | * | * | * | * | * |
| Kathryn Rush | Dallas | * | * | * | * | * | * | * | * | * | * | * | * |
| Moosa Saghian | Kaufman County | * | * | * | * | * | * | * | * | * | * | * | * |
| David Salmon | Lewisville | * | * | * | * | * | * | * | * | * | * | * | * |
| Kay Shelton | DART | -- | -- | -- | -- | -- | -- | -- | -- | -- | * | * | * |
| Brian Shewski | Plano | * | * | * | * | * | * | * | * | * | * | * | * |
| Walter Shumac, III | Grand Prairie | * | * | * | * | * | * | * | * | * | * | * | * |
| Ray Silva-Reyes | Colleyville | * | * | * | * | * | * | * | * | * | * | * | * |
| Randy Skinner | Tarrant County | * | * | * | * | * | * | * | * | * | * | * | * |
| Caleb Thornhill | Plano | * | * | * | * | * | * | * | * | * | * | * | * |
| Dave Timbrell | Garland | * | * | * | * | * | * | * | * | * | * | * | * |
| Press Tompkins | Greenville | * | * | * | * | * | * | * | * | * | * | * | * |
| Logan Tucker | Duncanville | -- | -- | -- | -- | -- | -- | -- | -- | * | * | * | * |
| Gregory Van | Haltom City | * | * | * | * | * | * | * | * | * | * | * | * |
| Daniel Vedral | Irving | * | * | * | * | * | * | * | * | * | * | * | * |
| Caroline Waggoner | North Richland | * | * | * | * | * | * | * | * | * | * | * | * |
| Robert Woodbury | Cedar Hill | * | * | * | * | * | * | * | * | * | * | * | * |
| Jamie Zech | TCEQ | * | * | * | * | * | * | * | * | * | * | * | * |

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