

2.2. **Dallas-Fort Worth High-Speed Rail Additional Funding for National Environmental Policy Act Consultant**

Presenter: Brendon Wheeler, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council approval for additional funding (as a “not to exceed” amount) for a consultant contract to complete preliminary engineering and environmental documentation required by the National Environmental Policy Act (NEPA). Additional funding provision requested not to exceed 10 percent of original contract budget; Surface Transportation Block Grant (STBG) Program funds will be requested for this purpose.

Background: In April 2020, North Central Texas Council of Governments staff began work on the Dallas-Fort Worth High-Speed Transportation Connections Study with consultant assistance. The project is divided into two phases, the first being an alternatives analysis of high-speed modes and corridors, which was completed in late 2022. The second phase includes conceptual and preliminary engineering and a National Environmental Policy Act (NEPA) effort resulting in a federal government action identifying the project’s next steps; this phase is expected to be complete in late 2024. Public and stakeholder input as well as constraints resulting from conceptual engineering analysis required development of additional alignment alternatives than originally anticipated and inclusion of tunneling expertise for preferred alignment in the NEPA process. Additional reference material is provided in [Electronic Item 2.2](#).

Performance Measure(s) Addressed: Safety, Transit

2.3. **Regional Transportation Council Local Funds for North Texas Innovation Alliance Urban Resilience Fellowship Program**

Presenter: Ernest Huffman, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of \$18,000 in RTC Local funds to support three problem statements submitted through the North Texas Innovation Alliance (NTXIA) Urban Resilience Fellowship Program.

Background: During the summer of 2023, NTXIA initiated the Urban Resilience Fellowship Program. This program connects teams of students from higher education institutions across Dallas-Fort Worth with a community partner from local governments or industry to develop innovative solutions to pressing local issues. North Central Texas Council of Governments (NCTCOG) Transportation staff submitted the following three problem statements:

- Municipal Broadband Deployment Related to the Enhancement of Roadway and Residential Connectivity
- Development of an Integrated Network Design and Demand Estimation of Advanced Air Mobility
- Evaluating the Change to an Electric Aircraft Fleets, Developing Strategies, Benchmarking and Modeling the Market for Electric Aircraft Costs.

NCTCOG has partnered with the University of Texas at Arlington to address these problem statements. The program will begin in the 2024 Spring semester and will start with introductions of the community partner and student teams, along with the development of a baseline understanding of the problems and a path forward towards solutions. Then, students move into a four-week sprint of prototyping and development, with a final close out of project outcomes and presentations. Each problem statement cost \$6,000, for a total not to exceed \$18,000. Staff is requesting a recommendation for RTC approval of \$18,000 in RTC Local funds to participate in this program.

Performance Measure(s) Addressed: Safety and Transit

1:40 – 1:50

3. **Additional Professional Services for the Cotton Belt Trail**

Action Possible Action Information Minutes: 10

Presenter: Kevin Kokes, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of funds will be requested for additional design services associated with the Cotton Belt Trail.

Background: The Dallas Area Rapid Transit (DART) Silver Line rail project is coordinating a parallel regionally significant Cotton Belt Regional Veloweb Trail that will provide pedestrian and bicycle access to rail stations in seven cities across three counties. Accommodations for the approximate 26-mile regional trail has been included as part of DART's planning for the commuter rail corridor. Construction of the Cotton Belt Trail is being managed by DART and will occur in phases as funding is available. Engineering design for the Trail initiated in January 2021. Additional design services, which were not anticipated with the initial negotiated consultant scope of work, are required to integrate the trail with the Silver Line Rail project and help reduce future construction costs. As such, additional design services are needed to adequately complete the plans that will be issued for construction. Staff will request \$4 million in Congestion Mitigation and Air Quality Improvement Project (CMAQ) Program funds for the

additional professional design services. An overview of the proposed funding request is contained in [Electronic Item 3](#).

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

1:50 – 2:00

4. **Safety Program Implementation of Innovative Ideas to Reduce Youth Fatalities Due to Motor Vehicle Crashes**

Action Possible Action Information Minutes: 10

Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of \$4 million in Regional Toll Revenue (RTR) funds for the implementation of innovative ideas to reduce youth fatalities due to motor vehicle crashes.

Background: In 2021, only 12 percent of licensed drivers within the state of Texas were under the age of 25 years and they accounted for nearly 19 percent of fatalities in motor vehicle crashes. This disproportionate risk can be explained by a number of causes including inexperience, critical errors in driving decisions, distracted driving, speeding, as well as substance abuse. North Central Texas Council of Governments (NCTCOG) would like to partner with industry experts to implement innovative ideas to reduce youth fatalities associated with motor vehicle crashes. Staff is requesting a recommendation to RTC to approve \$4 million in RTR funds to be utilized to implement ideas that are generated through a Call for Partners. Additional information regarding this item can be found in [Electronic Item 4](#).

Performance Measure(s) Addressed: Safety

2:00 – 2:10

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

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: An overview of current transportation items will be provided.

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

1. Approval of North Central Texas Council of Governments Executive Board Action on Advertising and Introduction of Risk Analysis
2. Status of Texas Department of Transportation Rule Making for Metropolitan Planning Organization- Selected Funding ([Electronic Item 5.1](#))
3. Local Elected Officials Meeting with Texas Department of Transportation Commissioners ([Electronic Item 5.2](#))
4. Update on Transportation Development Credits and Regional Transportation Council Local funds

Performance Measure(s) Addressed: Administrative

2:10 – 2:20

6. **Texas Department of Transportation State Infrastructure Bank Loan Opportunities**

Action Possible Action Information Minutes: 10

Presenter: Dallas Teston, Texas Department of Transportation

Item Summary: The Texas Department of Transportation (TxDOT) will brief the Committee on the availability of State Infrastructure Bank (SIB) loan opportunities available to local governments.

Background: The SIB is a federal revolving loan fund managed by TxDOT for roadway projects. The SIB can lend funds for roadway projects to cover items such as a local contribution or local match, utility relocation, or even local road projects. TxDOT will outline the SIB program requirements, eligibility, and application process. See [Electronic Item 6](#) for additional information.

Performance Measure(s) Addressed: Roadway

2:20 – 2:30

7. **End of Ozone Season Recap**

Action Possible Action Information Minutes: 10

Presenter: Chris Klaus, NCTCOG

Item Summary: Staff will provide a summary of the 2023 ozone season activity and other air quality updates for the Dallas-Fort Worth (DFW) region. The ozone season is from March 1 to November 30.

Background: The end of November concluded another ozone season for the DFW region. The region continues to work towards compliance for both the 2008 and 2015 ozone National Ambient Air Quality Standards (NAAQS). Staff has been tracking the exceedance days at each monitor and will provide a summary of the 2023 ozone season data for the North Central Texas 9-and 10-county nonattainment areas and compare against previous ozone seasons and what the state has modeled. For more information, please see [Electronic Item 7](#).

Performance Measure(s) Addressed: Air Quality

2:30 – 2:40

8. **Advanced Transportation Technology and Innovation Program**

Action Possible Action Information Minutes: 10

Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will provide an overview of the grant and possible project opportunities for a regional application for the 2023-2024 Advanced Transportation Technology and Innovative (ATTAIN) Program.

Background: In November 2023, the United States Department of Transportation (USDOT) issued an announcement for the ATTAIN program proposals that deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment. The USDOT will provide funding of up to \$12 million per grant. A 20 percent local match is required. The link to the Notice of Funding Opportunity that details the grant program for Fiscal

Year 2023-2024, as well as the application requirements are located at: grants.gov/search-results-detail/351055. Applications are due to the USDOT by February 2, 2024. Staff will provide a summary and a brief overview of possible regional project opportunities.

Performance Measure(s) Addressed: Goods Movement, Safety

2:40 – 2:50

9. **Fast Facts**

Action Possible Action Information Minutes: 10

Item Summary: Brief staff presentations will be provided. Please reference the material provided for each of the following topics.

1. *Aliyah Shaikh* – Deadline for May 2024 Transportation Improvement Program Modification Cycle
 2. *Dylan Niles* – Transportation Development Credit Annual Report ([Electronic Item 9.1](#))
 3. *Daniel Snyder* – Transportation Alternatives Call for Projects Obligations Notice ([Electronic Item 9.2](#))
 4. *Connor Sadro* – Broadband as a Transportation Service Update ([Electronic Item 9.3](#))
 5. *Jesse Brown* – High Occupancy Vehicle Subsidy Report ([Electronic Item 9.4](#))
 6. *Trey Pope* – Local Clean Air Project Spotlight ([Electronic Item 9.5](#))
 7. *Maggie Quinn* – Air Quality Funding Opportunities for Vehicles (www.nctcog.org/aqfunding)
 8. *Maggie Quinn* – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
 9. *Jackie Castillo* – December Online Input Opportunity Notice ([Electronic Item 9.6](#))
 10. *Jackie Castillo* – October Public Meeting Minutes ([Electronic Item 9.7](#))
 11. *Taylor Benjamin* – Public Comments Report ([Electronic Item 9.8](#))
 12. *Toni Stehling* - 2024 Surface Transportation Technical Committee and Regional Transportation Council Meeting Schedules ([Electronic Item 9.9](#))
 13. Written Progress Reports:
 - Partner Progress Reports ([Electronic Item 9.10](#))
10. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
11. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on January 26, 2024.**

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
October 27, 2023**

The Surface Transportation Technical Committee (STTC) met on Friday, October 22, 2023, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Melissa Baker, David Boski, Tanya Brooks, Daniel Burnham, Travis Campbell, John Cordary, Jr., Breanna Davis (representing Jackie Culton), Tracy Homfield (representing Clarence Daugherty), Arturo Del Castillo, Pritam Deshmukh, Caryl DeVries, Rebecca Diviney, Jana Pimentel (representing Phil Dupler), Chad Edwards, Chris Flanigan, Ricardo Gonzalez, Pam Alummottill (representing Gary Graham), Ron Hartline, Barry Heard, Matthew Hotelling, John D. Hudspeth, Jeremy Hutt, Thuan Huynh, Joseph Jackson, Joel James, Gus Khankarli, Eron Linn, Clay Lipscomb, Paul Luedtke, Stanford Lynch, Chad Marbut, Alberto Mares, Wes McClure, Brian Moen, Mark Nelson, Jim O'Connor, Tim Palermo, Dipak Patel, John Polster, Kelly Porter, Tim Porter, Elizabeth Reynolds, John Mears (representing Jahor Roy), Greg Royster, David Salmon, James Ryan Sartor, Brian Shewski, Walter Shumac, III, Randy Skinner, Cheryl Taylor, Caleb Thornhill, Jennifer VanderLaan, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, and Jana Wentzel.

Others present at the meeting were: Vickie Alexander, Taylor Benjamin, Farhan Butt, Jackie Castillo, Lori Clark, Jessica Cordova, Walter Council, Liza Cox, Brian Dell, Cody Derrick, Amber Ellis, Austin Frith, Rebekah Gongora, Irlenia Hermsillo, Chris Hoff, Bill Ische, Zachery Joseph, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Dan Lamers, Mike Landvik, Bradley LeCureux, Kurt Lehan, James McLane, Bridell Miers, Collin Moffett, Michael Morris, Chandra Murulanandham, Savana Nance, Donald Parker, Ezra Pratt, Minesha Reese, Rylea Roderick, Sarah Sargent, Robert Saylor, Toni Stehling, Daniel Tower, Nicholas VanHaasen, Noah Walker, Brendon Wheeler, Jared Wright, and Alexander Young.

1. **Approval of September 22, 2023, Minutes:** The minutes of the September 22, 2023, meeting were approved as submitted in Electronic Item 1. Gus Khankarli (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda:
 - 2.1. **Proposed Administrative Amendments to Mobility 2045 – 2022 Update:** A recommendation was requested for Regional Transportation Council (RTC) approval to amend the Mobility 2045 Update with the inclusion of three non-regionally significant roadway projects for Texas Department of Transportation (TxDOT) to advance planning and design activities.

A motion was made to recommend Regional Transportation Council approval of Item 2.1 on the Consent Agenda. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

3. **Proposed Texas Department of Transportation Policy Change for Metropolitan Planning Organization Funding:** Christie Gotti requested a recommendation for Regional Transportation Council (RTC's) approval on public comments to be submitted to Texas Department of Transportation (TxDOT) regarding the policy/rule change for Metropolitan Planning Organization (MPO) – selected funding categories. Christie presented some

background information first. In 1991, federal law established MPO selection authority for Surface Transportation Planning – Metropolitan Mobility funds, which were later renamed Surface Transportation Block Grant (STBG) Program funds. Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are allocated to nonattainment areas and for decades, TxDOT has delegated selection authority to MPOs. On September 11, 2023, TxDOT Headquarters staff briefed MPOs across the State on a proposed new policy change that would remove carryover funds from MPOs and redistribute them to TxDOT Districts for selection. TxDOT Headquarters has been focused on the reduction of carryover balances in MPO-selected categories for years, which led to the creation of the RTC's Ten-Year Milestone Policy and annual project tracking efforts implemented by staff. Per federal law, funds are available in the year of apportionment, plus 3 years (4 years total). This means funds can carryover legally for up to 3 years, then they lapse. The only lapse in our history was in Fiscal Year 2020, when TxDOT allowed funds to lapse by not spending the oldest funds first (not caused by an MPO). TxDOT is using this lapse as a reason to pursue removal of funds from MPO selection and transitioning it to TxDOT District selection. TxDOT headquarters historically spent the oldest funding first on a "first in, first out" basis, and stopped this practice at some point, not realizing the ramifications. The ramifications were the State lost \$70+ million and North Central Texas Council of Governments (NCTCOG) lost \$23 million. A portion of STBG funds are federally allocated to urbanized areas over 200,000 in population (e.g., MPOs) and cannot be reallocated to other areas of the State. TxDOT is proposing that if MPO carryover balances in STBG exceed 200 percent of a given year's annual allocation, they would sweep the amount over the 200 percent threshold from the MPO's Category 2 allocation. Meaning that TxDOT is only allowing 2 years of use (the year of apportionment plus 1) vs. the federal rule of year of apportionment plus 3. Since TxDOT cannot reallocate STBG funds, they are proposing to reallocate other MPO-selected funds via the Category 2 program. TxDOT is proposing a rule change for CMAQ funds which states that if MPO carryover balances exceed 200 percent of the amount over the threshold will be reallocated to TxDOT District. In addition, TxDOT is proposing that MPOs must obtain District concurrence on all CMAQ funds, not just funds reallocated to Districts. Removal of funds from MPO to TxDOT selection authority is proposed to happen at the staff level vs. by the Texas Transportation Commission (TTC). Christie presented the CMAQ and STBG utilization estimates from TxDOT for FY2023 using revised allocations, along with the total percent scheduled to be used or spent against those allocations. Approximately 92 percent of the CMAQ allocation was scheduled to be used and 76 percent of the STBG allocation was scheduled to be used. Total funding in the 2024 UTP is a record breaking \$100,565,592,319 of which, \$80,336,338,956 is TxDOT selected and \$20,229,553,363 is MPO selected (CMAQ, STBG, Transportation Alternatives Set Aside [TASA], Category 2). The amount of carryover funding across the State that is currently over the 200 percent threshold is only 0.26 percent of the total UTP amount. It is a significant number for MPOs, but an extremely small amount compared to the rest of TxDOT-selected funding. She also pointed out some points to consider on proposed rulemaking: this proposal changes selection authority for all Category 2 funding, not just future STBG-related Category 2 adjustments, which is not germane to the carryover issue. In addition, TxDOT is proposing that MPOs must obtain District concurrence on all CMAQ funds, not just funds reallocated to Districts. If TxDOT is proposing to take away funding from MPOs, it should occur via formal TTC action and formal notification should be sent to MPOs and MPO policy boards in advance. The rule should define "encumbered" and/or "unencumbered." The rule creates an opportunity cost of duplicate data entry vs. getting projects across the goal line. The rule is silent on the information system used, and if TxDOT Connect is used, two systems of record are available (eSTIP is officially sanctioned) and not usually consistent. We will ask TxDOT to confirm compliance with federal intent. Electronic Item 3.1 was a summary of the

slideshow TxDOT provided at the September 11, 2023, meeting. Electronic Item 3.2 contained the slides shown at the RTC workshop. The workshop recording can be viewed online at: <https://nctcog.new.swagit.com/videos/274392> under item 6 with the recording. Electronic Item 3.3 contained staff's recommendation for discussion at the STTC meeting.

A motion was made to recommend and concur with Regional Transportation Council (RTC) approval of comments on the proposed rulemaking, including: the proposal changes selection authority for all category 2 funding, not just the future "Surface Transportation Block Grants (STBG)-related Category 2 adjustments," which is not germane to the carryover issue; Texas Department of Transportation (TxDOT) is proposing that Metropolitan Planning Organization (MPOs) must obtain District concurrence on all Congestion Mitigation and Air Quality (CMAQ) funds, not just funds reallocated to Districts, which again, is not germane to the carryover issue; if TxDOT is going to take funding away from MPOs, it should occur via a formal Texas Transportation Commission (TTC) action; formal notification should be sent to MPOs and MPO policy boards in advance; an appeals process should be created to review TxDOT data entry to ensure accuracy and context; the rule should define "encumbered" and/or "unencumbered;" the rule creates an opportunity cost of duplicate data entry vs. getting projects across the goal line; the rule is silent on information system used, and if TxDOT Connect is used, two systems of record are available (eSTIP is officially sanctioned) and not usually consistent; and ask TxDOT to confirm compliance with federal intent. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

4. **Federal/Local Funding Partnership with Collin County on US 380:** Cody Derrick requested a recommendation for the Regional Transportation Council (RTC's) approval of a proposed federal/local partnership with Collin County. North Central Texas Council of Governments (NCTCOG) would like to expand the pool of RTC local funds to allow the RTC to expedite projects and programs. The RTC local pool was previously expanded via federal/local exchanges with various local partners, with the latest being with the City of Dallas on the Five Mile Creek. To further increase the amount of non-federal funding available to the RTC, staff proposed to build upon the original existing two-project partnership with Collin County that was approved in November 2020. The two-projects were funded by the RTC because Collin County Bond funds were ineligible, yet Collin County had an interest in participating financially in the Panther Creek Parkway (Frisco) - \$30 million Surface Transportation Block Grant (STBG) and McKinney National Airport Runway Extension (McKinney) - \$30 million Regional Toll Revenue. In exchange for the \$60 million of RTC-selected Category 2 funds were taken off the US 380 project and replaced with \$60 million of Collin County Bond funds. The current proposed trade with Collin County has already committed \$60 million in local bond program funds to US 380 to complete the existing partnership agreement and is willing to send it's \$60 million of local funds to the RTC instead if the RTC will place the same amount of new Category 2 funds on US 380. The \$60 million of County funds would be added to the RTC local pool. The approval timeline is as follows: Collin County Commissioners Court took action on March 27, 2023, sought action at the October 27, 2023, Surface Transportation Technical Committee meeting, the November 9, 2023, RTC meeting, and the November 16, 2023, Executive Board meeting. Electronic Item 4 contained additional details on the partnership.

A motion was made to recommend Regional Transportation Council (RTC) approval for the proposed US 380 federal/local partnership with Collin County; program \$60 million in Category 2 funds on US 380; receive \$60 million in local funds for placement in Regional Transportation Council local pool; amending the Transportation Improvement Program

(TIP)/Statewide Transportation Improvement Program (STIP), and updating any administrative and/or planning documents as needed to incorporate the project funding. Gus Khankarli (M); Tanya Brooks (S). The motion passed unanimously.

- 5. 2023 Transportation Conformity:** Jenny Narvaez requested a recommendation for the Regional Transportation Council (RTC's) approval of the 2023 Conformity results. She presented the overview of efforts on the 2023 Transportation Conformity analysis, including the reason for the analysis and the timeline. The purpose demonstrates that projected emissions from transportation projects are within emission limits (Motor Vehicle Emissions Budgets) established by the State Implementation Plan (SIP) and ensures federal funding and approval is applied to transportation projects that are consistent with air quality planning goals. Jenny pointed out that we are in violation of two ozone standards, but what governs is the nonattainment area that is the largest, so the 2008 ozone standards for ≤ 75 parts per billion (ppb) is a ten-county nonattainment area, as compared to the 2015 ozone standard for ≤ 70 ppb is a nine-county nonattainment area. The largest of the two govern so the analysis will be performed on the ten-county nonattainment area. In April of 2023, the Environmental Protection Agency (EPA) published a Notice of Adequacy for the 2020 Motor Vehicle Emissions Budgets for the purpose of transportation conformity with an effective date of May 24, 2023. This adequacy determination requires transportation conformity to be performed within two years of the effective date. Thus, staff will conduct a strategic analysis against new emission budgets only (no network/project changes to the current Mobility 2045 Update). The timeline: was taken for action at the October 27, 2023, STTC meeting, for action (Endorsement of 2023 Transportation Conformity) (End of Public Comment Period November 8, 2023) at the November 9, 2023, RTC meeting, will be taken for action (Endorsement of 2023 Transportation Conformity) at the January 2024, Executive Board meeting. The 2023 Transportation Conformity documents will be sent to federal and state partners to begin interagency consultation review with anticipated United States Department of Transportation (USDOT) conformity determination by March of 2024. Electronic Item 5 provided presented details.

A motion was made to recommend Regional Transportation Council (RTC) approval for the 2023 Transportation Conformity analysis for new Motor Vehicle Emissions Budgets on Mobility 2045 Update, the Metropolitan Transportation Plan for North Central Texas, and recommend the Regional Transportation Council approve the 2023 Transportation Conformity. Gus Khankarli (M); Tanya Brooks (S). The motion passed unanimously.

- 6. Electric Vehicle Charging and Energy Management Grants:** Jared Wright requested a recommendation for the Regional Transportation Council (RTC's) approval for the North Central Texas Council of Governments (NCTCOGs) to pursue funding from the Federal Highway Administration (FHWA) Electric Vehicle Charger Reliability and Accessibility Accelerator program and the use of RTC local funds to satisfy match requirements for a State Energy Conservation Office (SECO) project. As a set-aside of the National Electric Vehicle Infrastructure (NEVI) Formula Program, this program will increase reliability of electric vehicles (EV) charging stations by funding repair and replacement of existing EV charging stations. Eligible projects can be publicly, or privately owned chargers listed as non-operational chargers on the Alternative Fuels Data Center (AFDC) by October 11, 2023, at afdc.energy.gov. Only State departments of transportation and local governments can apply with approximately \$100 million available, FHWA anticipates all eligible projects will be awarded up to 80 percent of the total project cost, with a 20 percent match required. Funded stations must be upgraded to NEVI standards under 23 CFR 680. Application approach includes incorporating North American Charging Standard (NACS) Connector for

consistency with Texas EV infrastructure plan and to coordinate with host cities and charging station networks to determine warranted repair needs. NCTCOG proposed to prioritize sites that minimize required agreements with subrecipients, are not in proximity to existing charging stations, increase access in key areas such as multi-family properties, grocery stores, and retail locations, and connect the region to other areas. Total project funding of up to \$4,500,000, with \$4,200,000 for site repair/upgrade and \$300,000 NCTCOG administration costs. Pass-through funding for site repair/upgrade with \$3,360,000 and \$300,000 NCTCOG administrative costs for a total of up to \$3,600,000. The application schedule as follows: sought recommendation of RTC approval at the October 27, 2023, STTC meeting, action at the November 9, 2023, RTC meeting, FHWA application deadline was November 13, 2023, and sought endorsement at the November 16, 2023, Executive Board meeting. Jared highlighted another program, from the State Energy Conservation Office (SECO), a regional energy management program. SECO coordinates with the Environment and Development department to develop, implement, and maintain effective energy management and efficiency programs while meeting Justice 40 and energy consumption reporting requirements. Key transportation activities increase compliance with reporting requirements applicable to nonattainment and affected counties by integrating alternative fuels into resilience and emergency response activities that develop white paper on resilience strategies for electric vehicle charging stations. The budget for this program is \$200,000 federal with a \$40,000 match, with funds split evenly between Transportation and Environment and Development departments with up to \$20,000 match needed to fulfill the Transportation share. Electronic Item 6.1 detailed eligible sites located within the NCTCOG region. Electronic Item 6.2 provided more information.

A motion was made to recommend Regional Transportation Council (RTC) approval for the North Central Texas Council of Governments (NCTCOG) to pursue funding from Federal Highway Administration (FHWA) Electric Vehicle Charger Reliability and Accessibility Accelerator program to repair and replace non-operational electric vehicle chargers in or connecting travelers to NCTCOG region, including use of up to 60,000 Transportation Development Credits as non-federal match for NCTCOG administrative costs, and use of up to \$20,000 in Regional Transportation Council local funds to fulfill match requirement for State Energy Conservation Office funded Regional Energy Management project. Gus Khankarli (M); Jim O'Connor (S). The motion passed unanimously.

- 7. Director of Transportation Report on Selected Items:** Michael Morris excitedly announced, Go Rangers! He instructed everyone to write down or make a note that the May 2024 Transportation Improvement Program (TIP) modification submittal deadline is December 8, 2023. He briefly announced for the first time of presenting action items to the Executive Board for the North Central Texas Council of Governments (NCTCOG) Advertising and Introduction of Risk Analysis was not supported. The item will be reallocated and taken for action again. He thanked Dallas Area Rapid Transit (DART) for the \$10 million local partnership. Michael announced and acknowledged the Texas Innovation Alliance 2023 Invitation Award Winner, Collin Moffett. Michael mentioned Electronic Item 7.1 shares with everyone the new project for North Texas Center for Mobility Technologies. He briefly noted the correspondence regarding the High-Speed Rail provided in Electronic Item 7.2. Michael took Sandra Wesch's professional services agreement to the Executive Board and she will continue working for an additional two years. Michael noted his appreciation for Melissa Baker's work in the environmental area and highlighted the Environmental Career Symposium on November 11, 2023, further details provided in Electronic Item 7.3. He mentioned the Fall 2023 Traffic Incident Management Executive Level Course Announcement, taught by Natalie Bettger, was on November 2, 2023, details provided in

Electronic Item 7.4. He also mentioned the 2023 Crash Responder Safety Week was November 13 – 14, 2023 with details at: [Crash Responder Safety Week \(CRSW\) November 13-17, 2023 - FHWA \(dot.gov\)](https://www.fhwa.dot.gov/crash-responder-safety-week/crash-responder-safety-week-crsww-november-13-17-2023). Michael encouraged everyone that just because it's bumpy, doesn't mean it's always going to be this way, to remember the tone in our communication, be there for each other, time for re-commitment to the importance of our outcomes over ego.

8. **Project Status Report: Fiscal Year 2023/Fiscal Year 2024 Project Tracking:** Brian Dell provided a status report on the Fiscal Year 2023/Fiscal Year 2024 (FY2023/2024) Project Tracking effort. Brian provided a little background on the project tracking initiative, noting that by focusing on projects slated for implementation in FY2023 and FY2024, projects can be monitored earlier, and potential problems can be highlighted, and the Regional Transportation Council can take corrective actions to avoid accumulation of carryover balances. Texas Department of Transportation's (TxDOT's) proposed rulemaking for Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG) carryover funds increases the need to minimize carryover balances. The end of year summaries for FY2023 for CMAQ, STBG, and Transportation Alternatives Set Aside (TASA) funding was provided. A preview of available funding and the number of project phases in 2024 for CMAQ, STBG, and TASA funds was provided. A list of project phases that were scheduled to begin in FY2023 and their current statuses can be found in Electronic Item 8.1. A list of project phases that are scheduled to begin in FY2024 and their current statuses can be found in Electronic Item 8.2. A summary of overall progress towards funding obligation and project completion is provided in Electronic Item 8.3.
9. **North Texas Tollway Authority State Infrastructure Bank Loan Repayment Update:** Liza Cox briefed the Committee on the repayment of the North Texas Tollway Authority (NTTA) State Infrastructure Bank (SIB) loan. NTTA originally took out the loan to finance construction of the President George Bush Turnpike (PGBT). In 2012, Texas Department of Transportation (TxDOT) requested assistance from the Regional Transportation (RTC) to replenish the SIB by assuming the NTTA SIB loan. In October 2012, the RTC agreed to assist TxDOT and assumed the NTTA SIB loan using Regional Toll Revenue (RTR) funds. Collin, Dallas, and Denton County RTR funds were utilized at their request. This allowed the funds to earn higher interest rates, as well as allowing the SIB additional capacity to make loans to other projects across the state. The partnership also allowed the RTC and TxDOT to finalize a strategy reducing TxDOT staff costs for on-system RTR projects. A breakdown of terms and repayment: loan amount was \$138,972,560 with 4.2 percent annual interest rate, and \$38,897,636 interest was earned. The loan was paid in full in October of 2022. RTC helped TxDOT by recapitalizing the SIB for future use on other projects across the state. The partnership allowed TxDOT and the RTC to finalize and implement a successful strategy for how TxDOT charges on-system staff costs for RTR projects, and the county accounts benefitted from higher interest earned. A plan is underway to program these funds. Additional information was provided in Electronic Item 9.
10. **Climate Pollution Reduction Grants Update:** Savana Nance provided an update on the Environmental Protection Agency's (EPA) Climate Pollution Reduction Grants (CPRG) Planning Grants program and an overview of the EPA's CPRG Implementation Grant program. North Central Texas Council of Governments (NCTCOG) received \$1 million in funds to develop a regional plan to improve air quality from the CPRG Planning Grants program. Environment and Development and Workforce Solutions of North Texas are assisting in development of CPRG Planning Grant deliverables. NCTCOG will collaborate with local governments and the public to develop the following CPRG Planning Grants deliverables: Priority Climate Action Plan (PCAP) is due March 1, 2024, Comprehensive

Climate Action Plan (CCAP) is due summer of 2025, and the status report is due summer of 2027. Deliverables will be incorporated into the NCTCOG's Dallas-Fort Worth (DFW) Air Quality Improvement Plan (AQIP). The CPRG Implementation Grants have \$4.3 billion available for general competition with individual awards between \$2 million and \$500 million. The EPA anticipates awarding 30-115 grants under this announcement. Applicants who are eligible to apply for implementation grants are lead organizations that were direct recipients of CPRG Planning Grants, State, Municipalities, and Tribes. To be eligible for CPRG Implementation Grant funding a measure must be included in a PCAP. EPA measures will not implement the same measures in the same location and does not anticipate awarding more than two grants in the same jurisdiction. NCTCOG is seeking STTC recommendations; new measures the region should implement, current measures which should be expanded, measures which need additional funding to continue, and current measures which need to be updated and improved. Recommendations can be sent to nctcog-cprg@Publicinput.com and a survey is available at www.publicinput.com/nctcog-cprg. Next steps include public engagement opportunities are ongoing until February 2024, one-on-one meetings with local governments from October through November, CPRG workshop on November 29, 2023, December 13, 2023, and January 17, 2024, optional notice of intent to apply to CPRG Implementation Grants is February 1, 2024, CPRG applications due April 1, 2024, anticipated award of CPRG Implementation grants October 2024, CCAP is due on June 17, 2025. Submittal of a letter of support was due by Friday, November 10, 2023, to notify NCTCOG of interest in participating in supporting the development of the DFW AQIP and a regional application for the CPRG Implementation Grants. The template of support and agencies who have submitted are available at www.publicinput.com/nctcog-cprg. If a local governments' project or program measure is not included in the PCAP that will be submitted in March, it is not eligible for any implementation grant funding available. Applications for the CPRG Implementation Grants are due on April 1, 2024. Electronic Item 10 provides additional details.

11. **Fast Facts:** The following fast facts were provided by NCTCOG staff:

Bradley LeCureux highlighted for the Air Quality Funding Opportunities for Vehicles, a current available grant opportunity, the Energy Future Grants Program, a Department of Energy Program that seeks to provide financial and technical assistance to local, state, and tribal lead governments partnerships to advance clean energy innovation with \$27 million available for this program/\$500,000 maximum per application. Applications were due November 10, 2023. More details provided at www.nctcog.org/aqfunding. Bradley mentioned a few upcoming events, the Electric Vehicle (EV) Fleet Manager Round Table event hosted Thursday, November 2, 2023, and the Regional EV working group meeting on November 15, 2023, from 2:00 pm – 3:00 pm, via zoom. More information, including registration for the upcoming Dallas-Fort Worth Clean Cities events available at: <https://www.dfwcleancities.org/events>.

Nicholas Van Hassen provided an update on the 2023 Ozone Season by mentioning we are in the end of the ozone season, we have one more month of ozone season and no change from being underneath two ozone standards with 50 exceedances, 42 being orange and 8 being red, and at 81 parts per billion. The most up-to-date information was provided in Electronic Item 11.1.

Savana Nance provided a recap on the National Drive Electric Week on Sunday, October 1, 2023, at the Tanger Outlets in Fort Worth with almost 300 people in attendance and plan to host this event again next year. Details provided in Electronic Item 11.2.

Jackie Castillo mentioned that North Central Texas Council of Governments staff hosted a public meeting on September 11, 2023, at 12:00 pm. Staff presented information about North Texas Airspace Awareness Pilot Program, presented by Ernest Huffman, Transit Strategic Partnerships Program, presented by Gypsy Gavia, FY23 Public Transportation Funding: Programs of Projects, presented by Ke'Ana Jones, Texas Electric Vehicle Registration Update, presented by Savana Nance. Details provided in Electronic Item 11.3. She announced that North Central Texas Council of Governments will be hosting an online public input opportunity Monday, November 13, 2023, through Tuesday, December 12, 2023. Electronic Item 11.4 provided more details.

Taylor Benjamin noted that the Public Comments Report, which contained general public comments received from August 20, 2023, through September 19, 2023, was provided in Electronic Item 11.5.

Written Progress Reports were provided in Electronic Item 11.6.

12. **Other Business (Old or New)**: There was no discussion on this item.
13. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on January 26, 2024.

Meeting adjourned at 3:28 PM.



North Central Texas Council of Governments

TO: Surface Transportation Technical Committee

DATE: December 1, 2023

FROM: Vickie Alexander
Program Manager

SUBJECT: Modifications to the FY2024 and FY2025 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 FY2024 and FY2025 UPWP was approved by the Regional Transportation Council and NCTCOG Executive Board in July 2023 and identifies the activities to be carried out between October 1, 2023, and September 30, 2025.

Listed below, and in the following attachment, is the first set of proposed modifications to the FY2024 and FY2025 UPWP. Included in these amendments are new initiatives, project updates, and funding adjustments. The proposed modifications are posted on the NCTCOG website for public review and comment as part of the November 2023 online public outreach opportunity.

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

- 2.01 Development of Travel Models – Regional Travel Model (reallocate \$328,200 in Transportation Planning Funds to Subtask 2.03, Model Applications – Regional Travel Model Application Support, as noted below)
- 2.01 Development of Travel Models – Time-Dependent Dynamic Network Model, Non-Motorized Trip Model, and Advanced Modeling Tools (add \$2,373,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, that are being reallocated from Subtask 2.02, Transportation Data Collection and Development – Travel Surveys and Data Collection, as noted below)
- 2.02 Transportation Data Collection and Development – Travel Surveys and Data Collection (reallocate \$2,373,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to Subtask 2.01, Development of Travel Models – Time-Dependent Dynamic Network Model, Non-Motorized Trip Model, and Advanced Modeling Tools, as noted above)

- 2.03 Model Applications – Regional Travel Model Application Support (add \$328,200 in Transportation Planning Funds that are being reallocated from Subtask 2.01, Development of Travel Models – Regional Travel Model, as noted above)
- 3.05 Transit Management and Operations – FTA Urban Funding Grant Administration (add \$90,000 in Federal Transit Administration funds to reflect receipt of funding through the Emergency Relief Grants for Public Transportation Systems Affected by Major Declared Disasters in Calendar Years 2017, 2020, 2021, and 2022; update text to reflect new funding)
- 3.07 Congestion Management Operations – Regional Traffic Signal Program (add \$2,035,000 in Congestion Mitigation and Air Quality Improvement Program funds and \$417,000 in local funds to support consultant assistance and ongoing activities related to the improvement of traffic signal operations on the arterial transportation system; update text to reflect use of Regional Transportation Council (RTC) Local funds, as well)
- 5.07 Roadway and Railroad Safety – Transportation Safety (reduce State Planning and Research funds from \$53,000 over two years to \$50,000 for Fiscal Year 2024; update text to reflect Texas Department of Transportation State Planning and Research funds and two additional anticipated products)

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

- 1.02 Program and Policy Administration – Regional Transit 2.0: Planning for Year 2050 (add initiative and approximately \$2,000,000 in Regional Transportation Council Local funds to support consultant activities; final amount will be approved by the NCTCOG Executive Board in January 2024)
- 3.03 Air Quality Management and Operations – Regional Energy Management (add initiative and \$100,000 in Department of Energy funds and \$20,000 in Regional Transportation Council Local funds to extend efforts to increase the capacity and resources of local governments related to integration of energy and transportation sectors)
- 3.03 Air Quality Management and Operations – EV Smart (add initiative and \$50,000 in Department of Energy funds and \$50,000 in Regional Transportation Council Local funds to reflect receipt of grant award as a subrecipient to assist municipalities in ways to be electric vehicle [EV] friendly and facilitate equitable access to electric mobility)
- 3.03 Air Quality and Management and Operations – Multimodal Drone Delivery (add initiative and \$200,093 in Department of Energy funds and \$200,094 in Regional Transportation Council Local funds to reflect receipt of a grant award as a subrecipient to provide assistance in the deployment of two mobility demonstration projects in the City of Arlington to deliver food to underserved communities)

- 3.05 Transit Management and Operations – Strategic Partnership Program (add \$300,000 in Regional Transportation Council Local funds to continue transit service in the cities of Allen and Fairview until federal funding is available; update text to reflect use of RTC Local funds)
- 5.01 Regional Transportation Studies – Regional Automated Transportation System Initiative (add \$495,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, for the engineering of the Las Colinas Automated Transportation System retrofit [modernization]).
- 5.02 Subarea Studies and Local Government Assistance – Love Field Surface Transportation Planning Study (Mockingbird Lane) (remove \$74,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, and add \$500,000 in Regional Toll Revenue funds; update text to reflect funding source change)
- 5.09 Regional Military and Community Coordination – Naval Air Station Joint Reserve Base Wings Over Cowtown Airshow (add initiative and \$250,000 in Regional Transportation Council Local funds to provide airshow event transportation assistance)

The following projects are being included in Chapter VIII., Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area. These projects are included in the UPWP for information only, no action by the Regional Transportation Council is required:

City of Arlington - AT&T Way Feasibility Study

Dallas Area Rapid Transit - Red Bird and East Dallas Transit Facilities

Please contact Vercie Pruitt-Jenkins at (817) 608-2325 or VPruitt-Jenkins@nctcog.org or me at (817) 695-9242 or valexander@nctcog.org if you have any questions or comments regarding these proposed modifications to the FY2024 and FY2025 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.

va
Attachment

AMENDMENT #1 TO THE FY2024 AND FY2025 UNIFIED PLANNING WORK PROGRAM

1.02 Program and Policy Administration

Regional Transit 2.0: Planning for Year 2050

Other Funding Sources

The Dallas-Fort Worth area is projected to continue unprecedented growth over the next 20 to 30 years. Much of this regional growth is forecast to occur outside of transit authority boundaries, presenting challenges related to congestion, sustainable development, and lack of alternative transportation options beyond the single-occupant vehicle. During FY2024 and FY2025, in response to a request from transit authority member cities and the Regional Transportation Council, the North Central Texas Council of Governments will utilize a consultant to conduct a comprehensive regional study to help identify critical transportation investments necessary to meet this anticipated population growth and support sustainable development across the region, while also addressing the lost opportunities for other investments felt in both non-member transit cities and transit member cities. Regional Transportation Council Local funds will support this initiative. Anticipated products include:

- More aggressive regional transit legislative program;
- Strategies to increase transit authority membership;
- Increased collaboration between the three existing transit authorities (Dallas Area Rapid Transit, Trinity Metro, and the Denton County Transportation Authority);
- Strategies to foster transit authority board partnerships and teamwork;
- Strategies for in-fill development;
- Fare collection strategies to increase ridership without lowering revenue;
- Recommendations to address the transit authority – member city paradox; and
- Final report summarizing findings.

3.03 Air Quality Management and Operations

Regional Energy Management

Other Funding Sources

Through an agreement with the State Energy Conservation Office (SECO) and in collaboration with the NCTCOG Environment and Development Department, NCTCOG Transportation Department staff will extend efforts to increase the capacity and resources of local governments related to integration of energy and transportation sectors, including the facilitation of energy efficiency and conservation, renewable energy and distributed energy resources, and energy resilience. Reduction in energy consumption helps improve air quality by reducing emissions associated with energy generation, or at least mitigating increased demand associated with population and economic growth and electrification of the transportation system. Energy resilience measures help reduce risks of operational interruptions associated with power outages or other grid events. As electric vehicle (EV) adoption grows and the transportation system and energy grid become more integrated,

this topic is growing in importance. This work element will be supported through funds provided by the Department of Energy and Regional Transportation Council Local funds and is funded through FY2024. Anticipated products include:

- Educational and outreach events for local governments to provide information on energy management topics;
- Efforts to encourage local governments to participate in regional energy-related programs;
- A white paper on resilient electric vehicle charging infrastructure planning;
- An inventory of energy management strategies for local governments to consider implementing;
- Outreach to local governments regarding required annual energy reporting;
- Maintenance of websites at www.gosolartexas.org and www.conservenorthtexas.org;
- Partnerships within the region and across the state to expand regional energy efficiency programs, including support for the Regional Integration of Sustainability Efforts (RISE) Coalition; and
- Submittal of reports to SECO.

EV Smart

Other Funding Sources

Through the EV Smart program, NCTCOG will help facilitate equitable access to electric mobility by providing local governments with technical assistance in setting and achieving EV readiness goals as well as providing recognition for these efforts. The growing adoption of EVs and need for charging infrastructure can present challenges to local governments, such as needed revisions to permitting and zoning, and charging infrastructure needs assessments. Through best practices, guidance, toolkits, and facilitated engagement with utilities, local governments can better meet these challenges and help improve air quality in communities by facilitating a smooth and rapid transformation to zero-emission vehicles. The program supports the local adoption of EVs and charging infrastructure with consideration of the Justice40 Initiative. This work element will be supported through funds provided by the Department of Energy and Regional Transportation Council Local funds and is funded through FY2025. Anticipated products include:

- Participation in the Advisory Committee to develop technical assistance materials, presentations, best practice guides, and outreach messaging;
- Feedback on EV Smart designation criteria and metrics tracking guide;
- Outreach plans to recruit North Texas local governments to participate in the EV Smart program;
- Ongoing outreach and education to local governments to pursue EV Smart designation;
- Technical assistance to participating local governments to achieve EV Smart designation;
- Performance evaluation of the EV Smart program through monthly team meetings and annual Advisory Committee meetings;
- Case studies showcasing local government success in the EV Smart program; and
- Submittal of reports.

Multimodal Drone Delivery

Other Funding Sources

NCTCOG will collaborate with a project team to deploy two mobility demonstration projects in the City of Arlington to deliver food to underserved communities using a multi-modal approach including autonomous drones. Staff will support project cost assessments, support public engagement efforts, evaluate fleet electrification opportunities, and assist in development of reports and outreach materials documenting project results, lessons learned, and opportunities for expansion. The project supports the Justice40 Initiative. This work element will be supported through funds provided by the Department of Energy and Regional Transportation Council Local funds and is funded through FY2026. Anticipated products include:

- Assessment of revenue and expense cost structure for project partners;
- A workshop for residents of the project area;
- Collaboration with stakeholders;
- Analysis of the first demonstration project;
- Fleet assessment to identify electrification opportunities;
- Compilation of community feedback;
- Comparison of actual versus modeled costs;
- Support for development of a story map and final report;
- Outline of steps to scaling up operations; and
- Development of outreach and education materials.

3.05 Transit Management and Operations

FTA Urban Funding Grant Administration

Other Funding Sources

This implementation activity is ongoing throughout FY2024 and FY2025, supporting all responsibilities NCTCOG assumes as the designated recipient for Federal Transit Administration (FTA) grant funds received for urbanized areas in the region. General responsibilities include program administration, project implementation, grant management and program oversight for all subgrantees who receive funds through the Bus and Bus Facilities Program, Congestion Mitigation and Air Quality Improvement Program, Enhanced Mobility of Seniors and Individuals with Disabilities Program, and the Urbanized Area Formula Program. Activities will also include the administration of emergency assistance funding made available by FTA to subgrantees in response to COVID-19 including the Coronavirus Aid, Relief, and Economic Security (CARES) Act ~~and~~, American Rescue Plan (ARP) Act of 2021, **and the Emergency Relief Grants for Public Transportation Systems Affected by Major Declared Disasters in Calendar Years 2017, 2020, 2021, and 2022**, which are expected to be administered through FY2024. Federal Transit Administration funds, subgrantee local funds, and Transportation Development Credits will support these activities. Consultant assistance may be used. Anticipated products include:

- FY2024 and FY2025 funding allocations;
- CARES Act funding allocations;
- ARP Act funding allocations;

- **Emergency Relief funding awards;**
- Grant and agreement management;
- Application oversight and compliance initiatives;
- Funding disbursement of reimbursable project expenses to subgrantees;
- Administration of a vehicle loaner program;
- Submittal of coordinated reports on behalf of subgrantees; and
- Procurements for services and equipment, including buses, on behalf of subgrantees.

3.05 Transit Management and Operations

Strategic Partnership Program

Other Funding Sources

This implementation activity is ongoing for FY2024 and FY2025, supporting coordination with strategic partners to develop transit projects that meet the transit needs of seniors, individuals with disabilities, and low-income populations for job access. Transit projects will be developed based on several factors, including, but not limited to, previously identified strategies in Access North Texas, environmental justice impact with consideration to strategies aligned with the Justice40 initiative, accessibility, strategic value in the region, innovation, and project sustainability. These efforts will fund projects that are responsive to the needs of transit-dependent populations, address gaps in service, and contribute to the coordination of services among transit providers. Federal Transit Administration funds, **Regional Transportation Council Local funds**, and Transportation Development Credits will support these activities. Anticipated products include:

- Review of Strategic Partnerships project requests;
- Coordination with local governments, transit providers, community service organizations, and other stakeholders to evaluate requests;
- A mobility toolbox to provide local governments with resources on transit project development;
- Programs and projects through Strategic Partnerships funding to improve transit access for seniors, individuals with disabilities, and low-income populations;
- Implementation of projects that address gaps in services and integrate recommendations from recent transit studies (e.g., the Collin County Transit Study), other local governments, and partner agencies; and
- Execution of subrecipient agreements and documentation of subrecipient compliance with grant requirements through monitoring and on-site reviews.

3.07 Congestion Management Operations

Regional Traffic Signal Program

Other Funding Sources

This program is ongoing throughout FY2024 and FY2025 and targets the improvement of the arterial transportation system, including frontage roads, in the Dallas-Fort Worth region. Efforts will be conducted in conjunction with the Texas Department of Transportation (TxDOT), local governments, independent school districts, and/or private-sector companies to identify corridors or intersections to be included. The corridors or intersections will be selected based on several factors, including, but not limited to, previously recommended low-cost program improvements;

performance measures criteria; high volumes; regional distribution; previously funded and unfunded projects; safety; environmental justice; and local agency needs such as traffic signal software, traffic signal cabinets, traffic signal controllers, battery backup, intersection cameras, detection devices, communications with Traffic Management Center or other intersections, and Global Positioning System clocks. A traffic signal performance measures platform will be used to identify, evaluate and prioritize opportunities to improve traffic signal operations. These efforts will generate nitrogen oxide and volatile organic compound emissions reductions to aid in future transportation conformity determinations. Congestion Mitigation and Air Quality Improvement Program funds, Texas Department of Transportation funds, **Regional Transportation Council Local funds**, and local funds support this project. NCTCOG staff will provide oversight of this project and consultant services may be utilized. Anticipated products include:

- Development and execution of Interlocal Agreements with local agencies;
- Recommendation and implementation of low-cost capital improvements;
- Procurement of traffic signal and other equipment;
- Inventory and review of regional traffic signal system and operation by corridor and individual signal;
- Review and update of regional traffic signal minimum equipment standard;
- Maintenance of performance platform to measure the traffic signals performance regionwide;
- Implementation of signal retiming plans, including analysis of baseline and improved conditions;
- Monthly progress meetings with consultants, TxDOT, and local agencies as appropriate;
- Review of corridor reports, project summary reports, consultant invoices, and progress reports; and
- Signal retiming, and evaluation for closures during construction and other planned and unplanned events.

5.02 Subarea Studies and Local Government Assistance

Love Field Surface Transportation Planning Study (Mockingbird Lane)

Other Funding Sources

During FY2024 and FY2025, NCTCOG, working with the City of Dallas, will evaluate roadway and transit options to maximize accessibility to Love Field now and in the future. This study will analyze roadway improvement scenarios along the southern entrance corridor, which includes Mockingbird Lane, as well as evaluate the impacts of various other improvements, including autonomous transit vehicles, signal improvements, operational turn lanes, and grade separations. The focus of the effort extends from SH 183 to the Dallas North Tollway, taking advantage of the proposed improvements to Stemmons, Mockingbird Lane, and additional arterial streets in that area. ~~Surface Transportation Block Grant Program funds and Transportation Development Credits~~ **Regional Toll Revenue funds** will be utilized to support work activities. Anticipated products include:

- Identification of needed transportation solutions along the entire corridor;
- Identification of transportation solutions to be processed as Transportation Improvement Program recommendations for engineering and construction; and
- Development of a communications plan for the City of Dallas, Dallas County, TxDOT, the North Texas Tollway Authority, Southwest Airlines, and public entities/citizens.

5.07 Roadway and Railroad Safety

Transportation Safety

Other Funding Sources

Surface Transportation Block Grant Program funds, **Texas Department of Transportation** State Planning and Research funds, local funds, and Transportation Development Credits will also be utilized to support this program. NCTCOG staff will provide oversight of this project and consultant services may be utilized. Anticipated products include:

- Regional Safety Information System application tool, including crash analysis technology;
- Development and implementation of driver safety public education, outreach, and information programs including a behavioral contributing factor public education campaign and updates to the Drive Aware North Texas website;
- Strategic Targeting of Aggressive Driving and Road Rage;
- Regional roadway safety plan prioritization and implementation activities;
- Implementation of roadway safety plan countermeasures;
- Systemic safety improvements;
- Development and execution of Interlocal Agreements with local agencies;
- Development and maintenance of an inventory of safety strategies and countermeasures included in the Roadway Safety Plans, Local Safety Plans, Vision Zero Safety Plans, or similar documents developed by regional partner agencies; **and**
- Development and maintenance of an inventory of implemented safety strategies and best practices;
- **Coordination and organization activities for the Friends of the Statewide Safety Task Force (i.e., organization of meetings, drafting of agendas, recruitment of speakers, and meeting summary documentation); and**
- **Monitoring of regional safety statistics and performance measures to compare with previous years and with the implementation of projects.**

5.09 Regional Military and Community Coordination

Naval Air Station Joint Reserve Base Fort Worth Wings Over Cowtown Airshow

Other Funding Sources

NCTCOG staff is assisting the Naval Air Station Joint Reserve Base (NAS JRB) Fort Worth with its 2024 Wings Over Cowtown Air Show. This will be a regionally significant event with an estimated 80,000-100,000 attendees, and traffic and access management is expected to be constrained at the base. State Highway (SH) 183 and Interstate Highway (IH) 30 will be closely monitored for traffic controls. Consultant services will be used, and various elements procured for use at the event. Regional Transportation Council Local funds will be utilized to support this initiative. Anticipated products include:

- **A parking event management plan;**
- **On-site management of parking teams for the event;**
- **Vehicles for public transportation to the event; and**

- Additional items to support the event, as needed, such as leased parking spaces, security elements, and a website containing information for the event.

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

City of Arlington

AT&T Way Feasibility Study: The City of Arlington will lead a feasibility study of extending AT&T Way south from E Division Street (SH 180) to E Abram Street in order to develop an analysis of alternatives to improve roadway accessibility due to railroad conflicts. This feasibility study will assess the economic and environmental impacts for extending AT&T Way. The project involves City staff and will utilize engineering consultant assistance. The work will commence in mid FY2024 and is anticipated to be completed in FY2027. The project will involve public and stakeholder outreach; data collection; and analysis of existing transportation, land use, environmental conditions, and immediate adjacent area impacts, etc. The project will result in the development of a concept plan, alternatives analysis, and implementation strategies. Preliminary design feasibility work may be included. The project is funded with \$3,000,000 in federal Surface Transportation Block Grant Program funds and the required \$750,000 local match (provided by the City of Arlington) for a total of \$3,750,000.

Dallas Area Rapid Transit (DART)

Red Bird and East Dallas Transit Facilities: Two new transit facilities will support the new bus network that launched in January 2022 and improve transit access and transfer activity in communities designated as historically disadvantaged areas of persistent poverty. One facility would be located at the Red Bird Mall area and the other near John West/Buckner Boulevard. Building a new facility at the Red Bird redevelopment in Southwest Dallas would enhance passenger access to the mixed-use development project that features affordable

housing, office space, retail, and healthcare services. The new facility will allow DART to right size the existing Red Bird Transit Center two miles north of the mixed-use development freeing up that land for higher and better uses such as Transit Oriented Development (TOD). Currently there is not a transit facility in east Dallas; building a new facility in this area will fill a gap and provide enhanced access and improved customer experience in a neighborhood that was designated as a food desert before the new grocery store was recently built to serve the area.

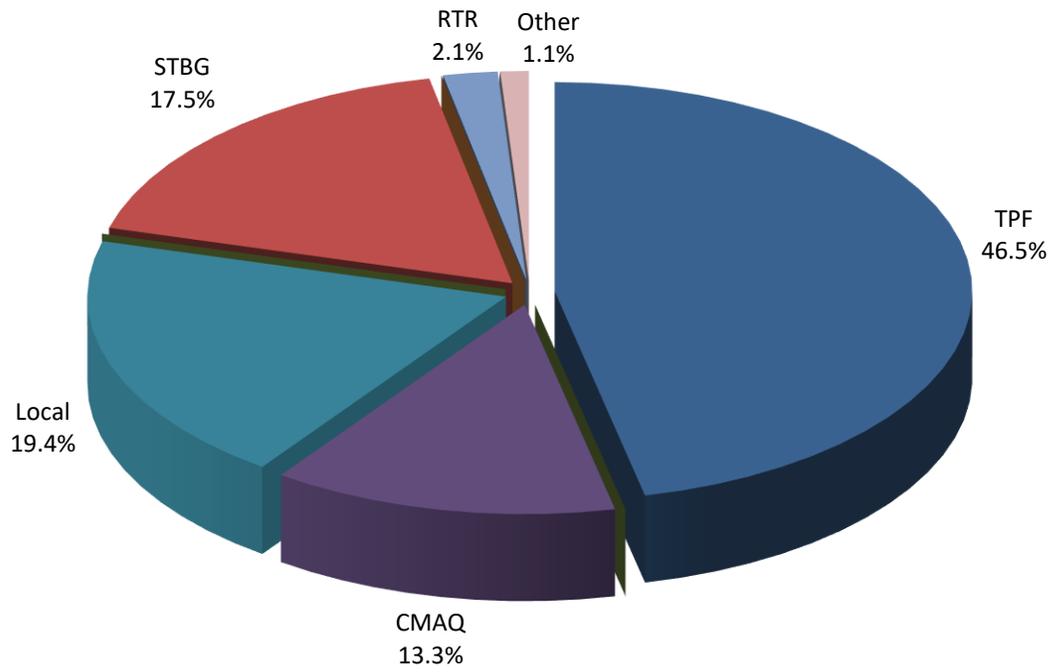
DART received an FY 2023 Federal Transit Administration Areas of Persistent Poverty Grant for \$536,155 which will be matched with \$134,039 by DART. The funded project is a study that will have two phases: Phase 1 will identify site selection, complete planning and preliminary design, and NEPA to support future implementation of the two new transit facilities; and Phase 2 will develop concepts to free up land for TOD at the existing Red Bird Transit Center. The work will commence in Spring 2024 and take 12 to 15 months to complete. DART will engage its General Planning Consultant to assist with the majority of the work.

Funding Summary

Subtask	TPF ¹		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
1.01	\$2,671,000	\$2,780,000	CMAQ NCTCOG Local STBG	\$873,000 \$2,000 \$943,000	\$883,000 \$2,000 \$975,000	\$4,489,000	\$4,640,000	
Subtotal								\$9,129,000
1.02	\$186,000	\$201,000	Local NCTCOG Local STBG	\$1,380,000 \$59,900 \$224,000	\$677,300 \$59,900 \$165,000	\$1,849,900	\$1,103,200	
Subtotal								\$2,953,100
1.03			Local NCTCOG Local RTR	\$5,000 \$10,000 \$138,000	\$8,000 \$10,000 \$138,000	\$153,000	\$156,000	
Subtotal								\$309,000
1.04	\$142,000	\$142,000	Local	\$364,000	\$117,000	\$506,000	\$259,000	
Subtotal								\$765,000
Total	\$2,999,000	\$3,123,000		\$3,998,900	\$3,035,200	\$6,997,900	\$6,158,200	\$13,156,100

¹ Transportation Planning Funds (TPF) include 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 1 Funding Summary - FY2024 and FY2025

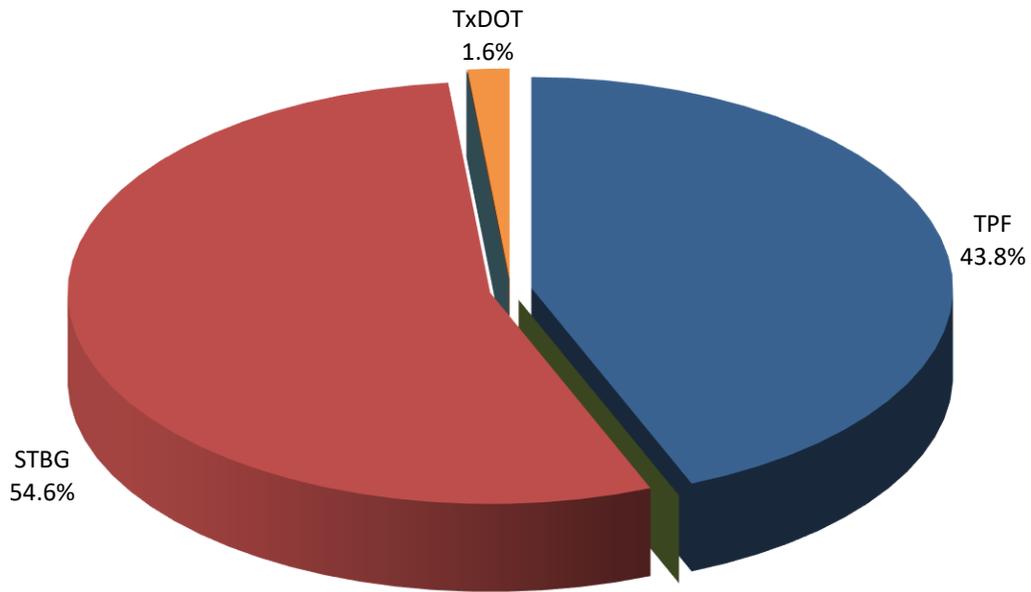


Funding Summary

Subtask	TPF ¹		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
2.01	\$546,800	\$552,000	STBG	\$2,898,000	\$1,222,000	\$3,444,800	\$1,774,000	\$5,218,800
Subtotal								
2.02	\$215,000	\$212,000	STBG	\$163,000	\$2,193,000	\$378,000	\$2,405,000	\$2,783,000
Subtotal								
2.03	\$481,200	\$600,000				\$481,200	\$600,000	\$1,081,200
Subtotal								
2.04	\$643,000	\$644,000				\$643,000	\$644,000	\$1,287,000
Subtotal								
2.05	\$643,000	\$654,000	STBG TXDOT	\$39,000	\$1,040,000	\$692,000	\$1,904,000	\$2,596,000
Subtotal				\$10,000	\$210,000			
2.06	\$258,000	\$267,000				\$258,000	\$267,000	\$525,000
Subtotal								
2.07	\$168,000	\$176,000				\$168,000	\$176,000	\$344,000
Subtotal								
Total	\$2,955,000	\$3,105,000		\$3,110,000	\$4,665,000	\$6,065,000	\$7,770,000	\$13,835,000

¹ Transportation Planning Funds (TPF) include 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 2 Funding Summary - FY2024 and FY2025

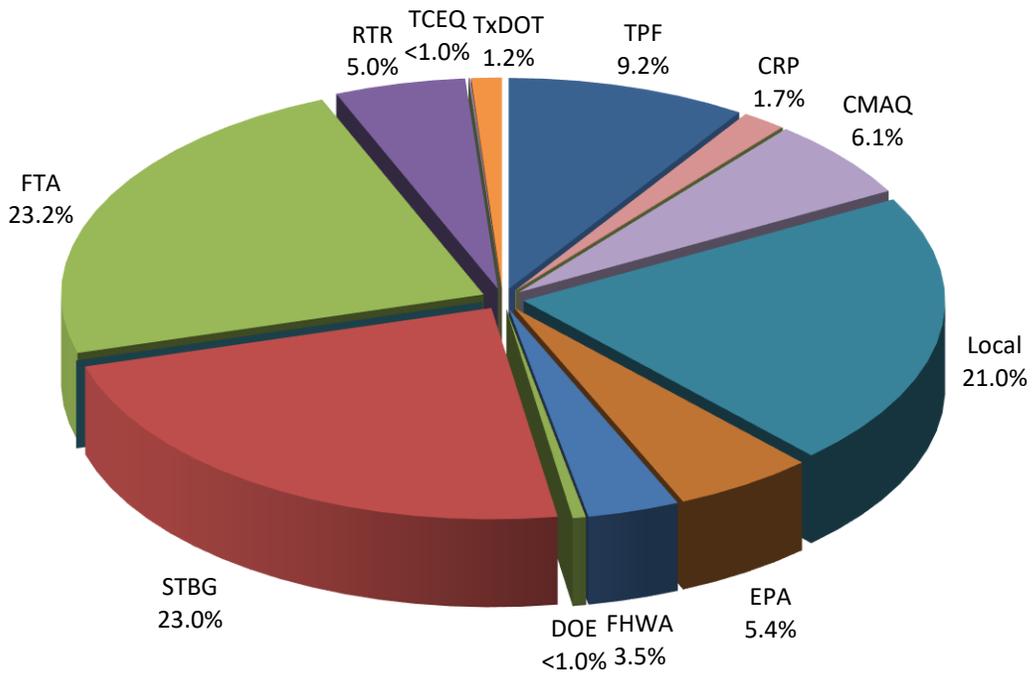


Funding Summary

Subtask	TPF ¹		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
3.01	\$1,764,000	\$1,773,000						
			RTR	\$743,000	\$646,000	\$3,054,000	\$2,967,000	
			STBG	\$547,000	\$548,000			
Subtotal								\$6,021,000
3.02	\$546,000	\$555,000				\$872,000	\$915,000	
			EPA	\$268,000	\$360,000			
			TCEQ	\$58,000	\$0			
Subtotal								\$1,787,000
3.03						\$18,045,494	\$4,718,093	
			CRP	\$508,000	\$900,000			
			DOE	\$303,047	\$119,046			
			EPA	\$3,864,800	\$0			
			Local	\$9,829,647	\$189,047			
			STBG	\$3,540,000	\$3,510,000			
Subtotal								\$22,763,587
3.04	\$885,000	\$875,000				\$1,640,000	\$2,134,000	
			FTA ²	\$604,000	\$314,000			
			RTR	\$151,000	\$357,000			
			STBG	\$0	\$588,000			
Subtotal								\$3,774,000
3.05						\$12,349,700	\$10,263,300	
			CMAQ	\$132,000	\$409,000			
			CRP	\$0	\$7,000			
			FTA ²	\$10,979,000	\$7,456,300			
			Local	\$565,400	\$1,023,000			
			RTR	\$319,300	\$792,000			
			STBG	\$354,000	\$576,000			
Subtotal								\$22,613,000
3.06	\$641,000	\$640,000				\$1,027,000	\$640,000	
			RTR	\$386,000	\$0			
Subtotal								\$1,667,000
3.07						\$14,913,000	\$9,800,300	
			CMAQ	\$3,672,000	\$881,000			
			FHWA	\$1,826,000	\$1,117,300			
			Local	\$3,204,000	\$2,719,000			
			RTR	\$554,000	\$233,000			
			STBG	\$5,097,000	\$4,441,000			
			TXDOT	\$560,000	\$409,000			
Subtotal								\$24,713,300
Total	\$3,836,000	\$3,843,000		\$48,065,194	\$27,594,693	\$51,901,194	\$31,437,693	\$83,338,887

¹ Transportation Planning Funds (TPF) include 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 Funding Summary - FY2024 and FY2025



Funding Summary

Subtask	TPF ¹		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
5.01	\$749,000	\$813,000	Local NTTA RTR STBG TXDOT	\$107,000 \$40,000 \$419,000 \$7,893,000 \$194,000	\$10,000 \$30,000 \$379,000 \$5,108,000 \$238,000	\$9,402,000	\$6,578,000	
Subtotal								\$15,980,000
5.02	\$711,000	\$736,000	STBG RTR	\$96,000 \$250,000	\$117,000 \$250,000	\$1,057,000	\$1,103,000	
Subtotal								\$2,160,000
5.03	\$571,000	\$503,000	FTA Local RTR STBG USDOT	\$516,000 \$204,000 \$2,000 \$3,993,700 \$8,000	\$164,000 \$52,000 \$0 \$2,718,000 \$0	\$5,294,700	\$3,437,000	
Subtotal								\$8,731,700
5.04	\$90,000	\$87,000	STBG	\$132,000	\$153,000	\$222,000	\$240,000	
Subtotal								\$462,000
5.05	\$32,000	\$32,000				\$32,000	\$32,000	
Subtotal								\$64,000
5.06	\$127,000	\$149,000	FTA STBG Local	\$6,618,000 \$6,221,000 \$3,179,000	\$8,665,000 \$3,087,000 \$902,000	\$16,145,000	\$12,803,000	
Subtotal								\$28,948,000
5.07	\$333,000	\$336,000	Local STBG TxDOT SPR	\$11,800 \$1,637,000 \$50,000	\$0 \$1,341,000 \$0	\$2,031,800	\$1,677,000	
Subtotal								\$3,708,800
5.08	\$159,000	\$160,000	Local	\$335,700	\$338,000	\$494,700	\$498,000	
Subtotal								\$992,700
5.09	\$152,000	\$150,000	DOD Local	\$135,000 \$793,300	\$0 \$195,000	\$1,080,300	\$345,000	
Subtotal								\$1,425,300

Subtask	TPF ¹		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
5.10	\$171,000	\$143,000				\$770,550	\$464,600	
			STBG	\$243,000	\$6,000			
			Local	\$295,800	\$20,000			
			TXDOT	\$60,750	\$295,600			
Subtotal								\$1,235,150
5.11						\$1,460,000	\$791,000	
Subtotal			Local	\$1,460,000	\$791,000			\$2,251,000
5.12						\$16,200	\$6,000	
Subtotal			Local	\$16,200	\$6,000			\$22,200
Total	\$3,095,000	\$3,109,000		\$34,911,250	\$24,865,600	\$38,006,250	\$27,974,600	\$65,980,850

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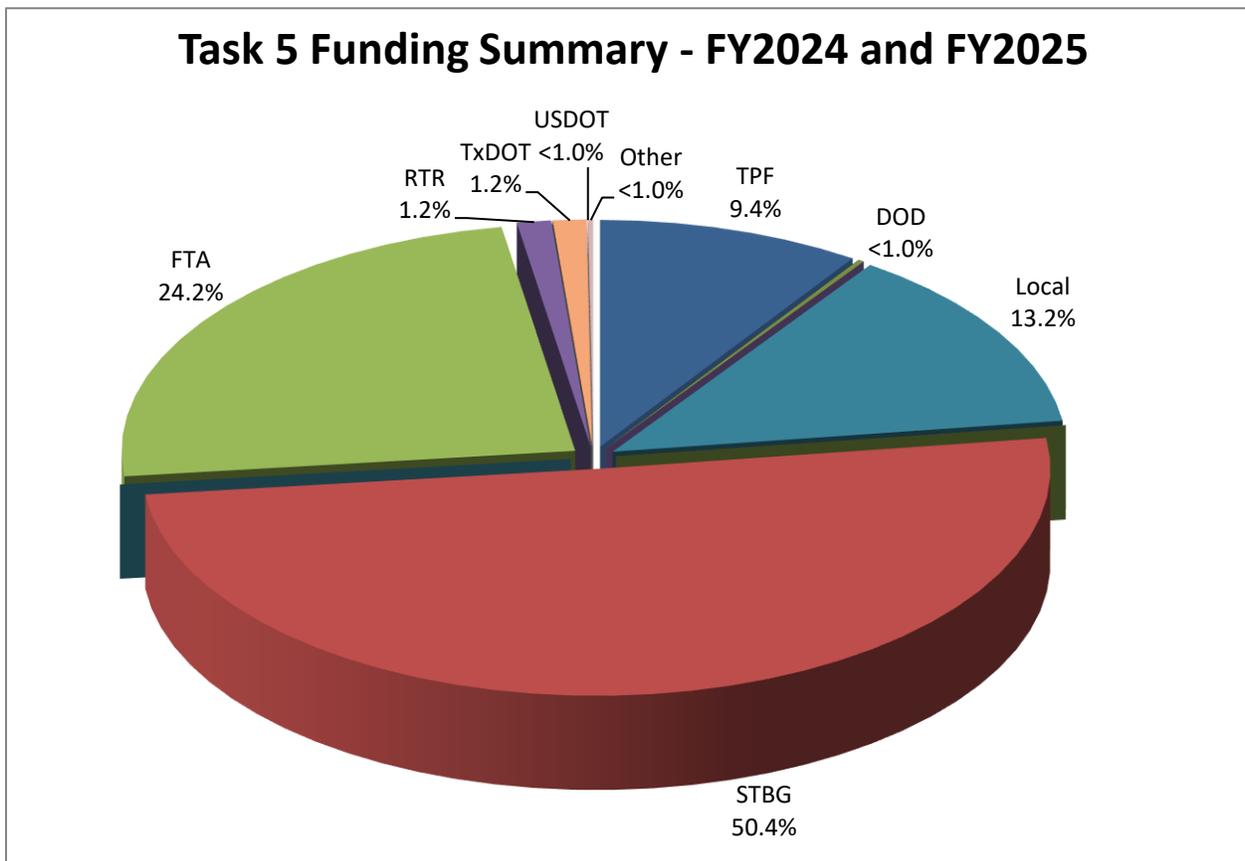


EXHIBIT VII-2
FY2024 and FY2025 Allocation of Transportation Planning Funds

Subtask	Subtask Title	TPF		
		FY2024	FY2025	Total
1.01	Community Outreach	\$2,671,000	\$2,780,000	\$5,451,000
1.02	Program and Policy Administration	\$186,000	\$201,000	\$387,000
1.03	Fiscal Management	\$0	\$0	\$0
1.04	Computer and Audio/Video Resources	\$142,000	\$142,000	\$284,000
	Task 1 - Administration and Management	\$2,999,000	\$3,123,000	\$6,122,000
2.01	Development of Travel Models	\$546,800	\$552,000	\$1,098,800
2.02	Transportation Data Collection and Development	\$215,000	\$212,000	\$427,000
2.03	Model Applications	\$481,200	\$600,000	\$1,081,200
2.04	Demographic Data and Forecasts	\$643,000	\$644,000	\$1,287,000
2.05	Data Management	\$643,000	\$654,000	\$1,297,000
2.06	Ensuring Equity, Nondiscrimination, and Environmental Justice in MPO Planning/Program Activities	\$258,000	\$267,000	\$525,000
2.07	Performance-based Planning and Coordination	\$168,000	\$176,000	\$344,000
	Task 2 - Transportation Data Development and Maintenance	\$2,955,000	\$3,105,000	\$6,060,000
3.01	Transportation Project Programming	\$1,764,000	\$1,773,000	\$3,537,000
3.02	Regional Air Quality Planning	\$546,000	\$555,000	\$1,101,000
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Public Transportation Planning	\$885,000	\$875,000	\$1,760,000
3.05	Transit Management and Operations	\$0	\$0	\$0
3.06	Congestion Management Planning	\$641,000	\$640,000	\$1,281,000
3.07	Congestion Management Operations	\$0	\$0	\$0
	Task 3 - Short-Range Planning, Programming, and Operations	\$3,836,000	\$3,843,000	\$7,679,000
4.01	Metropolitan Transportation Planning	\$1,674,000	\$1,923,000	\$3,597,000
4.02	Coordination of Transportation and Environmental Planning Processes	\$146,000	\$153,000	\$299,000
4.03	Understanding the Public Return on Investment for Transportation Funding	\$45,000	\$0	\$45,000
4.04	Regional Passenger Rail Planning and Evaluation Process Development	\$47,000	\$0	\$47,000
	Task 4 - Metropolitan Transportation Plan	\$1,912,000	\$2,076,000	\$3,988,000
5.01	Regional Transportation Studies	\$749,000	\$813,000	\$1,562,000
5.02	Subarea Studies and Local Government Assistance	\$711,000	\$736,000	\$1,447,000
5.03	Land-Use/Transportation Initiatives	\$571,000	\$503,000	\$1,074,000
5.04	Transportation Asset Management	\$90,000	\$87,000	\$177,000
5.05	Transportation System Security and Emergency Preparedness	\$32,000	\$32,000	\$64,000
5.06	Regional Freight Planning	\$127,000	\$149,000	\$276,000
5.07	Roadway and Railroad Safety	\$333,000	\$336,000	\$669,000
5.08	Regional Aviation Planning and Education	\$159,000	\$160,000	\$319,000
5.09	Regional Military and Community Coordination	\$152,000	\$150,000	\$302,000
5.10	Transportation Technology and Innovation Program	\$171,000	\$143,000	\$314,000
5.11	North Texas Center for Mobility Technologies	\$0	\$0	\$0
5.12	Red River Navigation System Feasibility Study	\$0	\$0	\$0
	Task 5 - Special Studies	\$3,095,000	\$3,109,000	\$6,204,000
	FUNDING TOTALS	\$14,797,000	\$15,256,000	\$30,053,000

Transportation Planning Funds (TPF) Summary by Task

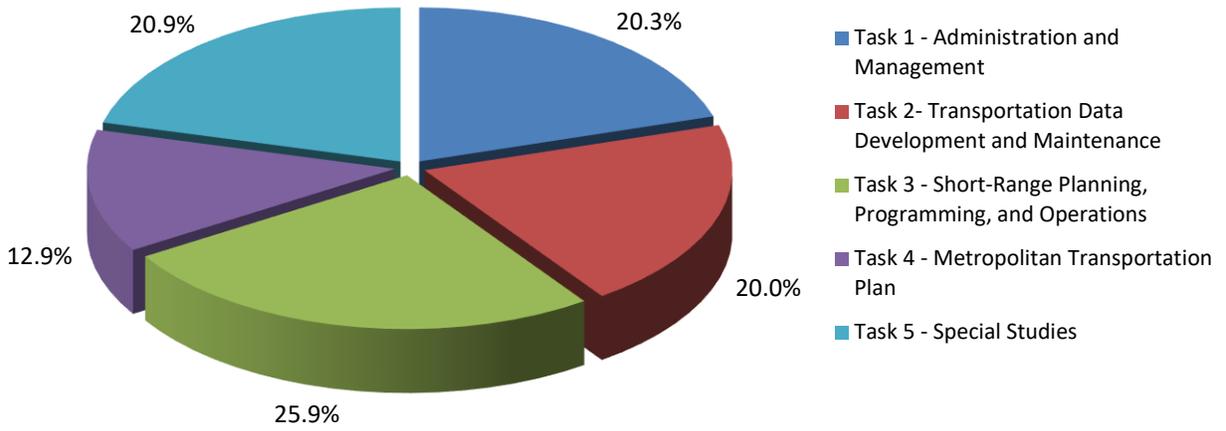


EXHIBIT VII-4
FY2024 and FY2025 UPWP Funding Summary

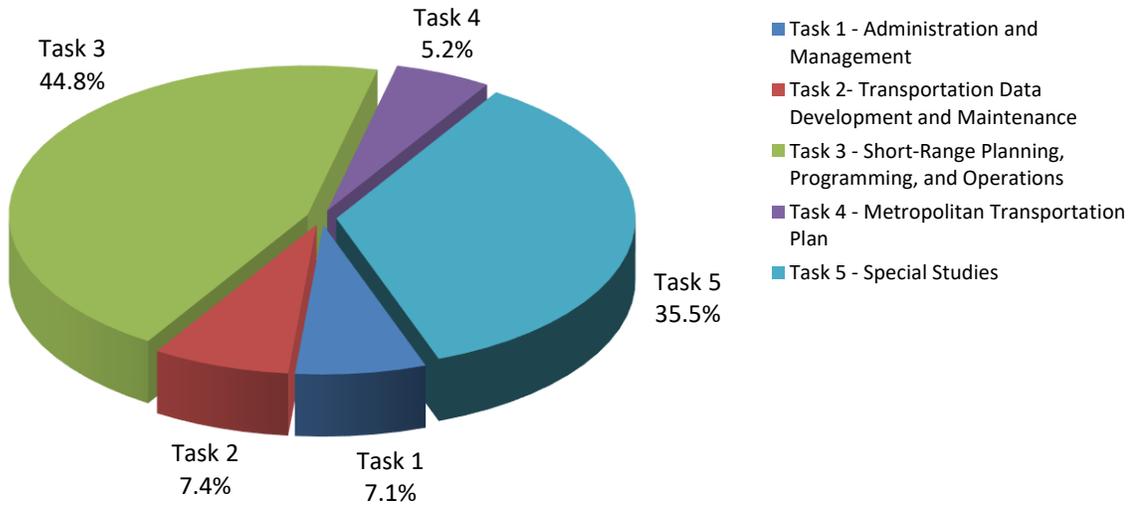
Funding Source	Task 1 Administration and Management		Task 2 Transportation Data Development and Maintenance		Task 3 Short Range Planning, Programming, and Operations		Task 4 Metropolitan Transportation Plan		Task 5 Special Studies		Two-Year Total Funds	
	FY2024	FY2025	FY2024	FY2025	FY2024	FY2025	FY2024	FY2025	FY2024	FY2025	FY2024	FY2025
TPF ¹	\$2,999,000	\$3,123,000	\$2,955,000	\$3,105,000	\$3,836,000	\$3,843,000	\$1,912,000	\$2,076,000	\$3,095,000	\$3,109,000	\$14,797,000	\$15,256,000
CRP	\$0	\$0	\$0	\$0	\$508,000	\$907,000	\$0	\$0	\$0	\$0	\$508,000	\$907,000
CMAQ	\$873,000	\$883,000	\$0	\$0	\$3,804,000	\$1,290,000	\$0	\$0	\$0	\$0	\$4,677,000	\$2,173,000
DOD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$135,000	\$0	\$135,000	\$0
DOE	\$0	\$0	\$0	\$0	\$303,047	\$119,046	\$0	\$0	\$0	\$0	\$303,047	\$119,046
EPA	\$0	\$0	\$0	\$0	\$4,132,800	\$360,000	\$0	\$0	\$0	\$0	\$4,132,800	\$360,000
FHWA	\$0	\$0	\$0	\$0	\$1,826,000	\$1,117,300	\$0	\$0	\$0	\$0	\$1,826,000	\$1,117,300
FTA ²	\$0	\$0	\$0	\$0	\$11,583,000	\$7,770,300	\$0	\$0	\$7,134,000	\$8,829,000	\$18,717,000	\$16,599,300
Local	\$1,749,000	\$802,300	\$0	\$0	\$13,599,047	\$3,931,047	\$248,500	\$0	\$6,402,800	\$2,314,000	\$21,999,347	\$7,047,347
NCTCOG Local	\$71,900	\$71,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$71,900	\$71,900
NTTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$30,000	\$40,000	\$30,000
RTR	\$138,000	\$138,000	\$0	\$0	\$2,153,300	\$2,028,000	\$482,000	\$276,000	\$671,000	\$629,000	\$3,444,300	\$3,071,000
TxDOT (SPR)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
STBG	\$1,167,000	\$1,140,000	\$3,100,000	\$4,455,000	\$9,538,000	\$9,663,000	\$1,425,000	\$1,153,000	\$20,215,700	\$12,530,000	\$35,445,700	\$28,941,000
TWDB	\$0	\$0	\$0	\$0	\$0	\$0	\$1,055,000	\$1,073,000	\$0	\$0	\$1,055,000	\$1,073,000
TCEQ	\$0	\$0	\$0	\$0	\$58,000	\$0	\$0	\$0	\$0	\$0	\$58,000	\$0
TxDOT	\$0	\$0	\$10,000	\$210,000	\$560,000	\$409,000	\$0	\$0	\$254,750	\$533,600	\$824,750	\$1,152,600
USDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$8,000	\$0
Subtotal	\$6,997,900	\$6,158,200	\$6,065,000	\$7,770,000	\$51,901,194	\$31,437,693	\$5,122,500	\$4,578,000	\$38,006,250	\$27,974,600	\$108,092,844	\$77,918,493
Two-Year Total		\$13,156,100		\$13,835,000		\$83,338,887		\$9,700,500		\$65,980,850		\$186,011,337

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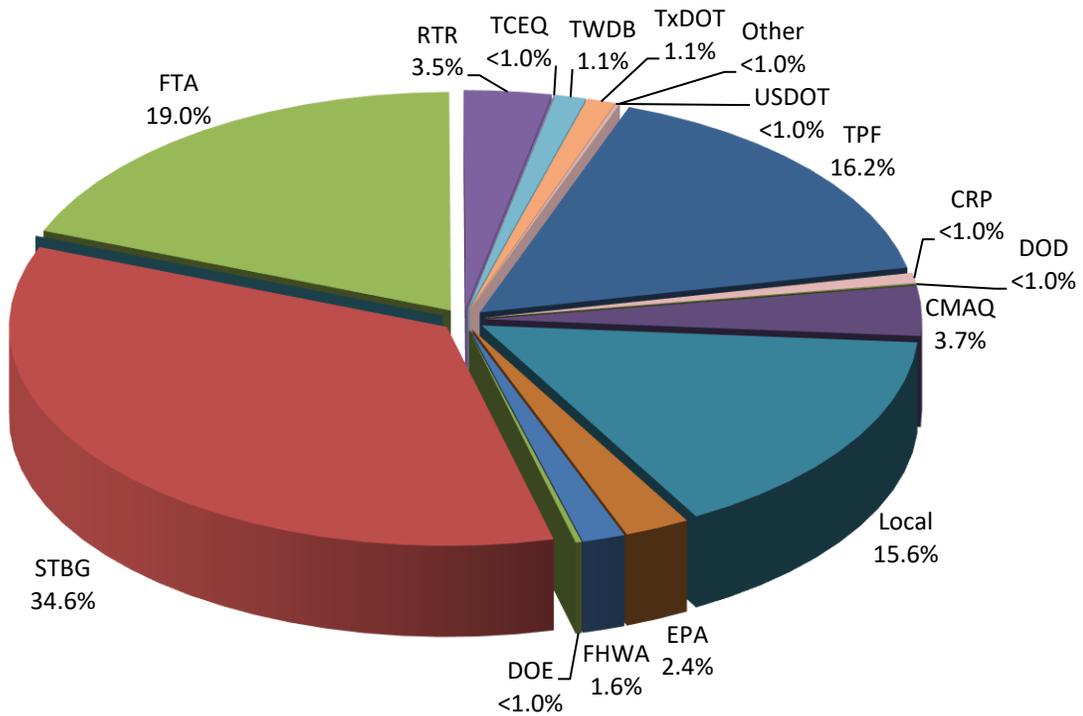
Combined Transportation Planning Funds ²	\$27,739,260.00
Estimated Unexpended Carryover	<u>\$5,524,849.00</u>
TOTAL TPF:	\$33,264,109.00

² Estimate based on prior years' authorizations

Summary of All Funding by Task



Summary of All Funding



Modifications to the FY2024 and FY2025 Unified Planning Work Program

**Surface Transportation Technical Committee
December 8, 2023**

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

Reallocation of Funding Between Subtasks – No Additional Funding

UPWP Project	Funding Adjustment
2.01 Regional Travel Model	TPF - (\$328,200)
2.03 Regional Travel Model Application Support	TPF - \$328,200
2.02 Travel Surveys and Data Collection	STBG - (\$2,373,000)
2.01 Time-Dependent Dynamic Network Model, Non-Motorized Trip Model, and Advanced Modeling Tools	STBG - \$2,373,000

Total Programming Increases/Decreases in Other Funding Sources

UPWP Project	Funding Source	UPWP Funding Changes
FTA Urban Funding Grant Administration	FTA - \$90,000	\$90,000
Regional Traffic Signal Program	CMAQ - \$2,035,000 Local - \$417,000	\$2,452,000
Transportation Safety	SPR - (\$3,000)	(\$3,000)
Regional Transit 2.0: Planning for Year 2050	Local – \$2,000,000*	\$2,000,000*
Regional Energy Management	DOE - \$100,000 Local - \$20,000	\$120,000
EV Smart	DOE - \$50,000 Local - \$50,000	\$100,000

*Final amount will be approved by the NCTCOG Executive Board in January 2024

Total Programming Increases/Decreases in Other Funding Sources (Cont'd)

UPWP Project	Funding Source	UPWP Funding Changes
Multimodal Drone Delivery	DOE - \$200,093 Local - \$200,094	\$400,187
Strategic Partnership Program	Local - \$300,000	\$300,000
Regional Automated Transportation System Initiative	STBG - \$495,000	\$495,000
Love Field Surface Transportation Planning Study (Mockingbird Lane)	STBG - (\$74,000) RTR - \$500,000	\$426,000
Naval Air Station Joint Reserve Base Wings Over Cowtown Airshow	Local - \$250,000	\$250,000
Total Increase		\$6,630,187

Modification Schedule

November 13

Initiation of Public Outreach

December 8

Action by Surface Transportation Technical Committee

December 14

Action by Regional Transportation Council

January 25

Action by NCTCOG Executive Board

January 26

Submittal of Modifications to Texas Department of Transportation

Requested STTC Action

Recommend Regional Transportation Council Approval of:

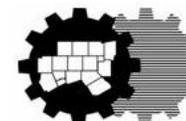
- **Proposed UPWP modifications outlined in Electronic Item 2.1.1**
- **Direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications**

Unified Planning Work Program Contact Information

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dkessler@nctcog.org

Vickie Alexander
Program Manager
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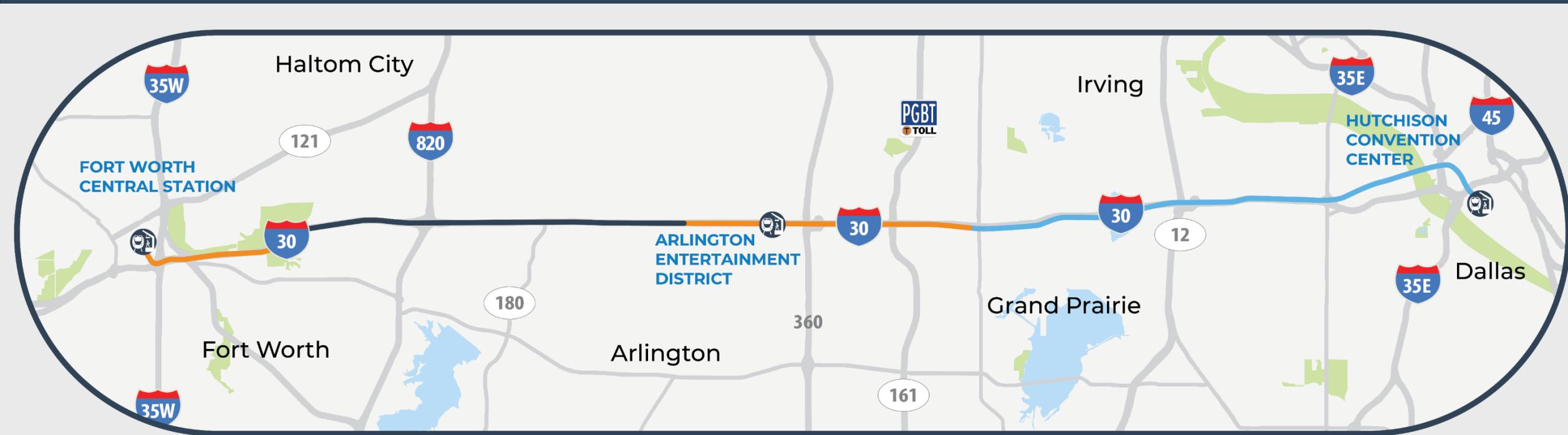
Vercie Pruitt-Jenkins
Administrative Program Coordinator
817-608-2325
VPruitt-Jenkins@nctcog.org



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

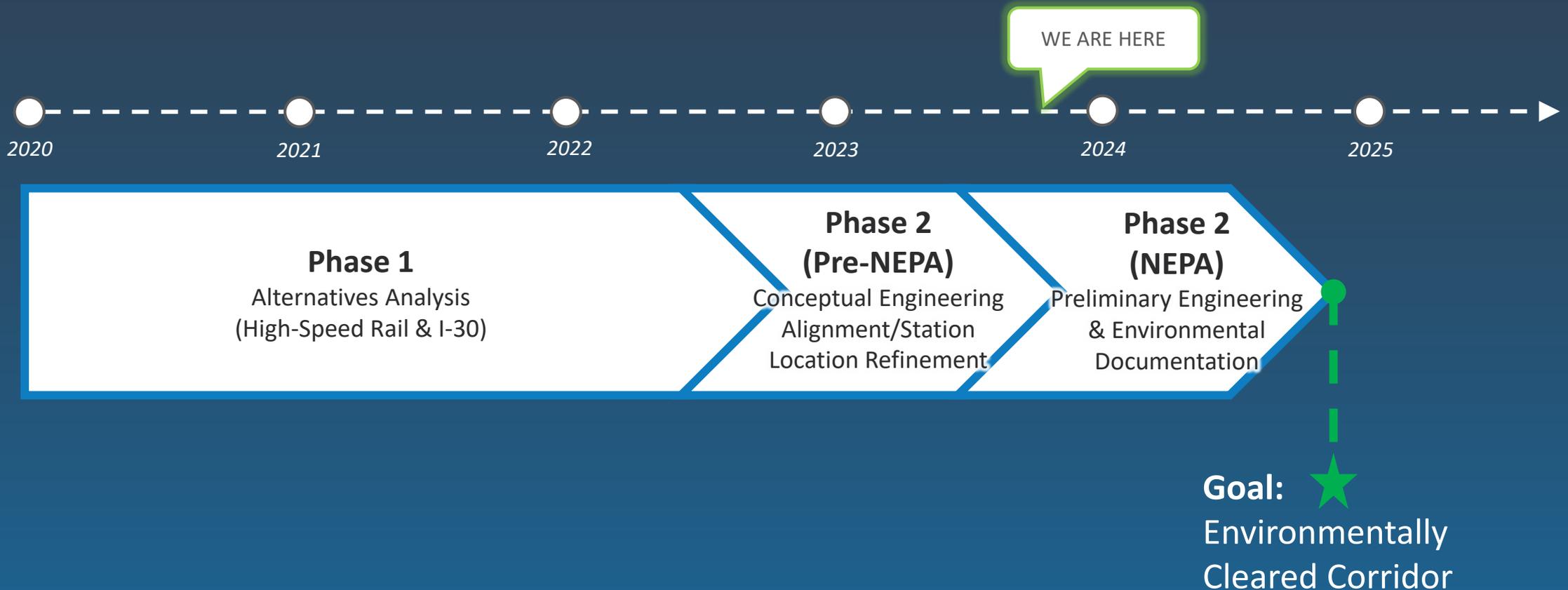
Copy of FY2024 and FY2025 UPWP can be found at
<https://www.nctcog.org/trans/study/unified-planning-work-program>

DFW High-Speed Rail Alignment to be studied in NEPA*



*NEPA = National Environmental Policy Act

Study Timeline





Requested STTC Action

Recommend RTC approval to increase consultant budget (not to exceed 10% of current contract) for Dallas-Fort Worth High-Speed Transportation Connections Study to fully fund preliminary engineering and environmental documentation required in National Environmental Policy Act (NEPA) process. Funds requested are Surface Transportation Block Grant (STBG) with Transportation Development Credits (TDC's) for local match.

Direct staff to administratively amend other planning documents as necessary.

Additional Professional Services for the Cotton Belt Trail



Kevin Kokes

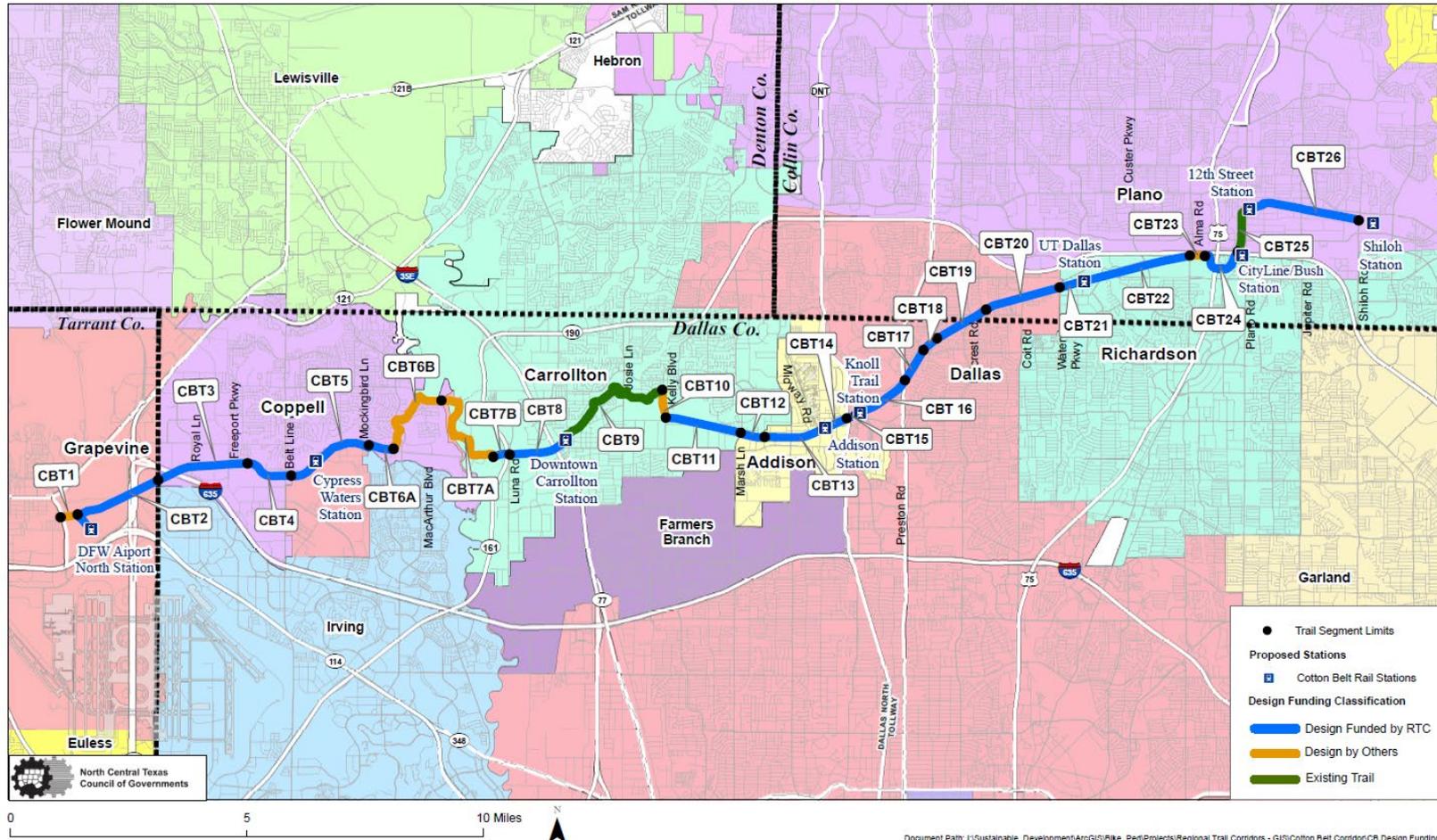
Surface Transportation Technical Committee

December 08, 2023



History

Cotton Belt Regional Veloweb Trail: DFW Airport to Plano
Trail Design Funding



- Regional priority
- Seven cities in three counties
- 24+ miles of trail
- Dallas Area Rapid Transit (DART) partnership to implement with the Silver Line Rail
- Engineering design currently underway

Timeline

Date	
2018 (Oct)	RTC approved funding for design (\$8.2M) and construction of the Cotton Belt Trail “critical” sections (\$19.46M federal and \$1.81M local)
2020 (Sept)	RTC approved additional funding for design (\$8.2M to \$14.9M)
2020 (Nov)	Notice to Proceed Trail engineering design
2023	Phase 1 Construction Initiated (four critical bridges)
2023 (June)	USDOT RAISE Grant Award Announced (\$25M)
2023 (Oct)	TxDOT Transportation Alternatives Award Announced (\$25M)
2024 (spring)	Phase 2 Construction: Local Acquisition of Easements completed
2024 (spring / early summer)	Phase 2 Project Advertisement, Open Bid, Negotiate and Award Construction Contract
2024 (fall)	Phase 2 Begin Construction

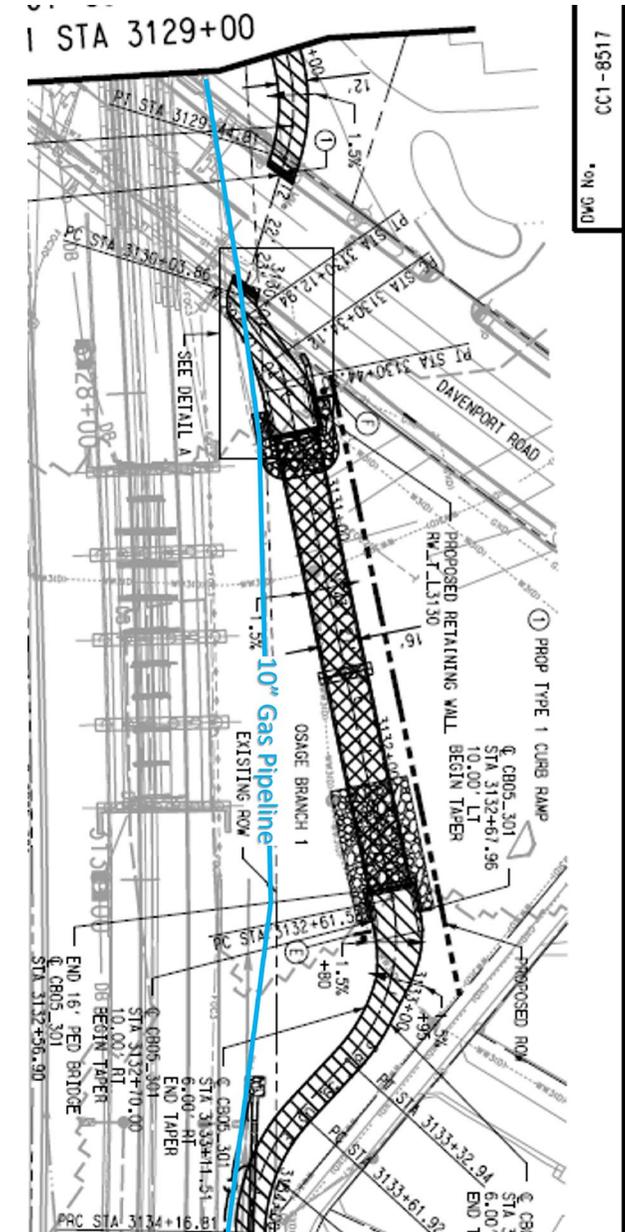
Cotton Belt Regional Veloweb Trail

Phase 2 Construction: Addison to Plano



Design Challenges

- Silver Line Environmental Impact Statement identified constraints with the five percent alignment design
- Design process identified additional unanticipated constraints:
 - gas pipelines, overhead powerlines, valley storage/floodplain restrictions, drainage infrastructure, signalization requirements at roadways, rail signal equipment, easement surveys outside of DART right of way, and revisions resulting from local government staff feedback/requests
- Developed alternatives to address/avoid constraints



Additional Professional Services

- Additional engineering design is needed to adequately complete the plans that will be issued for construction
- Staff requests up to \$4 Million of federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for the additional professional design services
- Communication with DART and Local Government Partners regarding any unapproved changes in design is prohibited. Stricter approval process

Requested Action

Recommend Regional Transportation Council Approval of:

- Up to \$4 Million of federal Congestion Mitigation and Air Quality (CMAQ) funds with 800,000 Regional Transportation Development Credits for additional professional services
- Administratively amending the TIP/STIP and other planning/administrative documents to incorporate these changes

Contact Us



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Safety Program Implementation of Innovative Ideas to Reduce Youth Fatalities Due to Motor Vehicle Crashes

Surface Transportation Technical Committee

**Natalie Bettger
Senior Program Manager
December 8, 2023**

\$50 Million Regional Transportation Council Safety Program (DFW Region) FY 24-26

Category	Final	
Speed Enforcement ¹	\$7 Million	
Speed Education ²	\$2 Million	
Bicycle/Ped Education ²	\$2 Million	
Bicycle/Ped Engineering ³	\$10 Million	
Freeway Operations Engineering and Intercity Connections ³	\$25 Million	
Other	\$4 Million	+4 Million
Totals	\$50 Million	

¹ Increased Law Enforcement Presence

² Enhance Existing Education Campaigns – Drive Aware N. Texas and Look Out Texans

³ Identify through Roadway Safety Audit and Regional Safety Plans

What are we missing?

In Texas:

12 percent Licensed Drivers under 25 and
account for 19 percent of fatalities in motor vehicle crashes.

Call for Partners for Youth Innovative Ideas

Colleges, Universities and School Districts

Mental Health Experts

Law Enforcement

Driver Education Curriculum Developers

Social Media / Gaming Industry

Action Requesting

Recommend RTC approval of

- Allocate \$4M in Regional Toll Revenue to focus on ways to reduce the youth fatality rate associated with motor vehicle crashes in the Dallas-Fort Worth Region.
- Amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the project funding

Safety Team Contacts

Roadway Safety

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Kevin Kroll
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Bicycle / Pedestrian Safety

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

November 10, 2023

Rule Comments
General Counsel Division
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701

Subject: Unified Transportation Program (UTP) Formula Allocation Rule Changes

To Whom It May Concern:

The Regional Transportation Council (RTC) serving as the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth (DFW) area, would like to provide comments on the Texas Department of Transportation's (TxDOT) proposed amendments to the Texas Administrative Code (TAC) Title 43, Chapter 16 rules concerning planning and development of transportation projects, as published in the October 13, 2023, issue of the Texas Register. The RTC appreciates the opportunity to submit public comments on this issue.

First, the RTC requests that the Texas Department of Transportation (TxDOT) abandon the rulemaking effort and instead provide targeted assistance to the limited number of MPOs with significant carryover balances to help them reduce the balances. Our MPO would help provide guidance to those that need it when requested. If the rulemaking is still pursued, the RTC proposes a carve out for the Dallas-Fort Worth MPO. We are celebrating over 50 years of funding partnerships with TxDOT, including allowing TxDOT to use the region's obligation authority to access funds from other states.

Second, the RTC suggests that actions taken to remove MPO allocated funds be defined as a "major change" that requires Texas Transportation Commission (TTC) approval. In addition, the RTC suggests that the rule changes in project selection authority (District vs. MPO) be limited to affected carryover allocation adjustments vs. changing all funding in affected categories.

The RTC has noticed an inconsistency in the amount of time the federal government allows for use of funds before lapsing as compared to the proposed rulemaking. Has the TxDOT reached out to the federal government for their input on this potential rule change? Given that Surface Transportation Block Grant Program (STBG) dollars are federal funds, is it within TxDOT's capacity to alter the apportionment time frame and to reduce other categories of funding tied to STBG usage?

The RTC is concerned about the information system used, TxDOT Connect, for providing the data that would be used to implement the rulemaking. We have consistently experienced issues in the past with information being inaccurate or altogether missing from the system. MPOs have limited access to TxDOT Connect (i.e., read only) and want to operate with the best information available. How much MPO funding is "encumbered" is determined from often flawed data from TxDOT Connect that MPOs cannot correct.

In the event that the TTC decides to proceed with the proposed amendments, the RTC requests consideration of comments and proposed modifications outlined in the Attachment.

Thank you for this opportunity to provide comments on the proposed amendments to Title 43 Chapter 16 TAC rules. We want to ensure that there are no barriers to hinder the continued coordination between our MPO, MPO policy boards across the State, TxDOT, and the TTC. The RTC looks forward to a continued partnership with the TTC and TxDOT to address the transportation needs of the DFW region. Please contact Michael Morris, Director of Transportation, North Central Texas Council of Governments at (817) 695-9241 or mmorris@nctcog.org with any questions.

Sincerely,



Gyna Bivens, Chair
Regional Transportation Council
Mayor Pro Tem, City of Fort Worth

DN:sas
Attachment

cc: J. Bruce Bugg, Jr., Chairman, Texas Transportation Commission
Steven D. Alvis, Commissioner, Texas Transportation Commission
Alejandro G. Meade III, Commissioner, Texas Transportation Commission
W. Alvin New, Commissioner, Texas Transportation Commission
Robert C. Vaughn, Commissioner, Texas Transportation Commission
Marc D. Williams, P.E., Executive Director, TxDOT
Humberto Gonzalez Jr., P.E., Director of Transportation Planning & Programming, TxDOT
Cason Clemens, P.E., Dallas District Engineer, TxDOT
David M. Salazar Jr., P.E., Fort Worth District Engineer, TxDOT
Noel Paramanantham, P.E., Paris District Engineer, TxDOT
Michael Morris, P.E., Director of Transportation, NCTCOG



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

This Attachment offers comments and proposed modifications¹ to the §16.105 Unified Transportation Program (UTP) and §16.154 Transportation Allocation Funding Formulas² authorized by the Texas Transportation Commission (TTC) to be published in the Texas Register for public comment. The Regional Transportation Council (RTC) has included explanations for our modifications to provide the TTC with a detailed understanding of our issues with the proposed rulemaking.

- I. We have found that the issue of carryover balances does not apply equally to all Metropolitan Planning Organizations (MPO). Some MPOs demonstrate a better ability to manage their balances than others. Based on federal apportionment carryover in the monthly recap the Texas Department of Transportation (TxDOT) sends to our MPO, the Dallas-Fort Worth MPO has no carryover in Category 5/Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding and no carryover in Category 7/Surface Transportation Block Grant Program (STBG) funding for the 2023 fiscal year, and in fact, we have utilized more than available for both categories at TxDOT's urging.
 - a. As a first priority, the RTC requests that the TTC withdraw all proposed amendments to §16.105 and §16.154.
- II. If the proposed rulemaking for the redistribution of carryover balances is to proceed, then the RTC asks that an exception to the new rules be carved out for the Dallas-Fort Worth MPO in recognition of our clear success in maintaining low carryover balances and in the spirit of our longstanding history of partnerships with TxDOT and the TTC including allowing TxDOT to use the region's obligation authority to access funds from other states. We propose the following language to define the exception for the Dallas-Fort Worth MPO:
 - a. In Subchapter C, Section 16.154(j) and (k), "This section does not apply to Metropolitan Planning Organizations with a Metropolitan Planning Area with 12 or more counties, that have maintained low carryover balances over the preceding five years, and/or have helped TxDOT to obtain obligation authority from other states."
- III. Changes to 43 TAC Section 16.105(e), page 6, lines 13-17 propose to make the redistribution of carryover funds in the UTP an administrative revision that occurs at the staff level and not by the TTC. If TxDOT is going to remove funding from MPO allocations, it should occur via a formal TTC action and not through the unilateral authority of TxDOT staff. Giving this authority to administrative staff instead of TTC action would mean that MPO allocations can be reduced with no public involvement and little transparency. Therefore, the RTC proposes that any redistribution of MPO allocated funds be defined as a "major change" through the following language:

¹RTC comments/amendments shown with strikethrough (proposed removal) and underline (proposed addition) text

²43 Texas Administrative Code (TAC) Chapter 16

- a. In Subchapter C, Section 16.105(e), page 6, lines 13-17, “The redistribution of carryover under 16.154(i) of this subchapter (relating to Transportation Allocation Funding Formulas) ~~does not~~ constitutes a major change, regardless of the amount of the redistribution.”
- IV. Per the amendment to 43 TAC Section 16.154(a)(2), page 6, lines 15-16, the proposal would change selection authority for all Category 2 funding, not just the future “Surface Transportation Block Program Grant (STBG)-related carryover adjustments,” which is not germane to the carryover issue that TxDOT states is a reason for this rule change. In addition, carryover adjustments are proposed to occur in Category 11, therefore, there is no need to adjust the Category 2 language. In the current rules, Category 2 is allocated to MPOs. The RTC requests that Category 2 language remain ok with MPOs and proposes the following language:
- a. In Subchapter D, Section 16.154(a)(2), lines 15-16, “Category 2 funds will be allocated to ~~districts and~~ MPOs for specific projects within the MPOs’ boundaries in the following manner:”
- V. TxDOT is proposing in its amendment to 43 TAC Section 16.154(a)(4), page 8, line 10 that MPOs must obtain District concurrence on all Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, not just funds reallocated to Districts, which is not germane to the carryover issue. We request that districts only provide concurrence on MPO selected CMAQ projects if the funds come from carryover-related adjustments. These changes would allow MPOs to maintain selection for most CMAQ funds in order to ensure compliance with air quality conformity regulations. This change would give TxDOT districts more authority to direct CMAQ usage, but only in cases in which the carryover adjustments have occurred.
- If TxDOT desires to add concurrence to all CMAQ funds, it should be a mutual concurrence between both the districts and the MPOs. Mutual concurrence ensures that TxDOT cannot block all off-system or non-roadway improvements that help MPOs achieve air quality conformity. The following language is proposed:
- a. In Subchapter D, Section 16.154(a)(4), line 10, “~~The department~~ commission will determine the final distribution of the allocation between the district and MPO for any allocation amount available due to carryover adjustments (as outlined in Section 16.154(i) of this subchapter to ensure timely use of funds. Before the MPO’s or district’s use of the any Category 5 funds available due to carryover adjustments as outlined in Section 16.154(i), the MPO and district must obtain the district’s ~~concurrence~~ on the project for which the funds are to be used;”
- VI. Revisions to 43 TAC Section 16.154(i), page 13, lines 17-18 define the carryover for UTP categories and refers to “encumbered” and “unencumbered” amounts that are moved from one fiscal year to the next. The definition of these terms is important, as TxDOT tracks the usage of funds using “obligations,” transit transfers, programming in the eSTIP, funding/costs in TxDOT Connect, low bids, and other mechanisms as shown in the Category Analysis. The RTC requests that TxDOT define the terms “encumbered” and/or “unencumbered” in the rulemaking to eliminate confusion for MPOs and the public at large regarding what amounts fall under those terms.

As a first priority, the RTC proposes that all new language to Sections 16.154(i), (j), and (k) be removed.

- a. In Subchapter D, Sections 16.154(i), (j), and (k), strike all proposed amendments.

If the proposed rulemaking for the redistribution of carryover balances is to proceed, the RTC proposes that a definition of the two terms (i.e., encumbered and unencumbered) be created, and/or preferably, the wording of the amendment be replaced with a process in which MPOs and the department jointly concur on the amount of carryover remaining. The RTC proposes that MPOs and MPO policy boards be given notification at least 90 working days in advance of any potential loss of carryover balances and the creation of an appeals process that allows for the review of TxDOT data entry to ensure accuracy and context:

- b. In Subchapter D, Section 16.154(i), page 13, lines 17-18: Define the word “encumbered” and “unencumbered” and/or replace that wording with a process in which MPOs and the department jointing concur on the amount of carryover available to be moved to the next fiscal year:
 - 1. TxDOT Headquarters provides a draft carryover funding assessment to Districts and MPOs in writing at least 90 working days in advance of any action by the Commission to redistribute funds.
 - 2. Districts and MPOs have 30 working days from receipt of the draft carryover funding assessment to provide comments or concurrence.
 - 3. If the MPO disagrees with the assessment, the district, MPO, and TxDOT Headquarters have 30 working days to resolve discrepancies.
 - 4. Affected MPOs, districts, and TxDOT Headquarters must concur on carryover balances prior to any action to remove carryover balances from an MPO allocation.
 - 5. MPOs may appeal a carryover balance redistribution if such consensus has not been developed.
 - 6. Redistribution of carryover balances should only occur after a public comment process by the Commission has been completed.

As noted in earlier comments, the RTC requests that any change in carryover balances available to MPOs be approved via a formal TTC action:

- c. In Subchapter D, Section 16.154(i), page 13, line 24: Replace “department” with “commission” as follows: “The [~~executive director~~] department commission may adjust the...”

VII. Carryover adjustments are proposed when carryover amounts equal to 200 percent or more. The RTC proposes that this number be changed to 300 percent or more allowing MPOs at least three years to get a project to implementation (and therefore, funds obligated) instead of just two years. The federal process takes a significant amount of time and allowing only two years is both contrary to federal intent and very limiting in the project implementation process.

- a. In Subchapter D, Section 16.154(j), page 14, line 8: “...has carryover equal to more than ~~200~~ 300 percent...”
- b. In Subchapter D, Section 16.154(j), page 14, line 11: “...less than ~~200~~ 300 percent...”

¹RTC comments/amendments shown with strikethrough (proposed removal) and underline (proposed addition) text

²43 Texas Administrative Code (TAC) Chapter 16

- c. In Subchapter D, Section 16.154(k), page 14, line 20: "...carryover equal to more than ~~200~~ 300 percent..."

VIII. It is the RTC's understanding that the data used for the proposed rulemaking changes comes from TxDOT's internal information system, TxDOT Connect, not the federally reviewed eSTIP. The rulemaking itself is silent on whether TxDOT Connect will be the system used going forward. The RTC is concerned with the use of TxDOT Connect informing these decisions for several reasons:

- a. MPOs have read only access to the program while only the districts and TxDOT staff have "write" access.
- b. TxDOT does not "automatically" include MPO awarded projects into the same fiscal year that the MPO programs them.
- c. Projects have to be coded correctly in TxDOT Connect to show up in the TxDOT Headquarters data pull. Previously in 2023, transit transfers that had already been finalized were not showing up in the analysis TxDOT was using for this process. In a more recent FY2023 carryover analysis, TxDOT was counting engineering funds that had been obligated by the Federal Highway Administration in FY2023 as carryover because the construction phase of the subject project was not scheduled until years later. In addition, many projects were missing from the analysis. There must be a process in place to resolve such discrepancies if funds are to be removed from MPO balances.
- d. The RTC would prefer the use of a system that allows MPOs to have an active part in the process and the ability to ensure the accuracy of data in alignment with comments in VI. b. above. The eSTIP is the only system that has federal approval.

IX. In the effort to improve transportation infrastructure of the State, regions large and small often must accrue funding over multiple years to afford to address the more significant projects that fall within their regions. With the establishment of a 200% carryover limit from previous fiscal years proposed in the amendments to 43 TAC Section 16.154(j), page 14, lines 3-14 and 43 TAC Section 16.154(k), page 14, lines 15-26 comes the concern that MPOs across the State that receive funding relevant to those sections will not be able to save up funds for the large projects that address the transportation needs of Texans. The RTC recommends creating a pre-approval process as part of the rulemaking for carryover funds that are being saved to address larger projects. The RTC proposes the following language:

- a. In Subchapter D, Section 16.154(i), page 14, lines 2+: "MPOs may seek approval from the commission for projects that require the accumulation of funds over a period of years to be excluded from carryover-related calculations subject to 16.154(j) and (k)."

X. MPOs should have the ability to bring forward case-by-case scenarios when a delay is caused by systemic issues (problems executing an Advance Funding Agreement (AFA), delays in TxDOT review of local government provided documentation [plans, environmental documents, etc.], problems coordinating with railroad operators, etc.) that create project delays, and therefore, carryover dollars. The RTC is concerned about the funding for important projects with these delays being cut off instantly and would like clarification from TxDOT regarding how the State can create a comprehensive process to ensure MPO funded projects receive proper attention from TxDOT to avoid TxDOT oversight-related

¹RTC comments/amendments shown with strikethrough (proposed removal) and underline (proposed addition) text

²43 Texas Administrative Code (TAC) Chapter 16

delays. The RTC proposes the creation of a tracking system to monitor AFA development/execution and TxDOT review time on projects for the purpose of better records keeping and to strengthen MPO's ability to coordinate with the districts to ensure that projects do not fall behind schedule.

- XI. Per federal law, federal funds are available in the year of apportionment plus three years for a total availability of four years. This means that funding can be legally carried over for up to three years before lapsing. Under the rulemaking for 43 TAC Section 16.154(j), page 14, lines 3-14 and 43 TAC Section 16.154(k), page 14, lines 15-26, funds would essentially be available in the year of apportionment plus one year for a total availability of two years. The federal government created their rules with the intent of giving MPOs four years in which to use allocated funds. Has TxDOT reached out to the federal government for their input on this potential rule change? Given that STBG are federal funds is it within TxDOT's capacity to alter the apportionment time frame and to reduce other categories of funding tied to STBG usage?

TxDOT and MPOs want to spend taxpayer funds wisely, on good projects, in a timely fashion. This proposed rulemaking does not help with these objectives and has potential legal consequences in creating situations in which Texas could lose funding due to air quality conformity violations. Historically, when parts of the State struggled, helpful assistance statewide was provided, a "carrot" was offered. Choosing a "stick" approach will hurt the historical partnerships that have benefited Texas to date.

**IMPROVING COMMUNICATION AND PARTNERSHIP
BETWEEN THE
REGIONAL TRANSPORTATION COUNCIL (RTC)
AND THE
TEXAS TRANSPORTATION COMMISSION (TTC)**

50 Years of Success

October 31, 2023

NCTCOG REGIONAL PERSPECTIVE

Population

- 2023: 8.2 Million
- 2045: 11.2 Million
- 4th Largest Metropolitan Area by Population
- 1 Million Added Every 7 Years

Area

- 12 Counties
- 9,441 Square Miles
- 2nd Largest Metropolitan Planning Area by Land Area

Lane Miles

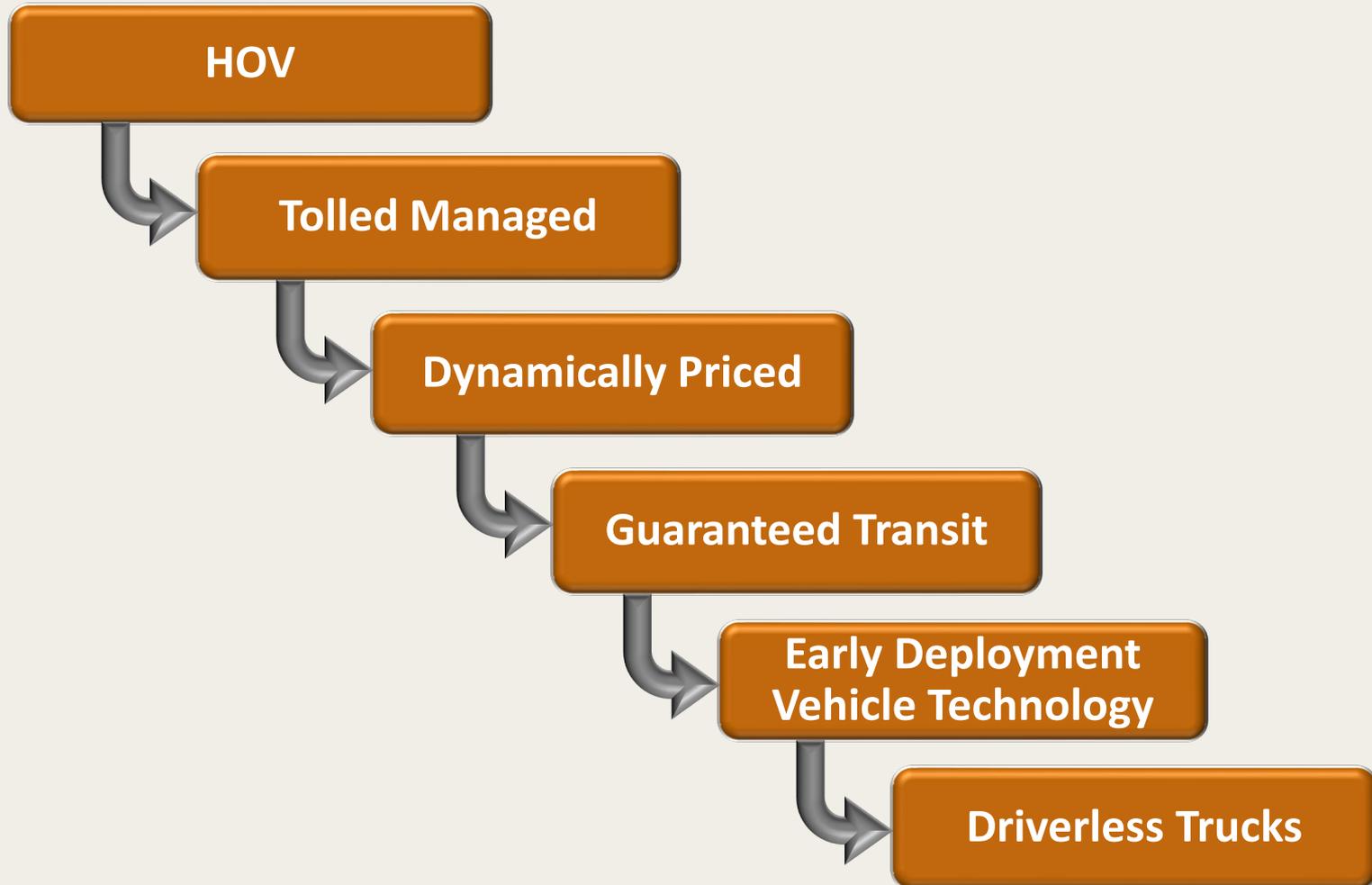
- Freeways: 4,788 in 2020/ 6,098 by 2045
- Priced Facilities: 1,205 in 2020 / 1,826 by 2045



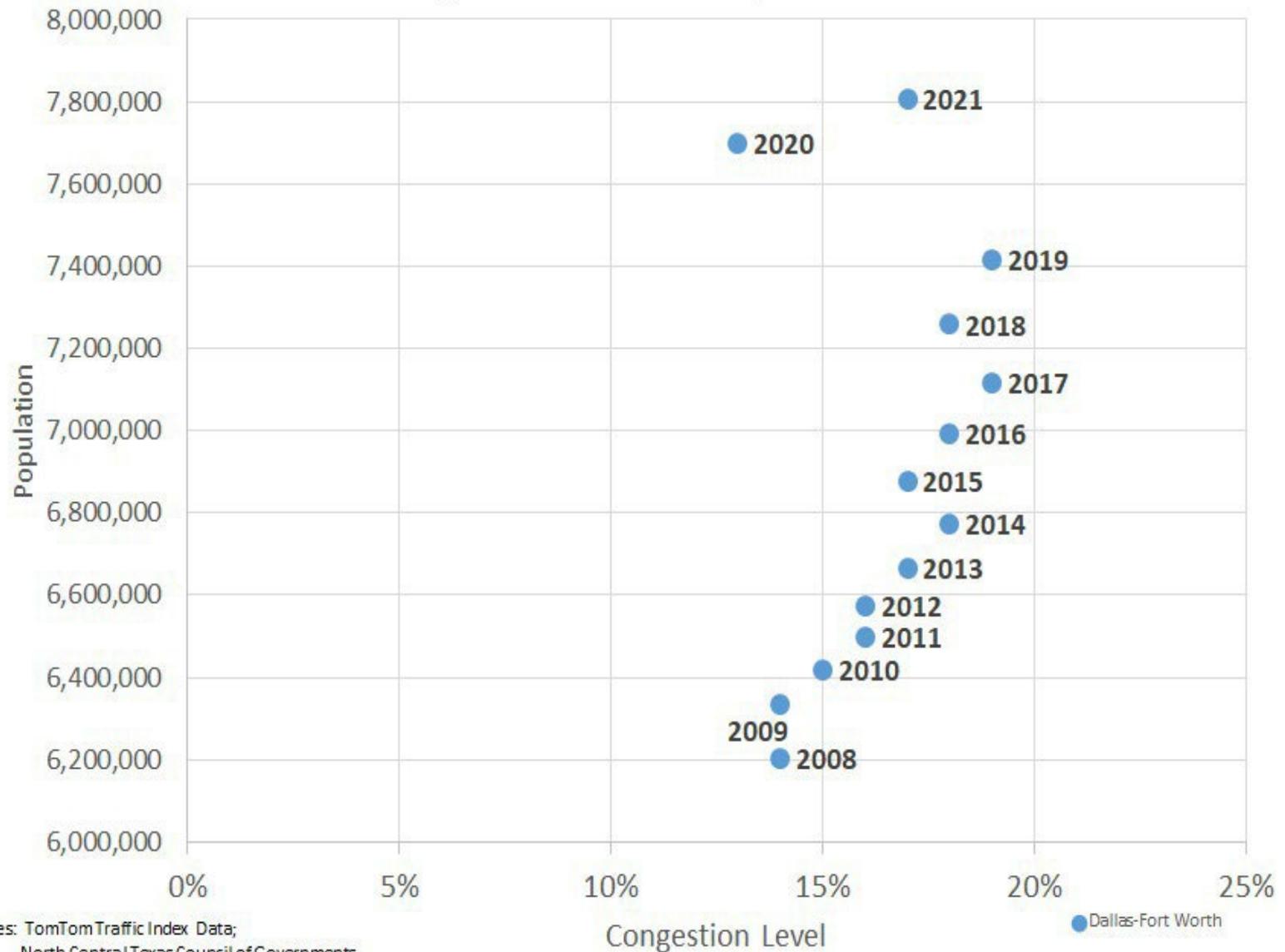
Economy

- Home to 22 Fortune 500 Firms
- Projected to be ranked 14th globally in metro GDP
- Represents 30% of State's Economy

MANAGED LANES EVOLUTION

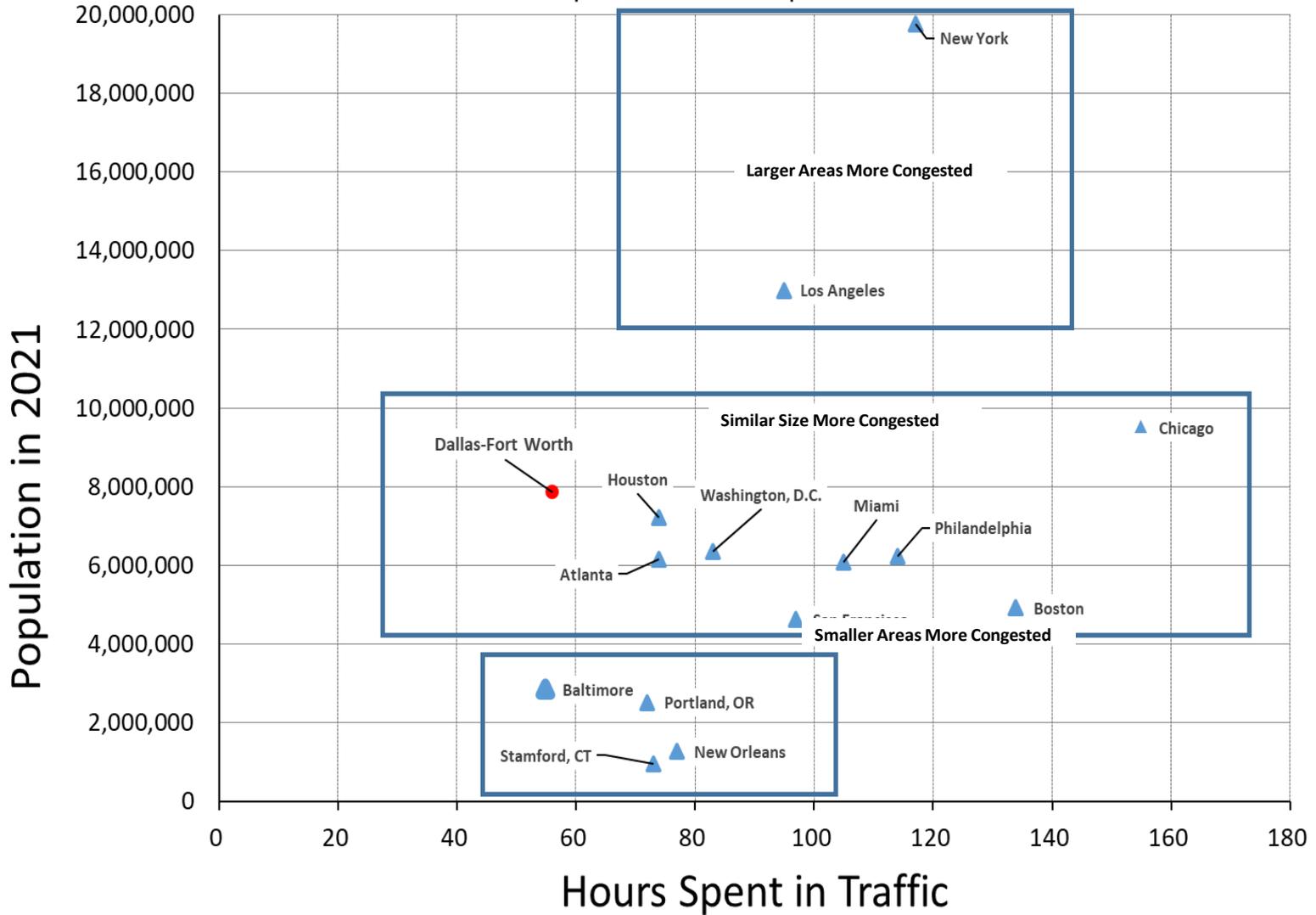


Dallas-Fort Worth Congestion Levels and Population



Sources: TomTom Traffic Index Data;
North Central Texas Council of Governments

15 Most Congested Regions Comparison of Hours Spent in Traffic and Population of Metropolitan Areas



TxDOT MINUTE ORDER #109370: TEXAS METROPOLITAN MOBILITY PLAN (AUGUST 28, 2003)

“It is therefore ordered that the commission accepts this report and encourages partnerships with local entities in the eight metropolitan areas to implement the long range mobility plan.”

“...enabling a philosophical change in the way we as a state will attack congestion.”

“...will increase local control and decision-making authority.”

“...recommends that TxDOT shift from funding projects one at a time to a regional distribution of a predictable amount of funding.”

“...the plan makes it explicit that the distributed TxDOT funds would not be reduced for those areas that develop gap funding initiatives.”

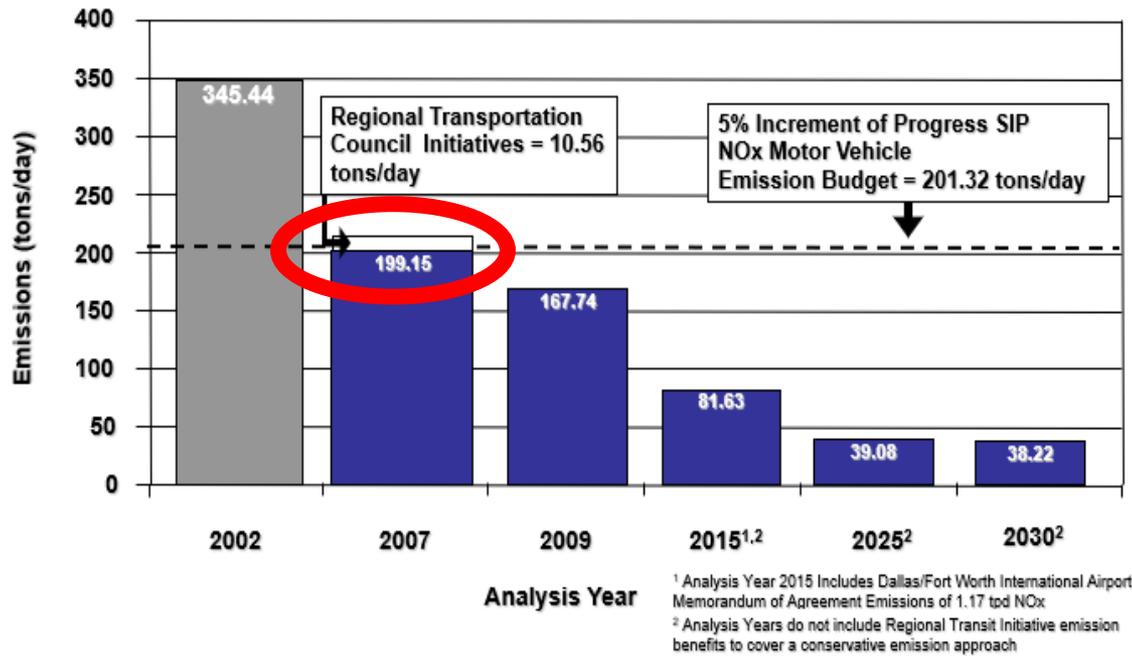
Commissioner Ric Williamson: “The more you choose local sources of funds, whether that’s local taxes or local tolls, the more money will be invested in your community; you will not be penalized for being aggressive with local funding.”



- Citizens of region paying tolls for 52 years
- Now, State moving away from formula allocation
- Fairness to residents is lost

IMPORTANCE OF REGIONAL AIR QUALITY/ MANAGEMENT AND OPERATIONS PROJECTS

EMISSIONS OF NITROGEN OXIDES (NO_x)



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

NTTA/TxDOT STATE INFRASTRUCTURE BANK (SIB) LOAN PARTNERSHIP

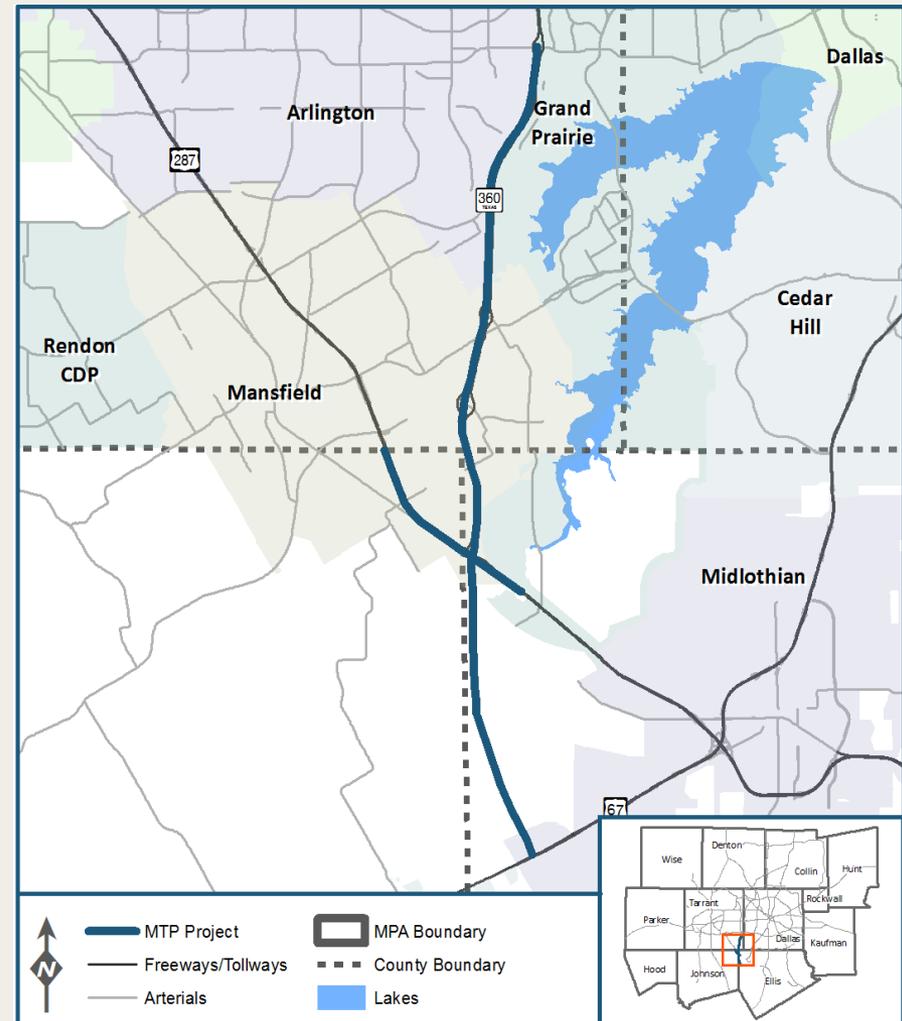
- In 2012, TxDOT requested assistance from the RTC to replenish the SIB by “purchasing” an NTTA SIB loan
 - NTTA originally took out the loan to finance construction of the President George Bush Turnpike (PGBT)
 - In October 2012, the RTC agreed to assist TxDOT and assumed the NTTA SIB loan using \$138 million in Regional Toll Revenue (RTR) funds
 - The RTC helped TxDOT by recapitalizing the SIB for future use on other projects across the State
- 
- In 2023, TxDOT staff indicated that the RTC is not “spending” RTR funds fast enough
 - TxDOT forgets partnerships that led to “build up” of funds

SH 360 PUBLIC SECTOR PARTNERSHIP

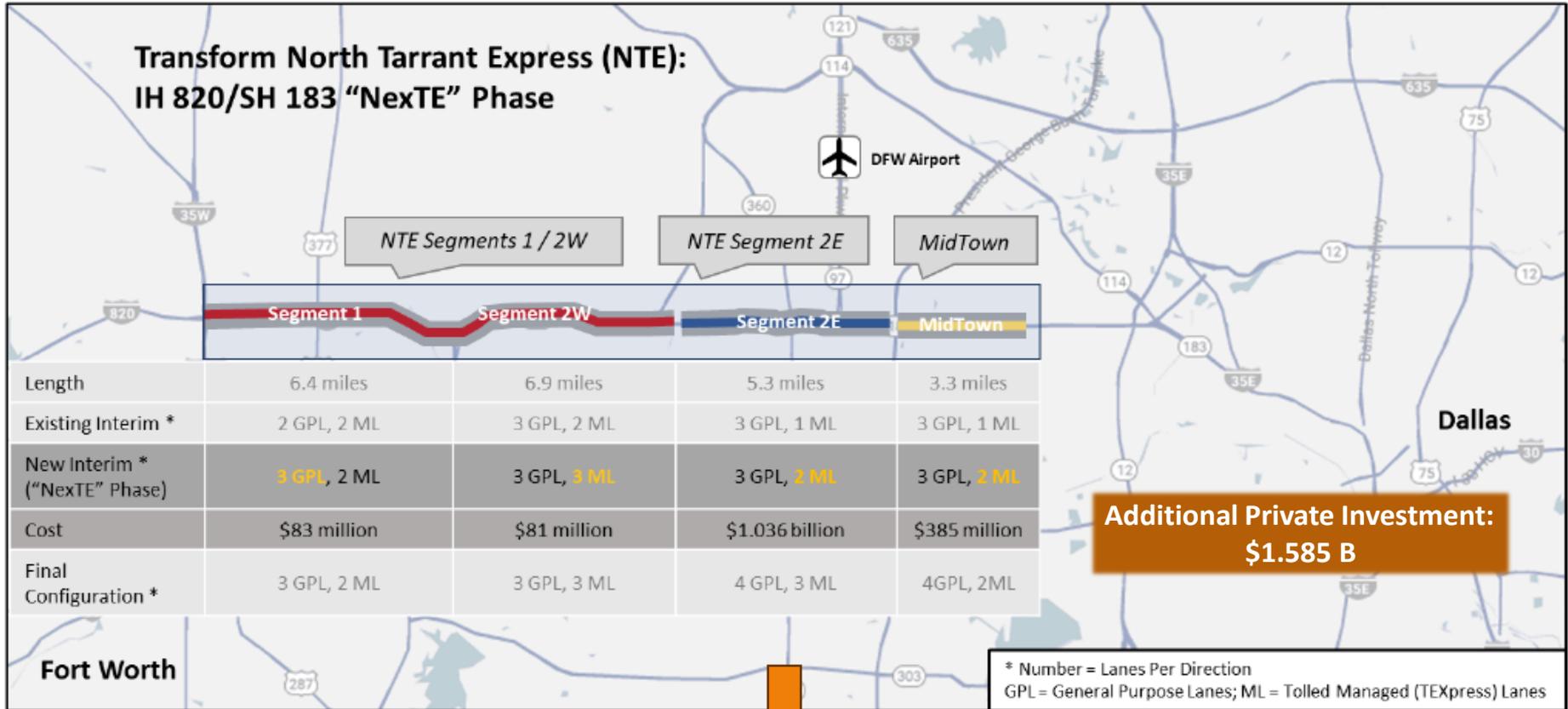
- \$330 Million Design-Build Project
- TxDOT: Construct the project & advance funding
- NTTA: Maintain & operate the facility
- RTC: In 2013, provided a financial backstop to cover the debt service plus operations & maintenance if facility underperformed.
 - In May 2021, the backstop was determined to no longer be needed.

Outcomes:

- 50/50 Revenue Sharing between TxDOT/RTC and NTTA starting in 2050 (can be deferred to 2053 if NTTA builds other improvements first)
- Advanced completion of project by many years (open to traffic May 2018)



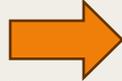
NORTH TARRANT EXPRESS



- Aids implementation of an existing P3 agreement
- Will lower tolls on related managed lane facilities
- Will reduce congestion on related main lanes
- Leverages \$1.5 billion in private sector revenues

**TxDOT action
pending since
2020**

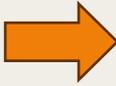
FY 2020 CMAQ LAPSE

- April 12, 2021 – TxDOT notified NCTCOG that \$23,940,109 of federal CMAQ funding had lapsed at the end of FY2020
 - FY 2020 year end documentation from TxDOT showed a FY2020 carryover balance of \$16,414,535 federal (with \$8 million already slotted for projects)
 - This means we lost more money in the lapse than TxDOT had previously communicated was available
 - And, \$8 million was already pre-approved by our federal partners for use; TxDOT did not request to use them in time
 - Our historical understanding was that TxDOT spent the oldest funding first on a “first in, first out” basis
 - TxDOT stopped this practice at some point, not realizing the ramifications
- 
- The mistake made in the previous lapse could still happen under new CMAQ/STBG rule
 - Using lapsed funds as a justification for CMAQ/STBG rule change is inaccurate

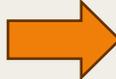
UTP PROCESS

- If want Category 12 funds in DFW region, need 50/50 contribution of Category 2 funds. Same does not apply to Category 12 funds placed on major projects in Austin and Houston.
- DFW region is growing by 1 million every 7 years, and is therefore, absorbing the growth, but revenues are going to other areas of the State 
- MPOs have to submit projects 3 months before allocations are known and 6 months before TTC project selections are known
- XXX
- Regional decisions must be made with incomplete information
- Once information is received, regions have to make final decisions with great haste

2024 UTP TRADES

- In spring 2023, in order to advance a project desired to be funded with Category 12 funds, TxDOT shifted Category 2 funds on projects without first consulting with the MPO
 - After consulting with the MPO, TxDOT proposed to trade Category 12 and Category 2 funds on projects (including US 380) to advance IH 30 Canyon project
 - After the trade deal points were settled, existing Category 12 funds on US 380 were removed
- 
- Draft Category 12 funds changed
 - Resulted in a net loss of Category 12 funds on US 380
 - US 380 is both an urban and rural/intercity route

PROPOSED CMAQ/STBG/CATEGORY 2 FUNDING RULE CHANGES

- DFW region has implemented 10 Year Milestone Policy and annual project tracking each fiscal year, plus many innovative funding trades to expedite obligation of CMAQ and STBG funds
 - DFW region has helped with the August Redistribution since 2018, helping TxDOT gain obligation authority from other states
 - DFW MPO and TxDOT District have maintained great working relationships throughout our history, which has allowed us to expedite the funding and implementation of projects over decades
 - In late 2022, the RTC committed \$50 million in federal funding to a Regional Safety Program & partnering with the TxDOT Safety Taskforce to help #EndTheStreak
- 
- Creating institutional barriers to implementation via rulemaking
 - TxDOT agreements take excessively long, which delays implementation of needed projects (e.g., Regional 511 Agreement/need 6-year contract)
 - Some agreements take 2 years



TxDOT State Infrastructure Bank

Presented by Dallas Teston, TxDOT, SIB Program Lead



Interest rate update





Interest Rate

- Rate set at the time of application
- Fixed rate through the life of the loan
- Municipal Market Data index (MMD)
- 2 main factors
 - Credit Rating
 - Term of the loan



*Market Rate Indications as of November 22, 2023.
Rates change weekly, shown for illustrative purposes only.*



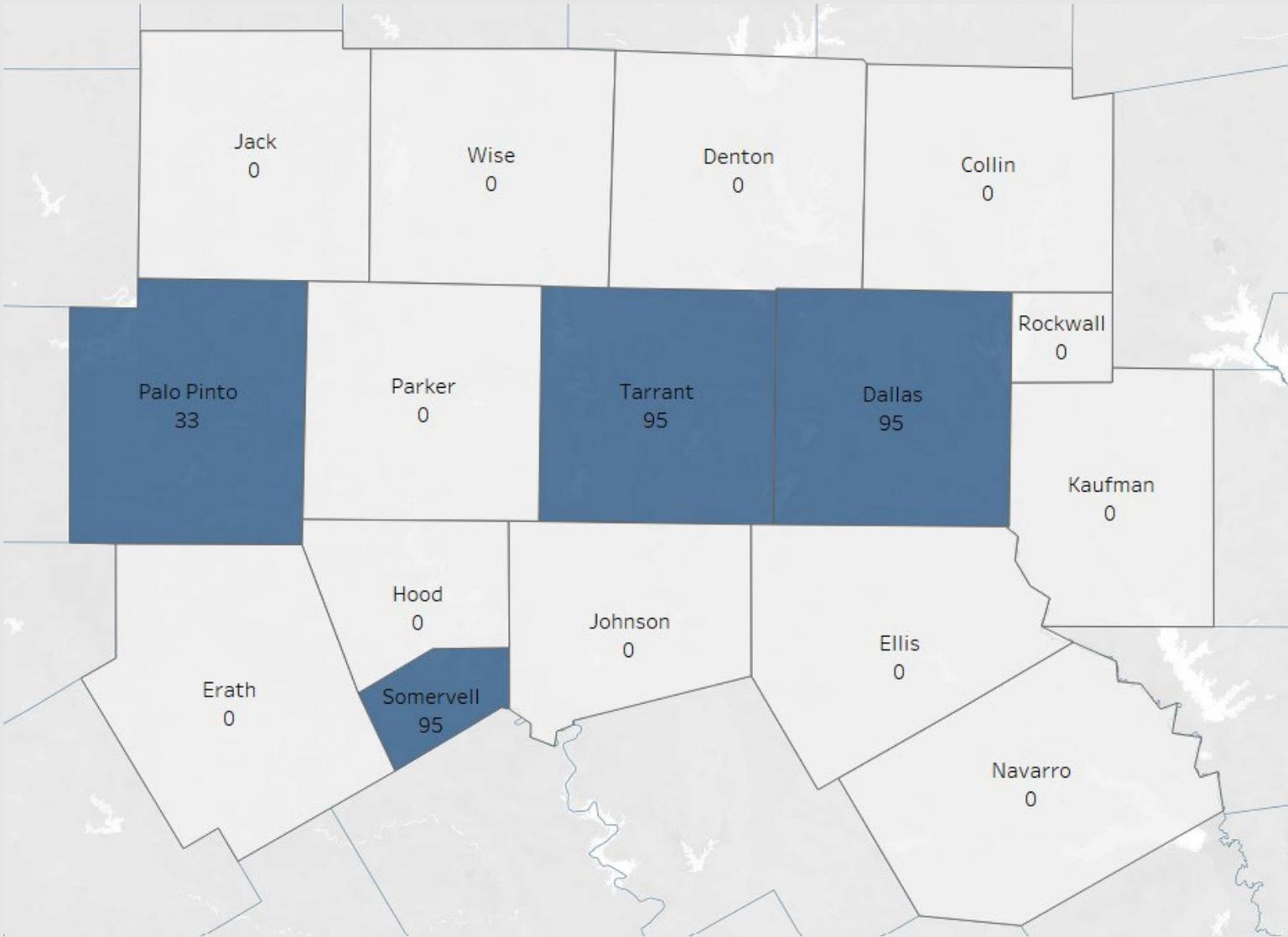
New SIB rating scale

Rating	1-10 Years	11+ Years
AAA	AAA	AAA
AA	AAA +5 bps	AAA +10 bps
A	AAA +10 bps	AAA +20 bps
BAA	AAA +15 bps	AAA +30 bps
BBB-/Not Rated	AAA +20 bps	AAA +40 bps



EDC update







Interest rate example





How it works

AAA rate (Based on requested term)

Rate spread (Based on credit rating)

EDC Reduction (Based on FY 2024 list)

Final Rate

AAA rate %

+ Rate spread

(EDC reduction)

Final rate %



How it works

AAA rate (15 years)	3.45%
Rate spread (A Rating)	+ .20
EDC Reduction (Dallas County)	(.95)
Final Rate	2.70%



SIB background





SIB Loans



- Low-cost transportation financing.
- Revolving fund - All repayments go back into the SIB.
- Non-federal dollars.

Eligible Projects

- Eligible under federal highway programs.
 - Must be functionally classified above a rural minor collector.
 - Must be in the STIP.
- On or off-system roadways can be eligible.
- Generally, projects eligible under Title 23.
 - Local Match
 - Transportation Alternative



LEGEND

- Orange** - On-System Roadways
- Green** - Minor Arterial
- Purple** - Major Collector
- Yellow** - Minor Collector





Low Cost of Borrowing

- \$0 loan application
- \$0 closing costs
- \$0 loan handling
- Form of agreement
 - Direct loan agreement (authorized in TTC §222.0745)
 - Certificate of obligation
 - Bonds



Contact information:

Dallas Teston

512-463-9958

Dallas.Teston@txdot.gov

TXDOT.gov and search “State Infrastructure Bank”

- SIB Application
- General program information
 - Informational flyers
 - Sample resolutions for the local entity



End of Ozone Season Recap

Surface Transportation Technical Committee
December 8, 2023

Chris Klaus



Emission Monitoring

National Ambient Air Quality Standards (Criteria Pollutants)

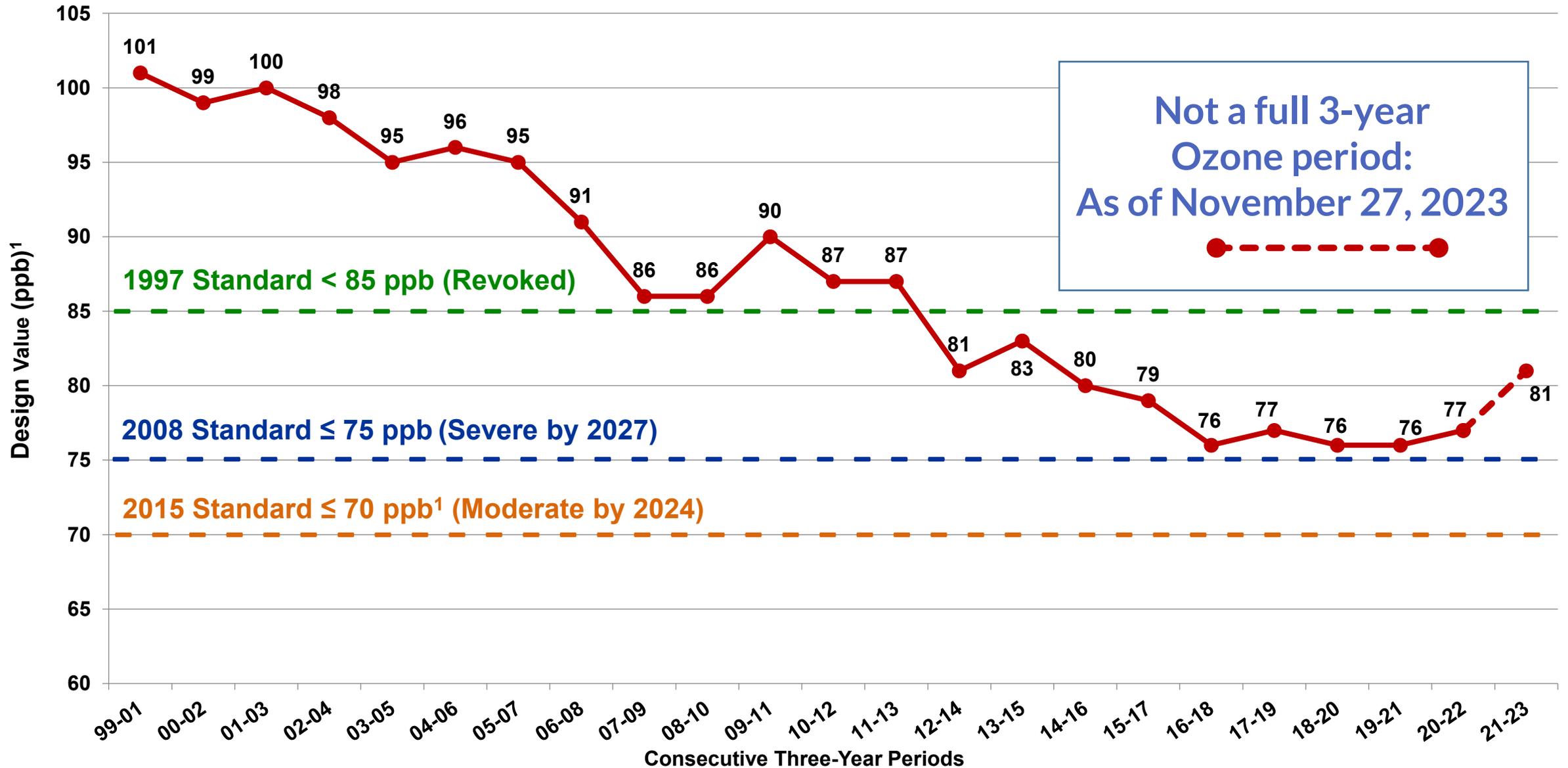
	<u>Attainment</u>	<u>Nonattainment</u>
Ozone		
Lead		
Carbon Monoxide		
Nitrogen Dioxide		
Particulate Matter		
Sulfur Dioxide		Partial Nonattainment In Navarro County Due to Aggregate Plant

Monitoring and Increased Regulations

Greenhouse Gas Emissions (i.e., Carbon Dioxide)



Ozone Design Value Trends

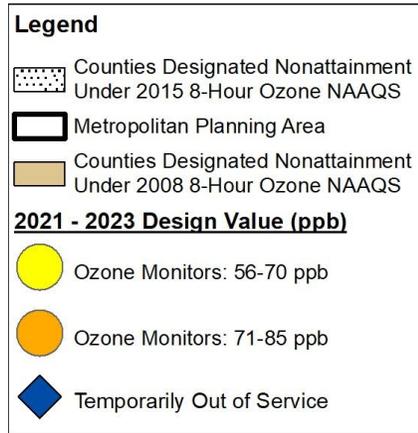


Not a full 3-year
Ozone period:
As of November 27, 2023

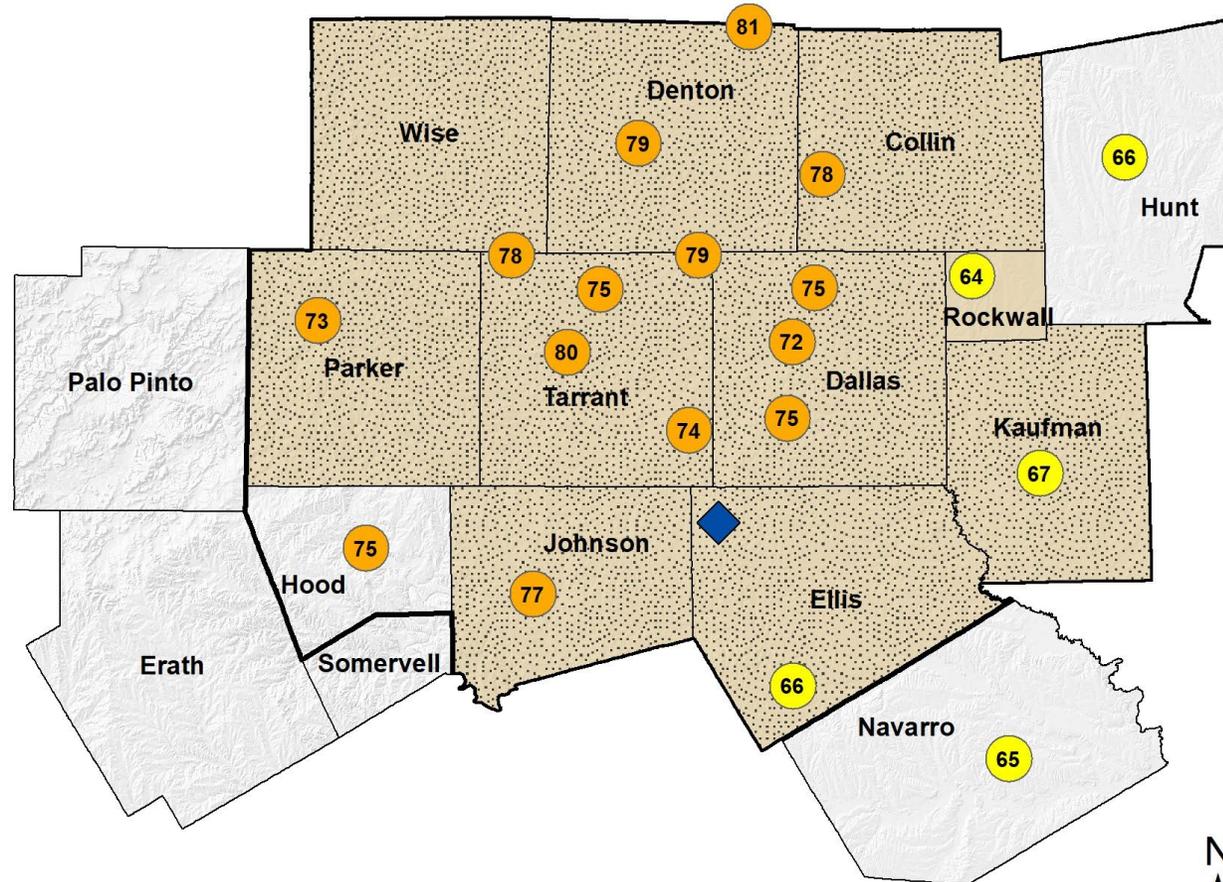
¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

Monitor Locations with Associated Fourth Highest Value

As of November 27, 2023



Colors represent Air Quality Index Breakpoints

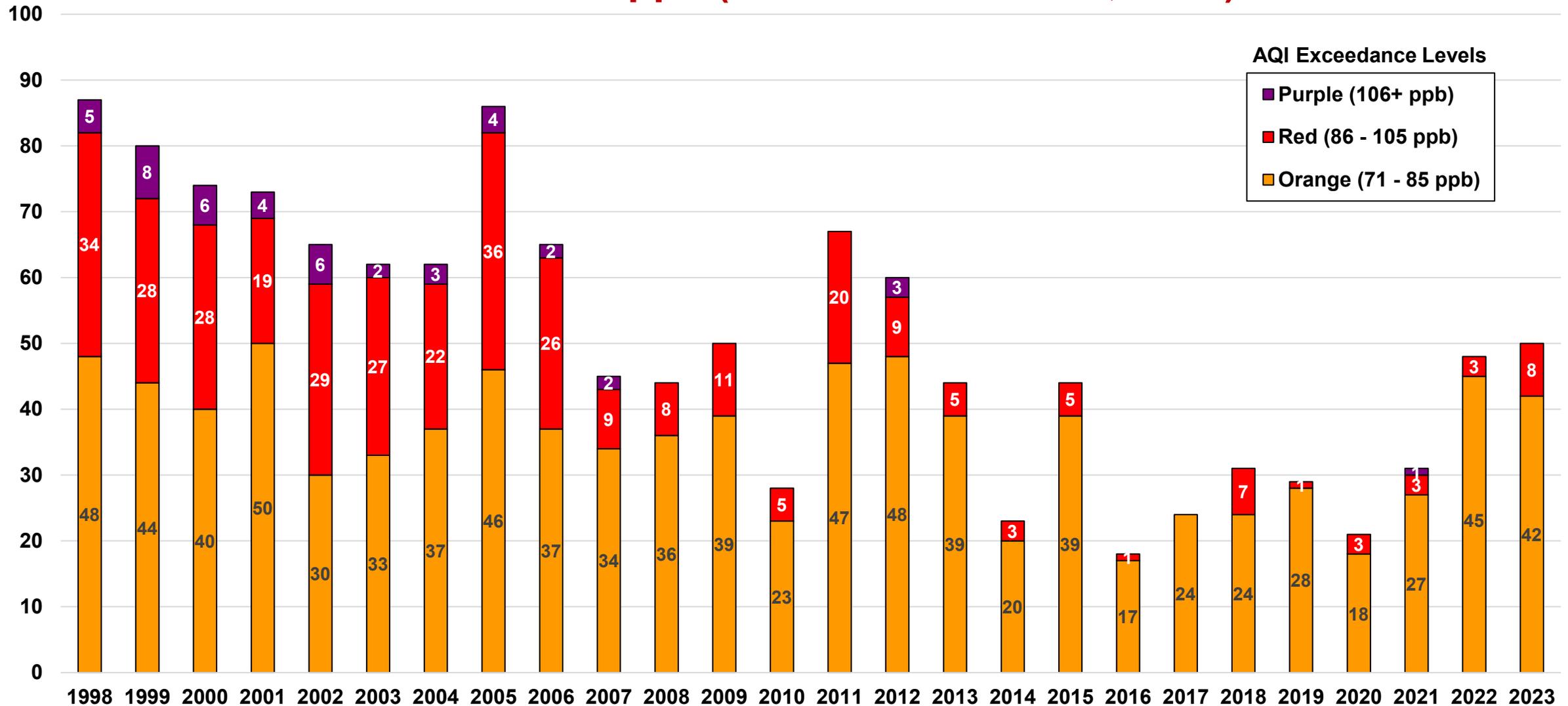


Prevailing Wind Direction During Summer Ozone Season



8-Hour Ozone National Ambient Air Quality Standards - Exceedance Trends

Based on ≤ 70 ppb (As of November 27, 2023)



AQI Exceedance Levels

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

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

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

Timeline and Milestones

2008 Ozone Standard (≤ 75 ppb)

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

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

*Severe designation = Section
185 fees if unable to reach
attainment

EPA Ozone 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 (≤ 70 ppb)

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

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

Preliminary Ozone Season
Monitor Value = 81ppb

Governor submitted voluntary
reclassification to EPA (10-12-2023)

TCEQ indicated assistance need
for emission reduction strategies



2023 Ozone Season (as of November 27, 2023)

Top 10 Monitors	4 th Highest Value for Season			Ozone Season Monitor Value -2023	State Air Quality Plan Model Value -2023
	2021	2022	2023		
Pilot Point	85	77	81	81	71
Fort Worth Northwest	76	80	84	80	70
Grapevine Fairway	75	78	84	79	72
Denton Airport South	81	78	78	79	70
Frisco	81	73	82	78	73
Eagle Mountain	76	77	81	78	72
Cleburne Airport	75	82	75	77	72
Keller	74	72	80	75	71
Dallas Executive	70	77	79	75	68

NO_x and VOC Emissions Apportionment

DFW 10-County Nonattainment Area Nitrogen Oxides (NO _x) (tons/day)						
Sources	Analysis Years				% Change from 2006 to 2023	% Change from 2023 to 2026
	2006	2017	2023	2026		
On-Road Mobile	284.27	130.77	72.30	60.20	-75%	-17%
Non-Road Mobile	98.06	45.54	34.38	32.03	-65%	-7%
Off-Road Mobile	32.92	25.24	23.59	24.59	-28%	4%
Point (All sources)	57.55	54.80	42.34	42.00	-26%	-1%
Oil & Gas (Production & Drill Rigs)	80.07	13.87	3.61	1.86	-95%	-48%
Area	29.02	26.55	31.33	32.17	8%	3%
Total	581.89	296.77	207.55	192.85	-64%	-7%
DFW 10-County Nonattainment Area Volatile Organic Compounds (VOC) (tons/day)						
Sources	Analysis Years				% Change from 2006 to 2023	% Change from 2023 to 2026
	2006	2017	2023	2026		
On-Road Mobile	116.50	64.91	38.74	33.27	-67%	-14%
Non-Road Mobile	64.69	34.01	42.68	44.12	-34%	3%
Off-Road Mobile	5.74	3.66	4.60	4.86	-20%	6%
Point (All sources)	50.44	47.38	23.53	23.56	-53%	0%
Oil & Gas (Production & Drill Rigs)	44.88	32.18	24.72	11.80	-45%	-52%
Area	290.46	236.70	265.77	275.73	-9%	4%
Total	572.71	418.84	400.04	393.34	-30%	-2%

Air Quality 2.0 - Path Forward

Diesel Engines

Idling

Tampering

Locomotives

Construction Equipment

Vehicle Inspection Fraud

Vehicle Miles Traveled

Low Speeds

Hard Accelerations

Cold Starts

Photochemical Modeling

State and National Transport

Weather/Meteorology/High Temperatures

Coal Power Plants

Politics

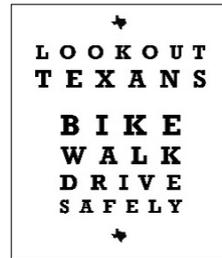
Energy Consumption



Sample of Mobile Source Air Quality Initiatives



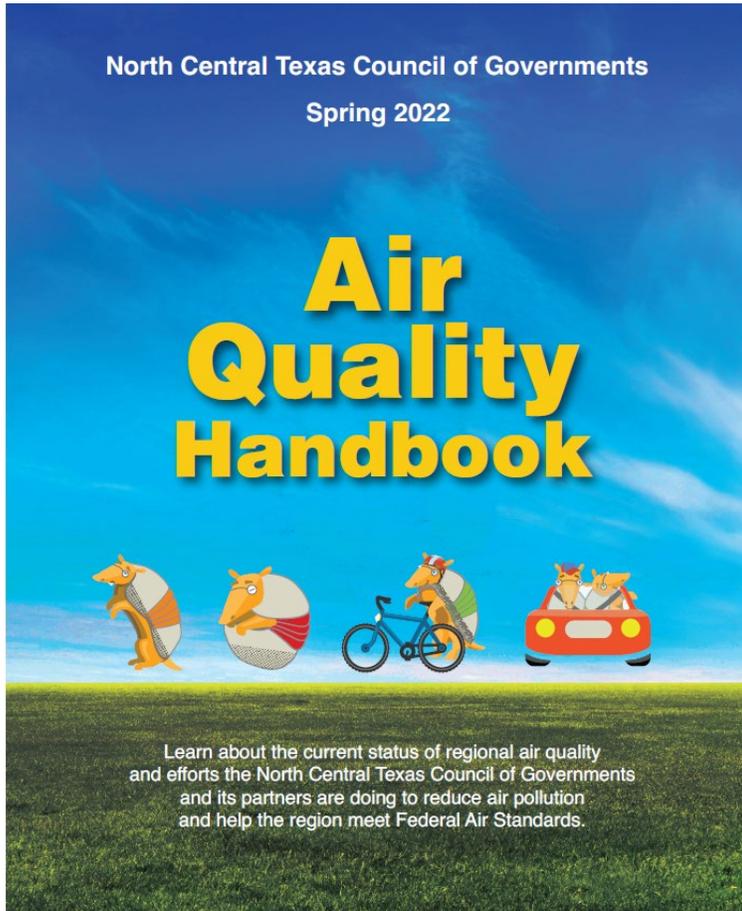
Rideshare. Record. Reward.



Air Quality Handbook

Multilingual

English



https://nctcog.org/nctcg/media/Transportation/DocsMaps/Quality/Air/AQ2022printer_Spring.pdf

Spanish



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

Vietnamese



<https://www.nctcog.org/getmedia/787b9fe9-94d9-4d76-9701-020876a06e61/AQHbkViet.pdf>

For More Information

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





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

November 28, 2023

David Salazar, P.E.

District Engineer

TxDOT Fort Worth District

2501 SW Loop 820

Fort Worth, TX 76133

Ceason Clemens, P.E.

District Engineer

TxDOT Dallas District

4777 US Highway 80 East

Mesquite, TX 75150

Noel Paramanatham, P.E.

District Engineer

TxDOT Paris District

1365 N Main Street

Paris, TX 75460

Dear Messrs. and Mmes. Salazar, Clemens, and Paramanatham:

Enclosed is the 2023 Transportation Development Credit (TDC) Annual Report for the Dallas-Fort Worth region. This report details the TDC allocations and projects approved in FY2023 by the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area. The following attachments are provided:

Attachment 1 Summary of Transportation Development Credits (TDCs) Allocation and Award Amounts in the Dallas-Fort Worth Metropolitan Planning Organization

Attachment 2 Projects with Approved Transportation Development Credits (TDCs) in the Dallas-Fort Worth Metropolitan Planning Organization

The North Central Texas Council of Governments (NCTCOG) and the RTC anticipate awarding additional TDCs in 2024. Please transmit this report to the appropriate division(s) within your agency. This report fulfills our December 1, 2023, TDC annual report submittal. Should you need any additional information, please contact Brian Dell, Principal Transportation Planner, or me at 817-695-9240.

Sincerely,

A handwritten signature in black ink, appearing to read 'Christie J. Gotti', is written over a light blue horizontal line.

Christie J. Gotti

Senior Program Manager

DN:sas

Enclosures

cc: Marc D. Williams, P.E., Executive Director, Texas Department of Transportation
Stephen Stewart, CPA, Chief Financial Officer, Texas Department of Transportation
Todd Gibson, Transportation Planner – MPO Coordinator, Transportation Planning & Programming Division, Texas Department of Transportation
Latrica Good, Accountant, Texas Department of Transportation

**Summary of Transportation Development Credits (TDCs)
Dallas-Fort Worth Metropolitan Planning Organization (MPO)
(As of September 30, 2023)**

TDC Award Type	Current Allocation	TDC Awarded Amount													Remaining (for Future Programming)
		Awarded in 2013	Awarded in 2014	Awarded in 2015	Awarded in 2016	Awarded in 2017	Awarded in 2018	Awarded in 2019	Awarded in 2020	Awarded in 2021	Awarded in 2022	Awarded in 2023	Cumulative Total Awarded		
Category 1 - Strategic Awards to Small Transit Providers	41,000,000	1,697,058	4,181,839	2,845,564	2,454,906	175,908	2,984,774	1,897,657	2,608,675	2,623,023	88,335	2,144,856	23,702,596	17,297,404	
Category 2 - RTC Has Revenue - Transportation Alternatives Program; TxDOT/RTC Partnership for Reliability, Congestion Mitigation, and Air Quality; Collin County LIP/LIRAP Partnership; COVID Infrastructure Program	60,000,000	0	7,481,001	127,954	933,291	753,740	1,410,285	0	2,115,042	2,461,375	12,222,441	14,875,506	42,380,635	17,619,365	
Category 3 - Local Agency Has Revenue	16,691,115	0	16,764,599	0	(73,484)	0	0	0	0	0	0	0	16,691,115	0	
Category 4 - Selling/Transferring TDCs to Other MPOs/TxDOT (MPO Revolver Fund)	150,000,000	0	100,000,000	0	0	0	0	0	0	0	0	0	100,000,000	50,000,000	
Category 5 - Regional Programs/Management and Operations	86,919,016	463,677	5,265,978	4,580,425	(396,589)	4,826,600	3,098,411	11,131,120	3,816,181	24,133,213	(290,307)	28,049,264	84,677,973	2,241,043	
Category 6 - Metropolitan Transportation Plan (MTP) Policy Bundle	100,000,000	0	0	0	0	1,191,916	4,421,081	14,086,995	13,229,889	8,514,279	5,713,506	4,404,931	51,562,597	48,437,403	
Category 7 - TDC Pool for Future Reallocation	539,741,527	0	0	0	0	0	0	0	0	0	0	0	0	539,741,527	
Subtotal	994,351,658	2,160,735	133,693,417	7,553,943	2,918,124	6,948,165	11,914,551	27,115,772	21,769,787	37,731,890	17,733,975	49,474,557	319,014,916	675,336,742	

TDC Allocation Summary	
TDCs Originally Allocated for Dallas/Fort Worth MPO	465,486,222
Additional TDCs Allocated to Dallas/Fort Worth MPO via 2019 UTP	528,865,436
Total TDCs Allocated to Dallas/Fort Worth MPO	994,351,658
Total TDCs Awarded as of September 30, 2023	(319,014,916)
Remaining TDC Pool for Future Programming	675,336,742

Notes:
 1. LIP: Local Initiative Projects, LIRAP: Low-income Vehicle Repair, Retrofit, and Accelerated Retirement Program
 2. Approved by the Texas Transportation Commission on 8/30/2018 (Minute Order #115291)

**Projects with Approved Transportation Development Credits (TDCs)
in the Dallas-Fort Worth Metropolitan Planning Organization
(As of September 30, 2023)**

ATTACHMENT 2

Projects Approved with MPO Transportation Development Credits:						
TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
12010.22	5307 - ACQUISITION OF HARDWARE	COMMUNITY TRANSIT SERVICES	2023	2023	27,000	1
12019.22	5307 - ACQUISITION OF STORAGE SHED	COMMUNITY TRANSIT SERVICES	2023	2023	1,400	1
12020.22	5307 - ACQUISITION OF SOFTWARE	COMMUNITY TRANSIT SERVICES	2023	2023	9,000	1
12023.22	5307 - TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	COMMUNITY TRANSIT SERVICES	2023	2023	32,910	1
12024.19	5307 - CONSTRUCTION OF PARKING FACILITY	STAR TRANSIT	2023	2023	100,000	1
12025.22	5307 - REHABILITATION OF TRANSIT REVENUE VEHICLE	STAR TRANSIT	2023	2023	68,000	1
12122.17	5307 - BUS PREVENTIVE MAINTENANCE	PUBLIC TRANSIT SERVICES	2018	2023	(18,000)	1
12122.18	5307 - BUS PREVENTIVE MAINTENANCE	PUBLIC TRANSIT SERVICES	2019	2023	14,000	1
12206.22	5307 - PROJECT ADMINISTRATION	NCTCOG	2023	2023	110,481	1
12247.17	5307 - PROJECT ADMINISTRATION	PUBLIC TRANSIT SERVICES	2018	2023	7,649	1
12247.19	5307 - PROJECT ADMINISTRATION	PUBLIC TRANSIT SERVICES	2020	2023	5,068	1
12247.22	5307 - PROJECT ADMINISTRATION	PUBLIC TRANSIT SERVICES	2023	2023	7,300	1
12375.22	5307 - PROJECT ADMINISTRATION	SPECIAL PROGRAMS FOR AGING NEEDS	2023	2023	1,316	1
12483.14	5307 - ACQUISITION OF HARDWARE	STAR TRANSIT	2017	2023	(13,232)	1
12542.21	5307 - SUPPORT URBANIZED AREA TRANSIT SERVICE	NCTCOG	2022	2023	344,213	1
12576.18	5307 - PURCHASE REPLACEMENT VEHICLES	NCTCOG	2019	2023	69,123	1
12576.19	5307 - PURCHASE REPLACEMENT VEHICLES	NCTCOG	2023	2023	70,656	1
12576.20	5307 - PURCHASE REPLACEMENT VEHICLES	NCTCOG	2023	2023	135,000	1
12576.21	5307 - PURCHASE REPLACEMENT VEHICLES	NCTCOG	2023	2023	64,034	1
12627.16	5307 - PREVENTIVE MAINTENANCE	STAR TRANSIT	2017	2023	(1)	1
12627.22	5307 - PREVENTIVE MAINTENANCE	STAR TRANSIT	2023	2023	76,000	1
12632.17	5307 - GENERAL PLANNING	SPECIAL PROGRAMS FOR AGING NEEDS	2023	2023	8,000	1
12666.17	5307 - MOBILITY MANAGEMENT	PUBLIC TRANSIT SERVICES	2023	2023	18,000	1

*Negative numbers indicate a reduction in the number of credits awarded on a project

**Projects with Approved Transportation Development Credits (TDCs)
in the Dallas-Fort Worth Metropolitan Planning Organization
(As of September 30, 2023)**

ATTACHMENT 2

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
12666.18	5307 - MOBILITY MANAGEMENT	PUBLIC TRANSIT SERVICES	2019	2023	(14,000)	1
12666.22	5307 - MOBILITY MANAGEMENT	PUBLIC TRANSIT SERVICES	2023	2023	6,000	1
12696.22	5307 - PREVENTIVE MAINTENANCE	PUBLIC TRANSIT SERVICES	2023	2023	7,000	1
12711.17	5307 - MOBILITY MANAGEMENT	SPECIAL PROGRAMS FOR AGING NEEDS	2018	2023	(8,000)	1
12711.22	5307 - MOBILITY MANAGEMENT	SPECIAL PROGRAMS FOR AGING NEEDS	2023	2023	13,000	1
12716.16	5307 - ACQUISITION OF SIGNAGE	STAR TRANSIT	2023	2023	4,000	1
12717.14	5307 - MOBILITY MANAGEMENT	STAR TRANSIT	2017	2023	13,232	1
12717.19	5307 - MOBILITY MANAGEMENT	STAR TRANSIT	2020	2023	16,621	1
12717.22	5307 - MOBILITY MANAGEMENT	STAR TRANSIT	2023	2023	98,379	1
12719.22	5310 - PURCHASE OF SERVICE	STAR TRANSIT	2023	2023	97,014	1
12736.19	5339 - PURCHASE REPLACEMENT VEHICLES	NCTCOG	2023	2023	90,054	1
12736.20	5339 - PURCHASE REPLACEMENT VEHICLES	NCTCOG	2023	2023	90,054	1
12736.22	5339 - PURCHASE REPLACEMENT VEHICLES	NCTCOG	2023	2023	75,000	1
12737.22	5310 - MOBILITY MANAGEMENT - STRATEGIC PARTNERSHIP	NCTCOG	2023	2023	65,545	1
12748.22	5307 - ACQUISITION OF SOFTWARE	CITY/COUNTY TRANSPORTATION	2023	2023	24,000	1
12750.22	5307 - PROJECT ADMINISTRATION	CITY/COUNTY TRANSPORTATION	2023	2023	8,400	1
12752.17	5310 - MOBILITY MANAGEMENT	NCTCOG	2020	2023	(54,014)	1
12752.18	5310 - MOBILITY MANAGEMENT	NCTCOG	2023	2023	(145,667)	1
12752.19	5310 - MOBILITY MANAGEMENT	NCTCOG	2023	2023	352,479	1
12766.17	5307 - ACQUISITION OF MISCELLANEOUS EQUIPMENT	PUBLIC TRANSIT SERVICES	2018	2023	(7,649)	1
12779.20	5310 - MOBILITY MANAGEMENT - STRATEGIC PARTNERSHIP	NCTCOG	2023	2023	400,351	1
12779.22	5310 - MOBILITY MANAGEMENT - STRATEGIC PARTNERSHIP	NCTCOG	2023	2023	248,924	1
12781.16	5307 - ACQUISITION OF SIGNAGE	CITY/COUNTY TRANSPORTATION	2016	2023	(1,920)	1
12782.16	5307 - PREVENTIVE MAINTENANCE	CITY/COUNTY TRANSPORTATION	2016	2023	1,920	1
12783.21	5307 - PURCHASE EXPANSION VEHICLES	NCTCOG	2022	2023	(118,084)	1
12793.22	5339 - PROJECT ADMINISTRATION	NCTCOG	2023	2023	13,908	1
12796.19	5339 - PURCHASE EXPANSION VEHICLES	NCTCOG	2020	2023	(90,054)	1
12796.20	5339 - PURCHASE EXPANSION VEHICLES	NCTCOG	2021	2023	(90,054)	1
12808.19	5310 - MOBILITY MANAGEMENT	NCTCOG	2022	2023	41,072	1
12808.20	5310 - MOBILITY MANAGEMENT	NCTCOG	2023	2023	43,505	1
12813.19	5307 - GENERAL PLANNING	NCTCOG	2019	2023	2,518	1
12813.20	5307 - GENERAL PLANNING	NCTCOG	2021	2023	37,482	1

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in the Dallas-Fort Worth Metropolitan Planning Organization
(As of September 30, 2023)**

ATTACHMENT 2

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
12833.16	5307 - ACQUISITION OF BUS SHELTERS	STAR TRANSIT	2017	2023	(4,000)	1
12860.22	5307 - ACQUISITION OF SECURITY EQUIPMENT	COMMUNITY TRANSIT SERVICES	2023	2023	34,000	1
12870.22	5307 - MOBILITY MANAGEMENT	NCTCOG	2023	2023	110,481	1
12900.22	5307 - TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	NCTCOG	2023	2023	38,160	1
12918.19	5307 - ACQUISITION OF COMMUNICATIONS EQUIPMENT	PUBLIC TRANSIT SERVICES	2020	2023	(5,068)	1
12947.22	5310 - PURCHASE OF SERVICE -TCTS	TRINITY METRO	2023	2023	55,000	1
12948.22	5310 - PURCHASE OF REPLACEMENT VEHICLES	TRINITY METRO	2022	2023	(502,650)	1
12962.22	5310 - PURCHASE REPLACEMENT VEHICLES	GRAND PRAIRIE	2023	2023	60,000	1
Subtotal of Category 1 - Strategic Awards to Small Transit Providers					2,144,856	
11660.1	AIR QUALITY ENERGY EFFICIENCY INITIATIVES: ENERGY EFFICIENCY MEASURES TO IMPLEMENT PROJECTS TO REDUCE ENERGY USE AND INCREASE ENERGY EFFICIENCY WITHIN THE PUBLIC AND PRIVATE SECTOR TO REDUCE AIR QUALITY IMPACTS; COORDINATE REGIONAL COLLABORATION, EVALUATE IMPACTS, AND DEVELOP RESOURCES ADDRESSING ELECTRIC GRID IMPACTS ASSOCIATED WITH ELECTRIFICATION OF TRANSPORTATION, AND DEPLOY STRATEGIC ELECTRIFICATION INFRASTRUCTURE TO ASSESS IMPACTS AND FILL GAPS; INCLUDES NCTCOG STAFF TIME	NCTCOG	2024	2023	100,000	2
			2025		180,000	
			2026		190,000	
11692.1	REGIONAL PARKING MANAGEMENT TOOLS & STRATEGIES PROGRAM; CONDUCT DATA COLLECTION AND/OR PLANNING TO DEVELOP AND IMPLEMENT DATA DRIVEN TOOLS AND STRATEGIES TO SUPPORT PUBLIC SECTOR IN MANAGEMENT OF PARKING AT MULTIMODAL LOCATIONS	NCTCOG	2025	2023	110,000	2
11699.1	REGIONAL VANPOOL PROGRAM (EASTERN SUBREGION); OPERATE VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; INCLUDES COST OF VEHICLE LEASING AND PART OF ADMINISTRATIVE COSTS	NCTCOG	2025	2023	515,400	2
11699.2	REGIONAL VANPOOL PROGRAM FOR (WESTERN SUBREGION); OPERATE VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; INCLUDES COST OF VEHICLE LEASING AND PART OF ADMINISTRATIVE COSTS	NCTCOG	2025	2023	68,200	2
			2026		136,400	
14013.7	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION TO SHILOH COTTON BELT STATION COTTON BELT VELOWEB TRAIL (26 MILES); CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON) - PHASE 2	DART	2024	2023	9,152,266	2
14014	MCKINNEY AVENUE TRANSIT AUTHORITY M-LINE EXTENSION FROM UPTOWN TO KNOX-HENDERSON NEIGHBORHOOD; CONDUCT A STUDY TO RECOMMEND ALIGNMENTS & STOPS, EVAL THE COST OF IMPL, OPERATION, & MAINTENANCE, PROVIDE TECH ASSIST PRODUCING RIDERSHIP EST & PRELIM ENV ANALYSIS, ID POTENTIAL FUNDING, & DEVELOP TIMELINE; INCL NCTCOG STAFF TIME & MAY INCL CONSULTANT ASST	NCTCOG	2025	2023	120,000	2

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**Projects with Approved Transportation Development Credits (TDCs)
in the Dallas-Fort Worth Metropolitan Planning Organization
(As of September 30, 2023)**

ATTACHMENT 2

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
14082	BROADWAY AVE FROM US 377 TO SH 26; RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS	HALTOM CITY	2023	2023	13,000	2
			2026		151,791	
16005	SOUTHWEST AIRLINES SURFACE TRANSPORTATION PLANNING STUDY; STEMMONS FREEWAY TO DALLAS NORTH TOLLWAY STUDY TO EVALUATE IMPROVEMENTS TO EXISTING ROADWAY AND TRANSIT OPTIONS TO MAXIMIZE ACCESSIBILITY TO LOVE FIELD AIRPORT NOW AND IN THE FUTURE	NCTCOG	2025	2023	15,000	2
16006	ENVIRONMENTAL IMPACT STATEMENT COORDINATION ON REG PROJECTS; PROVIDE TECHNICAL, PLANNING, ENGINEERING, & ENV ASSISTANCE TO TRANSPORTATION AGENCIES & THE RTC TO ADVANCE CORRIDORS IDENTIFIED FOR IMPROVEMENT IN OR BEING EVALUATED FOR THE METROPOLITAN TRANSPORTATION PLAN; PROVIDE SUPPORT TO ADVANCE REGIONAL PROJECTS THROUGH THE ENVIRONMENTAL PROCESS; FACILITATE COORDINATION MEETINGS THAT MONITOR & ENSURE THE CONTINUED PROGRESS OF ENVIRONMENTAL DOCUMENT COMPLETION	NCTCOG	2025	2023	80,000	2
21014	DCTA BUS SHELTERS; CONSTRUCT BUS SHELTERS INCLUDING CONCRETE PADS, OVERHEAD SHELTERS, LIGHTING, SEATING, REAL-TIME SCHEDULE INFORMATION, ETC	DCTA	2024	2023	200,000	2
21014.1	DCTA A-TRAIN EXPANDED SPECIAL EVENTS SERVICE; EXPAND A-TRAIN SERVICE FOR THREE YEARS TO COINCIDE WITH SPECIAL EVENTS IN THE DCTA AND DART SERVICE AREAS	DCTA	2024	2023	600,000	2
21014.2	REGIONAL TRANSIT COORDINATION PROGRAM; REGIONAL COORDINATION OF TRANSIT SERVICES WITH A FOCUS ON INCREASING ECONOMIES OF SCALE, TECHNICAL ASSISTANCE, MOBILITY ON DEMAND, AND MOBILITY AS A SERVICE	NCTCOG	2025	2023	100,000	2
			2026		100,000	
21015.8	CONSTRUCT NEW STOP ACCOMMODATIONS IN THE TRINITY METRO SERVICE AREA; IDENTIFY AND CONSTRUCT BUS STOP UPGRADES INCLUDING, CONCRETE FOUNDATIONS, OVERHEAD SHELTERS, LIGHTING, SEATING, REAL-TIME SCHEDULE INFORMATION	TRINITY METRO	2024	2023	556,000	2
25028	CADIZ ST FROM WEST OF HOTEL ST TO BOTHAM JEAN BLVD; RECONSTRUCT THE CADIZ RAILROAD BRIDGE INCLUDING RECONSTRUCT AND WIDEN CADIZ ST FROM 3 LN DIVIDED TO 4 LN DIVIDED WITH BIKE/PEDESTRIAN IMPROVEMENTS	DALLAS	2024	2023	1,000,000	2
25092.2	TRANSIT PASSES FOR COMMUNITY COLLEGES (EASTERN SUBREGION); PROVIDE TRANSIT PASSES FOR DALLAS COUNTY COLLEGE STUDENTS TO ASSIST WITH STUDENT TRANSPORTATION NEEDS AND TO INCREASE TRANSIT RIDERSHIP	NCTCOG	2025	2023	60,000	2
40081	SMITHFIELD MIDDLE SAFE ROUTES TO SCHOOL PROJECT BOUNDED BY COPPER CANYON RD ON THE NORTH, CRANE RD ON THE EAST, MID-CITIES BLVD ON THE SOUTH, DAVIS BLVD ON THE WEST; CONSTRUCT NEW SIDEWALKS, PEDESTRIAN SIGNALIZATION, AND INTERSECTION IMPROVEMENTS	NORTH RICHLAND HILLS	2025	2023	132,719	2

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**Projects with Approved Transportation Development Credits (TDCs)
in the Dallas-Fort Worth Metropolitan Planning Organization
(As of September 30, 2023)**

ATTACHMENT 2

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
40089	CENTRAL TRAIL EXTENSION ALONG BUCKINGHAM RD FROM DART LIGHT RAIL CROSSING TO S GREENVILLE AVE ALONG S GREENVILLE AVE FROM BUCKINGHAM RD TO WALNUT ST, AND ALONG WALNUT ST FROM S GREENVILLE AVE TO ABRAMS RD; CONSTRUCT NEW SIDEWALK, BICYCLE AND PEDESTRIAN SIGNALIZATION AND INTERSECTION IMPROVEMENTS, AND NEW SHARED-USE PATH	DALLAS COUNTY	2026	2023	1,294,730	2
Subtotal of Category 2 - RTC Has Revenue					14,875,506	
11554.2	PEOPLE MOVER TEST TRACK; INCLUDING ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED PEOPLE MOVER LOCATIONS IN THE DFW REGION AND CONNECT THOSE LOCATIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS; INCLUDES PLANO LEGACY AREA AUTONOMOUS TRANSPORTATION SYSTEM	NCTCOG	2024	2023	75,000	5
11612.3	REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR); TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.COM; PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	NCTCOG	2024	2023	513,900	5
			2026		272,060	
11613.3	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES & PLANNING ACTIVITIES IN SUPPORT OF THE REGION'S GOOD MOVMT INCL NCTCOG STAFF TIME & CONSULTANT ASST TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT; MOVMT, DATA COLLECTION & ANALYSIS, SAFETY, COORD WITH PRIVATE SECTOR FREIGHT PARTNERS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUC & OVERSIGHT OF PARTNER IMPL PROJECTS	NCTCOG	2024	2023	265,000	5
			2025		250,000	
			2026		525,000	
11622.4	TRAVEL SURVEY, DATA COLLECTION, MODEL REFINEMENT PROGRAM: TO PROVIDE TRAVEL INFORMATION USED TO CREATE ANALYTICAL TOOLS FOR ALL PLANNING, AIR QUALITY, AND MANAGEMENT PROJECTS IN THE MPA; ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES; INCLUSION OF NON-MOTORIZED TRIPS IN THE REG TRAVEL MODEL; DEV OF DYNAMIC TRAFFIC ASSIGNMENT MODEL FOR ROADWAY NETWORK ANALYSIS; CONDUCT TRAVEL SURVEYS & INTERSECTION OPERATIONAL ANALYSES	NCTCOG	2024	2023	500,000	5
			2025		522,000	
			2026		570,000	
11633.4	M&O -PROGRAM OVERSIGHT COORDINATION & COMPLIANCE, INCLUDING DEPARTMENT STREAMLINING INITIATIVES, PROCUREMENT (EDUCATION, OUTREACH W/ POTENTIAL BIDDERS INCL WEB UPDATES), CONTRACT MGMT, ENHANCEMENT OF RESOURCES & COMPLIANCE W/ BUY AMERICA & DBE PRGM (INCL OUTREACH TO VENDORS, AND DEVELOPMENT OF PARTNERSHIP W/ REGIONAL & STATE CERT AGENCIES), & LEGAL (COORDINATION OF RTC POLICIES, EVALUATION, DEVELOPMENT, REGULATION OF LEGAL INSTRUMENTS TO IMPLEMENT MPO PROJECTS)	NCTCOG	2024	2023	89,000	5

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TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
11647.1	LAND USE/TRANSPORTATION AND BIKE/PEDESTRIAN INITIATIVES INCLUDES BICYCLE/PEDESTRIAN PLANNING, TRANSIT ORIENTED DEVELOPMENT, REGIONAL PEDESTRIAN SAFETY PROGRAM, IMPLEMENTATION OF SUSTAINABLE DEVELOPMENT INITIATIVES; INCLUDES NCTCOG STAFF TIME AND POSSIBLE CONSULTANT ASSISTANCE TO DEVELOP AND IMPLEMENT FUNDING PROGRAMS, COLLECT AND ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL, SAFETY AND EDUCATION	NCTCOG	2023	2023	(200,800)	5
11647.2	LAND USE/TRANS & BIKE/PED INITIATIVES INCLUDES BICYCLE/PED PLANNING & PROGRAMMING, & TRANSIT ORIENTED DEVELOPMENT, TECHNICAL ASSISTANCE, REGIONAL BIKE/PED SAFETY PROGRAM/LOOK OUT TEXANS, IMPL OF SUSTAINABLE DEV, REGIONAL WAYFINDING, ADA COMPLIANCE; COLLECT & ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL, TARGETED SAFETY EDUCATION FOR ISDS AND TEEN DRIVERS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	NCTCOG	2024	2023	453,000	5
			2025		513,000	
			2026		622,000	
11650	CORRIDOR STUDIES AND CAPITAL ASSET MANAGEMENT; IDENTIFY STRATEGIES TO EXTEND OPERATIONAL LIFE OF TRANSPORTATION FACILITIES BY PROMOTING USE OF STRATEGIC MAINTENANCE, REPAIR, AND EXPANSION; INCLUDES CONTINUED DEVELOPMENT, MONITORING, AND TECHNICAL ASSISTANCE TO REGIONAL PARTNERS TO BALANCE PRESERVATION VS. UPGRADE OF ASSETS	NCTCOG	2020	2023	(803)	5
11650.1	TRANSPORTATION TECHNICAL SUPPORT REGIONWIDE; TECHNICAL ASSISTANCE FOR DEVELOPING, MONITORING, ENVIRONMENTALLY APPROVING, AND IMPLEMENTING CORRIDOR STUDIES/PROJECTS ACCORDING TO CAPITAL ASSET MANAGEMENT PRINCIPLES	NCTCOG	2024	2023	172,000	5
			2026		360,000	
11655.2	REVENUE AND PROJECT TRACKING SYSTEM (RAPTS); TRACK, MONITOR, AND ASSESS REGIONAL TRANSPORTATION AND AIR QUALITY PROJECTS THROUGH THE RAPTS WEBSITE; INCLUDES SOFTWARE DEVELOPMENT AND NCTCOG STAFF TIME	NCTCOG	2024	2023	160,200	5
			2026		103,000	
11657.2	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM; REGIONWIDE IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	NCTCOG	2024	2023	380,000	5
			2025		410,000	
			2026		420,000	
11663.3	ENTIRE MANAGED LANE SYSTEM; DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE & NCTCOG STAFF TIME	NCTCOG	2024	2023	354,600	5
			2025		360,000	
			2026		417,600	

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TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
11684	REGION WIDE PROJECT TO ASSIST LOCAL PARTNERS PLAN AND IMPLEMENT CAV DEPLOYMENTS BY PROVIDING FUNDING FOR COSTS RELATED TO DEPLOYMENTS AND SUPPORTING COSTS OF ACTIVE AV DEPLOYMENTS IN PARTNERSHIP WITH PRIVATE SECTOR; INCL LOCAL GOVT STAFF, NCTCOG STAFF & CONSULTANT TIME, INFRA UPGRADES (EX: SIGNAL, STRIPING, DSRC & 5G CONNECTIVITY), LEGAL SVCS, PUBLIC ED, SAFETY (EX: COORD W/FIRST RESPONDERS); SOFTWARE & TECH EXPERTISE; EQUAL ACCESS TO INTERNET AS TDM TOOL	NCTCOG	2023	2023	(140,000)	5
11684.9	EXPAND TRANSIT OPERATIONS IN 76104 ZIP CODE; EXPAND ZIP ZONE TRANSIT SERVICE IN 76104 ZIP CODE TO INCREASE HOURS OF SERVICE AND FREQUENCY/AVAILABILITY TO DECREASE WAIT TIMES	TRINITY METRO	2023	2023	140,000	5
11691.1	IMPLEMENT AND OPERATE TRAVELER INFORMATION SYSTEM; DEVELOP CONCEPT OF OPERATIONS AND DEPLOYMENT OF TRANS SYS MANAGEMENT AND OPERATIONS DATA ENGINE TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGIONS TRANSP NETWORK BY INTEGRATING DATA SOURCES INCL REGIONAL TRAFFIC MGMT AND TRAVELER INFORMATION SYS; ITS DATA UPDATES AND COMPLIANCE; COORDINATION WITH REGIONAL PARTNERS ON INFORMATION SHARING AND AGREEMENT TRACKING; ADMINISTRATION OF MOBILITY ASSISTANCE PATROL; INCL NCTCOG STAFF TIME	NCTCOG	2024	2023	316,800	5
			2025		550,000	
			2026		553,000	
11694.1	REGIONAL AIR QUALITY INITIATIVES; IDENTIFY AND IMPLEMENT INITIATIVES TO IMPROVE AIR QUALITY AND ATTAIN FEDERAL STANDARDS, INCLUDING STRATEGIES TO SUPPORT INCREASED ADOPTION OF ZERO-EMISSION AND OTHER LOW-EMISSION VEHICLES, IMPLEMENTATION AND EVALUATION OF NEW EMISSIONS-REDUCING TRANSPORTATION TECHNOLOGIES, DEVELOPMENT OF REGIONAL RESOURCES TO ADVANCE EMISSIONS-REDUCING EFFORTS, AND COORDINATION EFFORTS ACROSS LOCAL STAKEHOLDERS	NCTCOG	2024	2023	600,000	5
			2025		620,000	
			2026		640,000	
12018.21	5307 - GENERAL PLANNING: COMPREHENSIVE PLANNING STUDY IN FORT WORTH ZIP CODE 76104 TO IDENTIFY INNOVATIVE TRANSIT SOLUTIONS	NCTCOG	2023	2023	26,970	5
14013.2	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION TO SHILOH COTTON BELT STATION; DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	DART	2023	2023	(337,103)	5
14013.9	SILVERLINE RAIL SAFETY WALL NORTH OF SUGAR CANE WAY BETWEEN PINYON LN AND SAGE LN; CONSTRUCT SAFETY WALLS ALONG THE SILVERLINE RAIL CORRIDOR AT PLANO ISD PROPERTY	DART	2024	2023	100,000	5

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14038.1	DFW REGION; MANAGEMENT & OVERSIGHT OF NEW REGIONAL SAFETY PROJECT FUNDING PROGRAM; INCLUDES DEVELOPMENT OF A REGIONAL TRANSPORTATION SAFETY PLAN; GENERAL SAFETY PLANNING/IMPLEMENTATION ACTIVITIES; CONDUCTING REGIONAL & FEDERAL SAFETY; PERFORMANCE TRACKING/REPORTING REQUIREMENTS; ANALYSIS OF WRONG-WAY DRIVING AND INTERSECTION SAFETY IMPLEMENTATION PLAN COUNTERMEASURE EFFECTIVENESS; COLLECTING/ANALYZING CRASH DATA & INCIDENT PERFORMANCE MEASURES	NCTCOG	2023	2023	80,000	5
14038.2	MANAGEMENT AND OVERSIGHT OF REGIONAL SAFETY PROGRAM; INCLUDING REGIONAL DATA TOOLS AND ANALYSIS, TRAFFIC INCIDENT MANAGEMENT, DRIVE AWARE NORTH TEXAS SAFETY CAMPAIGN, STRATEGIC TARGETING OF AGGRESSIVE DRIVING AND ROAD RAGE, INCLUDES CONSULTANT, NCTCOG STAFF TIME AND EQUIPMENT	NCTCOG	2024	2023	698,000	5
			2025		1,001,000	
			2026		1,214,000	
14078	TRE STATION AT TRINITY LAKES; CONSTRUCT NEW TRE STATION WITH 4 BUS BAYS AND 500-SPACE PARKING LOT	TRINITY METRO	2011	2023	437,313	5
			2020		900,000	
			2023		4,010,687	
14090.1	IH 35W FROM DR. DENNIS DUNKINS TRANSFER CENTER TO ALLIANCE; IMPLEMENT HIGH-INTENSITY BUS SERVICE ALONG THE IH 35W CORRIDOR	TRINITY METRO	2022	2023	3,200,000	5
			2023		402,000	
16000	INPUT/OUTPUT ECONOMIC MODEL; SOFTWARE TO PROVIDE ANALYSIS FOR DEMOGRAPHIC FORECASTING, SCENARIO ANALYSIS, AND TRANSPORTATION PROJECT EVALUATION; TECHNICAL SUPPORT FOR COMPLEX INTERACTIONS AMONG TRANSPORTATION BEHAVIORS AND PROVIDE CONNECTIVITY BETWEEN TRANSPORTATION INVESTMENT AND ECONOMIC EFFECTS	NCTCOG	2024	2023	300,000	5
16001	REG SCRAP TIRE ABATEMENT PGRM DEV & IMPL; SCRAP TIRE PUB EDUC/OUTREACH/AWARENESS CAMPAIGN; PROVIDE TECH SUPPORT TO LOC GOVTS, INCL ORDINANCE & MODEL CREATION TO INCR REGU & ENFORCEMENT; DB FOR ABANDONED TIRE LOCATIONS, HAULERS, DEALERSHIPS; & END USERS IN REGION; IDENTIFY & IMPL ADDL POLICIES FOR REG IMP, ASSIST LOC GOVTS, BUSINESSES, & CITIZENS IN PROJ & PGRM IMPL; ADDL RESEARCH INTO EXISTING & POTENTIAL END USES TO INCL LOC SCRAP TIRE UTIL AS A RESOURCE; COLLECTION EVENTS	NCTCOG	2024	2023	158,000	5
16002	MCKINNEY LINE PASSENGER RAIL STUDY FROM PARKER ROAD STATION IN PLANO TO MCKINNEY NORTH; MCKINNEY LINE PASSENGER RAIL CONCEPTUAL ENGINEERING STUDY INCLUDING ALTERNATIVE ROUTE ANALYSIS AND FUNDING OPTIONS; INCLUDES CONSULTANT AND NCTCOG STAFF TIME	NCTCOG	2024	2023	200,000	5
16003	MANSFIELD LINE PASSENGER RAIL STUDY FROM MIDLOTHIAN TO FORT WORTH CENTRAL STATION; MANSFIELD LINE PASSENGER RAIL CONCEPTUAL ENGINEERING STUDY INCLUDING ALTERNATIVE ROUTE ANALYSIS AND FUNDING OPTIONS; INCLUDES CONSULTANT AND NCTCOG STAFF TIME	NCTCOG	2024	2023	200,000	5

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16004	NORTHWEST AND SOUTHWEST FORT WORTH SUBAREA STUDIES; NORTHWEST STUDY: BOUNDED BY US 377 TO E, SH 114 TO N, FM 730 TO W, & IH 820 TO S; SW STUDY: IH 20/IH 820 TO N, FM 1187 TO W, US 377 TO S, & CHISHOLM TRAIL TO E; DEVELOP SUB-REGIONAL TR PLANS TO IDENTIFY NEEDED IMPROVEMENTS & ESTABLISH A MULTI-MODAL TR NETWORK WITH FOCUS ON LAND USE, SAFETY, & CONGESTION; AREAS OUTSIDE THIS STUDY AREA WILL ALSO BE INCLUDED AS THEY IMPACT TRAVEL WITHIN THE AREA, INCL CONSULTANT & NCTCOG STAFF TIME	NCTCOG	2024	2023	40,000	5
			2025		120,000	
			2026		60,000	
16007	SPECIAL EVENTS MANAGEMENT; REGIONWIDE INCLUDING MEASURES SUCH AS EXTENDED TRANSIT SERVICE FOR EVENTS, STAGING OF TOW TRUCKS TO CLEAR INCIDENTS QUICKLY, CLEARING ROADWAYS QUICKLY AFTER INCIDENTS, ETC. TO REDUCE CONGESTION DURING SPECIAL EVENTS; INCLUDES NCTCOG STAFF TIME	NCTCOG	2024	2023	80,000	5
			2025		110,000	
			2026		120,000	
16008	TECHNOLOGY AND INNOVATION 3.0; STAFF SUPPORT FOR PROJECTS FOCUSED ON IMPROVING REGIONAL BROADBAND ACCESS FOR TRANSPORTATION PURPOSES, COORDINATING AND SUPPORTING EMERGING MOBILITY TECHNOLOGY DEPLOYMENTS AND CONNECTED VEHICLE/INFRASTRUCTURE IMPROVEMENTS; SUPPORTING WORKFORCE DEVELOPMENT AND RESEARCH INITIATIVES; AND MANAGING ADMINISTRATIVE TASKS TO FACILITATE PROJECTS	NCTCOG	2025	2023	180,000	5
			2026		150,000	
21016.1	REGIONAL DATA HUB - DFW MPO BOUNDARY; DEPLOYMENT AND ADAPTATION OF THE CALTRANS TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS DATA ENGINE TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S ROADWAYS BY INTEGRATING DATA SOURCES, INCLUDING REGIONAL 511 AND OTHER TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYSTEMS, AND FACILITATING DATA SHARING WITHIN THE REGION; INCLUDES NCTCOG STAFF TIME	NCTCOG	2023	2023	160,000	5
21016.2	REGIONAL DATA HUB - DFW MPO BOUNDARY; DEPLOYMENT AND ADAPTION OF THE CALTRANS TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS DATA ENGINE TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S ROADWAYS BY INTEGRATING DATA SOURCES, INCLUDING REGIONAL 511 AND OTHER TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYSTEMS, AND FACILITATING DATA SHARING WITHIN THE REGION	TXDOT-DALLAS	2023	2023	(200,000)	5
21028	HIGH-SPEED RAIL/CEDARS PLANNING STUDY BOUNDED BY GOOD LATIMER ON THE EAST, CORINTH ON THE SOUTH, THE TRINITY RIVER ON THE WEST, AND YOUNG STREET ON THE NORTH; PLANNING STUDY TO LOOK AT POTENTIAL IMPROVEMENTS TO THE GRID SYSTEM OVER IH 30 & IN THE CEDARS NEIGHBORHOOD OF DALLAS, & TO REVIEW THE POTENTIAL FOR PLACING STRUCTURES ON TOP OF IH 30; INCL. PRELIM ENG FOR IMPROVEMENTS THAT COME OUT OF PLANNING WORK	NCTCOG	2024	2023	(400,000)	5

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21089	REGIONWIDE ON-ROAD VEHICLE EMISSIONS PROJECT TO ESTABLISH MOBILE EMISSIONS ENFORCEMENT AND VEHICLE EMISSIONS DATA COLLECTION; TASK FORCE TO COMBAT FRAUD TEMP REGISTRATIONS, INSPECTION IN LIGHT & MED DUTY VEHICLES, & EMISSIONS COMPONENT TAMPERING; COLLECT TAILPIPE EMISSIONS DATA FROM MED & HEAVY-DUTY VEHICLES TO DEVELOP AQ PLANNING STRATEGIES AND FOR EMISSIONS MODELING COMPARISON	NCTCOG	2023	2023	(500,000)	5
25107	FIVE MILE CREEK AT WESTMORELAND DART STATION FROM ILLINOIS AVE TO WESTMORELAND AND FROM HAMPTON TO RUGGED DRIVE; CONSTRUCT NEW SHARED USE PATH/TRAIL	DALLAS	2024	2023	280,000	5
			2026		2,800,000	
25013	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE AND LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE; RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF. CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT	FORT WORTH	2024	2023	592,840	5
25093.3	DEEP ELLUM RIDESHARE PLAZA; NORTHEAST CORNER OF N GOOD LATIMER AT MONUMENT STREET; CONSTRUCT DEEP ELLUM RIDESHARE PLAZA TO PROVIDE OFF-STREET PASSENGER PICK-UP/DROP-OFF AREA FOR TRANSPORTATION NETWORK COMPANIES IN ORDER TO IMPROVE TRAFFIC FLOW IN DEEP ELLUM	DALLAS	2025	2023	20,000	5
			2026		60,000	
55310	OVER IH 30; FROM EAST OF ERVAY ST TO HARWOOD ST; CONSTRUCT LOCAL ENHANCEMENTS	TXDOT-DALLAS	2023	2023	400,000	5
Subtotal of Category 5 - Regional Programs/Management and Operations					28,049,264	
11684.5	CITY OF RICHARDSON CONNECTED & AUTOMATED VEHICLE (AV) TEST BED & COMMUNITY CONNECTOR; TRAFFIC DETECTION & COMMS UPGRADES INCLUDE CELLULAR VEHICLE-TO-EVERYTHING/LTE-TO-EVERYTHING ROADSIDE & ON-BOARD UNITS; RAPID FLASHING BEACONS AT GREENVILLE/ARAPAHO STATION; RECTANGLE RAPID FLASHING BEACONS XING; SYSTEMS ENG FOR CONNECTED VEHICLE-TO-EVERYTHING IMP; ON-DEMAND AV SERVICES CONNECTING POINTS-OF-INTEREST AROUND ARAPAHO STATION, INCL NETWORK OF NEIGHBORHOODS AND COMMUNITY CENTERS	RICHARDSON	2023	2023	13,200	6
			2025		23,760	
			2026		256,974	
12026.22	5307 - LONG RANGE PLANNING	MESQUITE	2023	2023	14,000	6
12354.22	5307 - ACQUISITION OF SECURITY EQUIPMENT	DCTA	2023	2023	(233,545)	6
12416.22	5307 - SYSTEM PREVENTIVE MAINTENANCE	DCTA	2022	2023	(250,000)	6
12728.22	5339 - PURCHASE REPLACEMENT VEHICLES	TRINITY METRO	2022	2023	(240,000)	6
12745.17	5339 - SWIFTLY TRANSIT PLATFORM	DCTA	2023	2023	60,229	6
12837.22	5307 - MOBILITY MANAGEMENT	MCKINNEY	2023	2023	20,000	6

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12865.18	5307 - MOBILITY MANAGEMENT	MESQUITE	2019	2023	(38,000)	6
12865.22	5307 - MOBILITY MANAGEMENT	MESQUITE	2023	2023	15,000	6
12866.22	5307 - PREVENTIVE MAINTENANCE	MCKINNEY	2023	2023	20,000	6
12904.22	5307 - CAPITAL COST OF CONTRACTING - VIA RIDESHARE	ARLINGTON	2023	2023	1,100,000	6
12906.22	5307 - CAPITAL COST OF CONTRACTING - HANDITRAN	ARLINGTON	2023	2023	192,000	6
12907.22	5307 - PREVENTIVE MAINTENANCE	ARLINGTON	2023	2023	74,000	6
12909.22	5337 - RAIL PREVENTATIVE MAINTENANCE	DCTA	2022	2023	669,689	6
12926.17	5339 - ACQUISITION OF SOFTWARE	DCTA	2020	2023	(50,000)	6
12927.17	5339 - ACQUISITION OF SUPPORT VEHICLES	DCTA	2020	2023	(10,229)	6
14048	ON FAIRWAY DRIVE FROM SH 26 TO MARINA DRIVE; RECONSTRUCT 2 TO 2 LANES INCLUDING SHARED USE PATH AND ROUNDABOUT AT FAIRWAY AND MARINA DRIVE	GRAPEVINE	2025	2023	257,248	6
14050	EULESS-GRAPEVINE ROAD FROM SH 360 TO HUGHES ROAD; RECONSTRUCT 2 LANES TO 2 LANES; INCLUDING SIDEWALK AND TRAFFIC SIGNAL IMPROVEMENTS	GRAPEVINE	2025	2023	96,405	6
14094	PANTHER CREEK TRAIL FROM BNSF TO PANTHER CREEK PARKWAY; CONSTRUCT NEW SHARED USE PATH	FRISCO	2024	2023	40,000	6
			2026		369,600	
21055	DENTON TO DALLAS TRAIL (DCTA-A TRAIN RAIL) SOUTHERN EXPANSION FROM DCTA HEBRON STATION TO CARROLLTON CITY LIMITS; CONSTRUCT SHARED-USE PATH	LEWISVILLE	2026	2023	121,600	6
21060	ON MOORE AVE (US 80) WEST FROM BROOKSHIRES DRIVE TO BRADSHAW STREET; PEDESTRIAN IMPROVEMENTS INCLUDING CONSTRUCTION OF PEDESTRIAN/ADA RAMPS AND CROSSWALKS, AND MINOR LANDSCAPING	TERRELL	2025	2023	360,000	6
21061	ON VIRGINIA STREET (SS 226) FROM BRIN STREET TO ROCHESTER STREET; PEDESTRIAN IMPROVEMENTS INCLUDING CONSTRUCTION OF PEDESTRIAN/ADA RAMPS AND CROSSWALKS, AND MINOR LANDSCAPING	TERRELL	2024	2023	50,000	6
25089.4	TIMBERGLEN TRAIL FROM TIMBERGLEN PARK & PRESTON RIDGE TRAIL TO MIDWAY & MOSS GLEN PARK; CONST & RECONST SHARED USE PATH TO LINK MOSS GLEN & PRESTON RIDGE TR; PED HAWK SIGNAL & SIGNAL UPGRADES AT MAPLESHADE/PRESTON RIDGE TR; RECTANGULAR RAPID FLASHING BEACON ON LLOYD CIR; SIGNAL UPGRADES & RECONST SIDEWALK ON TIMBERGLEN TO MIDWAY	DALLAS	2026	2023	438,000	6
25109	ON SH 121 FR FROM SPRING CREEK TO CUSTER, US 75 FR FROM PLANO PKWY TO LEGACY DR, COIT ROAD AT SPRING CREEK PKWY, PGBT FR FROM PRESTON RD TO ALMA DR, DALLAS PKWY FROM PLANO PKWY TO HEADQUARTERS DR, AND PRESTON ROAD AT LEGACY DR; CONSTRUCT INTERSECTION IMPROVEMENTS, INCLUDING RIGHT AND LEFT TURN LANES, TRAFFIC SIGNAL IMPROVEMENTS, SIDEWALKS, ADA RAMPS, CROSSWALKS, PEDESTRIAN SIGNALS, PAVEMENT MARKINGS, AND SIGNAGE IMPROVEMENTS AT DIAMOND INTERSECTIONS TO ENHANCE SAFETY	PLANO	2026	2023	1,035,000	6
Subtotal of Category 6 - MTP Policy Bundle					4,404,931	
Total Transportation Development Credits Awarded in 2023					49,474,557	

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North Central Texas Council of Governments

TO: Transportation Alternatives Program Funding Recipient DATE: October 31, 2023

FROM: Karla Windsor, AICP.
Senior Program Manager

SUBJECT: Advancing Projects with Transportation Alternatives Program (TAP) Funding to Construction

The Transportation Alternatives Program (TAP) was authorized under Section 1122 of **MAP – 21: Moving Ahead for Progress in the 21st Century** and reauthorized under the Bipartisan Infrastructure Law (BIL) to provide funding for programs and projects defined as transportation alternatives that support walking and bicycling as a mode of transportation. Like other federal funding sources, projects utilizing TAP funding must advance to construction in a timely manner and obligate the funds to avoid a lapse. Pursuant to federal legislation in the event of failure to obligate the funding apportioned to the region and the State the funding will lapse and will no longer be available. Currently, there is a carry-over balance of approximately \$40 million in the region that needs to be obligated to avoid a lapse.

In recent years, the North Central Texas Council of Governments (NCTCOG) serving as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area has conducted various calls for projects. Subsequently, the Regional Transportation Council (RTC) acted to award and program the TAP funding in the regional and Statewide Transportation Improvement Program (STIP). Per the call for projects Program Rules and the RTC funding award, these projects must advance to construction within three (3) years from selection or the funding may be reprogrammed to avoid a lapse of the TAP funding available to the region.

Enclosed with this letter is a list of programmed projects with TAP funding in the region that are pending obligation. Your agency has a project(s) programmed with TAP funding which has not obligated or let to date; thus you are receiving this letter for one or more of the following reasons:

- **Project(s) Currently at Risk of Lapse:** One or more projects programmed with TAP funding several years ago that are currently at risk of lapsing due to an anticipated project let date that is beyond three years from the date of RTC funding award. Therefore, it is imperative these projects obligate funds and are let during the current Fiscal Year 2024 (FY24). Such projects are highlighted as red on the attached table.
- **Project(s) Currently Not at Risk of Lapse:** One or more projects recently programmed with TAP funding that must be obligated by December 2025 and are not currently at risk of funds lapsing, provided the project(s) remain on schedule and is let during FY26. Such projects are highlighted as green on the attached table.

616 Six Flags Drive, Centerpoint Two
P.O. Box 5888, Arlington, Texas 76005-5888
(817) 640-3300 FAX: 817-640-3028
www.nctcog.org

We have received recent schedule updates from the Texas Department of Transportation (TxDOT) District project managers on the latest obligation dates. Should there be any changes to schedules, please provide an update to Daniel Snyder dsnyder@nctcog.org at NCTCOG and your TxDOT project manager as soon as possible. For any "at-risk" projects that cannot be let during FY24 the NCTCOG staff may request the RTC consider reprogramming the awarded TAP funds to other projects to avoid a lapse of these funds.

Please feel free to contact Kevin Kokes, Program Manager, at (817) 695-9275 kkokes@nctcog.org or myself at (817) 608-2376 or kwindsor@nctcog.org with any questions regarding this matter.

Karla Windsor

Karla Windsor, AICP

KK:tmb

Attachment

cc: Rachael Twiggs, TxDOT Dallas District
Tamelia Spillman, TxDOT Dallas District
Iftexhar Ali, TxDOT Fort Worth District
Mohammad Al Hweil, TxDOT Fort Worth District
Sara Finch, TxDOT Fort Worth District
Michael Morris, P.E., Director of Transportation, NCTCOG
Christie Gotti, Senior Program Manager, NCTCOG
Kevin Kokes, Program Manager, NCTCOG

List of Programmed TAP Projects Pending Obligation in the North Central Texas Region
 (Organized by RTC Date of Approval per Risk Level)

October 31, 2023

TxDOT District	Implementing Agency	CSJ #	Project Application Name	Limits From	Limits To	Description	Project Status	Risk Level	Date Approved by the RTC	CFP Deadline for Obligating Funds	Anticipated Let Date
Fort Worth	TxDOT Fort Worth	0008-13-221	Trinity Trails East Fort Worth Extension	SH 121/SH 183 INTERCHANGE	RANDOL MILL ROAD	INTERIM PROJECT TO CNST IH 820/SH 121 DIRECT CONNECTORS; FROM RANDOL MILL RD TO TRINITY BLVD: RECNST FROM 4 TO 6 LNS PLUS 2 AUX LNS; FROM TRINITY BLVD TO N INT WITH SH 121/SH 183: WDN FROM 9 TO 11 LNS & 4/6 LN DISC FR RDS TO 2/6 LN DISC FR RDS (INTERIM)	Under Design	At Risk	October 9, 2014	October 9, 2017	December 2023
Dallas	City of Denton	0918-46-305	Ginnings Elementary School Project & Lee (now Alexander) Elementary School Sidewalk Project (Combined)	GINNINGS ELEMENTARY SCHOOL & ALEXANDER ELEMENTARY SCHOOL SIDEWALK PROJECT	ALONG STUART RD, MULKEY LN, AND AUDRA LN	SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO ELEMENTARY SCHOOLS INCLUDING NEW SIDEWALKS, PEDESTRIAN BRIDGE, AND CROSSWALKS	Under Design	At Risk	June 8, 2017	June 8, 2020	February 2024
Dallas	City of Denton	0918-46-306	Sycamore - Welch Active Transportation Connection	SYCAMORE - WELCH ACTIVE TRANSPORTATION CONNECTION; ALONG S WELCH ST FROM EAGLE DRIVE	TO W HICKORY ST; AND ALONG W SYCAMORE ST TO DOWNTOWN DENTON DCTA STATION	CONSTRUCT NEW SHARED-USE PATH, BIKE LANES AND CROSSWALKS	Under Design	At Risk	June 8, 2017	June 8, 2020	February 2024
Fort Worth	City of Arlington	0902-90-198	Crow Leadership Academy SRTS Project, Thornton Elementary School SRTS Project, & Webb Elementary School SRTS Project (Combined)	CROW LEADERSHIP ACADEMY SRTS, THORNTON ELEMENTARY SRTS, AND WEBB ELEMENTARY SRTS	IN PROXIMITY TO CROW LEADERSHIP ACADEMY, THORNTON ELEMENTARY, AND WEBB ELEMENTARY	CITY OF ARLINGTON SRTS; CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, RETAINING WALLS, SIGNAGE, NEW SIGNALS, TRAFFIC CALMING TREATMENTS, AND CROSSING SAFETY IMPROVEMENTS	Under Design	At Risk	September 10, 2020	September 10, 2023	May 2024
Dallas	City of Dallas	0918-47-326	Elam SRTS Improvements	ELAM SRTS IMPROVEMENTS; ON ELAM ROAD FROM NORTH JIM MILLER ROAD	PEMBERTON HILL ROAD	IMPLEMENT IMPROVEMENTS ALONG ELAM ROAD TO ACCOMMODATE A SHARED-USE PATH AND PEDESTRIAN SAFETY AND ACCESSIBILITY FEATURES INCLUDING CROSSWALKS	Under Design	At Risk	September 10, 2020	September 10, 2023	April 2024
Dallas	City of Dallas	0918-47-324	Rosemont SRTS Improvements	ROSEMONT SRTS IMPROVEMENTS BOUNDED BY MARY CLIFF ST (WEST), STEWART ST (NORTH),	TYLER ST (EAST), AND JEFFERSON BLVD (SOUTH)	CONSTRUCT NEW SIDEWALKS, BIKE LANE, AND TRAFFIC CALMING DEVICES TO CONNECT THE ROSEMONT SCHOOL CAMPUSES AND THE SURROUNDING NEIGHBORHOODS; TRAFFIC CALMING DEVICES INCLUDING ITEMS SUCH AS SPEED BUMPS, SIGNS, AND MARKINGS	Under Design	At Risk	September 10, 2020	September 10, 2023	May 2024

List of Programmed TAP Projects Pending Obligation in the North Central Texas Region
 (Organized by RTC Date of Approval per Risk Level)

October 31, 2023

TxDOT District	Implementing Agency	CSJ #	Project Application Name	Limits From	Limits To	Description	Project Status	Risk Level	Date Approved by the RTC	CFP Deadline for Obligating Funds	Anticipated Let Date
Dallas	City of Dallas	0918-47-325	Ross Avenue Shared-Use Path	ROSS AVENUE FROM GREENVILLE AVENUE	IH 345	IMPLEMENT ROADWAY IMPROVEMENTS TO ACCOMMODATE A SHARED-USE PATH; RESTRIPE PAVEMENT TO ACCOMMODATE FOUR THROUGH LANES AND SHARED-USE PATH; INTERSECTION IMPROVEMENTS SUCH AS NEW RAMPS AT SIGNALIZED INTERSECTIONS	Under Design	At Risk	September 10, 2020	September 10, 2023	August 2024
Dallas	City of Dallas	0918-47-327	Zaragoza SRTS Improvements	ZARAGOZA ELEM, BOUNDED BY GASTON AVE TO THE NW, NORTH PRAIRIE AVE TO THE NE	MAIN/COLUMBIA AVE TO THE SE, ALCALDE ST TO THE SW	WIDEN EXISTING SIDEWALKS, RECONSTRUCT EXISTING SIDEWALKS, INSTALL ADA RAMPS, TRAFFIC CALMING IMPROVEMENTS, CROSSWALKS, SIGNS, PEDESTRIAN SIGNALS, AND OTHER SAFE ROUTES TO SCHOOL IMPROVEMENTS	Under Design	At Risk	September 10, 2020	September 10, 2023	April 2024
Dallas	Dallas County	0918-47-321	Rowlett Rd Multimodal Improvements	ROWLETT RD MULTIMODAL IMPROVEMENTS; ALONG DUCK CREEK DR/ROWLETT RD FROM DUCK CREEK TRAIL AT GREENBELT PKWAY	GARLAND EASTERN CITY LIMITS	CONSTRUCT NEW SEPARATED BICYCLE LANES, SIDEWALKS, AND SHARED-USE PATH ALONG ROWLETT RD/DUCK CREEK DR	Under Design	At Risk	September 10, 2020	September 10, 2023	June 2024
Fort Worth	City of Fort Worth	0902-90-293	AM Pate Safe Routes to School Project	AM PATE ELEMENTARY SCHOOL SRTS BOUNDED BY E BARRY ST ON THE NORTH	VILLAGE CREEK RD ON THE EAST, FRESHFIELD RD ON THE SOUTH, WIMAN DR ON THE WEST	CONSTRUCT NEW SIDEWALKS	Developing AFA	Currently Not at Risk	December 8, 2022	December 8, 2025	November 2025
Fort Worth	City of Fort Worth	0902-90-294	AV Cato Safe Routes to School Project	AV CATO ELEMENTARY SCHOOL SRTS BOUNDED BY BARBARA RD ON THE NORTH	TRINITY TRAILS ON THE EAST, ROCKWOOD DR ON THE SOUTH, PALMETTO DR ON THE WEST	CONSTRUCT NEW SIDEWALKS AND PEDESTRIAN CROSSING SAFETY IMPROVEMENTS	Developing AFA	Currently Not at Risk	December 8, 2022	December 8, 2025	November 2025
Fort Worth	City of Fort Worth	0902-90-296	Oakland-Miller Safe Streets	ALONG OAKLAND BLVD / MILLER AVE FROM EAST 1ST ST	RICHARDSON ST	RESTRIPE ROADWAY TO IMPROVE BICYCLE SAFETY AND ADD SAFETY COUNTERMEASURES TO EXISTING BICYCLE LANES INCLUDING LANE SEPARATORS, CONSTRUCT NEW BICYCLE AND PEDESTRIAN SIGNALIZATION AND INTERSECTION IMPROVEMENTS	Developing AFA	Currently Not at Risk	December 8, 2022	December 8, 2025	November 2025

List of Programmed TAP Projects Pending Obligation in the North Central Texas Region
(Organized by RTC Date of Approval per Risk Level)

October 31, 2023

TxDOT District	Implementing Agency	CSJ #	Project Application Name	Limits From	Limits To	Description	Project Status	Risk Level	Date Approved by the RTC	CFP Deadline for Obligating Funds	Anticipated Let Date
Dallas	City of Allen	TBD	Rowlett Creek Trail	EXISTING ROWLETT CREEK TRAIL AT MCDERMOTT DRIVE	EXISTING BLUEBONNET TRAIL AT US75	CONSTRUCT NEW SEGMENTS OF SHARED-USE PATHS AND SHARED-USE BRIDGES OVER ROWLETT CREEK	Developing AFA	Currently Not at Risk	December 8, 2022	December 8, 2025	TBD
Fort Worth	City of Arlington	0902-90-291	Allen Avenue Sidewalk Project	ALLEN AVE FROM E MAYFIELD RD	E ARBROOK BLVD	CONSTRUCT NEW SIDEWALKS	Developing AFA	Currently Not at Risk	December 8, 2022	December 8, 2025	TBD
Dallas	City of Frisco	TBD	Iron Horse Trail	IRON HORSE TRAIL FROM STONEBROOK PKWY	ROCK CREEK PKWY	CONSTRUCTION OF A NEW SHARED-USE PATH ALONG STEWART CREEK	Developing AFA	Currently Not at Risk	December 8, 2022	December 8, 2025	TBD
Dallas	City of Garland	TBD	Sidewalks to Downtown Garland DART Station	SUNNYVALE RAILS TO TRAILS BOUNDED BY CASTLE DR ON THE NORTH	N COUNTRY CLUB RD ON THE EAST, STATE ST ON THE SOUTH, N 4TH ST ON THE WEST	CONSTRUCT SIDEWALKS AND OTHER PEDESTRIAN SAFETY IMPROVEMENTS AT AND AROUND THE DOWNTOWN GARLAND DART STATION	Developing AFA	Currently Not at Risk	December 8, 2022	December 8, 2025	October 2024
Fort Worth	City of North Richland Hills	0902-90-292	Smithfield Middle Safe Routes to School Project	SMITHFIELD MIDDLE SAFE ROUTES TO SCHOOL PROJECT BOUNDED BY COPPER CANYON RD ON THE NORTH	CRANE RD ON THE EAST, MID CITIES BLVD ON THE SOUTH, DAVIS BLVD ON THE WEST	CONSTRUCT NEW SIDEWALKS, PEDESTRIAN SIGNALIZATION, AND INTERSECTION IMPROVEMENTS	Developing AFA	Currently Not at Risk	December 8, 2022	December 8, 2025	TBD
Dallas	Dallas County	TBD	Central Trail Extension	ALONG BUCKINGHAM RD FROM DART LIGHT RAIL CROSSING TO S GREENVILLE AVE	ALONG S GREENVILLE AVE FROM BUCKINGHAM RD TO WALNUT ST; ALONG WALNUT ST FROM S GREENVILLE AVE TO ABRAMS RD	CONSTRUCT NEW SIDEWALK, BICYCLE AND PEDESTRIAN SIGNALIZATION AND INTERSECTION IMPROVEMENTS, AND SHARED-USE PATH	Developing AFA	Currently Not at Risk	December 8, 2022	December 8, 2025	TBD
Dallas	Dallas County	TBD	Chalk Hill Trail Phase 1A	CHALK HILL TRAIL PHASE 1A ALONG FORMER RAILROAD ROW FROM GINGER AVE TO S COCKRELL HILL RD	ALONG S COCKRELL HILL RD FROM FORMER RAILROAD ROW TO W ILLINOIS AVE	CONSTRUCT NEW SHARED-USE PATH, RECONSTRUCT EXISTING SIDEWALK, AND BICYCLE AND PEDESTRIAN INTERSECTION IMPROVEMENTS	Developing AFA	Currently Not at Risk	December 8, 2022	December 8, 2025	TBD
Dallas	Town of Sunnyvale	TBD	Sunnyvale Rails to Trails	BOUNDED BY NANCE RD ON THE NORTH	FORMER RAILROAD ROW ON THE EAST, E TRIPP RD ON THE SOUTH, AND WEST OF COLLINS RD	CONSTRUCT NEW SEGMENTS OF SHARED-USE PATHS, BICYCLE AND PEDESTRIAN SIGNALIZATION, AND VARIOUS NEW SIDEWALK CONNECTIONS TO SUNNYVALE ELEMENTARY, INTERMEDIATE, AND HIGH SCHOOLS	Developing AFA	Currently Not at Risk	December 8, 2022	December 8, 2025	TBD

**NCTCOG Municipal Broadband Investment Roundtable Agenda
Public Sector Stakeholders
December 4, 2023**

Michael Morris Introduction (5 Minutes)

- NCTCOG Transportation Interest in Broadband/Equal Access to the Internet

Stakeholder Introductions (5 Minutes)

- Roundtable self-introductions and current interests/strategies (30 seconds each)

NCTCOG Vision and Pilot Project – Connor Sadro (5 minutes)

- “Seven Steps to the Home”

Examples of Current North Texas Municipal Strategies (45 Minutes; 10 minutes per presentation; 5 minutes per presenter for Q&A)

- City of Dallas – William “Bill” Zielenski
- City of Arlington – Stuart Young
- Town of Prosper – Leigh Johnson

Discussion of Needs (40 minutes)

- Regional Strategy:
 - How can the COG assist your communities through a regional broadband development and utilization strategy?
 - What essential components are required of the three geographies of deployment? (i.e., Urban, Suburban/Exurban, & Rural)
- Funding:
 - Discuss current strategies or conversations that your community has had regarding the Broadband Equity, Access, and Deployment (BEAD) federal funding program.
 - What funding has your community used so far for plans and implementation?
 - ARPA? Local? Other?
 - What funding strategies would help your communities the most, should COG Transportation pursue them?
 - Infrastructure? Digital Navigation? Devices?
- Data:
 - How crucial is it to your planning to have an accurate and consistent understanding of these fields of data collection:
 - Internet usage of residents; Affordability gaps; Infrastructure availability (any technology and speed)

Homework and Next Steps (10 minutes)

- Role of elected officials

Adjourn

Transportation Technology & Innovation Program (TTIP)

Automated
Vehicles
(AV 2.0)

Work Zone
Data
Exchange

Equal Access
to the
Internet

Freight
Optimization



Connor Sadro

Transportation Planner II

csadro@nctcog.org | (817) 608-2395



Connect on LinkedIn

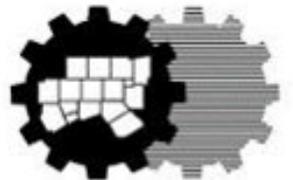




High-Occupancy Vehicle Quarterly Report

Surface Transportation Technical
Committee Meeting

December 8, 2023



North Central Texas
Council of Governments

Managed Lane System

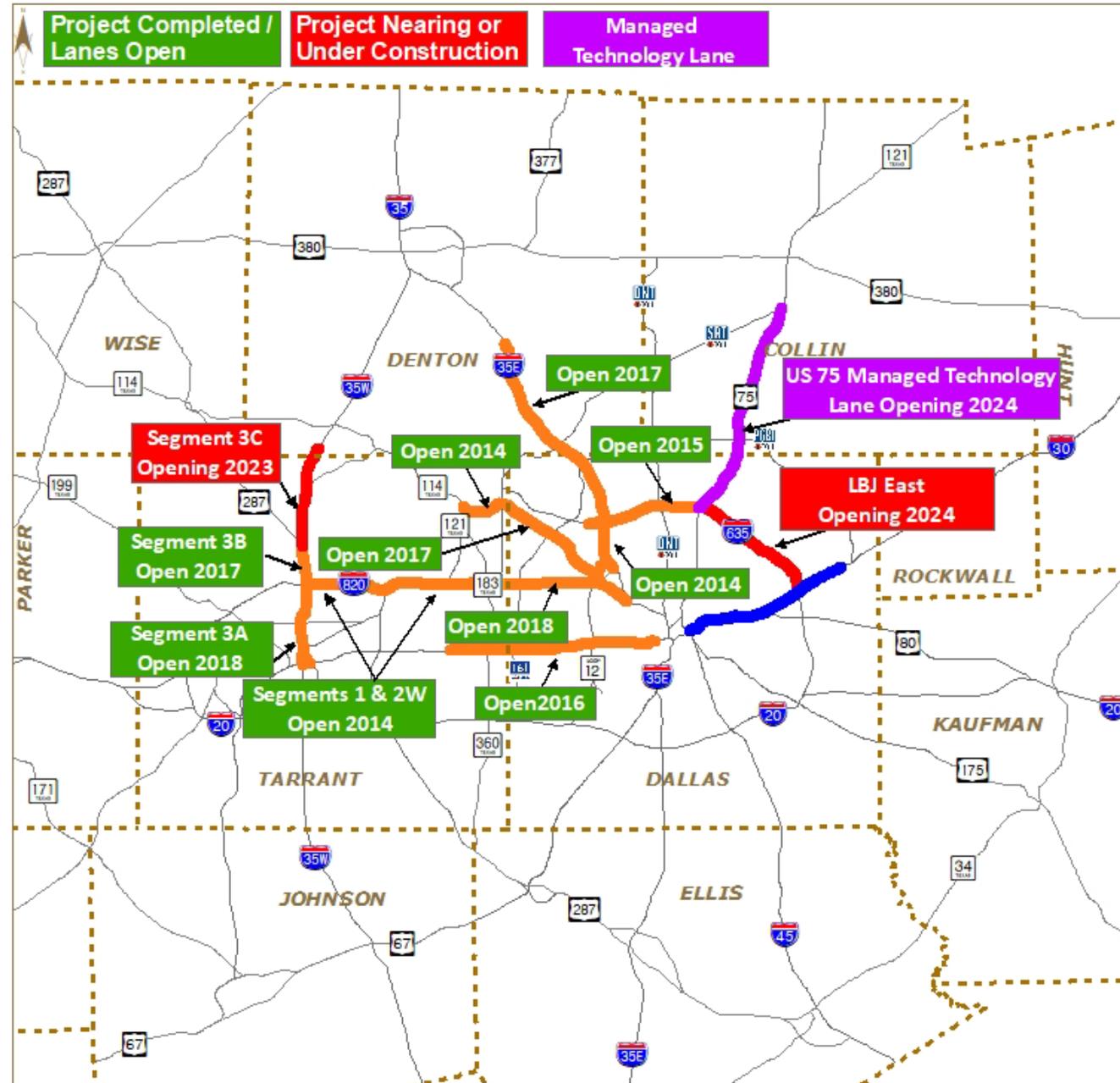
Current Express/HOV + New Managed Lanes

- Current Express/HOV Lanes
- Current TEXpress Managed Lanes
- TEXPress Managed Lanes Under Construction
- Managed Technology Lane
- Major Roadways

Fort Worth CBD



Dallas CBD



Toll Managed Lane Data Monitoring

Cumulative December 2013 – September 2023

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

\$8,999,465 as of September 2023

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

\$12,407 from October 2014 – September 2023

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

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

Have there been any additional NTTA customer service needs?

No, minimal impact

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

No

Toll Managed Lane Data Monitoring

Cumulative December 2013 – September 2023

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
North Tarrant Express <ul style="list-style-type: none"> • SH 183/121 from IH 35W to SH 121 • IH 35W from IH 30 to US 287 	\$5,143,211	Negligible	0
LBJ Express <ul style="list-style-type: none"> • IH 635 from Preston Road to Greenville Avenue • IH 35E from Loop 12 to IH 635 	\$3,856,254	Negligible	0
DFW Connector SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
IH 30 Managed Lanes IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
IH 35E Managed Lanes IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0



Update

Automated Vehicle Occupancy Verification

Through September 30, 2023



HOV Users

January 24, 2020 – September 30, 2023

Users: 66,895

Vehicles: 65,143

Occupant Passes: 11,843



Total and HOV Transactions

January 24, 2020 – September 30, 2023

Total Transactions – 4,297,952

LBJ/NTE Partners – 2,852,198

TxDOT – 1,445,754

Total HOV Transactions – 1,977,095 (~46%)

LBJ/NTE Partners – 1,349,096

TxDOT – 627,999

Unique Vehicles – 57,300



Questions/Contacts

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NCTCOG PRESENTATION

Local Clean Air Project Spotlight

Surface Transportation Technical Committee

December 8, 2023

North Central Texas Council of Governments

Project Spotlight – Hirschbach Motor Lines

Awarded Project	One All-Electric Class 8 Yard Terminal Tractor
Technology Replaced	One Class 8 Diesel Short Haul Single Unit Tractor
Project Geographic Area	Dallas (Dallas County)
Implementation Date	August 2023
Awarded Amount	\$179,778
Total Project Cost	\$415,388
Call for Projects	North Texas Clean Diesel Project
Funding Source	Environmental Protection Agency



Project Spotlight – Hirschbach Motor Lines



All-Electric Yard Truck
Front Profile



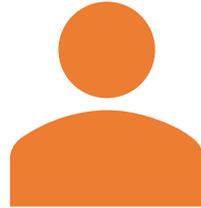
All-Electric Yard Truck
Side Profile



Charging Station



Contact Us



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



TRANSPORTATION

ONLINE PUBLIC INPUT OPPORTUNITY

MONDAY, DEC. 11, 2023 - TUESDAY, JAN. 9, 2024

WHAT DO YOU THINK? TELL US.

Learn about transportation in the region and help set future priorities. The Regional Transportation Council (RTC) and North Central Texas Council of Governments (NCTCOG), together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area, are seeking public input. Information will be posted online at publicinput.com/nctcogDec23 for public review and comment **Monday, Dec. 11, 2023 - Tuesday, Jan. 9, 2024**.

End of 2023 Ozone Season

The end of November concluded another ozone season for North Central Texas. The region continues to work towards compliance for both the 2008 and 2015 ozone standards. Staff has been tracking exceedance days at regional air quality monitors and will provide a summary of the 2023 ozone season data for the Dallas-Fort Worth region.

Dallas-Fort Worth Clean Cities Fleet Recognition Awards and Annual Survey Results

Since 1995, the North Central Texas Council of Governments (NCTCOG) has served as the host organization for the Dallas-Fort Worth Clean Cities Coalition (DFWCC), a U.S. Department of Energy initiative to reduce energy consumption and emissions from the transportation sector. The Coalition surveys local fleets each year about alternative fuel use and other fuel saving activities. Staff will provide the 2022 Annual Survey results as well the 2023 Dallas-Fort Worth Clean Cities Fleet Recognition Awards.

National Drive Electric Week Recap

National Drive Electric Week (NDEW) is a nationwide celebration to educate the region on the benefits of owning an electric vehicle. The Dallas-Fort Worth Clean Cities Coalition has hosted a regional event for this effort since 2011 and held the 2023 gathering on Sunday, October 1 at the Fort Worth Tanger Outlets. Staff will provide a summary of this event.

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

SUBMIT COMMENTS & QUESTIONS TO NCTCOG:

nctcogDec23@publicinput.com
publicinput.com/nctcogDec23
 Phone: 855-925-2801 (code: 8419)
 Fax: 817-640-3028
 P.O. Box 5888, Arlington, TX, 76005-5888

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



RESOURCES & INFORMATION

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

Regional Smoking Vehicle Program (RSVP):
smokingvehicle.net

Vehicle Incentive & Funding Opportunities:
nctcog.org/aqfunding

Try Parking It:
tryparkingit.com

MINUTES**Regional Transportation Council
PUBLIC MEETING****Mobility 2050: The North Central Texas Metropolitan Transportation Plan****2023 Air Quality Transportation Conformity****Environmental Protection Agency's Climate Pollution Reduction Grants Program****Proposed Administrative Amendments to Mobility 2045 - 2022 Update****Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, Oct. 9, 2023, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at www.publicinput.com/nctcogOct23. Chris Klaus, Senior Program Manager, moderated the meeting attended by 58 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:

- Mobility 2050: The North Central Texas Metropolitan Transportation Plan – **presented by Amy Johnson**
- 2023 Air Quality Transportation Conformity – **presented by Jenny Narvaez**
- Environmental Protection Agency's Climate Pollution Reduction Grants Program – **presented by Savana Nance**

The public meeting was held to educate, inform and seek comments from the public. Comments were solicited from those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at www.publicinput.com/nctcogOct23.

Summary of Presentations

Mobility 2050: The North Central Texas Metropolitan Transportation Plan presentation:
<https://www.nctcog.org/getmedia/f1749610-07f1-4df3-8885-0ad021efc65e/Mobility-2050-The-Metropolitan-Transportation-Plan-for-North-Central-Texas.pdf>

The Metropolitan Transportation Plan (MTP) 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.

Mobility 2050 replaces the current MTP, Mobility 2045- 2022 Update, and includes population and employment forecasts, goals and performance measures, a financial plan and an air quality

analysis. The financial plan will include new financial forecasts, comprehensive updates to policies, programs, and projects and will build on the performance measures framework from the current Plan.

The Plan will undergo a baseline analysis, financial assessment, and a non-discrimination analysis to ensure it meets air quality and social equity impact targets. The RTC is expected to take action on Mobility 2050 in 2025. Additionally, staff are aiming to achieve federal Air Quality Conformity determination by June 2025.

Public comment periods will occur throughout the development process, and the draft Plan will be posted online in early 2025. For additional information, including ways to provide input, visit www.nctcog.org/planinprogress.

2023 Air Quality Transportation Conformity presentation:

<https://www.nctcog.org/getmedia/7d9c841c-1fa5-4436-b3f4-5789948a06ec/2023-Air-Quality-Transportation-Conformity.pdf>

2023 Transportation Air Quality Conformity is required by federal legislation and demonstrates that projected emissions from transportation projects are within emission limits established by the State Implementation Plan (SIP). Conformity also ensures federal funding is applied to transportation projects consistent with air quality planning goals.

Effective May 24, 2023, the Environmental Protection Agency (EPA) approved new Motor Vehicle Emissions Budgets, and Conformity must be performed within two years of the effective date. NCTCOG staff are testing the existing plan against these new budgets and ensuring all projects within Mobility 2050 meet air quality limits.

The RTC will take action on 2023 Air Quality Transportation Conformity on Nov. 9, 2023.

Environmental Protection Agency's Climate Pollution Reduction Grants Program presentation:

<https://www.nctcog.org/getmedia/d07f0759-818e-4774-8283-fb847c4d617f/Environmental-Protection-Agency%e2%80%99s-Climate-Pollution-Reduction-Grants.pdf>

The Environmental Protection Agency (EPA) has introduced the Climate Pollution Reduction Grants (CPRG) program to address greenhouse gases and harmful air pollutants. The initiative aims to develop and implement regional plans for reducing emissions and is divided into two phases. The first phase offers approximately \$250 million in planning grants. The second phase provides approximately \$4.6 billion in competitive grant implementation funding. NCTCOG was awarded \$1 million in CPRG planning grant funds to develop a regional plan to improve air quality in the 16 counties in North Texas. By participating in the CPRG, NCTCOG aims to improve air quality and mitigate the health impacts associated with pollutants for the region.

The EPA requires NCTCOG to collaborate with local governments and the public to create a priority climate action plan (PCAP) and a comprehensive climate action plan (CCAP), both of which will be incorporated into the comprehensive, multipollutant, Dallas-Fort Worth Air Quality Improvement Plan (DFW AQIP). These plans will include a current inventory of emissions in the region, potential measures/projects to reduce emissions, and more. A list of local governments who have expressed support for the regional plan is available at www.publicinput.com/nctcog-cprg, but NCTCOG is still accepting letters of support from local governments who would like to

be involved in the development of the regional plan.

NCTCOG is seeking community input on projects to include in the PCAP. NCTCOG plans to host virtual and in-person meetings to engage the public, seek input on projects and provide updates on plan development. For more information on the CPRG program, visit www.publicinput.com/nctcog-cprg.

Summary of Online Review and Comment Topics

Proposed Administrative Amendments to the Mobility 2045 - 2022 Update handout:
<https://www.nctcog.org/getmedia/1d4a563e-3a02-4aa8-a0b3-af5df9c74b42/Proposed-Administrative-Amendments-to-Mobility-2045-The-Metropolitan%20Transportation%20Plan%20for%20North%20Central%20Texas-2022%20Update.pdf>

NCTCOG staff are proposing to add three road projects to the Mobility 2045 - 2022 Update. Adding the projects will aid TxDOT in advancing planning and design activities.

COMMENTS RECEIVED DURING THE MEETING

Mobility 2050: The North Central Texas Metropolitan Transportation Plan

Gary Hennessy, Citizen

A. Rail development

Comment: I know it takes a long time to build any rail, but I would like to suggest looking at putting rail between DFW Airport and the Arlington Entertainment District or running it through the Arlington Entertainment District down to wherever the high-speed rail terminal is going be. Arlington Entertainment District is about 300 yards away from existing rail. The connection between the Arlington TRE terminal and the rail in Grand Prairie would only take about two or three miles of rail.

Summary of response by Amy Johnson: From the planning perspective, we engage in different studies on different things, especially on the transit and rail side. Those studies are kind of separate from the Plan, but they feed into what is recommended in the Plan. In previous studies, we have looked at various options for connecting the north and south ends of the airport and in terms of the overall system. If we have potential for high-speed rail, we can connect it into the overall picture. We have also looked at various technologies that might be able to be implemented. I will gather what I can find on those studies I just mentioned and send you more information.

2023 Air Quality Transportation Conformity

Gary Hennessy, Citizen

A. Types of Volatile Organic Compounds (VOCs)

Question: Are the VOCs you reference in your presentation similar to VOCs in paint?

Summary of response by Jenny Narvaez: Yes, it's the same chemical. VOCs are emitted from multiple sources. VOC emissions from transportation systems are monitored, but the ratio of nitric oxides (NOx and VOCs) is crucial for understanding their impact.

B. Effects of population growth on pollutants

Question: When we expanded our population by 20 or 30 percent, we still saw a reduction in the number of volatile organic compounds emitted per day?

Summary of response by Jenny Narvaez: Yes, the number was lower. We have a lot of cars and trucks on the road, but many vehicles are now cleaner and emit less pollutants. NCTCOG has helped implement air quality programs and worked closely with the EPA to review new standards. NCTCOG conducts an emissions inventory for the region, which is part of our partnership with the EPA.

Zachary Bell, Citizen

A. Conformity plan

Question: Why is there a new conformity plan if we're below the new standard line?

Summary of response by Jenny Narvaez: The region is in nonattainment for ozone due to excessive traffic on roadways. The Mobility Plan, as Amy mentioned, focuses on reducing the number of cars and trucks on the roads. Analyzing NOx and VOCs helps determine the necessary levels for transportation plan development. NCTCOG is responsible for maintaining these analyses, as ozone emissions are not emitted from any single source.

Summary of response by Chris Klaus: The ozone standard, developed by the federal government and reviewed every six years, has varied since the 1990 Clean Air Act. Implementing a strategy focused on VOC reductions is not enough to reduce ozone due to other factors. The State suggests focusing on NOx reductions, which could potentially prevent VOC reactions and ozone formation. The State has a budget or cap for compliance, and if emissions exceed the cap, the plan must be modified. This means that emissions must be below the dotted lines. By implementing these measures, the State should be able to lower ozone formation. The hope is to have answers in the coming months to determine the direction of the ozone standard and how to reach attainment.

Environmental Protection Agency's Climate Pollution Reduction Grants Program

Councilmember Crystal Chisolm, City of Desoto

A. Air quality project submission deadline

Question: I was very excited to hear about the funding available for air quality control. Is there a deadline for cities to submit their projects for consideration?

Summary of response by Savana Nance: This is a regional plan, and it is open to input from all local governments. A working group for local governments has been formed to ensure their involvement in planning and providing input, and the plan encourages feedback and implementation measures that make sense for the region. Public meetings are also currently being planned to take place over the course of the next few months, and our goal is to obtain a

final list of recommended strategies by early 2024.

Summary of response by Chris Klaus: We plan to take final strategy recommendations to the RTC for action in spring 2024.

Other

Gary Hennessy, Citizen

A. Air quality programs and pollution improvement impacts

Comment: NCTCOG does a lot of studies and presents some of them. For example, in 2008 when we had the recession, we had a buyback program that was mostly implemented in 2009 and 2010, and it took a lot of cars off the road. Is there any way to tell if that provided long-term pollution improvement or did it just kind of peak right there and then numbers went back down because we didn't maintain our vehicles? Did you see any improvement in the numbers that were associated with that?

Summary of response by Chris Klaus: The annual vehicle registration shows the turnover of vehicles, including retired ones. The Department of Motor Vehicles and annual registration data show the turnover rate, which may have been faster in 2008 due to newer cars and older eligible vehicles. The emissions analysis includes 2008 as part of the 24-year window of vehicle registration, and all vehicles beyond that are associated with the vehicle inspection program. The EPA uses a test to assess the overall performance of the region, showing improvement and decreased emissions and ozone formation. However, since 2016, there has been a slight plateau and a continued downward trend in ozone readings.

Question: Would that lead you to look at another buyback program?

Summary of response by Chris Klaus: NCTCOG offers numerous incentives to encourage the use of alternative fuel vehicles, including federal and State incentives to turn over fleets. NCTCOG previously ran a vehicle replacement and assistance program for lower-income individuals, which was funded by the legislature and local fees. However, the program was deemed ineffective six or seven years ago. If someone suggests NCTCOG should implement similar programs, staff will consider whether the State or EPA might be willing to pay for them to encourage fleet turnover. NCTCOG is open to exploring other options to encourage continued fleet use.

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

Website

Other

Cheri Miller, Citizen

The worst roads are in Texas. I drove from Rockwall County to the Upper Peninsula of Michigan and the worst roads are in Texas. Fact! The people planning and fixing the roads should go to Michigan to take courses in how to plan and repair the roadways. Driving over railroad tracks was a pleasure. I hardly knew I was driving over them. In Texas, one has to almost stop

completely to drive over a railroad track because they are so rough. One example is Kingsley Road in Garland between Shiloh and Jupiter. Check that road out. Texas roads are full of potholes and the patches make it even worse because the people don't know how to patch. I saw someone the other day using their feet. They just throw the cement on and don't smooth it out which leaves a bump. I've resigned my car two times in six months. Anyone reading this knows how terrible the roads are. On my trip I had one incident on my way back. Coming into Sherman from OK. Construction, uneven traffic pattern, for months. A tractor trailer in front of me hauling steel plates. Two steel plates fell off into the roadway into the path of the cars. Luckily, I had noticed there were unstable and had moved into the next lane. And luckily someone with emergency lights was able to stop the truck after a few miles of his shifting load. Not enough police patrolling the freeway for speeders. Not enough semi safety checks. Inspection stations closed. Drivers' education is lax. Fines are too low. Playing on the phone with no consequences is rampant. Reduce speed limit. People do not respect life when they are driving. It's just a big raceway and miles of entertainment for many.

Mail

Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

October 2023 Regional Transportation
Public Input Opportunity

Attachment 1

Mobility 2050

Slides 3 + 5 in Particular -

Comments/Question

Comment Mobility 2050 appears to be a sound plan.

Question - What are the advantages/reasons of/for increasing the time horizon from 22 years to 24²⁵ years? I would think that a shorter time horizon would be more beneficial since situations change at a rapid pace.

Comment - pg. 3 - I respectfully recommend better color contrast (slides) on slide 5 the orange print on the bluish grey background is difficult to read, particularly the headings for Steps 1-4.

2023 Air Quality Transportation Conformity

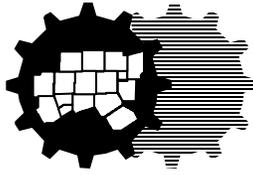
The Environmental Protection Agency's Climate Pollution
Reduction Grants Program

Comments:

I am pleased that the COE is continuing to emphasize the importance of improving our air quality. It is helpful to see the measures being taken to make these improvements.

I appreciate that the meanings of the acronyms in these 2 handouts are embedded in the distributed material.

Phyllis Silver
10/25/2023



North Central Texas Council Of Governments

November 2, 2023

Ms. Phyllis Silver
15720 Artist Way, Apt. 4912
Addison, TX 75001

Dear Ms. Silver:

We want to express our gratitude for the valuable comments and questions you shared during the October public meeting about Mobility 2050. It is reassuring to know that you believe Mobility 2050 is a well-thought-out plan. We also value the feedback you provided about the color contrast in our presentation slides. Improving the accessibility of our materials, both in print and online, is a top priority for us, and addressing color contrast issues is a crucial part of our plan going forward.

The image on slide 5, which pertains to the planning process, is an older representation from previous planning initiatives. Rest assured, it will be updated as part of the Mobility 2050 efforts with a focus on legibility and contrast.

Regarding the planning horizon, the specific timeframe between the start and end dates is determined by regulatory requirements. Per the Code of Federal Regulations, it must extend at least 20 years into the future. Since Metropolitan Transportation Plans are developed on a variable basis, with updates occurring at least once every four years, the timeframe can differ from one plan to another. Having a longer planning period has its benefits, as it provides more years of funding for essential multimodal programs and projects. Furthermore, complex projects like roadways or transit systems can take 15 to 20 years to progress through various planning stages, so a longer timeframe allows for a more extensive list of planned projects. A longer timeframe allows for complex projects to become a reality. A shorter timeframe would remove the ability for long-term planning, which is needed for large projects; however, as you rightfully noted, the farther out the plan goes, the less certainty there is to rely on.

Given that circumstances and conditions change over time, the plan is mandated to be updated at least once every four years. This periodic update ensures that we can adjust and include any major revisions that may be necessary. We hope this explanation clarifies the concept of the planning horizon and the related regulations better than was covered in the meeting.

Thank you for your continued interest and participation in Mobility 2050.

Sincerely,

Amy Johnson
Principal Transportation Planner

AJ:cmg

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 Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on Nov. 10, 2022.

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

This month, public comments were received on a number of topics across social media platforms and via email. Comments related to alternative fuel vehicles and transit were in the majority.

In addition, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. The tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received 17 new comments related to roadways. You can view these new comments as well as past comments by visiting <http://nctcoggis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Alternative Fuel Vehicles

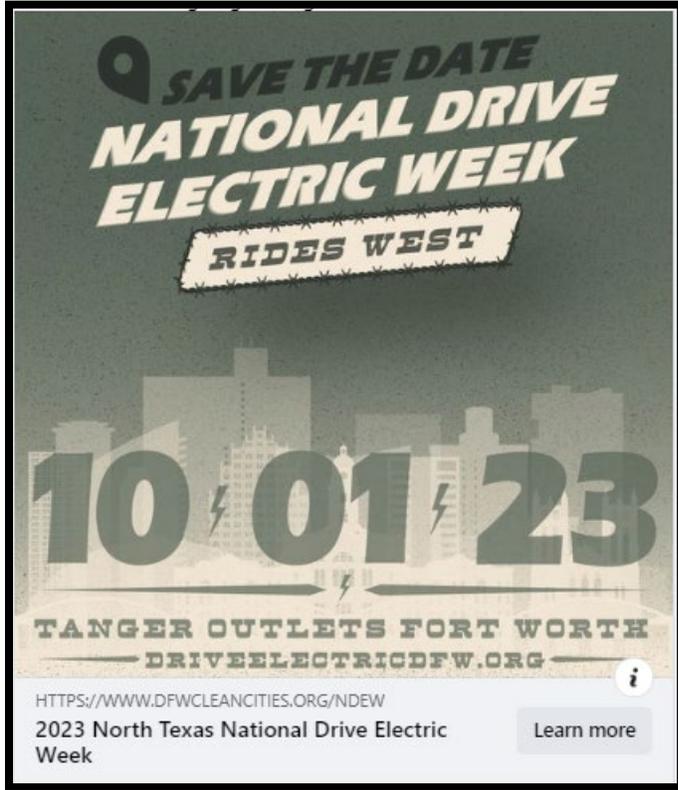
Twitter –

1. Electric vehicle owners flocked to Fort Worth to share their experiences with new models and statewide fees. The event was part of the @NCTCOGtrans celebration of National Drive Electric Week: — Haley Samsel 🍌 (@haley_samsel)



Facebook –

1. Join us for the largest gathering of EVs in Texas! — NCTCOG Transportation Department



That'll be draining!!!! — Jim Church

Never will I ever drive an electric car — Bob Flora

By the time they drive to the event, 30 cars will take what? 30 hours to recharge to go somewhere. Unless they meet where there a a half dozen chargers! — Ray M Craver

National "take the appliance to work" day 🤖🤖🤖 — Thomas Talbot

Battery disposal is 10 times worse for the planet than fossil fuels !!!!!!! — Wayne Banich

No electric car — Paula Heather

Exporting pollution is not offsetting pollution. — Richard Cassanova



— Jeff Eastin

Maybe work on our power grid first before you start this? Or is Texas next on the destroy list after California? — Eddie Stute

The air pollution problem is directly related to too many people. In the year 1900 there were less than 2 billion people on the planet. Now it's over 8 billion. Doesn't matter if you're drilling for oil or mining lithium, there will be pollution and a lot of it. Period, end of sentence. — Tom Horn

No one wants to talk about where the electricity originates — Rick McConaghy

This is so lame 😏 — Brooks Gage

Or not. Let's see those ford lightnings pull a travel trailer all day or less than 100 miles. — Darryl Wayne

Let's see how long the batteries last — Ruben Martinez

Hahaha NO— Lynn Tidwell

Should just call it national drive a toy car day — Chad Taylor

That's a lot of AA batteries in one spot.... Anyway I can get my hands on a big magnet I wanna test something? 😏 — David Moreno

NEVER!!!! — Ed DeYoung

The question is how many chargers — Steve Sim

How many chargers will be on site? Or tow trucks? — Jerome Dupont

Hope the fire department is nearby. — Casey Cutler

On the next 2 or 3 day snowstorm we get I love to see your energizer🔋operated cars driving around like i do on my diesel truck😂😂😂😂😂 — Sergio Salgado

Shame on you all for buying cars that are going to harm the environment with millions and millions of trash batteries. — Jerry Yost

How many generators will there be so those cars can be charged — Mike Searcy

Toy show — Jay Jackson

Bicycle/Pedestrian/Sustainable Development

Twitter –

1. Today is #NationalWalktoSchoolDay! Thank you to @NCTCOGtrans and @GreenValleyElem for having us out this morning at Green Valley Park! Students met at the park to walk or ride their bikes to school. What a beautiful morning in Nature Right Here. #naturerighthere — NRH Parks & Rec (@NRHPARD)

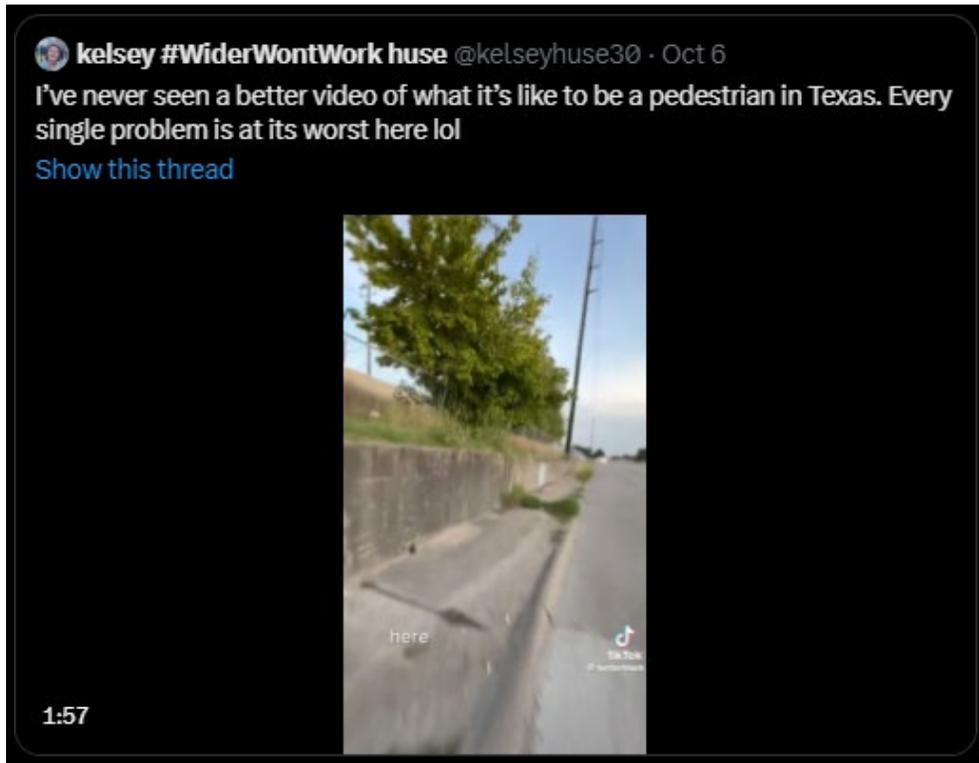


2. While I can appreciate this quote from Michael Morris, it's important to also recognize he had led @NCTCOGtrans for 30+years and long pushed for #autocentric policies that have resulted in the gridlocked sprawlfest that is our megaregion. — Loren S. (@txbornviking)

Texas Legislature. The status quo is not an option, warns Morris. “I can’t [point to a successful region](#) with 11.5 million people that does not have a more aggressive transit system than we do right now,” he said.

 Dallas Morning News 🌟 @dallasnews · Oct 5
North Texas' growth is creating a traffic nightmare | Opinion
dallasnews.com/opinion/editor...

3. Yep, this is walking in DFW alright. Bravo @NCTCOGtrans. — Joel Reamer Paused (@pettyintrigues)



Transit

Twitter –

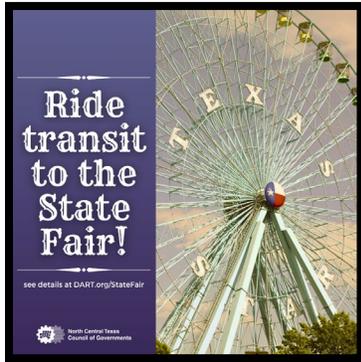
1. How do you want to get through Dallas from downtown to Fair Park? by @NCTCOGtrans <https://publicinput.com/fairparklinks> — Jennifer Grantham (@jen_grantham)

2. @NCTCOGtrans is running a region wide transit study. DCTA + DART + Trinity Metro have been asked to participate in the study. i don't think COG has the power to do this, but actually enforcing emissions reductions like Minnesota is would be sick nasty <http://dot.state.mn.us/climate/mitigation.html> — Denton Transit Posting (@dTXTransitPosts)

incredibly short meeting today. @AlisonforDenton plugs the state fair (free DCTA/DART ticket if you purchase your ticket through DCTA, which makes parking a non issue) and Arts & Jazz, which is also a parking nightmare. Personally I walk to it, but if you can't, try DCTA! — Denton Transit Posting (@dTXTransitPosts)

TJ plugs western days, which is free before 5PM, accessible by train, and you can pay \$1/ball to try and dunk TJ (6:30-7), benefiting Serve Lewisville — Denton Transit Posting (@dTXTransitPosts)

3. It's opening day of the State Fair of Texas! Save money, time, and stress by riding @dartmedia (or connect to it via @RideDCTA or @TrinityMetro) straight to the gate! 🚌 🎡 🍌 See details and schedules at <http://dart.org/statefair>

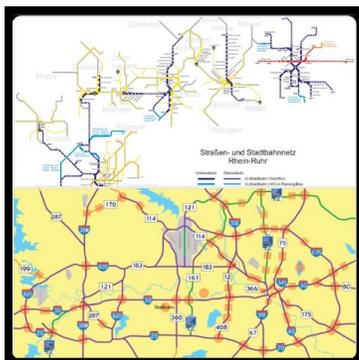


The best ride to the State Fair! Can't wait to take y'all straight to the fair gates 🍌 — Denton County Transportation Authority (@RideDCTA)

4. Join us on Oct. 9 at the North Central Texas Council of Governments to learn about upcoming plans for the regional transportation system and provide your valuable input! For more information about how you can participate in the meeting, visit <http://publicinput.com/nctcogOct23>



What do we need by 2050? A comprehensive REGIONAL #transit network that provides an alternative to driving. More lanes cannot solve congestion but having mobility choice can have a HUGE impact. The Rhine-Ruhr region of Germany has a similar size, pop., & GDP for comparison — Loren S. (@txbornviking)



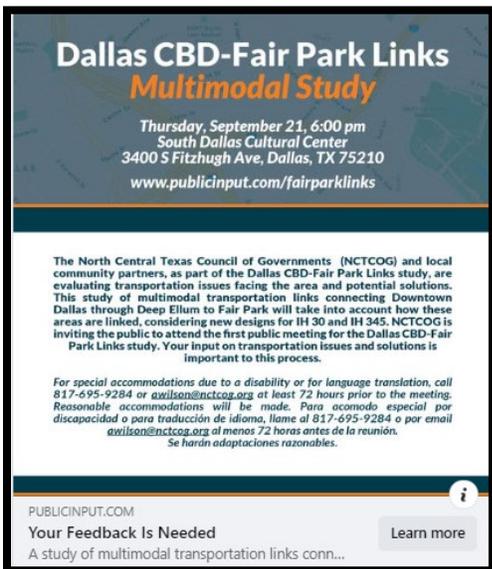
5. Is it time yet? This gem is quiet now, but it will be full of over 40,000 baseball fans in a few hours. Can the @Rangers take a 3-0 lead over the @astros in the #ALCS? We hope so. Go Rangers! #GoAndTakeIt



Sure would be nice to have a public #transit option to get to the game. One could avoid traffic AND not have to worry about impaired drivers who imbibe at the game! — Loren S. (@txbornviking)

Facebook –

1. Your input is needed! Join us for the Fair Park Links Public Meeting on September 21st. — NCTCOG Transportation Department



It took me a few minutes to figure out that "CBD" here probably means Central Business District. Y'all might want to double-check your choice of TLA (Three-Letter Acronyms).

😊 — Mark Whiting

CBD WHAAT??? 🐱 Think they need a better acronym for that unless they want a bunch of stoners to show up! — Temperance Miller

I am a REALTOR expert on the area and am so glad that NTCOG is getting involved in the amazing things happening in the Fair Park area. — Gary Foster

Make sure you have it in your plan on how to control the homeless from taking it over and ruining it for everyone else — Tony Jordan

Wondering when they will complete that last bit of roadwork (Hall to Elm) — William Robbins



2. — NCTCOG Transportation Department

🍌🍌🍌 — Trinity Metro

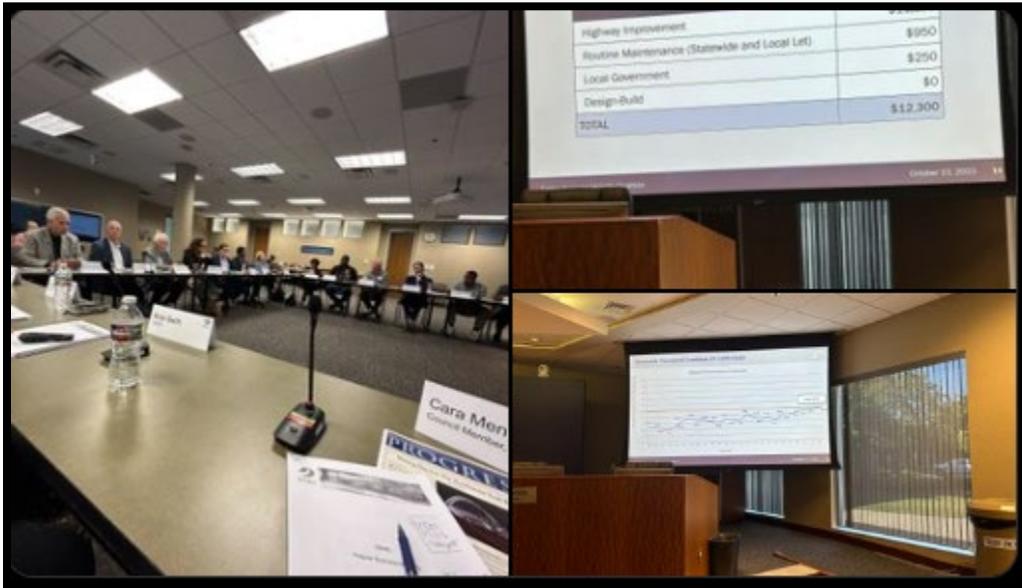
RTC/STTC/Executive Board

Twitter –

1. @DFWAirport State of the Airport 2023 Luncheon. Great report. Such an important element in our region's growth and prosperity. #transportation #economicdevelopment @CityOfDallas @KronaForTexas @GayDWillis13 @ridleyfordallas @NCTCOGtrans — Cara Mendelsohn (@caraathome)



2. Dallas Regional Mobility monthly meeting with great presentation by @TxDOT & @TxDOTDallas leaders. #Transportation @NCTCOGtrans — Cara Mendelsohn (@caraathome)



REGIONAL TRANSPORTATION COUNCIL 2024 SCHEDULE OF MEETINGS (Second Thursday, 1:00 pm)
January 11, 2024
February 8, 2024
March 14, 2024 ¹
April 11, 2024
May 9, 2024
June 13, 2024
July 11, 2024
August 8, 2024 ²
September 12, 2024
October 10, 2024 ³
November 14, 2024 ⁴
December 12, 2024

Dates are subject to change.

¹ The 2024 National League of Cities Congressional City Conference is scheduled for March 11 - 13 and does not conflict with the RTC meeting schedule.

² This meeting date may coincide with the annual Irving Transportation Investment Summit.

³ The 2024 Texas Municipal League Annual Conference and Exhibition is scheduled for October 9 - 11 and does conflict with the RTC meeting schedule, the Chair will consider the dates.

⁴ The National League of Cities 2024 City Summit is scheduled for November 16 - 18 and does not conflict with the RTC meeting schedule.

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
2024 SCHEDULE OF MEETINGS
(Fourth Friday, 1:30 pm)**

January 26, 2024

February 23, 2024

March 22, 2024

April 26, 2024

May 24, 2024

June 28, 2024

July 26, 2024

August 23, 2024

September 27, 2024

October 25, 2024

December 6, 2024

(Proposed combination of the November and December meetings)

Dates are subject to change.

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.

Communication Excellence Top Honors

TxDOT's Communications Division earned top national honors last month, taking home two prestigious individual awards and three awards in the AASHTO TransComm skills competition.



The American Association of State Highway and Transportation Officials (AASHTO) held its annual Transcomm meeting Oct. 16-18 in Portland, Maine. The conference brings together public relations professionals from the 50 states, Puerto Rico and the District of Columbia departments of transportation.

Highlighting the recognitions were the awards presented to two TxDOT public information officers (PIOs), Kenna Mitchell of the Dallas District and Heather Wright Deaton of the Atlanta District.

Mitchell was recognized with the 2023 Spirit of Transcomm Award for her career and achievements in the field of transportation communications. Mitchell, a 15-year veteran in the transportation communications field, joined TxDOT in 2021 after previously working for the Oklahoma Department of Transportation. Mitchell was recognized for her preparedness, organizational pro-



SOURCE: TxDOT

Kenna Mitchell*Public Information Officer - Dallas District*

Photo Credits: TxDOT

Heather Wright Deaton*Public Information Officer - Atlanta District*

ess, media savvy and her ability to attract more followers to TxDOT's accomplishments through successful social media engagement.

"Her lively, engaging spirit is visible to all those around, and she continues to build the reputation of TxDOT," Mitchell's nomination reads. She was recognized "for being the consummate professional and epitome of what a PIO should be."

Atlanta District PIO Heather Wright Deaton, who joined TxDOT in 2021 after a career in television news in the Texarkana/Shreveport, Louisiana area. Deaton earned the 2023 Vanguard Award, which recognizes

an individual with three or fewer years of experience in the transportation communications industry. She was recognized for finding unusual stories and utilizing her video production skills to engage audiences.

"Deaton has a real intuition for transportation communications, almost as if it has always been her calling. She has jumped into a new career as a PIO and never looked back. Her ability to learn on the fly, adapt and create memorable projects already have made her a standout in the PIO ranks."

CONTINUED ON **BACK PAGE**

OCTOBER 2023 LET PROJECTS

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	+/- (%)	TOTAL COST EST. (M)	CONTRACTOR
1	0091-04-069	SH 289	Panther Creek Relief to Panther Creek	Construct bike trail & riprap protection	\$3.52	\$3.85	9.49%	\$4.23	Ed Bell Construction Co.
2	0751-03-043	FM 148	FM 2613 to SH 274	Rehabilitate existing roadway	\$8.26	\$11.59	40.30%	\$9.58	FNH Construction
---	0009-04-075*	VA	Various locations in the Dallas district	Seal coat, pavement markings, mill & inlay	\$16.89	\$19.19	13.66%	\$18.99	Brannan Paving Co.,LTD
EST. OCTOBER 2023 TOTALS					\$28.66	\$34.63	21.15%		
DISTRICT FY CUMULATIVE LETTINGS					\$47.90	\$36.11			
DALLAS DIST. FY LETTING VOLUME CAP					\$1,111,870,522**				

* Unmapped.

** District FY 2022 Letting Cap includes the following:

1) IH 35E Phase II Dallas County Design Build Project for \$708 M

Note: Accumulative Letting/Obligations decreased due to bid rejection of Klyde Warren Deck Park Extension CSJ 0196-07-034 and IH 35E Frankford Rd CSJ 0196-02-132.

NOVEMBER 2023 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
1	0092-14-086	I-345	I-30 interchange to Spur 366 interchange	Bridge maintenance	\$20.62
2	0281-01-040	SH 78	N of Bentley Dr. to Bentley Dr.	Intersection improvements with right and/or left turn lanes	\$1.63
3	1047-03-079	FM 1382	Camp Wisdom intersection to Mansfield Rd.	Bicycle and pedestrian improvements	\$4.29
ESTIMATED TOTAL					\$26.54 M

COMPLETED CONSTRUCTION PROJECTS (FROM OCTOBER 1-31, 2023)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0048-03-050	US 77	At BSNF & Waxahachie Creek	Bridge replacement	\$21.7	10/16/2023
2	0172-05-125	US 287	From FM 813 to BUS 287R	Install median barrier	\$2.8	10/16/2023
3	0197-03-076	US 175	Various locations from Dallas C/L to FM 1390	Replace bridge railing	\$1.6	10/27/2023
4	0280-03-004	BS 78-	From SH 78 (S.) to SH 78 (N.)	Restoration & add shoulders	\$9.6	10/19/2023
5	0581-02-151	SL 12	From S. of Irving City Limits to Elm Fork Trinity River	Overlay	\$4.7	10/4/2023
6	0995-01-026	FM 637	At Cedar Creek	Bridge replacement	\$2.7	10/26/2023
7	1567-01-042	FM 720	From Matop Rd. to Eldorado Pkwy.	Rehabilitation	\$2.6	10/16/2023
8	0918-00-327*	VA	Various locations in the Dallas District	DMS rehabilitation	\$0.4	10/18/2023
9	0918-46-330*	VA	Various intersections in Denton County	ADA curb ramps	\$1.1	10/31/2023
10	0918-47-250*	VA	Various intersections in the City of Dallas	Traffic signals	\$1.4	10/18/2023
ESTIMATED TOTAL					\$48.6 M	

* Unmapped.

SOURCE: Texas Department of Transportation

DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in **October 2023**, are projected to let in **November 2023**, or have recently been **completed**.

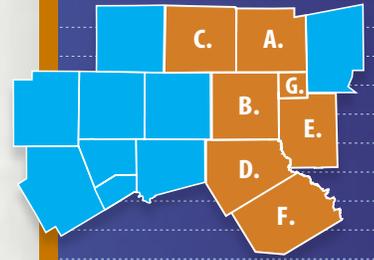


NOTE: Information for each county is in the blue sidebar at right.

LEGEND

- LET
- PROJECTED
- COMPLETED
- TOLL ROAD

SOURCE: TxDOT research
*POPULATION ESTIMATE: NCTCOG



2023 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,272,434
*POPULATION ESTIMATE | 5,414,645
LANE MILES | 11,456

A. | COLLIN COUNTY

VEHICLE REGISTRATION: 892,924
*POPULATION ESTIMATE: 1,175,974
LANE MILES: 1,578

B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,101,685
*POPULATION ESTIMATE: 2,675,009
LANE MILES: 3,563

C. | DENTON COUNTY

VEHICLE REGISTRATION: 763,677
*POPULATION ESTIMATE: 1,006,492
LANE MILES: 1,822

D. | ELLIS COUNTY

VEHICLE REGISTRATION: 201,810
*POPULATION ESTIMATE: 218,125
LANE MILES: 1,627

E. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 151,162
*POPULATION ESTIMATE: 158,672
LANE MILES: 1,225

F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 54,161
*POPULATION ESTIMATE: 55,639
LANE MILES: 1,276

G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 107,015
*POPULATION ESTIMATE: 124,734
LANE MILES: 365

CONTINUED FROM COVER STORY

TxDOT also won three awards in various skills competitions:



2023 VIDEO PRODUCTION, SERIES:
"MAJOR LEAGUE PLAYERS TEAM UP WITH TXDOT"
<https://www.txdot.gov/about/newsroom/stories/endthestreaktx-team-effort.html>



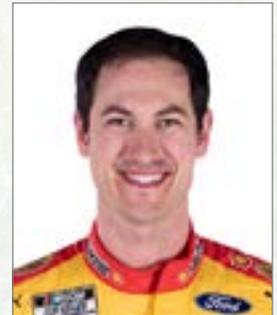
2023 VIDEO PRODUCTION, INTERNAL:
"WHAT INSPIRES YOU?"



2023 BEST WEBSITE WITHOUT CONSULTANT



Star athletes who helped with the 2023 Video production, series: "Major league players team up with txdot" starting from top-left: Zack Martin of the Dallas Cowboys, Jonah Heim of the Texas Rangers, Scott Wedgewood of the Dallas Stars, Javale McGee of the Dallas Mavericks, Paxton Pomykal of FC Dallas, and Joey Logano of NASCAR - Team Penske.



SOURCE: TxDOT

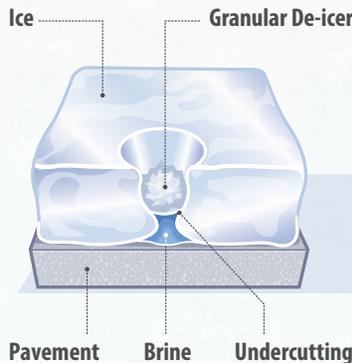
Photo Credits: TxDOT

TxDOT PREPARED FOR WINTER WEATHER

HOW DO THE CHEMICALS WORK?

Granular De-Icer

A granular de-icer – salt for instance – lowers the freezing point of water from 32 °F to about 15 °F (depending on how much you use). When salt makes contact with ice, melting begins immediately and spreads out from that point, creating a salt/water mix (brine) that continues melting the ice, undercutting the bond between the ice and the road.



Melting Ice Takes Time

The temperature and the amount of ice or snow on the road determine de-icing material amounts and melting rates. As temperatures drop, the amount of de-icer needed to melt a given quantity of ice increases significantly.

WHICH MATERIALS ARE USED ON THE ROADS?



Before an ice/snow event

- Liquid salt-based anti-icers help prevent ice formation



During an ice/snow event

- Various salt-based granular de-icers are used to help melt ice already formed on the road

AFTER SNOW/ICE EVENT

- Stockpiles/supplies are replenished (multi-day storm)
- Roadways are swept/cleaned of excess aggregate
- Winter plan effectiveness is evaluated and adjusted
- Roadway repairs are scheduled (potholes, guardrails, structures, etc.)
- Equipment is serviced and prepared for the next winter storm

SOURCE: TxDOT

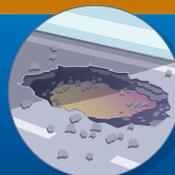
TxDOT graphic

DALLAS DISTRICT | PROGRESS



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REPORT A POTHOLE:

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