

## AGENDA

### SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, March 25, 2022

North Central Texas Council of Governments

1:30 pm Full STTC Business Agenda (Videoconference)

1:30 – 1:35 1. **Approval of February 25, 2022, Minutes**  
 Action       Possible Action       Information      Minutes: 5  
Presenter: Tanya Brooks, STTC Chair  
Item Summary: Approval of the February 25, 2022, meeting minutes contained in [Electronic Item 1](#) will be requested.  
Background: N/A

1:35 – 1:40 2. **Consent Agenda**  
 Action       Possible Action       Information      Minutes : 5

2.1. **Modifications to the Fiscal Year 2022 and Fiscal Year 2023 Unified Planning Work Program**  
Presenter: Vickie Alexander, NCTCOG  
Item Summary: A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2022 and FY2023 Unified Planning Work Program (UPWP) will be requested. Direction for staff to also administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications will also be sought.  
Background: The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2022 and FY2023 UPWP was approved by the Regional Transportation Council and (NCTCOG) Executive Board in July 2021 and identifies the activities to be carried out between October 1, 2021, and September 30, 2023. Amendments to this document are being proposed to reflect new initiatives, project updates, and funding adjustments. The proposed amendments have been posted on the NCTCOG website for public review and comment as part of the March public outreach opportunity and are also included as [Electronic Item 2.1.1](#). Additional information is provided in [Electronic Item 2.1.2](#). Comments received as a result of the public outreach process, if any, will be provided.

Performance Measure(s) Addressed: Administrative

2.2. **May 2022 Transportation Improvement Program Revisions**

Presenter: Rylea Rodrick, NCTCOG

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

Background: May 2022 revisions to the 2021-2024 TIP are provided as [Electronic Item 2.2](#) for the Committee's consideration. These modifications have been reviewed for consistency with the mobility plan, the air quality conformity determination, and financial constraint of the TIP.

Performance Measure(s) Addressed: Roadway, Transit

1:40 – 1:50

3. **Fiscal Year 2022 Rebuilding American Infrastructure With Sustainability and Equity Discretionary Grant Program**

Action       Possible Action       Information      Minutes: 10

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of projects to be submitted for consideration of funding through the Fiscal Year (FY) 2022 Rebuilding American Infrastructure With Sustainability and Equity (RAISE) Discretionary Grant Program.

Background: In January 2022, the United States Department of Transportation (US DOT) announced the solicitation of project applications for the FY2022 RAISE Discretionary Grant Program, with \$1.5 billion in available funds dedicated to strategic capital investments in surface transportation projects that will have significant local or regional impacts. The RAISE Notice of Funding Opportunity (NOFO) is published at <https://www.transportation.gov/RAISEgrants/raise-nofo>, and [Electronic Item 3](#) presented at last month's meeting provides additional program details, application requirements, and information regarding potential candidate projects. Applications are due to the US DOT by April 14, 2022. For agencies in the region submitting projects, please be aware you must complete the [www.grants.gov](http://www.grants.gov) registration process, usually requiring two-four weeks for completion, prior to submitting applications. Assuming the projected timing for application development, agency requests to receive a letter of support from the RTC should be submitted to Kyle Roy by Wednesday, March 30, 2022, at [kroy@nctcog.org](mailto:kroy@nctcog.org). At last month's meeting, staff outlined an intent to develop a comprehensive strategic matrix to help assess project compatibility, maximize regional competitiveness, and optimize resource management with respect to the quantity and characteristics of existing/pending discretionary grant programs resulting from the Infrastructure Investment and Jobs Act (IIJA). Staff seeks additional feedback and collaboration from the Committee and its members, enabling

future solicitations of RAISE and other upcoming programs the full benefit of a more informative, effective, efficient, and proactive tool/process for advanced project screening and selection.

Performance Measure(s) Addressed: Roadway, Goods Movement

1:50 – 2:00

4. **Fair Park Trail Loop**

Action       Possible Action       Information      Minutes: 10

Presenter: Daniel Snyder, NCTCOG

Item Summary: A recommendation for Regional Transportation Council approval of funding for the southern portion of a shared-use path loop at Fair Park, including improved access to the Dallas Area Rapid Transit Fair Park station, will be requested.

Background: Fair Park, the most visited attraction in Texas, is home to five museums and ten performance and sporting venues. On September 10, 2020, the Regional Transportation Council awarded \$1,603,876 of Transportation Alternatives Program funding to Dallas County for Phase 1 of the Fair Park/East Dallas Trail which will connect to the existing Santa Fe Trail and extend around the northern perimeter of Fair Park generally along Washington St. and Dallas Area Rapid Transit (DART) right-of-way from the intersection of S. Haskell Ave./Parry Ave. to the intersection of S. Fitzhugh Ave./Lagow St. With the recent development of the Fair Park Master Plan, it was determined the Phase 1 northern trail alignment may have conflicts with vehicular parking areas for large events such as the State Fair and thus require the trail to be closed periodically. Therefore, the awarded federal Transportation Alternatives program funds would not be a good fit for the northern trail alignment. As such, a partnership of Dallas County, City of Dallas, and the Fair Park First 501(c)3 non-profit organization agreed to design and construct the northern trail alignment entirely with local funding. In partnership with the local governments and Fair Park stakeholders, federal funding is requested to complete the remainder of the trail loop alignment around the west, south, and eastern sides of Fair Park within public rights-of-way of Parry Ave, Highway 352/Robert B. Cullum Blvd, and S. Fitzhugh Ave. This “southern loop” will improve bicycle access to the DART Fair Park Station and crossings of the Green Line light rail tracks. It will provide bicycle and pedestrian circulation along streets around the perimeter of Fair Park, improve safety at roadway crossings and access points to Fair Park, and connect with the surrounding community. [Electronic Item 4](#) provides an overview of staff recommendations and the funding requested for implementation by the City of Dallas.

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

2:00 – 2:10

5. **Avondale-Haslet/BNSF Railway Grade Separation Funding Partnership**

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of a proposed partnership which would fund a grade separation at Avondale-Haslet Road and the Burlington Northern Santa Fe (BNSF) Railway line in the City of Haslet.

Background: The RTC, City of Haslet, Texas Department of Transportation, and Tarrant County have partnered to implement the Alliance Texas/Haslet Accessibility Improvement Project in the City of Haslet. This funding partnership includes a federal Better Utilizing Investments to Leverage Development (BUILD) Grant of \$20 million that was awarded to the project in 2018. The project is part of a series of improvements to a critical east-west corridor that includes SH 170, Haslet Parkway, and Avondale-Haslet Road. With the recent selection of Avondale-Haslet Road in the City of Fort Worth as a Tarrant County Bond Program Project, the next component of this system requires funding: a grade separation at the intersection of Avondale-Haslet Road and the BNSF line. Staff proposes that the RTC fund this grade separation to advance this system and provide crucial safety improvements to the grade separation. More information on the proposed funding partnership can be found in [Electronic Item 5](#).

Performance Measure(s) Addressed: Roadway, Safety

2:10 – 2:20

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

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

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

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

- State safety efforts
- Congress approved Fiscal Year 2022 Omnibus Appropriations Bill consistent with (IIJA) funding levels
- Regional Transportation Council Executive Session follow-up ([Electronic Item 6](#))

Performance Measure(s) Addressed: Safety, Roadway

2:20 – 2:30

7. **Mobility 2045 Update and Nondiscrimination Analysis**

Action       Possible Action       Information      Minutes: 10

Presenter: Amy Johnson, NCTCOG

Item Summary: Staff will provide an overview of efforts to update Mobility 2045, along with the results of the regionwide Nondiscrimination Analysis for the plan update. Staff will also include a brief introduction to the air quality considerations for the plan update as a part of the conformity determination following plan adoption.

Background: Mobility 2045 was adopted by the Regional Transportation Council on June 14, 2018. Air quality conformity determination

was achieved on November 21, 2018. Federal guidelines require the Dallas-Fort Worth region to update the long-range transportation plan a minimum of every four years. Development of the Mobility 2045 Update is currently underway, which will include a new financial plan, updated demographic forecasts, updated travel demand modeling tool, and necessary refinements to policies, programs, and projects in the current Mobility 2045 plan. The Nondiscrimination Analysis for Mobility 2045 reviewed various metrics for protected classes compared to non-protected classes to ensure equity in regional long-range transportation planning; this analysis is updated for the Mobility 2045 Update, taking into account the new demographic forecast. Additional information is provided in [Electronic Item 7](#).

Performance Measure(s) Addressed: Roadway, Transit

2:30 – 2:40

8. **Start of 2022 Ozone Season and Spring 2022 Car Care Awareness**

Action       Possible Action       Information      Minutes: 10

Presenter: Nick Van Haasen and Anthony Moffa, NCTCOG

Item Summary: Staff will provide an update on a variety of air quality topics pertaining to North Central Texas as the 2022 ozone season begins and the spring 2022 Car Care Awareness campaign.

Background: The 2022 ozone season began on March 1 for the North Central Texas nonattainment areas. The region continues to monitor and work towards compliance with ozone National Ambient Air Quality Standards (NAAQS). As a reminder, the region has been preparing to be reclassified to a stricter standard for both the 2015 and 2008 NAAQS. Local governments, businesses, and the general public are encouraged to do what they can to assist in improving air quality both during ozone season and throughout the year. To aid in community outreach, the North Central Texas Council of Governments will continue to promote air quality awareness through advertising, partnering with local agencies, and community events. The Car Care Awareness campaign provides education and outreach to vehicle owners and the public about proper vehicle maintenance practices. Properly maintained vehicles will pollute less and allows the public to take an active role in the regional air quality solution. As events become available within the ozone nonattainment region through partnering organizations, vehicle owners are invited to join and become more aware of how to properly maintain their vehicles, prevent potentially costly repairs in a timely manner, and feel better prepared to pass the State's vehicle inspection program. NCTCOG maintains the North Texas Car Care website at [www.ntxcarcare.org](http://www.ntxcarcare.org) and offers car care tips, other vehicle information, and will post upcoming event locations. More details can be found in [Electronic Item 8](#).

Performance Measure(s) Addressed: Air Quality, Transit

2:40 – 2:50

9. **Fiscal Year 2023-2025 Disadvantaged Business Enterprise Goal Updates**

Action       Possible Action       Information      Minutes: 10

Presenter: Emily Beckham, NCTCOG

Item Summary: Staff will provide a summary of the Disadvantaged Business Enterprise (DBE) Program requirements and schedule for updating the DBE Participation Goal for FY2023-FY2025.

Background: The North Central Texas Council of Governments (NCTCOG) is required by the Federal Transit Administration to revise its DBE Participation Goal every three years. The current DBE Participation Goal is valid until September 30, 2022. Staff has developed a schedule to meet this deadline that also encourages and provides opportunity for public participation and comment. [Electronic Item 9](#) includes additional details.

Performance Measure(s) Addressed: Administrative, Transit

2:50 – 3:00

10. **Title VI Program Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Kate Zielke, NCTCOG

Item Summary: Staff will describe updates to the Title VI Program and Language Assistance Plan. Both documents are necessary for compliance with federal civil rights requirements.

Background: The Federal Transit Administration requires Metropolitan Planning Organizations update their Title VI Programs every three years. Title VI is a component of the Civil Rights Act of 1964. The Title VI Program identifies actions NCTCOG takes to ensure nondiscrimination based on race, color, and national origin, including limited English proficiency. The Title VI Program includes information on how NCTCOG monitors its transit subrecipients for Title VI compliance. The Language Assistance Plan describes how NCTCOG addresses the needs of residents whose native language is not English and who have a limited ability to communicate in English. It is part of the Public Participation Plan. Both the Title VI Program update and the Language Assistance Plan update have undergone a public comment period. Additional information is provided in [Electronic Item 10](#).

Performance Measure(s) Addressed: Administrative, Transit

3:00 – 3:00

11. **Fast Facts**

Action       Possible Action       Information      Minutes: 0

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

1. Air Quality Funding Opportunities for Vehicles  
(<https://www.nctcog.org/trans/quality/air/funding-and-resources>)
2. Dallas-Fort Worth Clean Cities Events  
(<https://www.dfwcleancities.org/events>)
3. Status Report on Texas Volkswagen Environmental Mitigation Program Funding ([Electronic Item 11.1](#))

4. Status Report on Vehicle Temporary Paper Tag Fraud ([Electronic Item 11.2](#))
5. Spring 2022 Traffic Incident Management Executive Level Course Announcement ([Electronic Item 11.3](#))
6. Designing Pedestrian Facilities for Accessibility Workshop ([Electronic Item 11.4](#))
7. Public Comments Report ([Electronic Item 11.5](#))
8. February Public Meeting Minutes ([Electronic Item 11.6](#))
9. April Public Meeting Notice (Handout)
10. Comments to EPA on Proposed Clean School Bus Program and to TERP AFFP ([Electronic Item 11.7](#)) and ([Electronic Item 11.8](#)) - Rebekah Gongora
11. Written Progress Reports:
  - Local Motion (<https://www.nctcog.org/trans/about/publications/locmo/local-motion-march-2022>)
  - Partner Progress Reports ([Electronic Item 11.9](#))
12. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
13. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on April 22, 2022.***

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE February 25, 2022**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, February 25, 2022, at 1:30 pm by videoconference. The Regional Transportation Council Bylaws establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

1. **Approval of January 28, 2022, Minutes:** The minutes of the January 28, 2022, meeting were approved as submitted in Electronic Item 1. Daniel Vedral (M); Stanford Lynch (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **Federal Functional Classification System Amendment:** A recommendation for Regional Transportation Council (RTC) approval of one new amendment to the currently approved Federal Functional Classification System (FFCS). Included in the request was reapproval of a series of FFCS amendments previously approved in 2013 and 2018. The proposed amendment was included as Electronic Item 2.1.
  - 2.2. **Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program:** A recommendation for Regional Transportation Council (RTC) approval of funding for the North Texas Clean Diesel Project 2021 Call for Projects. Additional information on this funding source request was provided in Electronic Item 2.2.1. Electronic Item 2.2.2 contained detailed project listings.

A motion was made to recommend the two items on the Consent Agenda. Jim O'Connor (M); Kelly Porter (S). The motion passed unanimously.

3. **Electric Vehicle Charging Station Call for Projects:** Lori Clark presented a proposal to open a call for projects to fund electric vehicle charging stations. Staff presented proposed eligibility, requirements, scoring criteria, and a schedule for Committee endorsement. Large gaps in availability of electric vehicle charging stations exist across the region. The market has not necessarily provided this infrastructure equitably, so staff proposed to invest public-sector funding to help get that access to other parts of the region. In addition, many public-sector public fleets have indicated interest in electrifying and cite lack of infrastructure as a key barrier to adoption of electric vehicles in public fleets. Approximately \$1 million in Congestion Mitigation and Air Quality Improvement Program funds is available to fund implementation of technology improvements in the ozone nonattainment area and can be used to deploy electric vehicle charging. Eligible activities include both types of charging stations, Level 2 and Direct Current Fast Charge. Covered costs include design, engineering, purchase, installation, and construction. Maintenance and operations are not eligible. Publicly accessible stations would be eligible to receive up to 100 percent federal funding with Transportation Development Credits as match. A two-phase application window was proposed with round two only occurring if funds remained following round one. Also, all stations must be located in the 10-county Ozone Nonattainment Area, located in the applicant-owned property and owned by the applicant, co-located with existing



parting/development, include J1772 or SAE combined charging system (CCS) port(s), meet Federal Highway Administration Buy America requirements, and be complete and operational by July 31, 2023. NCTCOG staff is prepared to provide assistance with navigation of the Buy America requirements. In terms of scoring criteria, staff proposed that up to 75 of the total available 100 points would go toward advancing electrification such as fillings gaps in existing infrastructure network and/or enable new fleet electrification, serving communities prioritized by the Justice 40 Initiative, or including strategies to minimize grid impacts. Up to 25 points of the scoring criteria would go towards subrecipient oversight which is the administrative costs to manage the program. The Call for Projects was approved by the Regional Transportation Council on February 10, 2022. The application deadline for the first round is April 22, 2022, and a second application deadline is May 20, 2022. Staff encouraged everyone to strive for the April 22 deadline in order that the projects can be planned and completed by the July 31, 2023, deadline. If there is funding remaining after selection of the round one projects, staff proposed to issue the second call for projects. A call for projects workshop was scheduled for March 7, 2022. Action being requested was for endorsement of the call for projects approved by the Regional Transportation Council. Additional information was provided in Electronic Item 3. A motion was made to endorse the Regional Transportation Council's authorization to open an Electric Vehicle Charging Station Call for Projects, including the eligibility requirements, scoring criteria and point structure, and schedule with the two-application window. Robert Woodbury (M); Walter Shumac (S). The motion passed unanimously.

4. **Transportation Development Credits Annual Report – Including Updated Allocations:** Cody Derrick provided an update on the Regional Transportation Development Credits (TDC) Allocations Program and annual TDC report. Transportation Development Credits, or TDCs, are earned by a region when toll revenues are used to fund capital projects on public highways. TDCs are not cash and they do not increase the funding for a given project, but they can be used to match a federal funding award. Since 2013, the region has received about a billion transportation development credits. As of September 30, 2021, the region has approximately 742 million TDCs left for allocation. Cody presented the current transportation development credits balances and highlighted proposed changes. For Category 1, Strategic Awards to Small Transit Providers, the goal for using TDCs is to support public transit by maximizing the use of federal funds, particularly when federal funds otherwise would be unused because of the inability of agencies to provide the local match. The proposed change to Category 1 was to increase the TDC allocation by 15 million. Category 2 TDCs are typically used when projects are awarded federal funding through a for calls for projects, such as the COVID-19 infrastructure programs in 2020 and 2021. The proposed change to Category 2 was to increase the allocation by 40 million. Category 3 was retired in 2017, therefore no change was proposed. Category 4 was originally recommended by staff in 2014 to create a local revolving fund to cash flow federal programs administered by the North Central Texas Council of Governments. Because there was a remaining balance, staff contacted metropolitan planning organizations in the State to see if they were interested in swapping their federal funding for some TDCs, but no responses were received. It was proposed to continue this category and maintain the current allocation. Category 5 TDCs are used to support regional programs and projects that improve air quality, congestion, reliability, safety and accessibility, modernize infrastructure, advance planning efforts in the region, and others that may apply. If approved, a portion of these TDCs will be used for Phase 2 of the Management and Operations program later in the year. It was recommended to increase this category by an additional 30 million TDCs. The final group of TDCs, Category 6, is used to provide support to agencies that implement policies that further the objectives laid out in the Mobility Plan. Because there is a sufficient

allocation for this category, It was proposed to continue the category and maintain the current allocation. It was noted that if approved, there would be approximately 540 million TDCs left for future allocations. If additional TDCs are awarded that exceed the new allocation, the RTC would be asked to approve the adjusted allocation to the respective category at that time. In summary, staff proposed an increase of 15 million TDCs for Category 1, 40 million TDCs for Category 2, and 30 million TDCs for Category 5 for a total increase of 85 million TDCs. Details on the proposed changes were provided in Electronic Item 4.1. The Transportation Development Credit Annual Report, which must be submitted annually to TxDOT, was included in Electronic Item 4.2. A motion was made to approve the proposed changes to the regional Transportation Development Credits allocations. Mark Nelson (M); Clarence Daugherty (S). The motion passed unanimously.

5. **Mobility 2045 Update: Draft Plan and Public Meeting Schedule:** Amy Johnson presented a status report on the Mobility Plan Update and noted that staff would be requesting authorization to engage the public through the public involvement process. Mobility 2045 was adopted by the Regional Transportation Council on June 14, 2018. Federal guidelines require the Dallas-Fort Worth region to update the long-range transportation plan a minimum of every four years. Development of the Mobility 2045-2022 Update is currently underway, which will include a new financial plan and necessary refinements to projects in the current Mobility 2045-2022 Plan. The Mobility 2045-2022 Update will reassess existing recommendations and include new demographics, financial forecasts, and planning initiatives. The critical path driving the Plan's schedule is that the air quality conformity determination from November 2018 has a four-year clock on it that expires in November, so it is imperative to get the document through the review and approval process in order to meet the conformity deadline. The NCTCOG Public Participation Plan requires two-30-day comment periods for the Plan. For the Update, the comment periods will be held in back-to-back months beginning April 1 and concluding on May 31. Draft maps and recommendations were provided in Electronic Item 5.1. The draft plan documents are posted online at [www.nctcog.org/PlanInProgress](http://www.nctcog.org/PlanInProgress). In addition to the posted information, policy and program listings were provided in an updated Electronic Item 5.2 that was emailed to members. Following the presentation, a motion was made to recommend Regional Transportation Council (RTC) action to direct staff to take the Mobility 2045-2022 Update draft recommendations, air quality conformity, and environmental justice analysis to public meetings. Eric Fladager (M); Clarence Daugherty (S). The motion passed unanimously.
6. **Automated Vehicles Program 2: Round 2 Projects:** Michael Morris presented and requested limited action of a second round of projects recommended for funding under the consolidated Automated Vehicles Program 2.0 or "AV2.0". After the January 2022 STTC meeting, several questions were received from the Cities of McKinney and Dallas in regard to the mechanics of the automated vehicles, so the item was pulled from the March Regional Transportation Council agenda. At the STTC meeting, Michael mentioned the establishment of new principals and presented technology elements as a legitimate transportation mode that will provide a better foundation. NCTCOG will take the lead in the procurement process, reaffirming Fort Worth's unchanged proposal, revising the Dallas and McKinney proposal based on the comments received without changing any of the dollar amounts that were approved at the January STTC meeting, and a reminder that \$3 million of additional funds are being brought into the program. The limited action was to re-establish the Fort Worth project in this new context and re-establish the McKinney and Dallas vehicle technology program. In the new context, technology is the new travel demand substitution, and it is a way to provide accessibility to individuals who currently do not have accessibility

to meet their needs. To accomplish both travel demand substitution and increase accessibility, it can be done through this technology program. Presented this way, foundation is being created for the classification of this technology transportation mode. Travel demand substitution is the combination of air quality and mobility benefits in our congestion management process because technology will be used, and a person would not have to travel. No different than a carpool or vanpool, the mileage on a vehicle is saved by increased occupancy. Accessibility improvements are the use of technology for people to get access to what they need when they were not previously able to. This technology creates an opportunity for better accessibility. Technology is the use of an autonomous mobile vehicle to residential locations, called Phase 1 or Emergency because it could be implemented sooner in time than waiting for broadband. The vehicle would be an open platform or incubator. Phase 1 supports the Congestion Management Process (CMP) as part of the Travel Demand Management strategies in the CMP. Phase 2 is access to Broadband, simply because it takes longer to implement, not changing the proposal in Fort Worth, it's a retrofit of Broadband to an existing and recently improved Rosedale and a new location on Lancaster. The pilots will be implemented together, Phase 1 and Phase 2. Proposed deployments were: Phase 1/Emergency: type of technology (autonomous vehicles), location (McKinney)/Dallas, type (suburban/urban), lead procurement (NCTCOG) and Phase 2: type of technology (Broadband), location (Fort Worth), type (urban); lead procurement (NCTCOG). NCTCOG would be the lead procurement agency. John Polster asked if transportation is moving from analog to digital and Michael Morris said that is correct. Gus Khankarli thanked staff for its efforts on the Dallas project and noted that the City of Dallas provides its full support. A motion was made to approve the McKinney/Dallas (NCTCOG) project in Phase 1 and the Fort Worth project in Phase 2. John Polster (M); Gus Khankarli (S). The motion passed unanimously.

7. **Cancellation of Trade Fair with Lubbock Metropolitan Planning Organization Metropolitan Planning Organization (MPO) and the Rio Grande Valley MPO:**

Ken Bunkley briefed the Council on staff's recommendation for the Regional Transportation Council (RTC) to cancel the Trade Fair with the Lubbock and the Rio Grande Valley Metropolitan Planning Organizations (MPOs) that was approved in May of 2021. The Texas Department of Transportation (TxDOT) has determined that no funding allocation is needed from the North Central Texas Council of Governments (NCTCOG). In May 2021, the RTC approved the trade of a total of \$21,000,000 of Surface Transportation Block Grant Program (STBG) funds with the Lubbock MPO in FY2023 and FY2025, to be repaid to NCTCOG over three years beginning in FY2028. The intent of the trade was for NCTCOG to provide the funding necessary to expedite the construction of two regionally important projects in the Lubbock MPO. The RTC also approved the trade of \$14,578,845 of STBG funds to the Rio Grande Valley MPO in FY2022 to be repaid in FY2026. Funding was to be utilized to expand the Veterans International Bridge at Los Tomates. Due to the availability of funding, NCTCOG recommended that the Trade Fair agreement be cancelled. Recommended action was for RTC to reverse the original May 2021 approval, permit staff to cancel any executed interlocal and interagency agreements with the Lubbock and Rio Grande Valley Metropolitan Planning Organizations, and to reverse any Transportation Improvement Programs or any other administrative document actions. A motion was made to approve staff's recommendation and cancel the Trade Fair Partnerships with the Lubbock and Rio Grande Valley Metropolitan Planning Organizations. John Polster (M); Mark Nelson (S). The motion passed unanimously.

8. **Regional Parking Database:** Travis Liska provided an overview of the upcoming Regional Parking Database project, including requests for local governments to help identify and recruit commercial property owners and managers to volunteer to participate in a study of parking counts. Parking policies in the North Texas region will benefit from increased data on observed parking utilization. A 2018 study of parking utilization near Dallas Area Rapid Transit stations by North Central Texas Council of Governments (NCTCOG) found parking was oversupplied in most cases. Current formulas and assumptions behind parking demand estimates may be outdated. The rapidly growing North Texas region needs local parking utilization data to develop more efficiently. The Regional Parking Database will be a sample of parking counts at local commercial properties of various land uses and transportation contexts throughout the Metropolitan Planning Area. Additionally, those who have independently conducted parking studies are encouraged to share their findings with NCTCOG. A report and resource on utilization trends will be created to better inform municipal parking codes and development opportunities. Staff requested the assistance of local governments in spreading awareness of this effort with relevant property representatives and commercial real estate contacts, and also communicated that community participation is crucial to developing an appropriate sample of parking data.
  
9. **Fiscal Year 2022 Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program:** Jeff Neal briefed the Committee on the Fiscal Year (FY) 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program, dedicated for surface transportation infrastructure projects that have a significant local or regional impact. Staff provided details highlighting grant requirements, evaluation of potential project candidacy elements, and identification of potential multimodal projects for submittal consideration. Additionally, staff discussed a proposal to generate a collaborative and comprehensive regional “conveyor belt” process and strategic evaluation matrix to optimize the targeting of various future projects considered for the multiple discretionary grant opportunities set to occur via the new Infrastructure Investment and Jobs Act (IIJA). In January 2022, the United States Department of Transportation (USDOT) announced the solicitation of project applications for the FY2022 RAISE Discretionary Grant Program regarding strategic capital investments in surface transportation projects that have significant local or regional impacts. Electronic Item 9.1 contained a copy of the Notice of Funding Opportunity (NOFO) providing specific program details and application requirements for the \$1.5 billion program. Applications are due to the USDOT by April 14, 2022. For the agencies in the region planning to submit projects, please note that the registration process must be completed at [www.grants.gov](http://www.grants.gov), usually requiring two-four weeks for completion, prior to submitting applications. Assuming the projected timing for application development, agency requests to receive a letter of support from the Regional Transportation Council should be submitted to Kyle Roy of NCTCOG by Friday, March 30, 2022, at [kroy@nctcog.org](mailto:kroy@nctcog.org). In addition to increased formula funding, the IIJA included many new competitive discretionary grant programs in addition to RAISE, significantly more than any previous surface transportation authorization. While some programs are devoted to specific purposes and project types, other programs may have compatibility where certain projects could be effective candidates in multiple instances. To maximize the region’s competitiveness, improve collective responsiveness to increased opportunities, and further streamline delivery of needed projects among all types, staff will outline a conceptual framework for a comprehensive strategic evaluation matrix encompassing characteristics of all existing and pending IIJA discretionary grant programs. With feedback and collaboration from the Committee and other partners, the objective for this tool is a more informative, effective, efficient, and proactive process for screening and selecting projects in advance of each IIJA competitive opportunity, enabling enhanced

chances for future funding to be awarded to the region. Upcoming efforts for the FY2022 RAISE Grant will help lay initial groundwork for this proposed process. Additional information was included in Electronic Item 9.2. John Polster complimented Jeff Neal on his tenacity and professionalism, and NCTCOG staff's skill set to be able to get through the minefield of these grant programs.

10. **2023-2026 Transportation Improvement Program Development:** Cody Derrick briefed the Committee on the 2023-2026 Transportation Improvement Program (TIP) development process and provided a draft listing of current Regional Transportation Council commitments. A new TIP is developed every two years through a cooperative effort among the North Central Texas Council of Governments, the Texas Department of Transportation, local governments, and transportation authorities. The TIP is a staged, multi-year listing of transportation projects with committed funding from federal, State, and local sources within the Dallas-Fort Worth Metropolitan Area. Electronic Item 10 contained an overview of the TIP development process, focus areas, and schedule. The financially constrained draft project listings for the 2023-2026 TIP were made available at <https://www.nctcog.org/trans/funds/tip/transportation-improvement-program/2023-2026tip>. Local agency comments on the draft listings must be provided to NCTCOG by March 31, 2022, in order to be included in the final listings. This item will be presented to the Regional Transportation Council in March of 2022.

Adjourned at 3:04 PM.



North Central Texas Council of Governments

TO: Surface Transportation Technical Committee

DATE: March 18, 2022

FROM: Vickie Alexander  
Program Manager

SUBJECT: Modifications to the FY2022 and FY2023 Unified Planning Work Program for Regional Transportation Planning

The Unified Planning Work Program for Regional Transportation Planning (UPWP) is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization (MPO) staff. The FY2022 and FY2023 UPWP was approved by the Regional Transportation Council and NCTCOG Executive Board in July 2021 and identifies the activities to be carried out between October 1, 2021, and September 30, 2023.

Listed below, and in the following attachment, is the second set of proposed modifications to the FY2022 and FY2023 UPWP. Included in these amendments are new initiatives, project updates, and funding adjustments. The proposed modifications have been posted on the NCTCOG website for public review and comment as part of the March public outreach opportunity. Comments received as a result of the public outreach process, if any, will be provided.

**The following modifications reflect initiatives proposed for inclusion in the Unified Planning Work Program that have not yet been approved by the Regional Transportation Council:**

- 5.03 Land-use/Transportation Initiatives – Grand Avenue Study (3G: Garland/Gaston/Grand to IH 30) (add initiative and \$500,000 Surface Transportation Block Grant Program [STBG] funds matched with Transportation Development Credits [TDCs])
  
- IX. Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area – Transit-oriented Development Planning Study (add study to be led by Trinity Metro to identify opportunities to develop transit-oriented development around Mercantile Station, North Side Station, Terminal and Pacific Station, and a future TEXRail station in the medical district as a result of grant award under the Federal Transit Administration’s Pilot Program for Transit-oriented Development Planning)
  
- IX. Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area – Downtown McKinney SH 5 Pedestrian Connection Study (add two-phased study to be led by the City of McKinney to evaluate the feasibility of various grade-separated and at-grade pedestrian connections across State Highway 5 adjacent to Historic Downtown McKinney; RTC funded Phase 2 of the study)

**The following modifications affect existing projects for which text updates or financial adjustments are being proposed:**

- 1.02 Program and Policy Administration – Program Administration (update text to reflect that video/web hosting services will also be supported through local funds in addition to Transportation Planning Funds [TPF])
- 3.04 Public Transportation Planning – Regional Public Transportation Coordination (add \$5,000 Transportation Planning Funds [TPF] to support University Partnership Program project related to micro-transit and on-demand services)
- 5.04 Transportation Asset Management – Streamlining Potential Interventions to Enhance the Life Cycle Condition and Maintenance of Bridge Assets (add \$5,000 Transportation Planning Funds [TPF] to support University Partnership Program project)

**The following modifications have previously been approved by the Regional Transportation Council and are now being incorporated into the Unified Planning Work Program:**

- 3.05 Transit Management and Operations – Enhancing Mobility within the Southern Dallas Inland Port (add initiative and \$4,110,000 Federal Transit Administration [FTA] funds, \$1,000,000 Surface Transportation Block Grant Program [STBG] funds, \$667,000 Regional Toll Revenue [RTR] funds, and \$611,000 local funds to reflect receipt of grant award under the 2021 Rebuilding American Infrastructure with Sustainability and Equity [RAISE] Discretionary Grant Program)
- 5.03 Land-use/Transportation Initiatives – Silver Line Transit-oriented Development Corridor Planning (add initiative and \$400,000 Federal Transit Administration [FTA] funds and \$100,000 Regional Transportation Council [RTC] Local funds to reflect receipt of grant award under the Federal Transit Administration’s Pilot Program for Transit-oriented Development Planning)
- 5.03 Land-use/Transportation Initiatives – Dallas Opportunity Zone: South Boulevard – Park Row Historic District Planning Study (add initiative and \$250,000 Surface Transportation Block Grant Program [STBG] funds matched with Transportation Development Credits [TDCs])

Please contact Vercie Pruitt-Jenkins at (817) 608-2325 or [VPruitt-Jenkins@nctcog.org](mailto:VPruitt-Jenkins@nctcog.org) or me at (817) 695-9242 or [valexander@nctcog.org](mailto:valexander@nctcog.org) if you have any questions or comments regarding these proposed modifications to the FY2022 and FY2023 UPWP prior to the Surface Transportation Technical Committee meeting. A recommendation will be requested at the meeting for Regional Transportation Council approval of the proposed modifications, as well as direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications.

vpj  
Attachment



## AMENDMENT #2 TO THE FY2022 AND FY2023 UNIFIED PLANNING WORK PROGRAM

### 1.02 Program and Policy Administration

#### Program Administration

##### *Other Funding Sources*

North Central Texas Council of Governments Local funds, Regional Transportation Council Local funds, and other local funds will be utilized to support activities in Program Administration that may not be eligible for federal reimbursement. Such items may include, but are not limited to:

- Small stipend and travel expenses for a minority student and supporting professor to attend annual TRB meetings to represent work conducted on behalf of NCTCOG under the TRB Minority Student Fellowship Program partnership;
- Meal expenses;
- Individual staff memberships in professional organizations;
- Service awards;
- Travel expenses for foreign applicants;
- Legal and application filing fees for foreign employees;
- Audio/video expenses (i.e., equipment, updates, and maintenance) in the Transportation Council Room;
- **Video/web hosting services;**
- Furniture;
- Consumable supplies;
- Travel expenses; and
- Other special projects.

### 3.05 Transit Management and Operations

#### Enhancing Mobility within the Southern Dallas Inland Port

##### *Other Funding Sources*

In FY2022, NCTCOG was awarded grant funding from the United States Department of Transportation (USDOT) under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program to implement mobility enhancements to and within the Southern Dallas Inland Port. The project seeks to enhance connectivity in Southern Dallas County by optimizing transit service, improving pedestrian infrastructure, and updating traffic signals. NCTCOG staff will oversee project management of the RAISE Enhancing Mobility within the Southern Dallas Inland Port project once initiated. Contractor and subrecipient assistance will be utilized. Federal Transit Administration funds, Surface Transportation Block Grant Program funds, Regional Toll Revenue funds, and local funds will support these activities. Anticipated products include:

- Implementation of enhancements to recently implemented on-demand services to increase transit connectivity within the Southern Dallas Inland Port area;
- Procurement of electric vehicles and related charging equipment on behalf of subrecipients to deliver on-demand services;

- Installation of charging infrastructure for electric vehicles at strategic locations to optimize on-demand services;
- Coordination with transit agencies, employers, and local stakeholders to provide access to transit passes and promote public transportation options in the area;
- Construction and implementation of infrastructure to improve safety of pedestrian and vehicle movements, including transit; and
- Execution of subrecipient agreements and documentation of subrecipient compliance to grant requirements through monitoring and on-site reviews.

### 5.03 Land/use Transportation Initiatives

#### Silver Line Transit-oriented Development Corridor Planning

##### *Other Funding Sources*

Through a grant award in FY2022 under the Federal Transit Administration’s Pilot Program for Transit-oriented Development (TOD) Planning, the Dallas Area Rapid Transit (DART) Silver Line TOD Plan will coordinate with the cities of Carrollton, Dallas, Grapevine, Plano, and Richardson; Town of Addison; Dallas Fort Worth International Airport; University of Texas at Dallas; DART; and private-sector partners along the corridor to advance equitable and connected TOD opportunities at nine regional rail stations. The plan will analyze pedestrian and bicycle access to stations, collect parking data, and evaluate opportunities for land-use policy to support increased access to workforce housing and jobs. Stakeholders will be engaged throughout the process. Varying tasks will be performed at different stations depending on community need. Consultant assistance may be utilized. Federal Transit Administration funds and Regional Transportation Council Local funds will be used to support this effort. Anticipated projects include:

- Sidewalk and bike routes to rail stations mapping, inventory, analysis, and evaluation of needs with recommended improvements;
- Parking study of existing sites with recommendations on policy and practices appropriate to station area needs;
- Land-use development analysis of jobs and housing access across the transit corridor and recommendations on policies advancing increased opportunity; and
- Stakeholder engagement including presentations, meetings, digital content, and creation of documents with planning recommendations.

#### Dallas Opportunity Zone: South Boulevard – Park Row Historic District Planning Study

##### *Other Funding Sources*

In FY2023, NCTCOG anticipates initiating a comprehensive plan to identify transportation and rehabilitation improvements in the South Boulevard – Park Row Historic District of the City of Dallas. This area is bound by Park Row Avenue on the north, Oakland Avenue (aka Malcolm X Boulevard) on the east, South Boulevard on the south, and South Central Expressway on the west. This initiative is intended to help promote revitalization in Environmental Justice communities. This planning effort will inventory the quality of the pedestrian, bicycle, street surface, and traffic signal conditions. An inventory of the quality of residential structures will also be assessed. The planning effort will be conducted by

NCTCOG staff as an initial assessment on how best to preserve the quality of neighborhood assets and make recommendations to the modernization of the transportation elements. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work activities. Anticipated products include:

- Inventory of transportation assets;
- Inventory of residential/housing assets; and
- Recommendations to advance additional transportation improvements that maximize the architecture, mobility, accessibility, and quality-of-life attributes of the Park Row historic district.

### Grand Avenue Study (3G: Garland/Gaston/Grand to IH30)

#### *Other Funding Sources*

In FY2023, NCTCOG will initiate a planning and conceptual engineering study to identify needed improvements to Grand Avenue (SH 78) between Garland Road/Gaston Avenue (White Rock Lake spillway) and IH 30. This project will include travel forecasts, travel modeling, context sensitive design and system planning principles for this east Dallas neighborhood. This project will also include management of an update to the prior Garland Road Vision Study by NCTCOG in 2010 that extended from the Dallas/Garland City limits (IH 635) to Garland Road/Gaston Avenue. It is intended that NCTCOG staff will conduct this planning/engineering effort. NCTCOG will partner with TxDOT, the City of Dallas, and the impacted east Dallas neighborhood. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work activities. Anticipated products include:

- Review of the 2010 Garland Vision Study;
- Technical travel demand history and forecast of the impacted corridor from the 3G intersection to IH 30, including a simulation of the new IH 30 freeway design;
- Exploration of context sensitive design options for the corridor; and
- Recommendation on a typical cross section including roadway pedestrian and bicycle network connections.

## **IX. Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area**

### **Trinity Metro**

Transit-oriented Development Planning Study: Trinity Metro will sponsor a Transit-oriented Development (TOD) study to identify the opportunities to develop transit-oriented development around Mercantile Station, North Side Station, Terminal and Pacific Station and a future TEXRail station in the medical district. The resulting plan will include assessment of existing conditions, station area concept plans, zoning recommendations, multi-modal connectivity plans, analysis of value capture, recommendations for private-sector involvement, economic strategies to leverage community assets within walking distance of all TEXRail and other high-capacity transit

stations, best practices from similar successful TODs and a phased TOD implementation plan. The work will commence by Fall of 2022 and take 12-18 months to complete. The project will be funded by \$405,000 from the Pilot Program for Transit-Oriented Development Planning – Section 20005(b) and \$101,250 (20%) local match from Trinity Metro.

## City of McKinney

**Downtown McKinney SH 5 Pedestrian Connection Study:** The City of McKinney is leading a two-phased study which seeks to evaluate the feasibility of various grade-separated and at-grade pedestrian connections across State Highway 5 (SH 5) adjacent to Historic Downtown McKinney. The goals of this study include identifying design concepts which: (a) improve mobility, safety, comfort, and access for all modes and ages, (b) strengthens connections between Historic Downtown and East McKinney, (c) amplifies the existing area identity and sense of place, (d) creates opportunities for community gathering spaces, (e) connects the community and people previously disconnected by the highway, (f) enhances the Downtown McKinney Historic Cultural District, (g) is a fiscally sustainable solution, and (h) includes community support. The limits of this study generally include SH 5 between Anthony Street and Lamar Street. Phase 1 of this study commenced in January 2022 and will provide a high-level summary and evaluation of various alternatives by March/April 2022. Phase 1 is 100 percent locally funded by the City of McKinney and is being conducted by a consultant. Based on the alternatives presented under Phase 1, City staff will receive direction from the McKinney City Council to begin initial public outreach and scoping of Phase 2. Phase 2 of this study will include a detailed feasibility study, environmental analysis, public outreach, and preliminary design to identify a preferred alternative in accordance with National Environmental Policy Act (NEPA) requirements. Phase 2 of the study is funded with \$1,600,000 in federal Surface Transportation Block Grant Program funds and 320,000 Transportation Development Credits as match. This Phase will be completed in coordination with the Texas Department of Transportation's (TxDOT) current SH 5 reconstruction project. It is expected that a consulting firm will assist in the preparation of the environmental document. It is also expected that Phase 2 of this study will commence in mid-to-late summer 2022 and will require 12-24 months to complete.

## **VIII. Overview of Work Program Funding**

### **Proposed Budget**

This section summarizes the budget for the FY2022 and FY2023 UPWP. Financial support for FY2022 and FY2023 will be provided from a number of sources, including the Federal Highway Administration, the Federal Transit Administration, the Environmental Protection Agency, the Department of Energy, the Department of Defense, the Texas Department of Transportation, the North Texas Tollway Authority, and the Texas Commission on Environmental Quality. In addition, various local sources will be acquired to assist in the funding of this program.

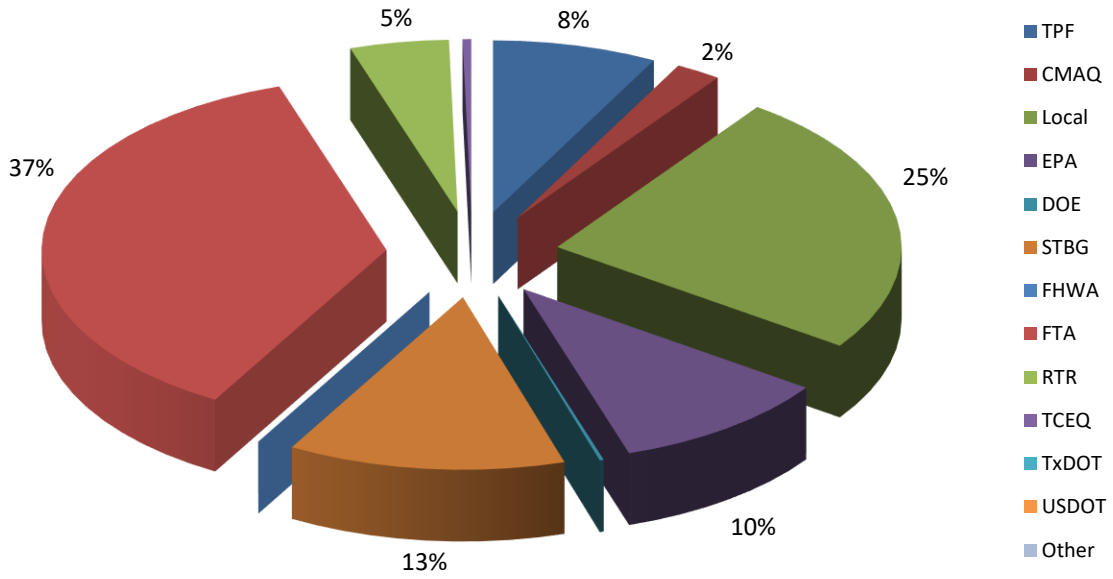
The US Department of Transportation provides funds through programs of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Both FHWA PL 112 and FTA 5303 funds are provided annually to MPOs to support metropolitan regional transportation planning activities based on an 80 percent federal/20 percent local match requirement. The Texas Department of Transportation will provide the 20 percent match for the FHWA 112 and FTA 5303 funds for FY2022 and FY2023 to the MPO to carry out the UPWP in the form of Transportation Development Credits. These Transportation Development Credits are provided by metropolitan areas building toll roads and are used on a Statewide basis to provide the match funds needed for all Metropolitan Planning Organizations. The FY2022 and FY2023 FHWA and FTA funding levels reflected in this program are summarized in Exhibit VIII-1. The formula-based FHWA PL 112 allocation to the UPWP for the Dallas-Fort Worth Metropolitan Area is \$8,463,215 in FY2022 and \$8,463,215 in FY2023 for a two-year total of \$16,926,430. The FTA 5303 funding is \$3,110,814 in FY2022 and \$3,110,814 in FY2023 for a two-year total of \$6,221,628. An estimated balance of \$4,774,364 in unexpended/unobligated FHWA PL 112 funding will be available from the FY2021 authorization. Each of these funding amounts is incorporated by source agency into the Work Program by task and subtask. Total FHWA PL 112 and FTA 5303 funding for the FY2022 and FY2023 UPWP is estimated at \$27,922,422. Transportation Planning Funds in the amount of ~~\$25,486,000~~ **\$25,496,000** have been programmed and allocated to each of the UPWP subtasks as shown in Exhibit VIII-2. These programmed funds include the FTA 5303 allocation of \$6,221,628, the estimated FY2021 FHWA PL 112 fund balance of \$4,774,364, and ~~\$14,490,008~~ **\$14,500,008** of Fiscal Years 2022 and 2023 FHWA PL 112 funding. The remaining balance of Fiscal Years 2022 and 2023 FHWA PL 112 funds of ~~\$2,436,422~~ **\$2,426,422** is anticipated to be carried over to Fiscal Year 2024.

**E. Funding Summary**

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
3.01	\$2,899,200	\$1,183,300	RTR	
		\$918,200	STBG	
<b>Subtotal</b>				<b>\$5,000,700</b>
3.02	\$978,700	\$13,000	TCEQ	
<b>Subtotal</b>				<b>\$991,700</b>
3.03		\$1,530,600	CMAQ	
		\$137,500	DOE	
		\$7,402,250	EPA	
		\$12,300	FHWA	
		\$16,280,279	Local	
		\$6,562,000	STBG	
		\$275,000	TCEQ	
<b>Subtotal</b>				<b>\$32,199,929</b>
3.04	<b>\$1,655,900</b>	\$976,600	FTA	
		\$816,800	STBG	
<b>Subtotal</b>				<b>\$3,449,300</b>
3.05		<b>\$25,256,050</b>	FTA	
		<b>\$1,459,400</b>	Local	
		<b>\$2,136,000</b>	RTR	
		<b>\$1,000,000</b>	<b>STBG</b>	
<b>Subtotal</b>				<b>\$29,851,450</b>
<b>Total</b>	<b>\$5,533,800</b>	<b>\$65,959,279</b>		<b>\$71,493,079</b>

<sup>1</sup> Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA Section 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person hours, they are not reflected in the funding tables.

# Task 3.0 Funding Summary



**E. Funding Summary**

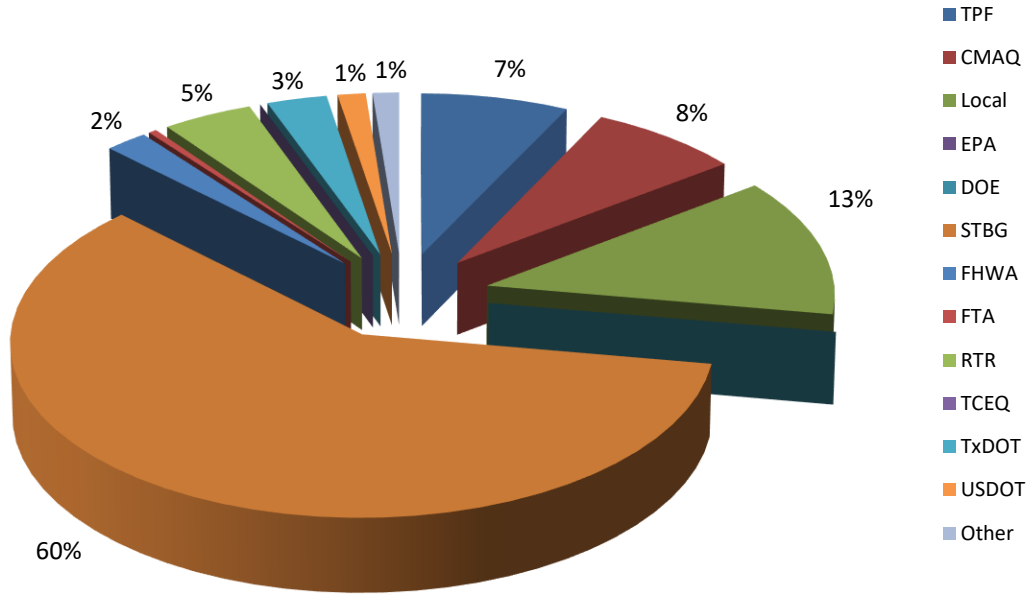
Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
5.01	\$1,376,400			
		\$178,400	Local	
		\$50,000	NTTA	
		\$3,455,000	RTR	
		\$15,575,400	STBG	
		\$73,600	TxDOT	
<b>Subtotal</b>				\$20,708,800
5.02	\$1,319,600			
		\$149,000	RTR	
<b>Subtotal</b>				\$1,468,600
5.03	\$973,700			
		\$400,000	FTA	
		\$640,300	Local	
		\$7,626,200	STBG	
<b>Subtotal</b>				\$9,640,200
5.04	\$194,700			
		\$151,200	STBG	
<b>Subtotal</b>				\$345,900
5.05	\$1,296,200			
		\$7,093,400	CMAQ	
		\$2,000,000	FHWA	
		\$5,404,180	Local	
		\$603,000	RTR	
		\$8,549,400	STBG	
		\$1,676,700	TXDOT	
<b>Subtotal</b>				\$26,622,880
5.06				
		\$2,008,000	Local	
		\$8,049,900	STBG	
		\$1,297,000	USDOT	
<b>Subtotal</b>				\$11,354,900
5.07	\$63,500			
<b>Subtotal</b>				\$63,500
5.08	\$633,900			
		\$15,800	Local	
		\$952,300	STBG	
<b>Subtotal</b>				\$1,602,000



Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
5.09	\$125,900	\$579,400	Local	
<b>Subtotal</b>				<b>\$705,300</b>
5.10	\$193,000	\$1,171,100	DOD	
		\$496,500	Local	
<b>Subtotal</b>				<b>\$1,860,600</b>
5.11	\$688,400	\$186,600	Local	
		\$15,799,800	STBG	
		\$1,036,600	TXDOT	
<b>Subtotal</b>				<b>\$17,711,400</b>
5.12		\$281,800	Local	
<b>Subtotal</b>				<b>\$281,800</b>
5.13		\$2,496,000	Local	
<b>Subtotal</b>				<b>\$2,496,000</b>
<b>Total</b>	<b>\$6,865,300</b>	<b>\$87,996,580</b>		<b>\$94,861,880</b>

<sup>1</sup> Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA Section 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person hours, they are not reflected in the funding tables.

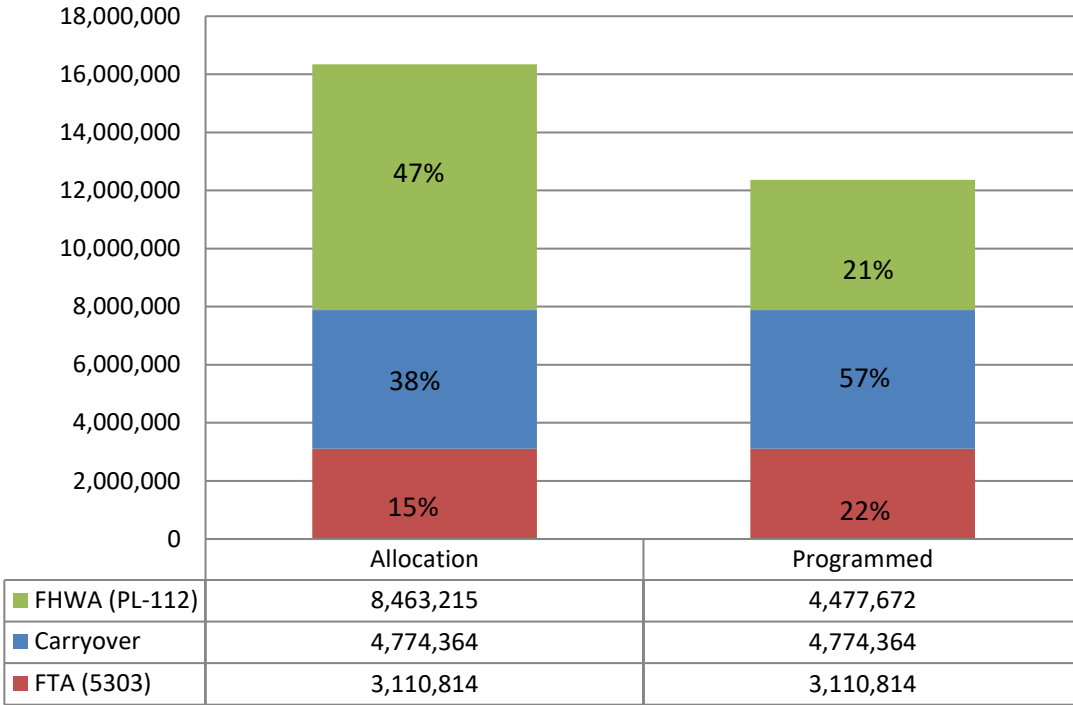
# Task 5.0 Funding Summary



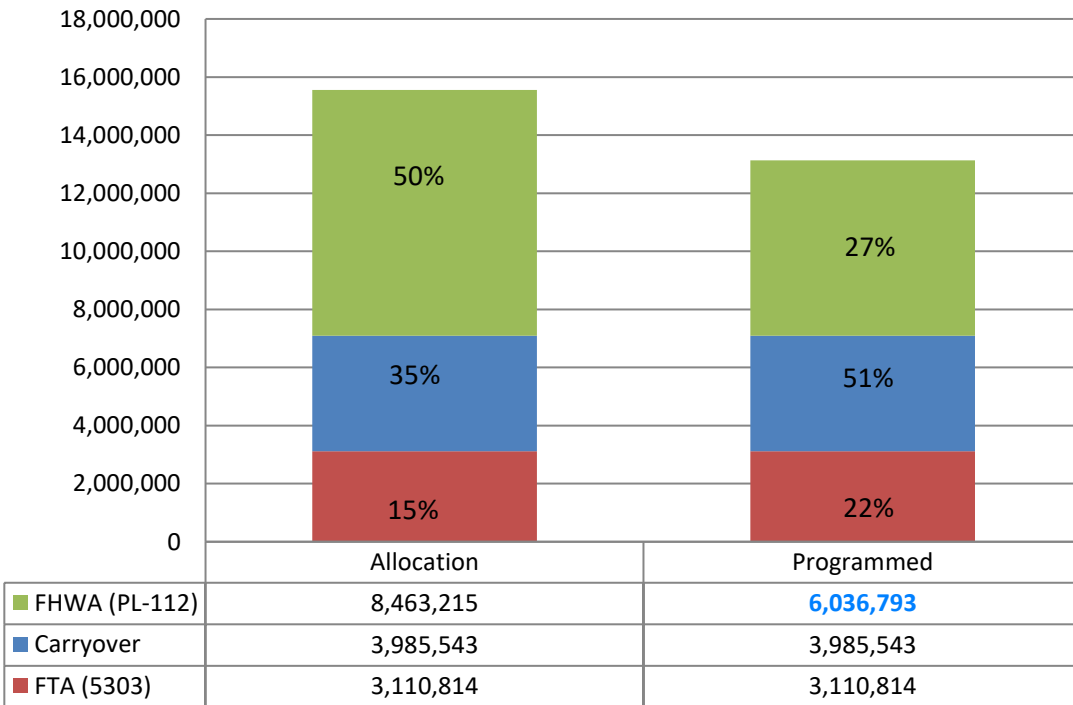
**EXHIBIT VIII-1  
FY2022 AND FY2023 TPF PROGRAMMING SUMMARY**

	FY2022		FY2023	
	Allocation	Programmed	Allocation	Programmed
<b>FTA Section 5303</b>	3,110,814	3,110,814	3,110,814	3,110,814
<b>FHWA (PL-112)</b>				
<b>Carryover</b>	4,774,364	4,774,364	3,985,543	3,985,543
<b>New Allocation</b>	8,463,215	4,477,672	8,463,215	<b>6,036,793</b>
<b>Total TPF</b>	16,348,393	12,362,850	15,559,572	<b>13,133,150</b>
<b>Carryover</b>		3,985,543		<b>2,426,422</b>
<b>Two-Year Totals</b>				
<b>FTA Section 5303</b>	6,221,628			
<b>FHWA PL-112</b>	21,700,794			
<b>Total</b>	27,922,422			
<b>Programmed</b>	<b>25,496,000</b>			
<b>Carryover</b>	<b>2,426,422</b>			

### Summary of TPF 2022 Funding Levels



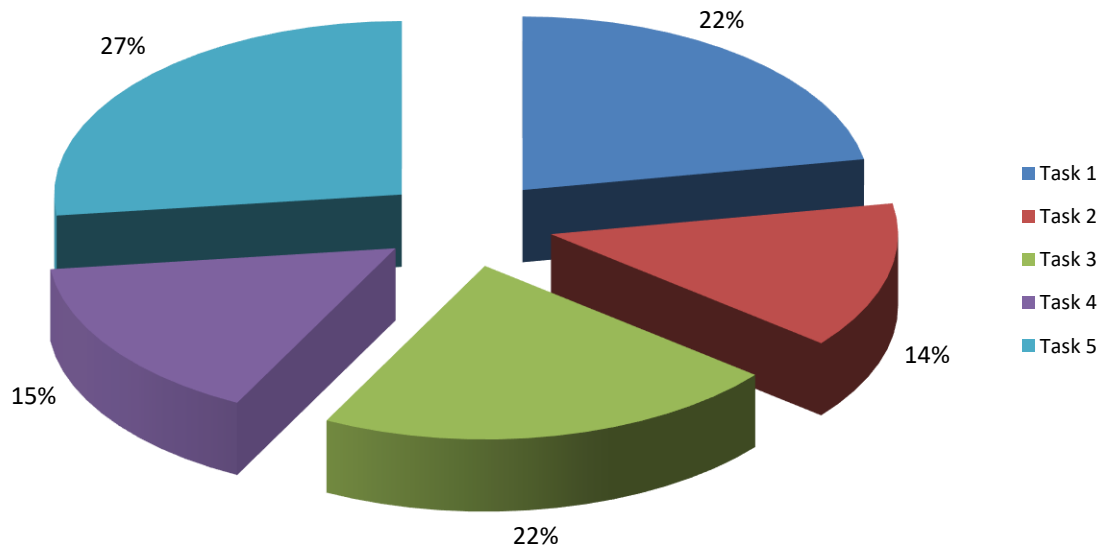
### Summary of TPF 2023 Funding Levels



**EXHIBIT VIII-2**  
**FY2022 AND FY2023 ALLOCATION OF TRANSPORTATION PLANNING FUNDS**

Subtask	Subtask Title	TPF		
		FY2022	FY2023	Total
1.01	Community Outreach	\$2,086,000	\$2,286,900	\$4,372,900
1.02	Program and Policy Administration	\$349,750	\$311,850	\$661,600
1.03	Fiscal Management and Information Systems	\$0	\$0	\$0
1.04	Computer System Applications and Data Management	\$305,100	\$310,100	\$615,200
	<b>Task 1.0</b>	\$2,740,850	\$2,908,850	\$5,649,700
2.01	Travel Forecasting Support	\$929,900	\$992,900	\$1,922,800
2.02	Transportation Data Development	\$251,200	\$212,200	\$463,400
2.03	Demographic Data and Forecasts	\$540,600	\$554,300	\$1,094,900
	<b>Task 2.0</b>	\$1,721,700	\$1,759,400	\$3,481,100
3.01	Transportation Project Programming	\$1,399,900	\$1,499,300	\$2,899,200
3.02	Regional Air Quality Planning	\$492,700	\$486,000	\$978,700
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Public Transportation Planning	\$808,600	\$847,300	\$1,655,900
3.05	Transit Management and Operations	\$0	\$0	\$0
	<b>Task 3.0</b>	\$2,701,200	\$2,832,600	\$5,533,800
4.01	Metropolitan Transportation Planning	\$1,118,700	\$1,371,300	\$2,490,000
4.02	Coordination of Transportation and Environmental Planning Processes	\$256,300	\$270,900	\$527,200
4.03	Ensuring Equity, Nondiscrimination and Environmental Justice in MPO Planning/Program Activities	\$213,900	\$200,000	\$413,900
4.04	Performance Based Planning & Coordination	\$167,900	\$168,900	\$336,800
4.05	Understanding Public Return on Investment for Transportation Funding	\$52,600	\$45,600	\$98,200
4.06	Regional Passenger Rail Planning and Evaluation Process Development	\$100,000	\$0	\$100,000
	<b>Task 4.0</b>	\$1,909,400	\$2,056,700	\$3,966,100
5.01	Regional Transportation Studies	\$616,700	\$759,700	\$1,376,400
5.02	Subarea Studies and Local Government Assistance	\$583,400	\$736,200	\$1,319,600
5.03	Land-Use/Transportation Initiatives	\$504,400	\$469,300	\$973,700
5.04	Transportation Asset Management	\$93,000	\$101,700	\$194,700
5.05	Congestion Management Planning and Operations	\$666,200	\$630,000	\$1,296,200
5.06	Regional Freight Planning	\$0	\$0	\$0
5.07	Transportation System Security and Emergency Preparedness	\$31,600	\$31,900	\$63,500
5.08	Roadway and Railroad Safety	\$316,400	\$317,500	\$633,900
5.09	Regional Aviation Planning and Education	\$62,600	\$63,300	\$125,900
5.10	Regional Military and Community Coordination	\$88,000	\$105,000	\$193,000
5.11	Transportation Technology and Innovation Program	\$327,400	\$361,000	\$688,400
5.12	Red River Navigation System Feasibility Study	\$0	\$0	\$0
5.13	North Texas Center for Mobility Technologies	\$0	\$0	\$0
	<b>Task 5.0</b>	\$3,289,700	\$3,575,600	\$6,865,300
	<b>FUNDING TOTALS</b>	\$12,362,850	\$13,133,150	\$25,496,000

## Transportation Planning Funds (TPF) Summary by Task



**EXHIBIT VIII-4  
FY2022 AND FY2023 UPWP FUNDING SUMMARY**

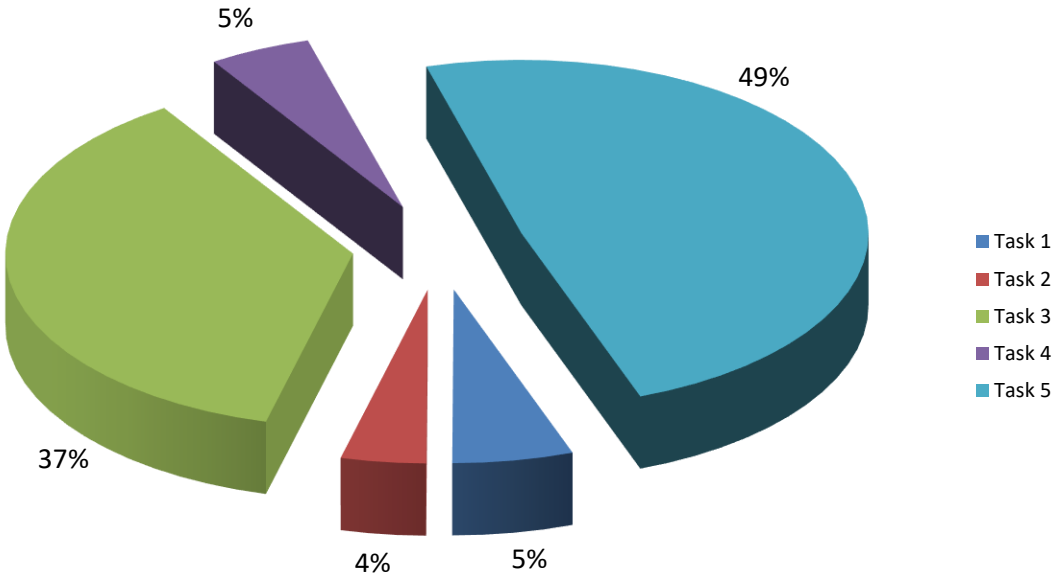
<b>Funding Source</b>	<b>Task 1.0 Administration</b>	<b>Task 2.0 Data Development</b>	<b>Task 3.0 Short Range Planning</b>	<b>Task 4.0 Metropolitan Transportation Planning</b>	<b>Task 5.0 Special Studies</b>	<b>Total</b>
<b>FTA Activities</b>	<b>44.21.00</b>	<b>44.22.00</b>	<b>44.24.00</b> <b>44.25.00</b>	<b>44.23.01</b>	<b>44.23.02</b> <b>44.24.00</b> <b>44.22.00</b> <b>44.27.00</b>	
TPF <sup>1</sup>	\$5,649,700	\$3,481,100	<b>\$5,533,800</b>	\$3,966,100	<b>\$6,865,300</b>	<b>\$25,496,000</b>
CMAQ	\$2,913,900	\$0	\$1,530,600	\$0	\$7,093,400	\$11,537,900
DOD	\$0	\$0	\$0	\$0	\$1,171,100	\$1,171,100
DOE	\$0	\$0	\$137,500	\$0	\$0	\$137,500
EPA	\$0	\$0	\$7,402,250	\$0	\$0	\$7,402,250
FHWA	\$0	\$0	\$12,300	\$0	\$2,000,000	\$2,012,300
FTA	\$0	\$0	<b>\$26,232,650</b>	\$270,000	<b>\$400,000</b>	<b>\$26,902,650</b>
Local	\$510,200	\$373,000	<b>\$17,739,679</b>	\$688,810	<b>\$12,286,980</b>	<b>\$31,598,669</b>
NCTCOG Local	\$143,800	\$0	\$0	\$0	\$0	\$143,800
NTTA	\$0	\$0	\$0	\$0	\$50,000	\$50,000
RTR	\$345,300	\$0	<b>\$3,319,300</b>	\$814,600	\$4,207,000	<b>\$8,686,200</b>
STBG	\$1,187,500	\$3,742,500	<b>\$9,297,000</b>	\$3,460,000	<b>\$56,704,200</b>	<b>\$74,391,200</b>
TCEQ	\$0	\$0	\$288,000	\$0	\$0	\$288,000
TxDOT	\$168,750	\$79,800	\$0	\$0	\$2,786,900	\$3,035,450
USDOT	\$0	\$0	\$0	\$0	\$1,297,000	\$1,297,000
<b>Subtotal</b>	<b>\$10,919,150</b>	<b>\$7,676,400</b>	<b>\$71,493,079</b>	<b>\$9,199,510</b>	<b>\$94,861,880</b>	<b>\$194,150,019</b>

<sup>1</sup> Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA Section 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person hours, they are not reflected in the funding tables.

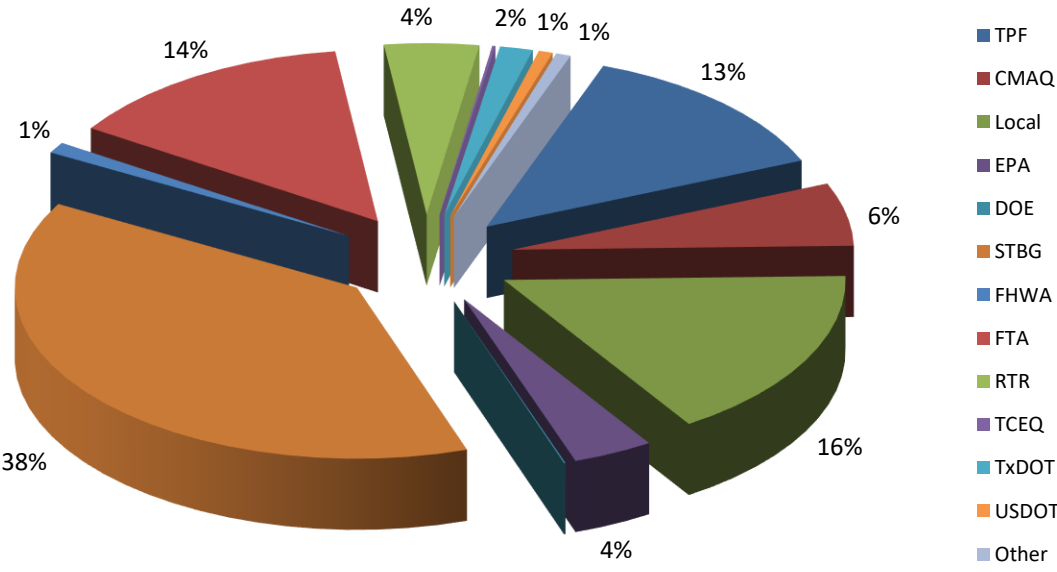
Combined Transportation Planning Funds <sup>2</sup>	\$23,148,058.00
Estimated Unexpended Carryover	<u>\$4,774,364.00</u>
TOTAL TPF:	\$27,922,422.00

<sup>2</sup> Estimate based on prior years' authorizations

### Summary of Funding by Task



### Summary of Total Funding





# ***Modifications to the FY2022 and FY2023 Unified Planning Work Program***

**Surface Transportation Technical Committee  
March 25, 2022**

**Transportation Department  
North Central Texas Council of Governments**

## ***Transportation Programming Increase from Transportation Planning Funds***

<b>UPWP Project</b>	<b>Additional UPWP Funding</b>
University Partnership Program project related to micro-transit and on-demand services	\$ 5,000
University Partnership Program project related to streamlining potential interventions to enhance the life cycle condition and maintenance of bridge assets	\$ 5,000
<b>Total Increase</b>	<b>\$10,000</b>

## ***Transportation Planning Funds Two-year Summary***

<b>FY2022 and FY2023 US FTA (5303)</b>	<b>\$ 6,221,628</b>
<b>FY2022 and FY2023 US FHWA (Estimated PL)</b>	<b>\$16,926,430</b>
<b>FY2021 US FHWA (Estimated PL-Carryover)</b>	<b><u>\$ 4,774,364</u></b>
<b>Total Transportation Planning Funds</b>	<b>\$27,922,422</b>
<b>Prior Anticipated Expenditures</b>	<b>\$25,486,000</b>
<b>Additional Funds Programmed for FY2023</b>	<b><u>\$ 10,000</u></b>
<b>Anticipated Expenditures</b>	<b>\$25,496,000</b>
<b>PL Balance to Carry Over to FY2024</b>	<b>\$ 2,426,422</b>

## ***Total Programming Increase from Other Sources***

<b>Funding Source</b>	<b>Additional Funding</b>
Federal Transit Administration	\$ 4,510,000
Surface Transportation Block Grant Program	\$ 1,750,000
Regional Toll Revenue	\$ 667,000
Local	\$ 711,000
<b>Total</b>	<b>\$ 7,638,000</b>

## ***Modification Schedule***

**March 14**

**Initiation of Public Outreach**

**March 25**

**Action by Surface Transportation Technical Committee**

**April 14**

**Action by Regional Transportation Council**

**April 28**

**Action by NCTCOG Executive Board**

**April 29**

**Submittal of Modifications to Texas Department of Transportation**

## ***Requested STTC Action***

### **Recommend Regional Transportation Council Approval of:**

- **Proposed UPWP modifications outlined in Electronic Item 2.1.1**
- **Direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications**

# ***Unified Planning Work Program***

## ***Contact Information***

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North Central Texas  
Council of Governments  
Transportation Department

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

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

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

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

### CURRENTLY APPROVED:

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

### REVISION REQUESTED:

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



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

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 20297      **Facility:** CS      **Location/Limits From:** HICKORY CREEK RD FROM FM 2181      **Modification #:** 2021-0072  
**Impementing Agency:** DENTON      **Location/Limits To:** PROPOSED FM 2499  
**County:** DENTON      **CSJ:** 0918-46-290  
**City:** DENTON      **Desc:** CONSTRUCT AND WIDEN FROM 2 LANE UNDIVIDED TO 4 LANE UNDIVIDED URBAN ROADWAY  
**Request:** ADD EARNED INTEREST OF \$144,945 RTR 121-INTEREST AND \$36,236 LOCAL MATCH TO CONSTRUCTION PHASE IN FY2020 DUE TO PROJECT COST OVERRUNS; ADVANCE ENGINEERING AND ROW PHASES TO FY2018

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0918-46-290	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$240,000	\$60,000	\$0	\$300,000
2019	ROW	0918-46-290	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$40,000	\$10,000	\$0	\$50,000
2020	CON	0918-46-290	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$2,120,000	\$530,000	\$0	\$2,650,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$2,400,000</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$3,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0918-46-290	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$240,000	\$60,000	\$0	\$300,000
2018	ROW	0918-46-290	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$40,000	\$10,000	\$0	\$50,000
2020	CON	0918-46-290	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$2,120,000	\$530,000	\$0	\$2,650,000
2020	CON	0918-46-290	Cat 3 - RTR 121 - Interest:	\$0	\$0	\$144,945	\$36,236	\$0	\$181,181
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$2,264,945</b>	<b>\$566,236</b>	<b>\$0</b>	<b>\$2,831,181</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$2,544,945</b>	<b>\$636,236</b>	<b>\$0</b>	<b>\$3,181,181</b>

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14037     **Facility:** BUS 287     **Location/Limits From:** BUS 287/NORTH MAIN STREET AT NORTH AIRPORT ENTRANCE     **Modification #:** 2021-0616  
**Impementing Agency:** FORT WORTH  
**County:** TARRANT     **CSJ:** 0902-90-137  
**City:** FORT WORTH     **Desc:** ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO AIRPORT'S NORTHERN ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)  
**Request:** DELAY ENGINEERING PHASE TO FY2023, UTILITIES PHASE TO FY2023, AND CONSTRUCTION PHASE TO FY2025 THEREBY REMOVING PHASE FROM THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AND ADDING PHASE TO APPENDIX D OF THE 2021-2024 TIP/STIP; REMOVE FEDERAL FUNDING FOR ENGINEERING AND ADD LOCAL CONTRIBUTION TO ENGINEERING PHASE; INCREASE FUNDING FOR UTILITIES, REMOVE FEDERAL FUNDS AND INCREASE LOCAL FUNDS; INCREASE FUNDING FOR CONSTRUCTION; INCREASE PARTIALLY OFFSET BY THE CANCELLATION OF TIP 14036/CSJ 0902-90-139; CLARIFY SCOPE AS ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO NORTHERN AIRPORT ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)  
**Comment:** 104,200 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; MTP POLICY BUNDLE TDCS

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0902-90-137	Cat 3 - TDC (MPO):	\$0	\$0	\$10,400	\$0	\$0	\$0
2022	ENG	0902-90-137	Cat 5:	\$52,000	\$0	\$0	\$0	\$0	\$52,000
<b>Phase Subtotal:</b>				<b>\$52,000</b>	<b>\$0</b>	<b>\$10,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$52,000</b>
2022	UTIL	0902-90-137	Cat 3 - TDC (MPO):	\$0	\$0	\$2,000	\$0	\$0	\$0
2022	UTIL	0902-90-137	Cat 5:	\$10,000	\$0	\$0	\$0	\$0	\$10,000
<b>Phase Subtotal:</b>				<b>\$10,000</b>	<b>\$0</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>
2023	CON	0902-90-137	Cat 3 - TDC (MPO):	\$0	\$0	\$35,600	\$0	\$0	\$0
2023	CON	0902-90-137	Cat 5:	\$178,000	\$0	\$0	\$0	\$0	\$178,000
<b>Phase Subtotal:</b>				<b>\$178,000</b>	<b>\$0</b>	<b>\$35,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$178,000</b>
<b>Grand Total:</b>				<b>\$240,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$240,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0902-90-137	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$175,000	\$175,000
2023	UTIL	0902-90-137	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$45,000	\$45,000
2025	CON	0902-90-137	Cat 3 - TDC (MPO):	\$0	\$0	\$104,200	\$0	\$0	\$0
2025	CON	0902-90-137	Cat 5:	\$608,200	\$0	\$0	\$21,800	\$0	\$630,000
<b>Phase Subtotal:</b>				<b>\$608,200</b>	<b>\$0</b>	<b>\$104,200</b>	<b>\$21,800</b>	<b>\$0</b>	<b>\$630,000</b>
<b>Grand Total:</b>				<b>\$608,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$21,800</b>	<b>\$220,000</b>	<b>\$850,000</b>

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 40065      **Facility:** VA      **Location/Limits From:** JULIA BURGEN LINEAR PARK TRAIL SYSTEM; FROM THE EXISTING PATH EAST OF MARY STREET      **Modification #:** 2021-0707  
**Impementing Agency:** ARLINGTON      **Location/Limits To:** S. PECAN STREET  
**County:** TARRANT      **CSJ:** 0902-90-085  
**City:** ARLINGTON      **Desc:** CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS OVER TRADING HORSE TRIBUTARY  
**Request:** REVISE SCOPE AS CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS  
**Comment:** 2017 TA SET-ASIDE CFP; TOTAL PROJECT FUNDING IS SPLIT 50% FEDERAL/50% LOCAL; LOCAL CONTRIBUTION PAID BY CITY OF ARLINGTON; PROJECT GROUPED UNDER 5000-00-916

**CURRENTLY APPROVED:**

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

**REVISION REQUESTED:**

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

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 21082      **Facility:** CS      **Location/Limits From:** ON HUNTINGTON RD FROM EAST BELT LINE RD      **Modification #:** 2021-0708  
**Impementing Agency:** DALLAS      **Location/Limits To:** SOUTH OF DART SILVER LINE  
**County:** DALLAS      **CSJ:** 0918-47-352  
**City:** DALLAS      **Desc:** CONSTRUCT 0 TO 4 LANE ROADWAY  
**Request:** REVISE FACILITY NAME AND LIMITS AS ON COPENHAGEN AVE FROM OLYMPUS BOULEVARD TO BELT LINE RD; PHYSICAL LOCATION IS THE SAME

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	CON	0918-47-352	STBG:	\$1,200,000	\$0	\$0	\$300,000	\$0	\$1,500,000
<b>Grand Total:</b>				<b>\$1,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$1,500,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	CON	0918-47-352	STBG:	\$1,200,000	\$0	\$0	\$300,000	\$0	\$1,500,000
<b>Grand Total:</b>				<b>\$1,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$1,500,000</b>

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 21088      **Facility:** VA      **Location/Limits From:** NATIONAL PARK SERVICE PARTNERSHIP (PHASE 2); REGION WIDE      **Modification #:** 2021-0712  
**Impementing Agency:** NCTCOG      **Location/Limits To:** SUPPORT TRINITY RIVER NATIONAL WATER TRAIL COMMITTEE BY COORDINATING WITH LOCAL AGENCIES TO INSTALL NCTCOG -  
**County:** VARIOUS      **CSJ:** 0918-00-372  
**City:** VARIOUS      **Desc:** OWNED MOBILE COUNT EQUIPMENT, DEVELOP DOCUMENTATION AND BEST PRACTICE GUIDES ON THE IMPACT OF WATER TRAIL ACCESS POINTS ON TRAIL USAGE, AND THE ECO-TOURISM BENEFITS OF WATER TRAIL ACCESS POINTS AS IT RELATES TO THE FORT WORTH AND DALLAS REGIONAL TRAIL  
**Request:** CANCEL PROJECT AS DETERMINED TO BE INELIGIBLE FOR FEDERAL FUNDS

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	IMP	0918-00-372	Cat 3 - TDC (MPO):	\$0	\$0	\$24,000	\$0	\$0	\$0
2022	IMP	0918-00-372	STBG:	\$120,000	\$0	\$0	\$0	\$0	\$120,000
<b>Phase Subtotal:</b>				<b>\$120,000</b>	<b>\$0</b>	<b>\$24,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$120,000</b>
<b>Grand Total:</b>				<b>\$120,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$120,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	IMP	0918-00-372	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2022	IMP	0918-00-372	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 40045      **Facility:** VA      **Location/Limits From:** FM 1382 SIDE PATH FROM INTERSECTION OF FM 1382 AND CAMP WISDOM ROAD      **Modification #:** 2021-0720  
**Impementing Agency:** DALLAS CO      **Location/Limits To:** MANSFIELD RD  
**County:** DALLAS      **CSJ:** 1047-03-079  
**City:** VARIOUS      **Desc:** CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS INCLUDING CROSSWALKS AND SIGNAGE  
**Request:** CHANGE IMPLEMENTING AGENCY TO TXDOT-DALLAS AND CHANGE CSJ TO 1047-03-079; ADD 20% STATE MATCH AND CHANGE LOCAL FUNDS TO LOCAL CONTRIBUTION  
**Comment:** PROJECT IS GROUPED UNDER CSJ 5000-00-916; 2017 TA SET-ASIDE CALL FOR PROJECTS

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	CON	0918-47-203	Cat 9 TA Set Aside:	\$1,554,908	\$0	\$0	\$388,727	\$0	\$1,943,635
2021	CONENG	0918-47-203	Cat 9 TA Set Aside:	\$74,043	\$0	\$0	\$18,511	\$0	\$92,554
<b>Grand Total:</b>				<b>\$1,628,951</b>	<b>\$0</b>	<b>\$0</b>	<b>\$407,238</b>	<b>\$0</b>	<b>\$2,036,189</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	CON	1047-03-079	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$407,238	\$407,238
2021	CON	1047-03-079	Cat 9 TA Set Aside:	\$1,554,908	\$388,727	\$0	\$0	\$0	\$1,943,635
<b>Phase Subtotal:</b>				<b>\$1,554,908</b>	<b>\$388,727</b>	<b>\$0</b>	<b>\$0</b>	<b>\$407,238</b>	<b>\$2,350,873</b>
2021	CONENG	1047-03-079	Cat 9 TA Set Aside:	\$74,043	\$18,511	\$0	\$0	\$0	\$92,554
<b>Grand Total:</b>				<b>\$1,628,951</b>	<b>\$407,238</b>	<b>\$0</b>	<b>\$0</b>	<b>\$407,238</b>	<b>\$2,443,427</b>

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14075      **Facility:** VARIOUS      **Location/Limits From:** ON CENTER ST FRM MAIN TO RR TRACKS & ON SNIDER ST FRM MAIN TO RR TRACKS      **Modification #:** 2021-0732  
**Impementing Agency:** NORTH RICHLAND HILLS      **Location/Limits To:** CONSTRUCT 2 LN ROADWAY W/ON-STREET PARKING AND SIDEWALKS; ON MAIN ST FRM SMITHFIELD TO FM 1938: RECONST FRM 2 TO 2 LNS  
**County:** TARRANT      **CSJ:** 0902-90-154  
**City:** NORTH RICHLAND HILLS      **Desc:** W/ ON-ST PARKING & SIDEWALKS; FM 1938 AT NORTHEAST PKWY: INSTALL TRAFFIC SIGNAL; ON FM 1938 FROM MAIN TO ODELL & ALONG DART ROW: CONSTRUCT SIDEWALK ON WEST SIDE OF DAVIS BLVD  
**Request:** REMOVE INSTALLATION OF TRAFFIC SIGNALS FROM SCOPE AS THEY WERE CONSTRUCTED WITH LOCAL FUNDS; DELAY ENGINEERING PHASE TO FY2023; DELAY ROW PHASE TO FY2023; DELAY CONSTRUCTION PHASE TO FY2024

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-90-154	Cat 3 - RTR 121 - TC2:	\$0	\$0	\$308,877	\$77,219	\$0	\$386,096
2021	ROW	0902-90-154	Cat 3 - RTR 121 - TC2:	\$0	\$0	\$129,837	\$32,459	\$0	\$162,296
2022	CON	0902-90-154	Cat 3 - RTR 121 - West Set Aside 2:	\$0	\$0	\$1,784,386	\$446,096	\$0	\$2,230,482
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$2,223,100</b>	<b>\$555,774</b>	<b>\$0</b>	<b>\$2,778,874</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0902-90-154	Cat 3 - RTR 121 - TC2:	\$0	\$0	\$308,877	\$77,219	\$0	\$386,096
2023	ROW	0902-90-154	Cat 3 - RTR 121 - TC2:	\$0	\$0	\$129,837	\$32,459	\$0	\$162,296
2024	CON	0902-90-154	Cat 3 - RTR 121 - West Set Aside 2:	\$0	\$0	\$1,784,386	\$446,096	\$0	\$2,230,482
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$2,223,100</b>	<b>\$555,774</b>	<b>\$0</b>	<b>\$2,778,874</b>



## PROPOSED MAY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14033      **Facility:** CS      **Location/Limits From:** ON SOUTH SHADY SHORES ROAD FROM WEST SHADY SHORES ROAD      **Modification #:** 2021-0733  
**Impementing Agency:** DENTON CO      **Location/Limits To:** SWISHER ROAD  
**County:** DENTON      **CSJ:** 0918-46-316  
**City:** SHADY SHORES      **Desc:** RECONSTRUCT ROAD FROM 2 TO 2 LANES TO ELEVATE OUT OF FLOOD PLAIN WITH DRAINAGE IMPROVEMENTS  
**Request:** REVISE LIMITS AS ON SOUTH SHADY SHORES ROAD FROM WEST SHADY SHORES ROAD TO SILKTREE COURT; DELAY UTILITY PHASE TO FY2023; INCREASE LOCAL CONTRIBUTION FUNDS FOR CONSTRUCTION IN FY2024  
**Comment:** LOCAL CONTRIBUTION FOR ENGINEERING PAID BY DENTON COUNTY, LAKE DALLAS, AND SHADY SHORES; LOCAL CONTRIBUTION FOR UTILITY AND CONSTRUCTION PHASES PAID BY DENTON COUNTY

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-46-316	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,400,000	\$1,400,000
2022	UTIL	0918-46-316	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,800,000	\$2,800,000
2024	CON	0918-46-316	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$900,000	\$900,000
2024	CON	0918-46-316	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$2,400,000	\$600,000	\$0	\$3,000,000
2024	CON	0918-46-316	STBG:	\$10,000,000	\$0	\$0	\$2,500,000	\$0	\$12,500,000
<b>Phase Subtotal:</b>				<b>\$10,000,000</b>	<b>\$0</b>	<b>\$2,400,000</b>	<b>\$3,100,000</b>	<b>\$900,000</b>	<b>\$16,400,000</b>
<b>Grand Total:</b>				<b>\$10,000,000</b>	<b>\$0</b>	<b>\$2,400,000</b>	<b>\$3,100,000</b>	<b>\$5,100,000</b>	<b>\$20,600,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-46-316	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,400,000	\$1,400,000
2023	UTIL	0918-46-316	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,800,000	\$2,800,000
2024	CON	0918-46-316	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000
2024	CON	0918-46-316	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$2,400,000	\$600,000	\$0	\$3,000,000
2024	CON	0918-46-316	STBG:	\$10,000,000	\$0	\$0	\$2,500,000	\$0	\$12,500,000
<b>Phase Subtotal:</b>				<b>\$10,000,000</b>	<b>\$0</b>	<b>\$2,400,000</b>	<b>\$3,100,000</b>	<b>\$2,500,000</b>	<b>\$18,000,000</b>
<b>Grand Total:</b>				<b>\$10,000,000</b>	<b>\$0</b>	<b>\$2,400,000</b>	<b>\$3,100,000</b>	<b>\$6,700,000</b>	<b>\$22,200,000</b>

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 11734      **Facility:** CS      **Location/Limits From:** EAST-WEST CONNECTOR FROM SH 360      **Modification #:** 2021-0734  
**Impementing Agency:** DFW AIRPORT      **Location/Limits To:** RENTAL CAR DRIVE  
**County:** TARRANT      **CSJ:** 0902-48-712, 0902-90-034  
**City:** VARIOUS      **Desc:** CONSTRUCTION OF EAST-WEST CONNECTOR 0 TO 2 LANES DIVIDED URBAN WITH INTERSECTIONS AT SH 360, 20TH AVE, AND RENTAL CAR DRIVE  
**Request:** REVISE LIMITS AS EAST-WEST CONNECTOR FROM SH 360 TO INTERNATIONAL PARKWAY; REVISE SCOPE AS CONSTRUCTION OF EAST-WEST CONNECTOR FROM 0 TO 2 LANES UNDIVIDED URBAN WITH INTERSECTIONS AT SH 360, 20TH AVE, AND RENTAL CAR DRIVE (ULTIMATE BUILD OUT 2 TO 4 LANES DIVIDED); CHANGE CSJ FOR UTILITIES IN FY2021 TO 0902-90-034  
**Comment:** MILESTONE POLICY ROUND 2 PROJECT; LOCAL CONTRIBUTION PAID BY DFW AIRPORT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0902-48-712	Cat 7:	\$150,000	\$0	\$0	\$37,500	\$0	\$187,500
2010	ENG	0902-48-712	Cat 7:	\$636,000	\$0	\$0	\$159,000	\$0	\$795,000
2012	ENG	0902-48-712	Cat 7:	\$714,000	\$0	\$0	\$178,500	\$0	\$892,500
2018	ENG	0902-48-712	Cat 7:	\$160,000	\$0	\$0	\$40,000	\$0	\$200,000
2021	ENG	0902-48-712	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,670,000	\$2,670,000
2021	UTIL	0902-48-712	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,460,250	\$2,460,250
2023	CON	0902-90-034	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$110,000	\$110,000
2023	CON	0902-90-034	Cat 7:	\$21,614,199	\$0	\$0	\$5,403,550	\$0	\$27,017,749
<b>Phase Subtotal:</b>				<b>\$21,614,199</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,403,550</b>	<b>\$110,000</b>	<b>\$27,127,749</b>
2023	CONENG	0902-90-034	Cat 7:	\$2,611,226	\$0	\$0	\$652,807	\$0	\$3,264,033
<b>Grand Total:</b>				<b>\$25,885,425</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,471,357</b>	<b>\$5,240,250</b>	<b>\$37,597,032</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0902-48-712	Cat 7:	\$150,000	\$0	\$0	\$37,500	\$0	\$187,500
2010	ENG	0902-48-712	Cat 7:	\$636,000	\$0	\$0	\$159,000	\$0	\$795,000
2012	ENG	0902-48-712	Cat 7:	\$714,000	\$0	\$0	\$178,500	\$0	\$892,500
2018	ENG	0902-48-712	Cat 7:	\$160,000	\$0	\$0	\$40,000	\$0	\$200,000
2021	ENG	0902-48-712	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,670,000	\$2,670,000
2021	UTIL	0902-90-034	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,460,250	\$2,460,250
2023	CON	0902-90-034	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$110,000	\$110,000
2023	CON	0902-90-034	STBG:	\$21,614,199	\$0	\$0	\$5,403,550	\$0	\$27,017,749
<b>Phase Subtotal:</b>				<b>\$21,614,199</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,403,550</b>	<b>\$110,000</b>	<b>\$27,127,749</b>
2023	CONENG	0902-90-034	STBG:	\$2,611,226	\$0	\$0	\$652,807	\$0	\$3,264,033
<b>Grand Total:</b>				<b>\$25,885,425</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,471,357</b>	<b>\$5,240,250</b>	<b>\$37,597,032</b>

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 13061.2    **Facility:** IH 20    **Location/Limits From:** TARRANT/PARKER COUNTY LINE    **Modification #:** 2021-0735  
**Impementing Agency:** TXDOT-FORT WORTH    **Location/Limits To:** MARKUM RANCH ROAD  
**County:** TARRANT    **CSJ:** 0008-16-044  
**City:** ALEDO    **Desc:** CONSTRUCT NEW IH 20 INTERCHANGE AT MINOR 1 (INCLUDING AUX LANES)  
**Request:** SPLIT PROJECT FROM TIP 13061/CSJ 0008-34-094 AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** REGIONAL 10 YEAR PLAN PROJECT; RELATED TO TIP 13061/CSJ 0008-03-094 AND TIP 13061.1/CSJ 0008-03-133

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0008-16-044	SW PE:	\$960,000	\$240,000	\$0	\$0	\$0	\$1,200,000
2022	ROW	0008-16-044	SW ROW:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2022	UTIL	0008-16-044	SW ROW:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
<b>Grand Total:</b>				<b>\$1,400,000</b>	<b>\$350,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,750,000</b>

**TIP Code:** 55041.1    **Facility:** IH 820    **Location/Limits From:** RAMEY AVE    **Modification #:** 2021-0736  
**Impementing Agency:** TXDOT-FORT WORTH    **Location/Limits To:** BRENTWOOD STAIR ROAD  
**County:** TARRANT    **CSJ:** 0008-13-250  
**City:** FORT WORTH    **Desc:** RECONSTRUCT AND WIDEN FREEWAY FROM 4/8 TO 8/10 MAIN LANES AND 4/6 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/8 CONTINUOUS FRONTAGE ROAD LANES AND REMOVE 4 TO 0 CD LANES; ADD SHARED-USE PATH AND SIDEWALKS  
**Request:** SPLIT FROM TIP 55041/CSJ 0008-13-125 AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** PART OF SOUTHEAST CONNECTOR; RELATED TO TIP 55041/CSJ 0008-13-125, TIP 55043/CSJ 2374-05-066, TIP 55044/CSJ 0172-06-080

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0008-13-250	SW PE:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2023	ROW	0008-13-250	SW ROW:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
<b>Grand Total:</b>				<b>\$12,000,000</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,000,000</b>

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55044.1    **Facility:** US 287    **Location/Limits From:** VILLAGE CREEK ROAD    **Modification #:** 2021-0737  
**Impementing Agency:** TXDOT-FORT WORTH    **Location/Limits To:** BERRY STREET  
**County:** TARRANT    **CSJ:** 0172-06-105  
**City:** FORT WORTH    **Desc:** RECONSTRUCT 6 TO 6 MAINLANES PLUS AUXILIARY LANES WITH 4 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/6 DISCONTINUOUS FRONTAGE ROAD LANES; ADD SHARED-USE PATH AND SIDEWALKS  
**Request:** SPLIT FROM TIP 55044/CSJ 0172-06-080 AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** PART OF SOUTHEAST CONNECTOR; RELATED TO TIP 55041/CSJ 0008-13-125, TIP 55043/CSJ 2374-05-066, TIP 55044/CSJ 0172-06-080

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0172-06-105	SW PE:	\$10,000,000	\$2,500,000	\$0	\$0	\$0	\$12,500,000
2023	ROW	0172-06-105	SW ROW:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
<b>Grand Total:</b>				<b>\$14,000,000</b>	<b>\$3,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,500,000</b>

**TIP Code:** 55043.1    **Facility:** IH 20    **Location/Limits From:** LITTLE ROAD    **Modification #:** 2021-0738  
**Impementing Agency:** TXDOT-FORT WORTH    **Location/Limits To:** PARK SPRINGS BLVD  
**County:** TARRANT    **CSJ:** 2374-05-094  
**City:** FORT WORTH    **Desc:** RECONSTRUCT AND WIDEN FROM 8/10 TO 10 GENERAL PURPOSE LANES, 4/6 DISCONTINUOUS LANES TO 4/8 DISCONTINUOUS FRONTAGE ROAD LANES  
**Request:** SPLIT FROM TIP 55043/CSJ 2374-05-066 AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** PART OF SOUTHEAST CONNECTOR; RELATED TO TIP 55041/CSJ 0008-13-125, TIP 55043/CSJ 2374-05-066, TIP 55044/CSJ 0172-06-080

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	2374-05-094	SW PE:	\$16,400,000	\$4,100,000	\$0	\$0	\$0	\$20,500,000
2023	ROW	2374-05-094	SW ROW:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
<b>Grand Total:</b>				<b>\$20,400,000</b>	<b>\$5,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,500,000</b>

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55010    **Facility:** US 81    **Location/Limits From:** NORTH OF CR 4228    **Modification #:** 2021-0739  
**Impementing Agency:** TXDOT-FORT WORTH    **Location/Limits To:** SOUTH OF NRS RANCH ROAD  
**County:** WISE    **CSJ:** 0013-08-130  
**City:** DECATUR    **Desc:** CONSTRUCT NEW 0 TO 2 LANE FRONTAGE ROADS ALONG US 81/287; CROSSOVER IMPROVEMENTS; AND A GRADE SEPARATION AT NRS RANCH ROAD  
**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0013-08-130	SW PE:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
2023	ROW	0013-08-130	SW ROW:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
<b>Grand Total:</b>				<b>\$6,400,000</b>	<b>\$1,600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,000,000</b>

**TIP Code:** 55026    **Facility:** US 81/287    **Location/Limits From:** NORTH OF PIONEER ROAD    **Modification #:** 2021-0740  
**Impementing Agency:** TXDOT-FORT WORTH    **Location/Limits To:** WISE/TARRANT COUNTY LINE  
**County:** WISE    **CSJ:** 0013-08-111  
**City:** VARIOUS    **Desc:** CONVERT FRONTAGE ROADS TO 4/6 ONE-WAY OPERATION  
**Request:** REVISE SCOPE AS RECONST 4 TO 4 MAINLANES AND ADD GRADE SEPARATIONS; N OF PIONEER ROAD TO WISE/TARRANT CO LINE: RECONST 2 LN, TWO WAY FRTG RDS TO 2 LN, ONE WAY URBAN FRTG RDS; SH 114 TO WISE/TARRANT CO LINE: CONST NEW 0 TO 2 LN, ONE WAY URBAN FRTG RDS TO COMPLETE SYSTEM; ADVANCE ENGINEERING PHASE TO FY2022 AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** RELATED TO TIP 55026.1/CSJ 0014-15-076

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0013-08-111	SW PE:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
<b>Grand Total:</b>				<b>\$2,400,000</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0013-08-111	SW PE:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
<b>Grand Total:</b>				<b>\$2,400,000</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14042      **Facility:** FM 113      **Location/Limits From:** OLD MILLSAP ROAD      **Modification #:** 2021-0741  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** NORTH OF OLD MILLSAP ROAD  
**County:** PARKER      **CSJ:** 0717-01-025  
**City:** MILLSAP      **Desc:** REALIGN FM 113 (2 TO 2 LANES)  
**Request:** DELAY ROW AND UTILITY PHASES TO FY2023 AND ADD PHASES TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); DELAY CONSTRUCTION PHASE TO FY2026 THEREBY REMOVING PHASE FROM THE 2021-2024 TIP/STIP, ADDING TO APPENDIX D OF THE 2021-2024 TIP/STIP, AND REMOVING CONSTRUCTION FROM THE 4 YEAR WINDOW  
**Comment:** LOCAL CONTRIBUTION PAID BY PARKER COUNTY

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$128,225	\$128,225
2018	ROW	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2019	UTIL	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$145,000	\$145,000
2022	CON	0717-01-025	Cat 1:	\$1,120,000	\$280,000	\$0	\$0	\$0	\$1,400,000
2022	CON	0717-01-025	STBG:	\$480,000	\$120,000	\$0	\$0	\$0	\$600,000
<b>Phase Subtotal:</b>				<b>\$1,600,000</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>
<b>Grand Total:</b>				<b>\$1,600,000</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$773,225</b>	<b>\$2,773,225</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$128,225	\$128,225
2023	ROW	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2023	UTIL	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$145,000	\$145,000
2026	CON	0717-01-025	Cat 1:	\$1,120,000	\$280,000	\$0	\$0	\$0	\$1,400,000
2026	CON	0717-01-025	STBG:	\$480,000	\$120,000	\$0	\$0	\$0	\$600,000
<b>Phase Subtotal:</b>				<b>\$1,600,000</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>
<b>Grand Total:</b>				<b>\$1,600,000</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$773,225</b>	<b>\$2,773,225</b>

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55026.1    **Facility:** US 81/287    **Location/Limits From:** TARRANT/WISE COUNTY LINE    **Modification #:** 2021-0742  
**Impementing Agency:** TXDOT-FORT WORTH    **Location/Limits To:** AVONDALE-HASLET  
**County:** TARRANT    **CSJ:** 0014-15-076  
**City:** VARIOUS    **Desc:** CONVERT 2 LANE, 2-WAY FRONTAGE ROADS TO 2 LANE, ONE WAY FRONTAGE ROADS IN EACH DIRECTION AND RAMP MODIFICATIONS  
**Request:** REVISE LIMITS TO US 81/287 FROM TARRANT/WISE COUNTY LINE TO SOUTH OF AVONDALE-HASLET ROAD; REVISE SCOPE TO RECONSTRUCT 4 TO 4 LANE FREEWAY AND GRADE SEPARATION; RECONSTRUCT EXISTING 2 LANE, 2 WAY FRONTAGE ROADS TO 2 LANE, ONE WAY FRONTAGE ROADS IN EACH DIRECTION (4 LANES TOTAL); ADVANCE ENGINEERING PHASE TO FY2022 AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); REVISE FUNDING SHARES TO BE 80% FEDERAL/20% STATE  
**Comment:** RELATED TO TIP 55026/CSJ 0013-08-111

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0014-15-076	SW PE:	\$0	\$3,000,000	\$0	\$0	\$0	\$3,000,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0014-15-076	SW PE:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
<b>Grand Total:</b>				<b>\$2,400,000</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55027      **Facility:** US 287      **Location/Limits From:** ON US 81/287 FROM TARRANT/WISE COUNTY LINE      **Modification #:** 2021-0743  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** IH 35W  
**County:** TARRANT      **CSJ:** 0014-15-037  
**City:** VARIOUS      **Desc:** CONVERT FRONTAGE ROADS FROM 4 DISC. FRTG ROADS TO 4/8 CON. FRTG ROADS ONE-WAY OPERATION  
**Request:** REVISE SCOPE TO CONVERT FRTG RDS FRM 4/6 DISC FRTG RD LNS TO 4/8 CON FRTG RD LNS ONE-WAY OPERATION; RECONST & WIDEN 4 TO 6 GEN PURPOSE LNS; CONST NEW INTCHGS AT WILLOW SPRINGS, HERITAGE TRACE, & N TARRANT; RECONST EXISTING INTCHGS AT BLUE MOUND, BONDS RANCH, FM 156 & HARMON RD; INCREASE ENGINEERING FUNDING AND ADVANCE TO FY2022 AND ADD ROW & UTILITIES PHASES TO FY2023 THEREBY ADDING PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); REVISE FUNDING SHARES TO BE 80% FEDERAL/20% STATE

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	ENG	0014-15-037	SW PE:	\$0	\$490,000	\$0	\$0	\$0	\$490,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$490,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$490,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0014-15-037	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2023	ROW	0014-15-037	SW ROW:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2023	UTIL	0014-15-037	SW ROW:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
<b>Grand Total:</b>				<b>\$20,000,000</b>	<b>\$5,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000,000</b>



## PROPOSED MAY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 13061      **Facility:** IH 20      **Location/Limits From:** FM 1187/3325      **Modification #:** 2021-0744  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** TARRANT/PARKER COUNTY LINE  
**County:** PARKER      **CSJ:** 0008-03-094  
**City:** ALEDO      **Desc:** RECONSTRUCT IH 20 FRONTAGE ROADS, RECONSTRUCT RAMPS, RECONSTRUCT MAIN LANES FOR FREIGHT CLEARANCE, AND CONSTRUCT SHARED-USE PATHS FROM FM 1187/FM 3325 TO WALSH RANCH PARKWAY  
**Request:** REVISE LIMITS TO IH 20 FROM IH 20/IH 30 SPLIT TO TARRANT/PARKER COUNTY LINE; REVISE SCOPE AS CONSTRUCT INTERCHANGE AT WALSH RANCH PARKWAY INCLUDING AUX LANES; DECREASE CONSTRUCTION FUNDING, ADVANCE TO FY2024, AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** REGIONAL 10 YEAR PLAN PROJECT; RELATED TO TIP 13061.1/CSJ 0008-03-133 AND TIP 13061.2/CSJ 0008-16-044

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0008-03-094	SBPE:	\$944,000	\$236,000	\$0	\$0	\$0	\$1,180,000
2022	ROW	0008-03-094	SW ROW:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2023	UTIL	0008-03-094	SW ROW:	\$2,800,000	\$700,000	\$0	\$0	\$0	\$3,500,000
2025	CON	0008-03-094	Cat 4:	\$23,200,000	\$5,800,000	\$0	\$0	\$0	\$29,000,000
<b>Grand Total:</b>				<b>\$26,984,000</b>	<b>\$6,746,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$33,730,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0008-03-094	SW PE:	\$944,000	\$236,000	\$0	\$0	\$0	\$1,180,000
2022	ROW	0008-03-094	SW ROW:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2023	UTIL	0008-03-094	SW ROW:	\$2,800,000	\$700,000	\$0	\$0	\$0	\$3,500,000
2024	CON	0008-03-094	Cat 4:	\$16,000,000	\$4,000,000	\$0	\$0	\$0	\$20,000,000
<b>Grand Total:</b>				<b>\$19,784,000</b>	<b>\$4,946,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$24,730,000</b>

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 13061.1    **Facility:** IH 20    **Location/Limits From:** FM 1187/FM 3325    **Modification #:** 2021-0745  
**Impementing Agency:** TXDOT-FORT WORTH    **Location/Limits To:** IH 20/IH 30 SPLIT  
**County:** PARKER    **CSJ:** 0008-03-133  
**City:** ALEDO    **Desc:** RECONST 2 TO 2 LANE FRTG ROADS, CONST CONTINUOUS SHARED USE PATH, CONST NEW RAMPS ON IH 20 BETWEEN FM 1187/FM 3325 AND IH 30, LOWER IH 20 MAIN LANES AT FM 1187/FM 3325 & WB IH 20, LOWER IH 30 MAIN LANES  
**Request:** SPLIT PROJECT FROM TIP 13061/CSJ 0008-34-094 AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** REGIONAL 10 YEAR PLAN PROJECT; RELATED TO TIP 13061/ CSJ 0008-03-094 AND TIP 13061.2/CSJ 0008-16-044

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0008-03-133	SW PE:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
2022	ROW	0008-03-133	SW ROW:	\$160,000	\$40,000	\$0	\$0	\$0	\$200,000
2022	UTIL	0008-03-133	SW ROW:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
<b>Grand Total:</b>				<b>\$4,160,000</b>	<b>\$1,040,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,200,000</b>

**TIP Code:** 13062    **Facility:** IH 30    **Location/Limits From:** IH 20    **Modification #:** 2021-0746  
**Impementing Agency:** TXDOT-FORT WORTH    **Location/Limits To:** TARRANT/PARKER COUNTY LINE  
**County:** PARKER    **CSJ:** 1068-05-014  
**City:** FORT WORTH    **Desc:** CONSTRUCT WESTBOUND RAMPS TO FM 1187, CONSTRUCT EASTBOUND RAMPS TO IH 30 AND IH 20  
**Request:** REVISE SCOPE TO LOWER THE MAINLANES UNDER WALSH RANCH PKWY AT IH 30; REVISE LIMITS AS IH 30 FROM IH 20/IH 30 SPLIT TO TARRANT/PARKER COUNTY LINE; REMOVE CONSTRUCTION PHASE FROM APPENDIX D OF THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); ADD ENGINEERING PHASE IN FY2021 AND ROW & UTILITIES PHASES IN FY2022 THEREBY ADDING PROJECT TO THE 2021-2024 TIP/STIP  
**Comment:** REGIONAL 10 YEAR PLAN PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	CON	1068-05-014	Cat 4:	\$4,800,000	\$1,200,000	\$0	\$0	\$0	\$6,000,000
<b>Grand Total:</b>				<b>\$4,800,000</b>	<b>\$1,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1068-05-014	SW PE:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
2022	ROW	1068-05-014	SW ROW:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2022	UTIL	1068-05-014	SW ROW:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
2025	CON	1068-05-014	Cat 4:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Grand Total:</b>				<b>\$12,800,000</b>	<b>\$3,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,000,000</b>

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 11614.5    **Facility:** VA    **Location/Limits From:** CITY OF DENTON SCHOOL CONNECTION SIDEWALKS    **Modification #:** 2021-0747  
**Impementing Agency:** DENTON  
**County:** DENTON    **CSJ:** 0918-46-267  
**City:** DENTON    **Desc:** NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK ELEMENTARY SCHOOL ALONG POCKRUS PAGE ROAD AND WOODROW WILSON ELEMENTARY SCHOOL IN THE CITY OF DENTON  
**Request:** CLARIFY SCOPE AS CONSTRUCT NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK ELEMENTARY SCHOOL AND NETTE SHULTZ ELEMENTARY SCHOOL (FORMERLY WOODROW WILSON ELEMENTARY SCHOOL) IN THE CITY OF DENTON; ADVANCE ENGINEERING PHASE TO FY2019 AND INCREASE FUNDING; REMOVE FEDERAL FUNDING FOR ROW IN FY2021; DELAY CONSTRUCTION PHASE TO FY2024 AND INCREASE FUNDING  
**Comment:** LOCAL CONTRIBUTION PAID BY CITY OF DENTON

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-46-267	Cat 5:	\$113,540	\$0	\$0	\$28,385	\$0	\$141,925
2021	ROW	0918-46-267	Cat 5:	\$60,800	\$0	\$0	\$15,200	\$0	\$76,000
2022	CON	0918-46-267	Cat 5:	\$264,480	\$0	\$0	\$66,120	\$0	\$330,600
<b>Grand Total:</b>				<b>\$438,820</b>	<b>\$0</b>	<b>\$0</b>	<b>\$109,705</b>	<b>\$0</b>	<b>\$548,525</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0918-46-267	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$15,000	\$15,000
2019	ENG	0918-46-267	Cat 5:	\$113,540	\$0	\$0	\$28,385	\$0	\$141,925
<b>Phase Subtotal:</b>				<b>\$113,540</b>	<b>\$0</b>	<b>\$0</b>	<b>\$28,385</b>	<b>\$15,000</b>	<b>\$156,925</b>
2021	ROW	0918-46-267	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$15,200	\$15,200
2024	CON	0918-46-267	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$63,275	\$63,275
2024	CON	0918-46-267	Cat 5:	\$325,280	\$0	\$0	\$81,320	\$0	\$406,600
<b>Phase Subtotal:</b>				<b>\$325,280</b>	<b>\$0</b>	<b>\$0</b>	<b>\$81,320</b>	<b>\$63,275</b>	<b>\$469,875</b>
<b>Grand Total:</b>				<b>\$438,820</b>	<b>\$0</b>	<b>\$0</b>	<b>\$109,705</b>	<b>\$93,475</b>	<b>\$642,000</b>

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 13043.2    **Facility:** IH 30    **Location/Limits From:** IH 635    **Modification #:** 2021-0757  
**Impementing 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:** REVISE SCOPE AS WIDEN FROM 8 TO 11/12 LANES AND RECONFIGURE RAMPS; DELAY ENGINEERING PHASE TO FY2023  
**Comment:** RELATED TO TIP 13043/CSJ 0009-11-129

**CURRENTLY APPROVED:**

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

**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
<b>Grand Total:</b>				<b>\$0</b>	<b>\$4,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>

**TIP Code:** 55272    **Facility:** FM 741    **Location/Limits From:** US 175    **Modification #:** 2021-0758  
**Impementing Agency:** TXDOT-DALLAS    **Location/Limits To:** FM 548  
**County:** KAUFMAN    **CSJ:** 1092-01-021  
**City:** VARIOUS    **Desc:** WIDEN AND RECONSTRUCT FROM A 2 LANE RURAL UNDIVIDED TO 4 LANE URBAN DIVIDED (ULTIMATE 6)  
**Request:** REVISE SCOPE AS WIDEN AND RECONSTRUCT FROM A 2 LANE RURAL UNDIVIDED TO A 4/6 LANE URBAN DIVIDED ROADWAY; DELAY ENGINEERING AND ROW PHASES TO FY2023

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	1092-01-021	SW PE:	\$0	\$4,000,000	\$0	\$0	\$0	\$4,000,000
2022	ROW	1092-01-021	SW ROW:	\$13,600,000	\$1,700,000	\$0	\$1,700,000	\$0	\$17,000,000
<b>Grand Total:</b>				<b>\$13,600,000</b>	<b>\$5,700,000</b>	<b>\$0</b>	<b>\$1,700,000</b>	<b>\$0</b>	<b>\$21,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	1092-01-021	SW PE:	\$0	\$4,000,000	\$0	\$0	\$0	\$4,000,000
2023	ROW	1092-01-021	SW ROW:	\$13,600,000	\$1,700,000	\$0	\$1,700,000	\$0	\$17,000,000
<b>Grand Total:</b>				<b>\$13,600,000</b>	<b>\$5,700,000</b>	<b>\$0</b>	<b>\$1,700,000</b>	<b>\$0</b>	<b>\$21,000,000</b>

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14089.1    **Facility:** IH 45    **Location/Limits From:** BS 45G    **Modification #:** 2021-0759  
**Impementing Agency:** TXDOT-DALLAS    **Location/Limits To:** NORTH SH 34  
**County:** ELLIS    **CSJ:** 0092-04-075  
**City:** ENNIS    **Desc:** INTERSECTION IMPROVEMENTS AND RAMP MODIFICATIONS  
**Request:** ADD PROJECT TO APPENDIX D OF THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** RELATED TO TIP 14089/CSJ 0092-04-077

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0092-04-075	SW PE:	\$0	\$294,000	\$0	\$0	\$0	\$294,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$294,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$294,000</b>

**TIP Code:** 14089.2    **Facility:** IH 45    **Location/Limits From:** SH 34    **Modification #:** 2021-0760  
**Impementing Agency:** TXDOT-DALLAS    **Location/Limits To:** NORTH OF SH 34  
**County:** ELLIS    **CSJ:** 0092-04-078  
**City:** ENNIS    **Desc:** RECONSTRUCT INTERCHANGE AND OPERATIONAL IMPROVEMENTS  
**Request:** ADD PROJECT TO APPENDIX D OF THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** RELATED TO TIP 14089/CSJ 0092-04-077

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0092-04-078	SW PE:	\$0	\$1,479,290	\$0	\$0	\$0	\$1,479,290
<b>Grand Total:</b>				<b>\$0</b>	<b>\$1,479,290</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,479,290</b>

**TIP Code:** 14089.3    **Facility:** IH 45    **Location/Limits From:** SH 34    **Modification #:** 2021-0761  
**Impementing 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:** ADD PROJECT TO APPENDIX D OF THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** RELATED TO TIP 14089/CSJ 0092-04-077

**REVISION REQUESTED:**

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
<b>Grand Total:</b>				<b>\$0</b>	<b>\$882,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$882,000</b>

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 11665      **Facility:** CS      **Location/Limits From:** ON GRAND AVENUE FROM GARLAND/GASTON AVENUE      **Modification #:** 2021-0767  
**Impementing Agency:** NCTCOG      **Location/Limits To:** IH 30  
**County:** DALLAS      **CSJ:** 0000-00-000  
**City:** DALLAS, GARLAND      **Desc:** ENGINEERING STUDY TO IDENTIFY NEEDED IMPROVEMENTS TO GRAND AVENUE; INCLUDING TRAVEL FORECASTS TRAVEL MODELING SUPPORT, MANAGEMENT OF EFFORTS TO UPDATE THE 2010 NCTCOG STUDY THAT EXTENDED FROM DALLAS/GARLAND, AND NCTCOG STAFF TIME  
**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** 200,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 5-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0000-00-000	Cat 3 - TDC (MPO):	\$0	\$0	\$200,000	\$0	\$0	\$0
2023	ENG	0000-00-000	STBG:	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
<b>Phase Subtotal:</b>				<b>\$1,000,000</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>
<b>Grand Total:</b>				<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>

# How to Read the Project Modification Listings – Transit Section

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

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

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

**Request:** REFINE FY2015 PROGRAM OF PROJECTS

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

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

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Currently Approved:</b>		<b>FUNDING TABLE:</b>							
<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
<b>TOTAL:</b>				<b>\$599,311</b>	<b>\$0</b>	<b>\$0</b>	<b>\$98,357</b>	<b>20,000</b>	<b>\$697,668</b>

<b>Revision Requested:</b>		<b>FUNDING TABLE:</b>								<b>REVISION REQUESTED</b>
<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
<b>TOTAL:</b>				<b>\$527,311</b>	<b>\$0</b>	<b>\$0</b>	<b>\$26,357</b>	<b>20,000</b>	<b>\$553,668</b>	

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

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

Sample



# DRAFT MAY 2022 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** DENTON COUNTY TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2021-0763

**Request:** REFINE FY2017 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DENTON-LEWISVILLE

**Comment:** 902,188 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - REGIONAL TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; POLICY BUNDLE TDCS

**Funding Source:** TRANSIT SECTION 5307 FUNDS

**Currently Approved:**

			<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12354.17	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2018	CAPITAL	\$58,572	\$0	\$0	\$14,643	0	\$73,215
12356.17	ADA PARATRANSIT SERVICE	2018	CAPITAL	\$561,234	\$0	\$0	\$140,308	0	\$701,542
12416.17	SYSTEM PREVENTIVE MAINTENANCE	2018	CAPITAL	\$2,800,155	\$0	\$0	\$29,286	536,603	\$2,829,441
12558.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$2,437,231	\$0	\$0	\$0	365,585	\$2,437,231
<b>TOTAL:</b>				<b>\$5,857,192</b>	<b>\$0</b>	<b>\$0</b>	<b>\$184,237</b>	<b>902,188</b>	<b>\$6,041,429</b>

**Revision Requested:**

			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12354.17	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2018	CAPITAL	\$58,572	\$0	\$0	\$14,643	0	\$73,215	NO CHANGE
12356.17	ADA PARATRANSIT SERVICE	2018	CAPITAL	\$561,234	\$0	\$0	\$140,308	0	\$701,542	NO CHANGE
12416.17	SYSTEM PREVENTIVE MAINTENANCE	2018	CAPITAL	\$2,800,155	\$0	\$0	\$29,286	536,603	\$2,829,441	NO CHANGE
12535.17	RAIL PREVENTIVE MAINTENANCE	2022	CAPITAL	\$2,437,231	\$0	\$0	\$152,327	365,585	\$2,589,558	ADD PROJECT
12558.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
<b>TOTAL:</b>				<b>\$5,857,192</b>	<b>\$0</b>	<b>\$0</b>	<b>\$336,564</b>	<b>902,188</b>	<b>\$6,193,756</b>	



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

March 25, 2022

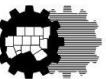
Surface Transportation Technical Committee (STTC) – Action Item  
FY 22 RAISE Discretionary Grant Program – Overview & Candidate Project Identification

# Infrastructure Investment and Jobs Act (IIJA)

## Preparing for USDOT Discretionary Grant Programs

2

- IIJA provides a five-year (FY 22-26) investment of **\$567.5 billion** dedicated among all modes of transportation infrastructure
- Along with increased formula funding, extensive growth in the funding/amounts of competitive grant programs (*see USDOT list – Electronic Item 3*):
  - 11 existing programs (e.g., RAISE) with increased project/applicant eligibility and new/modified criteria
  - 28 new programs (bridges, resiliency, electrification/alternate fuels, equity/sustainability, etc...)
  - More accessibility for local governments/MPOs, non-traditional entities, and public-private partnerships
- Need to optimize resources for more effective/collective responses to greater competition
  - Multiple grant programs to be opened simultaneously
  - Notices of Funding Opportunity (NOFOs) with improved methods to assess competitiveness and award accountability
  - Many projects will have compatibility for multiple programs, inclusion of various multimodal elements can address vital requirements, and acknowledgment of known synergies can improve promotion and award coverage
- Regional collaboration and development of a comprehensive project/program decision “matrix” could help establish an effective “conveyor belt” for maximizing preparation and processing

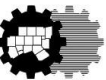


# Strategy to Prepare for IJA Competitive Grants

## Proposed Zero-Emission Vehicle Call for Partners

3

- Projects for electrification of heavy vehicles and equipment (via battery or fuel cell power sources) have potential to provide substantial air quality benefits
- IJA introduced new initiatives on electrification and expanded inclusion within existing programs
  - Infrastructure for Rebuilding America (INFRA) Grant Program – Expected to include expanded electrification emphasis
  - Port Infrastructure Development Grant Program
  - Charging and Fueling Infrastructure Grant Program
  - Reduction of Truck Emissions at Port Facilities Grant Program
  - Department of Energy – Hydrogen Hubs
- Project success likely to require private sector participation
- Proposed Call for Partners:
  - Solicit teams for engagement in project development/packaging to prepare for competitive grant opportunities
  - Proposals to include collaboratively scoped projects as a public-private partnership (PPP)
  - Time – constrained for approximately one year, but would be re-initiated for future cycles



# RAISE Discretionary Grant Program

## FY 22 Overview – Funding, Cost, Award, & Eligibility Details

4

### Funding Availability

**\$1.425 Billion**

– Capital Projects (Nation)

**\$75 Million**

– Planning Grants (Nation)

**50% / 50%**

– Urban / Rural Areas

### Federal Cost Share / Match

**Up to 80%**

– Urban Areas

**Up to 100%**

- a. Rural Areas
- b. Historically Disadvantaged Areas
- c. Areas of Persistent Poverty

### Maximum Award

**\$25 Million**

– per Project  
(Capital or Planning)

**\$225 Million**

– per State ( $\leq 15\%$ )

### Minimum Award

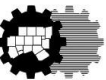
**\$5 Million**

– Urban Areas  
(Capital or Planning)

**\$1 Million**

– Rural Areas  
(Capital or Planning)

- **Obligation Deadline: September 30, 2026**
- **Expenditure Deadline: September 30, 2031**
- **FY 2022 Appropriations Act** – RAISE funding may double per IJA authorizations; likely 2<sup>nd</sup> round later this year
- Tribal, Federal Lands, TIFIA/RRIF Program funds can be considered as non-Federal revenue sources
- New project type eligibility: Airport surface transportation & stormwater runoff prevention



# RAISE Discretionary Grant Program

## Merit Criteria and Selection Methodology

5



### ■ Individual Merit Criteria Ratings:

- “High” – Primary purpose has significant benefits beyond common practice
- “Medium” – Primary purpose has benefits aligned with common practice
- “Low” – Ancillary/incidental benefits or limited assessment response
- “Non-Responsive” – Negative effects or insufficient assessment response

### ■ Overall Merit Ranking:

- “Highly Recommended” –  $\geq 5$  “high” & no “non-responsive” ratings
- “Recommended” –  $\geq 1$  “high”,  $\leq 3$  “low”, & no “non-responsive” ratings
- “Acceptable” –  $\leq 2$  “non-responsive” (with no “high” rating), &  $\geq 4$  “low” ratings (with  $\geq 1$  “high” rating)
- “Unacceptable” –  $\geq 3$  “non-responsive” ratings

### ■ Second-Tier Analysis:

- “Highly Recommended” projects automatically advance to this level
- “Recommended” projects advance with “high” rating for safety, quality of life, environmental sustainability, or mobility/community connectivity
- Senior review team evaluation including Economic (benefit-cost) Analysis, Environmental Risk Assessment, & Financial Completeness Assessment

### ■ Awards (to be announced by August 12, 2022):

- Secretary only awards highly-rated projects from the Second-Tier Analysis
- Unawarded “Projects of Merit” identified to encourage future resubmittal

# RAISE Discretionary Grant Program

## Perspectives from FY 21 Awarded Projects

6

### ■ Project Size & Location:

- 31 – “Urban”/32 – “Rural”
- 17 states, including TX, were awarded multiple projects (3 awards – AK, CA, IL, MO, NC, PA, & WA)

### ■ Project Type:

- 17 – Complete Streets
- 11 – Active Transportation
- 10 – Transit
- 6 – Asset Management
- 6 – New Roadway/Widening
- 5 – Port/Intermodal Facilities
- 5 – Freight/Intercity Passenger Rail
- 3 – Grade Separation (Road/Rail)

### ■ Funding Breakdown:

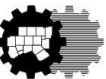
- \$953,500,540 RAISE funds awarded to 63 capital projects totaling \$2,453,340,651
- “Urban”:
  - **Project Cost:** Minimum = \$12,772,600; Maximum = \$212,889,578; Average = \$46,181,919
  - **RAISE Award:** Minimum = \$6,500,000; Maximum = \$25,000,000; Average = \$15,424,715
  - **Federal Share:** Minimum = 7.0%; Maximum = 80.0%; **Average = 45.1% (2 projects = 80% Federal cost share)**
- “Rural”:
  - **Project Cost:** Minimum = \$1,950,000; Maximum = \$89,530,000; Average = \$31,928,162
  - **RAISE Award:** Minimum = \$1,650,000; Maximum = \$25,000,000; Average = \$14,854,205
  - **Federal Share:** Minimum = 11.9%; Maximum = 100.0%; **Average = 59.8% (9 projects ≥ 80%; 2 projects = 100%)**

# RAISE Discretionary Grant Program

## Submittal Timeline (TENTATIVE)

7

<b>January 28, 2022</b>	FY 22 RAISE Grant Final NOFO Announced
<b>February 25, 2022</b>	STTC Information
<b>March 10, 2022</b>	<b>RTC Information</b>
<b>March 18, 2022</b>	<b>STTC Agenda “Mail-Out”</b> <i>(NCTCOG projects identified, with scope, cost, &amp; funding sources/shares finalized)</i>
<b>March 25, 2022</b>	<b>STTC Action</b>
<b>March 30, 2022</b>	RTC Letter of Support Request Deadline <i>(for projects submitted by partnering agencies, submit to Kyle Roy – <a href="mailto:kroy@nctcoq.org">kroy@nctcoq.org</a>)</i>
<b>April 14, 2022</b>	<b>RTC Action/Endorsement</b>
<b>April 14, 2022</b>	<b>FY 22 RAISE Grant Application Submittal Deadline – <a href="http://www.grants.gov">www.grants.gov</a></b>
<b>April 28, 2022</b>	<b>Executive Board Endorsement</b>





## ***Contact Information***

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### **Jeffrey C. Neal**

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### **Karla Weaver**

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## ***Application Preparation***

### **Jody Loza**

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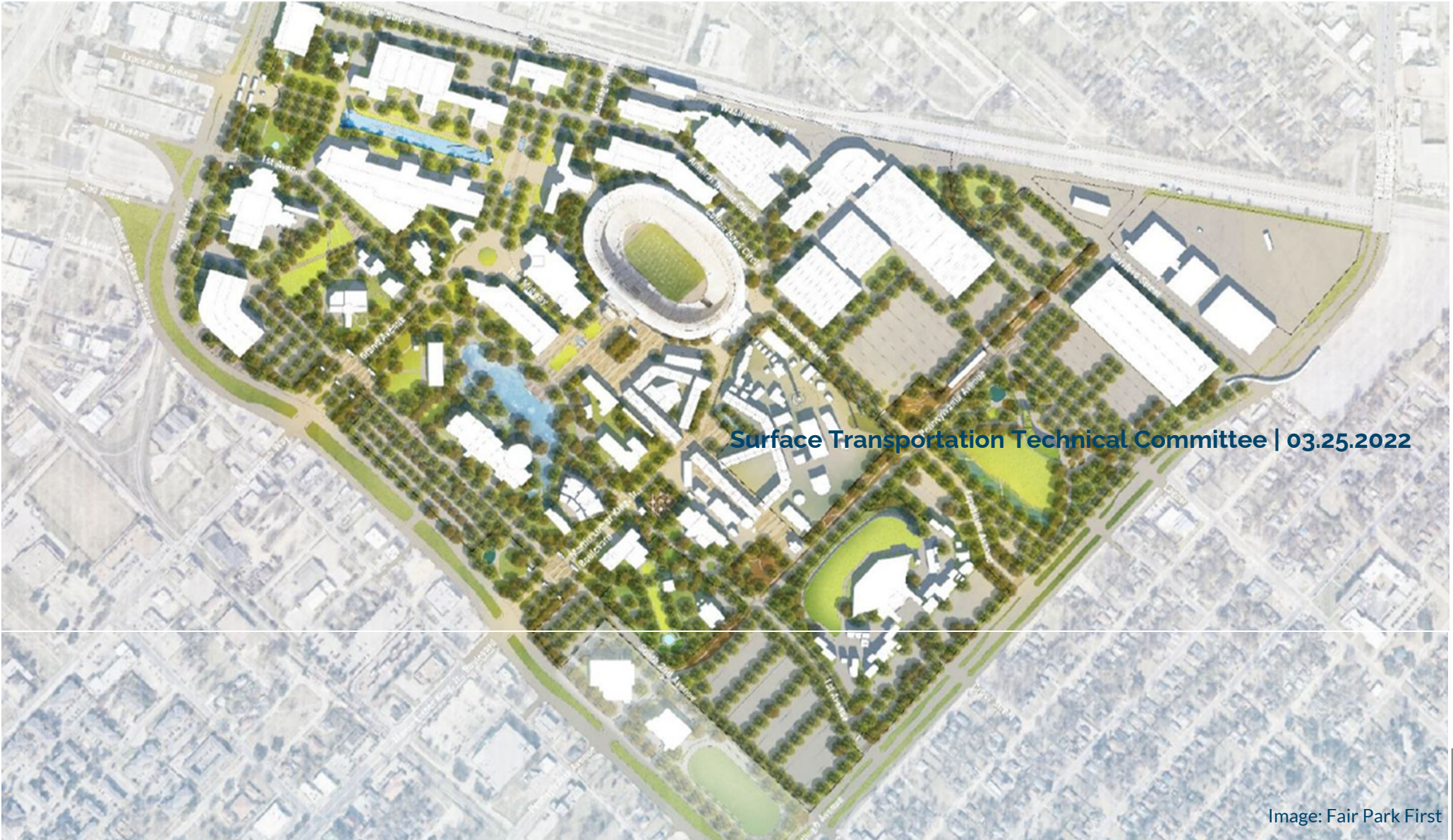
## ***ZEV Call for Partners***

### **Lori Clark**

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**March 25, 2022**

**Surface Transportation Technical Committee (STTC) – Action Item**  
FY 22 RAISE Discretionary Grant Program – Overview & Candidate Project Identification

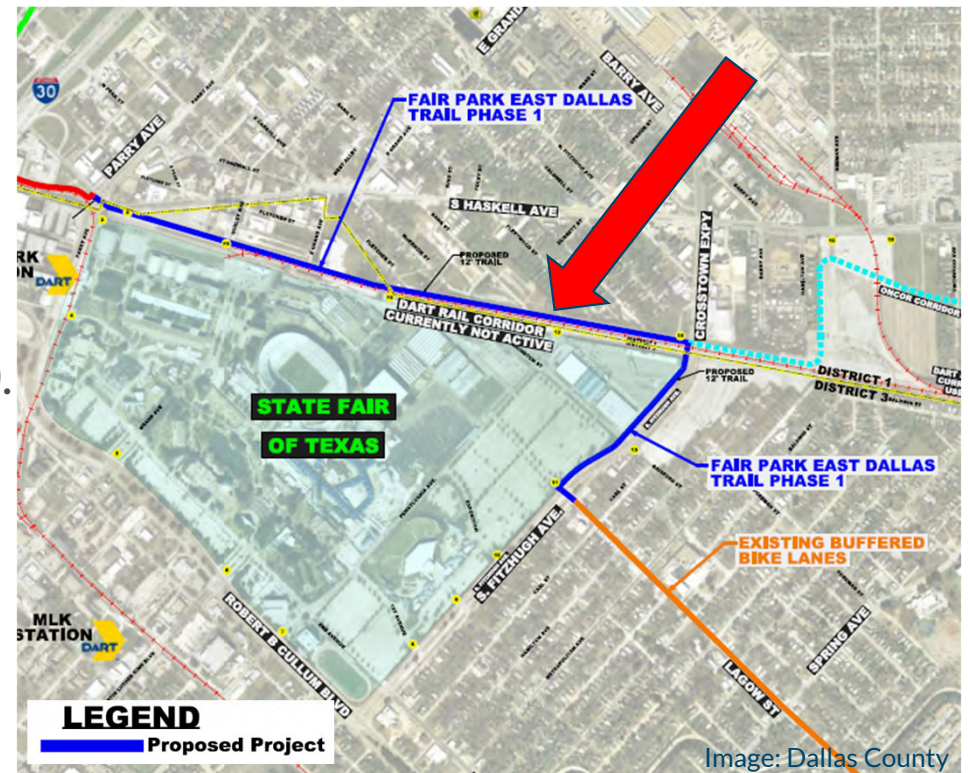


Surface Transportation Technical Committee | 03.25.2022

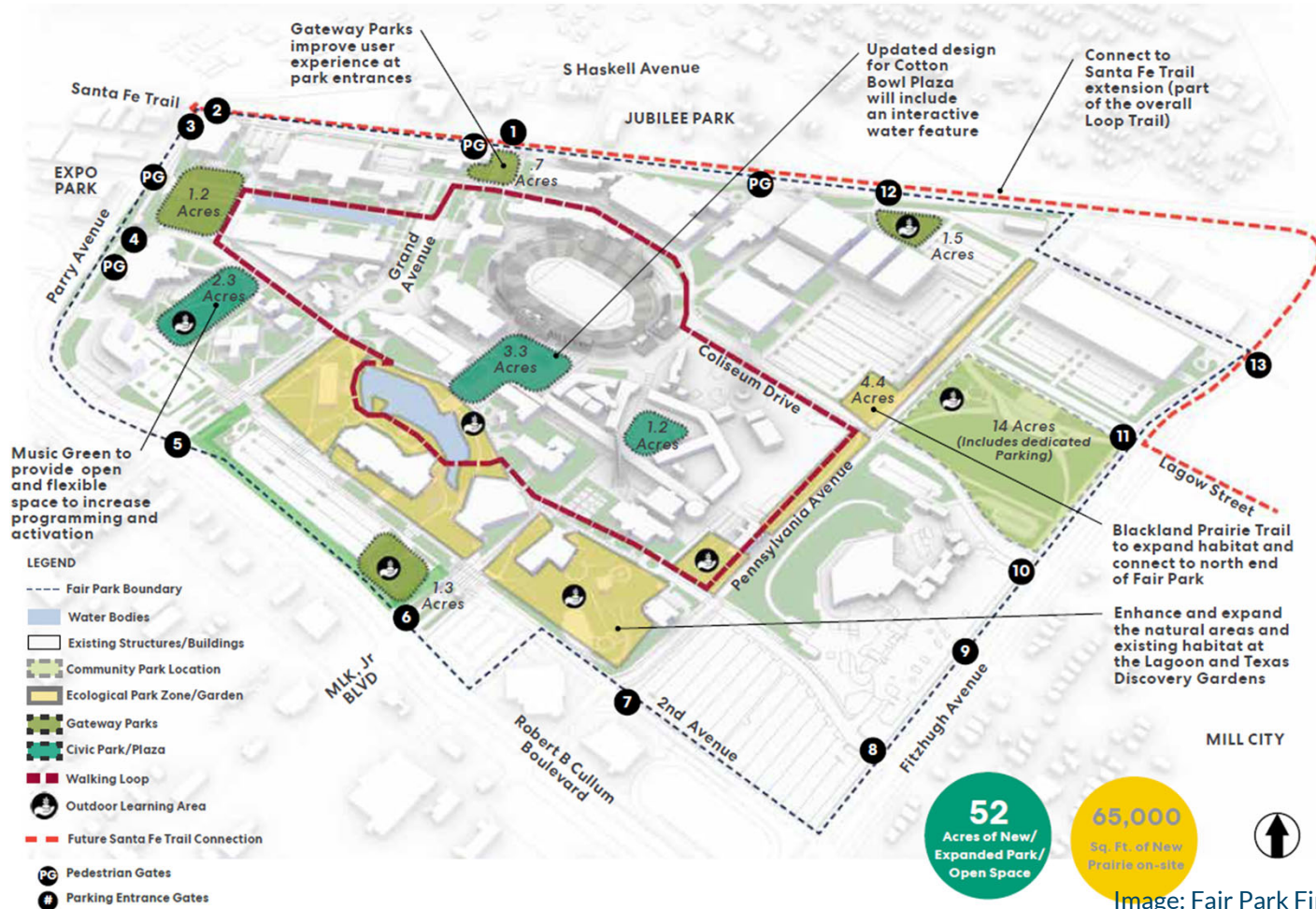
Image: Fair Park First

# Fair Park/East Dallas Trail Phase 1

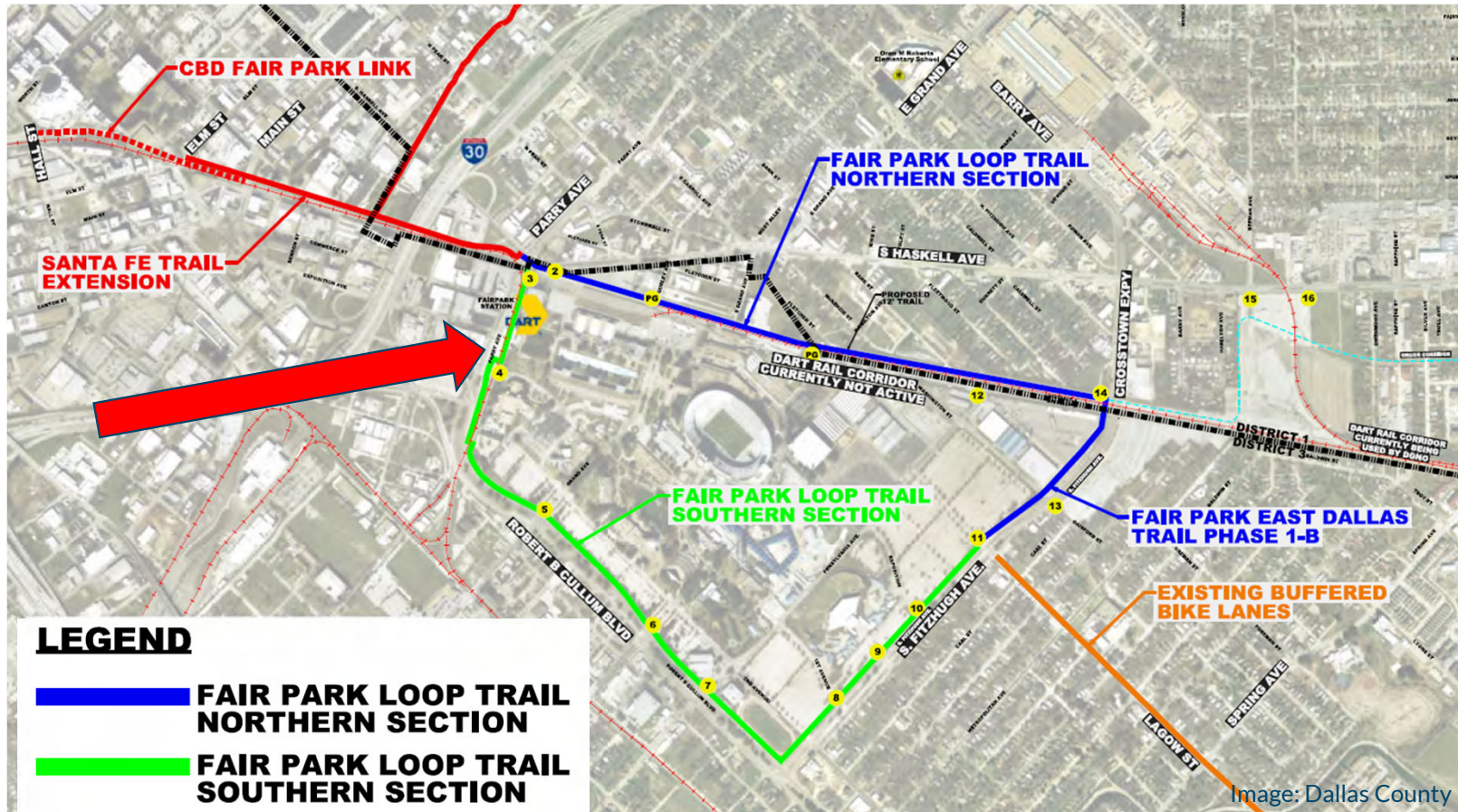
- RTC awarded \$1,603,876 to Dallas County in the 2020 Transportation Alternatives (TA) Call for Projects to construct the Fair Park/East Dallas Trail Phase 1 (north alignment).
- Dallas County's local match is \$1,069,250.
- The north trail alignment has challenges due to conflicts with the operations of large events in which access to the trail will need to be periodically closed.



# Fair Park Master Plan: Parks/Open Space



# Fair Park Trail Loop



# Partnership for Implementation



- The City of Dallas and Fair Park First will replace the federal funds for the northern trail alignment and partner with Dallas County to build the project.
- The City will design and construct a connecting southern “loop” alignment along Parry Ave, Highway 352/Robert B. Cullum Blvd, and S. Fitzhugh Ave.
- The project will improve access to the Fair Park DART Station and address the safety of rail crossings.
- We are requesting federal funding of \$8M for the southern alignment in exchange for the City and Fair Park First to fund the northern alignment. Funding will pay for both the engineering and construction phases.



# Fair Park Trail Loop Partnership Funding

## **Northern Alignment (Local)**

Funding Contributions:

- Dallas County: \$1,069,250
- City of Dallas: \$500,000
- Fair Park First: \$1,100,000

Total: \$2,669,250

Implemented by Dallas County

## **Southern Alignment (Federal)**

Funding Contributions:

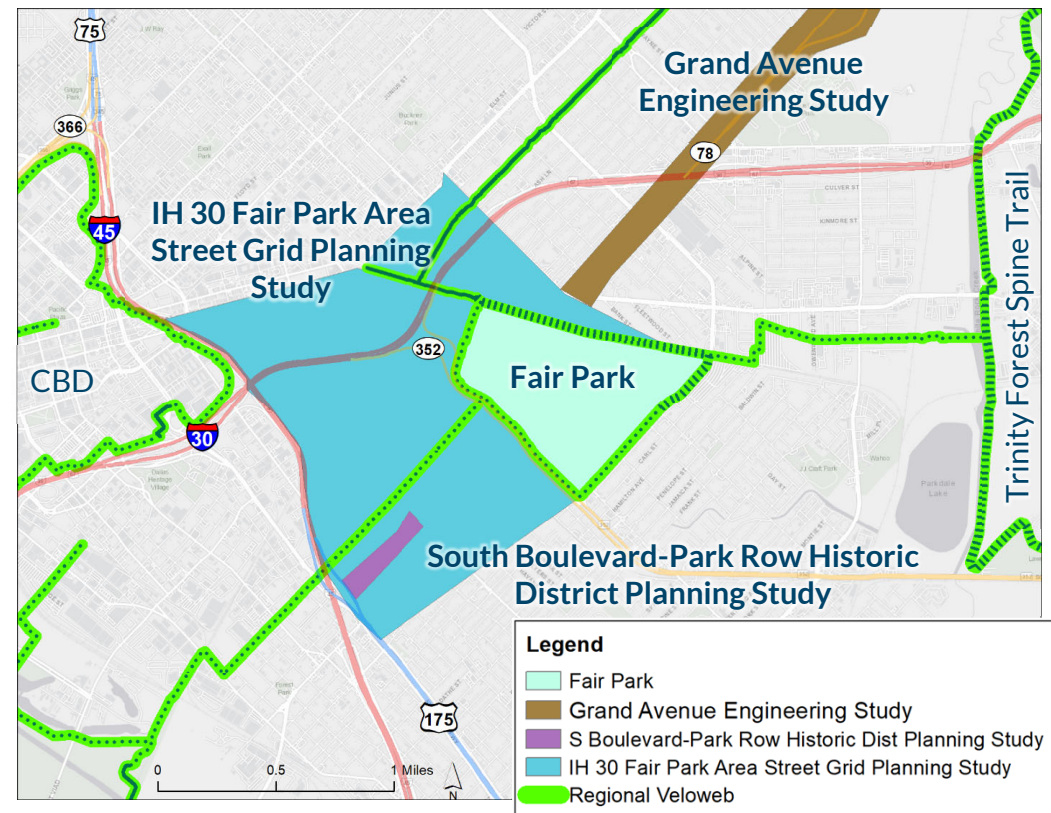
- Federal Funds (CMAQ): \$8,000,000
- Regional TDCs: 1,600,000

Implemented by City of Dallas



# Investments and Partnerships in Historically Disadvantaged Communities

- Fair Park Master Plan/ Redevelopments
- IH 30 Fair Park Area Street Grid Planning Study (\$1M)
- Grand Avenue Engineering Study (\$1M)
- South Boulevard-Park Row Historic District Planning Study (\$.5M)
- Circuit Trail Loop





# Requested Action

Recommend Regional Transportation Council Approval of:

- \$8 million CMAQ and 1.6 million Regional Transportation Development Credits for the Fair Park Trail southern alignment to the City of Dallas.
- Return the \$1,603,876 of TA funds to the regional pool to be awarded in the 2022 TA Call for Projects.
- Administratively amending the TIP/STIP and amending other planning/administrative documents to incorporate these changes.



# Contact Information



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Daniel Snyder, AICP

Senior Transportation Planner

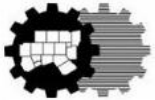
[dsnyder@nctcog.org](mailto:dsnyder@nctcog.org) | 817-608-2394



# **AVONDALE-HASLET/BNSF RAILWAY GRADE SEPARATION FUNDING PARTNERSHIP**

Surface Transportation Technical Committee

March 25, 2022



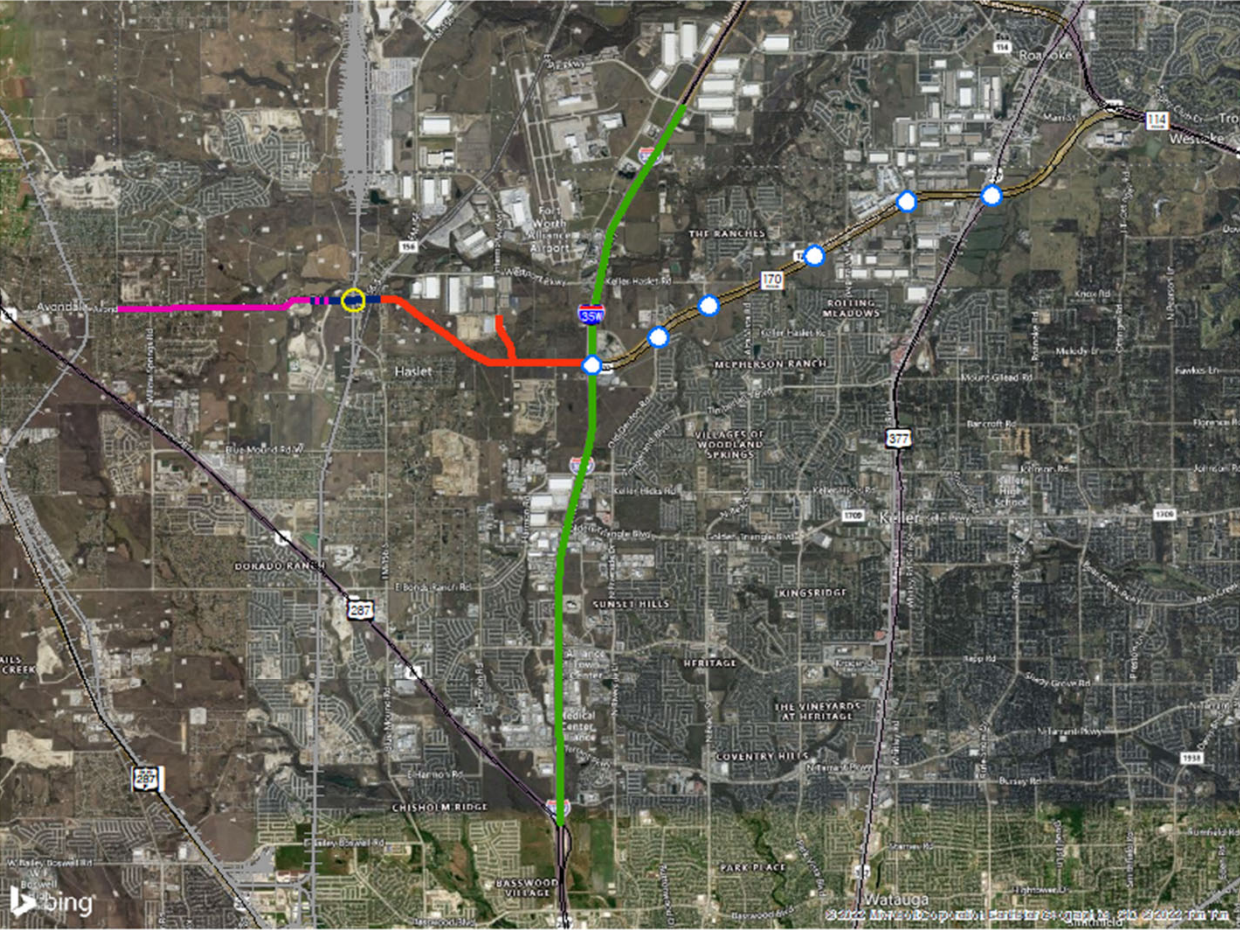
North Central Texas  
Council of Governments  
Transportation Department

# BACKGROUND

- The Regional Transportation Council (RTC), City of Haslet, Texas Department of Transportation (TxDOT), and Tarrant County have partnered to implement the AllianceTexas/Haslet Accessibility Improvement Project.
- The project received a \$20 million Better Utilizing Investments to Leverage Development (BUILD) Grant in 2018, in addition to funds committed by the funding partners.
- The project includes 4-lane divided roadways on Avondale-Haslet Road/Haslet Pkwy from IH 35W to west of FM 156 and Intermodal Parkway from Avondale-Haslet to Transport Drive.
- Construction of the project is expected to be complete in the spring of 2024.
- With the recent selection of Avondale-Haslet Road in the City of Fort Worth as a Tarrant County Bond Program project, all improvements along the corridor have been funded except for a grade separation at Avondale-Haslet and the Burlington Northern Santa Fe (BNSF) rail line.
- The grade separation would address a mobility and safety issue at this intersection. School buses and emergency vehicles are often stopped at the rail line, and any pedestrians or bicyclists seeking to travel along the roadway must cross three tracks.

# AVONDALE-HASLET ROAD/HASLET PKWY AND RELATED SYSTEM IMPROVEMENTS

- Legend**
- Phase 1 - Avondale-Haslet Road/Haslet Parkway
  - Phase 2 - Avondale-Haslet Road/Haslet Parkway
  - Phase 3 - IH 35W Segment 3C
  - Phase 4 - SH 170 Grade Separations
  - Phase 5A - Avondale-Haslet Road at BNSF RR Grade Separation
  - Phase 5B - Avondale-Haslet Road (City of Fort Worth/Tarrant County Bond Program Project)
  - Highways
  - +— Railroads



Date: 3/9/2022

0 0.8 1.6 2.4 Miles



# SUMMARY OF FUNDING FOR RELATED SYSTEM IMPROVEMENTS (\$ IN MILLIONS)

Project	RTC	Cintra	BUILD Grant	TxDOT	Local	BNSF Railway	TDCs <sup>2</sup>	Total
Phase 1 - Haslet Parkway/Avondale-Haslet	\$12	\$0	\$20	\$1	\$20	\$0	0	\$53
Phase 2 - Haslet Parkway/Avondale-Haslet	\$10	\$0	\$0	\$0	\$0	\$0	0	\$10
Phase 3 - IH 35W 3C	\$0	\$661	\$0	\$0	\$0	\$0	0	\$661
Phase 4 - SH 170 Grade Separations	\$0	\$0	\$0	\$170	\$0	\$0	0	\$170
<u>Phase 5A - Avondale-Haslet Grade Separation at BNSF RR<sup>1</sup></u>	<u>\$14.5</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1.5</u>	<u>1.7</u>	<u>\$16</u>
Phase 5B - Avondale-Haslet (City of Fort Worth/Tarrant County Bond Program Project)	\$0	\$0	\$0	\$0	\$48.9	\$0	0	\$48.9
<b>Total</b>	<b>\$36.5</b>	<b>\$661</b>	<b>\$20</b>	<b>\$171</b>	<b>\$68.9</b>	<b>\$1.5</b>	<b>1.7</b>	<b>\$958.9</b>

1: Funding amounts are proposed

2: Transportation Development Credits (TDC) are not cash and do not count in the funding totals

# PROPOSED FUNDING PARTNERSHIP

- Staff proposes that the RTC fund engineering and construction of the grade separation with \$14.5 million of Surface Transportation Block Grant Program (STBG) funds.
- Federal funds would be matched with a combination of funds from BNSF and Regional TDCs.
- BNSF would contribute 10% of the project costs (currently estimated to be \$1.5 million).
- The partnership would fund the final piece of a series of improvements to this critical east-west corridor and improve safety by ensuring that vehicles and pedestrians do not have to cross the railroad tracks at-grade.

# REQUESTED ACTION

- Recommend RTC approval of:
  - The proposed funding for the grade separation at Avondale-Haslet Road and the BNSF Railway line
  - Administratively amending the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents as needed to incorporate this funding

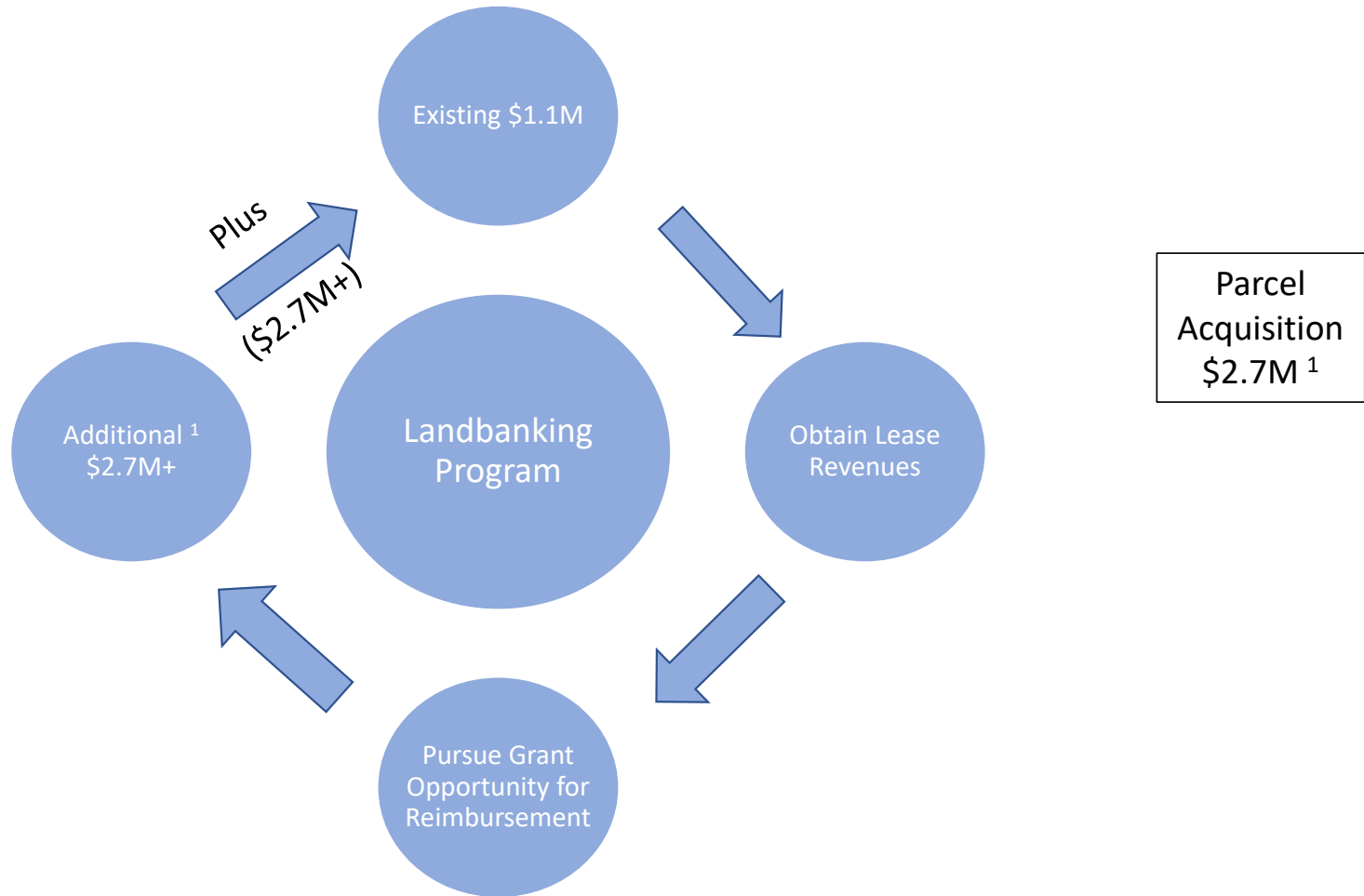


# QUESTIONS?

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# LANDBANKING PROGRAM REVENUE FLOW



<sup>1</sup> RTC Action, March 10, 2022

# MOBILITY 2045 UPDATE

## SCHEDULE AND DRAFT PLAN PROGRESS

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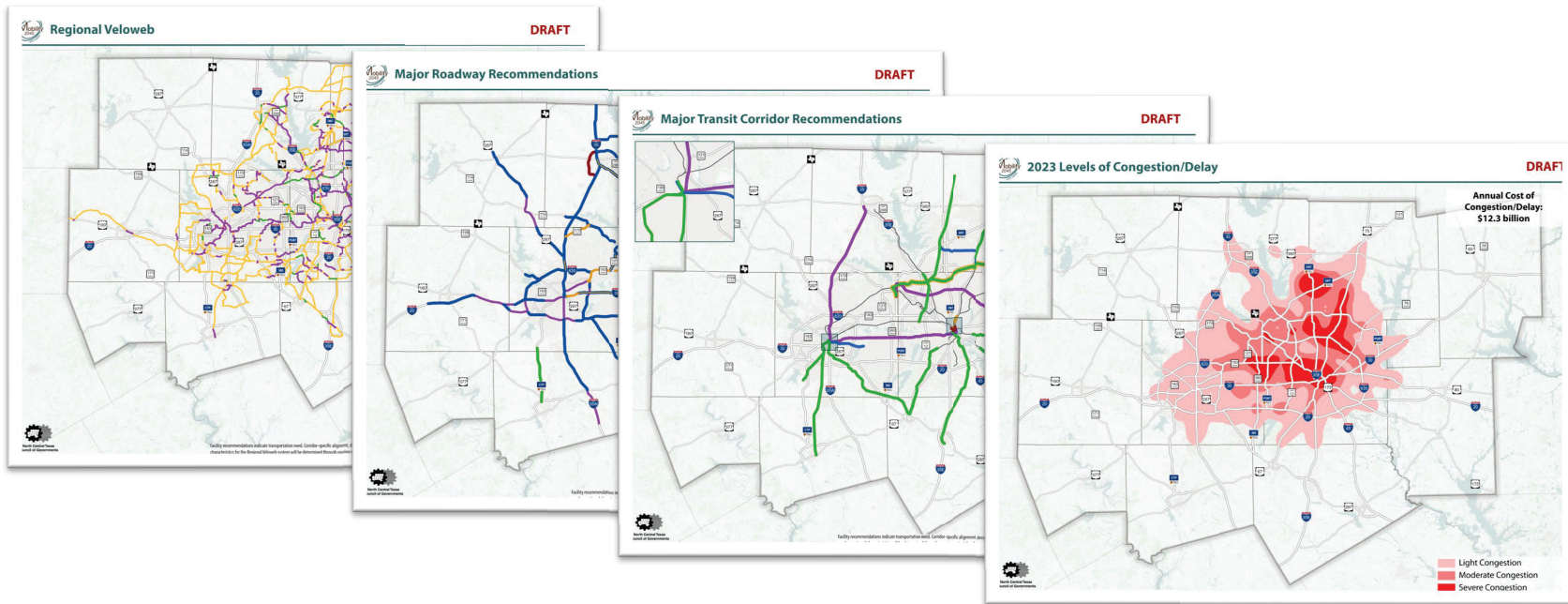
Surface Transportation Technical Committee  
March 25, 2022

*plan in progress*  
**MOBILITY 2045**  
2022 UPDATE



# DRAFT MAPS AVAILABLE ONLINE

[www.nctcog.org/PlanInProgress](http://www.nctcog.org/PlanInProgress)



# DRAFT FINANCIAL PLAN EXPENDITURES

## MAXIMIZE EXISTING SYSTEM

### Infrastructure Maintenance

Maintain and operate existing transit and roadway facilities

\$39 B

### Management and Operations

Improve efficiency and remove trips from system

\$10 B

### Growth, Development, and Land Use Strategies

Improve transportation and land use balance

\$1 B

## STRATEGIC INFRASTRUCTURE INVESTMENT

### Rail and Bus

Encourage switch to transit

\$42 B

### HOV/Managed Lanes

Increase auto occupancy

\$56 B

### Freeways/Tollways and Arterials

Add vehicle capacity

**TOTAL**

**\$148 B**

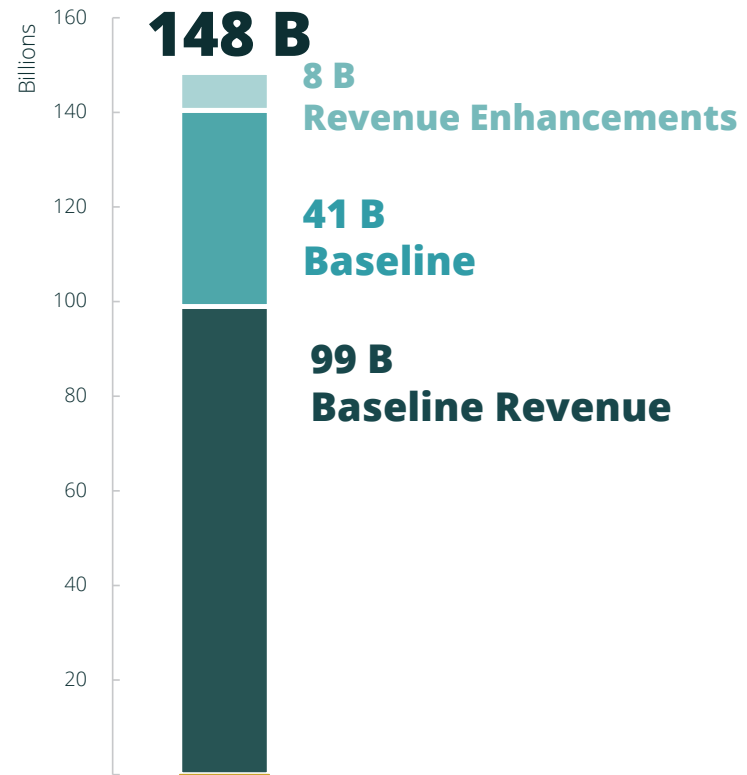
# FINANCIAL CONSTRAINT

## IN PROGRESS

Forecast stage: developing/refining costs and revenues

Final stage: confirming final costs and revenues, draft exports and balancing

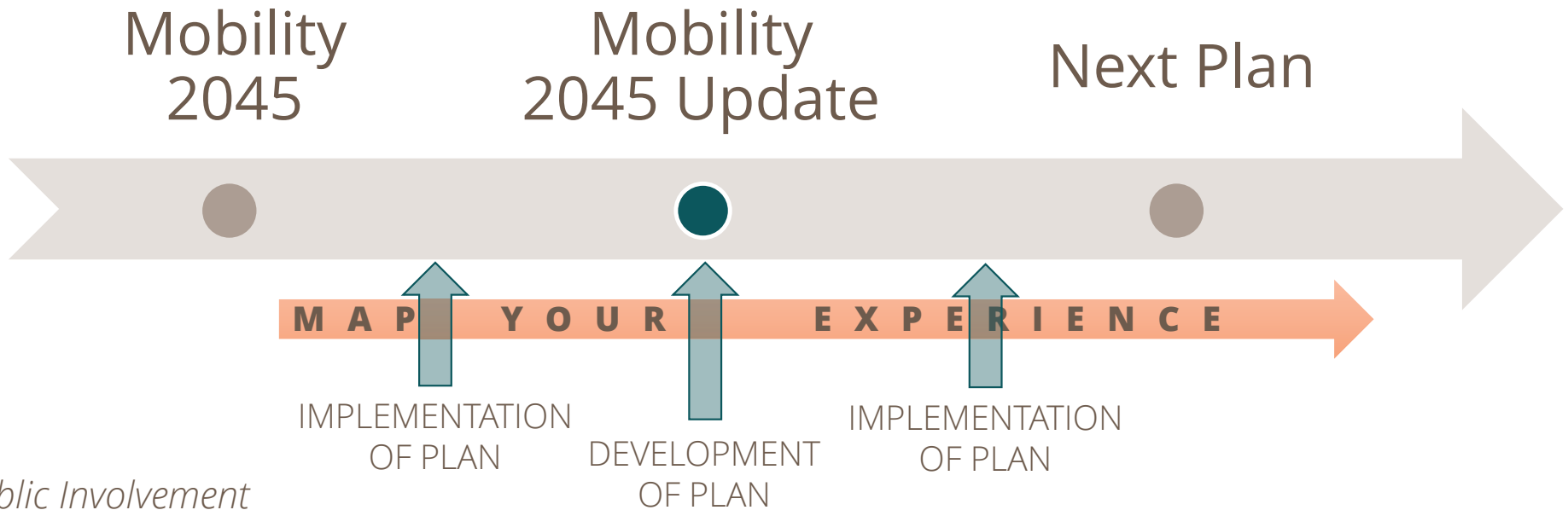
**FINANCIAL CONSTRAINT  
ACHIEVED**



# **PUBLIC INVOLVEMENT**



# PUBLIC INVOLVEMENT



*Public Involvement  
Activities Include:*

- Public Meetings
- Speaking Engagements
- Outreach Events
- Publications
- Press Releases
- Social Media
- Development Activities

# MAP YOUR EXPERIENCE

## Bike/Ped

- 1 **Sidewalk/Trail Availability**
- 2 **Safety**
- 3 **Lanes/Stripes/Markings**

Accessibility is the top concern for this mode. Safety is a top factor impeding people from walking or biking.

## Transit

- 1 **Stops/Stations Needed**
- 2 **Other**
- 3 **Service Frequency**

Transit options in areas without existing service, and increasing frequency in areas with it, are top concerns.

## Roadway

- 1 **Traffic**
- 2 **Safety**
- 3 **Road Condition**

Safety of merging, poor visibility, and blind spots are often mentioned.

**Dashboard Available at: [www.nctcog.org/MapYourExperience](http://www.nctcog.org/MapYourExperience)**

# **REGIONAL NONDISCRIMINATION ANALYSIS**



## **RESULTS OF TOLLWAYS NONDISCRIMINATION ANALYSIS**

Construction of tolled facilities planned for 2023-2045:

- Increases jobs accessible by auto for all groups (protected and non-protected)
- Increases average speed for all groups
- Decreases minutes to travel 20 miles for all groups

Metrics are calculated for AM peak home-based work trips

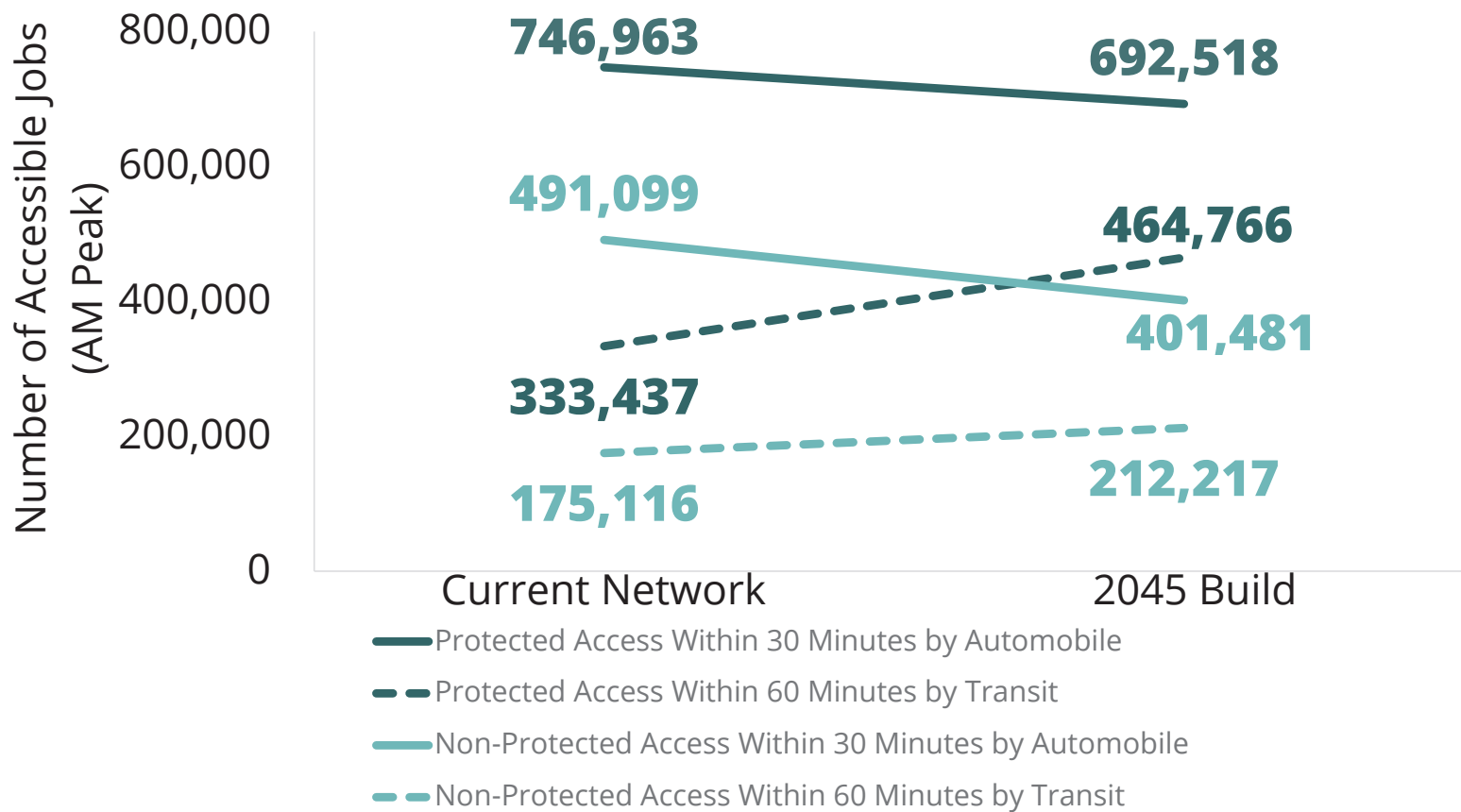
# RESULTS OF TOLLWAYS NONDISCRIMINATION ANALYSIS

	Traffic Analysis Zone Category					
	Below Poverty		All Protected Classes*		Non-Protected Classes	
	2045 Build (No-Build of Tolled Facilities)	2045 Build (Including Tolled Facilities)	2045 Build (No-Build of Tolled Facilities)	2045 Build (Including Tolled Facilities)	2045 Build (No-Build of Tolled Facilities)	2045 Build (Including Tolled Facilities)
Jobs Within 30 Minutes by Automobile**	703,602	719,145	678,491	692,518	392,604	401,481
Average Speed (mph)**	24	26	23	25	21	23
Minutes to Travel 20 Miles**	50	46	53	49	58	51

\*Below Poverty, Total Minority, and Limited English Proficiency

\*\*AM Peak

# JOB ACCESS BY AUTO AND TRANSIT





# TRANSPORTATION CHALLENGES BY THE NUMBERS

45%

TRANSPORTATION + HOUSING  
ABOVE “UNAFFORDABLE”  
PERCENTAGE FOR MOST  
RESIDENTS

Hunt County is the region’s only county where the combined cost of transportation and housing is considered “affordable” – 45% or less of median household income

72%

MAJORITY OF LOW-  
INCOME WORKERS RELY  
ON DRIVING ALONE

72 percent of workers below poverty – currently \$27,750 for a family of four – drive alone in a vehicle to work

45

LOW-INCOME TRANSIT  
RIDERS FACE LONGER  
COMMUTES VS. AUTO

In 2045, the average trip time by transit for people below poverty will take 45 minutes longer than the average trip time by auto, compared with 42 minutes longer in 2023

# **TRANSPORTATION CONFORMITY**





# 2022 TRANSPORTATION AIR QUALITY CONFORMITY ANALYSIS

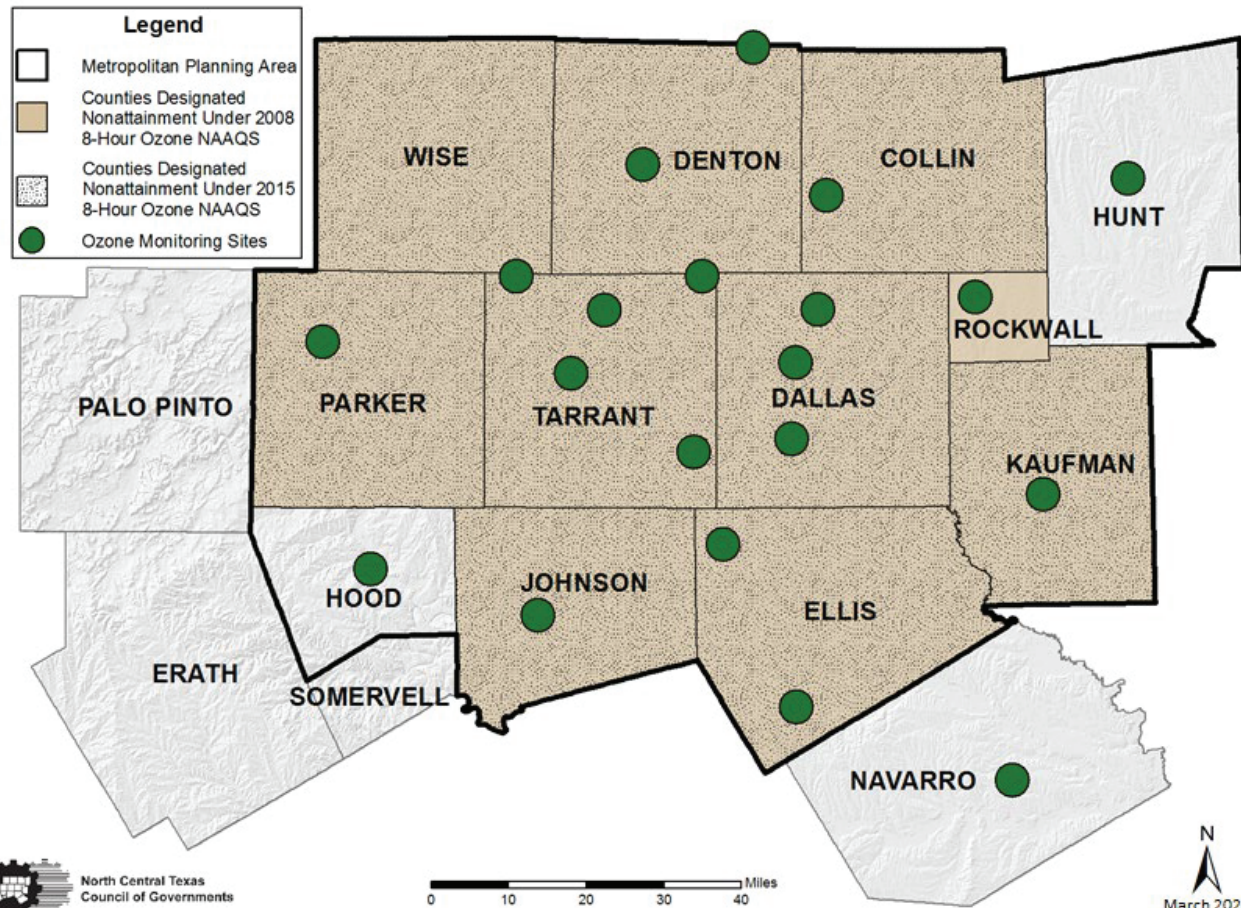
## PURPOSE

Demonstrates that projected emissions from transportation projects are within emission limits (Motor Vehicle Emissions Budgets) established by the State Implementation Plan (SIP)

Ensures federal funding and approval is applied to transportation projects that are consistent with air quality planning goals

# 2022 TRANSPORTATION AIR QUALITY CONFORMITY ANALYSIS

Nonattainment Areas Under the 8-Hour Ozone Standards





# 2022 TRANSPORTATION AIR QUALITY CONFORMITY ANALYSIS

## Reason and Highlights

Mobility 2045 (previous plan)

Adopted by RTC on June 14, 2018

Achieved USDOT Transportation Conformity Determination on November 21, 2018

Updated plan, with conformity determination, required within four years

## Planning Assumptions

Emissions Model is EPA's MOVES3

2018 (end-of-year) Vehicle Registration Data

2015-2019 (five-year-average) Traffic Count Data

2011/2012 Meteorological Data

## Analysis Years

2023, 2026, 2036, and 2045

# TIMELINE

DATE	ACTIVITY
April – December 2021	RTC & STTC – Mobility Plan Update Schedule, Project Selection, and Demographic Assumptions
January 2022	RTC – Mobility Plan Update Progress
January 2022	STTC – Mobility Plan Update Progress
February 2022	RTC – Mobility Plan Update Progress
February 2022	STTC – Action Requested: Recommend RTC Direct Staff to Enter Public Comment Period
March 2022	RTC – Action Requested: Direct Staff to Enter Public Comment Period
<b>March 2022</b>	<b>STTC – Mobility Plan Update Progress</b>
April – May 2022	Official Public Comment Period
April 2022	RTC – Mobility Plan Update Progress
April 2022	STTC – Mobility Plan and Air Quality Conformity
May 2022	RTC – Mobility Plan and Air Quality Conformity
<b>May 2022</b>	<b>STTC – Action Requested: Recommend RTC Adopt Mobility 2045 - 2022 Update</b>
<b>June 2022</b>	<b>RTC – Action Requested: Adopt Mobility 2045 - 2022 Update</b>

# CONTACTS

## Mobility Plan



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**817-704-5608**



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## Environmental Coordination | Environmental Justice



**Kate Zielke**

Principal Transportation Planner

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## Air Quality Conformity



**Vivek Thimmavajjhala**

Transportation System Modeler II

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**817-704-2504**

# Start of 2022 Ozone Season & Spring 2022 Car Care Awareness

Surface Transportation Technical Committee • March 25, 2022

Nick Van Haasen, Air Quality Planner

Anthony Moffa, Air Quality Planner



North Central Texas  
Council of Governments



# Timeline and Milestones

2008 Ozone Standard  
( $\leq 75$ ppb)

Attainment Date:  
No later than **July 20, 2027**

*Attainment will be based on 2024-2026 Ozone Monitor Data*

EPA NAAQS Classifications

Marginal  
(3 years to attain)

Moderate  
(6 years to attain)

Serious  
(9 years to attain)

Severe  
(15/17 years to attain)

Extreme  
(20 years to attain)

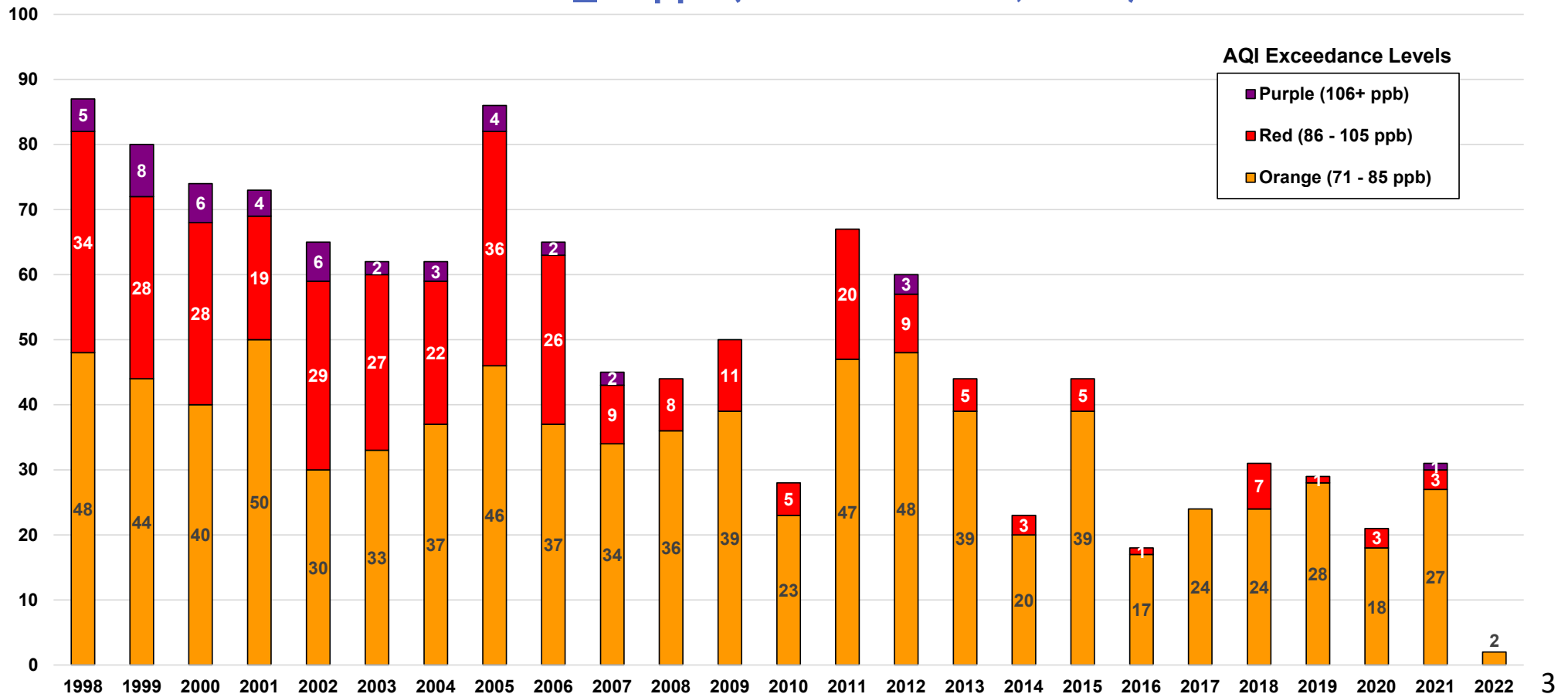
2015 Ozone Standard  
( $\leq 70$ ppb)

Attainment Date:  
No later than **August 3, 2024**

*Attainment will be based on 2021-2023 Ozone Monitor Data*

# 8-Hour Ozone NAAQS Exceedance Trends

Based on  $\leq 70$  ppb (As of March 15, 2022)



**AQI Exceedance Levels**

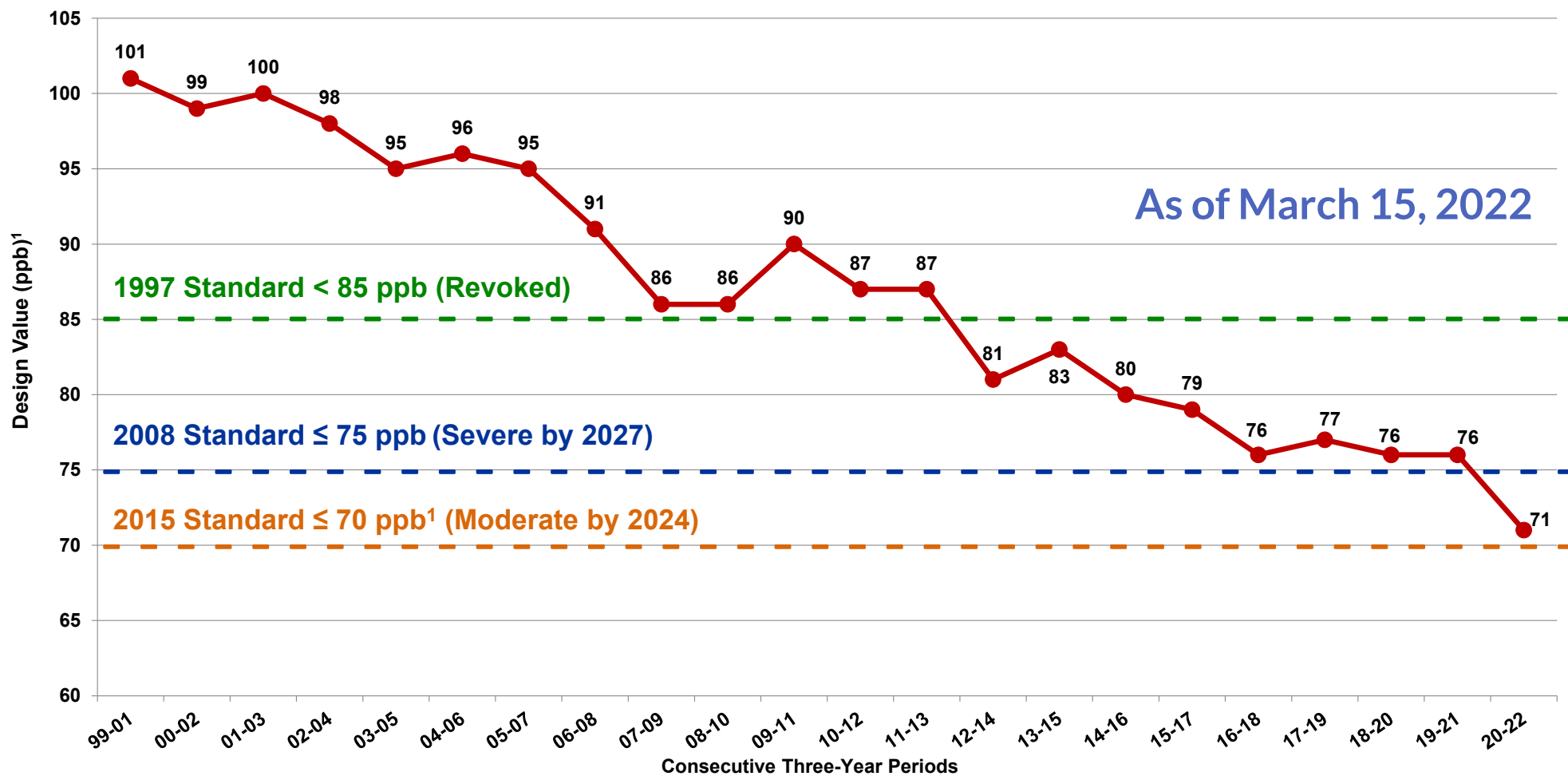
- Purple (106+ ppb)
- Red (86 - 105 ppb)
- Orange (71 - 85 ppb)

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](http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl)  
ppb = parts per billion



# Ozone Design Value Trends








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

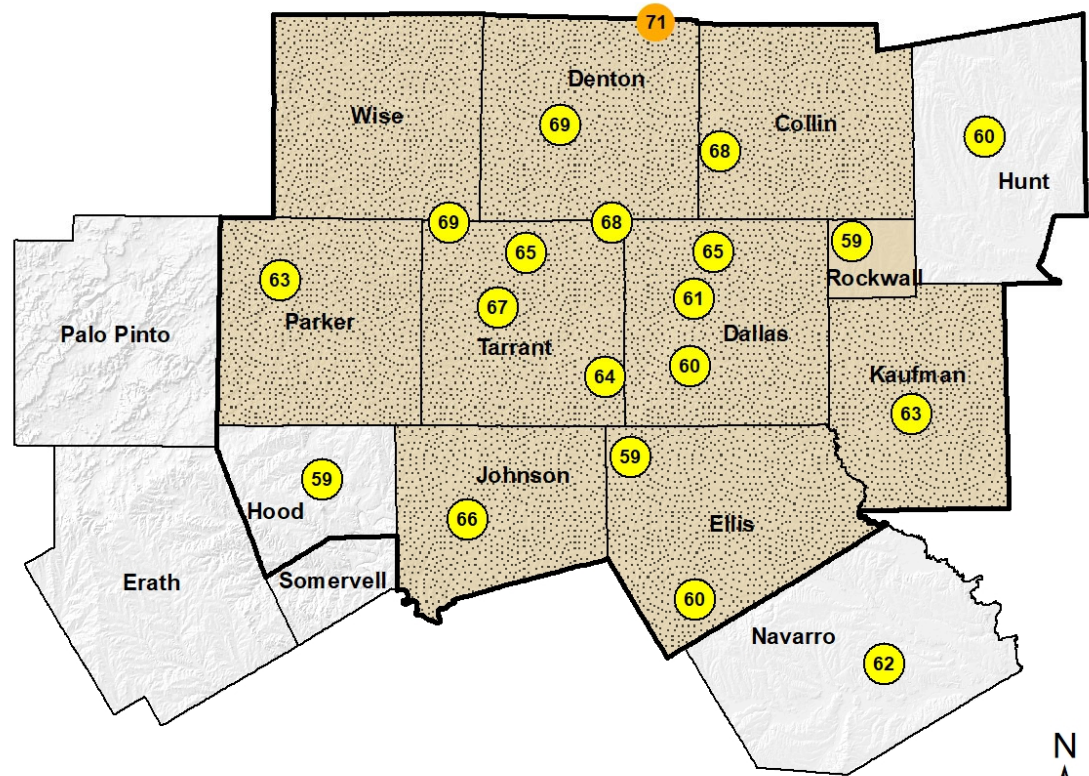
# Regulatory Ozone Monitor Locations with Design Value

As of March 15, 2022

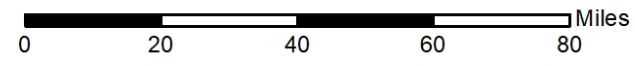
**Legend**

-  Counties Designated Nonattainment Under 2015 8-Hour Ozone NAAQS
-  Metropolitan Planning Area
-  Counties Designated Nonattainment Under 2008 8-Hour Ozone NAAQS
- 2020 - 2022 Design Value (ppb)**
-  Ozone Monitoring Sites: 56-70 ppb
-  Ozone Monitoring Sites: 71-85 ppb

Colors represent Air Quality Index Breakpoints

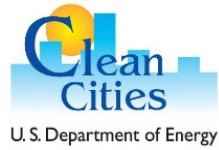


North Central Texas Council of Governments

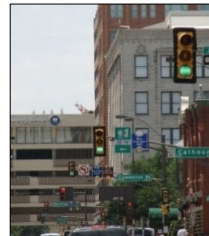
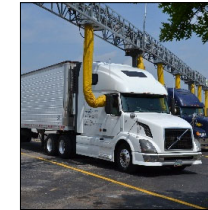


N  
  
 March 2022

# Sample of Air Quality Initiatives



Rideshare. Record. Reward.



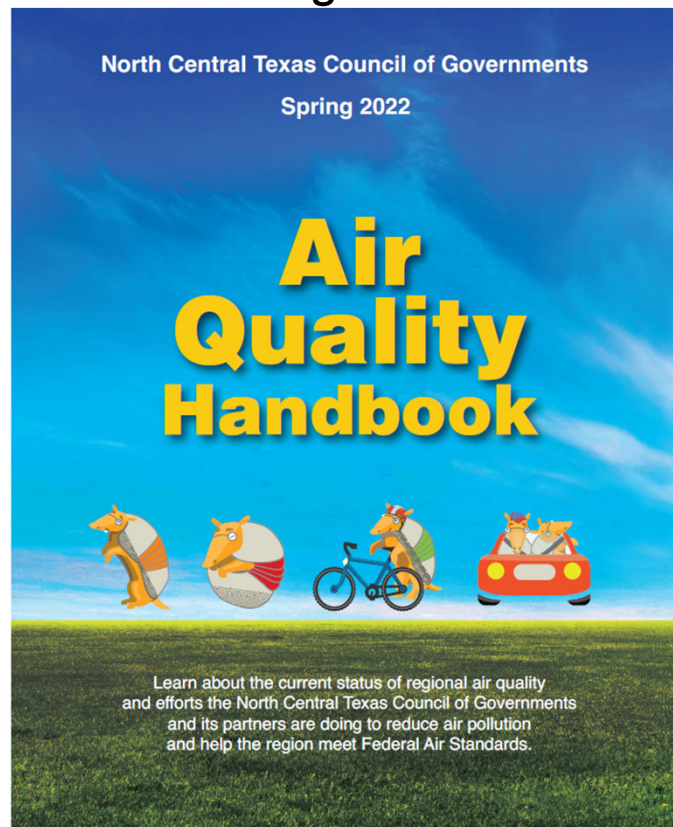
Saving Money and Reducing Truck Emissions



# Air Quality Handbook

## Bilingual

### English



[https://nctcog.org/nctcog/media/Transportation/DocsMaps/Quality/Air/AQ2022printer\\_Spring.pdf](https://nctcog.org/nctcog/media/Transportation/DocsMaps/Quality/Air/AQ2022printer_Spring.pdf)

### Spanish



<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Quality/Air/AQ2022SPANISH.pdf>

# Spring 2022 Car Care Awareness

## Campaign Goal

Advance air quality benefits for the region

Inform vehicle owners and general public about proper vehicle maintenance

Educate about check engine light importance and meaning

Build stronger community relations

Aligning nationally with the April and October Car Care Awareness months



# Spring 2022 Car Care Awareness

## Current Efforts

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

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

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

Please contact and let us know if you have a particular organization or automotive repair shop representative for future Car Care Awareness coordination

## North Texas Car Care Awareness



[www.ntxcare.org](http://www.ntxcare.org)

# For More Information

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**Chris Klaus**  
**Senior Program Manager**

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

# DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

*Fiscal Year 2023-2025 Goal Update*

Surface Transportation Technical Committee

March 25, 2022



# FY2023-2025 DBE GOAL UPDATE

## *DBE Program Overview*



Ensure Non-discrimination



Create a Level Playing Field/Fair Competition



Narrowly Tailor Program to Meet Federal Law



Ensure DBE Firms Meet Required Eligibility Standards



Help Remove Barriers to DBE Participation



Assist in Development of Firms to Compete Outside

## FY2023-2025 DBE GOAL UPDATE

### *Process to Update DBE Goal*

- ✓ Project Potential Contract Awards (FY23-25)
- ✓ Gather Potential Subrecipient Contract Awards (FY23-25)

DBE Goal Development

Initiate Public Input/Stakeholder Involvement

Publish Goal for Public Comment/Review

Committee Review/Consideration

Implement New DBE Goal – October 1, 2022

# FY 2023-2025 DBE GOAL UPDATE

## *Schedule*

TASK	DATE	STATUS
STTC Meeting: Information Item on DBE Goal Update	March 25	✓
RTC Meeting: Information Item on DBE Goal Update	April 14	
Consultation Meeting with Stakeholders	Week of April 11	
STTC: Information Item on Proposed Goal	April 22	
RTC: Information Item on Proposed Goal	May 12	
Notice to Public of Proposed Goal (start 45-Day Public Comment Period)	May 13	
DBE Open House	Week of June 6	
Public Meeting to Kickoff DBE Goal Update Process	June 13	
STTC: Approval of DBE Goal	June 24	
End of 45-day Public Comment Period	July 5	
RTC: Action Item of DBE Goal	July 14	
Executive Board: Action Item	July 28	
Submit Final Electronically to FTA	August 1	
DBE Program Update and Goal Effective	October 1	

# FY2023-2025 DBE GOAL UPDATE

*Questions?*



## STAFF CONTACTS:

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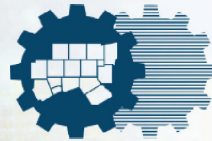
### **Ken Kirkpatrick**

General Counsel

DBE Liaison Officer

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NCTCOG

# 2022 TITLE VI PROGRAM AND LANGUAGE ASSISTANCE PLAN UPDATES

SURFACE TRANSPORTATION TECHNICAL  
COMMITTEE

3.25.2022

# TITLE VI OF THE CIVIL RIGHTS ACT OF 1964



## WHO IS PROTECTED

Prohibits discrimination on the basis of race, color, or national origin



## WHO MUST COMPLY

Any program or activity that receives federal funds or other federal assistance



# NCTCOG TITLE VI PROGRAM



## FREQUENCY

Update every three years



## CONTENTS

Describe how NCTCOG implements Title VI nondiscrimination efforts and monitors subrecipients



## REVIEW

Submit to Federal Transit Administration for review



# TITLE VI/NONDISCRIMINATION POLICY STATEMENT

The North Central Texas Council of Governments (NCTCOG), as a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person shall on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any Agency programs or activities.





# TITLE VI PROGRAM UPDATES OF NOTE

List of transit-related Title VI investigations, complaints, and lawsuits (none)

Summary of outreach efforts made since the last Title VI Program submission

Schedule of subrecipient Title VI Program submissions

Impacts of the distribution of state and federal funds in the aggregate for public transportation projects



Image Provided By Getty



# LANGUAGE ASSISTANCE PLAN UPDATES OF NOTE

Limited English proficiency population  
for the 12-county Dallas-Fort Worth  
Metropolitan Planning Area

Literacy rates for the 12-county area

Four-factor analysis to evaluate the  
extent to which language assistance  
measures are required



Image Provided By Getty



# TIMELINE

Meeting/Task	Date
Public Meeting, Launch of 45-Day Public Comment Period	February 7, 2022
Close of Public Comment Period	March 23, 2022
STTC Information	March 25, 2022
RTC Information	April 14, 2022
STTC Action - Title VI/Nondiscrimination Policy Statement, Title VI Program, Language Assistance Program	April 22, 2022
RTC Action - Title VI/Nondiscrimination Policy Statement, Title VI Program, Language Assistance Program	May 12, 2022
Executive Board	May 26, 2022
Submittal Deadline	May 31, 2022



# CONTACT US



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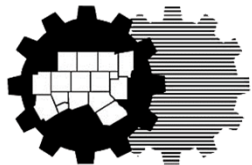
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# STATUS REPORT ON TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

**Surface Transportation Technical Committee  
March 25, 2022**



North Central Texas  
Council of Governments

# OVERVIEW OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM (TXVEMP) FUNDING

Statewide Allocation	Program	DFW Area Allocation	Schedule	Status*
~\$169.5 Million	School, Shuttle, and Transit Buses	\$11,684,806	Closed; Awards Final	>\$17.3 Million Requested All Available Funds Awarded
	Refuse Vehicles	\$8,346,290	Closed; Awards Final	\$9,448,544 Requested \$5,863,995 Awarded
	Freight & Port Drayage Vehicles	\$6,677,032	Closed; Awards Still in Progress	\$8,961,832 Requested \$7,929,979 Awarded
	Electric Forklifts and Port Cargo-Handling Equipment	\$6,677,032	To Be Determined	
	Electric Airport Ground Support Equipment			
	Ocean-Going Vessel Shore Power			
~\$31.3 Million	ZEV Infrastructure - Level 2 Rebate	\$10,465,958 (Statewide)	Closed; Awards Still in Progress	\$11,005,500 Requested \$10,400,000 Awarded
	ZEV Infrastructure – DC Fast Charge and Hydrogen Refueling	\$20.9 Million (Statewide)	Opened November 2, 2021; Suspended November 3, 2021	\$89,852,581 Requested \$20,184,042 Awarded

\*Data reflects information posted at [www.texasvwfund.org](http://www.texasvwfund.org) as of March 10, 2022

# PERCENT FUNDING REQUESTED BY REGION

Percent Available Funds Requested by Funding Round



Data reflects information posted at [www.texasvfund.org](http://www.texasvfund.org) as of March 10, 2022

# REMAINING FUNDS BY FUNDING ROUND

Priority Area	Balance from Previously Completed Funding Rounds, Based on Awards Issued			
	Bus	Refuse	Local Freight*	Total
Austin	\$0	\$2,399,888	\$2,011,645	<b>\$4,411,533</b>
Beaumont/Port Author	\$0	\$1,595,063	\$1,085,198	<b>\$2,680,261</b>
Bell County	\$0	\$520,766	\$271,056	<b>\$791,822</b>
Dallas/Fort Worth	\$0	\$2,482,295	-\$1,252,947**	<b>\$1,229,348</b>
El Paso	\$1,690,461	\$2,199,386	\$3,165,166	<b>\$7,055,013</b>
Houston/Galveston/Brazoria	\$0	\$6,518,440	\$3,393,859	<b>\$9,912,299</b>
San Antonio	\$0	\$12,944,273	\$8,715,344	<b>\$21,659,617</b>
<b>Total</b>	<b>\$1,690,461</b>	<b>\$28,660,111</b>	<b>\$18,642,268</b>	<b>\$48,992,840</b>

\* Funds still being awarded

\*\* TCEQ shifted unused funds from the Dallas-Fort Worth allocation for the Refuse funding round to provide additional awards for Dallas-Fort Worth areas projects under the Local Freight round. Awards are still in progress for the Local Freight round but to date, an additional \$1.2 million in awards have been made.



# AWARDS TO DFW AREA PUBLIC SECTOR ENTITIES

## Bus Replacements:

Aledo ISD
Argyle ISD
Arlington ISD
Birdville ISD
Chico ISD
Cleburne ISD
Community ISD
Denton ISD
Everman ISD
Godley ISD
Grapevine-Colleyville ISD
Hurst-Euless-Bedford ISD
Maypearl ISD
Sanger ISD
Venus ISD
Waxahachie ISD

## Refuse Vehicle Replacements:

City of Cleburne
City of Dallas
City of Hurst
City of Midlothian
City of Plano
City of Princeton
City of River Oaks
City of Watauga
City of Weatherford
Denton County
Tarrant County
Town of Hickory Creek

## Freight Vehicle Replacements:\*

City of Cleburne
City of Weatherford
Dallas County
Ellis County
Kaufman ISD
Mansfield ISD
Tarrant County

## Level 2 Charging Stations:\*

City of Arlington
City of Corinth
City of Dallas
City of Duncanville
City of Farmers Branch
City of Southlake
City of Weatherford
Dallas County MHMR
Texas Parks and Wildlife
The University of Texas at Dallas

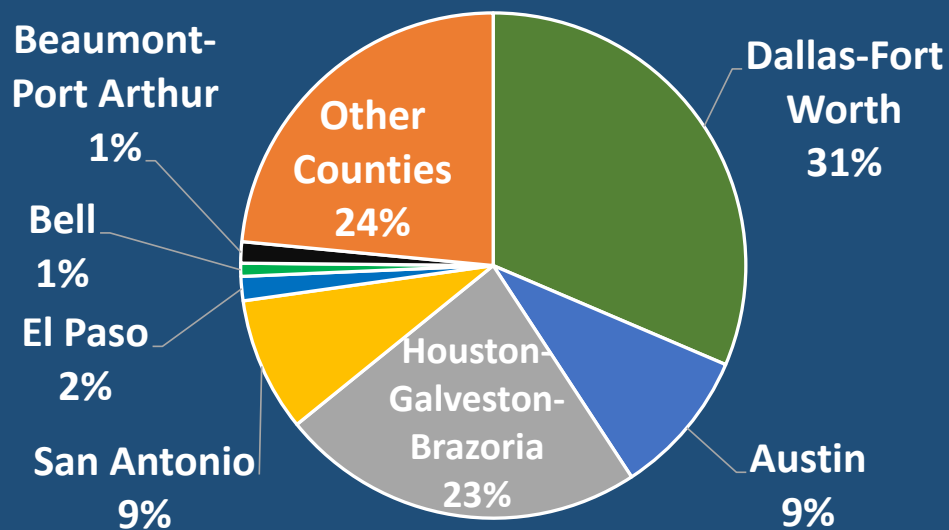
\* Funds still being awarded

Data reflects information posted at [www.texasvwfund.org](http://www.texasvwfund.org) as of March 10, 2022

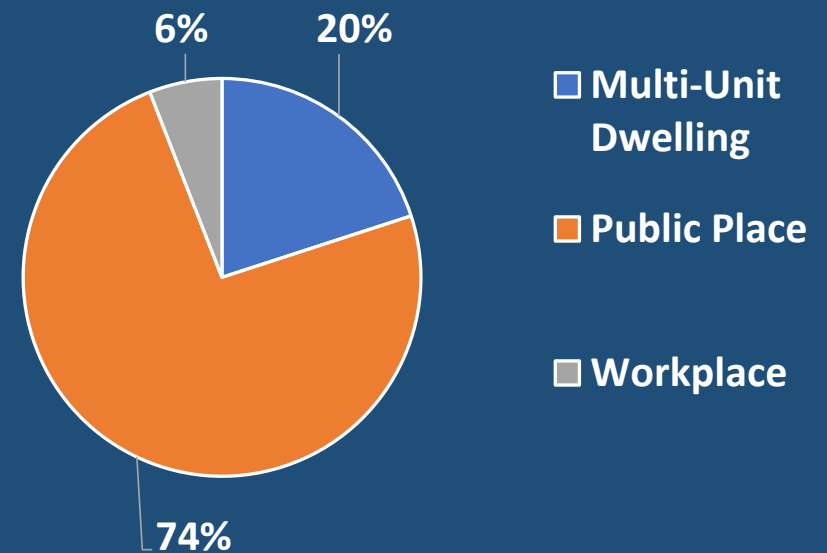
# TXVEMP ZEV INFRASTRUCTURE LEVEL 2 REBATE

Total Statewide Allocation = \$10,465,958; Total Funds Requested = \$11,005,500  
4,408 Sites Requested Statewide

## Geographic Distribution of Sites Requested (7 TxVEMP Priority Areas + Rest of State)



## Type of Sites Requested

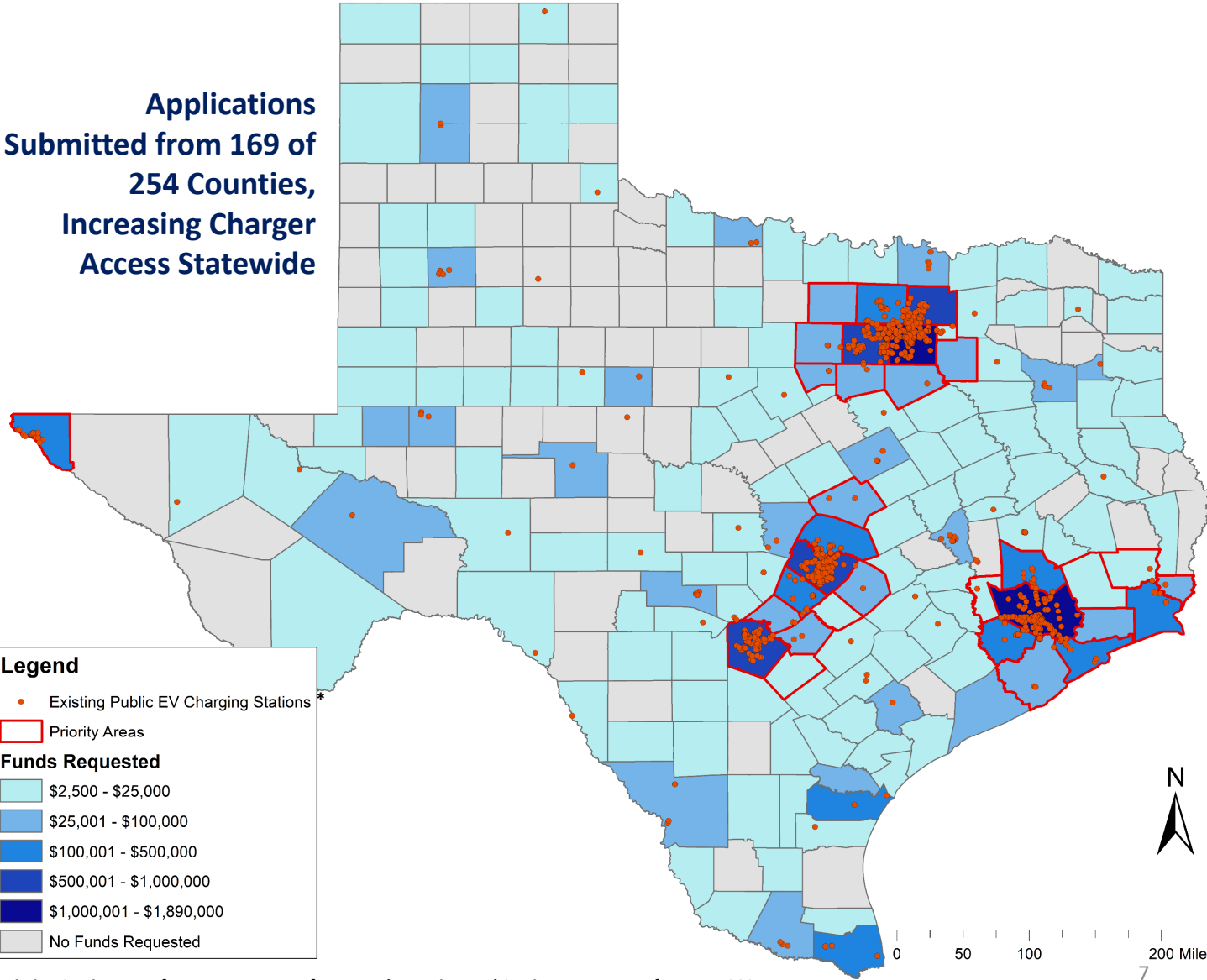


# GEOGRAPHIC DISTRIBUTION OF ZEV LEVEL 2 FUNDING REQUESTS

**Applications Submitted from 169 of 254 Counties, Increasing Charger Access Statewide**

## Priority Areas

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



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



0 50 100 200 Miles

## FOR MORE INFORMATION

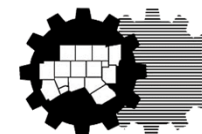
**Amy Hodges**  
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Also see “Hot Topics” at [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding)



North Central Texas  
Council of Governments



# STATUS REPORT ON VEHICLE TEMPORARY PAPER TAG FRAUD

SURFACE TRANSPORTATION  
TECHNICAL COMMITTEE

ANTHONY MOFFA

AIR QUALITY PLANNER

MARCH 25, 2022

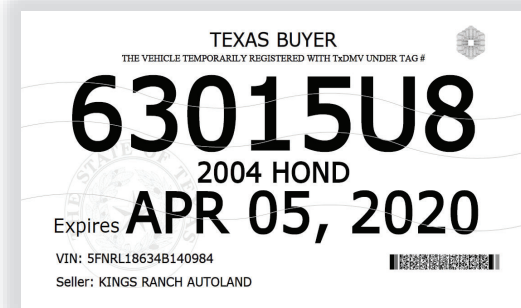
# VEHICLE TEMPORARY PAPER TAGS

## What is a Temporary Tag?

Intended to be used for temporary vehicle registration

12 variations of a temporary tag

Texas Buyer tag is predominantly abused



## Why Improper Use of Temporary Tags is a Concern

Circumvents mandatory emissions inspections

Avoids region and statewide tolls

Loss of State revenue

Exploits vehicle purchaser

Risks to officer safety

Bought, sold, and used in crimes to conceal identity in all 50 states

# CURRENT PLAN OF ACTION

Fund Emissions Enforcement Task Forces Supported by  
RTC Transportation Implementation Plan Project

Obtain County Participation Status:

County	Request Letter (Mailed October 6, 2021) (Response by October 29, 2021)	Participation Confirmed (as of March 11, 2022)
Collin	✓	
Dallas	✓	✓
Denton	✓	✓
Ellis	✓	✓
Johnson	✓	✓
Kaufman	✓	✓
Parker	✓	
Rockwall	✓	
Tarrant	✓	✓



# TASK FORCES MEETING

NCTCOG staff will host an introductory Emissions Enforcement Task Forces Meeting on Thursday, March 31, 1:00 PM via MS Teams

Topics will include –

- Severity of Fraudulent Temporary Tags,
- Funding and Agreement Status,
- Training Opportunities,
- Coordination Efforts, and
- Mitigating Strategies

Invitations extended to nonattainment counties and appropriate state agency representatives

For more information, law enforcement representatives can contact Anthony Moffa at [amoffa@nctcog.org](mailto:amoffa@nctcog.org)





# RECENT COVERAGE & SUMMARY

## **NBC 5 News:** [Texas Temporary Paper Tags](#)

### [Introduction Video](#) (Aired 11/8/2021)

\$200 million black market business;  
Local auto dealer “issued 110,000 tags...in the last four months”

### [Possible Solutions Video](#) (Aired 11/9/2021)

Provides for a rapid response;  
Set maximum number of tags licensed dealers can issue

### [Reopened Next Day Video](#)

(Aired 11/10/2021)  
Verify dealer identity;  
Need to control authorized dealer users in database

### [Lost Revenue Video](#) (Aired 11/23/2021)

Costing millions of dollars in lost revenue

### [TXDMV Interview Video](#) (Aired 12/6/2021)

Potential fixes to the temporary tag fraud

### [Texas House Transportation Committee Video](#)

(Aired 12/14/2021)

Committee to hold hearings to address fraud

### [TXDMV Committee Recommendation Video](#)

(Aired 12/16/2021)

Committee recommends fingerprinting some dealers to slow fraud



# RECENT COVERAGE & SUMMARY CONT.

## [Police Warned of Security Flaw Video](#)

(Aired 1/17/2022)

Authorities Provided Insights into Security Flaw

## [Police Operations Target Fraud Video](#)

(Aired 1/21/2022)

Dallas Police Perform Operation to go after Fraud

## [TXDMV Takes Emergency Action Video](#)

(Aired 1/28/2022)

TXDMV Took More Steps to Combat Illegal Tags

## [TXDMV Director Resigns Video](#)

(Aired 2/7/2022)

Executive Director Brewster Resigns



## [Victim of Tag Fraud Video](#)

(Aired 2/14/2022)

Family of Crash Victim Pleas for More State Help



## [City of Fort Worth Meeting Video](#)

(Aired 2/15/2022)



## [Fake Tags Used in Crimes Audio](#)

(Aired 2/16/2022)

Fort Worth Crackdown on Fake Tags



## [Texas Paper Tag Crime Nationwide Video](#)

(Aired 3/9/2022)

Texas Bogus Tags Used Across the Nation



# CONTACT US



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Air Quality Planner  
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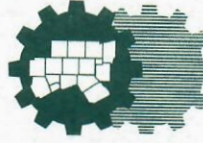


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North Central Texas Council Of Governments

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

DATE: March 25, 2022

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

SUBJECT: Announcement for the May 2022 "Virtual" Traffic Incident Management Executive Level Course

As the Metropolitan Planning Organization for the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) developed Traffic Incident Management (TIM) Training courses to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic crashes, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. In 2021, the 16-county Dallas-Fort Worth region experienced 128,847 total reportable crashes, of which 20,144 were injury crashes, and 876 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, 123 classes have been offered at the first responder level to 3,358 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](http://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

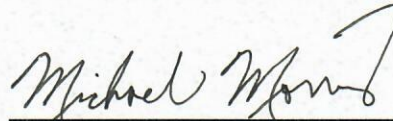
March 25, 2022

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 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. 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 virtual Traffic Incident Management Executive Level Course scheduled for Thursday, May 5, from 10 am to 12 pm. A link to the meeting information is included at [www.nctcog.org/TIMTraining](http://www.nctcog.org/TIMTraining).

Please register at [www.nctcog.org/TIMTraining](http://www.nctcog.org/TIMTraining) or contact Barbara Walsh of NCTCOG at [bwalsh@nctcog.org](mailto:bwalsh@nctcog.org) or 817-695-9245. We look forward to your participation on May 5, 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: February 2003 - October 2021**

SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL
Able Springs VFD	Fire Department			3	City of Colleyville	Fire Department			3		
	Police Department			0		Police Department			10		
Town of Addison	Fire Department			5	City of Commerce	Fire Department			2		
	Police Department			1		Police Department			2		
City of Aledo	Fire Department			2	City of Coppell	Fire Department			2		
	Police Department			0		Police Department			9		
City of Allen	Fire Department			2	City of Corinth	Fire Department			0		
	Police Department			33		Police Department			5		
City of Alvarado	Fire Department			1	City of Corsicana	Fire Department			1		
	Police Department			8		Police Department			0		
City of Amarillo	Fire Department			0	City of Crandall	Fire Department			0		
	Police Department			3		Police Department			5		
City of Anna	Fire Department			0	City of Cresson	Fire Department			1		
	Police Department			1		Police Department			0		
City of Argyle	Fire Department			1	City of Crowley	Fire Department			0		
	Police Department			3		Police Department			1		
City of Arlington	Fire Department			7	City of Dallas	Fire Department			8		
	Police Department			63		Police Department			20		
City of Aubrey	Fire Department			7	City of Decatur	Fire Department			0		
	Police Department			0		Police Department			3		
City of Azle	Fire Department			5	City of Denton	Fire Department			7		
	Police Department			7		Police Department			40		
City of Balch Springs	Fire Department			1	City of DeSoto	Fire Department			0		
	Police Department			2		Police Department			8		
City of Bedford	Fire Department			1	City of Duncanville	Fire Department			9		
	Police Department			10		Police Department			6		
City of Benbrook	Fire Department			3	City of Edgecliff Village	Fire Department			1		
	Police Department			54		Police Department			0		
Town of Brock Dennis VFD	Fire Department			1	City of Ennis	Fire Department			0		
	Police Department			0		Police Department			2		
City of Burleson	Fire Department			4	City of Euless	Fire Department			4		
	Police Department			22		Police Department			19		
City of Caddo Mills	Fire Department			0	Town of Fairview	Fire Department			1		
	Police Department			1		Police Department			6		
City of Carrollton	Fire Department			0	City of Farmer's Branch	Fire Department			15		
	Police Department			5		Police Department			59		
City of Cedar Hill	Fire Department			4	City of Ferris	Fire Department			1		
	Police Department			13		Police Department			0		
City of Cleburne	Fire Department			1	Town of Flower Mound	Fire Department			1		
	Police Department			8		Police Department			7		

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

<b>SPONSORING AGENCY</b> City, County, DOT, Transit Agency			<b>AGENCY TYPE</b> Police and Fire		<b>TOTAL</b>	<b>SPONSORING AGENCY</b> City, County, DOT, Transit Agency			<b>AGENCY TYPE</b> Police and Fire		<b>TOTAL</b>
City of Forest Hill	Fire Department			2		City of Kaufman	Fire Department			1	
	Police Department			14			Police Department			2	
City of Forney	Fire Department			6		City of Keene	Fire Department			10	
	Police Department			6			Police Department			4	
City of Fort Worth	Fire Department			3		City of Keller	Fire Department			12	
	Police Department			75			Police Department			23	
City of Frisco	Fire Department			33		City of Kennedale	Fire Department			1	
	Police Department			6			Police Department			4	
City of Garland	Fire Department			2		City of Kilgore	Fire Department			1	
	Police Department			6			Police Department			1	
City of Glenn Heights	Fire Department			2		City of Krugerville	Fire Department			0	
	Police Department			11			Police Department			1	
City of Granbury	Fire Department			0		Town of Krum	Fire Department			5	
	Police Department			4			Police Department			1	
City of Grand Prairie	Fire Department			2		Lake Cities	Fire Department			2	
	Police Department			4			Police Department			4	
City of Grapevine	Fire Department			8		City of Lake Worth	Fire Department			3	
	Police Department			25			Police Department			5	
City of Greenville	Fire Department			0		City of Lakeside	Fire Department			0	
	Police Department			3			Police Department			1	
City of Greenwood	Fire Department			2		City of Lancaster	Fire Department			15	
	Police Department			0			Police Department			21	
City of Haltom City	Fire Department			1		City of Lavon	Fire Department			1	
	Police Department			22			Police Department			0	
City of Hickory Creek	Fire Department			1		City of Lewisville	Fire Department			8	
	Police Department			1			Police Department			40	
City of Highland Park	Fire Department			0		Town of Little Elm	Fire Department			5	
	Police Department			0			Police Department			10	
City of Highland Village	Fire Department			0		City of Longview	Fire Department			1	
	Police Department			2			Police Department			1	
City of Hudson Oaks	Fire Department			1		City of Mansfield	Fire Department			9	
	Police Department			3			Police Department			13	
City of Hurst	Fire Department			2		City of Maypearl	Fire Department			0	
	Police Department			28			Police Department			1	
City of Hutchins	Fire Department			2		City of McKinney	Fire Department			63	
	Police Department			2			Police Department			7	
City of Irving	Fire Department			8		City of Melissa	Fire Department			0	
	Police Department			20			Police Department			3	
City of Italy	Fire Department			1		City of Mesquite	Fire Department			8	
	Police Department			1			Police Department			9	
City of Joshua	Fire Department			0		City of Midlothian	Fire Department			5	
	Police Department			2			Police Department			4	

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

SPONSORING AGENCY City, County, DOT, Transit Agency			SPONSORING AGENCY City, County, DOT, Transit Agency		
AGENCY TYPE Police and Fire		TOTAL	AGENCY TYPE Police and Fire		TOTAL
Town of Milford	Fire Department	0	City of Sachse	Fire Department	3
	Police Department	2		Police Department	35
City of Murphy	Fire Department	1	City of Saginaw	Fire Department	0
	Police Department	0		Police Department	1
City of North Richland Hills	Fire Department	12	City of Seagoville	Fire Department	3
	Police Department	70		Police Department	11
Town of Northlake	Fire Department	0	City of Southlake	Fire Department	2
	Police Department	12		Police Department	10
City of Oak Point	Transportation	3	City of Springtown	Fire Department	0
		0		Police Department	1
City of Ovilla	Fire Department	2	Town of Sunnyvale	Fire Department	5
	Police Department	0		Police Department	0
City of Pantego	Fire Department	0	City of Terrell	Fire Department	0
	Police Department	2		Police Department	6
City of Plano	Fire Department	72	City of The Colony	Fire Department	6
	Police Department	105		Police Department	1
City of Ponder	Fire Department	1	Town of Trophy Club	Fire Department	1
	Police Department	1		Police Department	0
City of Princeton	Fire Department	0	City of University Park	Fire Department	2
	Police Department	4		Police Department	9
City of Prosper	Fire Department	1	City of Venus	Fire Department	0
	Police Department	4		Police Department	16
City of Red Oak	Fire Department	2	City of Watauga	Fire Department	3
	Police Department	2		Police Department	3
City of Reno	Fire Department	0	City of Waxahachie	Fire Department	1
	Police Department	1		Police Department	22
City of Richardson	Fire Department	2	City of Weatherford	Fire Department	35
	Police Department	8		Police Department	9
City of Richland Hills	Fire Department	0	Town of Westlake	Fire Department	0
	Police Department	6		Police Department	1
City of Roanoke / Marshall Creek	Fire Department	5	City of White Settlement	Fire Department	0
	Police Department	3		Police Department	12
City of Rockwall	Fire Department	4	City of Willow Park	Fire Department	13
	Police Department	9		Police Department	5
City of Rowlett	Fire Department	2	City of Wilmer	Fire Department	2
	Police Department	5		Police Department	10
City of Royse City	Fire Department	0	City of Wylie	Fire Department	2
	Police Department	1		Police Department	1



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

SPONSORING AGENCY City, County, DOT, Transit Agency		AGENCY TYPE Police and Fire	TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency		AGENCY TYPE Police and Fire	TOTAL
<b>COUNTIES</b>				<b>OTHER AGENCIES</b>			
Collin County	Fire Department		0	TxDOT - Dallas District	Mobility Assistance		14
	Sheriff's Department		8				
Dallas County	Mobility Assistance		44	TxDOT - Fort Worth District	Mobility Assistance		17
	Sheriff's Department		272				
	Constable Precincts		17				
Denton County	Fire Department		1	TxDOT - State of Texas	Mobility Assistance		49
	Sheriff's Department		5				
	Constable Precincts		2				
Erath County	Fire Department		0	Brownsville	Other		1
	Sheriff's Department		1				
Hunt County	Fire Department		0	Careflite EMS	EMS		1
	Sheriff's Department		2				
Johnson County	Fire Department		0	Central Texas Regional Mobility	Other		1
	Sheriff's Department		4				
	Constable Precincts		1				
Kaufman County	Fire Department		1	Dallas Area Rapid Transit	HOV Operators		151
	Sheriff's Department		0		Police Department		
Parker County	Fire Department		3	Dallas/Fort Worth Int'l Airport	Fire Department		1
	Sheriff's Department		0		Police Department		11
					DPS		20
Rockwall County	Fire Department		1	LBJ Infrastructure Group	Other		43
	Sheriff's Department		1				
Tarrant County	Fire Marshal		2	Lindsey Transportation Solutions	HOV		7
	Sheriff's Department		63				
	Mobility Assistance		79				
Wise County	Fire Department		0	Lockheed Martin Fire Department	Fire		1
	Sheriff's Department		1				
				Medstar	EMS		21
				Metroplex Public Safety	Police		1
				NTE Mobility Partners	Other		66
				North Texas Tollway Authority	Transportation		149
				Overland Park (Kansas)	Police Department		2
				Protect Environmental	Other		4
				Southwest Research Inst.	Transportation		1

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

<b>SPONSORING AGENCY</b> City, County, DOT, Transit Agency	<b>AGENCY TYPE</b> Police and Fire	<b>TOTAL</b>

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

**Freeway Incident Management - Executive Level Course**  
**Agency Attendance: February 2005 - November 2021**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	Apr-13	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	May-20*	Nov-20	May-21	Nov-21
			CITIES/TOWNS																	
Town of Addison	Fire	1																		
	Police	1					1													
City of Allen	Police	5		1																
	Fire	5						2	1						1					
City of Alvarado	Police	5						1												
	Police	3													1					
City of Anna	Engineering	1																		1
	Police	1														1				
Town of Argyle	Police	1																		
	Exec. City Staff	1							1											
City of Arlington	Fire	3				1										1				
	Police	12						4				1								
	Public Works	1																		
	Exec. City Staff	3											2							
City of Azle	Fire	1							1											
	Police	1							1											
City of Balch Springs	Fire	1				1														
	Police	7	1		1	2	1								1					1
	Exec. City Staff	1			1															
	Other	1			1															
City of Bedford	Fire	4																		
	Police	7						1							2					2
	Public Works	1								1										
City of Benbrook	Fire	7					5													
	Police	5											1		1					
	Exec. City Staff	1																		
City of Burleson	Fire	1																		
	Police	3				1														
City of Carrollton	Fire	3												2						
	Police	2												1						
	Public Works	1												1						
City of Cedar Hill	Fire	1																		
	Police	4				1										1				1
	Public Works	2											1							
City of Cleburne	Fire	2																		1
	Police	4		1		1					1									1
	Other	1					1													
City of Cockrell Hill	Fire	1												1						
City of Colleyville	Police	2																		
City of Commerce	Fire	1										1								
City of Coppel	Fire	3								1										
	Police	2																		1
City of Corinth	Fire	3						3												
	Police	4																		
City of Crowley	Police	3							1	2										
City of Dallas	Fire	10				1	1	1		1										1
	Police	9				1	1	1												
	Public Works	10				1	1	1												
	Exec. City Staff	6		1	1									3		1				1
	Elected Official	1																		
City of Decatur	Fire	1												1						
City of Denton	Fire	1																		
	Police	2																		
	Other	1			1															
City of DeSoto	Fire	7						1												
	Police	7								1										
	Elected Official	1																		
City of Duncanville	Fire	2																		
	Police	5												1						
	Exec. City Staff	1														1				
	Public Works	2																		
City of Ennis	Fire	1																		
	Police	3																		1
City of Euless	Fire	19		1		2	2	2							2					1
	Police	8			2															
City of Everman	Fire	1											1							
Town of Fairview	Police	1																		
City of Farmersville	Fire	1								1										
	Police	1								1										
City of Farmers Branch	Fire	3	2																	
	Police	3																		
	Public Works	1											1							
City of Ferris	Fire	5					2			1	1									
	Police	3								1	1									
	Fire	7						1		1	1								1	1

**Freeway Incident Management - Executive Level Course  
Agency Attendance: February 2005 - November 2021**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	Apr-13	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	May-20*	Nov-20	May-21	Nov-21	
Town of Flower Mound	Police	5						1		1	1										
	FIM Instructor	4								1	1				1	1					
	Engineering	1													1						
City of Forest Hill	Fire	2																			
	Police	3	1																		
	Public Works	1																			
	Exec. City Staff	4				1						2									
	City Bldgs. Staff	2																			
City of Forney	Fire	3																		1	
	Police	2																			
City of Fort Worth	Police	14						1	2				3			1					
	Public Works	1																			
	Exec. City Staff	2				1														1	
	FIM Instructor	2						1						1							
City of Frisco	Fire	12					1	1	1		2								4	3	
	Police	12				1						2					2		2	3	
	Public Works	1													1						
	Strategic Services	2						1													
City of Garland	Fire	5										1			1				1		
	Police	7												2							
	Elected Official	2																			
	Other	1					1														
City of Glenn Heights	Fire	1																		1	
	Police	3			1										1					1	
	Public Works	1												1							
City of Granbury	Police	3						1			2										
City of Grand Prairie	Police	4					1														
	Transportation	3											1		1					1	
	Engineering	2														1		1			
City of Grandview	Police	2													2						
City of Grapevine	Fire	3			1		1							1							
	Police	8											1	1	2	2				1	
	Engineering	2									1								1		
City of Greenville	Fire	1											1								
	Police	3						2		1											
City of Haltom City	Fire	2														1					
	Police	1																			
	Exec. City Staff	1																			
City of Hickory Creek	Police	3											1		1				1		
City of Highland Park	Police	2												1							
City of Highland Village	Fire	5							2		2										
	Police	1																			
	FIM Instructor	2					1		1												
City of Hurst	Police	7	2		1															1	
City of Hutchins	Fire	4			3															1	
	Police	9			3									2							
City of Irving	Fire	8								1		1									
	Police	7										1	2								
	Public Works	2											1							1	
	FIM Instructor	1													1						
City of Joshua	Police	2																		2	
City of Kaufman	Police	5																	2	2	
City of Keene	Police	2																	1	1	
	Fire	1														1					
City of Keller	Fire	2																			1
	Elected Official	1																			
	Public Works	1												1							
City of Lake Dallas	Police	2									1										
	Exec. City Staff	2									1								1		
City of Lake Worth	Exec. City Staff	1			1																
City of Lancaster	Fire	4																		1	1
	Police	7				2										2					
	Public Works	3											2								1
City of Lavon	Fire	1										1									
	Police	1										1									
City of Lewisville	Police	3	1																		1
	Emergency Mgt.	1																			
	FIM Instructor	7																			
City of Mansfield (ISD)	Police	2																			
City of McKinney	Fire	2																		1	
	Police	4	1	1																	2
	FIM Instructor	3														1					
	Exec. City Staff	2						2													
City of Melissa	Fire	1																			
	Police	1																			
	Fire	4													1	1					

**Freeway Incident Management - Executive Level Course**  
**Agency Attendance: February 2005 - November 2021**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	Apr-13	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	May-20*	Nov-20	May-21	Nov-21
City of Mesquite	Police	7														1				
	Exec. City Staff	5																		
	Elected Official	2																		
	Engineering	2										1		1						
City of Midlothian	Fire	1																		
	Police	2																1		
City of Mineral Wells	Police	2												1		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	4		1																
	Police	18					3				3		1							
	Public Works	1																		
	Exec. City Staff	2																		
City of Parker	Police	2						1				1								
City of Pilot Point	Police	1										1								
City of Plano	Fire	4																		
	Police	8							1											
	Exec. City Staff	1																		
	Engineering	1			1									1						
City of Ponder	Fire	1					1													
City of Princeton	Fire	1																	1	
City of Prosper	Fire	1								1					1			1		1
	FIM Instructor	3																		
City of Red Oak	Fire	3		1																1
	Police	3		2																
City of Rhome	Police	1																		
	Elected Official	1																		
City of Richardson	Police	9			2		1	1											2	
	Public Works	3																		2
City of Richland Hills	Fire	2					1													
	Police	3				1														1
	Elected Official	1	1																	
	Other	1																		1
City of Roanoke	Fire	1													1					
	Police	1												1						
City of Rockwall	Fire	1														1				
	Police	6								1									1	

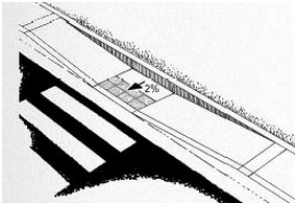
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City of Rowlett	Police	2																			
	Public Works	2										1									
City of Royse City	Police	1																			
	Fore	1																		1	
City of Sachse	Fire	1							1												
City of Sansom Park	Police	2										1	1								
City of Seagoville	Fire	4			1					1											
	Police	5								2				1							
	Exec. City Staff	1																			
City of Southlake	Police	4	1			1															
	Fire	1																		1	
City of Springtown	Police	1									1										
City of Stephenville	Fire	2																		1	
Town of Sunnyvale	Police	1																		1	
City of Terrell	Fire	1																			
	Police	6			1			1	1												
City of The Colony	Police	7				1	1														
	FIM Instructor	10	1	1		1															
	Other	1				1															
City of University Park	Police	2			1																
City of Venus	Fire	2								1					1						
	Police	2						1		1											
City of Waxahachie	Fire	2													1						
	Police	3					1														
	Exec. City Staff	1																			
City of Weatherford	Fire	1					1														
	Police	3																1			
	Other	2				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	2								1											
	Police	2																			
City of Wylie	Fire	9																		7	
	Police	3																		2	
	Public Works	2																		2	
<b>COUNTIES</b>																					
Collin County	Sheriff	9										1									
	Med. Examiner's Office	2																		1	
Dallas County	Sheriff*	58		3	1	1	4	2	2				2	4	1	5			4	8	
	Elected Official	2																			
	Med. Examiner's Office	10					1		1												
	Court Administration	4								1	1					1					
	Public Works	1																			
Erath County	Emergency Management	1																		1	
Kaufman County	Emergency Management	2									2										
Parker County	Sheriff	1																			
Rockwall County	Sheriff	2							1											1	
Tarrant County	Sheriff	4																			
	Elected Official	1																			

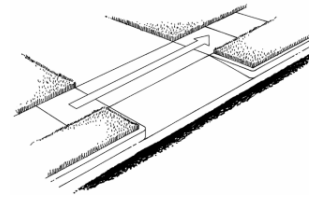
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			OTHER AGENCIES																	
AAA	Representative	2																		
Dallas Area Rapid Transit	Police	9	1	1					2	2										
DFW Airport	Police Dept	3										1								
Emergency Response Bureau	Representative	1																		
FHWA	Representative	7			1					1		1	1	1	1	1				
Fort Worth Transportation Authority	Representative	2	2																	
Kelly Services	Representative	1																		
Kimley-Horn Assoc. Inc.	Representative																		2	
Mathis and Associates	Representative	1																		
Methodist Dallas Medical Center	Representative	1		1																
NCTCOG	Representative	117	4	4	4	3	3	5		3	3	2		2	2	2		22	6	3
	FIM Instructor	47	1	2	2	2	2	2		2	2			2	2	2		2	1	2
NTTA	Representative	9				1				2						1				1
Protect Environmental	Representative	62	7	5	3	5	4	2	2	2		1		2	5			9		2
TAS Environmental	Representative	8																		
Tarrant Reg. Trans. Coalition	Representative	1																		
Texas Health Harris Methodist Hospital Fort Worth	Representative	1																		
Texas Rangers	Representative	1																		
Texas Transportation Institute	Representative	1																		
Trinity Metro Services	Operations	3												1					1	1
TxDOT - Austin	Operations	1											1							
TxDOT - Dallas	Operations	14			1				2		1			1						
TxDOT - Fort Worth	Operations	33			5		1	7		5			1	8					5	
	FIM Instructor	13	1																	
TxDOT - Johnson	Operations	2											1						1	
TxDOT South Tarrant County	Operations	2											1							1
Wrecker Services	FIM Instructor	16		1										1	1				1	
	Representative	6																		
<b>TOTAL ATTENDANCE</b>		<b>1201</b>	<b>28</b>	<b>30</b>	<b>42</b>	<b>37</b>	<b>46</b>	<b>48</b>	<b>29</b>	<b>32</b>	<b>37</b>	<b>25</b>	<b>31</b>	<b>41</b>	<b>42</b>	<b>37</b>	<b>0</b>	<b>56</b>	<b>55</b>	<b>55</b>

\*May 20 Class Cancelled due to COVID-19 Restrictions



# Designing Pedestrian Facilities for Accessibility (DPFA) Course for Local Governments



May 9 - 10, 2022 - Virtual

This two-day course was designed to ensure that pedestrian facilities and access routes are properly constructed and maintained for individuals of all abilities. This course focuses on proper design and maintenance of pedestrian access routes in new construction or when existing facilities are altered. Participants are engaged through a power point presentation, discussion, video demonstrations, small group activities, and includes presentations and discussion with individuals representative of various sects of the disability community, who will provide engagement opportunities promoting accessibility. This training was developed to provide information for those involved in the design and maintenance of pedestrian facilities, and for those individuals that ensure the proper adherence to all applicable laws and guidelines.

## Objectives/Topics:

- Module 1: Laws, Regulations and Pedestrian Characteristics (which includes self-evaluations and transition plans and the DOJ-DOT Joint Technical Assistance on the Title II of the ADA Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing)
- Module 2: Pedestrian Access Route (PAR)
- Module 3: Curb Ramps and other Transitions
- Module 4: Detectable Warnings (truncated domes)
- Module 5: Pedestrian Crossings
- Module 6: Accessible Pedestrian Signals (APS)
- Module 7: Street furniture and Parking
- Module 8: Work Zones & Maintenance
- Presentation by TxDOT on Sub-recipient Compliance Assessment Tool

## Outcomes

- Identify applicable laws, regulations, guidelines and standards pertaining to accessibility for persons with disabilities
- Identify some of the challenges in the public right of way faced by persons with disabilities
- Identify best practices

## Presenters

Patrick Gomez J.D., FHWA Resource Center  
 Ted Green P.E., New Jersey LTAP  
 Juanita Webber, Texas Department of Transportation  
 Debra Medellin, Texas Department of Transportation

## Date

May 9 - 10, 2022

## Location

Virtual - [Register Here](#)

## Time

Day 1: 8:30 am – 4:30 pm CST  
 Day 2: 8:30 am – 4:30 pm CST

This training will be conducted in English. If English is not your primary language and you have difficulty communicating effectively in English, you may need an interpreter or document translator; one will be provided to you upon request.

If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you are a person with a disability who requires an accommodation to attend the training, please contact Debra Medellin, Civil Rights Division at (512) 416-4759 or by email at [Debra.Medellin@txdot.gov](mailto:Debra.Medellin@txdot.gov) no later than 4:00 p.m., April 29th, 2022. Please be aware that advance notice is requested as some accommodations may require time for the Texas Department of Transportation to arrange.



## PUBLIC COMMENTS REPORT

### WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

#### Purpose

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

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

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

In addition, comments were accepted through a new, online map tool. Users can drop a pin on a location in the region and leave a detailed comment. This month, there were 29 bicycle and pedestrian comments, 20 roadway comments and one transit comment. To read them, visit: <http://nctcogis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

#### Alternative Fuels

##### Twitter –

1. I'm at @NCTCOGtrans Executive Committee Meeting and we just unanimously approved match funding for 2 @CityOfDallas heavy diesel vehicles to be replaced by compressed natural gas with @EPA funding. #cleanair – caraathome (@🏠) (@caraathome)

At today's @NCTCOGtrans meeting, we just approved funding for a regional study of mixed-use developments using surface transportation block grant funds. @DallasMayor @ChadWestDallas @caseyt07 @CityOfDallas – caraathome (@🏠) (@caraathome)

#### Bicycle & Pedestrian

##### Twitter –

1. 🚲🚶 32% increase in reasons to support bicycle & pedestrian infrastructure and safety! @NCTCOGtrans #sidewalks #protectedbikelanes – caraathome (@🏠) (@caraathome)



**Innovative Vehicles & Technology**

**Twitter –**

1. Why does this make us feel like we are in the middle of @BacktotheFuture now? 🚀  
 #smartcities #airtaxi #gamechanger @CityOfDallas @Johnson4Dallas @DRC @NCTCOGtrans @NCTCOG\_Official @NDCC – Dallas International District (@DallasIntDist)

**THIS JUST IN!**

The Dallas City Council passed a resolution of support for the *Autonomous Transportation System* of the **Dallas International District**. This resolution allows us to proceed with creating a shared parking entity, work on plans for a system, and keep the project moving in partnership with NCTCOG. There are no costs to the city as this is the first step in creating a system that will be funded through many sources, public and private.

**DALLAS INTERNATIONAL DISTRICT**

## Roadway

### Email –

#### 1. John Donaghey

Hi NCTCOG,

An intersection of continuing concern:

East/West Lucas Rd. at Southview Drive.

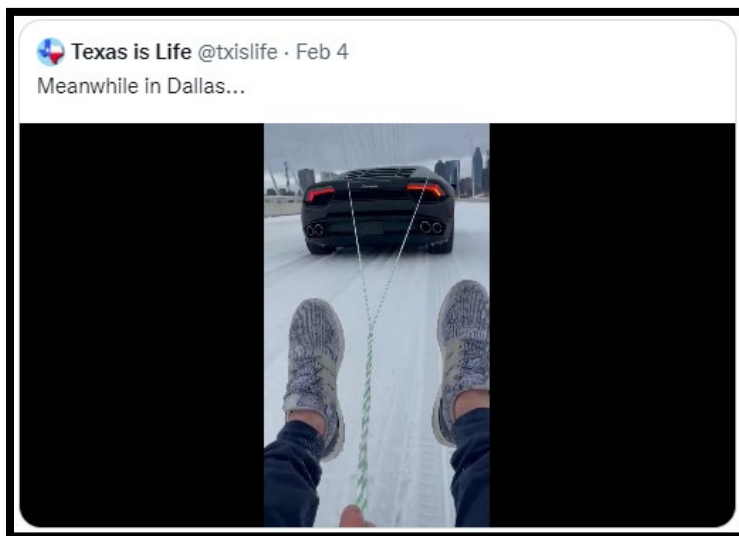
The guard rail damage is constant since the right turn from East Lucas Rd. onto West Lucas Rd. is too tight. Cars can barely make it w/out swinging into the far lane. Trucks cause most of the rail damage.

Then there is the visual problem of seeing the traffic turning from Southview Dr. onto West Lucas Rd. Cars turning from West Lucas Rd. onto East Lucas Rd. must risk life and limb when turning on the yellow flashing arrow not to be in the intersection when the next car arrives.

Please list this problem area for study.

### Twitter –

#### 1. Umm... 😬 – NCTCOGTransportation (@NCTCOGtrans)



It's one piece of the multi-modal transportation options that North Texas residents have been demanding for years. When is Michael Morris going to start advocating for separated sledding lanes?!? – Wylie H Dallas (@Wylie\_H\_Dallas)

2. These arterial mini-highways make up the single largest expenditure in @NCTCOGtrans current financial plan despite its hypocritical call for more sustainable transportation in the region – Kingston for Commissioner (@PhilipTKingston)



I'm getting dangerously close to becoming a one issue voter: shrinking arterials – Eric Haney (@EricHeartsMath)

Not a bad one if you have to pick – Kingston for Commissioner (@PhilipTKingston)

### **Facebook –**

1. Lewisville City Council gives consensus on changes to I-35 corridors:  
[https://starlocalmedia.com/.../article\\_034b3198-808d-11ec...](https://starlocalmedia.com/.../article_034b3198-808d-11ec...) – NCTCOG Transportation Department



Fix bonds ranch and 287 its caos every day at every hour – Carlos Avelar

## Transit

### Twitter –

1. The North Central Texas Council of Governments (@NCTCOGtrans)-Dallas Area Rapid Transit (@dartmedia) will receive \$800,000 to plan for TOD at nine DART Silver Line regional rail stations that connect major centers around Dallas. – Texas Infrastructure (@TXInfrastruct)
2. New DART routes start today! To make it easier for you, enjoy a week of free rides. Learn more here: <https://wfaa.com/article/news/local/dart-bus-routes-changing-what-to-know/287-909a6ffe-be24-45ba-b5d5-40cf6ef78bdc>. – NCTCOGTransportation (@NCTCOGtrans)



FREEEEEE????? Let's take a ride 🚌 – Stina, Excessively Black (@bespectacledcee)

Free-ee-eee-ee-eee-ee. – NCTCOGTransportation (@NCTCOGtrans)



3. Today: @NCTCOGtrans Regional Transportation Council mtg discussing how @dartmedia isn't able to fulfill their vanpool service. @TrinityMetro @RideDCTA have stepped up to take

over, thankfully eliminating the possibility of regional sanctions or removal of federal funds. –  
 caraathome (@🏠) (@caraathome)

### Action Requested

**RIC Approval:**

- For DCTA and Trinity Metro to replace the current vanpool service provided by DART.
- To revise administrative documents as appropriate to incorporate project modifications.

### Recently Approved Vanpool Program Coverage

Agency	Origin	Destination
City of Dallas	City Center	North Dallas
City of Dallas	City Center	South Dallas
City of Dallas	City Center	West Dallas
City of Dallas	City Center	East Dallas
City of Dallas	City Center	North Central Dallas
City of Dallas	City Center	South Central Dallas
City of Dallas	City Center	West Central Dallas
City of Dallas	City Center	East Central Dallas
City of Dallas	City Center	North East Dallas
City of Dallas	City Center	South East Dallas
City of Dallas	City Center	West End Dallas
City of Dallas	City Center	East End Dallas
City of Dallas	City Center	North West Dallas
City of Dallas	City Center	South West Dallas
City of Dallas	City Center	West North Dallas
City of Dallas	City Center	East North Dallas
City of Dallas	City Center	North West End Dallas
City of Dallas	City Center	South West End Dallas
City of Dallas	City Center	West North End Dallas
City of Dallas	City Center	East North End Dallas

### Temporary Vanpool Program Coverage without DART

Agency	Origin	Destination
City of Dallas	City Center	North Dallas
City of Dallas	City Center	South Dallas
City of Dallas	City Center	West Dallas
City of Dallas	City Center	East Dallas
City of Dallas	City Center	North Central Dallas
City of Dallas	City Center	South Central Dallas
City of Dallas	City Center	West Central Dallas
City of Dallas	City Center	East Central Dallas
City of Dallas	City Center	North East Dallas
City of Dallas	City Center	South East Dallas
City of Dallas	City Center	West End Dallas
City of Dallas	City Center	East End Dallas
City of Dallas	City Center	North West Dallas
City of Dallas	City Center	South West Dallas
City of Dallas	City Center	West North Dallas
City of Dallas	City Center	East North Dallas
City of Dallas	City Center	North West End Dallas
City of Dallas	City Center	South West End Dallas
City of Dallas	City Center	West North End Dallas
City of Dallas	City Center	East North End Dallas

### Background/Overview

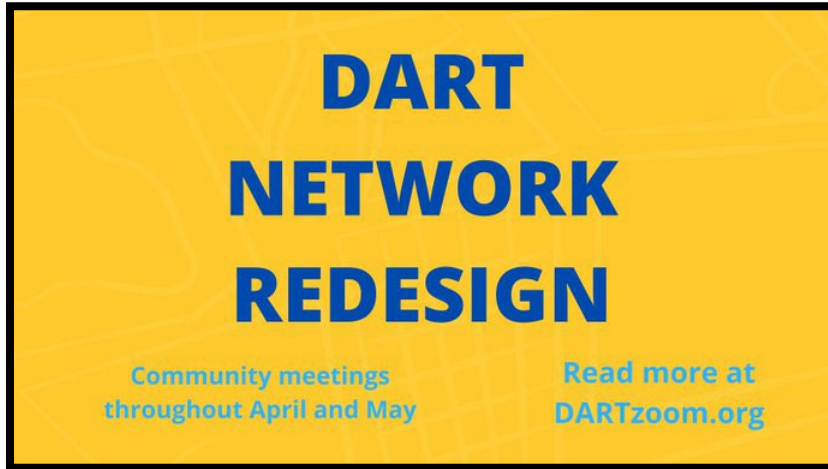
- Regional Vanpool Program is a Public Utility Code Implementation Plan (PIC) Requirement.
- May 18, 2021: RRC approved program service area boundaries.
- December 2021: DART notified NCTCOG that their vanpool vendor failed to secure vehicles.
- January 2022: DART notified NCTCOG that they are terminating their vanpool vendor contract.
- January 2022: NCTCOG, DART, SCITL, and Trinity Metro met to discuss transition of DART's regional to ensure continued coverage.



4. @NCTCOGtrans looks to @dartmedia to implement one of the dumbest mass transit projects in US history – Wylie H Dallas (@Wylie\_H\_Dallas)

communityimpact.com  
 Regional Transportation Council looks to extend DART rail line from PI...  
 The proposed McKinney to Plano line would be 18 miles long and the transportation council estimates it would have 7,000-8,000 riders a ...

5. DART is undergoing the largest system wide re-design ever! There are a series of meetings where you can learn more in advance of the public hearing. Visit <https://dart.org/meetings/publicmeetings.asp> for the meeting schedule. – NCTCOGTransportation (@NCTCOGtrans)



After have to walk 1.1 miles to get to the NEAREST bus stop to get me about back home, I'll still have to walk a mile and a half to get to my complex, and arriving 7 minutes before the bus was supposed to be here it didn't show up 😡🙄. How is this better? – Latecia Dondaldson (@Ladiyla)

### Other

#### Twitter –

1. @KFWB\_TX and the @CityofFortWorth recently went home winners of the @NCTCOGtrans North Texas Community Cleanup Challenge. Let's continue to cleanup and prevent litter in our city, and find ways to keep Fort Worth beautiful. <https://bit.ly/3orJcUB> – Mayor Mattie Parker (@MayorMattie)



2. We got a shoutout from Michael Morris and @NCTCOGtrans for the awesome development at Grapevine Main Street Station. @HotelVinTexas makes us the crown jewel of TEXRail.

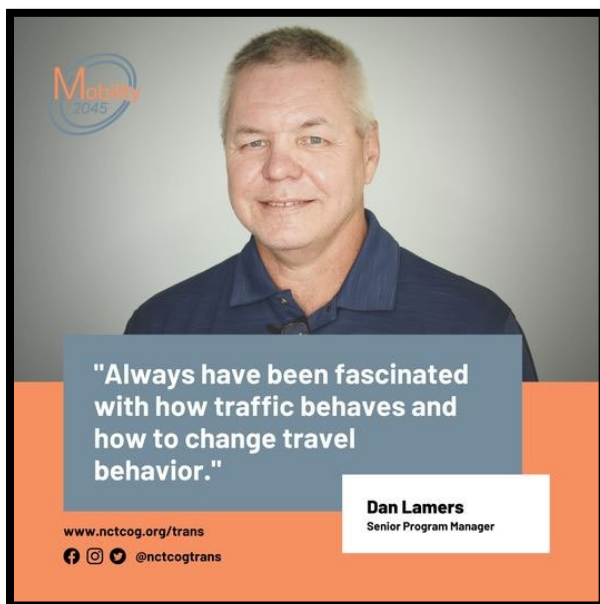
(Ok, we embellished that last part. But he was thinking it.) – GrapevineEcoDev (@GrapevineEcoDev)



### **Facebook –**

1. Hi, everyone! Introducing Dan Lamers. He's the senior program manager over metropolitan transportation planning. He's a tiki culture- and sports-loving planner with 36 years of service to the Transportation Department. He's working hard on updates to our Mobility 2045 plan and would love to hear from you! Read more about him here:

<https://www.nctcog.org/.../mobilit.../people-behind-the-plan>. #PeopleBehindThePlan – NCTCOG Transportation Department



Hi Dan! I'm so proud of you and all you have accomplished. You've come a long way since our Mobility 2010 planning. Great job! – Kelli Gilbert-Brosig



**MINUTES****Regional Transportation Council  
PUBLIC MEETING****Mobility 2045 Update****Fort Worth to Dallas Regional Trail Branding and Wayfinding Project****Title VI Program and Language Assistance Plan Update****DFW Clean Cities Update: 2021 Annual Survey****Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, February 7, 2022, at noon at the North Central Texas Council of Governments in Arlington. Patrons could attend in person, via phone, or view the live stream at [www.nctcog.org/input](http://www.nctcog.org/input). Dan Lamers, Senior Program Manager, moderated the meeting, attended by eight people.

**Public Meeting Purpose and Topics**

The public meeting was held in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the metropolitan planning organization, and amended on November 8, 2018. Staff presented information about:

1. Mobility 2045 Update – presented by Amy Johnson
2. Fort Worth to Dallas Regional Trail Branding and Wayfinding Project – presented by Shawn Conrad
3. Title VI Program and Language Assistance Plan Update – presented by Kate Zielke
4. DFW Clean Cities Update: 2021 Annual Survey – presented by Jared Wright

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 are available at [www.nctcog.org/input](http://www.nctcog.org/input).

**Summary of Presentations*****Mobility 2045 Update presentation:***

<https://nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/10/MTPUpdate.pdf>

Mobility 2045 is the Metropolitan Transportation Plan (MTP) that defines a long-term vision for the region's transportation system and guides spending of federal and State transportation funds. This includes funding for highways, transit, bicycle and pedestrian facilities, and other programs that reduce congestion and improve air quality.

The Plan was adopted by the Regional Transportation Council (RTC) on June 14, 2018, and Transportation Conformity was achieved on November 21, 2018. Mobility 2045 has nine goals, and its vision is to improve the region's mobility today and tomorrow by embracing technology and innovation.

NCTCOG staff is working on an update to Mobility 2045 and focused on confirming project and performance measure refinements as well as finalizing financial forecasts. Updates to the Plan include, incorporating the use of new technologies, safety and travel demand management (TDM) strategies, and addressing equity and barriers to opportunity.

The official comment period will take place in April and May of 2022, and the RTC will take action on the Mobility 2045 Update in June 2022.

**Fort Worth to Dallas Regional Trail Branding and Wayfinding Project presentation:**

<https://nctcog.org/getattachment/trans/involve/meetings/Archive/Trail-Branding.pptx.aspx?lang=en-US>

The Regional Trail Branding and Wayfinding project will create unified branding and signage for the Fort Worth to Dallas Regional Trail, a 66-mile paved bicycle and pedestrian trail which runs through the cities of Fort Worth, Arlington, Grand Prairie, Irving, and Dallas. The project, which is expected to be fully completed by early 2024, will help build regional consensus for ongoing marketing and operations for the trail and provide recommendations for support infrastructure.

The project has the following goals:

- Create a unified branding and signage package that includes cobranding of local trails
- Provide infrastructure recommendations for holding major regional and national events
- Provide integrated regional 911 signage system and lighting recommendations
- Provide electronic message boards and real-time display trail counter recommendations
- Build consensus for ongoing marketing and operations

Engagement activities include stakeholder meetings as well as several virtual open houses. Once the trail is completed, project staff will coordinate with the five cities to advance sign fabrication, identify promotional strategies, develop 911 signage, and install real-time display counters for data collection.

For more information on the Fort Worth to Dallas Regional Trail Branding and Wayfinding project, visit [www.nctcog.org/FWtoDALTrail](http://www.nctcog.org/FWtoDALTrail).

**Title VI Program and Language Assistance Plan Update presentation:**

<https://nctcog.org/getattachment/trans/involve/meetings/Archive/Title-VI.pptx.aspx?lang=en-US>

The Title VI Program documents how NCTCOG considers civil rights in planning and includes procedures individuals can use to file a complaint of discrimination. Significant updates to this program include a summary of outreach efforts since last submission, a list of transit-related Title VI investigations and complaints, a schedule of subrecipient Title VI submissions, and impacts of the distribution of State and federal funds for public transportation projects.

Significant updates to the Language Assistance Plan include details on the limited English proficiency population and literacy rates for the 12-county Dallas-Fort Worth Metropolitan

Planning Area as well as a four-factor analysis that evaluates the extent to which language assistance measures are required.

The 45-day public comment period for the Title VI Program and Language Assistance Plan updates closes on Wednesday, March 23.

***DFW Clean Cities Update: 2021 Annual Survey presentation:***

<https://nctcog.org/getattachment/trans/involve/meetings/Archive/DFWCC-Annual-Survey.pptx.aspx?lang=en-US>

NCTCOG is the host organization for Dallas-Fort Worth Clean Cities (DFWCC), a US Department of Energy (DOE) initiative to reduce total energy impacts in the transportation sector. As part of these efforts, DFWCC surveys local fleets each year about alternative fuel use and other fuel-saving activities. Objectives for the survey include providing opportunity for recognition, informing about future events and conveying needs, and meeting regional goals set by the DOE.

The 2020 survey results included the following statistics

- 1 ton/day ozone-forming Nitrogen Oxides (NO<sub>x</sub>) reduced
- 23.95 million gasoline gallons equivalent (GGE) reduced
- 125,058 tons greenhouse gas emissions reduced

The 2021 Annual Survey is now open and can be found at [www.dfwcleancities.org/annualreport](http://www.dfwcleancities.org/annualreport).

**ORAL COMMENTS RECEIVED AT MEETING**

No oral comments received at the meeting.

**COMMENTS SUBMITTED BY WEBSITE, EMAIL, SOCIAL MEDIA & MAIL**

**Website**

**Mobility 2045 Update**

**Pamela Burns, DCTA**

A. Health Accessibility Program

*Question:* How can we find out more about the Health Accessibility Program

*Summary of Response by Amy Johnson:* The Health Accessibility Program's purpose is to help address access to food and health services through technology solutions. If you have additional questions, feel free to reach out to me. Kate Zielke on our staff is also a great point of contact for this initiative.

*Summary of Response by Kate Zielke:* This is a new program. We have begun exploring food deserts and have identified a large number of residents in regional communities who struggle to have access to nutritious foods and healthcare. The zip code 76104 faces a lot of health struggles despite being near Fort Worth's health district.

## **Fort Worth to Dallas Regional Trail Branding and Wayfinding Project**

### **Al Henderson, City of Fort Worth**

#### A. Wayfinding solutions

*Question:* What wayfinding solutions are being considered for the Fort Worth to Dallas Regional Trail?

*Summary of response by Shawn Conrad:* We haven't started developing signage for the project. Discussion regarding branding and signage will begin this March.

### **Mail**

### **Other**

#### **Phyllis Silver, Citizen**

Please see attachment for comments submitted via postal mail.

February 2022 Public Input Opportunity - due March 8, 2022  
Phyllis Silver

### Comment

This is excellent detail about Title VI. The documents also contain good definitions and details about the role of the COG and related entities.

Comments and Questions about Attachment #11, Environmental Justice Index User Guide - These comments/questions pertain to the page numbering, not the content of the guide.

There is a page with a page # "0" on the lower right hand side. This page has a map of the counties. The reverse side of this sheet has a "1" as the page number and it is a continuation of the narrative under Supplemental Layers, which began on page 0. There is another page 1 with subject headings "About The Environmental Justice Index" and "Methodology." This narrative continues on page 2, which discusses Environmental Justice Index variables. Page 3 discusses Displaying the Results. There is another page 2 which contains a chart showing Layer and Regional Percentage with an explanation of calculating the Ratio to Regional Percentage. This continues on a page, also numbered "3" and this page has a section on Applications for Equity Analysis, Planning or Outreach.

In summary, the numbers 1, 2, and 3 are used twice in this user guide.

The remaining pages do not have duplicate page numbers.

This document was not presented to the Board, therefore perhaps if it had been done, the sequence of the pages may have been clearer. In any case, I did want to question the fact that some of the page numbers are repeated at the beginning of the user guide.

Now I am seeing that these page numbers are repeated in the Table of Contents for this User Guide. I would recommend

that the numbering system be changed. Even looking at the Table of Contents, the numbering system looks confusing. Within the Methodology section, in the Table of Contents, the number sequence shows as 1, 2, 3, 0, 2.

Thank you.

Phyllis Silver  
2/15/2022



### Addendum

Fort Worth to Dallas Regional Trail Brandy and Wayfinding Project  
2/17/2022 Public Meeting

Page 9  
Comment

I favor <sup>both</sup> the natural and the abstract patterns. I would avoid the angular pattern and perhaps the minimal pattern, as people will be exercising vigorously on the trail. Since the angular and minimal patterns can cause a dizzying effect on some people when their heart rate increases due to exercise, these patterns can cause an adverse effect in some people.

As for the wording of my vision, I like the word "welcoming."

Phyllis Silver



North Central Texas Council of Governments

March 7, 2022

US EPA Clean School Bus Program  
1200 Pennsylvania Avenue  
Mail Code 6406A  
Room 5358K (Overnight)  
Washington, DC 20450

**RE: Comments to the Environmental Protection Agency on the Bipartisan Infrastructure Law's Clean School Bus Program**

To Whom It May Concern:

On behalf of the **Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG)**, the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, we would like to submit comments to the Environmental Protection Agency (EPA) on the Clean School Bus Program established by the Bipartisan Infrastructure Law (BIL).

The NCTCOG Transportation Department is the host agency for the Dallas-Fort Worth Clean Cities Coalition (DFWCC) and has more than two decades of experience applying for and subgranting funds for different funding opportunities, including EPA Diesel Emission Reduction Act (DERA) grants. NCTCOG and the DFWCC appreciate the opportunity to provide this input, which is informed by its own experiences and conversations with local government fleets regarding obstacles and constraints in other grant programs.

We appreciate the EPA's consideration of these recommendations and look forward to working with EPA to support the adoption of clean vehicle technology in North Texas. If you have any questions, please feel free to contact me at (817) 695-9232 or [lclark@nctcog.org](mailto:lclark@nctcog.org).

Sincerely,

A handwritten signature in black ink that reads "Lori Pampell Clark". The signature is written in a cursive, flowing style.

Lori Clark  
Program Manager  
North Central Texas Council of Governments

SN:kw

Attachment

## **NCTCOG Comments on Clean School Bus Program Authorized by the Bipartisan Infrastructure Law (BIL)**

### **Eligible Recipients of Funding**

NCTCOG recommends the EPA to allow applications from all entities that meet criteria listed in Section 71101 of the BIL, which amends Section 741 (a)(5) of the Energy Policy Act of 2005 (42 U.S.C. 16091), without adding any additional eligibility requirements that could unnecessarily restrict the applicant pool. For example, NCTCOG notes that the restrictive eligibility under the American Rescue Plan's (ARP) Clean School Bus Rebates eliminated all but one school district in North Texas from the program. Adhering simply to the criteria in the BIL will ensure worthy applicants are not screened out of the program.

### **Application Selection Process**

The considerations and priority factors laid out in Section 71101 of the BIL, which amends Sections 741(b)(3) and 741(b)(4) of the Energy Policy Act of 2005 (42 U.S.C. 16091), suggest that awards under the Clean School Bus Program will be selected on a competitive basis. NCTCOG supports a competitive selection process to balance equitable distribution of funds and emissions reductions. A competitive selection can be applied to both grant and rebate awards, and NCTCOG recommends the EPA to utilize competitive selection in all award types, regardless of award structure. NCTCOG does not support awarding projects through a lottery system or a first-come, first-served basis. These processes do not award projects with greatest merit or impact and seem to contradict the intent of BIL language. Moreover, a first-come, first-served approach may cause an applicant to rush the project planning process which could undermine implementation efforts. Planning is especially important for the transition to zero-emission buses where districts need to consider infrastructure elements.

### **Consideration Criteria**

NCTCOG notes potential conflict between criteria listed in Section 71101 of the BIL amending Section 741(b)(3) of the Energy Policy Act of 2005 (42 U.S.C. 16091), which may affect awards. A project that is responsive to criteria (A) lowest overall cost of bus replacement, is likely not responsive to criteria (C) technologies that most reduce emissions. The lowest overall cost would be a diesel bus operating biodiesel, but these buses provide the least emissions reduction. In contrast, the most emissions reduction would be a zero-emission bus, which has the highest overall cost. NCTCOG recommends the EPA to clearly outline how it plans to consider these criteria when issuing funding opportunities, like the clear scoring provided in the DERA National Grants Program and the Texas Commission on Environmental Quality's (TCEQ) Texas Emissions Reduction Plan (TERP) Governmental Alternative Fueling Fleet (GAFF) Program<sup>1</sup>. NCTCOG recommends prioritizing criteria (C) technologies that most reduce emissions.

In accordance with BIL Section 71101, amending Section 741(a)(8) (A and B) of the Energy Policy Act of 2005 (42 U.S.C. 16091), which defines zero-emission buses based on exhaust emissions, NCTCOG encourages the EPA to evaluate all emissions reductions based on exhaust (tailpipe) emissions and not wells-to-wheels emissions. NCTCOG also recommends requiring that compressed natural gas and propane buses use engines certified to the California Air Resources Board (CARB) Low-NO<sub>x</sub> emissions reduction standards to achieve the highest

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<sup>1</sup> <https://www.tceq.texas.gov/airquality/terp/gaff>



level of emissions reduction possible for buses of those fuel types. CARB Low-NO<sub>x</sub> engines are readily available for both fuels.

### **Prioritization of Eligible Applicants/Projects**

NCTCOG encourages the EPA to take the following actions to optimize opportunities for EPA Clean School Bus Program funding to be combined with grants from other entities as referenced in Section 71101, amending Section 741 (b)(4)(C):

- **Issue clear statements that EPA Clean School Bus Program funding is not claiming emissions reductions for State Implementation Plan or other purposes, and that any emissions reductions resulting from EPA Clean School Bus Program funding may be credited to other grant programs being combined with EPA funding.** The TCEQ has stated that funds from various TERP state incentive programs cannot be combined with any other incentive funds that are based on emissions reductions, including EPA DERA funds, to eliminate the risk of double-counting emissions benefits to two different programs. Similar issues may occur in other states.
- **Issue a Long-Range Schedule for Funding to Allow Complementary Planning/Timing of other grant programs.** Applicants are often unable to leverage multiple incentive programs due to challenges in aligning different programs' schedules. This challenge could be mitigated by publishing a long-range schedule including application windows, expected award windows, and expected timeframes for required project completion. A long application window could also help address this issue.
- **Clarify that applicants who choose to contribute their own funds will not be considered less favorably than those who combine Clean School Bus funds with other grants.** The language of Section 71101 of the BIL, which amends 741(b)(4)(C) of the Energy Policy Act of 2005 (42 U.S.C. 16091), could be interpreted as prioritizing those who can combine the EPA Clean School Bus Funding with other grants. As discussed above, this can be very difficult due to factors outside the applicant's control. Moreover, an applicant who has "skin in the game" by contributing its own funding as non-federal match should be given favorable treatment as their contribution enables incentive funds to reach the greatest number of projects. NCTCOG encourages the EPA to *require* all recipients to provide some out-of-pocket contribution, even if minimal.

Also, NCTCOG requests the EPA to provide guidance regarding eligibility for a "small or rural area" as referenced in Section 71101, amending 741(b)(4)(B), as statute does not provide a definition.

In addition to the items identified in BIL Section 71101, amending Sections 741(b)(4), NCTCOG requests the EPA to prioritize applications that meet the following criteria:

- **Projects that operate in areas that violate one or more National Ambient Air Quality Standards (NAAQS) and reduce the specific criteria pollutant(s) of concern in that region.** While all students are at risk from the emissions from diesel and gasoline tailpipes, students living in nonattainment areas are further affected due to chronic exposure to ambient air pollution in their communities. Moreover, the use of cleaner school buses in these areas can support broader attainment efforts.
- **Electric school bus projects that incorporate (1) features that reduce grid strain and (2) resilience features.** Managed charging and vehicle-to-grid functionality can mitigate additional load during peak times and enable use of electric buses as a grid asset. Resiliency elements may include features, such as on-site generation, battery storage, and microgrids, that enable off-grid operation to ensure buses can be used when needed.

### **Requirements for Existing Buses**

NCTCOG recommends the EPA to allow replacement of any fuel type school bus. Many programs focus specifically on replacement of diesel school buses, leaving a gap where replacement of old gasoline or alternative fuel buses have remained ineligible for funding. All fuel types have the potential to be high-polluting, depending on the individual engine.

NCTCOG discourages specific model year or mileage requirements for existing school buses. Such requirements have eliminated projects that were very close to qualifying based on somewhat arbitrary eligibility cutoffs. These criteria could be used as part of a competitive selection process, which will ensure all good projects compete based on merit.

### **Eligible Replacement Activities/Vehicles**

NCTCOG supports eligibility of a variety of fuel types under the 50% allocation for “clean” school buses. There are use cases where zero-emission buses are not yet able to meet operational needs as well as cases where propane or natural gas buses are able to achieve criteria pollutant emissions reductions in a much more cost-effective way. However, NCTCOG recommends against funding biofuels projects for the following reasons:

- To acquire a bus that uses biodiesel, a district would simply be purchasing a diesel bus. Thus, there is no incremental cost of a “cleaner” bus that requires use of incentive funds. The same is true for a bus that would use ethanol.
- Biofuels provide minimal reduction in criteria pollutants.
- Because the bus can operate on conventional diesel or gasoline, there is no certainty of achieving the emissions reductions associated with use of biofuel.

In the event the EPA chooses to allow funding for biofuel projects, NCTCOG recommends that:

- Infrastructure expenses are the only allowable costs.
- Documentation be required that the proposed buses are approved to use a B20 or higher biodiesel blend, or an E85 or higher ethanol blend.
- Eligible applicants are required to submit reports of biofuel consumption to demonstrate that the buses are indeed operating on the cleaner fuel.

NCTCOG recommends against requiring Buy America compliance for any vehicles or infrastructure purchased under the Clean School Bus Program. Buy America constraints have severely restricted practical implementation of a wide variety of projects funded under the Federal Highway Administration Congestion Mitigation and Air Quality Improvement Program.

In addition to the operational requirements listed in Section 71101 of the BIL, which amends Section 741(b)(5) of the Energy Policy Act of 2005 (42 U.S.C. 16091), NCTCOG recommends the EPA to encourage funding recipients to assign buses to the longest possible route(s) to optimize use, and to operate the buses on route(s) that serve Justice 40 communities to optimize emissions benefits in those areas.

NCTCOG encourages the EPA to limit the number of awarded activities/replacements a single district can receive to meet the broad distribution of awards requirements listed in Section 71101, amending Section 741 (b)(7). Without a clear limitation at the outset of the program, there could be a risk that a single school district could capture all or a substantial portion of

available funds for their respective region. For example, the entire funding allocation of the 2020 funding round of the TCEQ TERP GAFF program was awarded to a single school district.

### **Grant Amounts**

When awarding funds, NCTCOG recommends award amounts modeled off funding levels from the TCEQ's TERP Texas Clean School Bus Program<sup>2</sup> or the Texas Volkswagen Environmental Mitigation Program<sup>3</sup>. Both programs have generous, defined grant amounts (which provides certainty in project planning) and require cost share.

### **Grant Administration and Reimbursement of Eligible Costs**

To the greatest extent possible, NCTCOG recommends the EPA to structure awards in a manner that minimizes the administrative burden of federal grant dollars. To achieve this, NCTCOG recommends the following:

- Model awards after rebate programs offered by the EPA under the DERA programs, where the rebate awards are considered distinctly different from grants and subgrants and are thus divorced from several federal requirements including those related to procurement and property management. These federal requirements are a barrier to many organizations' participation in funding programs as they require substantial staff capacity, and they result in more funds being spent on administrative oversight costs.
- Allow flexibility in the award structure or financial transaction to overcome the need for large amounts of up-front capital. For example, allow a recipient district to "assign" the award directly to the vendor so that the cost of the bus is reduced at the point of sale.
- Ensure an adequately long period for applications. Opportunities are often released with a very short turnaround to submit final proposals. NCTCOG recommends that application windows allow at least 90 days, and preferably 120 days, from the release of a funding opportunity to the application deadline. This allows opportunity for fully vetting required procedural and approval steps for all eligible applicants, allows for awareness and participation by more organizations, and provides adequate time for a school district to plan for implementation.

### **Outreach and Education Program**

In creating an education and outreach program, NCTCOG recommends the EPA to coordinate with the [Department of Energy Clean Cities Program](#) to utilize extensive resources already available through that program and the Alternative Fuel Data Center. Resources include:

- [A new technical assistance series on electric school buses](#)
- [A dashboard of available alternative fuel buses](#)
- [A network of nearly 100 local Clean Cities Coalitions](#), many of whom have relationships with local school districts and can conduct outreach to school districts in their respective areas. Coalitions are also critical to ensuring smooth project implementation and have experience supporting deployment of alternative fuel projects.

NCTCOG recommends the EPA to provide contact information for the local Clean Cities Coalition to all award recipients to facilitate successful implementation.

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<sup>2</sup>Texas Clean School Bus Program: <https://www.tceq.texas.gov/airquality/terp/school-buses.html>

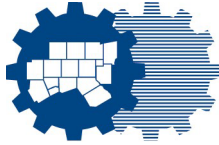
<sup>3</sup> Texas Volkswagen Environmental Mitigation Program: <https://www.tceq.texas.gov/agency/trust/index/buses>

While NCTCOG recommends the EPA to leverage the listing of available alternative fuel buses made available on the Alternative Fuels Data Center<sup>4</sup>, the EPA is encouraged to provide a listing of any state requirements which may limit a school district from purchasing from a specific school bus manufacturer. For example, Texas' Department of Public Safety (DPS) has specific [safety requirements for school buses](#), and not all electric school buses currently meet Texas' standard.

Finally, NCTCOG recommends the EPA to create a working group to comment on the final proposed Clean School Bus Program. The working group should include perspectives from eligible applicants as well as other grant-making agencies who can share and advise on best practices. Additionally, after each funding round, the working group could review results to date and create recommendations for any adjustments needed to the program.

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<sup>4</sup> [Alternative Fuels Data Center: Fleet Application for School Transportation Vehicles \(energy.gov\)](#)



North Central Texas Council of Governments

March 2, 2022

**Subject: Comments on the Texas Emission Reduction Plan Alternative Fueling Facilities Program**

To Whom It May Concern:

The North Central Texas Council of Governments (NCTCOG) Transportation Department, which serves with the Regional Transportation Council as the Metropolitan Planning Organization for the Dallas-Fort Worth region, and is the host agency for the Dallas-Fort Worth Clean Cities Coalition, is pleased to have the opportunity to provide input on proposed preferences and scoring criteria for the Texas Commission on Environmental Quality's (TCEQ) Texas Emissions Reduction Plan's Alternative Fueling Facilities Program (AFFP).

NCTCOG appreciates TCEQ's consideration of these recommendations. If you have any questions, please feel free to contact me at (817) 695-9232 or [lclark@nctcog.org](mailto:lclark@nctcog.org).

Sincerely,

A handwritten signature in black ink that reads "Lori Pampell Clark".

Lori Clark  
Program Manager  
North Central Texas Council of Governments

KR:bw

Attachment

## North Central Texas Council of Governments Comments on Proposed Preferences and Selection Criteria for the Texas Commission on Environmental Quality Texas Emissions Reduction Plan Alternative Fueling Facilities Program

### Grant Amounts and Small Business Set-Aside

The North Central Texas Council of Governments (NCTCOG) supports small business set-aside. However, the TCEQ should require the applicant to provide documentation that their entity existed in a manner that meets the stated criteria *prior to* publication of the proposed selection criteria. NCTCOG also requests that public sector applicants be explicitly listed as part of the “all other” category.

NCTCOG questions the rationale for the set-aside for natural gas versus other fuel types. This breaks available funding into four different ‘buckets’ with relatively small levels of funding in each. This could result in difficulty funding larger projects with high merit. If the TCEQ retains the four funding buckets, NCTCOG recommends exercising flexibility in adjusting awards between the various funding buckets (in the event some sub-allocations are oversubscribed, and others undersubscribed) and communicating this flexibility at the outset of the program.

### Restrictions

NCTCOG supports the restriction against awards to businesses that received two or more grants under the Texas Volkswagen Environmental Mitigation Program. However, the TCEQ should clarify the exact meaning of “two or more grants.” It is unclear whether this means two or more sites (addresses), two or more agreements, or something else.

### Scoring Criteria

NCTCOG recommends the following changes:

- Increase points for **criteria a, proximity of the station to existing facilities**, to optimize wider deployment of alternative fueling infrastructure. NCTCOG also recommends using a ratio of available infrastructure, such as number of dispensers/charging ports compared to average annual daily traffic, to award points to locations that may be near an existing facility, but where existing facilities may be inadequate to serve demand.
- Decrease points for **criteria b, distance from a highly traveled highway segment**. This criteria could prioritize areas which are already captured in criteria c.
- Adjust points associated with **criteria c, distance from an interstate highway, U.S. highway, or state highway**, to complement rather than duplicate new funding programs established by the Bipartisan Infrastructure Law:
  - **For electric vehicle (EV) charging sites only:** Decrease points for sites located along Federal Highway Administration (FHWA)-designated alternative fuel corridors. These locations will be funded through the National Electric Vehicle Infrastructure (NEVI) Formula Program. Reserving AFFP funds for locations NOT along these corridors will facilitate projects which are ineligible for NEVI. Corridor designations are available on the Texas Department of Transportation (TxDOT) Statewide Planning Map<sup>1</sup> or the FHWA Alternative Fuel Corridors website.<sup>2</sup>
- When considering criteria for **existing local amenities nearby or statement of future construction of one**, increase the allowable distance of amenities from a quarter-mile to a half-mile, especially in rural and underdeveloped areas.

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<sup>1</sup> [https://www.txdot.gov/apps/statewide\\_mapping/StatewidePlanningMap.html](https://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html)

<sup>2</sup> [Electric Vehicle \(EV-Round 1,2,3,4 and 5\) - FHWA HEPGIS Maps \(dot.gov\)](#)

- Elevate tie-breaker **provision d.xiii., location in an economically depressed or blighted area**, to a selection criterion. The TCEQ should also provide a list or map of these areas within the Clean Transportation Zone.
- Award points for sites which plan to offer alternative fuel produced via renewable methods and/or incorporate resiliency measures (e.g., battery storage at EV charging sites).

### **EV Charging Station Requirements**

NCTCOG recommends that the TCEQ require DC Fast Charge EV charging stations located within one mile of an interstate, U.S. highway, or state highway to meet key design criteria listed on page 26 of the NEVI Formula Program Guidance<sup>3</sup>, unless the applicant demonstrates that such standards are impractical or infeasible due to utility capacity constraints:

- Charge power per DC port should be at least 150 kW
- Provide at least four Combined Charging System ports
- Be capable of simultaneously charging four EVs

If these standards cannot be made an eligibility requirement, then the TCEQ should, at a minimum, award points for EV charging stations that do adhere to these requirements. The TCEQ should consult with TxDOT on other criteria to ensure that EV charging stations funded under AFFP are as consistent as practicable with statewide EV charging infrastructure plans under development in conjunction with the NEVI Formula Program.

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<sup>3</sup> [The National Electric Vehicle Infrastructure \(NEVI\) Formula Program Guidance \(dot.gov\)](#)

# DALLAS DISTRICT PROGRESS

Monthly Report on Dallas District Projects and Topics \*\*\*

COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

## ALMOST HALFWAY THERE

**DALLAS DISTRICT** – The heart of DFW is almost halfway to the finish line in getting a sizeable makeover to some of its most vital traffic arteries.

**The Irving Interchange Project**, which constructs the ultimate phase of the interchanges at State Highway 114, Loop 12, and Spur 482, is about 45 percent complete.

The \$301 million effort, which is a Texas Clear Lanes project, began in late 2020 and is estimated to be completed in mid-2023.

**Phase 1 of the project** was completed in 2013, which reconstructed SH 114 and Loop 12 interchanges.

**The SH 183 Midtown Express** design-build project also recently completed interim improvements in the area.

When it's all said and done, drivers will experience reduced congestion, improved safety and mobility, and be able to travel through a crucial part of the Metroplex more efficiently.

### OVERVIEW

**Loop 12** will be completely reworked and widened from six to eight lanes, for a total length of 1.2 miles that begins on the south end of Union Bower Road to the north of Texas Plaza Drive.



Source: TxDOT research

**Overview of the entire Irving Interchange project**, which will conclude in 2023 with completion of the ultimate phase of construction.

**SH 114** from Loop 12 to SH 183 and Spur 482 will also be widened with direct connectors.

**Spur 482** will be reconstructed from west of Century Center Boulevard to the interchange and will tie into SH 183

with direct connectors.

**The overall project length** is about 9.6 miles, including 32 bridges and 10 direct connectors.

**MORE ON BACK PAGE »**



## FEBRUARY 2022 LET PROJECTS

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	(%)	EST. TOTAL COST (M) <sup>2</sup>	CONTRACTOR
1	1451-03-017	FM 55	SH 22 to Ellis County line	Rehabilitate existing pavement and add shoulders	\$4.94	\$4.97	0.54%	\$5.82	A. L. Helmcamp, Inc.
2	2374-03-096	I-20	At I-35E	Bridge Deck Repair	\$7.80	\$7.16	-8.17%	\$6.65	Gibson & Associates, Inc.
3	0918-47-249	VA	Various locations in City of Dallas	Improve traffic signals	\$1.78	\$1.73	-3.18%	\$2.40	Durable Specialties, Inc.
4	0918-00-333*	VA	Various freeways in Collin, Dallas, Ellis and Navarro Counties	Install/replace signs	\$0.92	\$0.99	8.31%	\$1.29	WG Engineering & Constr., LLC
<b>EST. FEBRUARY 2022 TOTALS</b>					\$15.44	\$14.85	-3.83%	\$16.16	
					<b>DISTRICT FY ACCUMULATIVE LETTINGS</b>	\$831.86	\$885.04		
					<b>DALLAS DISTRICT FY LETTING VOLUME CAP</b>	<b>\$1,388,769,377<sup>1</sup></b>			

\*Unmapped.

<sup>1</sup>District FY 2022 Letting Volume Cap includes the IH 35E Phase II project for \$708,268,750.

<sup>2</sup>District Volume Cap subject to change pending final FIN Division Approval.

<sup>3</sup>Estimated Total Project Costs includes estimated PE, ROW, E, Indirect Costs and Potential Change Order Costs at the time of bid.

## MARCH 2022 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
1	0095-04-069	US 80	At SH 205/FM 148	Construct intersection improvements (sidewalks and turn lanes)	\$10.93
2	0095-04-073	US 80	US 80 EB at Bachelor Creek	Replace bridge and approaches	
3	1310-01-043	FM 407	Gulf Ave. to west of Sage Dr.	Realign existing 2 to 2 lane roadway to address lane safety issue	\$1.56
4	2374-03-091	I-20	I-35E to I-45	Planing, concrete full depth repair, overlay, & pavement markings	\$14.16
<b>ESTIMATED TOTAL</b>					<b>\$26.65 M</b>

\*Unmapped.

## COMPLETED CONSTRUCTION PROJECTS (FROM FEBRUARY 1-28, 2022)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	1013-01-034	FM 546	0.304 mile S of Prince Ln. to 0.014 mile W of the Crossing Dr.	Provide additional paved surface width safety treated fixed objects	\$4.24	2/17/2022
2	1735-01-017	FM 1778	BS 78F to CR 597	Provide additional paved surface width safety treated fixed objects	\$5.88	2/17/2022
3	0121-05-051	SH 22	NW CR 2060/1190 to E of North 38th St. in Corsicana	Overlay, shoulder texture, safety end treatments	\$2.36	2/1/2022
4	0162-11-001	SH 31	3.2 miles W of FM 2555 to 3.7 miles E of I-45	Construct new location relief route	\$105.98	2/15/2022
5	0918-00-286*	VA	Various locations in the Dallas District	Non-site specific traffic signals	\$2.29	2/1/2022
<b>ESTIMATED TOTAL</b>					<b>\$120.75</b>	

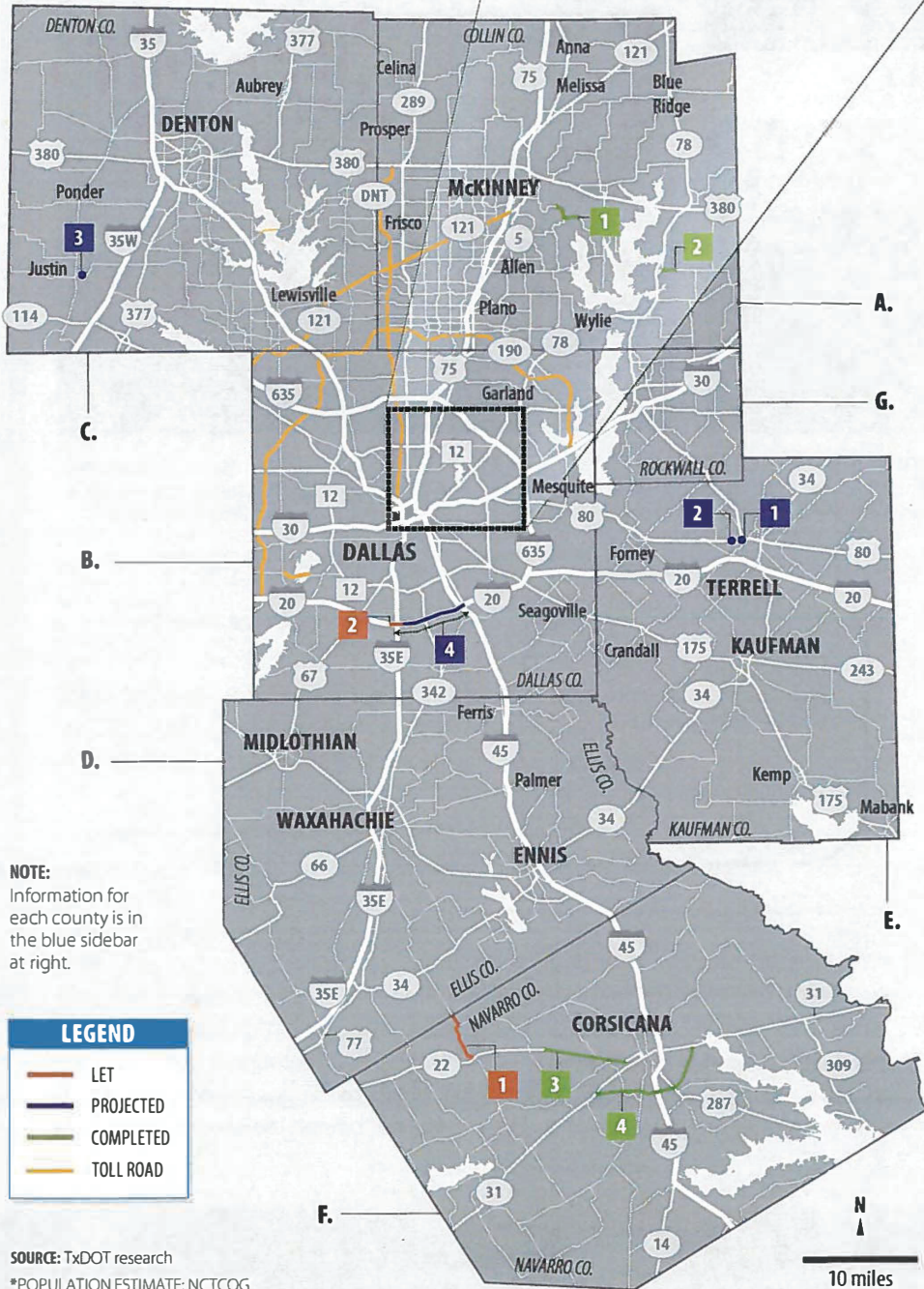
\*Unmapped.

SOURCE: Texas Department of Transportation

Credit: TxDOT graphics

# DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in **February 2022**, are projected to let in **March 2022**, or have recently been **completed**.

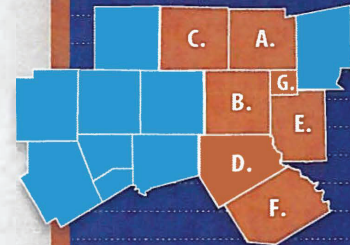


**NOTE:**  
Information for each county is in the blue sidebar at right.

**LEGEND**

- LET
- PROJECTED
- COMPLETED
- TOLL ROAD

SOURCE: TxDOT research  
\*POPULATION ESTIMATE: NCTCOG



## 2021 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,451,460  
\*POPULATION ESTIMATE | 5,046,435  
LANE MILES | 10,945.063

### A. COLLIN COUNTY

VEHICLE REGISTRATION: 815,746  
\*POPULATION ESTIMATE: 1,033,046  
LANE MILES: 1,554.718

### B. DALLAS COUNTY

VEHICLE REGISTRATION: 2,006,193  
\*POPULATION ESTIMATE: 2,647,576  
LANE MILES: 3,374.238

### C. DENTON COUNTY

VEHICLE REGISTRATION: 694,485  
\*POPULATION ESTIMATE: 886,563  
LANE MILES: 1,665.964

### D. ELLIS COUNTY

VEHICLE REGISTRATION: 665,303  
\*POPULATION ESTIMATE: 188,464  
LANE MILES: 1,541.650

### E. KAUFMAN COUNTY

VEHICLE REGISTRATION: 128,716  
\*POPULATION ESTIMATE: 135,410  
LANE MILES: 1,207.916

### F. NAVARRO COUNTY

VEHICLE REGISTRATION: 47,117  
\*POPULATION ESTIMATE: 52,013  
LANE MILES: 1,252.710

### G. ROCKWALL COUNTY

VEHICLE REGISTRATION: 93,900  
\*POPULATION ESTIMATE: 103,363  
LANE MILES: 347.867

## COVER STORY CONTINUED...



**Above:** Precast beams for direct connector bridge at SH 183



**At Left:**  
Bridge  
demolition



**TxDOT Employees: from left to right:** Alia Eckardt (Engineering Assistant), Mathew Beckett (Engineering Assistant), Mona Lotfi (Engineering Assistant), Pranjali Adhikari (Summer Intern), Sarah Williams (Engineering Assistant), Mira Banerji (Summer Intern), Marc Williams (Executive Director), Brianna Wilborn (Summer Intern), Mo Bur (District Engineer), Dereje Tesemma (Project Manager), Nelly Ekonde (Engineering Assistant) and Michael Bazie (Deputy Project Manager)



**Below:** Crews  
build bridge  
cap for direct  
connect ramp

### A UNIQUE OPPORTUNITY

**Part of the Irving Interchange** team recently interviewed with Texas Contractor magazine, to talk more about what makes the project unique, as well as how the group has overcome various challenges thus far.

Through TxDOT's four-year Engineering Assistant Program, about 10 EAs are currently getting hands-on training assisting on the Irving Interchange. Typically, other construction projects may have only one EA on the job.

Brenan Honey, Director of Construction for the Dallas District, said when the

“  
The program allowed me to learn roadway design, construction, operations, and maintenance.  
— Michael Bazie  
Irving Interchange Project's Deputy Project Manager  
”

Irving project started amping up, the aggressive 24/7 construction schedule required an influx of additional staff.

**This created the perfect opportunity** for EAs to step in and help, while gaining invaluable experience on such a major project.

The program has proven to be a valuable recruiting tool for TxDOT.

Michael Bazie, who is now the Irving Interchange project's deputy project manager, went through the EA program himself.

“The program allowed me to learn roadway design, construction, operations, and maintenance,” Bazie said. “I used this experience to apply for my professional engineering license which, as a result, helped me to be eligible for the position of deputy PM on a big project like the Irving Interchange. I am now able to share my experience with new EAs as they go through the rotation program.” ■

### DALLAS DISTRICT | PROGRESS



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#### REPORT A POTHOLE:

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