

AGENDA

**Regional Transportation Council
Thursday, November 9, 2023
North Central Texas Council of Governments**

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

Pledge to the United States and Texas Flags

- 1:00 – 1:10**
1. **Opportunity for Public Comment on Today's Agenda**
 Information Minutes: 10
Item Summary: Members of the public may comment on any item(s) on today's agenda at this time. If speaking, please complete a Speaker Request Card, available at the meeting, and provide it to the North Central Texas Council of Governments designated staff person. A maximum of three (3) minutes is permitted per speaker. At the conclusion of this item, no further opportunities for public comment will be provided for the duration of the meeting.
Background: N/A
- 1:10 – 1:15**
2. **Approval of October 12, 2023, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Gyna Bivens, RTC Chair
Item Summary: Approval of the October 12, 2023, meeting minutes contained in [Electronic Item 2](#) will be requested.
Background: N/A
- 1:15 – 1:20**
3. **Consent Agenda**
 Action Possible Action Information Minutes : 5
 - 3.1. **Proposed Administrative Amendments to Mobility 2045 – 2022 Update**
Presenter: Brendon Wheeler, NCTCOG
Item Summary: Staff will request Regional Transportation Council (RTC) approval to amend the Mobility 2045 Update with the inclusion of three non-regionally significant roadway projects.
Background: Three roadway projects are proposed for addition to Mobility 2045: the Metropolitan Transportation Plan for North Central Texas – 2022 Update for Texas Department of Transportation (TxDOT) to advance planning and design activities. These projects are not yet ready to be considered for inclusion in the Transportation Improvement Program (TIP) and are only proposed to be included as a part of the system of recommendations in the Mobility 2045 Update at this time. As these projects are considered “non-regionally significant” (designation for air quality purposes), their addition to the Plan does not impact transportation air

quality conformity. Fact sheets of the proposed additions can be found in [Electronic Item 3.1](#).

Performance Measure(s) Addressed: Administrative, Roadway

1:20 – 1:35

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

Action Possible Action Information Minutes: 15

Presenter: Michael Morris, NCTCOG

1. Special Presentation from the Regional Coordination Committee – Dan Kessler, North Central Texas Council of Governments; Mike Coleman, Former Mayor of Westworth Village; and Captain Mark McLean, Base Commander at Naval Air Station Joint Reserve Base
2. New Project for North Texas Center for Mobility Technologies ([Electronic Item 4.1](#))
3. Texas Department of Transportation Statewide Active Transportation Plan ([Electronic Item 4.2](#))
4. May 2024 Transportation Improvement Program Modification Submittal Deadline – December 8, 2023
5. Local Elected Officials Meeting with Texas Department of Transportation Commissioners
6. 2023 Ozone Season Update ([Electronic Item 4.3](#))
7. National Drive Electric Week Recap ([Electronic Item 4.4](#))
8. Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
9. Air Quality Funding Opportunities for Vehicles (www.nctcog.org/aqfunding)
10. November Online Input Opportunity Notice ([Electronic Item 4.5](#))
11. October Public Meeting Minutes ([Electronic Item 4.6](#))
12. Public Comments Report ([Electronic Item 4.7](#))
13. Recent Correspondence ([Electronic Item 4.8](#))
14. Recent News Articles ([Electronic Item 4.9](#))
15. Recent Press Releases ([Electronic Item 4.10](#))

1:35 – 1:50

5. **Request to North Central Texas Council of Governments Executive Board to Reconsider Transportation Paid Education Campaigns for Fiscal Year 2024**

Action Possible Action Information Minutes: 15

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will seek the Regional Transportation Council's (RTC's) support to request that the North Central Texas Council of Governments (NCTCOG) Executive Board reconsider and approve up to \$595,000 in funding for Education Campaigns for Transportation. This was previously approved by RTC at \$866,000 in Fiscal Year (FY) 2024 related to Congestion Relief and Air Quality. The Executive Board failed to approve funding for these two categories of paid education campaigns in September and asked the Regional Transportation Council to reevaluate the requests.

Background: Since 2014, the NCTCOG Executive Board has been authorizing annual large-scale advertising purchase and placement initiatives for the Transportation Department. In September, the Executive Board approved paid education funding for Public Involvement, Safety and Contingency categories but did not approve funding for Congestion Relief and Air Quality programs previously approved by the RTC. Staff has evaluated the original funding request approved by the RTC based on discussion at the Executive Board meeting in September. A risk assessment was performed and included the following elements: Institutional/Relationship Risk; Contract Commitments; Congestion Management Process; Air Quality Conformity; State Implementation Plan/Weight of Evidence; Program Fatal Flaw; RTC/Executive Board Policy Risk; 23 USC 134 Requirements; and 23 CFR 450, Subpart C – Metropolitan Planning and Programming Regulations. [Electronic Item 5](#) provides more information on the original and revised funding requests for Congestion Relief and Air Quality programs. Education campaigns for these categories will support the Congestion Management Program, Car Care Awareness, the HOV 2+ Incentive Program (GoCarma), Ozone Season Emissions Reduction Campaign (Air North Texas), and Clean Cities/National Drive Electric Week. Education campaigns will be in multiple languages and may be presented through out-of-home advertising, print, screen, online, audio, and social media mediums.

Performance Measure(s) Addressed: Administrative (Legal)

1:50 – 2:00

6. **Federal/Local Funding Partnership with Collin County on U.S. 380**

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of a proposed federal/local partnership with Collin County will be requested.

Background: The 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. To address these needs, a federal/local funding partnership is being proposed between the RTC and Collin County. In November 2020, the RTC approved partnerships with Collin County, the City of McKinney, and the City of Frisco associated with the U.S. 380 project. These partnerships involved the RTC funding projects for which Collin County Bond Program funds are ineligible in return for Collin County placing that local funding on the U.S. 380 corridor. An amended arrangement is being proposed that would send Collin County's local funding to the RTC, with an equal amount of Category 2 funding being placed on U.S. 380. [Electronic Item 6](#) contains additional details on the partnership.

Performance Measure(s) Addressed: Administrative, Roadway

2:00 – 2:15

7. **Proposed Regional Transportation Council Comments Regarding Texas Department of Transportation Rule Making for Metropolitan Planning Organization-Selected Funding**

Action Possible Action Information Minutes: 15

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will brief the Regional Transportation Council (RTC) on Texas Department of Transportation (TxDOT) proposed policy/rule change for Metropolitan Planning Organization (MPO)-selected funding categories and request action regarding public comments to be submitted to TxDOT.

Background: In September 2023, TxDOT Headquarters staff briefed MPOs statewide on its proposed rulemaking to change allocation practices and limit carryover funding on certain MPO-selected categories, including Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Block Grant (STBG) Program, and Category 2 - Metro Corridor funding. The result of this proposal is that MPOs will only have access to a portion of carryover funds. After carryover funds reach a certain percentage, the amount over the limit will be reallocated to other Districts and MPOs (in the case of CMAQ) or other Districts (in the case of STBG, but through the Category 2 funding program, and those funds would be selected by TxDOT Districts, not by MPOs). The same policy change proposal was presented at the September 28, 2023, Texas Transportation Commission (TTC) meeting, in which the TTC took action to send the proposed rule change through the public review and comment process. Comments are due by November 13, 2023. Based on Surface Transportation Technical Committee and RTC feedback in October, staff will discuss and request action on proposed comments. [Electronic Item 7.1](#) provides additional information about this topic. [Electronic Item 7.2](#) includes the draft language of the proposed rulemaking.

Performance Measure(s) Addressed: Administrative, Air Quality

2:15 – 2:20

8. **Electric Vehicle Charging and Energy Management**

Action Possible Action Information Minutes: 5

Presenters: Lori Clark, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval for the North Central Texas Council of Governments (NCTCOG) to pursue funding from the Federal Highway Administration (FHWA) Electric Vehicle Charger Reliability and Accessibility Accelerator Program. Staff will also request use of RTC Local funds to satisfy match requirements for a State Energy Conservation Office (SECO) project on energy management.

Background: Funded through a set-aside from the National Electric Vehicle Infrastructure (NEVI) Formula Program, the FHWA Electric Vehicle Charger Reliability and Accessibility Accelerator Program will provide approximately \$100 million nationwide for the repair, upgrade, or replacement of existing but non-operational publicly accessible electric vehicle (EV) charging infrastructure. FHWA has established a list of eligible non-operational EV charging

infrastructure stations. Staff proposes to apply on behalf of the region to repair, upgrade, and replace eligible EV chargers located within, or providing connectivity to, the NCTCOG region, contingent on evaluation of site worthiness. NCTCOG has been awarded \$200,000 in Department of Energy (DOE) funds by SECO to continue regional energy management work, which is completed collaboratively by the NCTCOG Transportation and Environment and Development departments. This work has been ongoing for several years and seeks to further energy efficiency and renewable energy efforts in the region. These efforts are increasingly important as transportation electrifies, both in maintaining a reliable electric grid and mitigating increased air pollution from power generation. Receipt of \$200,000 federal funds requires a match of \$40,000. Both the award and match will be shared equally between departments. Up to \$20,000 RTC Local funds will be requested to fulfill the Transportation Department share. [Electronic Item 8](#) provides more information.

Performance Measure(s) Addressed: Air Quality

2:20 – 2:30

9. **2023 Transportation Conformity and Mobility 2050**

Action Possible Action Information Minutes: 10

Presenters: Chris Klaus and Brendon Wheeler, NCTCOG

Item Summary: A resolution by the Regional Transportation Council approving the 2023 Transportation Conformity results will be requested. Staff will present a brief overview, including conformity analysis results.

Background: On April 24, 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. Staff will present draft final emission results from the analysis. The current regional Metropolitan Transportation Plan (Mobility 2045 Update) was not updated for this analysis. The resolution is included as [Electronic Item 9.1](#) for review. Staff will also present the timeline for the next Metropolitan Transportation Plan, Mobility 2050. Additional information is provided in [Electronic Item 9.2](#).

Performance Measure(s) Addressed: Air Quality, Roadway

2:30 – 2:40

10. **Project Status Report: Fiscal Year 2023/2024 Project Tracking Update**

Action Possible Action Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: The Regional Transportation Council (RTC) will be provided with a status report on the FY2023/FY2024 Project Tracking effort, which is of increased importance given the State's proposed rule changes for Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG) Program funds.

Background: Almost every year, RTC selected projects being implemented by local governments experience delays. Projects tend to be

delayed year after year, until it has been 3-4 years since the originally committed start date. These repeated delays led to the need to implement a project tracking initiative which highlights project schedule commitments to the Surface Transportation Technical Committee (STTC) and the RTC on a regular basis and reports local agency progress toward the committed project development schedules. A list of project phases that were scheduled to begin in FY2023 and their current statuses can be found in [Electronic Item 10.1](#). A list of project phases that are scheduled to begin in FY2024 and their current statuses can be found in [Electronic Item 10.2](#). A summary of overall progress towards funding obligation and project completion is provided in [Electronic Item 10.3](#).

Performance Measure(s) Addressed: Roadway, Transit

2:40 – 2:50

11. **North Texas Tollway State Infrastructure Bank Loan Update**

Action Possible Action Information Minutes: 10

Presenter: Ken Bunkley, NCTCOG

Item Summary: Staff will brief the Regional Transportation Council (RTC) on the repayment of the North Texas Tollway Authority (NTTA) State Infrastructure Bank (SIB) loan. NTTA has paid the loan in full prior to the maturation date and staff will present interest earned by each participating county.

Background: In 2012, the RTC authorized the use of \$138,972,561 in Regional Toll Revenue (RTR) funds from Collin, Dallas, and Denton Counties to assume the NTTA SIB loan from the Texas Department of Transportation (TxDOT). This action freed up funds in the State Infrastructure Bank for use across Texas. Interest was earned at a rate of 4.2 percent with payments due on January 1, beginning 2014 and ending January 1, 2029. Payment in full was made early, in October 2022, and the total amount of interest earned was \$38,897,636. Additional information is available in Electronic Item [Electronic Item 11](#).

Performance Measure(s) Addressed: Roadway, Transit

12. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Electronic Item 12.1](#))
- STTC Attendance and Minutes ([Electronic Item 12.2](#))

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

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

15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for **1:00 pm on December 14, 2023, in the Transportation Council Room.**

MINUTES**REGIONAL TRANSPORTATION COUNCIL
October 12, 2023**

The Regional Transportation Council (RTC) met on October 12, 2023, at 1:00 pm in the Transportation Council Room. The following members or representatives were present: Daniel Alemán, Bruce Arfsten, Steve Babick, Dennis Bailey, Rick Bailey, Adam Bazaldua, Gyna Bivens, Alan Blaylock, Brianna Chacón (representing George Fuller), Ceason Clemens, Dianne Costa, Michael Crain, Theresa Daniel, Pat Deen (representing J.D. Clark), Andy Eads, Michael Evans, Raul Gonzalez, Barry Gordon, Lane Grayson, Mojoy Haddad, Clay Lewis Jenkins, Ron Jensen, Brandon Jones, Brad LaMorgese, Ed Moore, John Muns, Raj Narayanan, Omar Narvaez, Matthew Porter (representing Chris Schulmeister), Manny Ramirez, Jim Ross, David Salazar, Jeremy Tompkins, William Tsao, Chris Watts, Duncan Webb, Chad West, and Michele Wong Krause.

Others present at the meeting included: Vickie Alexander, James Bell, Zachary Bell, Natalie Bettger, Brandi Bird, Alberta Blair, Stephanie Boardingham, David Boski, Joel Burns, Jack Carr, Don Carroll, Angie Carson, Jeff Coulter, Walter Council, Paul Cristine, Dawn Dalrymple, Bob Dubey, Chad Edwards, Andrew Fortune, Carmen Garcia, TJ Gilmore, Rebekah Gongora, Tom Hammons, Tony Hartzel, Ashley Harvey, Lieutenant Commander Husky, Joel James, Amy Johnson, Dan Kessler, Gus Khankarli, Ken Kirkpatrick, Chris Klaus, Tracey Knight, Dan Lamers, Christopher Lee, Eron Linn, Paul Luedtke, Dillon Maroney, Tod Martin, Rob Matwick, John Mears, Erin Moore, Michael Morris, Marcia Nascimeito, Mark Nelson, Donald Parker, TJ Patterson, Monica Paul, Linda Pavlik, Robert Perr, Michael Peters, John Polster, James Powell, Vercie Pruitt-Jenkins, Andrei Radu, Randy Richardson, Sarah Sargent, Randy Skinner, Gary Slagel, Toni Stehling, Shannon Stevenson, Jonathan Toffer, Christopher Tolar, Lauren Trimble, Jennifer Villaire, Monique Ward, Brian Wilson, Karla Windsor, and Joseph Zachary.

1. **Opportunity for Public Comment on Today's Agenda:** This item allows members of the public an opportunity to comment on agenda items. Regional Transportation Council Chair Gyna Bivens asked if there were any public comments. No members of the public chose to speak at the meeting or provide written comments.
2. **Approval of September 14, 2023, Minutes:** The minutes of the September 14, 2023, meeting were approved as submitted in Electronic Item 2. Jim Ross (M); Barry Gordon (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 3.1. **November 2023 Transportation Improvement Program Modifications:** Regional Transportation Council (RTC) approval was requested of revisions to the 2023-2026 Transportation Improvement Program (TIP), along with the ability to amend the Unified Planning Work Program and other planning documents with TP-related changes. November 2023 revisions to the 2023-2026 TIP were provided in Electronic Item 3.1 for the Council's consideration.
 - 3.2. **Transit Strategic Partnerships Program: Selected Projects from the May 2023 Cycle:** Regional Transportation Council (RTC) approval was requested to provide funding in an amount not to exceed \$2,093,693 for the three projects

selected through the Transit Strategic Partnerships Program May 2023 Cycle. As part of the program, staff is recommending projects for Federal Transit Administration (FTA) funding under two programs: Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program and Section 5307 Urbanized Area Formula's Job Access/Reverse Commute Program. From the May 2023 Cycle of applicants, three projects have been selected for funding: 1) Dynamic Direct Route pilot in the City of Arlington; 2) Mobility Management to/within Collin County by the Denton County Transportation Authority; and 3) Transit On-Demand Service provided by Trinity Metro in the City of Forest Hill. All projects align with the goals set forth in Mobility 2045. Electronic Item 3.2 contained more information.

A motion was made to approve Items 3.1 and 3.2 on the Consent Agenda. Duncan Webb. (M); Theresa Daniels (S). The motion passed unanimously.

4. **Partnerships for Regional Events: Arlington Entertainment District Partnership:**
Karla Windsor requested approval of the Regional Transportation Council (RTC) for funds to support planning and infrastructure for upcoming regional events that are coming to the Dallas-Fort Worth area. Special guests were introduced; Lieutenant Commander Husky from the Naval Air Station Joint Reserve Base (NAS JRB) as the Wings Over Cowtown Air Show Coordinator on April 13–14, 2023; Rob Matwick, Executive Vice President of Business Operations for the Texas Rangers for the Major League Baseball All Star Game in July 2024; Tod Martin, AT&T Stadium General Manager which will be the game location of the FIFA World Cup Summer of 2026; and Monica Paul, Executive Director of the Dallas Sports Commission as the Regional Lead Coordinator for FIFA World Cup Summer of 2026. These events will bring significant economic development to various parts of the region but present transportation challenges. The Dallas-Fort Worth area has national and international events coming to the region. In 2024, the Texas Rangers will host the Major League Baseball All-Star game. The region has also been selected to participate in the North American FIFA World Cup in 2026. Both events will be held in the Arlington Entertainment District. In order to prepare, various coordinating items have occurred. A letter was sent to the United States Department of Transportation requesting 50 electric vehicles. Subcommittees were formed to identify needs for operations, transit, and streetscape/safety and stakeholders from the public and private sector were involved. Staff recommended \$6 million for operations which includes dynamic message signboards, software improvements, traffic signal enhancements, fiber, and Traffic Management Center (TMC) modifications. Transit recommends \$3 million for Trinity Railway Express (TRE) station improvements, bus staging, and enhanced transit capacity. Streetscape and safety recommended \$8 million for sidewalks, lighting, crossing improvements, and wayfinding/signage. A total of \$17.5 million in funding was requested with a \$500,000 cushion for cost overruns. Funding between the North Central Texas Council of Governments (NCTCOG) and the City of Arlington will be exchanged for Randol Mill. There were \$17.5 million in local funds available for exchange of federal funds plus an interim asphalt overlay was needed for \$3.8 million in Regional Toll Revenue (RTR) and \$750,000 in Surface Transportation Block Grant (STBG) Program funds for dynamic message boards for Texas Department of Transportation (TxDOT)/NCTCOG. These details would be worked out in agreements between the City and NCTCOG. Detailed project sheets and costs exist for work that add up to the \$17.5 million. An additional partner in need of assistance in preparing for an event that will affect transportation systems in areas with constrained access was presented. The Naval Air Station Joint Reserve Base (NAS JRB) in Fort Worth will be hosting a "Wings Over

Cowtown” Air Show featuring the Blue Angels in April 2024 and is expecting 150,000–180,000 spectators daily to access their facility off State Highway (SH) 183. Areas for assistance identified include parking on base and regional park-and-ride lots such as Ridgmar Mall; traffic analysis: base circulation and security protocols; and increased transit support through Trinity Metro Route 91 connections to the base entrance, Tex Rail North Side stop, TRE downtown (stations), connections to and from Ridgmar Mall, charter service/buses from regional park-and-ride lots with a total of \$250,000 in estimated costs for all three areas. Additional details were provided in Electronic Item 4.

A motion was made to approve of a \$17.5 million allocation in Surface Transportation Block Grant (STBG) Program funds to the City of Arlington, matched with Regional Transportation Development Credits (TDCs) in exchange for \$17.5 million in City “local” funds to be applied to projects identified within the Arlington Entertainment District; an allocation of \$3.8 million in Regional Toll Revenue (RTR) funds to the City of Arlington for interim improvements on Randol Mill Road; an allocation of \$750,000 in federal funds to Texas Department of Transportation (TxDOT) and North Central Texas Council of Governments (NCTCOG) for regional dynamic message signs; an allocation of \$250,000 in RTC Local to be allocated for transportation support for the NAS JRB Wings over Cowtown Air Show; and to administratively amend Transportation Improvement Programs (TIP) and Statewide TIP, as well as other planning and administrative documents, to include the proposed projects. Dianne Costa (M); Adam Bazaldua (S). The motion passed unanimously.

5. **Orientation to Agenda/Director of Transportation Report:** Michael Morris noted that he and Christie Gotti would be leading discussion for the Workshop on Texas Department of Transportation (TxDOT) proposed policy/rule change for Metropolitan Planning Organization (MPO) selected funding categories during the meeting. He also announced that the North Central Texas Council of Governments Executive Board’s action on the advertising campaign and introduction of risk analysis was not fully supported by the Board at its September 21, 2023, meeting. Some of the items on the advertising campaign were approved but the campaign for air quality and congestion relief were not. Staff is working with legal counsel to review the implications of the Board’s action. Once this review is complete, staff will bring the item back to the Regional Transportation Council (RTC) to receive direction on how it wants to proceed. Michael announced the RTC is in receipt of the \$10 million in Regional Transportation Council Local funds from Dallas Area Rapid Transit (DART) from its recent partnership. Michael thanked RTC Chair Gyna Bivens for the partnership during her tenure and DART for the 40-year partnership. Michael congratulated the City of Fort Worth, University of Texas in Arlington, Southern Methodist University (SMU), and NCTCOG staff members Collin Moffit and Connor Sadro, as recipients of the Texas Innovation Alliance 2023 Innovation Invitational Smart Transportation and Advanced Roadways Award. Electronic Item 5.1 contained correspondence in regard to the Dallas-Fort Worth High-Speed Transportation Connections project. Michael briefed the Council regarding the professional services agreement extension with Sandra Wesch for another two years. He highlighted the City of Irving Environmental Career Symposium scheduled for November 11, 2023 (Electronic Item 5.2). Michael and Natalie Bettger, along with police and fire instructors, will be teaching the Traffic Incident Management Executive Level Course on November 2, 2023 (Electronic Item 5.3). The remaining items under the Director’s Report were not presented.

6. **Workshop on Texas Department of Transportation Proposed Rules for Category 5 and Category 7:** While Michael Morris introduced Christie Gotti, he mentioned that the Texas Department of Transportation (TxDOT's) trend is moving away from Metropolitan Planning Organization (MPO) partnership to central control. Christie briefed the Regional Transportation Council (RTC) on TxDOT's proposed policy/rule change for MPO selected funding categories. Christie presented a range of options for RTC's consideration, by first providing some background. 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 the 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 that 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 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. The proposed rule states that Category 2 funds will be allocated to MPOs and TxDOT Districts. This changes selection authority for all Category 2 funding, not just the future "STBG-related Category 2 adjustments". CMAQ funds are allocated to States based on nonattainment areas. TxDOT is proposing a rule change for CMAQ funds which states that if MPO carryover balances exceed 200 percent of the annual allocation, the amount over the threshold will be reallocated to TxDOT District Category 11 Safety Program. 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). MPO allocations can be reduced with no public involvement and no transparency. TTC approves the Unified Transportation Program (UTP), funding allocations, and major changes to the UTP. Under this proposal, removal of MPO funds is not considered to be a "major change". Proposed comments for consideration include if TxDOT is going to take funding away from MPOs, it should occur via a formal TTC action, formal notification should be sent to MPOs policy boards in advance, and an appeals process should be created to review data to ensure accuracy and context. Annually, TxDOT will review carryover balances and judge them against how much of the funding the MPOs have "encumbered" in late October and will consider implementing the 200 percent threshold rule. However, the threshold rule does not define "encumbered" or "unencumbered."-

TxDOT has two possible information systems to use, the eSTIP (which they are moving away from via this effort) and TxDOT Connect (which they are moving to). The eSTIP is the mechanism available for MPOs to track, monitor, and communicate programmed funding on projects to the public, TxDOT, and the US Department of Transportation (US DOT). TxDOT Connect is their internal database. The STIP is the federally recognized tracking system for transportation projects and funding. TxDOT pulls data from TxDOT Connect to run the carryover analysis, and the data pulls are not always accurate. For example, in 2023, transit transfers that had already been finalized were not showing up in the analysis TxDOT was using for this process, which means that the region had less carryover than TxDOT was counting in their analysis. 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 in projects selected; \$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 briefly went over what causes project delays, but it mainly comes down to the federal process itself is cumbersome and TxDOT does not provide adequate resources to enable timely execution of project funding agreements for local agency projects. Christie presented a timeline to complete a project after it is selected and assumes the project stays on track and does not experience any significant delays. Multi-jurisdictional projects or those requiring railroad coordination can take much longer. Implications of the proposed change is Districts having veto authority over all CMAQ and Cat 2 funding. Historically, TxDOT and MPOs coordinated and worked on solutions to ensure timely use of federal funds via "trade fairs." TxDOT is proposing to remove MPOs from the selection authority process instead and transfer the selection authority back to TxDOT. Michael Morris highlighted that MPOs are responsible for air quality conformity in the regions. Congress has developed CMAQ as a revenue source to aid in the implementation of projects that improve air quality, and MPOs prioritize CMAQ funds to ensure sanctions are not implemented on the State and Region. The proposed rule sets a perilous precedent risking sanctions that halt roadway project implementation. TxDOT may use the funds for items that are technically eligible, but do not have a large impact on achieving air quality standards. Unintended consequences include loss of CMAQ funds due to actions or inaction of the District, not the MPO. There were three levels presented by staff on how to respond to TxDOT : Level 1 - Do little, let it happen (they are not going to listen anyways), we will be laser focused to never hit those caps, assume current relationship with Districts is maintained and impacts to our region will be minimal; Level 2 - Provide comments, draft rules have fatal flaws (we cannot assume local TxDOT partnership will always exist); Level 3 - confirm compliance with federal intent. Michael 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." There was concern from the majority of the RTC members that this policy was designed to limit local control and RTC members asked that the comments remain professional, but firmly

provide the RTC's feedback. RTC approval of comments to be submitted to TxDOT will occur next month.

7. **Regional Transit Version 2.0: Planning for Year 2050:** Michael Morris presented information on Regional Transit Version 2.0. As noted at the September RTC meeting, Michael met with selected transportation authority cities concerned that cities often take their local transit issues to the Texas Legislature bypassing opportunities closer to home for resolution. As part of those discussions, staff recommended that RTC initiate a comprehensive transit study focused on advancing transportation authority collaboration between agencies and additional attention on expanding transit services to areas with transit needs. As part of this initiative, seven work tasks and lead agency(ies) for each were identified: 1) A More Aggressive Transit Legislative Program (RTC); 2) Increased Membership (Transportation Authorities [TA]); 3) Three Agency Collaboration between Systems (TA); 4) Creating In-fill Development around Transit Stations (cities), 5) Transit Board Teamwork (TA cities), 6) Transit Fare Rewards Program (TA), and 7) Budget Understanding (Paradox)(TA cities). Michael proposed a two-step approval process with the Executive Board. The request for Executive Board approval of funding will be presented in October 2023 and the request for procurement of a consultant in January 2024. Representatives from transportation authority cities, transportation authority staff, and NCTCOG staff would sit on the nine-member consultant selection committee. Legislative findings will be completed by August or September 2024. NCTCOG and the transportation authorities will make their reports available to the consultants to aid in the development of the consultant's final report, therefore reducing consultant costs. The final report is anticipated in January 2025. The presentation was provided in Electronic Item 7.

A motion was made to approve the use of \$1+ million in Regional Transportation Council Local funds to address the seven initiatives as presented and noted above. The action also includes direction for staff to request North Central Texas Council of Government's Executive Board approval of funding in October 2023 and consultant selection in January 2024. Lane Grayson (M); Daniel Alemán (S). The motion passed unanimously.

8. **2023 Transportation Conformity and Mobility 2050:** Due to time constraints, the agenda item was not presented at this time. The agenda item will be presented at a later date.
9. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 9.1 and Surface Transportation Technical Committee attendance in Electronic Item 9.2.
10. **Other Business (Old or New):** Michelle Wong Krause announced it was her last meeting as an RTC member and Dallas Area Rapid Transit Board Chair. Denton County Judge Andy Eads thanked Dianne Costa for her service as a Denton County Transportation Authority (DCTA) Board member and as former mayor of Highland Village and congratulated her on her retirement. Dallas County Commissioner Theresa Daniels announced the Transportation Excellence for the 21st Century (Tex-21) statewide meeting in Dallas on October 19 and 20, 2023. Garland Councilmember Ed Moore invited everyone to attend the Downtown Garland Square Grand Reopening Celebration with LeeAnn Rimes on Saturday, October 14, 2023. Arlington Mayor Jim Ross noted that the Texas Rangers vs. Houston Astros game would be played in Arlington on Wednesday, October 18, 2023. Dianne Costa introduced TJ Gilmore, Mayor of Lewisville, and the new DCTA Chair. Chair Gyna Bivens introduced TJ Patterson, the City of Fort Worth's

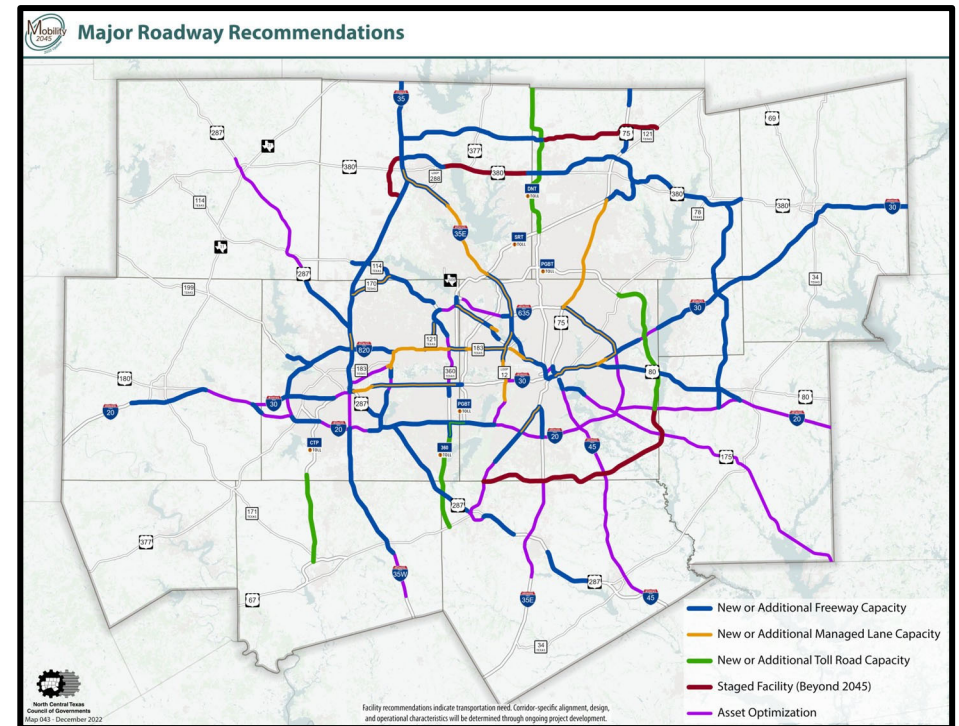
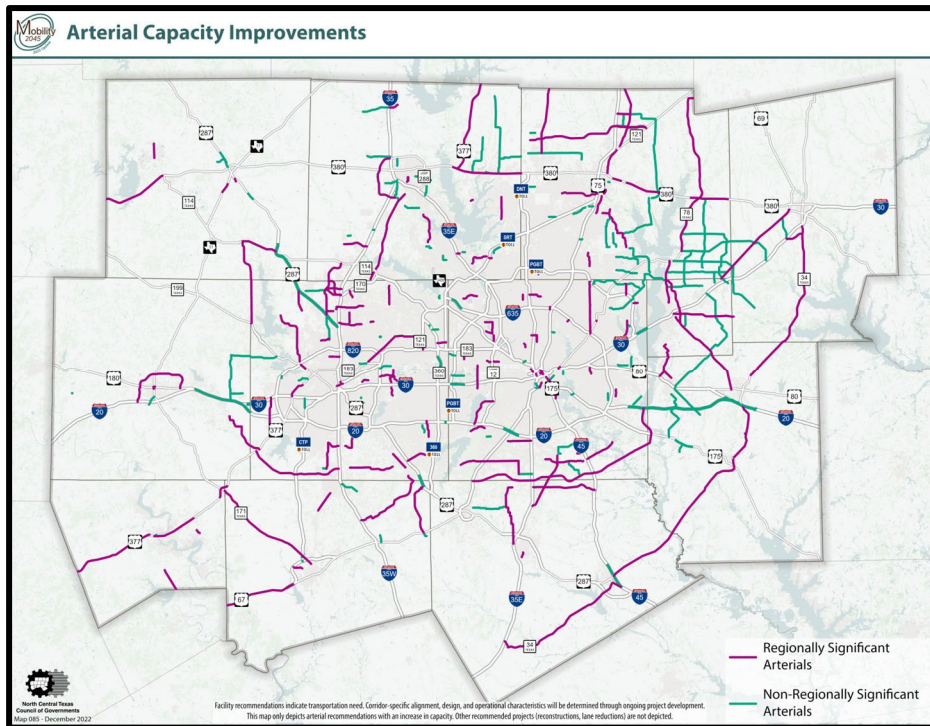
Government Affairs Liaison.

11. **Future Agenda Items:** There was no discussion on this item.
12. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for 1 pm, Thursday, November 9, 2023, in the Transportation Council Room of the North Central Texas Council of Governments.

The meeting adjourned at 3:05 p.m.

Proposed Administrative Amendments to Mobility 2045: The Metropolitan Transportation Plan for North Central Texas - 2022 Update

Non-Regionally Significant Projects

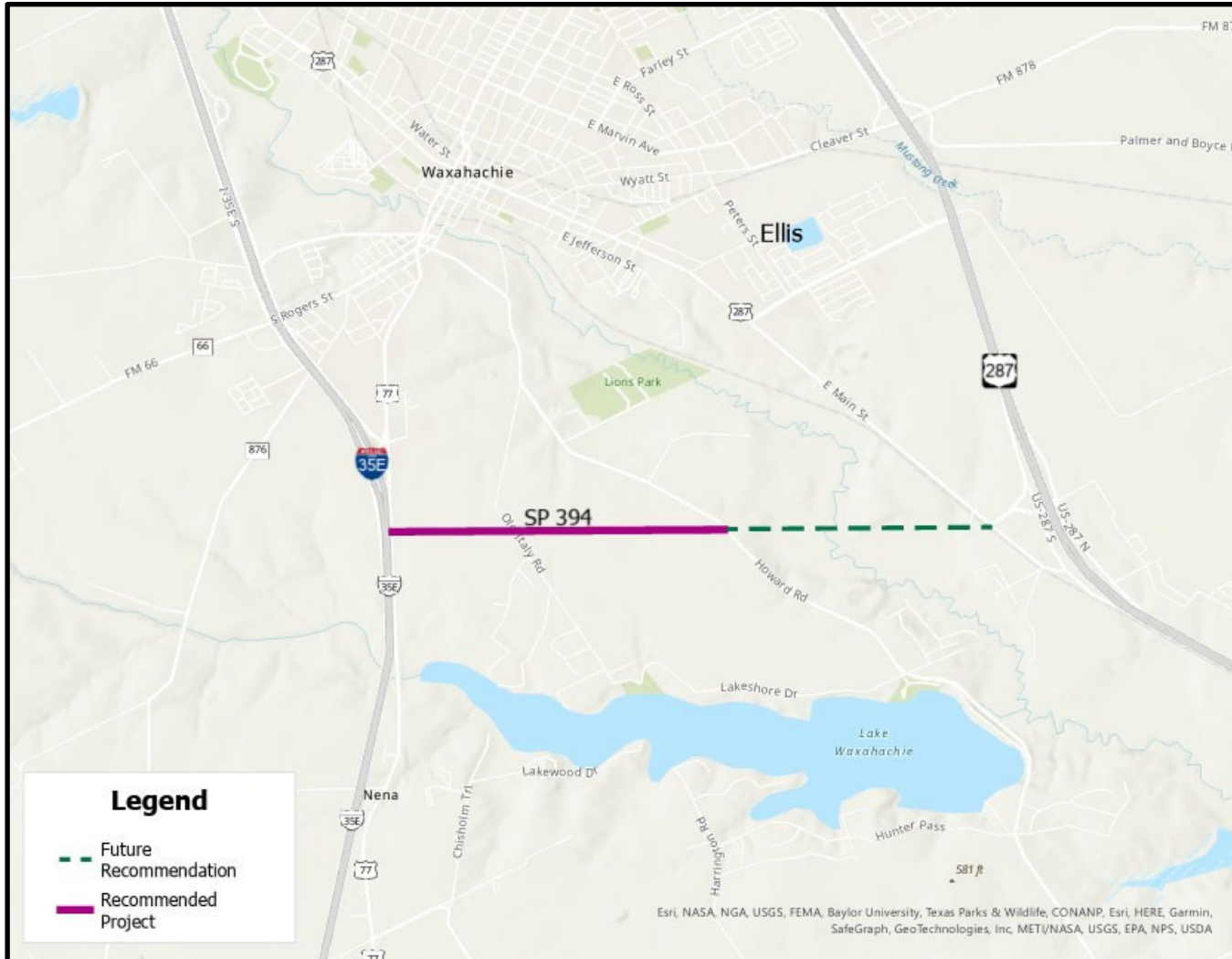


Mobility 2045 - 2022 Update, the region's long-range transportation plan, includes system-level planning and recommendations for the region's roadway network. The Arterial Capacity Improvements (left) and Major Roadway Recommendations (right) presented in the maps above illustrate the system of recommendations included. The Mobility Plan also includes recommendations in the form of policies and programs designed to advance the goals of the Regional Transportation Council, resulting in individual projects such as non-regionally significant projects (an air quality designation denoting minimal significance in affecting our region's air quality). Specifically, the Mobility 2045 Update includes recommendations to advance non-regionally significant arterial improvements throughout the region in policy FT3-004 and program NRSA2-001. Please refer to [Chapter 6: Mobility Options](#) for further information on [Mobility 2045—2022 Update recommendations](#). The following non-regionally significant arterials are consistent with the system-level recommendations of the Mobility 2045 Update.

Mobility 2045 - 2022 Update Amendment

SP 394

Non-Regionally Significant Project



Reason for Addition: Requested by TxDOT Dallas to advance planning and design activities.

Addition of this project to the Plan does not impact air quality conformity and is financially constrained.

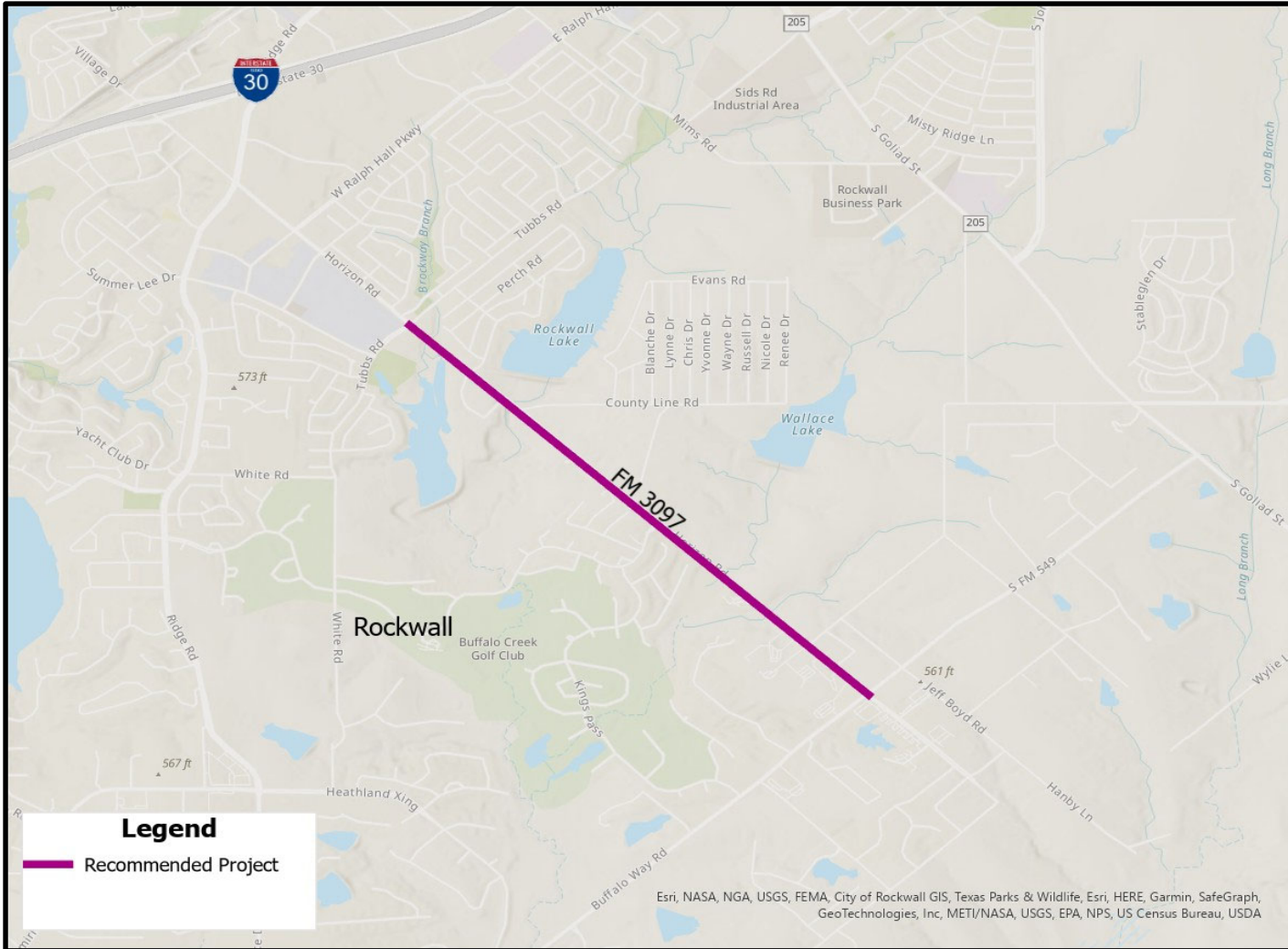
| MTP ID | District | CSJ | Facility | From | To | Description | Total Project Cost | FFCS Status |
|---------------|--------------|-------------|----------|--------|--------|-------------------------------|--------------------|--|
| NRSA1-DAL-349 | TxDOT Dallas | 2921-02-010 | SP 394 | IH 35E | FM 877 | Construct 0 to 2-lane roadway | \$25,432,844 | Major Collector - an FFCS Amendment Request will be submitted when appropriate |

Source: NCTCOG

Mobility 2045 - 2022 Update Amendment

FM 3097

Non-Regionally Significant Project



Reason for Addition: Requested by TxDOT Dallas to advance planning and design activities.

Addition of this project to the Plan does not impact air quality conformity and is financially constrained.

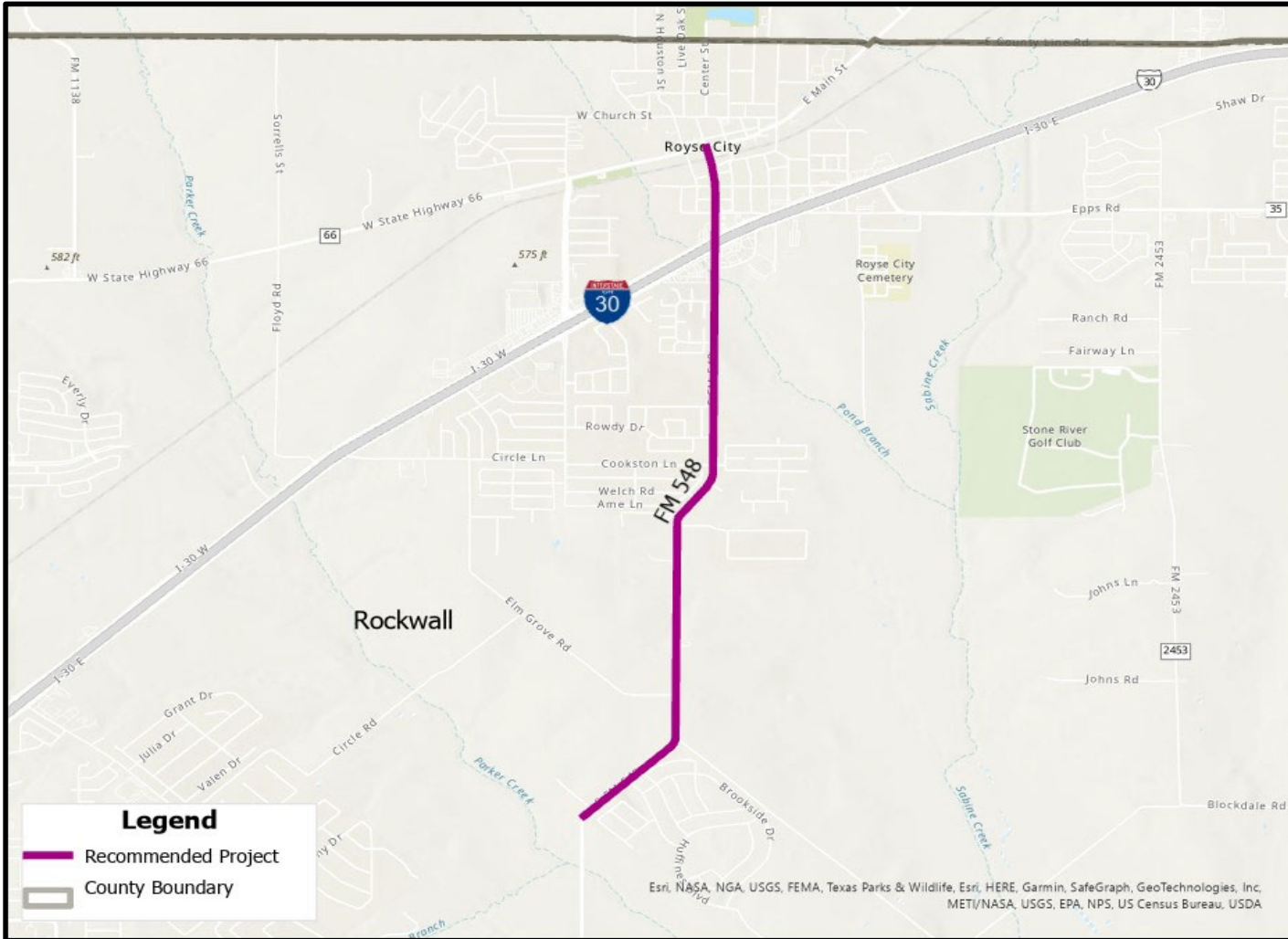
| MTP ID | District | CSJ | Facility | From | To | Description | Total Project Cost | FFCS Status |
|---------------|--------------|-------------|----------|------------|--------|---|--------------------|--|
| NRSA1-DAL-350 | TxDOT Dallas | 3148-01-013 | FM 3097 | Tubbs Road | FM 549 | Reconstruct and widen from 2 lanes to 4 lanes | \$51,371,772 | Major Collector - an FFCS Amendment Request will be submitted when appropriate |

Source: NCTCOG

Mobility 2045 - 2022 Update Amendment

FM 548

Non-Regionally Significant Project



Reason for Addition: Requested by TxDOT Dallas to advance planning and design activities.

Addition of this project to the Plan does not impact air quality conformity and is financially constrained.

| MTP ID | District | CSJ | Facility | From | To | Description | Total Project Cost | FFCS Status |
|---------------|--------------|-------------|----------|-------|------------------------|---|--------------------|--|
| NRSA1-DAL-351 | TxDOT Dallas | 1014-02-048 | FM 548 | SH 66 | South of Crenshaw Road | Reconstruct and widen from 2 lanes to 4 lanes | \$78,951,770 | Major Collector - an FFCS Amendment Request will be submitted when appropriate |

Source: NCTCOG

North Texas Center for Mobility Technologies
Sponsored Research Project Funding Report
Advanced Air Mobility/Urban Air Mobility System Within the Dallas-Fort Worth
Metroplex (NTXAAMPP)

Background

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

Typically, a research project related to mobility technologies is proposed by a company and a university research partner. The project is vetted through the NTCMT and, if deemed worthy, advanced to NCTCOG with a recommendation for NCTCOG seed funding. Subject matter experts on NCTCOG staff review each proposal before NCTCOG funding is approved. Projects that meet one or more regional goals adopted by the RTC are eligible for funding with the approval of the Transportation Director:

- Improved access to jobs and other destinations
- Environmental protection/resiliency
- Economic development
- Equity
- Technology innovation leadership

The model is for research project sponsors to contribute approximately 50 percent of the cost of approved projects, with NCTCOG and the university research project lead each contributing approximately 25 percent. The RTC directed the Transportation Director to report to the Surface Transportation Technical Committee and the Regional Transportation Council on research projects for which NCTCOG funding was approved.

Below is a description of a sponsored research project that has been approved for NCTCOG funding:

Project Overview

Project Title: Advanced Air Mobility/Urban Air Mobility System Within the Dallas-Fort Worth Metroplex

Summary: The purpose of the project is to investigate the challenges in creating an air-corridor, investigate uncertainties due to weather, existing traffic, and quality of

communications among others. The proposed first-of-a-kind air corridor stretches 25 miles from the Alliance Mobility Innovation Zone (MIZ) to Discovery Park at UNT in Denton and will facilitate the uncrewed transportation of passengers and cargo. The project aims to achieve a successful multi-aircraft test flight and will provide a written report on the architecture of the system alongside an assessment of performance during simulations and all live flight exercises.

Technical Approach

NASA's National Campaign (NC) informs the Federal Aviation Administration (FAA) introduction of the Advanced Air Mobility class of aviation assets. This project contributes to the NC by developing infrastructure to cross-certify e-VTOL aircraft for civilian use, in conjunction with the United States Air Force AFWORX program. NTCMT 1-2022 will develop the first National AAM Air Track system and will be the primary trail system for the NC program moving forward. The system also interfaces with technology born out of a previous NTCMT project (NTCMT 2-2021) and deploys the Airspace Hazard Identification and Alerting Service (AHAS), which provides for a safer, more efficient, and more robust network communication solution compared to previous approaches. Below is a proposed list of tasks for this project:

- Task 1: Kick-Off Meeting & Subcontractors Signature (All subcontractors on agreed terms and signed subcontracts)
- Task 2: Simulator Test Report (Written report on updated X4+/NC2 architecture performance in simulation)
- Task 3: Initial Flight Test Report (Written report on updated X4+/NC2 architecture performance in live flight)
- Task 4: Deployable Simulation Report (Written report on updated DIOXIDE architecture performance in simulation)
- Task 5: Deployable Flight Test Report (Written report on updated DIOXIDE architecture performance in multi-aircraft live flight)
- Task 6: Final Report (Written Report on Program Results and Commercialization Options)

Impacts of the Research:

The project will deliver advancements in dedicated AAM air corridor infrastructure, technology, software, deployment strategies, and communications protocols, while leveraging partnerships with NASA to yield the nation's first AAM Air Track system. Furthermore, this project bolsters a myriad of small businesses and further establishes the DFW metroplex as a premier global destination for uncrewed aerial vehicle research and development.

Research sponsor: [Unmanned Experts](#)

University leads: Dr. Colleen Bailey and Dr.Kamesh Namuduri (UNT)

Project budget: \$1,320,000

NCTCOG Contribution: \$330,000

RTC Goals Advanced: (1) Improved access to jobs and other destinations; (2) Economic development; (3) Technology innovation leadership

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

YOU'RE INVITED!

Statewide Active Transportation Plan Open House Meeting

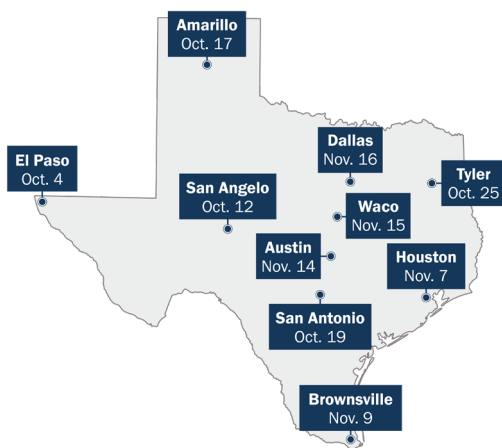


TxDOT is developing a comprehensive Statewide Active Transportation Plan and holding a series of public open house meetings across the state to gather input.

Do you walk, bike, or use a mobility device? Join us at one of the in-person meetings or share your input online!

**Thurs., Nov. 16, 2023
4:30 to 6:30 p.m.**

J Erik Jonsson Central Library
1515 Young St.
Dallas, TX 75201



Meetings will be conducted in English. If you need interpretation or translation services or are a person with a disability who requires an accommodation to participate, please contact TxDOT at (800) 671-9854 or at bikeped@txdot.gov at least five working days prior to the meeting.

Visit the Virtual Meeting

All meeting materials and opportunities to share input will be available online Oct. 4 through Nov. 30. The virtual meeting will share information on Plan goals and development process. Input from communities will help identify a unified vision aligning with their specific needs. Visit the website to learn more and share your comments!

Open Comment Period: Oct. 4 to Nov. 30

Comments may be shared online and in-person through a survey, email, mail, text or voicemail to (800) 671-9854.



TxDOT.gov | Keywords: "Statewide Active Transportation"

Questions or Comments

Gregory Reininger, Statewide Bicycle and Pedestrian Planner

📞 (800) 671-9854

✉️ bikeped@txdot.gov

📍 SATP, PO Box 5459, Austin, TX 78763



¡ESTÁ INVITADO!

Reunión Comunitaria del Plan Estatal de Transporte Activo

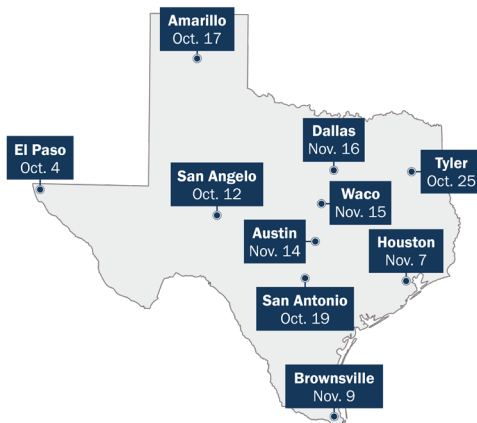


TxDOT está desarrollando un Plan de Transporte Activo integral a nivel estatal y está llevando a cabo una serie de reuniones comunitarias a través del estado para recopilar perspectivas y comentarios.

¿Es peatón, ciclista o utiliza un dispositivo de movilidad? ¡Venga a una de las reuniones en persona o comparta sus comentarios en línea!

**Jueves 16 de noviembre del 2023
4:30 a 6:30 p.m.**

J Erik Jonsson Central Library
1515 Young St.
Dallas, TX 75201



Las reuniones se llevarán a cabo en inglés. Si necesita servicios de interpretación o traducción, o es una persona con una discapacidad que requiere adaptaciones para participar, comuníquese con TxDOT al (800) 671-9854 o a bikeped@txdot.gov al menos cinco días laborables antes de la reunión.

Visite la Reunión Virtual

Todos los materiales de la reunión y las oportunidades para compartir opiniones estarán disponibles en línea del 4 de octubre al 30 de noviembre. La reunión virtual compartirá información sobre los objetivos del Plan y el proceso de desarrollo. Los comentarios de las comunidades ayudarán a identificar una visión unificada que se alinee con sus necesidades específicas. ¡Visite el sitio web para obtener más información y compartir sus comentarios!

Período de Comentarios: 4 de oct. al 30 de nov.

Los comentarios se pueden compartir en línea y en persona a través de una encuesta, correo electrónico, correo postal, mensaje de texto o correo de voz al (800) 671-9854.



TxDOT.gov | Palabras Clave: "Statewide Active Transportation"

Preguntas o Comentarios

Gregory Reininger, Planificador Estatal de Bicicletas y Peatones

📞 (800) 671-9854

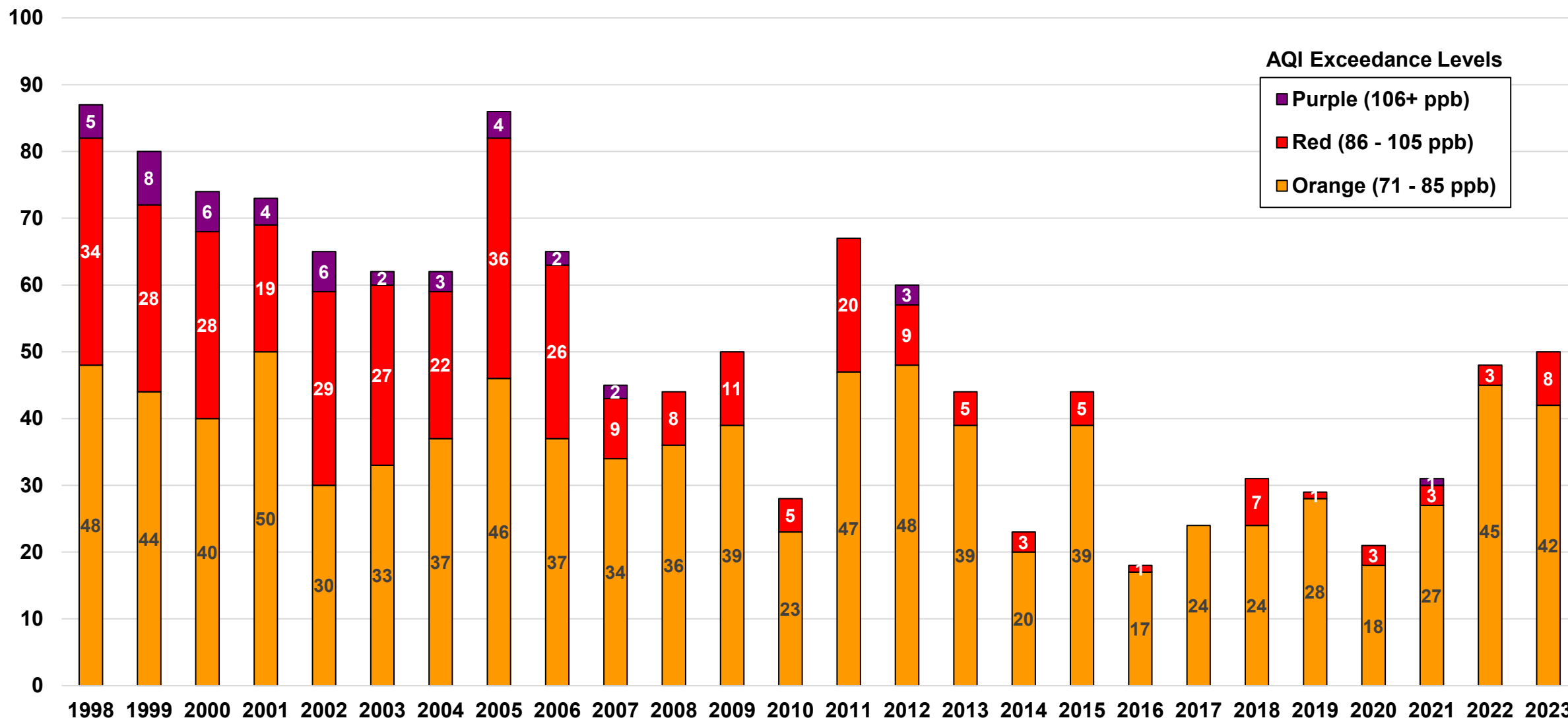
✉ bikeped@txdot.gov

📮 SATP, PO Box 5459, Austin, TX 78763



8-HOUR OZONE NAAQS HISTORICAL TRENDS

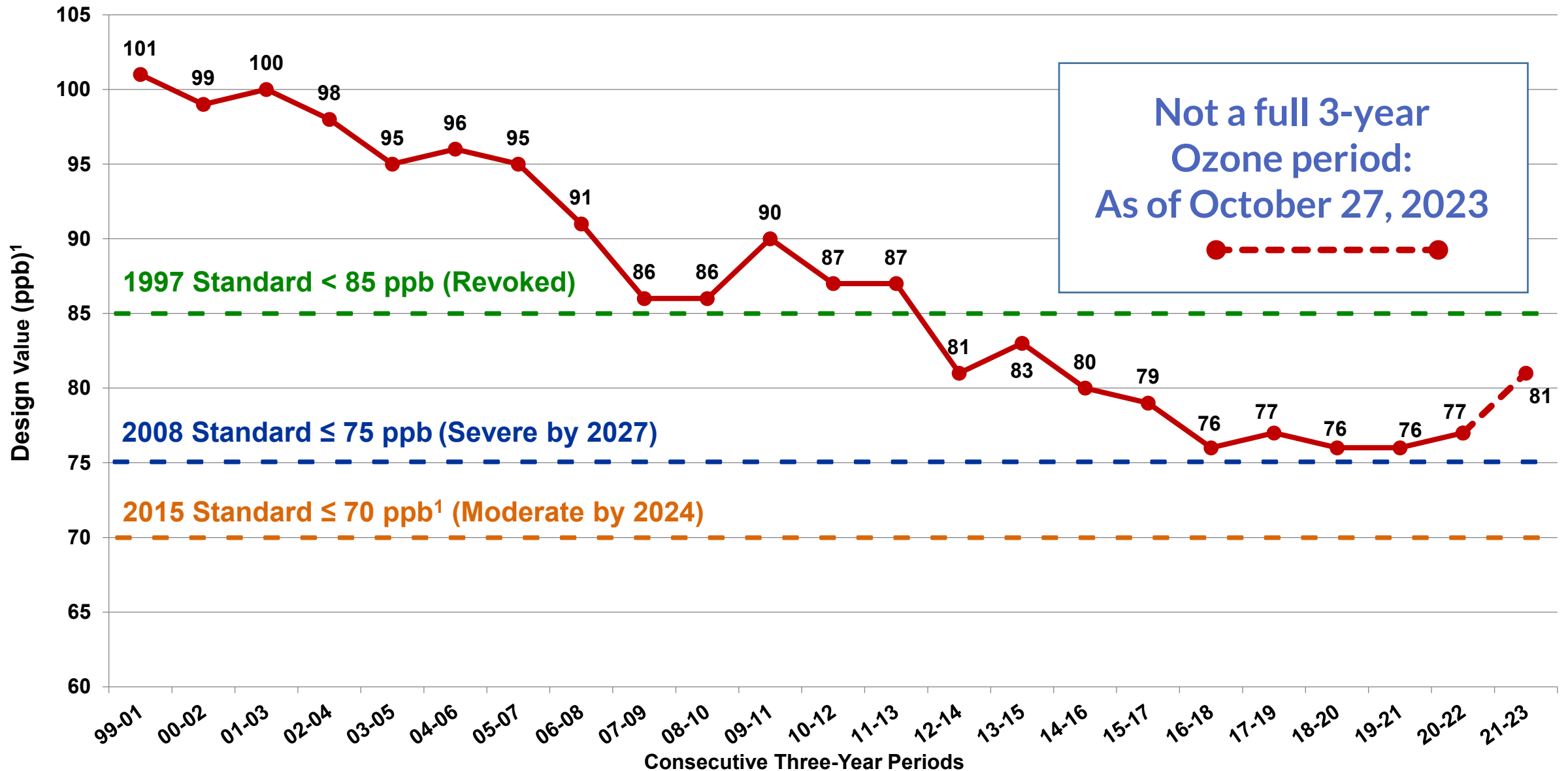
Based on ≤ 70 ppb (As of October 27, 2023)



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

8-HOUR OZONE NAAQS HISTORICAL TRENDS



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

FOR MORE INFORMATION

CHRIS KLAUS
Senior Program Manager
cklaus@nctcog.org
817-695-9286

JENNY NARVAEZ
Program Manager
jnarvaez@nctcog.org
817-608-2342

VIVEK THIMMAVAJJHALA
Transportation System Modeler II
vthimmavajjhala@nctcog.org
817-704-2504

NICHOLAS VAN HAASEN
Air Quality Planner III
nvanhaasen@nctcog.org
817-608-2335

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



North Central Texas
Council of Governments



Regional Transportation Council



Dallas-Fort Worth
CLEAN CITIES

2023 National Drive Electric Week Recap

Regional Transportation Council

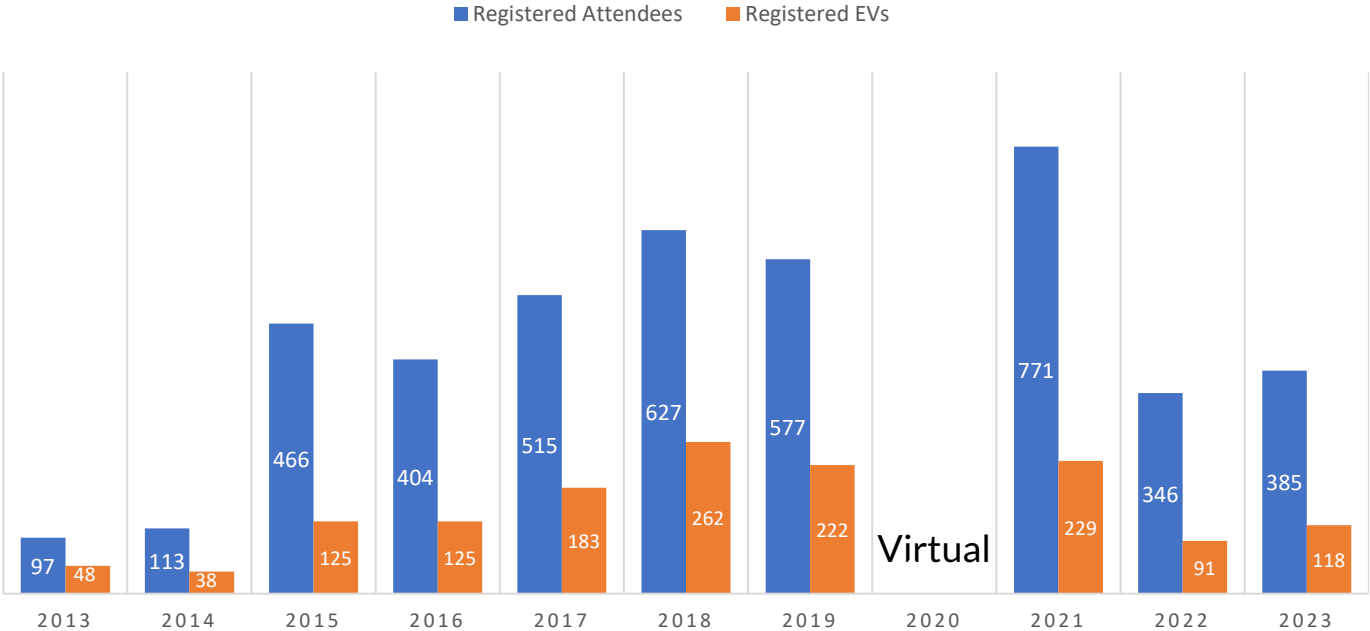
North Central Texas Council of Governments

National Drive Electric Week

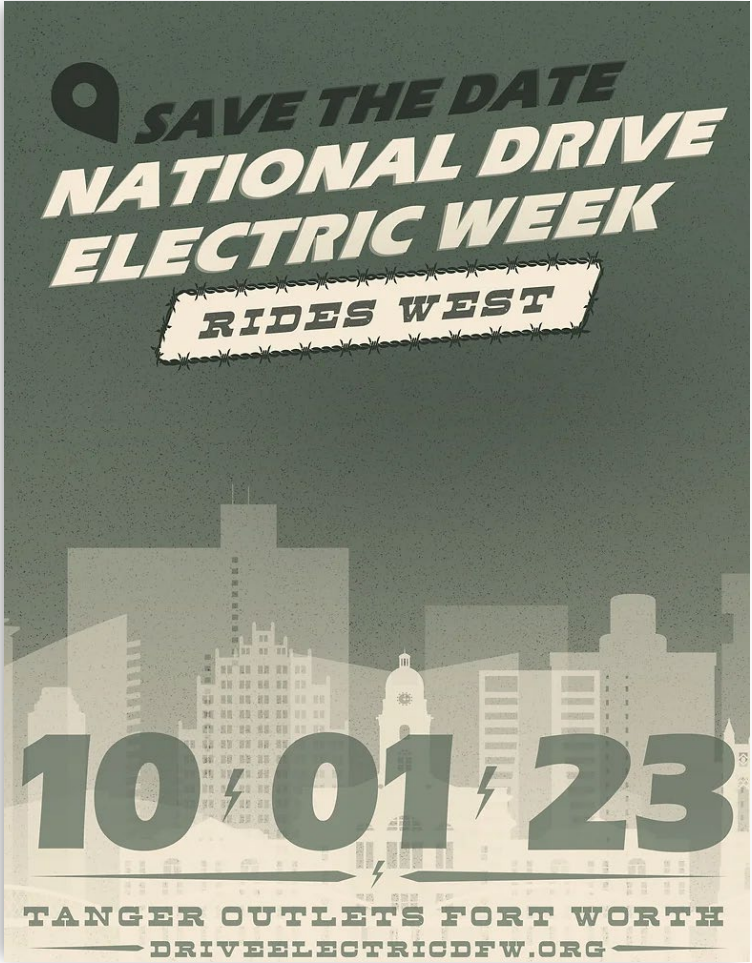
National Celebration to Educate the Public on Electric Vehicles (EV)

- Opportunities to Ask Questions to Current EV Owners
- EV Displays and Ride-and-Drives and EV Charging Demonstrations
- Food, Games, and More

NATIONAL DRIVE ELECTRIC WEEK ATTENDANCE TRENDS



Additional Attendees Participated in Event due to Proximity to Tanger Outlets



National Drive Electric Week Exhibitors

20 Exhibitors

EV Charging Manufacturers:

- Boost EV
- Volta
- Wallbox
- Good Faith Energy
- EV Tech

Local Governments:

- City of Fort Worth
- City of Dallas

Schools:

- Harmony School Fort Worth
- A&M Solar Car Racing Team

EV Community Groups

- North Texas Electric Auto Association
- North Texas Tesla Owners Club
- North Texas Rivian Club
- Lone Star F-150 Lightning Group

EV Exhibitors

- Canoo
- Industrial Truck and Power
- Autobahn Fort Worth
- Pedego Fort Worth
- OSO Lawn Equipment
- LiveWire Mid Cities

Other Exhibitors :

- North Texas Tollway Authority



National Drive Electric Week Vehicles

- Tesla 3, Y, S, and X
- Chevrolet Bolt, Volt, and Bolt EUV
- Rivian R1T and R1S
- Polestar 2
- Nissan Leaf
- Toyota Plug-in Prius
- Ford F-150 Lightning and Mustang Mach-E
- SEA Electric Box Truck
- Greenpower Passenger Vehicle
- MINI Electric
- Volvo C40
- VW ID.4
- Porsche Taycan
- BMW i3



Mustang Mach-E



Pedego E-Bikes



Canoo



Ride-and-Drives

Over 70 Ride-and-Drives Provided by Pedego E-Bikes and Autobahn Fort Worth

Autobahn Fort Worth



Photo Source: NCTCOG

Learn more at www.driveelectricdfw.org



2023 National Drive Electric Week Recap

Pedego E-Bikes



Photo Source: NCTCOG

Attendee Survey Feedback

“I enjoyed the large variety of EVs to be with, sit in, and check out.”

“My favorite part of the event was talking with owners to get their personal experience.”

Contact Us



Lori Clark
Senior Program Manager
& DFWCC Director
lclark@nctcog.org



Savana Nance
Senior Air Quality Planner
snance@nctcog.org



**Dallas-Fort Worth
CLEAN CITIES**



dfwcleancities.org



cleancities@nctcog.org



TRANSPORTATION

ONLINE PUBLIC INPUT OPPORTUNITY

MONDAY, NOV. 13 - TUESDAY, DEC. 12, 2023

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/nctcogNov23 for public review and comment Monday, Nov. 13 - Tuesday, Dec. 12, 2023.

US 380 Federal/Local Partnership with Collin County

In recent months, NCTCOG staff has been working with Collin County on a funding partnership intended to increase the amount of local funding available to the Regional Transportation Council to expedite projects and programs. Details of this partnership will be posted online for review and comment.

Modifications to the FY2024 and FY2025 Unified Planning Work Program

The Unified Planning Work Program (UPWP) for Regional Transportation Planning provides a summary of transportation and related air quality planning activities to be conducted in North Central Texas. Proposed modifications to the FY2024 and FY2025 UPWP will be posted online for review and comment.

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

SUBMIT COMMENTS & QUESTIONS TO NCTCOG:

nctcogNov23@publicinput.com
publicinput.com/nctcogNov23
 Phone: 855-925-2801 (code: 2172)
 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

Mobility 2045 - 2022 Update: Administrative Revisions
publicinput.com/nctcogNov23

Department Air Quality Video:
youtube.com/nctcogtrans

Vehicle Incentive & Funding Opportunities
nctcog.org/aqfunding

Engine Off North Texas:
EngineOffNorthTexas.org

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.

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

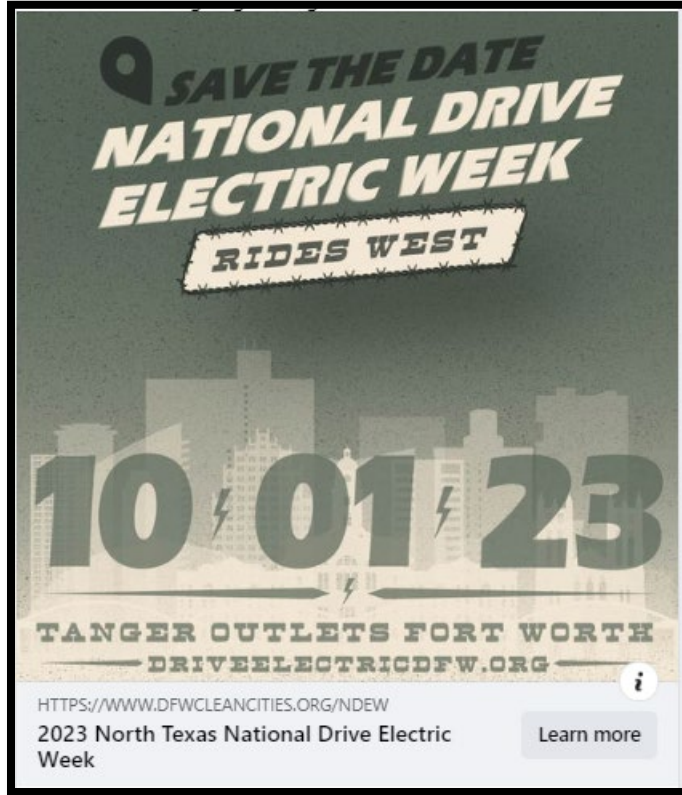
Twitter –

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)

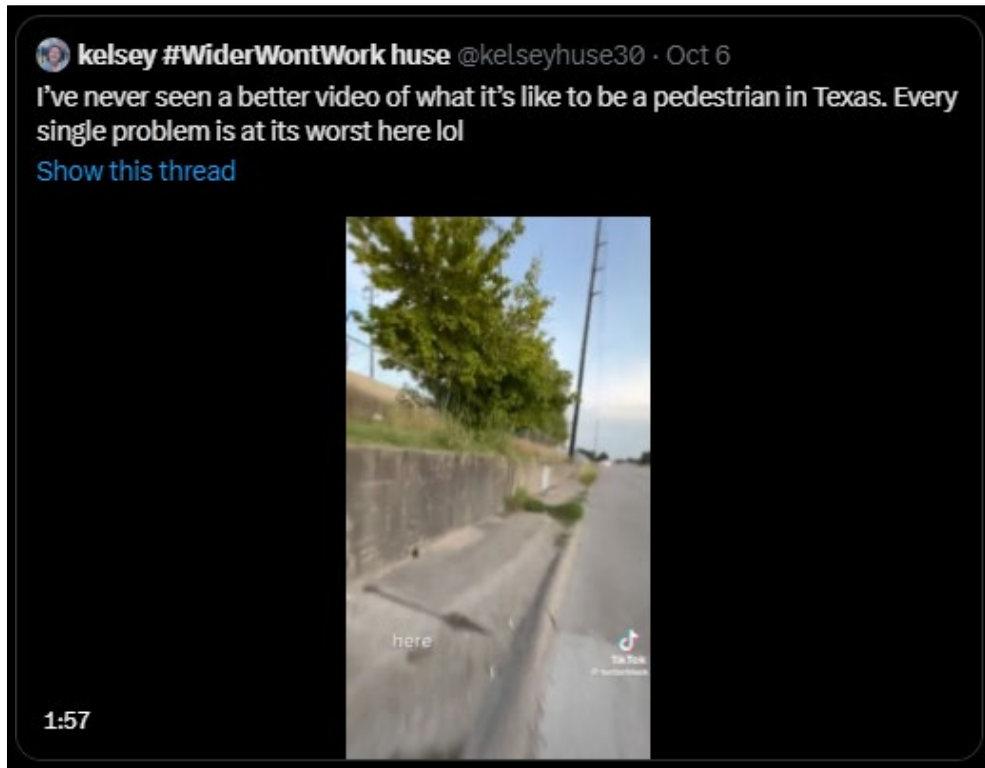


2. While I can appreciate this quote from Michael Morris, it's important to also recognize he had led @NCTCOGtrans for 30+years and long pushed for #autocentric policies that have resulted in the gridlocked sprawlfest that is our megaregion. — Loren S. (@txbornviking)

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>

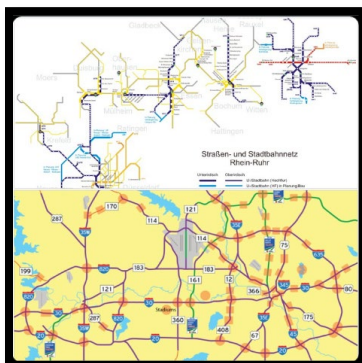


The best ride to the State Fair! Can't wait to take y'all straight to the fair gates 🍌 — Denton County Transportation Authority (@RideDCTA)

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

A Facebook event poster for the "Dallas CBD-Fair Park Links Multimodal Study". The poster is dark blue with white and orange text. It includes the event title, date and time (Thursday, September 21, 6:00 pm), location (South Dallas Cultural Center, 3400 S Fitzhugh Ave, Dallas, TX 75210), and a website link (www.publicinput.com/fairparklinks). Below the event details, there is a paragraph of text explaining the study and inviting public input. At the bottom, there is a "Learn more" button and a "Your Feedback Is Needed" message.

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

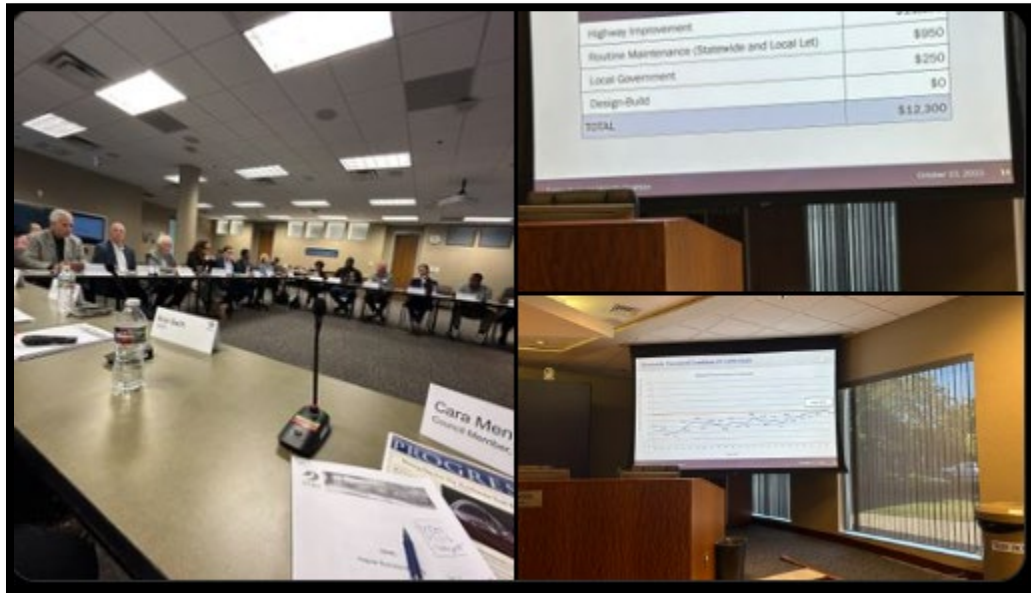
RTC/STTC/Executive Board

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)





Dallas Area Rapid Transit
PO Box 660163
Dallas, Texas 75266-0163
214-749-3278

October 31, 2023

Mr. Michael Morris
Director of Transportation
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76001

Via Email: mmorris@nctcog.org

Subject: Dallas Area Rapid Transit – 2023 Transit Asset Management Plan

Dear Mr. Morris:

This letter is to inform your office that there are no updates to be applied to the Dallas Area Rapid Transit (DART) 2022 Transit Asset Management (TAM) Plan previously submitted. DART did not add any new assets which warrant updating the 2023 TAM Plan.

However, as an informational update, the Agency has initiated a comprehensive 100% baseline inspection and asset condition assessment of DART transit assets.

We will submit the 2024 TAM Plan based on our findings, inclusive of any newly added assets, by the 2024 Plan update deadline.

If you have questions or need further information, please contact Mr. Darryl Spencer, Vice President of Engineering and Technical Services, at 214-828-6721, or by email at dspencer@DART.org.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Nadine S. Lee', is written over a light blue circular scribble.

Nadine S. Lee
President & Chief Executive Officer

- c: Bernard Jackson, DART, Sr. Executive Vice President & Chief Operating Officer
- Dee Leggett, DART, Executive Vice President/Chief Development Officer
- Jeamy Molina, DART, Executive Vice President & Chief Communications Officer
- Darryl Spencer, DART, Vice President, Engineering & Technical Services
- Kay Shelton, DART, Vice President, Capital Planning
- Jaime Aleman, Interim Director, Reliability Engineering/SGR

DALLAS MORNING NEWS

COLLIN COUNTY TRAFFIC FATALITIES UP 51% IN 2022; PRESTON ROAD AMONG WORST SPOTS

Speeding is the main factor for crashes last year, and in every year since the analysis started in 2010.

By Susan McFarland

Collin County traffic fatalities increased 51% in 2022, year-over-year, according to data presented by the North Central Texas Council of Governments.

Sonya Landrum, NCTCOG program manager, gave an update Sept. 14 to the Regional Transportation Council on items included in the 2022 Safety Program Performance Measures Report.

Overall, fatalities are down by 6% in the North Central Texas region and most counties saw a decrease. Collin, Dallas and Wise counties are the only three in the 12-county region that increased in the number of deaths on roadways last year.

Commissioner Duncan Webb, in an address to Collin County Commissioners Court Sept. 18, said a 51% increase in fatalities is “mind-boggling.”

“That is a huge issue,” Webb said. “Most of those fatalities occurred on U.S. 75, U.S. 380 and Preston Road.”

In 2022, Collin County had a total of 77 traffic fatalities, 26 more than the county had in 2021, [according to the data](#). Dallas County had one more fatality last year (355) than in 2021 (354); Wise County had two more fatalities in 2022 than the previous year, going from 21 to 23.

In Collin County, crashes on Preston Road made up five of the deaths, U.S. 75 had six deaths and U.S. 380 crashes claimed seven lives, according to [TxDOT's crash query tool](#). Another roadway in the county where several fatal crashes occurred is State Highway 121, which had six fatalities in 2022.

Webb told commissioners he is working on a more thorough report to present at a future meeting.

“This is something that we need to start focusing on,” he said.

The overall number of crashes also increased for Collin County in 2022, up 11.63% and coming in second just behind Wise County's increase of 12.44%. Specifically, there were 13,820 crashes in Collin County up from 12,380 crashes in 2021. Wise County increased from 1,021 to 1,148 crashes.

Dallas County saw a decrease in the number of crashes, going from 55,367 in 2021 to 54,551 last year.

Texas Department of Public Safety Sgt. Kyle Bradford said one thing that could help is to have programs that focus on speed enforcement, much like as the Click It or Ticket campaigns focus on seatbelt safety.

“I think what would assist, in at least bringing down the numbers some, would be to increase speed enforcement task forces,” Bradford said.

Starting in October, Bradford said Texas DPS [North Texas Region](#) will begin an educational campaign on its Facebook page focusing on traffic violations and things drivers can do to stay safe.

Also helpful, NCTCOG launched the [Drive Aware North Texas](#) campaign to educate drivers about behaviors that cause serious injury and fatal crashes.

“We experienced a crash on our roadways every five minutes and a fatality on our roadways every 12 hours in 2022. So we still have work to do,” Landrum said.

Most of the fatalities and serious injury crashes, just over 30%, were caused by speeding, the report determined.

“Speeding is the number one contributing factor for crashes in 2022. And it’s been the number one factor since we started our analysis in 2010,” Landrum said.

Other major contributing factors were driver-related, such as road rage or cell phone use (16.24%) and driving while impaired (11.89%).

Earlier this year, The Drive, an automotive news website, published [data](#) of the roughly [200 fastest speeding tickets](#) in Texas in 2022, with Collin County making the list for drivers clocked at high speeds:

In June, a driver was going 155 mph in a 70 mph zone on the Sam Rayburn Tollway; in December a driver was clocked at 144 mph in a 60 mph zone on U.S. 380; also in December, a driver was traveling 137 mph in a 70 mph zone on the President George Bush Turnpike; in April, a driver was clocked at 136 mph in a 70 mph zone on the Sam Rayburn Tollway; and in January, a driver was clocked at 133 mph in a 70 mph zone on the Dallas North Tollway.

URBAN PARKS IN DALLAS CAN MITIGATE THE IMPACT OF CLIMATE CHANGE

Green spaces are natural buffers for weather-related incidents

By Arun Agarwal



A large oak tree is known as “Chuck Norris” at Harwood Park on Friday, Sept. 15, 2023, in Dallas. Well-planned urban parks, like the ones here in Dallas, encourage sustainable urban design principles, thereby reducing the carbon footprint of cities, writes Arun Agarwal. (Shafkat Anowar / Staff Photographer)

Last month, Robert Kent, the Texas state director at the Trust for Public Land and a fierce advocate for the preservation of open spaces and the creation of accessible parks, voiced a devastating omen. “This might be the coolest summer we have in Dallas for many years to come.”

We still cannot escape the heat. Just last week, as fall was upon us, temperatures were still in the high 90s. During the summer, Dallas had [53 days of triple-digit heat](#) and the second most days of temperatures over 105. This is alarming.

It seems that every year now, as we start to approach an election cycle, climate change becomes a political hot button. And while there will always be some differing opinions on the pace of change and the destructive environmental impact the world is experiencing, there is quite little doubt these days that climate change is surely the real deal.

Of course, as climate change realities take hold at a faster clip than many scientists predicted, life in urban areas becomes particularly challenging. Densely built environments, dominated by concrete and pavement surfaces like streets and building façades, tend to absorb and hold heat longer than natural landscapes. In other words, the lack of tree canopy in a city increases the amount of heat absorbed by the man-made component. Add to this the fact that deteriorating air

quality poses significant threats to the well-being of urban residents and that these concrete ecosystems are more prone to flash flooding from extreme rain events.

You can understand why urban parks have emerged as vital spaces that hold immense potential to mitigate the impacts of climate change and improve the overall quality of life for our urban citizens.

Parks play a crucial role in enhancing a city's ability to absorb and recover from the shocks and stresses induced by extreme weather events. These green spaces act as natural buffers against climate-related incidents such as floods, heatwaves and storms. For example, by absorbing excess rainwater and reducing surface runoff, parks can help mitigate flooding risks. A well-designed park with a mix of shade, vegetation and water can significantly lower surrounding ambient temperatures, providing much-needed midsummer relief for local residents.

Well-planned urban parks, like the ones here in Dallas, encourage sustainable urban design principles, thereby reducing the carbon footprint of cities. These parks naturally encourage pedestrian traffic by providing accessible pathways and connectivity, reducing the dependency on motorized vehicles. Additionally, parks in or near residential areas can decrease the need for excessive air conditioning and energy consumption, resulting in reduced greenhouse gas emissions.

The biodiversity of urban parks plays a critical role in preserving ecosystem services that are vital for mitigating extreme weather effects. Diverse plant and animal species within parks contribute to ecosystem stability by enhancing soil quality, pollination and natural pest control. By preserving and restoring these habitats, cities contribute to global conservation efforts, which are integral to maintaining a healthy and balanced urban ecosystem.

This is not a red or blue issue. We are not looking to place blame for changing climate conditions on human activities, nor are we trying to force fit our agenda underneath the umbrella of a specific political narrative. We are simply emphasizing a point that is truly bipartisan — that scientific evidence overwhelmingly supports the idea that urban parks play a multifaceted role in counteracting extreme weather-related phenomena by enhancing environmental resilience, providing carbon sequestration, promoting sustainable urban design and fostering community engagement. And that, in doing so, creates a much more sustainable environment for underserved populations.

As cities continue to grow and as the world continues to face the effects of a changing climate, the creation, maintenance and expansion of urban parks should be prioritized as a key strategy to build resilient, sustainable and livable urban environments in order to guarantee a cost-effective solution in the present, while also ensuring an environmentally friendly future for our children.

Arun Agarwal is the CEO of Nextt, a Dallas-based textile company, president of the Dallas Park and Recreation Board and vice chair of the Texas Economic Development Corporation. X (formerly Twitter): @arunatnextt. He wrote this column for The Dallas Morning News.

AS NORTH TEXAS ELECTRIC VEHICLE SALES SOAR, OWNERS TOUT BENEFITS AND LAMENT NEW COSTS

By Haley Samsel



Luke Hunt, left, and his wife, Rachel Hunt, stand next to their 2022 Chevy Bolt with their dog, Fiona, during an Oct. 1 National Drive Electric Week event. The couple owns three electric vehicles: the Bolt, a 2018 Fiat 500 and a LiveWire motorcycle. (Haley Samsel | Fort Worth Report)

Luke and Rachel Hunt's electric vehicle journey began with a simple fact: The solar panels on their house in unincorporated Johnson County were producing more electricity than they could use. With gas prices rising in early 2022, the couple considered buying a used 2018 Fiat 500 electric vehicle.

"We jumped in with both feet shortly thereafter. Within the span of 14 months, we bought three," Luke Hunt said. "We charge three electric vehicles off the solar panels on a daily basis, and the electricity company pays us."

The Hunts, who now run a [YouTube channel](#) documenting road trips they've taken in their 2022 Chevy Bolt, were among dozens of electric vehicle enthusiasts who brought their cars to a [National Drive Electric Week event](#) at Tanger Outlets Fort Worth Oct. 1.

For the past decade, the North Central Texas Council of Governments has hosted the annual event with EV owners and dealerships in Grapevine and Dallas. This year, the council and its DFW Clean Cities initiative sought to reach a new audience by coming to Fort Worth for the first time, spokesperson Kenny Bergstrom said.

The built-in audience from the nearby mall and Buc-ee's, which features charging stations, was part of the appeal, Bergstrom said.



Visitors learn more about electric vehicle policies in North Texas during a National Drive Electric Week event at Tanger Outlets Fort Worth on Oct. 1, 2023. (Haley Samsel | Fort Worth Report)

“We’re hoping to get a lot of crossover traffic — people that have heard of electric cars but have never been up close in person with one and they’ve never done a test drive with one,” he said. “Our goal is to get them inside and sit down and talk to actual owners, people that have had them for years and can go over the misconceptions that people have heard about.”

Because North Texas is [failing to meet federal air quality standards](#), the council of governments is tasked with developing strategies to reduce ozone levels harmful to human health. Electric vehicles emit less pollution than gas-powered cars. Bergstrom’s organization helps educate residents about the financial and environmental benefits of transitioning to electric.

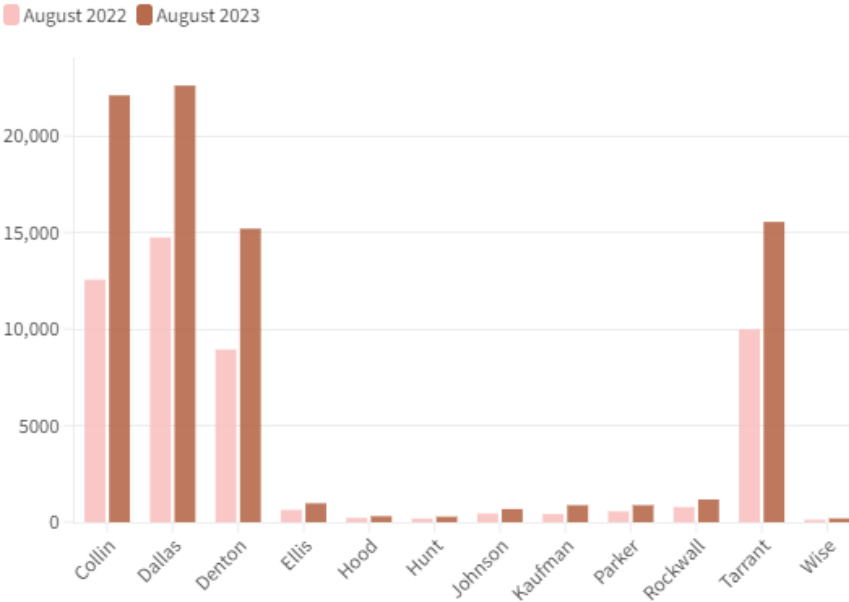
As the federal government [invests millions into expanding](#) the country’s charging network, demand for electric vehicles in Texas has rapidly increased over the past year. The number of electric vehicles registered with the state grew from 140,014 in August 2022 to 218,889 this August — a 56% increase.

Dallas-Fort Worth had the largest increase out of any major metro area in Texas, with registrations rising by 63% between 2022 and 2023. Kaufman, Collin and Denton counties saw the steepest increases, but Tarrant County wasn’t far behind.

The county reported a 56% growth spurt, increasing from 9,986 vehicles to 15,555 this year. Home to wealthy suburbs such as Colleyville, Grapevine and Southlake, northeast Tarrant County reported the highest concentrations of electric vehicles, while the southeastern portion of the county reported the lowest, according to a North Central Texas [Council of Governments map](#).

How many registered electric vehicles are in North Texas?

As of August 2023, Dallas and Collin counties lead the North Texas area in registered electric vehicles. Total electric vehicles in Dallas-Fort Worth grew the fastest out of any Texas metro area, from 49,783 to 81,093.



With the popularity of electric vehicles still in its infancy, North Texas electric vehicle owners say they receive a mixture of curiosity and skepticism from people inquiring about their cars. When Jonathan Davis is charging his Tesla Y model, the first question he hears is about the car's range, or how many miles the vehicle can travel before it needs a charge. Tesla offers estimates of when the car needs to be charged and how long the driver will need to stay at a particular destination, he said.



Jonathan Davis drove his Tesla Y from Springtown for the National Drive Electric Week event at Tanger Outlets Fort Worth on Oct. 1. While Davis loves the car, he says electric vehicles can require more tire replacement and, at times, longer waits for service at Tesla dealerships. (Haley Samsel | Fort Worth Report)

“Then they say: ‘Well, what about the time it takes to get from point A to point B on a longer trip?’ It’s actually been very beneficial, because it gets me out of the car,” Davis, who lives in

Springtown, said. “If I drove 150 miles in a gas car, I’ll usually drive 300 because I can, and it’s not necessarily a good thing, because it’s when you get tired. It forces you to take a break.”

Events like the Tanger Outlets show allow visitors to get answers about what it’s like to own an electric vehicle — the good and the bad — from real people rather than just an auto dealership, Davis said. Autobahn Fort Worth staff were on site to offer test drives and information on their models.

Electric vehicle enthusiasts also have questions of their own about a new state law charging owners [an annual \\$200 fee](#) per vehicle. The new law, which went into effect Sept. 1, aims to make up for lost gasoline tax revenues used to pay for road maintenance and construction. Owners like the Hunts say the fee should be based on mileage rather than a flat fee.

“We’re having to pay a higher tax than the gasoline tax would be,” Luke Hunt said. “But even with that, the car is still way cheaper to drive. It’s still saving me money, and I don’t mind paying our fair share. They’re just making us pay more than our fair share.”



The National Drive Electric Week event at Tanger Outlets Fort Worth was valuable to enthusiasts like Sameer Dharmadhikari, who sought to be around like-minded people. He test-drove an electric bike and showed off his Rivian SUV. “This is the stuff people dreamt of 10 years ago, right? And it’s out here,” he said. (Haley Samsel | Fort Worth Report)

What incentives are available?

Federal incentives include a \$7,500 nonrefundable tax credit for purchasing a qualified electric car and up to \$4,000 for buying a qualified used electric car. Consumers who purchase charging infrastructure between Jan. 1 and Dec. 31, 2032, can receive a tax credit of up to \$1,000.

The state provides a \$2,500 rebate to individuals who purchase or lease a new electric car. Local governments may also offer incentives. Check the [North Central Texas Council of Governments website](#) for more information.

Despite the new fees and [political pushback](#) against electric vehicle expansion, consumer interest hasn't shown signs of fading.

Joshua Tisue, who stopped by the event after shopping with his mom, Lisa, remembers pushback from his parents as he deliberated whether to buy a Tesla. His dad was concerned about the environmental impact from [the disposal of lithium batteries](#) used in Tesla vehicles.

"It seems like that's just a myth about it," Joshua Tisue, who lives in Fort Worth, said. "Pretty much everybody thinks that way until they really look a little bit deeper into it."

Once Tisue test-drove a Tesla model and learned about the lower maintenance requirements for electric cars, he was sold. His mother is also considering buying a Tesla, though she's waiting until her Honda Pilot is out of commission.

"He loves all electric cars, so he's trying to talk me into buying one. Once I got into the research of it, then electric vehicles are great," Lisa Tisue said. "Tesla is probably the best of the best, but they don't really have an SUV that I really want to drive — yet."



Electric car enthusiasts and shoppers, including Lisa and Joshua Tisue, right, talk to vendors and car owners during a National Drive Electric Week event at Tanger Outlets Fort Worth on Oct. 1. (Haley Samsel | Fort Worth Report)

NBCDFW

'WALK TO SCHOOL' DAY FOCUSES ON SIDEWALKS, SAFETY

At least 100 North Texas schools are participating in the national effort on Wednesday

By Ben Russell

Around 100 elementary and middle schools in North Texas will participate in [National Walk to School Day](#) on Wednesday.

The effort is meant to increase focus on fitness and safety for the thousands of students who walk to school every day in our area.

Statistics show that schools that participate in the program see direct benefits – 6 in 10 of the schools that took part in Walk to School Day in 2021 have already seen projects completed or, at least, identified and funded that address safety in the area around the campus, like sidewalk and crosswalk improvements.

The focus on safety could not be more relevant – Medstar Mobile Healthcare, the ambulance service for Fort Worth and its surrounding cities, responded to 8 auto-pedestrian accidents involving patients younger than 18 in August and September.

“We are having a lot of fatalities and near-miss incidents, so we want to make sure that we do our part in mitigating these incidents to make sure they are as close to zero [as possible] and they are not happening in our city,” said Rashad Jackson, the manager of the crossing guard program for the City of Fort Worth.

Jackson indicated that the city's [Crosswalk Champions](#) program has partnered with several schools from the 14 different school districts that operate within the Fort Worth city limits. Crosswalk Champions helps to provide crossing guards and educational materials for participating schools.

[North Texas schools participate in National Walk to School Day – NBC 5 Dallas-Fort Worth \(nbcdfw.com\)](#)

KWHI.COM

TEXAS CONGRESSMEN WRITE LETTER OPPOSING HIGH SPEED RAIL

By Doug Brown

Two Texas Congressmen have written a letter to the Administrator of the Federal Railroad Administration voicing their opposition to a revival of the Texas High Speed Rail Project.

Jake Ellzey, who represents Texas' 6th Congressional District, and Michael McCaul, who represents Texas' 10th Congressional District, authored a letter to Administrator Amit Bose asking the FRA to deny the permits necessary for the project.

The letter comes after Texas Central Railroad and Amtrak announced plans in August to evaluate a potential partnership to revive the long dormant project that would have created a high-speed rail from Houston to Dallas.

According to the letter from Ellzey and McCaul, Amtrak and Texas Central Railroad have filed an application with the North Central Texas Council of Governments Corridor Identification Program.

They also submitted three applications jointly with the Consolidated Rail Infrastructure and Safety Improvements Program, the Federal-State Partnership for Intercity Passenger Rail Program, and the Corridor Identification and Development Program Funding for the Amtrak Texas High Speed Rail Development Project.

The Congressmen state in the letter that if approved, these applications will result in taxpayer money being used by a private company to take private land from landowners through eminent domain.

They point out that the high-speed rail project has received fierce pushback from rural landowners, as well as, county and local governments along the route.

Ellzey and McCaul said, "Landowners deserve to have their land rights protected against the unrealistic and financially infeasible rail project."

[TEXAS CONGRESSMEN WRITE LETTER OPPOSING HIGH SPEED RAIL - KWHI.com](http://www.kwhi.com)

DRIVERLESS CARS ARE MULTIPLYING ON TEXAS ROADS. HERE'S WHAT YOU SHOULD KNOW.

Autonomous vehicles, or AVs, are here. Tribune journalists took a ride in one recently and answer the biggest questions about who's driving the driverless trend and how the state regulates them.

By Sergio Mendoza Reyes

It's 8 p.m. in downtown Austin, and the electric cars silently exit the parking lot one by one — but no one is behind the wheel of any of them. The Cruise depot is full of people preparing the cars for another night of road testing.

There are about 125 autonomous vehicles, or AVs, operating in Austin, according to a city Transportation and Public Works Department [memorandum](#).

It's unclear how many are operating statewide. According to the Texas Department of Transportation, multiple companies are testing and operating driverless vehicles “as passenger, freight and personal delivery devices” all over the state. The list includes Kodiak, Aurora, Waabi, Torc, Plus.AI, Gatik, Cruise, Volkswagen, Waymo, Starship, Kiwibot, Coco, Refraction.AI, Nuro, and Clevon.

Here's what you need to know about driverless vehicles in Texas.

When did driverless vehicles become legal in Texas?

[Senate Bill 2205](#), which took effect in September 2017, set the ground rules to regulate AVs in the state.

State Sen. [Robert Nichols](#), R-Jacksonville and chair of the Senate Transportation Committee, said that around six years ago, “pretty much all of the car manufacturers that you can imagine (came) saying we do need legislation because they want to invest hundreds of millions of dollars in the state of Texas related to autonomous vehicles.”

After discussions with the Texas Department of Transportation, the Texas Department of Public Safety, the Department of Motor Vehicles, auto manufacturers and insurance companies, Nichols said he worked with Sen. [Kelly Hancock](#), R-North Richland Hills, who sponsored SB 2205.

“When we saw the boom in AV technology on the horizon,” Hancock said, “we began a series of stakeholder meetings to design legislation that would keep government from getting in the way of transportation innovation while also providing a regulatory framework with public safety at its core.”

The bill included a key provision aimed at boosting the industry and speeding development of the technology in Texas: It barred cities from getting involved.

“Simply put, cities in Texas cannot regulate autonomous vehicles,” Richard Mendoza, the interim director of Austin's Transportation and Public Works Department, wrote in the Sept. 1 memo.

Collin Moffett, a senior transportation planner at the North Central Texas Council of Governments, said that if every city created different regulations, the industry could face serious obstacles.

“So the fact that the state provides consistent policy across the state of Texas, I think is definitely favorable and accelerates the development of this technology,” Moffett said.

Do AVs need to be licensed in Texas?

Yes. By law, autonomous vehicles must be inspected and licensed, but the procedures can be different from those for regular cars.

According to the Texas Department of Public Safety, “if a vehicle is truly automated a licensed human operator is not required to be in the vehicle and the vehicle itself is considered to be licensed to drive. In such situation, the owner of the vehicle is considered to be the operator for the purposes of assessing compliance with traffic laws.”

But a [brief](#) published by the Texas A&M Transportation Institute in 2017 noted that under the state law regulating AVs, “there are no licensing or registration requirements for verifying the capabilities of the automated driving system.”

How do driverless vehicles work?

An AV is equipped with sensors — cameras, radar and lidar (light detection and ranging) — that provide a complete view of the world around it. It also uses GPS to track its location. The data from these sensors feed the car’s artificial intelligence brain in real time, enabling it to make decisions such as choosing a route, identifying traffic lights, road signals and objects.

What’s it like to ride in an AV?

A Texas Tribune reporter and photographer requested a ride through the Cruise mobile app, and got into “Cookie” — that’s the name of the car that picked us up.

Painted orange and white, the sedan had room for five people in back. On the roof, it had a mounted structure for all the cameras and sensors.

Cruise was founded in 2013 in San Francisco, where it offers driverless ride service through a mobile app. The company also operates driverless ride hail service in Austin between 8 p.m. and 6 a.m in downtown, Central and East Austin.

“Welcome,” a pre-recorded woman’s voice said as we got in, then asked us to fasten our seat belts. The recording continued: “Let’s cruise! For safety we are recording video, but no audio.” The interior looked like a normal car, except for a transparent plastic partition that separated us from the front of the vehicle.

Screens hanging on the backs of the front seats showed a digital map with the route that Cookie would follow to our destination and allowed us to select up to eight different radio stations. The steering wheel turned on its own as the car moved through downtown Austin traffic. The AV frequently drove slower than the vehicles around us, but at times it took corners very quickly.

At one point, the car appeared to detect a nonexistent collision. An alert appeared on the screens hanging from the front seats, the car stopped for a moment, then we heard a human voice coming through a speaker, asking if everything was okay.

Have AVs been involved in accidents?

Yes.

“On 9/18, between 11:19 p.m. and midnight, resident’s car was struck by an autonomous (driverless) Cruise vehicle traveling in the 3rd lane from the north curb as it merged in front of him ... the vehicle left the scene of the accident without stopping,” states a report about a September accident received by the Austin Transportation and Public Works Department.

In another report from Sept. 14, a driver who witnessed a near-miss involving AVs reported to the department that he and his wife were stopped at the intersection of E. 11th St. and the Interstate 35 frontage road when a large group of emergency vehicles raced past them.

“Vehicle traffic yielded to the emergency vehicles, until the light turned green for East/Westbound traffic, and we watched as two Cruise AVs pulled directly out into the oncoming emergency vehicles,” the report says. “State Trooper SUVs were easily going 60-70 mph and having to [brake] and dodge the Cruise AVs as they putted through the intersection. This is absurd and unacceptable.”

Another report stated that a Cruise AV crashed into a brick wall on Austin’s West Avenue on Aug. 23 and because it didn’t have a steering wheel, there was no way for emergency personnel to quickly move it. A tow truck was called.

These complaints are among 33 that the Austin Transportation and Public Works Department received this year from July 8 to Sept. 25. The Texas Department of Transportation said it is not required to track AV incidents statewide.

Cruise said that its cars have driven more than 4 million driverless miles without any life-threatening injuries or fatalities. When benchmarked against human drivers in a comparable driving environment, Cruise AVs were involved in 65% fewer collisions overall, a company spokesperson said.

At a national level, the National Highway Traffic Safety Administration gathers [data](#) about crashes involving vehicles using automated driving systems.

Between July 2021 and Aug. 15 of this year, the NHTSA documented 382 crashes involving autonomous vehicles. California led the nation with 66% of reported accidents, followed by Arizona with 15%, Texas with 6% and Florida with 4%.

In roughly 85% of the accidents, no injuries were reported, and just one serious injury requiring hospitalization or emergency treatment was reported during the two-year period.

In recent months, people have posted photos and videos on social media of Cruise AVs stopped on Austin streets, blocking traffic. In some cases police officers responded to direct traffic around the vehicles until company employees arrived to move the stranded vehicles.

Who is responsible for an AV accident?

The Texas Transportation Code states that the owner “of the automated driving system is considered the operator of the automated motor vehicle solely for the purpose of assessing compliance with applicable traffic or motor vehicle laws, regardless of whether the person is physically present in the vehicle while the vehicle is operating.”

It's unclear whether any owner of an automated driving system operating in Texas has been fined for any incident. The state agencies contacted for this story and the Austin Public Works and Transportation Department said they didn't have information about fines or referred the Tribune to another agency.

Will driverless vehicles compete with human drivers?

Moffett thinks that in the next few years, driverless vehicles will be used to provide services such as transporting people with disabilities and offering transportation and delivery services in sparsely populated areas.

"How it will affect human drivers in the long run, I really can't say," he said. "I think it's too early to tell."

Nichols, the state senator, said, "people shouldn't be afraid of automation, because it increases productivity. Anytime we step into a new area there is always concern. I have my concerns. But we need to work this out."

IS THERE ENVIRONMENTAL RACISM IN FORT WORTH? THIS GROUP SAYS, YES, AND IS FIGHTING BACK

By Kamal Morgan

Letitia Wilbourn walked past a youth football team and a cheer-leading squad as they practiced in Prairie Dog Park. She was headed toward one of three natural gas wells in the Echo Heights neighborhood.

The cheerleaders practiced chants and formations while their parents sat in lawn chairs under the shade of a tree. Their backs were just a few hundred feet from the gas well, which is separated from the park by tall grass, bushes and wire fencing.

Some believe such wells represent threats to people's health and the environment. The U.S. Department of Housing and Urban Development says active and abandoned oil and gas wells [represent a risk for fire, explosion and pollution](#). Wilbourn says the wells in Echo Heights are just one example of how industry — and the noise and air pollution that come with it — have crept into her neighborhood.

"We have all this industrial stuff over here but we don't have anything [else]," Wilbourn said. "We have no grocery stores, we have no art activities for the kids, we have no sports centers, and they only put industrial stuff over here that makes us sick."

Wilbourn wants to stop industrialization in her neighborhood and in residential areas, especially neighborhoods of color, throughout Fort Worth. Recently, she and other community advocates established the Fort Worth Environmental Coalition of Communities to unite residents to fight against environmental racism and improve the quality of life in their neighborhoods.

Environmental racism is the disproportionate impact of environmental hazards on people of color due to policies or practices. It is evident when minority and low socioeconomic neighborhoods are exposed at a greater rate to such things as toxic waste dumps and other pollution.

The coalition is an outgrowth of tension that can occur as Fort Worth continues to grow and develop. Some people in Black and Hispanic neighborhoods feel that growth often happens at their expense.

Echo Heights is a residential community south of U.S. 287 and west of Lake Arlington that has about 2,000 homes of mainly [Black and Hispanic residents](#), according to the Census. The neighborhood is also home to what residents say are dozens of industrial and commercial businesses. These businesses have been blamed by Echo Heights residents, but not confirmed by any study, for illnesses, miscarriages, respiratory problems, and deaths.

According to the Environmental Protection Agency's Screening tool, the Echo Heights neighborhood is worse than 91% of the country for proximity to hazardous waste and worse than 83% of the country for exposure to air toxins known to cause cancer. The city of Fort Worth's new [Neighborhood Conservation Plan and Housing Affordability Strategy](#) cited data from the Centers for Disease Control and Prevention stating Southeast Fort Worth (including

Echo Heights and Stop Six) are neighborhoods where residents have some of the highest rates of adult asthma in the city.

A 2019 [UT Southwestern Life Expectancy Study](#) found that the average life expectancy for the 76119 ZIP code, which includes Echo Heights, is 73.4 years, compared to the Tarrant County and Texas average life expectancy of 78.7 and 78.5 years, respectively. The average life expectancy for Black men in the 76119 ZIP code is 68.2, 10.5 years shorter than the Tarrant County average for Black men.

Balancing housing, economic growth

The city of Fort Worth has deemed Echo Heights and surrounding areas as an [Industrial Growth Center](#) through the [Comprehensive Plan & Future Land Use](#) plan that the city developed in 2000. The plan is a general guide for making decisions about the city's growth and development.

The plan is updated yearly based on changes in policies, zoning, and studies that the City Council has approved.



Multiple semi-trucks are parked adjacent to the backyard of Echo Heights resident Letitia Wilbourn. Wilbourn claims the expansion of industrial development in her neighborhood has caused health problems leading to sickness and death among her community. Chris Torres ctorres@star-telegram.com

Eric Fladager, assistant director of planning and data analytics for the city of Fort Worth, says the goal of the Comprehensive Plan is to accommodate the rapid growth of Fort Worth, balancing the development of apartments and single family homes, along with smaller scale industrial or commercial opportunities.

Echo Heights was chosen as an industrial growth center because of the transportation access to different parts of the region, state and the country with quick accessibility to Loop 820, U.S. Route 287, and I-20, according to Fladager.

Fladager sees this as a way for businesses to help economic growth and job creation, balanced with housing that reduces commute times.

“We wanted to build a city of Fort Worth that people recognize as an outstanding place whether you’re a business, whether you’re an industrial company, whether you live in a single family neighborhood or you live in a mixed use environment,” Fladager said. “We want to create a lot of those walkable places so there are a lot of goals that are associated with planning for a city’s future and that’s something that we want residents, we want businesses and other stakeholders to be involved with.”



Parked semi-trailers sit adjacent to single-family homes in the Echo Heights neighborhood. Residents and community members recently formed Fort Worth Environmental Coalition of Communities to combat industrialization in the neighborhood. Amanda McCoy amccoy@star-telegram.com

A change in Echo Heights

Adam Davis grew up in the Echo Heights neighborhood but moved out of the area when he was young. To help remember the passing of his mother-in-law in 2018 he created Pam’s Place Room and Board to honor her devotion to helping others.

The organization provides group homes in Echo Heights and the Historic Southside for those suffering with mental health disorders or homelessness or who were previously incarcerated. In the last few years, Davis says, he has had to deal with clients becoming sick and nauseated and an increase in noise and pollution from trucks and other companies in the area.

Davis said many people have lived in the a community for 30 to 40 years, but feel they haven't had a say in changes that have occurred in the last 20 years.

"I really just felt like we should have had a choice whether they move a truck company right behind these homes," Davis said. "We've been in this community for years, and I feel like we should have a say so, we're all taxpaying citizens here."

Wilbourn moved to Echo Heights in 1985 and remembers it as a quiet agriculture area with cows, horses and goats. It wasn't until the late '90s that she started to see changes, as more industrial and commercial companies moved in.

Her neighbor, Teena James, also saw the changes in the neighborhood around the same time.

James has lived in the neighborhood since 1994 and says the proximity of these businesses and rising taxes threaten the value of her home because "no one wants to stay next to an industrial company that could possibly cause harm to your health."

"You want to be able to reap the benefits that you've invested into a community that you chose to spend your money and raise your kids in and go to school in," James said. "We should have the same amenities that any other area has because we pay taxes just as well as they do."

Wilbourn used to hold after school parties at her house but stopped because of growing concerns of air and noise pollution from the trucking company behind her home.

A fight against development

Wilbourn and Davis have been fighting against industrial and commercial development in Echo Heights for 20 years and have enlisted the help of the NAACP chapter of Fort Worth.

With the NAACP and other concerned residents, they formed the Echo Heights & Stop Six Environmental Coalition to fight against the growth of industrial and commercial businesses and to protect the health, wealth, and future of their community.

Gena Byrd, the Environmental Climate Justice Program coordinator with the Fort Worth chapter of the NAACP, follows the program's national plan in making sure Echo Heights has resources and support in its fight. The Environmental Climate Justice Program seeks to provide strategic outreach, mobilization, and empowerment for neighborhoods like Echo Heights that face environmental injustices in health, education, transportation, and more.

Byrd helped residents learn how to draw attention to their concerns, going door to door to inform residents on what the coalition is doing and inviting them to get involved. Byrd also connected representatives of Echo Heights with other coalitions and helped them access records and data to support their concerns.

"We are leaders but we also are support," Byrd said. "So when it's a community initiative, we're here to back the community up and not to take over."

More groups have rallied to help the Echo Heights & Stop Six Environmental Coalition, including the Greater Fort Worth Sierra Club, a grassroots environmental organization, and Downwinders at Risk, a clean air and environmental justice group.

Jim Schermbeck, director of Downwinders at Risk, grew up in the Rollings Hills community, close to Echo Heights. He remembers a community of Black and white residents who lived in what felt like a semi-rural area with ranch homes and large backyards with horses and goats.

Last year, when the Echo Heights and Stop Six coalition opposed a proposed [light industrial facility in front of W.M. Green Elementary School on Parker Henderson Road](#), Schermbeck and Downwinders at Risk decided they should help. The coalition was able to stop the rezoning for the project, and that served as a catalyst to bring more attention to the problems of the neighborhood, according to Schermbeck.

Coalition forms for citywide advocacy

In June, city officials met with community members at W.M. Green Elementary School to address concerns raised by the coalition. In the meeting, the group said, it learned the city had applied for a grant through the Environmental Justice Government-to-Government Program without consulting Echo Heights residents or telling them after the application had been submitted.

The grant program was designed to build a strategic plan to address community concerns on environmental issues in the 76119 ZIP code that includes Echo Heights. Schermbeck said this mobilized him and the coalition to take their efforts and concerns citywide.

“We don’t want to lose more of our neighborhood, even as we’re trying to figure out how to save it,” Schermbeck said. “So what they’re looking for is some assurance that the council hears that request, which seems quite reasonable.”

In August, the Echo Heights & Stop Six Environmental Coalition, Northside Fort Worth Air, the Fort Worth Sierra Club, Sunrise Tarrant County, and Downwinders at Risk formed the Fort Worth Environmental Coalition of Communities to fight environmental racism in Fort Worth neighborhoods. According to Schermbeck, Echo Heights will be the flagship of the organization due to the advocacy residents there have done for their community.

Part of the group’s mission statement says: “Polluting industries must be held accountable for their environmental injustices, as well as the officials who facilitate them. This means that environmental racism and its continued impacts must be thoroughly documented and addressed. By centering residents’ voices, we can build trust and unity in our communities and citywide.”

Planning for the future

Next year, the city will start work on its 2050 Comprehensive Plan, which will help shape the future of growth and development in Fort Worth. The Fort Worth Environmental Coalition of Communities will provide feedback during that process to ensure the city removes other industrial designations in residential areas in the future.

The City Council has postponed updating the Southeast Sector of the current Comprehensive Plan three times, after residents sought to stop further industrial or commercial development in the area.

On Nov. 14, the city council is scheduled to take up the last remaining piece of the 2023 update to the Comprehensive Plan, which is the [Southeast Sector Future Land Use Map](#). Wording has

been added to prevent further commercial or industrial development of the Loop 820 East/US 287 Industrial Growth Center.

Representatives of the city have met with community members several times to address their concerns and plan to meet with Echo Heights residents in advance of the Nov. 14 city council meeting.

John MacFarlane, who serves on the executive committee of the Greater Fort Worth Sierra Club, joined the Echo Heights & Stop Six Environmental Coalition over a year ago. He and Schermbeck say Fort Worth lags behind other cities, such as [Dallas](#), in a comprehensive plan to address environmental racism.

MacFarlane is hopeful the city council will approve the new version of the Southeast Sector Future Land Use Map in the Comprehensive Plan, which includes the wishes of the coalition. Representatives of the new citywide coalition will go to public meetings and work to keep members of the community informed about what is happening, MacFarlane says.

“This industrial center just didn’t spring up overnight, right?,” MacFarlane said. “ Like one company here, one company there and then once you look up 20 years later, you’re surrounded.”

NORTH TEXAS' GROWTH IS CREATING A TRAFFIC NIGHTMARE

It's time for the region to unite around urgent transportation priorities.

Dallas Morning News Editorial

Every day it seems new clusters of homes pop up near farm-to-market roads somewhere in North Texas.

Collin County communities that barely had a stoplight two decades ago have doubled or tripled in population as growth edges closer to the Red River. And cities like Dallas face slow growth, worn-out roads and congestion.

Long trips, far-flung destinations and automobile dependency are part of life here in North Texas. But it is also true that North Texas' mobility challenges and inefficiencies are not going to be solved one new road at a time or city by city. The reason is that much of the region's population growth is occurring in areas that are becoming increasingly dependent on cars and generating new levels of congestion.

Planners estimate that roughly 60% of the estimated 11.5 million people who will live in North Texas in 2045 will reside in areas that currently lack access to the existing public transportation services of the region's three regional authorities — Dallas Area Rapid Transit, Trinity Metro and the Denton County Transportation Authority. And according to the benchmark [Mobility 2045 Update](#) adopted by the Regional Transportation Council, the annual cost of congestion will soar from roughly \$13 billion now to nearly \$60 billion by 2045 if significant changes aren't made.

As a result, mobility in the region is barreling toward an inflection point, warns Michael Morris, director of transportation for the North Central Texas Council of Governments. Last month, Morris told [Regional Transportation Council officials](#) that North Texas must “restart our philosophy on transit” and “start a whole new partnership with new information and new collaboration on what is the best path forward to prepare our region for 11.5 million people.”

This region has to be smarter about how people get around. Congestion can no longer be addressed solely by building more roads, which can temporarily relieve pressure but also lead to unmanaged growth that will again clog roads. As travel times increase, residents will continue to face reduced productivity, higher insurance rates, rush hours that start earlier and last longer, worse air quality and many other social and economic costs.

Ultimately, the region needs new energy and a coordinated strategic vision that includes smarter land use, incentives to maximize development around existing transit infrastructure and increase ridership. Transit agencies also have to work together to save money, improve service and present a more aggressive and unified pitch for North Texas transit priorities to the 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.

North Texas is one of the most successful regions in the United States. However, the region must take steps now to stay ahead of growth or risk becoming a victim of past successes.

DALLAS MORNING NEWS

OAK CLIFF'S SOUTHERN GATEWAY PARK GETS \$5M FROM STATE, APPROACHES PHASE 1 GOAL

Dallas deck park could get another \$15 million from Texas state officials if funds become available.

Dallas Morning News editorial



A rendering shows what Southern Gateway Park will look like. Construction of the first phase of the park amenities is expected to start in November, with the park opening in 2025.(Courtesy of Southern Gateway Public Green Foundation)

Dirt will start flying this fall on the Southern Gateway deck park that will reconnect Oak Cliff, severed decades ago by the construction of Interstate 35E.

The ambitious 5-acre project is split in two phases. After securing public funds to build the highway deck for phase 1, the nonprofit behind the deck park has been raising money toward its \$35 million budget for the first half of the actual park amenities. We are happy to report that the project recently obtained a \$5 million commitment from Texas Parks and Wildlife. Combined with \$25 million in private philanthropy, that gets the Southern Gateway Public Green Foundation within spitting distance of its phase 1 goal.

Even more money could flow to the project from the state, thanks to the advocacy of the Dallas delegation in the Texas Legislature. Southern Gateway officials say lawmakers earmarked another \$5 million from Texas Parks and Wildlife and \$10 million from the Texas Department of Transportation to help build the decking for the second phase, although all that money is contingent on federal funds becoming available.

“We are thrilled,” said April Allen, president and CEO of the Southern Gateway foundation. “We’ve been working hard to leave no stone unturned in terms of funding.”

Allen and her team credit state Sen. Royce West and Reps. Rafael Anchía and Toni Rose for their leadership in getting the funds on the state budget. They also noted the support of other members of the Dallas delegation.

Dallas and other communities are in love with deck parks, and with good reason. But it's easy for the public and even elected officials to underestimate how difficult it is to get those projects off the ground — both logistically and financially. Deck parks spanning a certain size become highway tunnels that require fire suppression systems and other safety features. Raising money for the actual park amenities is also a herculean task given so many competing demands for public and private dollars.

Local and state officials are wisely taking advantage of federal grant opportunities to potentially secure more money for Southern Gateway. Phase 2 of the project has a \$97 million budget, with \$60 million alone going toward the decking infrastructure. As we reported last month, the North Central Texas Council of Governments is [bundling four deck park projects for an application to a federal grant program focused on reconnecting communities separated by highways](#). NCTCOG is requesting \$35 million for phase 2 of Southern Gateway decking infrastructure. Officials expect they will find out sometime in early 2024 whether their request is approved.

NCTCOG has already committed \$7 million for design and engineering of phase 2, Allen told us. The group is also planning to allocate \$5 million in regional toll revenue toward Southern Gateway phase 2, records show.

It's a testament to Southern Gateway's potential to transform Dallas that it has been able to enlist so many advocates. We hope the latest support from the state will spur more benefactors to contribute.

TEENS ARE DEMANDING GREENER ROUTES TO SCHOOL — AND CLIMATE EDUCATION WHEN THEY GET THERE

"It's absolutely unreasonable for adults to expect young people to stop the climate crisis when we aren't even learning the basic facts about it in our schools."

By Kea Wilson



Youth activists are demanding that U.S. schools take meaningful action to confront the climate crisis — including a radical reimagining of how students arrive at their doors, and what they learn about the emissions impacts of our transportation policies once they're inside the classroom.

Last week, the Sunrise Movement launched its Green New Deal for Schools campaign, which 17-year-old organizer Adah Crandall describes as a grassroots, youth-led effort to "transform public schools in America to face the climate crisis and ensure all students receive safe and high-quality education – no matter their ZIP code or the color of their skin."

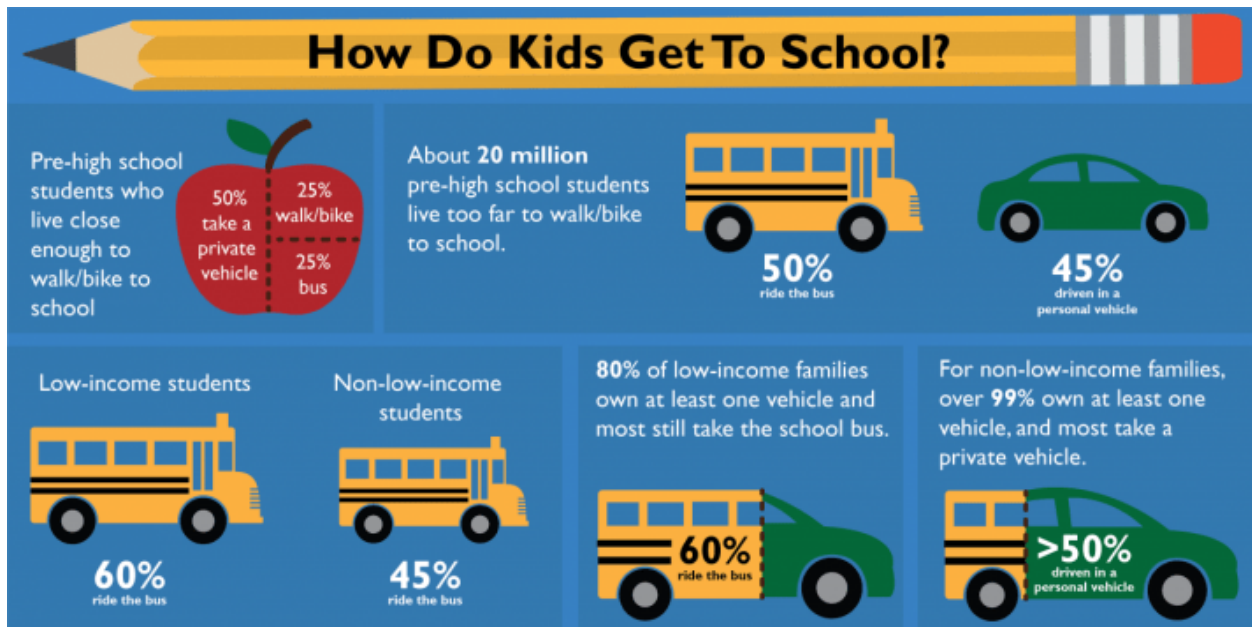
That expansive bottom-up campaign — which has already recruited student leaders in more than 50 districts across America — was launched in tandem with the newly reintroduced Green New Deals for School Act, which [would provide \\$1.6 trillion](#) in top-down federal investments to fund the implementation of green policies. And if it passes, the organizers hope it could be foundational for passing even more expansive legislation.

"We know that schools are where a lot of people in our society get their initial understanding of how the world works," Crandall said. "And so we know that when we transform our schools to stop the climate crisis, we can pave the way for the rest of society to follow. It's part of a broader national vision for a Green New Deal."

Not all of the policies in the Green New Deal for Schools are aimed exclusively at transportation, but Crandall stressed that the need for sustainable mobility is interwoven into each of the Deal's [five core demands](#).

In addition to demanding that schools are retrofitted for climate resilience, the group is also urging schools to electrify their buses, as well as ensure that students have a safe way to walk or bike to class without relying on fossil fuels. Crandall has also [lobbied](#) to give students training on how to confidently navigate mass transit.

"There should be fast and reliable buses that students can take to get to school, whether that's school buses or city buses that are funded by the government," added Crandall. "And students [need to be] able to take them for free, because no student should have to pay to get to the place where they're legally required to be every day."



Even that straightforward ask, though, has already proven challenging. Crandall recently took a gap year before college to work with the Sunrise Movement helping other youth leaders advocate for Green New Deal programs across the country, and she says it's often "difficult to get school districts to go to in the weeds about decarbonizing school transportation" because some "literally don't even *believe* in the climate crisis."

And that denial is spreading into the classroom. One 2016 study [found](#) that U.S. students get less than two hours of climate education in an entire academic year.

"I have a group that I'm working with in Georgia that isn't allowed to *learn* about the climate crisis at all, because it's considered a 'divisive topic,'" she adds. "Meanwhile, in other places, [students] have a little bit of climate education, maybe, in environmental science classes. But

from what I've seen, there's really nowhere where students are being explicitly taught about the way that our *transportation* system is contributing to the climate crisis."

Crandall emphasized that even students in relatively progressive districts like the one she attended in Portland, Ore. need to be taught more about how car dependency specifically impacts the environment, and why we can't confront the climate emergency unless we dismantle it.

"The closest thing we have [to good transportation-related climate education] are curricula that teach exactly what the fossil fuel industry wants us to be taught: that we all have our individual carbon footprints," she added. "And that's just not a useful thing to focus on, because this crisis is not the fault of individual people making individual choices to drive their cars. It is the fault of a system that has prioritized cars over people, and over our planet. It's a system that has essentially given people no choice but to drive."

Under the Green New Deal for Schools, advocates are demanding that "students [be] taught a comprehensive climate justice curriculum — developed by educators, scientists, and students, not politicians and lobbyists — that helps them understand our history and prepares them to face the climate crisis."

And until everyone can get that education, Sunrise leaders are training a legion of advocates to demand it. The group recently gathered hundreds of high schoolers for "[Sunrise Summer Camp](#)" in rural Illinois, where they

OUR DEMANDS

SAFE AND CLEAN BUILDINGS
School buildings, buses, and other school infrastructure are updated to run on 100% renewable energy, be climate resilient, and ensure safe, non-toxic learning environments.

FREE & HEALTHY LUNCH
Schools provide locally sourced and sustainably grown lunch to all students for free, to make sure no student goes through the school day hungry.

PATHWAYS TO GREEN JOBS
Schools offer opportunities to connect students with meaningful and good paying union jobs combatting the climate crisis.

CLIMATE DISASTER PLANS
When climate disaster strikes, school administrations have plans to help students recover and use buildings as designated relief zones for the whole community.

CLIMATE CURRICULUM
Students are taught a comprehensive climate justice curriculum - developed by educators and students, not elites and extremists - that helps them understand our history and prepares them to face the climate crisis.

received intensive training on how to organize for Green New Deal policies in their towns — and [not only](#) in ways that policymakers find polite.

"We know our school districts probably aren't going to just pass these really expensive [changes] after a few students show up and give public comments," Crandall said. "So we are prepared to escalate. Students are ready to strike from school; we're ready to take over and disrupt school board meetings; we're ready to run for school boards ourselves. ... Our generation knows that this is the fight of our lives, and we have thousands of people who like will stop at nothing to win it."

At the same time, though, Crandall is deeply aware that children shouldn't *have* to be the ones leading the fight to save the planet — even if the adults in their lives aren't giving them much of a choice.

"People in power love to say, 'Oh, the youth will save us,'" Crandall adds. "But it's absolutely unreasonable for adults to expect young people to stop the climate crisis when we aren't even learning the basic facts about it in our schools."

CAN FORT WORTH KEEP FROM PAVING PARADISE? FORT WORTH MAYOR SAYS NEW INITIATIVE WILL HELP

“State of the City” address covers parks, economic development and budget

By Rachel Behrndt and Haley Samsel

When Mayor Mattie Parker thinks about open space in Fort Worth, one of her mother’s favorite songs comes to mind. The lyrics to Joni Mitchell’s “Big Yellow Taxi” hit home: “You don’t know what you’ve got ‘til it’s gone. They paved paradise, put up a parking lot.”

“I don’t know about you, but I don’t want to pave paradise,” Parker said during her Oct. 6 “State of the City” address hosted by the [Fort Worth Chamber of Commerce](#). “I believe we have to meet this moment.”

As she enters her second term, the challenges facing Fort Worth’s parks system have become evident to Parker. Only [62% of residents live](#) within a 10-minute walk of a park, putting Fort Worth behind most major U.S. cities in terms of [park access](#). Thanks to rapid population growth, Fort Worth is also losing about 50 acres of open space to development each week.

Those realities drove the city to adopt an [open space preservation strategy](#) and pursue [\\$15 million in bond](#) funding to purchase properties. Through her new greenspace initiative, Good Natured, Parker hopes to set the city’s aims even higher by bringing more private dollars into the parks system to preserve at least 10,000 acres of open space over the next five years.

“We started that with a \$15 million bond, but frankly, it’s kind of a drop in the bucket as quickly as we’re growing,” Parker said in an interview.

Electric utility company Oncor has infused \$1 million into the effort, while City Manager David Cooke has appointed Mark McDaniel to serve as the city’s first Greenspace Champion. McDaniel previously led the city’s [newly revamped planning](#) and data analytics department. [Streams & Valleys](#), a nonprofit that works closely with the Tarrant Regional Water District, will disburse the \$1 million grant.

Parker has also brought in community environmentalist [Elaine Petrus](#), Texas Parks and Wildlife Foundation leader Merrill Gregg, former DFW Airport board chair Bill Meadows and state parks activist [George Bristol](#) to establish a nonprofit conservancy focused on open space preservation.

Over the next three to six months, Parker expects Good Natured to establish a set of short- and long-term goals that will guide the initiative moving forward. She sees opportunities for the city to create more successful public-private partnerships like the Fort Worth Zoo, work more closely with the Tarrant Regional Water District and improve the nearly 300 parks in the city’s system.

“We have a real opportunity, a responsibility and frankly an urgency right now to protect our natural areas and to preserve critical watersheds, our Trinity River and our green spaces,” Parker told the audience.



Richard Perez, leader of Northside Fort Worth Air, speaks to a group of activists on Oct. 6 outside of the Fort Worth Convention Center, 1201 Houston St., before the Mayor's "State of the City" speech. (Cristian ArguetaSoto | Fort Worth Report)

Parker responds to protest over environmental concerns

The city's natural environment was also on the minds of activists who stood outside the Fort Worth Convention Center before Parker's speech. Several local organizations have formed a new coalition, the [Fort Worth Environmental Coalition of Communities](#), to protest the [placement of industrial facilities](#) near homes in majority-Black and Hispanic neighborhoods.

The group, which includes members of the Echo Heights & Stop Six Environmental Coalition, the Greater Fort Worth Sierra Club, Downwinders at Risk, Tarrant4Change and Sunrise Tarrant County, aims to shape conversations around Fort Worth's comprehensive plan. The plan, which guides zoning decisions across the city, will be significantly revamped next year for the first time since 2000, according to [previous Fort Worth Report coverage](#).

Richard Perez, leader of [Northside Fort Worth Air](#), said the coalition wants city leaders to put more funding toward air quality monitoring and actively search for marginalized communities suffering because of pollution.

"This is localized pollution that's affecting these fragile communities," Perez said. "But when it comes to environmental issues, when we fix these issues, we fix them for everybody. It's about everybody."

After her speech, Parker said she respects the coalition's position and has heard from members of the Echo Heights area at several public meetings. City staff will meet with them again in October before City Council members vote on changes to the comprehensive plan Nov. 14.

Officials must undertake citywide responses to environmental challenges, she said, citing the new Good Naturesd initiative as an example.

"My focus is on the future and recognizing that some of the grievances that a neighborhood like Echo Heights, in particular, has, we can prevent these types of things from happening," Parker said. "We need barriers within our residences and any industrial use, and we're responding to that."



Letitia Wilbourn, a leader of the Echo Heights Stop Six Environmental Coalition, speaks during a protest organized by the new Fort Worth Environmental Coalition of Communities on Oct. 6, 2023. (Cristian ArguetaSoto | Fort Worth Report)

Economic development underway in Fort Worth, mayor says

Preserving open space goes hand in hand with economic development, Parker said.

The city has renewed its focus on economic and workforce development, pointing to several higher education institutions expanding their offerings in Fort Worth. The city and the Fort Worth Chamber of Commerce are also expanding its efforts to attract companies to the city, she said.

In a panel discussion, Robert Allen, president and CEO of [Fort Worth Economic Development Partnership](#), and Robert Sturns, economic development director with the city, attributed the city's business growth to promoting the city to a national audience and seeking to grow the city's workforce through projects like the [Texas A&M downtown campus expansion](#).



Fort Worth Mayor Mattie Parker delivers her "State of the City" speech at the Fort Worth Convention Center on Oct. 6, 2023. (Cristian ArguetaSoto | Fort Worth Report)

"We now have a focused strategy on attracting new companies that want to contribute to our local economy and fit the fabric of our quality of life here," Parker said.

As the mayor's second term begins, the Mayor's Council on Education and Workforce enters its second year, she said. The group's goal is to increase enrollment in early college and dual credit programs by 10%.

"The future of Fort Worth and our region depends on building a workforce and talent pipeline to support our growing economy," Parker said.

Parker promotes city budget priorities

Parker also highlighted the city's investments in public safety, economic development and education. The city's 2024 budget included additional funding for more police officers, housing stability and neighborhood improvements.

These investments have led to rapid growth, Parker said.

The city's [2024 budget](#) created 106 new police department positions and 76 new fire department positions. Despite the new positions, the city has struggled to fill open positions. The department is also making investments in recruitment to reduce vacancies. Parker announced that Assistant Chief Julie Swearingin, who oversees recruitment, received the Mayor's Unsung Hero Service Award. She will be recognized at an upcoming City Council meeting.

The city's budget will address Fort Worth's most pressing needs, Parker said. She spent time defending the city's tax rate even against her fellow council members, including District 10 representative Alan Blaylock who [motioned to further reduce the tax rate](#). The adopted tax rate was lower than previous years but will still cause resident's tax bills to increase. The trade-off was necessary, Parker said, to set the city up for future success.



City manager David Cooke presents the proposed fiscal year 2024 budget to council members Aug. 8. (Emily Wolf | Fort Worth Report)

“It’s not a stick in the eye by anybody. I understand other people’s positions and we did lower the tax rate by a historic amount,” Parker said. “The things that would have been cut were not on the table for me.”

The budget balances all of the priorities of council districts, Parker said, including the two new council districts created by redistricting. Facilitating conversation and agreement among more council members will be an ongoing challenge in her second term, Parker said.

“My job is to work with my colleagues and really understand what their perspective and priorities are, and balance those out on behalf of the residents,” Parker said. “I feel pretty confident in my ability to really sell my priorities as well.”

FACING A LANDFILL NEXT DOOR, RESIDENTS NEAR LAKE WORTH URGE STATE TO ‘DITCH THE DUMP’

By Haley Samsel



Don Brewer, a custom home builder in the Lake Worth area, is among hundreds of residents opposing BAP Kennor Landfill's plans to build a new solid waste recycling facility on Silver Creek Road. The landfill could cause water quality issues, he said. (Emily Wolf | Fort Worth Report)

A stretch of gravel road, buried in the shadows of the forest west of Lake Worth, holds the key to two possible futures facing this slice of unincorporated Tarrant County.

On one side, a massive sign announces a Dallas company's intention to turn a former sand quarry into a landfill. Across the street, residents have put up a declaration of their own. "DITCH THE DUMP," it reads. "DON'T TRASH OUR SILVER CREEK."

"Do you want to smell garbage?" said Ron Calvert, who has lived in the area for nine years. "I know I don't."

Near an RV park and a large recycling plant, 3411 Silver Creek Road has become the center of controversy for hundreds of residents living in the northwestern outskirts of Fort Worth. After purchasing the property late last year, BAP Kennor Landfill LLC now wants to store and recycle construction and demolition waste materials at the site.

To do so, the company needs a municipal solid waste processing permit from the Texas Commission on Environmental Quality — and neighbors want to ensure that BAP Kennor doesn't receive it.

[\[MAP\]](#)

Calvert is among the residents who have posted signs on their lawns and joined a [Facebook group](#) to communicate with others concerned about noxious odors and traffic that they say would be generated from a new landfill facility. About 6,000 people live in the census tract surrounding the property.

“Of course, we're already getting warehouses built down Silver Creek, by (Interstate) 820, and there's a big increase in traffic,” Calvert said. “Then you add garbage trucks to that, and the trash that falls out of the trucks. It's too close to the city to put a garbage dump in a populated area.”

As the owner of a [custom home construction company](#), Don Brewer has had a front-row seat to the area's transformation from rural oasis to suburban homestead. Building a landfill near water sources and on land that has been leveled for the extraction of minerals poses a threat to residents who rely on wells for their drinking water, Brewer said.

“There's an adjacent creek that would also affect the city water supply,” Brewer said. “The last thing that we want to do is have a water table or water system that's being compromised.”



BAP Kennor Landfill wants to turn a former quarry into a landfill to store and recycle demolition waste materials. The company has filed two applications: one to register a new facility and another to transfer an existing landfill permit. (Emily Wolf | Fort Worth Report)

Their protests have earned the attention of county and state officials. After the state environmental commission notified property owners of the permit application in July, Tarrant County Commissioner Manny Ramirez began receiving calls asking him to step in.

Ramirez, who represents northwest Tarrant County, contacted state Rep. Charlie Geren. The lawmaker requested a public meeting for residents to voice their concerns, currently set for Dec. 5 at White Settlement ISD's Brewer High School, Ramirez said. A meeting time hasn't been finalized.

In the coming months, Ramirez expects the Commissioners Court to consider a resolution formalizing its opposition to the landfill permit. County crews are responsible for road maintenance in the area and are concerned about how daily heavy truck traffic would further damage aging roadways, Ramirez said.

"The traffic already is growing to a point where road maintenance has become an issue," he said. "We are keenly aware of the impact that this will have on traffic and mobility in that region, and we're very, very concerned about it."

Tom Noons, a principal at BAP Kennor, did not respond to a request for comment, nor did a representative for Parkhill, the architecture and engineering firm that submitted the company's application. A call to a company phone number listed on the application was unreturned.



Dozens of signs protesting a proposed landfill on Silver Creek Road are posted on lawns throughout the northwestern outskirts of Fort Worth. Hundreds of residents have joined a Facebook group to "Save Silver Creek." (Emily Wolf | Fort Worth Report)

Site's history includes previous landfill permit, quarry operations

On March 8, Parkhill [simultaneously submitted two applications](#) on behalf of BAP Kennor Landfill. One application seeks to register the construction and operation of a municipal solid waste recycling facility at 3411 Silver Creek Road.

This permit would allow the facility to process waste, which is a separate activity from the disposal of waste known as landfilling, said Laura Lopez, a spokesperson for the Texas Commission on Environmental Quality.

“TCEQ’s approval to conduct municipal solid waste processing activities does not include on-site burial or disposal of waste,” Lopez wrote by email. “BAP Kennor is seeking a municipal solid waste processing registration to separate, sort, shred, grind, and bale waste. On-site waste disposal is not proposed in the application.”

The company’s second request would transfer an existing municipal solid waste disposal, or landfill, permit from Bajemi Corporation, Bruce Fentress and Sharon Fentress to BAP Kennor. First issued to Tarrant West Landfill in 1978, the disposal permit became inactive in early 1999, according to a TCEQ database.

“The existing landfill at the proposed BAP Kennor site is currently inactive and not accepting waste,” Lopez wrote. “A separate permit amendment application would be required before on-site waste disposal can occur.”

Two other state environmental permits, for aggregate production operations and stormwater, are active at the site. The aggregate permit, which remains valid through early 2024, allows the property owner to extract materials like sand, gravel and limestone.

In the two decades since the site’s landfill permit was active, the surrounding area has grown up, Ramirez said. There’s a much larger residential presence, and the city of Fort Worth projects further growth, he added. BAP Kennor’s property lies in the city’s extraterritorial jurisdiction, or a legally designated area located beyond Fort Worth’s corporate boundaries that the city has the authority to annex.

“The residents of Tarrant County living out there in Silver Creek, they enjoy a certain quality of life that they expected when they purchased their properties, and I think this project is not consistent with the neighborhood and the community environment that they’ve enjoyed for many years,” Ramirez said.

What comes next

The state environmental commission has yet to make a decision on BAP Kennor’s requests. Staff are reviewing the company’s waste processing application to ensure it’s technically complete, and BAP Kennor is addressing deficiencies identified by the commission, Lopez said.

After the public meeting, the commission will consider all comments to determine if any revisions to the application are necessary, she said. BAP Kennor will have an opportunity to address any issues before the TCEQ makes a final decision regarding the application. Nearby landowners and people who file public comments will be notified and provided instructions for protesting the decision if they wish to do so, Lopez said.

Meanwhile, Brewer and his fellow Silver Creek residents say they want to protect the serenity that the community is known for. That means keeping the issue front and center for elected officials, he said.

“The word ‘no’ is not real big in my vocabulary,” Brewer said. “The more cages you can rattle, the better chances you have of somebody saying: ‘This isn’t going to work.’”



BAP Kennor Landfill, which is registered to a north Dallas office building and a Houston P.O. Box, wants to build a municipal solid waste facility on Silver Creek Road. The proposal has faced pushback from residents, resulting in a Dec. 5 public meeting. (Emily Wolf | Fort Worth Report)

AS TEXANS STRUGGLE WITH HOUSING COSTS, CITIES LOOK FOR NEW WAYS TO SPUR MORE HOME CONSTRUCTION

In cities dominated by single-family neighborhoods, local leaders across Texas want a broader variety of housing to combat the affordability crisis.

By Joshua Fechter

DALLAS — Home prices are out of reach for [first-time homebuyers](#). Sky-high rents are [squeezing tenants](#). As the state's housing affordability crisis escalates, leaders of Texas' biggest cities are increasingly reaching the same conclusion: Their cities need more homes.

Texas home prices and rents hit record highs in recent years as the state's economy boomed, millions of people [moved here](#) and millennials entered the homebuying market in full force. But the number of homes in the state hasn't kept pace with the crushing demand spurred by the rapid growth — a key culprit, experts say, in what drove housing costs sky high.

Local leaders are increasingly open about the fact that their cities need to build more housing — or else few people will eventually be able to afford to live there.

"If you increase the supply of housing, you will push down the price, because there's more of it," Dallas Mayor Eric Johnson said last month during a Texas Tribune Festival panel. "Therefore, it's less scarce and, therefore, people can't charge as much for it. ... That's going to be a challenge for us: to make sure that Dallas doesn't become unaffordable for folks in the middle- and lower-income strata because it is becoming a more desirable place."

From Austin to Fort Worth, local officials are eyeing proposals to blunt their city's rampant unaffordability by loosening local regulations that housing advocates say get in the way of allowing more homes to be built. It's a solution increasingly embraced by local and state policymakers across the country, and even the most recent three [presidential administrations](#), as a key step, though not the only one, to solving the nation's housing affordability crisis.

A crucial part of the equation: Texas cities are dominated by single-family neighborhoods. That's a product of how cities developed over the course of the 20th century and a cultural attachment to having one home per large lot. In several major Texas cities, much of the land set aside for residential construction can only be used for single-family homes.

Any push to allow denser housing in traditional single-family neighborhoods will undoubtedly encounter stiff and vocal opposition from homeowners and neighborhood groups, who often complain that such housing construction would disrupt their neighborhood's character. In 2020, for instance, a group of Austin homeowners [successfully killed](#) a push by city officials to [relax zoning restrictions](#). They now want to end a [set of city housing reforms](#) that encourage denser housing, including a successful affordable housing program.

There's [plenty of skepticism](#) that allowing the market to add more homes could blunt rising housing costs and fears that it would fuel gentrification and [displacement in low-income communities](#), though [research shows](#) such reforms may protect those communities. Critics also believe such attempts would do little more than boost developers' profits.

"Amnesia has allowed some creative profiteers to rebrand trickle-down policies as a housing solution," said Carmen Llanes Pulido, executive director of [Go Austin/Vamos Austin](#), a community health coalition. "And half of progressive Austin is hoodwinked."

"If we want to provide housing for our teachers, our health care workers, our postmen, our firefighters and police, if we want them in our cities, which I think we do, then we have to rethink the definition of single-family neighborhoods."

— Chad West, Dallas City Council member

But city policymakers have begun to realize the decades-long devotion to the traditional single-family home at the expense of other housing options is coming back to bite them as their regions struggle to absorb the extraordinary demand for housing their cities have seen over the past several years.

"If we want to provide housing for our teachers, our health care workers, our postmen, our firefighters and police, if we want them in our cities, which I think we do, then we have to rethink the definition of single-family neighborhoods," Dallas City Council member Chad West said.

Among the ideas: reducing the amount of land that cities require homes to sit on and allowing different kinds of housing — like duplexes and fourplexes — to be built in single-family neighborhoods. Cities are exploring — and pushing — ways to allow developers to build a broader swath of housing between a typical single-family home and a blocky apartment complex. Doing so, proponents and housing experts say, would allow more homes to hit the market. They say that would moderate housing costs — giving would-be first-time buyers a better shot at homeownership and tenants relief on their monthly rent.

"There is no one single perfect solution to housing affordability, and as our city continues to grow I am focused on ensuring we have that right mix of strategies that have long-term impact," Fort Worth Mayor Mattie Parker said.

The "missing middle"

Home prices in Texas' largest metro areas rose so much in the last several years that the typical for-sale home is out-of-reach for most families living there, [according to figures from the National Association of Home Builders](#).

And as rents surged during the pandemic, more tenants had a tougher time paying for other necessities. Roughly half of renters in the state's major urban areas spend more than 30% of their income on keeping a roof over their heads, [according to the Joint Center for Housing Studies at Harvard University](#). These "cost-burdened" renters spend so much on housing that it's crowding out other necessary household expenses like child care, groceries and transportation — and making it more difficult for renters to become homeowners.

"When you're having to overspend on rent, it becomes hard to save for homeownership, harder to save for a down payment and the other costs associated with buying a home," said Ashley Flores, senior director at the Dallas nonprofit Child Poverty Action Lab.

One way cities are looking to beat back the affordability crisis is to allow more "missing middle" housing — a loose term that means housing like duplexes, fourplexes and small apartment buildings that fall between a single-family home and a mid-rise apartment building.

Texas builds a lot of single-family homes and larger apartment complexes, but not as much in between — even as housing permits during the pandemic era hit levels not seen since the 1980s. Permits for duplexes, triplexes and fourplexes, for example, steadily ticked up in the last decade, [data from the Texas Real Estate Research Center at Texas A&M University show](#), but still only made up less than 3% of the state’s permitting activity from 2020 to 2022.

Officials in Austin, Dallas and Houston are trying to make it easier to build such housing in traditionally single-family neighborhoods without totally upsetting the character of those neighborhoods.

“The main outcome that they’re trying to achieve is to create ownership housing that sells for a non-ridiculous amount that a normal person that you could relate to might think of being able to afford, but it still looks recognizably like a house,” said Jake Wegmann, an associate professor at the University of Texas at Austin’s School of Architecture who studies housing affordability. “It doesn’t have to be like a radical departure from what the neighborhood looks like.”

In the epicenter of the state’s affordability crisis, Austin officials want to allow up to three housing units to be built [nearly anywhere single-family homes are currently allowed](#). If the city allows more homes to be built on lots that currently only allow one home, proponents argue, the cost of the land would spread across multiple households, thus lowering the overall cost of the homes on that land.

Three hours north on Interstate 35, officials in Dallas and Fort Worth are trying to figure out how to allow more homes to be built amid high housing costs. Over the last decade, the Dallas-Fort Worth area emerged as an economic juggernaut and one of the nation’s fastest-growing metropolitan areas.

With that growth came higher housing costs. The typical home in Dallas-Fort Worth went for less than \$300,000 in the months before the COVID-19 pandemic began, according to Texas A&M data. At the height of the state’s hot housing market last year, the median sales price soared more than 60% — growing past \$400,000. The market has since cooled amid higher interest rates, but the median home price in the region is 50% higher than it was before the pandemic.

Renters, too, have felt the pinch. Typical rents in the Dallas-Fort Worth region are more than 30% higher than they were before the pandemic, [Zillow data shows](#), hovering at \$1,850 a month.

If left unchecked, the region’s high housing costs could imperil its economic growth.

“Fort Worth is the fastest-growing city in the country, and without affordable housing and paths to affordable homeownership we won’t be able to support the skilled workforce that we need to thrive,” Parker, that city’s mayor, said. “Our rapid growth shows no sign of slowing down, so we’re looking at solutions we can start implementing now to meet those growing housing needs.”

One reason for the run-up in costs, housing advocates and real estate experts say, is that the Dallas-Fort Worth region hasn’t built enough homes to keep up with its job growth. Homebuilding plummeted across the country in the years after the housing crash of 2008, and Dallas-Fort Worth was no exception. In Dallas, there were about as many housing units built in

the 2010s as in the 2000s, despite 10 times more population growth than in the previous decade, [a recent Child Poverty Action Lab found](#).

“Construction took such a hit in the wake of the Great Recession that we’ve been playing from behind for the last 10 years,” Flores said.

That pace of building has left the region with a dire shortage of housing that’s at least partially responsible for its higher home prices and rents, experts say. [By one estimate](#), the Dallas-Fort Worth metro area needed more than 85,000 housing units than it had in 2019 — before the region added more than 200,000 households over the pandemic. Low-income renters feel the housing shortage most acutely as they compete with higher-income households for limited rental stock, Flores said.

“Our rapid growth shows no sign of slowing down, so we’re looking at solutions we can start implementing now to meet those growing housing needs.”

— *Mattie Parker, Fort Worth mayor*

Faced with a growing affordability crunch, Dallas could soon follow Austin’s lead in trying to get a grip on its housing shortage. West, who represents the northern part of Dallas’ Oak Cliff neighborhood, plans to unveil a proposal that would allow duplexes, triplexes and fourplexes anywhere in the city single-family homes are allowed. Allowing that kind of density is key to preventing the city from becoming completely unaffordable, West said.

“The simple law of economics is that if you have increased supply, you have stabilized or reduced prices,” West said. “If we don’t want to become [the wealthy Dallas suburb] Highland Park across the entire city, we have got to embrace allowing a little bit more density.”

Thirty minutes west of Dallas, officials in Fort Worth have also broached the idea of encouraging more abundant housing. City officials there are exploring how to [encourage developers to build housing with anywhere from four to 100 units](#) — housing that’s technically allowed under Fort Worth’s zoning code.

“We’re growing at a rate of 20,000 people a year approximately,” said D.J. Harrell, Fort Worth’s director of development services. “Eventually, we’re going to need to come up with new housing solutions or the price of homes will continue to escalate.”

Even Houston, the most affordable large city in the country, is trying to allow more homes to be built as home prices and rents grow out of reach for its residents. In late September, the Houston City Council sought to allow more “missing middle” housing by [loosening city restrictions](#) to make it easier for developers to build three to eight housing units on a given lot. The council also voted to allow larger accessory dwelling units — also known as ADUs, garage apartments or “granny flats” — in the backyards of single-family homes. They also passed rules designed to promote developments in which smaller single-family homes surround a shared courtyard.

“It increases the opportunity to develop properties in different ways and provides a variety of housing options at different price points and makes housing more economical for people at different income levels,” said Suvidha Bandi, principal planner at Houston’s planning and development department.

Smaller lots, more homes

Allowing more “missing middle” housing isn’t the only potential reform on deck. Policymakers in Austin and Dallas also are weighing whether to reduce their cities’ minimum lot sizes for single-family homes — the amount of land the cities require those homes to sit on.

A proposal carried by Austin City Council member Leslie Pool [would reduce the minimum lot size](#) in the city’s three most common single-family zoning categories. The minimums for those tiers currently range from 5,750 square feet to nearly a quarter of an acre. Pool’s proposal would reduce the minimum for all three to 2,500 square feet. In Dallas, West would like to see the minimum lot size decreased to 1,500. The thinking goes that buying a home won’t be as expensive if homebuyers don’t have to purchase as much land along with it.

“When you are forcing people to use more land per housing unit, then you are unnecessarily increasing the cost per housing unit,” said Adam Perdue, a research economist at the Texas Real Estate Research Center at Texas A&M University.

Lowering the minimum lot size would enable more homes to be built on less land, real estate experts and housing advocates say. In Dallas, for example, it’s common for a home to sit on 7,500 square feet of land because of city requirements. Reducing the minimum lot size under West’s proposal would allow more homes to be built, said Nathaniel Barrett, a Dallas developer.

“If we had a minimum lot size of 1,500 square feet, suddenly I could put five houses where there was one house, and voilà, you’ve quintupled the land available,” Barrett said.

Cities are under the gun to figure out ways to relax restrictions on what kind of housing can be built and where — and not just because of the affordability crisis. Texas lawmakers considered [relaxing cities’ zoning restrictions](#) earlier this year, though [those efforts died quietly](#) at the tumultuous end of the Texas Legislature’s regular session in May. And city officials, already pummeled by years of attacks from the state government [about local authority](#), fear the Legislature will finish the job when they convene again in two years.

But there’s also a growing constituency that’s vocally pushing for cities to enact zoning reform to allow more housing. In recent weeks, dozens of housing advocates in Austin and Dallas held public rallies to support building more housing, including government-subsidized affordable units.

To Adam Lamont, a Dallas middle school teacher who leads the group Dallas Neighbors for Housing with his wife, that support is growing for a simple reason: Housing costs have dramatically increased, and it’s impossible to ignore.

“Five years ago, you could still say Dallas is a pretty affordable city,” Lamont said. “Within these past five years, a lot of that affordability has really gone by the wayside.”

CHARGING UP EVS: BRIDGING THE APARTMENT GAP

With the electric vehicle transition, access to transportation options like transit, walking and biking needs to come first. But—for smart growth and equity—equitable access to charging for apartment dwelling car-owners is an essential part of the picture.

By Chris Rall

In our EV blog series, we'll share strategies in the zero-emission fleet transition which work in concert with smart growth. These strategies can both advance the EV transition and reduce the need to drive so much. They include [electric carshare services](#), [charger-oriented development](#), [the NEVI program](#), integrating smart parking policy with EV-charging, electric micromobility, and much more. Watch this space for more and [go here to learn more about CHARGE, the coalition we co-lead on these issues](#).

Much of the group-think around the transition to electric vehicles comes from the picture in many people's heads of the suburban built form, where every house is a detached single family home with its own garage where the electric vehicle (EV) sits charging.

Guess what? Not everyone lives in a single family home. If we're going to integrate the EV transition with smart growth, and make it more equitable, we have to make sure people living in apartments have access to great mobility options. Apartments are good for smart growth, and low income and Black and Brown communities disproportionately rely on them for housing. So, if we want to advance smart growth and equity, there shouldn't be a mobility penalty for living in apartments. Let's talk about how to approach this issue.

Don't: Require parking

For some EV enthusiasts, it's tempting to focus on EVs first and start with the idea that apartment buildings should be required to have plenty of parking with access to an EV charger in every spot. Not so fast! Parking requirements significantly increase the cost of housing, make it difficult to create walkable environments, and incentivize car ownership and driving which increases emissions.

There is not enough space here to lay out all the problems with off-street parking requirements. Go [here](#), [here](#) and [here](#) to learn how these outdated and misguided regulations increase housing costs, hamper efforts to create more walkable neighborhoods, generate traffic and more. Suffice to say that the best practice is to eliminate off-street parking requirements, allow the market to determine the number of parking spaces, and focus public standards and investment on biking and walking infrastructure and transit service.

Eliminating off-street parking requirements won't change the world overnight. In most communities and particularly car-centric ones, developers will build apartments with parking even if they aren't required to, and many residents will still own cars. Recognizing that it takes some time for communities to become less car-reliant, we need to address charging, the biggest impediment to the EV transition.

However, we don't need to perpetuate the misguided parking policies of the past and the sprawl they generate. There are better approaches than parking requirements for ensuring people have the mobility choices they need including access to a car. For example, [incentivizing or](#)

[encouraging the integration of EV carshare service](#) with low-car development is a great way to give a lot of folks access to a car on the occasions they need it.

Do: Require parking to be EV-ready

When a municipality eliminates minimum off-street parking requirements, builders still put parking in many of their projects. These buildings will be around for 50 years or more, and we need to be at zero emissions by 2050. With EV adoption doubling every two years, we're risking a drastic shortfall of charging options for apartment dwellers much sooner, one that could see apartment dwellers relegated to gas-powered cars.

One of the benefits of EVs (if you can charge at home) is that you never have to go somewhere to fuel up unless you are driving more than your car's range in a single day. Since American drivers cover an average of [37 miles each day](#), and [less than one percent](#) of trips exceed 100 miles, EVs are much more convenient and much more affordable to fuel than ICE vehicles, *if* you have at-home charging.

For EV-owners who can't charge at home, convenient, affordable, publicly accessible neighborhood charging is really important. We'll talk in greater detail about getting public charging right in the next blog in this series. However, it's worth noting that of the \$7.5 billion in the infrastructure law dedicated to public charging, 83 percent is dedicated to fast chargers out by the highway, leaving comparably few resources for public charging that serves those who can't charge at home. This is very inequitable.

It's pretty clear that all new residential parking spaces constructed from now on should have charging options. The cost of running electricity to parking as a retrofit is orders of magnitude more expensive, so we need to make sure any parking serving residential built today is EV-ready. In short, don't require parking, but require parking to be EV-ready.

What is EV readiness?

Our partners at [EV Charging for All](#) have just released an [EV Building Codes Toolkit](#) on this piece of the puzzle—how building codes should dictate EV readiness for parking in newly-constructed apartments:

1. **If you have parking, you should have access to charging—period.** Every housing unit that has parking needs to have access to charging in at least one parking spot.
2. **Low level 2 charging is good enough, and can be provided via a receptacle/outlet.** The meters need to be set up so that electric use can be easily billed directly to the resident. This prevents middlemen from charging a surcharge on apartment residents, saves the building manager from the hassle of figuring out how to bill appropriately for electricity use, and allows multi-family residents to benefit from future 'vehicle-to-home' resilience measures (where the EV battery can provide backup for the apartment if the grid goes down).
3. **Get the word out.** Install prominent signage so residents know the spaces are EV-ready.

While this is the right approach for new buildings, remodeling existing buildings to provide access to charging is going to be challenging and necessary. Currently, multifamily property owners are eligible for the same Inflation Reduction Act 30 percent tax credit for installing

charging infrastructure as home-owners. Decision-makers should keep an eye on how this program performs to determine whether the challenges of charging access for apartment dwellers warrant a bigger incentive for existing apartment buildings.

The big picture

Municipalities can aid in the EV transition by ensuring that parking is EV-ready, while also supporting other publicly accessible, equitably priced charging options, which we'll describe in further detail in our next blog in this series. They don't need to require that more parking be built in order to support EV users—and in fact, building more parking could take us further from our emissions goals.

Congress and the administration can do a lot to support this approach. The Joint Office on Energy and Transportation (JOET) could develop guidance and sample building codes. The Department of Housing and Urban Development could include EV readiness as a criterion when prioritizing affordable housing investments. Besides fundamentally re-orienting the transportation program from highway expansion to better support transit, walking, and biking infrastructure, Congress could support JOET's work on guidance and provide support for low-income multifamily housing projects to incorporate clean mobility options like EV carshare and affordable EV charging.

TEXAS HIGHWAYS ARE FAST, BUT ARE THEY DANGEROUS? HERE'S WHAT A NATIONAL ROAD STUDY SAYS

By Dalia Faheid

Texas is the state with the 10th highest rate of deadly crashes from speeding, a new study reveals.

To find out which state had the highest proportion of fatal crashes with speed as a contributor, business litigation and personal injury lawyers [Heninger Garrison Davis](#) analyzed the most recent data from the National Highway Traffic Safety Administration. [Speed-related factors include](#) a driver exceeding the speed limit, driving too fast [for the road conditions](#) or [racing](#).

“The [NHTSA's Fatality Analysis Reporting System](#) is a vital tool in identifying how and where fatal crashes occur, which can hopefully be used to reduce the number of accidents on our roads, which includes speed related fatalities,” a spokesperson for Heninger Garrison Davis wrote in a news release.

In Texas, 21% or 857 of the 4,068 total fatal crashes involved speed. That rate is 21% greater than the national average. Speeding is a Class C misdemeanor punishable by a maximum fine of \$500 in the state. TxDOT recently launched the statewide [“Be Safe. Drive Smart”](#) speeding awareness campaign, urging drivers to slow down to help save lives.

Wyoming topped the list with the highest proportion of fatal crashes, 28%, where speed was a contributing factor. Utah was second with 27% of deadly crashes involving speed, while Virginia was third with 26%. Missouri, Connecticut, Colorado, Florida, Delaware and Mississippi had the next highest proportions of fatal crashes before Texas. Idaho had the lowest proportion of fatal crashes due to speeding, at 4%.

“The faster you travel, the less time you have to react to developing situations on the road, making a collision much more likely. Traveling at a higher speed also makes it significantly harder to stop or maneuver around a collision ahead of you,” the spokesperson said. “Ensuring that you leave an appropriate amount of space in front and to the sides of your vehicle, should allow ample time to react to developing situations around you and minimize the risk of being involved in a serious accident.”

TOLL LANES ARE EXPENSIVE FOR A REASON: THEY AVOID TRAFFIC. NOT AT THIS FORT WORTH SPOT

By Jess Hardin

Picture this: You're commuting from work on Interstate 35W. Maybe you live in Alliance or Roanoke.

You're eager to get home so you take the TEXpress lane. It costs up to 90 cents per mile during rush hour, but sometimes it's worth it to avoid sitting in traffic after a long work day.

The lanes' variable pricing — which can mean spending up to \$10 for a single one-way trip — is supposed to keep traffic moving at a minimum of 50 mph. But, it's 4:30 p.m. and, in a span of a quarter mile, your speed decreases from 75 mph to 35 mph at Basswood Boulevard.

Here's why.

Traveling north on I-35W, there are two TEXpress lanes and two regular lanes. However, U.S. 287 (the exit after Basswood Boulevard) has only two lanes in each direction. The off ramp from the regular I-35W lane to U.S. 287 is nearly a mile long. But the connector between the TEXpress lanes and U.S. 287 is only about three-tenths of a mile long.

As a result, traffic backs up on the on ramp, and the one mile between Basswood Boulevard and the U.S. 287 exit slows to a crawl.

Today, the congestion is an annoyance, but as development continues to boom in northwest Fort Worth, the traffic will without a doubt get much worse.

A fix is in the works, but it won't be complete until 2030 — at the earliest.

Accommodating growth

U.S. 287 is the corridor to some of the fastest growing parts of Fort Worth, which is adding [more people than any other city in the country](#). It is a main gateway to communities like Avondale and Rhome.

The Northwest school district, which includes Fort Worth, Rhome, Haslet, Roanoke and Justin, is forecast to enroll nearly 50,000 students by 2032. Only 20 years ago, the district enrolled just 6,000 students.

The projections are based on data about new housing developments, like Reunion, a 3,150-acre community from Dallas-based developer PMB Capital Investments that [will feature 10,000 home sites](#) near the intersection of Texas 114 and U.S. 287.

"As leaders, we need to prepare not only for the growth that's here today, but the growth that's coming in 50 years," said Manny Ramirez, county commissioner for Precinct 4, which includes Northwest Tarrant County.

The rapid growth in this area has created what is called an "incomplete supporting thoroughfare network," said Jeffrey Neal, senior project manager at the North Central Texas Council of Governments, an association of local governments created for regional planning.

When developers build housing communities, they often add capacity to roadways. But because this is done in a piecemeal fashion, the result is a roadway system with a lot of missing pieces.

“There’s so much growth that the street system has few opportunities for alternatives when there’s a traffic situation,” said Neal.

That’s what Ramirez has been trying to target at the county level:

“One way to provide relief is to make sure we’ve got adequate arterial roadways for our folks to travel,” Ramirez said.

TxDOT plans

The corridor was constructed with the expectation of future improvements, said Neal.

Multiple organizations are responsible for maintaining the corridor.

U.S. 287 is managed by the Texas Department of Transportation. The toll lanes and the ramps are managed by private transportation company North Tarrant Express Mobility Partners LLC.

But the ramps were designed and built by TxDOT.

TxDOT provided information about relevant projects affecting this corridor, but denied the Star-Telegram’s request for an interview.

TxDOT is about to embark on a \$227 million project that could help the problem, but a solution to this issue is still years away.

The project will add one lane in each direction to the nearly seven-mile stretch of U.S. 287 between Interstate 35W and Avondale-Haslet Road. It will also add continuous one-way frontage roads.

The road widening is part of phase three of the project. The second phase is scheduled for bidding in 2026. TxDOT is still working on finding funding for the third phase, said an agency spokesperson.

If congestion gets really bad, NTE could provide refunds, Neal said.

Expediting the plans

The Council of Governments and Tarrant County are doing their best to abbreviate this timeline.

The Council of Governments applied for a grant that would enable TxDOT to widen U.S. 287 while it starts the project. If the council wins the grants, construction could start before the end of 2026, and the project could be completed by 2030.

Ramirez was faced with a similar question — how can I make this process faster? — in regards to Boat Club Road near Eagle Mountain Lake.

In that case, the county opted to conduct the redesign and engineering, so TxDOT could come in and complete the road. The county is doing something similar with Boat Club Road.

Ramirez said he intends to continue getting creative with infrastructure projects, like the U.S. 287 corridor.

“I don’t care who engineers it. I quite frankly don’t care who pays for it or who builds it. All I care is that in two to five years, our citizens are driving on it,” Ramirez said.

DALLAS MORNING NEWS

HOW DFW AIRPORT BROUGHT SOARING GROWTH TO THE ONCE RURAL HEART OF NORTH TEXAS

The cities of Irving, Grapevine and Southlake all sprang to life after a new regional airport landed in their backyards.

By Steve Brown



Irving's Las Colinas development and DFW Airport are both celebrating their 50th birthday. (Smiley N. Pool / Staff Photographer)

When plans were announced in the late 1960s for North Texas' new regional airport, critics of the project complained it was being built in the middle of nowhere.

Fifty years after DFW International Airport debuted, the huge air hub is in the middle of everything.

To construct the new regional airport, Dallas and Fort Worth bought up more than 15,000 acres of rural land along the county line — much of it in the towns of Grapevine and Irving.

In the last five decades, the suburbs that surround the airport have seen some of the fastest growth in the region thanks in great part to DFW Airport.

“We were a small rural farming community when the airport started development,” said Grapevine mayor William D. Tate, who was elected to the city's top elected post just as the airport opened. “We had about 7,000 residents. It certainly changed us.”

Today, Grapevine is one of the region's most [popular shopping](#) and entertainment centers with growing retail, convention [hotels](#) and regular events in its historic downtown. With a population of more than 51,000, the city is also attracting [new businesses](#) that want to be close to the airport.

“We’ve had success but it hasn’t been easy,” Tate said.

Grapevine gave up thousands of acres for construction of the airport — property that it generates no tax revenue from, he said.

“If we had that 8,000 acres back on the tax rolls and us being in the center of the Metroplex, we would have probably been a much different city – probably more like Frisco,” Tate said.

Most of the city’s raw land that isn’t part of the airport grounds is gone, he said.

“We have just a few hundred acres outside the airport that are undeveloped,” Tate said.

Having DFW Airport as its next-door neighbor has helped Grapevine’s retail and hospitality industries.

“People can come in on an airplane now and if they have a layover, they can get on TexRail and come to Grapevine and enjoy our restaurants and amenities and get back on the train in the morning and catch their flight,” Tate said.



Grapevine attracts millions of residents a year. Only about 7,000 people lived in the town when the airport opened. (Robert W. Hart / Special Contributor)

It’s no coincidence that DFW Airport and [Irving’s Las Colinas](#) are both celebrating their 50th anniversary this year.

On Sept. 14, 1973, Dallas businessman Ben Carpenter announced plans for Las Colinas. Six days later, DFW Airport was formally dedicated.

The airport and the huge real estate development have been tied together since the start. Plans for the project were announced six days before the new airport was dedicated.

“Without a doubt, Las Colinas is a lot of what it is today with the access to the airport,” said Tim Glass with the Las Colinas Association. “The ability of the companies to have a great location next to one of the biggest airports in the country is absolutely fundamental to Las Colinas.”

Today, Las Colinas is home to about [7,500 businesses](#) that employ more than 150,000 people. That’s a bigger employment total than downtown Dallas.

The project is home to the [biggest Texas concentration](#) of Fortune 500 companies, including Fluor, Kimberly-Clark, Pioneer Natural Resources and McKesson.

Las Colinas Association estimates the value of all the real estate developed in the project in the last 50 years totals about \$13 billion.

“I don’t think it would have happened without that airport being there,” Glass said. “The growth was certainly accelerated by DFW Airport. Even from the earliest of days, Las Colinas has attracted companies that operate nationally and internationally.”

After growing to almost 12,000 acres, Las Colinas is now all but completed with only a few hundred acres of raw land left to build on.

Glass said he expects redevelopment of lower-density building sites to be the next construction wave for Las Colinas. Developers recently tore down the first office building constructed in Las Colinas — [an 18-acre campus](#) off Carpenter Freeway built for Allstate Insurance.

Like Grapevine and Irving, Southlake has seen huge growth since the construction of DFW Airport. The Tarrant County town was home to only about 2,000 people before the airport opened.

Back then, most of Southlake’s residents lived in semi-rural homes and estates.

“Southlake was not much to talk about at all,” said Southlake Chamber of Commerce CEO Mark Guilbert. “It certainly has changed in the last 30 to 40 years.

“There’s no doubt the airport has been a significant economic driver for us,” Guilbert said. “The convenience of the transportation it brings and the employment opportunities have just been tremendous.”

Since the airport opened, Southlake’s population has grown to more than 32,000.

The city has seen significant retail and [office construction](#) along with affluent housing. Southlake has a median home value of [more than \\$1 million](#).

The popular [Southlake Town Square](#) brings in shoppers from the surrounding region.

“The proximity to the airport has brought tremendous opportunity to this area,” Guilbert said.

He said the city is nearly [fully developed](#).

“Full building out is only about 33,000 to 35,000 so we are getting close,” Guilbert said. “Down the State Highway 114 corridor there is still some space for building.

“But once you get past some of those key parcels, it’s going to be just filling in nooks and crannies.”

NEW MAP SHOWS HOW CLIMATE CHANGE AFFECTS YOUR COMMUNITY AND ITS VULNERABILITY TO WEATHER

The study ranked Texas as the No. 8 most vulnerable state to climate change out of 51 states and districts, according to the Climate Vulnerability Index.

By Noor Adatia



Francisca Cortez, from East Dallas, walks beneath the shade of her umbrella along the Jefferson Boulevard business center in Oak Cliff in Dallas as temperatures reached triple digits on Sunday, July 12, 2020. A heat advisory remained in effect for North Texas through at least 8 p.m. Monday. (Lynda M. Gonzalez/The Dallas Morning News) (Lynda M. Gonzalez / Staff Photographer)

Across the globe, the past few years have been characterized by scorching summers that [endanger the health of outdoor workers](#) and biting winters that often freeze pipes and other critical infrastructure.

During the February 2021 freeze, [nearly 250 Texans died](#) and millions were left without power and water. Unrelenting heat waves this summer resulted in [heat-related deaths](#) and knocked out power, leaving many without air conditioning.

In order to better understand what communities are most affected by the impacts of climate change, researchers from the Environmental Defense Fund and Texas A&M University recently collaborated on a project to illustrate how climate threatens neighborhoods across the United States.

The [Climate Vulnerability Index](#) — a comprehensive tool that analyzed more than 70,000 tracts in the U.S. — allows people to search by location and learn what conditions shape their level of

vulnerability. The study examined 184 indicators, including health, social economic impact, environment, extreme weather events and infrastructure, to draw its conclusions.

“We created this tool, the CVI, the climate vulnerability index because we wanted to understand where the most disadvantaged communities are across the nation,” Grace Lewis, a health scientist at EDF said adding the tool is a “scientific approach” to learning about the root of climate vulnerability.

For example, the health factor included data on the number of adults diagnosed with long-term health conditions, the number of infectious diseases as well as access to affordable care. It took scientists about a year to conduct their research and collate the data onto a map.

Lewis said this national tool initially came out of a research project in Houston that assessed the city’s vulnerability to climate change. After realizing the benefit of a tool like this, scientists and economists embarked on a larger project to make this data available to everyone in the country.

Another goal for the project is to help underserved communities secure funding from the bipartisan infrastructure law and the Inflation Reduction Act, [according to a statement released by EDF](#) earlier this month. The IRA is a climate and clean-energy bill signed by President Joe Biden last fall.

“I think we’ve got this historic opportunity, and we can’t let it pass us by,” Lewis said. “We need to think forward also about how we [invest] in electric vehicles and charging stations and energy.”

Lewis said she hopes the map serves as a “wake-up call” to city planners and other decision-makers on how to build more resilient and sustainable communities.

Where does Texas rank?

Out of all 50 states plus the District of Columbia, Texas ranked No. 8 for overall climate vulnerability, placing it among the most vulnerable states.

The main drivers behind this ranking include poor chronic-disease prevention, an abundance of food deserts and poor land use. When it comes to climate change impact, Texas ranked high in vulnerability for the costs of climate disasters, flooding and economic and productivity losses.

The darker-colored areas on the map indicate places of higher climate vulnerability, while the lighter-colored regions indicate lower vulnerability. Texas is a larger, heterogenous state that has pockets of both, said one of the study’s researchers, Dr. Weihsueh A. Chiu, who is also a professor at A&M’s veterinary school.

This type of shading indicates a pattern found across the U.S. that is linked to the socio-economic standing of different neighborhoods, Chiu explained. Affluent areas, which tend to have better health care and more robust infrastructure, can respond more easily to climate disasters, resulting in a lower vulnerability score. Meanwhile, less affluent areas, home to more factories and poor infrastructure, tend to rank higher in terms of their climate vulnerability.

“Climate then becomes an equity issue because those communities are less able to respond to these new emerging threats from climate change,” he said, adding many low-income areas lack the financial resources and proper infrastructure to help them in the face of climate threats.

Unlike other climate screening tools, the CVI map accounts for infrastructure in addition to health and climate. Lewis said many maps illustrating the effects of climate change take into account two factors, adding it's typically rare for trackers to examine the intersection of health, environment, climate and infrastructure.

"We take a very holistic and broad view of vulnerability and recognize those infrastructures, social determinants of health," she said. "They play a really important role in a community's ability to be adaptable.

The data indicates that the country's 10 most vulnerable counties are in the South, with several in Louisiana and Mississippi. St. John the Baptist, a parish in Louisiana, ranked as the most vulnerable county in the U.S.

However, Lewis said she hopes people see the map as a way to instill positive change into their communities, rather than dwell on the negatives of climate change.

"What areas do we need to fortify in order to foster resilience, because we know that climate is really having an immense impact?" she said.

She said she hopes people recognize from the study that climate change does not operate in a vacuum; instead, health and environmental factors work together with climate to impact a community's well-being.

PROPOSED FUNDING SWAP COULD PAY FOR IMPROVEMENTS IN ARLINGTON AHEAD OF 2026 WORLD CUP

By Colby Farr

Funding for improvements to [Arlington's Entertainment District](#) and a new comprehensive transit study are up for consideration during an upcoming [Regional Transportation Council](#) meeting.

The gist

The council will meet at 1 p.m. Oct. 12 at 616 Six Flags Drive in Arlington. The meeting's consent agenda includes consideration of a funding "swap" with the city of Arlington for making improvements to roads and sidewalks in its entertainment district, according to the [agenda](#).

Staff from the [North Central Texas Council of Governments](#) are proposing a \$17.5 million funding swap with the city of Arlington. If approved, staff would allocate \$17.5 million in federal funds to Arlington for improvements to Randol Mill Road.

In exchange, the council of governments would receive \$17.5 million in local funds for improvements to the entertainment district, according to the agenda.

Zooming out

Improvement projects were identified by staff and stakeholders as the area prepares for three major events in the coming years.

Major League Baseball selected Arlington as the host city for its [2024 All-Star Game](#). The Dallas-Fort Worth region will also participate in the [2026 FIFA World Cup](#). Both events will take place in the Arlington Entertainment District.

In addition, Fort Worth's Naval Air Station Joint Reserve Base will host the [Wings Over Cowtown air show](#) in 2024. More than 150,000 visitors are expected to travel Hwy. 183 daily during the event.

Also on the agenda

The council will also consider greenlighting a comprehensive transit study called "Regional Transit 2.0: Planning for Year 2050."

The study will focus on advancing communication and collaboration between cities and transportation authorities on concerns and transit expansion, according to the agenda. The action could establish a transportation partnership initiative that addresses several priorities related to transit in Dallas-Fort Worth.

BOOMING TEXAS COULD BE THE MOST POPULATED STATE BY 2100, NEW STUDY FINDS

Dallas-Fort Worth could be the nation's [biggest metro](#) by 2100, and now a new report says Texas might be the most populous state by the next century.

The [population study](#) by moving experts moveBuddha estimates Texas will be home to nearly 96 million people by 2100, which amounts to a 213.8 percent population increase. The Lone Star State will far outshine California, which is currently the most populated state with more than 39 million people, according to the [U.S. Census Bureau](#).

Texas only crossed the 30 million [population milestone](#) in July 2022, so there's still quite some time to get to that near-100 million mark in 77 years.

Overall, the analysis says, Southern states are predicted to grow exponentially by the turn of the next century. Florida will follow right behind Texas as the second most populated state, with an estimated growth of nearly 68.5 million people. California is expected to fall into No. 3, with an estimated population of just under 50.4 million by 2100.

However, just as moveBuddha caveated Austin's local 2100 population estimate with the unknown effects of climate change and a general uncertainty to predict the future, the state-by-state report includes similar warnings.

"We don't know how climate change will affect migration patterns, and we don't know the effects of new technologies," the report says. "Many Americans are leaving large cities and cold-weather states for less congested places and warmer climates, especially for the winter months."

Additional factors that might contribute to future migration patterns include housing affordability, lower taxes, and the number of Baby Boomers who decide to retire over the next several decades. And in Texas, specifically, moveBuddha says, the state will have to develop more and better infrastructure to handle the anticipated growth.

"Large Texas metropolitan areas like Dallas, Austin, and Houston will have to build much more infrastructure and combat the same big-city problems like crime and expensive housing that have made Americans move from places like Chicago and New York City," the report says.

According to the report, the top 10 biggest states and their populations by 2100 will be:

- **No. 1 – Texas (95,699,438)**
- No. 2 – Florida (68,495,750)
- No. 3 – California (50,394,266)
- No. 4 – Georgia (23,904,874)
- No. 5 – North Carolina (23,049,547)
- No. 6 – New York (20,214,987)
- No. 7 – Washington (19,301,336)

- No. 8 – Arizona (18,516,915)
- No. 9 – Colorado (14,640,993)
- No. 10 – Virginia (14,400,363)

Population projections were calculated with Census data between 1910 and 2023, using an annual compound growth rate for all states to estimate the population growth by 2100.

The full report and its methodology can be found on movebuddha.com.

‘NOT DONE YET’: DALLAS’ HOMELESS PROGRAM PLACES MORE THAN 2,700 PEOPLE IN HOUSING

Housing Forward, which serves Dallas and Collin counties, announced Tuesday it reached its initial goal for the program.

By Noor Adatia

Two years after the launch of Dallas’ rapid rehousing program, [more than 2,700 people](#) across Dallas and Collin counties have received housing, thanks to private philanthropy dollars and public partnerships from municipalities across the region.

The [R.E.A.L. Time Rehousing initiative](#), started in October 2021, seeks to reduce the number of people experiencing homelessness with administrative support from Housing Forward, which oversees North Texas’ homeless response system.

The program has also helped “transform the homeless response system in the region,” Joli Robinson, CEO of Housing Forward, said in an announcement Tuesday at the Meadows Foundation building. The Dallas-based nonprofit also made significant investments to the [\\$72 million initiative](#), which she said has changed the area’s response to homelessness.

During the first year of the program, chronic homelessness dropped by 32% and the number of people experiencing unsheltered homelessness went down by 14%.

Several municipalities, including the cities of Dallas, McKinney and Mesquite, pooled their resources in order to make this yearslong goal possible, Robinson said.

Dallas City Manager T.C. Broadnax said Dallas plans to continue its investments with Housing Forward and continue to provide support to systems that have “proven effective at reducing homelessness.”

“In many cases, we hadn’t always been great partners, but we found a way to be better,” Broadnax said.

Broadnax, who has been city manager for more than six years, said the city has taken a more active role in trying to reduce homelessness. Over the last few years, he said, Dallas has changed its strategy with those living in encampments and attempts to move them into more stable environments.

The city has also ramped up its efforts to shelter unhoused people during periods of inclement weather, particularly when it’s dangerously hot or cold outside, Broadnax said.

“We are the anchor and/or the heart of this region,” he said. “And so we do have a responsibility — as the largest urban center, with the largest amount of individuals experiencing homelessness — to really lead that effort in partnership.”

The [R.E.A.L. Time program](#) also received a \$36.4 million boost in federal funding, representing a 70% increase in annual funding, according to Housing Forward’s news release.

Moreover, the 2,700 number represents an initial goal set by the organization two years ago. Robinson said the program is working to rehouse a total of 6,000 people by 2025.

“We are now more equipped to help our neighbors connect with rehousing resources, and we are not done yet,” she said. “We have shifted our attention to our new goal, which is even more comprehensive and all-encompassing of our work.”

Robinson said finding housing for unhoused people is just one solution that Housing Forward works on. Finding them jobs, connecting them to community resources and other family members are other important elements to helping them get back on their feet.

“Those wraparound services are just as critically important for us to ensure that people have what they need to move to self-sustainability,” she said.

The latest homelessness point-in-time count, [conducted in January 2023](#), indicates there were 4,244 homeless individuals in Dallas and Collin counties. The next PIT count, which will take place in January 2024, will reveal the full effect of the program and its strategy so far.

THE SHORTHORN (UTA)

ARLINGTON PREPARES INFRASTRUCTURE FOR FIFA WORLD CUP, MLB ALL-STAR GAME

By Drew Shaw

Arlington is preparing its Entertainment District to host the 2024 Major League All-Star Game and the 2026 FIFA World Cup, with officials approving over \$17.5 million to fund improvements last week.

The city met recently with the North Central Texas Council of Governments to discuss the costs and needed improvements, including road renovations as well as safety and transit expansion. The Entertainment District covers the area of the city that has Globe Life Field, Texas Live and AT&T Stadium, one of the stadiums expected to host the World Cup.

“With so many upcoming events, we think there’s a lot of synergy and opportunities for this body to coordinate and to basically prepare some infrastructure now that will help us be ready for that,” said Karla Windsor, NCTCOG senior program manager of sustainable development, at the meeting.

The \$17.5 million will be split into three categories, with \$8 million going to streets and safety projects, like improved sidewalks and crossings. Another \$6 million will go to traffic operation improvements, such as software improvements and traffic signal improvements.

The other \$3 million is for transit projects, like renovating Arlington’s Trinity Railway Express station, which would handle the bulk of traffic entering the city, Windsor said.

The NCTCOG already had the needed \$17.5 million in federal dollars, but these funds take time to clear and implement, she said.

Because the projects need a quick turnaround, one faster than the federal funds would allow, Arlington and the NCTCOG have agreed to “swap” the \$17.5 million to avoid delaying the Entertainment District improvements. The city had the money at its disposal in the form of local funds that were previously allocated to maintenance improvements along Randol Mill Road.

NCTCOG can now use these local funds from Arlington, giving the city its \$17.5 million in federal funds in exchange. In time, Arlington can use the money to resume improving Randol Mill Road.

The agreement was the “only way” to get mobile funds for the improvements fast enough to meet the baseball All-Star game, said Michael Morris, director of transportation for NCTCoG’s transportation department, at the meeting.

The delay in improving Randol Mill Road comes with an additional price tag of \$3.8 million in temporary asphalt overlay and sidewalk modifications, as the street needs work to hold traffic before the World Cup. Regional Toll Revenue funds will cover these interim costs.

Windsor said city, sports and venue officials have kept a “phased approach” to prepare for the events. Officials started phase one in January, phase two prepares the area for next year’s MLB All-Star Game in July 2024, and phase three prepares for the World Cup two years later.

As part of the initiative, NCTCoG has requested federal aid from Washington D.C., specifically asking for 50 energy-efficient buses that after the World Cup would go to Los Angeles for the 2028 olympics, Windsor said.

Phase four looks beyond 2026 at long-term improvements with more turnaround time.

“Once you’ve made these particular improvements for this purpose, these improvements will be used every single day for all the other events and all the other regular people that are living and working in our region,” Morris said.

Arlington’s Globe Life Field was announced as the host of the 2024 All-Star Game last November. Seattle’s T-Mobile Park hosted the game in 2023, filling 47,159 seats of the stadium’s 47,943 capacity.

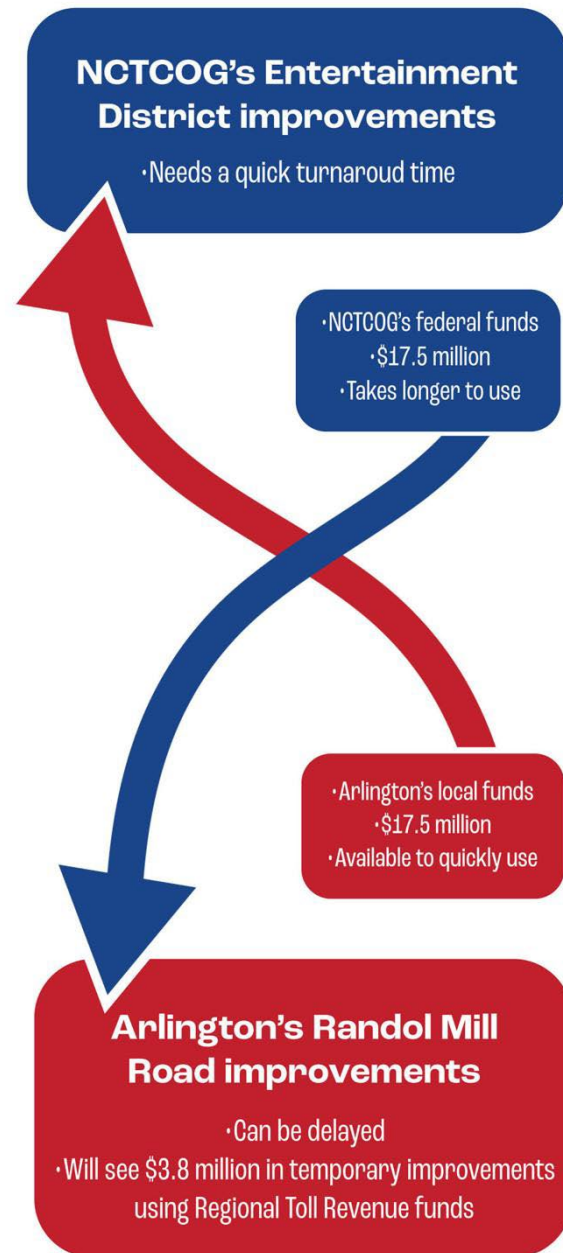
Globe Life Field has about 40,300 seats, though the Texas Rangers this year have seen an average attendance of just over 31,000, according to baseball-reference.com.

Arlington is one of 16 cities hosting the 2026 World Cup, which will take place across Mexico, the United States and Canada and pit 48 teams against each other. The soccer tournament happens every four years and is often considered the world’s largest sporting event with over 5 billion people estimated to have engaged with the event in 2022, according to FIFA.

Qatar hosted last year’s World Cup, bringing in over one million international visitors. During the busiest stage of the tournament, the region’s main metro and tram networks notched up 9.19 million trips, with a daily average of 707,032 passengers.

The country had invested at least \$220 billion into infrastructure to host the event, according to *Forbes*.

“One World Cup game is like four Super Bowls,” Morris said. “We may get eight games, that might be equal to 24 Super Bowls economy-wise. I wouldn’t want to be asleep at the switch not getting out in front three [or] four years early to be prepared for these.”



THE SKY IS THE LIMIT WITH TEXAS WOMAN'S UNIVERSITY'S NEW AERONAUTICS PROGRAM

By Jonathan Perriello



The Doswell School of Aeronautical Sciences program aims to offset the underrepresentation of women in the aviation industry by providing them an alternate path when pursuing their career. (Courtesy Ava Elder)

[Texas Woman's University](#) is carving a pathway for women into the aviation industry after a record \$15 million donation from the Doswell Foundation laid the groundwork for the establishment of the Doswell School of Aeronautical Sciences.

As of 2022, the percentage of women pilots in the U.S. was 4.9%, according to [CAPA-Centre for Aviation](#), an organization that tracks aviation market data. The program aims to offset this underrepresentation by providing an alternate path for women pursuing aviation.

The details

TWU is seeking approval from the Texas Higher Education Coordinating Board to begin the aviation program in fall 2024 at 25 students per semester. Upon launching the program, the university will seek [Federal Aviation Administration](#) approval, per the news release.

Pilots must complete an Airline Transport Pilot certification to fly commercially, which requires 1,500 flying hours. FAA-approved coursework will allow graduates to apply for a Restricted

Airline Transport Pilot Certification, which reduces the hour requirement to 1,000. Therefore, college programs can create commercial pilots in less time with less expense, which will increase the percentage of women in the field by mitigating cost barriers, according to university officials.

“TWU is uniquely positioned as an educational institution because they’re a woman’s university. I don’t know of any other woman’s university in the U.S. that’s doing anything like this,” said Clint Grant, dean of aviation, business and logistics at [Tarrant County College](#).

Grant was recently selected to direct the program at TWU starting Oct. 23. A private pilot himself, Grant brings decades of knowledge to the position with an aviation technology degree from [Embry-Riddle Aeronautical University](#) and experience in aviation maintenance at [Delta](#) airlines. He also helped launch the aviation flight program at TCC in 2012 and has been teaching since 2000, he said.

Grant aided TWU in designing the new aviation curriculum, which will offer a Bachelor’s in Aviation Sciences with two tracks: one in professional pilot training and the other in aviation management, he said.

What to expect

The professional pilot track is targeted to students interested in commercial piloting and certified flight instructor training. The management track is intended to certify students as commercial pilots while teaching flight operation management skills rather than instructor training. Together, these two should cover the bulk of what the demand will be for a startup flight program, Grant said.

In addition to hiring qualified faculty and staff, Grant will also be working to secure partnerships with third-party flight programs who can supply the university with aircraft and instructors. The next step will be to form an advisory committee that would include industry professionals from major airlines, Grant said.

Collegiate flight programs are growing in importance to help mold capable pilots, but the journey can be intense, Grant said. To ensure student success, TWU’s program intends to provide individual instruction to supplement classroom training and answer any questions they may have, he said.

“[There will be] a lot of intentional advising going on. We aren’t going to just sign them up and forget about them,” he said.

The impact

These subtleties may provide increased accessibility for the next generation of students, including Ava Elder, a [Denton High School](#) junior who has already begun her pilot training. Ava is attending the ground school portion of her high school’s aviation program, which lays the basic framework for pilot training, she said. She said she plans to test for her private pilot license at the end of the year.

Ava said she has wanted to become an airline pilot since elementary school, but before TWU unveiled its aviation program she was considering schools out of state. Now she has a more accessible avenue to pursue her dream, she said.

“It means everything. I get to do what I want to do, and be close to home and be close to my mom, and now I get so many opportunities to do what I love a little bit easier,” she said.

Going forward

The aviation program was a natural evolution for TWU, which is strong in health sciences, said Wandaliz Turner, Ava’s mother and associate director for the center for women in politics and public policy at TWU. The aviation program will help pave the way for the university to branch into other sciences, Turner said.

Five years down the line, the hope is that TWU has a thriving aviation program, a presence at the local airport and an expanded concept of aviation sciences to include majors for nonflight students, Grant said. But for now the focus is getting the program off the ground.

“I cannot wait to see a maroon and white airplane in the sky,” he said.

DALLAS LEADERS WRESTLE OVER HOW TO FUND STREETCAR LINK THROUGH DOWNTOWN

By April Towery

A plan to link the Oak Cliff Modern Streetcar through downtown Dallas to the McKinney Avenue Trolley is still in play, but the project's got at least 108 million problems. Advocates for the "Central Link" streetcar extension say they may have to pay a consultant to determine funding options just to cover maintenance and operations.

Federal grant funding could be available for a portion of the \$108 million capital costs to build the Central Link, city officials said, but further study is needed to determine exact costs and funding options.

Dallas Director of Transportation Gus Khankarli briefed the City Council on the project Wednesday, noting the city's [complicated relationship with Dallas Area Rapid Transit](#) and the challenges of financing the project. Developing a connected streetcar system has been a focus of Dallas' planning efforts for nearly two decades.

Bringing in Downtown Dallas Inc.

City staff has been discussing with Downtown Dallas Inc. a plan to connect the existing incomplete system, "which is critical to realizing the full economic impact of the streetcar," Khankarli said during Wednesday's [briefing](#).

Council members have expressed a desire to expand the streetcar outside the Central Business District, the transportation director added.

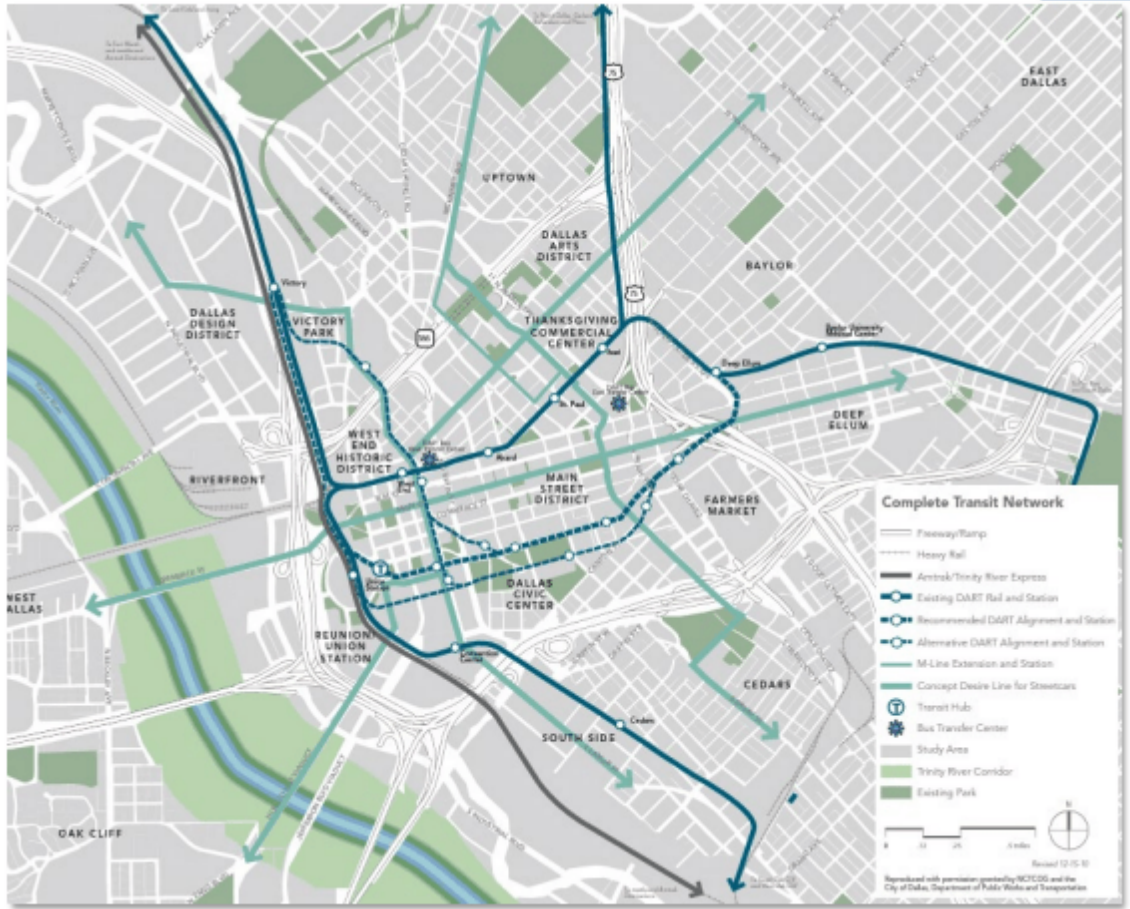
"Many expansion routes have been evaluated but

Existing and Historic Streetcars in Dallas
Source: DART Service Area Streetcar Feasibility Study, 2022



we obviously cannot proceed until the Central Link alignment and broader O&M [funding] question are solved,” Khankarli said.

District 14 Councilman Paul Ridley, who represents a portion of downtown, requested the Central Link briefing by [memorandum](#) with District 2 Councilman Jesse Moreno.



Complete Transit Network

“In light of the increased population in the [Central Business District], I think it’s critical that we move forward with plans for the Central Link,” Ridley said.

Evan Sheets, vice president of planning and policy for DDI, said downtown stakeholders support the project despite the lengthy planning process and numerous expansion iterations over the years.

“We see Central Link as a critical part of a completed system that sees the true value of streetcar ultimately come forward to the city, a source to find sustainable ongoing operations and maintenance funding,” Sheets said. “Without a completed system, we don’t believe this is possible. We also see this as the only way to see the full vision of an expanded network reaching further out into additional neighborhoods.”

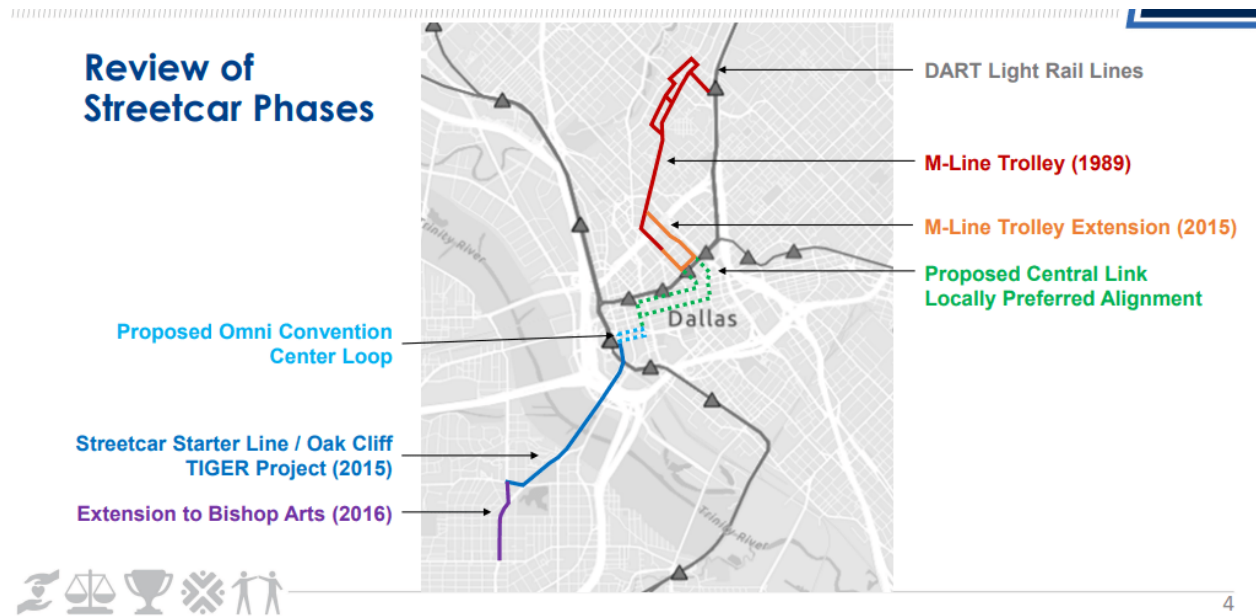
Funding the Central Link Streetcar

Khankarli acknowledged the city hasn’t done a thorough study on how to fund the maintenance and operations of the Central Link.

"I would venture to say that we as a city may have to take that on as part of the analysis of what the O&M could look like since we are the owner of the system," he said. "Even if we as the city and the transportation department take that lead, it will have to be in coordination with our stakeholders."

Sheets said DDI has looked into how other cities fund such projects.

"There's a handful of potential sources we've identified such as increased parking revenue through parking benefit districts as well as premier zones through public improvement districts," he said. "What we've discussed with Gus and his team is we do see a need to have a thorough technical analysis of those tools and financial projections put together to understand how they could cover those costs long-term and ultimately have a sustainable model that not only shows how they could contribute to Central Link O&M ... but how they could contribute to future extensions as a replicable model."



Sheets added that he was looking for consensus from the council to have Khankarli craft a request for proposals so a consultant could begin looking into financing options.

Although not discussed at length, the question of how to fund a consultant study also was raised.

Council Members Push Back

District 12 Councilwoman Cara Mendelsohn questioned how plans for the ["D2" light rail line](#), intended to relieve overcrowding on the single existing line, were scrapped from DART's long-term plan without input from the council.

The City of Dallas uses its sales tax revenue to fund DART and therefore should have been included or at least made aware of such a decision, Mendelsohn said.

"D2 was tied to the Silver Line," Mendelsohn said. "We essentially felt like we were giving up something, an enormous quality of life issue for our area, in order to benefit the rest of the city with D2. In the end, Dallas has been totally misled."

Assistant City Manager Robert Perez said the D2 project isn't dead. It can be added back to DART's 20-year plan just as easily as it was removed, he said. It was removed because ridership levels weren't being met, Perez added.

Mendelsohn said the city is slated to spend \$426 million on DART this fiscal year and is already talking about instituting an entirely new transportation system to be funded separately.

"We should not be funding additional transportation expenses that clearly were intended 40 years ago when we made this arrangement," she said.

Deputy Mayor Pro Tem Carolyn King Arnold said her constituents simply want a mode of transportation that's clean and safe.

"The streetcars are cute," Arnold said. "I like them, but it's not just about me. It's about the people in my community. Can they get where they need to go with a good bus? I would say so. I'm not being inundated with a cry to put in streetcars."

The [two-hour briefing](#) ended with Khankarli saying his staff would present a "robust plan" that outlines the Central Link technical components, initial costs, and funding options.

Councilman Moreno, who with Ridley requested the briefing and represents a portion of downtown, said it's imperative to move forward with the streetcar.

"Downtown is bustling and hustling more than ever before," Moreno said. "This is a tool that's not only going to be used by the residents who live here, but it's also going to be a big impact for our visitors."

MCKINNEY COUNCIL OKS USE OF EMINENT DOMAIN IF NEEDED FOR SH 5 PROJECT

By Shelbie Hamilton



McKinney city officials are working on a utility relocation project ahead of the reconstruction of SH 5 by the Texas Department of Transportation. (Xtreme Heights Productions/Community Impact)

McKinney City Council members approved four resolutions Oct. 17 that allow for the use of eminent domain to acquire easements for a utility relocation [project along SH 5](#).

How we got here

A [reconstruction project along SH 5](#) is being led by the Texas Department of Transportation.

The [project will expand](#) portions of the roadway to six lanes, while other areas with limited right of way will remain four lanes with added turn lanes and raised medians, according to the city's website. The reconstruction effort will also include widening sidewalks and improving stormwater systems.

Construction on [the relocation project](#) is expected to begin in mid-2025, according to the city's website.

What's happening?

City officials are [required to move city utilities](#), such as water mains and wastewater mains, out of the TxDOT right of way into city use easements prior to the beginning of the SH 5 reconstruction project, Director of Engineering Gary Graham said at the meeting.

The design stage of the project has been completed, and city officials are working on property right acquisition for both temporary and permanent easements. Construction on the utility relocation is expected to begin this year and be complete prior to the SH 5 reconstruction project's estimated start date, according to the city's website.

The action taken

City Council members unanimously approved resolutions that allow for the use of eminent domain to acquire property easement rights on four properties along SH 5.

[\[MAP\]](#)

The resolutions state it is a public necessity to acquire the properties. The value of easement use on each affected property and compensation for affected property owners will be determined at a special Collin County Commissioners Court meeting, Graham said.

Also on the agenda

Council members voted 5-2 against a rezoning request to allow for a multifamily development at the southwest corner of McKinney Ranch Parkway and Collin McKinney Parkway. Council members Rick Franklin and Justin Beller voted in favor of the rezoning request.

Representatives of the project's developer, the Allen Harrison Co., proposed a 385-unit luxury multifamily development for the site. The proposed project was valued at about \$90 million, Allen Harrison Co. representative Kevin Kuntz said at the meeting.

Learn more

For more information on infrastructure projects in McKinney, visit www.mckinneytexas.org/3338/projects.

WFAA

‘IT TAKES A VILLAGE’: THE EFFORTS TO LOWER TRAFFIC FATALITIES IN NORTH TEXAS

Overall, traffic fatalities are down in the region. But in Dallas, Wise and Collin counties, those numbers jumped in recent years.

By Tashara Parker & Makenzie Kenny

DALLAS — "You have to drive for yourself, as well as the next person."

That's the message Sonya Landrum gives to her own family members, but also wants you to hear.

"Stick to those rules of the road, don't pick up the bad habits, and a lot of people in Texas do have one: [speeding](#)."

Landrum is program manager over roadway safety for the [North Central Texas Council of Governments \(NCTCOG\)](#).

She says bad habits like speeding, aggressive driving and not using turn signals are just some of the behaviors contributing to what government officials are calling alarming statistics across the country.

RELATED: [How to shut down speeders in North Texas neighborhoods](#)

Data in the [2022 Safety Program Performance Measures Report](#) shows that here in North Texas, overall traffic fatalities are down 6%. But in Dallas, Wise and Collin counties, those numbers jumped.

The most dramatic increase was seen in Collin County, where traffic fatalities are up 51% from last year.

Aside from the bad behavior, Landrum says the high numbers of people moving to North Texas are also contributing to the deadly crashes.

"The more people that move here, the more vehicles that we have on the road, so the more opportunities for crashes," she said.

In an effort to counter that, the NCTCOG is employing what it calls the "Four E's" of roadway safety:

- Engineering
- Education
- Enforcement
- Emergency response

"Enforcement definitely helps to correct negative driver behavior," Landrum said. "But also we're trying to attack it from the standpoint of education."

That education is made available through its array of resources, including the [Drive Aware North Texas campaign](#), which addresses topics like distracted, wrong-way and impaired driving.

Another unique strategy is the digital message boards you may see while cruising the highways in North Texas – all with reminders for drivers about being courteous to others and following laws.

"It's up to all of us, we can all make a difference, every individual driver, as well as passenger can make a difference on what happens in that vehicle."

HERE'S HOW THE STATE BROADBAND FUND WOULD AFFECT FORT WORTH IF APPROVED IN NOVEMBER

This potential \$1.5 billion state fund is described as a supplement to the largest federal public investment in broadband infrastructure.

By Sandra Sadek

A proposed constitutional amendment on the November ballot could help bridge Tarrant County's digital divide by bolstering the largest federal public investment in broadband, according to officials.

[Proposition 8](#), if approved by voters in Texas, would create the \$1.5 billion Texas Broadband Infrastructure Fund to cover broadband initiatives. This funding will come straight from the state Legislature and will supplement the [\\$3.3 billion the state of Texas received](#) from the federal government through the Bipartisan Infrastructure Bill.

Connor Sadro, a transportation planner with the North Central Texas Council of Governments, said this is "probably the first and last time you will ever see this magnitude of public funding for broadband availability."

"You're looking at the biggest swath of just 'Let's get people connected with technology,'" Sadro said.

Not only will this Texas Broadband Infrastructure Fund help match the federal funds, but it will also supplement projects to update and modernize the 911 system and utility poles in rural areas.

Tarrant County Commissioner Manny Ramirez, who has been vocal about bringing more broadband to the county's rural pockets, said access to this additional money would be a huge step in bridging the digital divide.

The digital divide is the gap between those who have affordable access, skills and support to effectively engage online and those who do not.

Ramirez described broadband infrastructure as no different from roads, bridges, water lines and even electricity.

"It is a piece of critical infrastructure that our citizens expect and deserve to increase their quality of life. Particularly in rural areas where there's no built-out access because the economics don't work for private companies to build those networks," Ramirez said.

The state's comptroller's office, which oversees the [Broadband Development Office](#) created by the state Legislature in 2021, would determine where the money from the fund would go, based on a map that highlights which communities are unserved or underserved.

This state map identifies areas that are unserved, underserved and served based on a certain internet speed. It is different from the [broadband map put together by the FCC](#).

According to the [Texas broadband development map](#), the city of Fort Worth is fully served.

City staff gave a presentation to council members in September stating that 17% of Fort Worth residents don't have access to high-speed internet and 8% have no internet access.

Staff also identified gaps in historically disadvantaged neighborhoods like Las Vegas Trail, Como, Marine Creek, Stop Six, Rosemont and Ash Crescent.

Texas Broadband Development Map Criteria

- “Served” refers to locations where max speed is greater than or equal to 100/20 Mbps for downloads/uploads
- “Underserved” refers to locations where max speed is between 25/3 and 100/20 Mbps for downloads/uploads
- “Unserved” refers to locations where max speed is less than 25/3 Mbps for downloads/uploads

Source: Texas Broadband Development Office

Past conversations looked at [incorporating broadband](#) to help with the East Lancaster corridor revitalization efforts and connect people to work and educational opportunities.

Sadro said it may surprise people that some areas of Fort Worth that are considered underserved or unserved — the East Lancaster corridor for example — are not eligible for the funding, according to the state broadband map.

But the map's designations are not final. Cities, counties and internet providers can challenge the state map if they believe there is an error regarding an area's access to the internet.

“That is a heavily debated federal and state topic of how are we measuring the eligibility of certain areas,” Sadro said. “Just a couple of months ago, the FCC map went through its challenge process and added over 1 million new serviceable locations that were not previously on that map.”

Kevin Gunn, IT solutions director for the city of Fort Worth, said one of the reasons why some underserved areas are mischaracterized is because of self-reporting by service providers.

The city plans to challenge the state map to add the areas it has identified as underserved and unserved, Gunn said.

“There will be a challenge process for the state map, for us to work with the state and the service providers and say, ‘OK, what's the ideal speed delivered, and what are the real-world speeds that customers can get at these locations?’” Gunn said.

In the meantime, the city is working to put together a broadband plan to help connect service providers to areas in need of internet access.

The city put out a [request for proposal](#) back in February 2022 to find a provider to “design, build, test and operate a fiber network that can meet the needs of government, residential and business subscribers.”

The city will work with a service provider to add cabling for community and government facilities such as libraries and fire stations in neighborhoods in need.

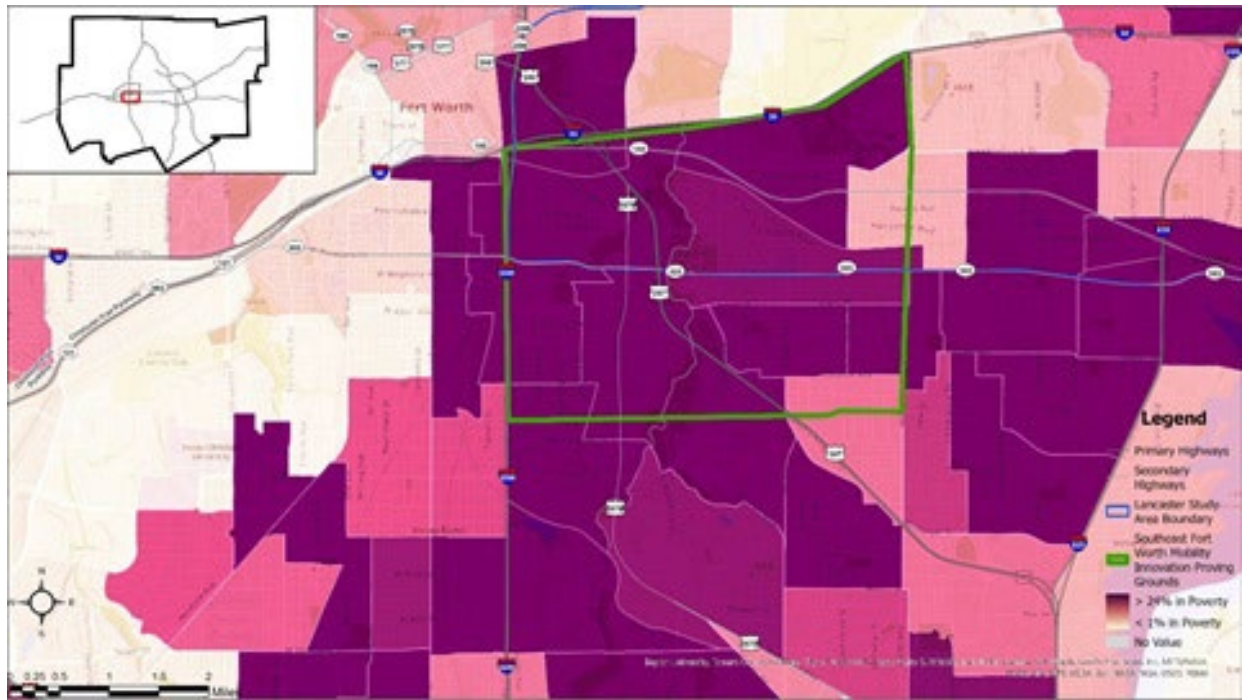
“A big obstacle for internet service providers is getting the fiber path close to those neighborhoods. In partnering with us, we’re kind of filling in that gap and then (providers) are using their own private funding to build-out to each of the houses or apartments in those neighborhoods,” Gunn said.

Tarrant County has expressed interest in partnering with the city on this fiber plan.

Bringing broadband access to all parts of the community makes Texas more economically competitive, healthier and educated, Ramirez said.

“This truly is one of those opportunities for a win-win,” he said.

TRANSPORTATION PLANNERS CRUISE TO WIN FOR INNOVATIVE PROJECT



A conceptual project that could reshape transportation in a historic area of Fort Worth was recently recognized as one of two winners of the Texas Innovation Alliance 2023 Innovation Invitational competition.

The Southeast Fort Worth Mobility Proving Ground was selected from among 12 other projects and teams from around the state. A project from San Marcos was also named a winner.

Who was involved: The City of Fort Worth worked with the North Central Texas Council of Governments, Southern Methodist University and the University of Texas at Arlington to develop the concept.

What they're saying: "Teams began by identifying community challenges, brainstorming solutions and gathering feedback from subject matter experts and mentors," said Monique Ward, transportation manager in the City's Transportation & Public Works Department. "A panel of judges selected the two winners based on their ability to deploy innovative, scalable solutions that will improve transportation in communities across Texas and the country."

About the winning project: The project proposes the creation of a mobility proving ground in Fort Worth's historic Southside neighborhood, which is centered on Lancaster Avenue and East Lancaster Street. The proving ground project would seek to improve safety, mobility and access to economic opportunities and human services. Community planning efforts with the City of Fort Worth reveal a lack of transit options and poor infrastructure for vulnerable road users.

This project responds to these challenges by:

- Leveraging broadband as a transportation mode for telecommuting.
- Connecting traffic signals to the fiber network and creating smart intersections with advanced detection capabilities to improve safety.
- Turning fiber optic cables into sensors by deploying technology for data collection and improved dynamic signage.

What happens next? This project is a concept that could be made ready for a federal Strengthening Mobility and Revolutionizing Transportation – known as SMART – or Advanced Transportation Technology and Innovation – called ATTAIN – grant application for the 2024 cycle.

Map: *The project is centered on an economically disadvantaged district between Lancaster Avenue and East Rosedale Street.*

KERA

INTERACTIVE MAP SHOWS MANY HEAD START PROGRAMS AREN'T ACCESSIBLE BY PUBLIC TRANSIT

By Palo Arauz Peña

A new report shows that many low-income Texas families struggle with access to early child care assistance programs.

The report, titled "[Public Transit Accessibility \(and Burden\) of Head Start Centers](#)," highlights the need for improved public transit to and from Head Start programs, which provide education and support services to children under five. The report is part of the National Head Start Association's new initiative addressing accessibility and safety on public transit routes to Head Start centers.

"In Texas, there are 214 Head Start locations where the bus stop is just beyond walking distance for a small child, but within one mile of the center," said Abigail Seldin, co-founder of the Civic Mapping Initiative, which helped compile the report.

More than a third of Head Start programs in Texas aren't easily accessible by public transit, according to the report.

Seldin said it shows that transit agencies like Dallas Area Rapid Transit have an opportunity to support low-income families in Texas.

[\[MAP: CMI Head Start Transit Map \(Fall 2023\)\]](#)

Kathryn McCartney, CEO of Head Start of Greater Dallas, said she applauds the national effort to improve transportation for Head Start families.

"We are interested in new initiatives that remove barriers to access public transportation," McCartney said. "We do have some areas like in Grand Prairie [and] Carrollton that are not on the [DART] line."

McCartney said that some North Texas families have trouble picking up their children at centers because their bus route ends after their work hours.

She added that Head Start of Greater Dallas often partners with DART to provide voucher passes to families based on needs.

While DART's data for bus and light rail routes are available online, Seldin said many other agencies in Texas don't publish their data in a way that software like Google Maps can process. That makes it hard to conduct transit surveys in the state.

"Transit agencies can upload the addresses the locations of Head Start preschools into their systems and look at where they fall along existing service routes," Seldin said.

She said another solution would be to move a transit stop just a couple of thousand feet, which can make a big difference in making the centers more easily accessible to children and families.

"Our suggestion is that Head Start families and Head Start operators be at the table when decisions are made about schedules, stops, and routes," Seldin said.

KIMLEY-HORN LAUNCHES ADVANCED TRAFFIC SIGNAL PRIORITY AND PREEMPTION SOFTWARE

Traction Priority Helps Eliminate Costly Hardware, and It Improves Safety and Efficiency for Emergency Vehicles, School Buses, Public Transit, Freight Trucks, and More

By Adam Parken (Kimley-Horn)

RALEIGH, N.C., Oct. 23, 2023 /PRNewswire-PRWeb/ -- Transportation systems management and operations engineers can now deploy joint Artificial Intelligence (AI)-powered Traffic Signal Priority (TSP), Freight Signal Priority (FSP), and Emergency Vehicle Preemption (EVP) applications in one software system.

[Traction Priority](#)™ from [Kimley-Horn](#) is a cloud-based traffic signal software that responds to real-time GPS feeds from existing equipment on buses, trucks, emergency vehicles, and more. Municipalities and transit authorities can prioritize any mode of transport, including:

- Emergency vehicles, to improve response time and decrease crash risks.
- Transit vehicles, to improve on-time performance and reduce intersection congestion.
- School buses, to get children to school on time with lower fuel consumption and emissions.
- Freight vehicles, to reduce emissions, travel time, and cost of operations. The North Central Texas Council of Governments (NCTCOG) calculates that reducing 5,000 freight stops per day can save fleets more than 1,300 kilograms of emissions, 63 hours of travel time, and \$4,500 in fuel and operational costs.
- Snowplows, to clear roads faster and reduce intersection crashes.
- Bicycles, including cargo and delivery, to increase cyclist safety through traffic signals.

Until now, TSP and EVP required specialized hardware that costs up to \$10,000 per traffic signal, and proprietary equipment in vehicles that costs up to \$5,000 each. Traction Priority eliminates those hardware expenses, bringing affordability and unlimited scalability to public agencies.

"The software revolution has finally come to traffic signal priority and preemption," said Jason Castillo, traffic management software Practice Builder at Kimley-Horn. "Every city and transit agency desires faster emergency response, safer school transportation, lower emissions, and on-time public transit. Now they can have the traffic signal technology to get there."

From Hardware to the Cloud

Traction Priority fine-tunes traffic signals in two ways. First, with virtual detection, vehicles enter geofenced zones and trigger a command to the traffic signal controller. When a vehicle exits the zone, the signal reverts to its prior operation.

Second, with advanced analytics, vehicle trip patterns on set routes determine commands. For example, Traction Priority estimates the duration that a public bus will wait at a stop located before a traffic signal. If rush hour has many riders and midday has few, Traction Priority adjusts commands based on the time of day.

The Traction Priority dashboard measures fuel, cost, and emissions savings in real time. This helps traffic engineers and transit operations planners validate the cost-benefit ratio and learn where to get more benefits with new traffic signal commands.

Traction Priority supports controllers compliant with the National Transportation Communications for ITS Protocol (NTCIP), without any new cabinet equipment. Traction Priority can operate on its own with an agency's existing Advanced Traffic Management System (ATMS) or integrated with Kimley-Horn's traffic management software, including:

- [KITS](#)™ ATMS for arterial and freeway ITS device management.
- [Kadence](#)™ adaptive traffic control system.
- Other Traction smart cities ecosystem solutions, including [Traction Live](#) and [Traction Travel](#).

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About Kimley-Horn

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Media Contact

Adam Parken, Kimley-Horn, 984-355-5423, adam.parken@kimley-horn.com, <https://www.kimley-horn.com/>

FORT WORTH STAR-TELEGRAM

MORE LANES PLANNED FOR THIS STRETCH OF HIGHWAY BETWEEN FORT WORTH AND BURLESON

By Harrison Mantas

More people are moving to areas south of Fort Worth, and the Texas Department of Transportation wants to accommodate that growth.

Johnson County is expected [to grow by 43% in the next 20 years](#), according to the North Central Texas Council of Governments.

TxDOT plans to add lanes to Interstate 35W between [Interstate 20 and East Renfro Street in Burleson](#). It is holding a pair of meetings this week to hear from the public.

The plan would expand the highway from three to five northbound lanes and from three to six southbound lanes between Interstate 20 and Everman Parkway. The section between Everman Parkway and East Renfro Street would be five lanes in either direction, according to a TxDOT press release.

Construction is scheduled to start in 2029 and wrap up in 2036. It's expected to cost \$864 million.

A public meeting is scheduled for 6 p.m. to 8 p.m. Oct. 26 at the DoubleTree by Hilton Fort Worth South at 100 Altamesa Blvd.

A virtual meeting will consist of a video presentation, and will be [available on the project web page](#) starting at 8 a.m. on Oct. 26.

The public can email their comments to I35WSeg1@txdot.gov, or send written comments to project manager Tejas Soni at TxDOT's Fort Worth Office at 2501 SW Loop 820.

The department will be collecting comments until Nov. 10.

DCTA BOARD MAY REFUND FEDERAL GRANT FOR BUS MAINTENANCE FACILITY IN LEWISVILLE

By Colby Farr

The Denton County Transportation Authority's [board of directors](#) is expected to vote on refunding a \$2.6 million federal grant during an upcoming meeting.

What you need to know

The [Federal Transit Administration](#) awarded the [grant in 2018](#) to build a bus maintenance facility in Lewisville, according to the [agenda](#). The facility would've been located at the [Rail Operations and Maintenance Facility](#) site and could have accommodated up to 45 buses.

If approved by the board Oct. 26, the grant money would be deobligated and refunded to the Federal Transit Administration, according to the agenda.

The details

Staff from the transportation authority inquired if the project scope could be readjusted since [buses are no longer operating in Lewisville](#). The grant funds were discretionary, however, and the project scope could not be changed, according to the agenda.

The [Connect bus service](#) operates three routes that run through Denton. The transportation authority also partners with Trinity Metro to offer a [regional bus service](#) connecting Denton with downtown Fort Worth.

Buses travel to the transportation authority's [Bus Operations and Maintenance Facility](#) in Denton for routine maintenance.

Also on the agenda

The board is also expected to discuss and consider voting on several agreements related to the Collin County Rides program. The transportation authority is expected to [take over the program in February](#).

The agenda includes agreements with the North Central Texas Council of Governments, the city of Allen and the town of Fairview.

NORTH TEXAS OZONE ALERTS HIT HIGHEST NUMBER IN A DECADE. ARE MILLIONS IN FINES ON THE HORIZON?

By Haley Samsel

Given the number of times Dr. Jeffrey Jarvis saw highway signs blaring “OZONE ALERT” this summer, they may as well have been broken, he said.

For Jarvis and his team of first responders at EMS provider MedStar, poor air quality days mean more calls for respiratory emergencies as people with underlying conditions, including asthma, become more likely to require hospitalization. Conducting an analysis of calls was difficult this year.

“It’s getting really hard to make this analysis because you need something to compare it to,” Jarvis, MedStar’s medical director, said. “There just aren’t many days anymore that aren’t ozone alerts, so it seems like it’s getting harder and harder to find a comparison group.”

Jarvis’ point is backed by data. A boiling hot summer was the backdrop for one of the worst air quality seasons North Texas has seen since 2012, matched only by equally poor ozone levels in 2022.

The North Central Texas Council of Governments counted 48 days between May and September where the region’s air quality reached levels of ozone considered unhealthy by the Environmental Protection Agency. The council of governments is tasked with helping local governments meet federal air quality standards.

What is ground-level ozone, also known as smog?

“Ozone forms when emissions from transportation, industrial and commercial operations, and natural sources such as vegetation emit nitrogen oxides and/or volatile organic compounds. These pollutants react in the presence of sunlight and heat to create ground-level ozone.” – North Central Texas Council of Governments

Clinical studies have linked exposure to ozone, or ground-level smog, with reduced lung function and higher frequency of asthma episodes, among other health effects. In August, just over half of the month consisted of warnings to avoid significant time outdoors because of ozone conditions.

“It has been grueling,” Jenny Narvaez, air quality program manager for the council of governments, said. “It’s not just our area that’s suffering from this. I mean, the whole state is high in terms of ozone readings this summer.”

Narvaez and the [Texas Commission on Environmental Quality](#), the agency tasked with developing strategies to improve air quality, are still working to understand the reasons behind the uptick in ozone alert days. Extended periods of extreme heat certainly contribute to the problem, she said.

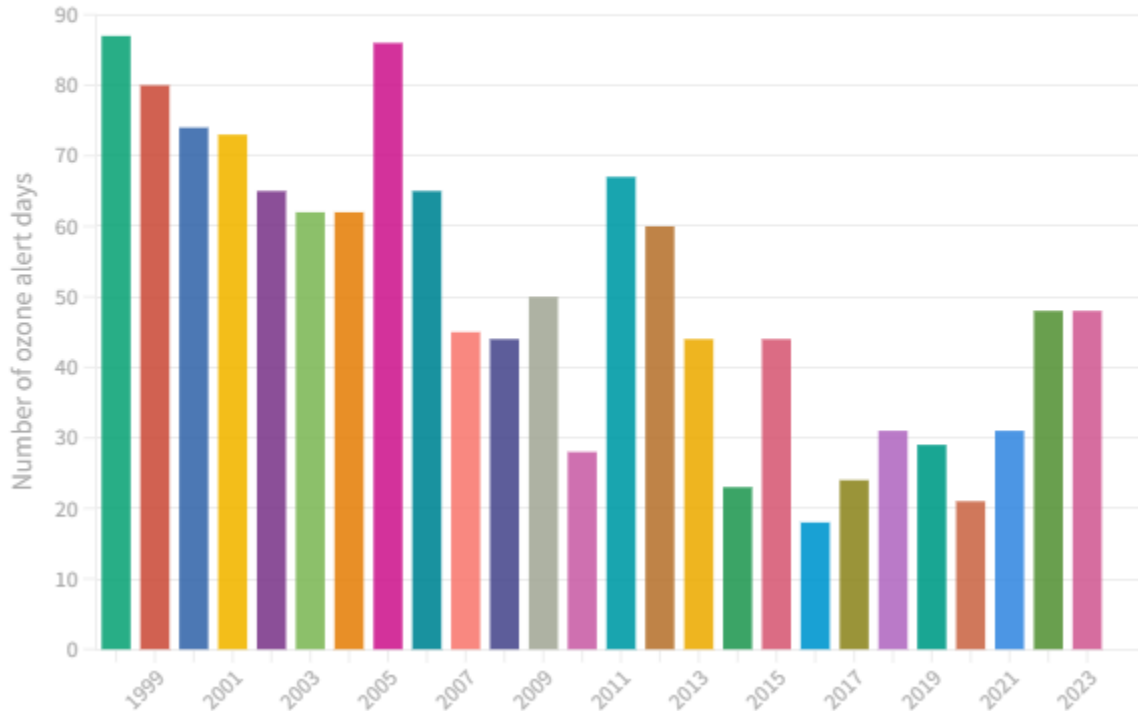
“We’re just, like, the perfect nesting ground for ozone formation,” Narvaez said. “With low wind, ozone tends to form and then it’ll stay instead of being blown off by the wind. A lot of our summers are not very windy days, and humidity tends to drive it as well.”

Without improvement, region faces \$45M in annual fines

The region recorded its lowest number of alerts in 2016, but the count has increased over the past decade, according to a September report by Chris Klaus, senior air quality management program manager for the council of governments.

Ozone alert days in North Texas jump over past two years

Ozone levels have exceeded 70 parts per billion for 48 days so far in 2023. That performance brings Dallas-Fort Worth into "serious" violation of 2015 federal air quality standards.



That trend has consequences, both in the form of health concerns and annual fines imposed by the EPA.

Penalties for not meeting the Clean Air Act standards mostly consist of stricter pollution controls and revising implementation plans overseen by state agencies. However, a region that is classified as a "severe" violator can impose financial penalties of \$5,000 per ton on major pollution sources if they do not meet required ozone reductions.

Last year, North Texas [became a "severe" violator](#) of the EPA's 2008 ozone standard requiring metro areas to average at or below 75 parts per billion of ozone. The clock to avoid imposing [\\$45 million in annual fines](#) on businesses begins ticking in 2024 and wraps at the end of 2026, Narvaez said.

Based on ozone data between 2021 and 2023, the EPA is expected to reclassify Dallas-Fort Worth as a "serious" violator of its 2015 Clean Air Act standards, a downgrade from "moderate." To determine if a region has violated ozone standards, the EPA averages the fourth-worst ozone pollution days over a period of three years.

Preliminary data shows that the region averaged 81 parts per billion of ozone over the most recent three-year period — well above the federal requirement of 70 or lower parts per billion.

“We took a huge step backward,” Jim Schermbeck, longtime director of North Texas environmental activism group Downwinders at Risk, said. “If this is the new normal, it just got much harder to have cleaner air.”



An autonomous truck leads a convoy down the North Tarrant Expressway in far north Fort Worth on June 20, 2023. According to 2020 data from the North Central Texas Council of Governments, 67% of nitrogen oxide emissions come from transportation. (Matthew Sgroi | Fort Worth Report)

What’s behind the uptick in ozone days? It’s still not clear to experts

With the threat of stricter pollution controls and annual fees on the horizon, state environmental staff are required to submit revisions to their Clean Air Act implementation plan by May 2024.

“Even though that is starting next summer, we are right now working with the state trying to come up with strategies to ensure or help them to determine what we can do in preparation for that,” Narvaez said.

During the past two decades, North Texas officials have focused their efforts on reducing nitrogen oxide emissions commonly associated with cars. Their initiatives include retiring vehicles and equipment with heavy-duty diesel engines; reducing traffic congestion and idling; providing funding for alternative fuel vehicles; and leading public campaigns to take fewer car trips and operate vehicles in ways that reduce emissions.

Thanks to these strategies, Klaus and his colleagues say they've seen immense progress on air quality since 1990, when the region lingered in the 125-130 range for ozone parts per billion. But that progress appears to have hit a ceiling, and experts are struggling to understand why.

One obstacle in the council of governments' path is modeling from the Texas Commission on Environmental Quality, which Klaus says systematically predicts fewer ozone alert days than actually occur in Dallas-Fort Worth. This was especially clear during the early days of the COVID-19 pandemic, when vehicle traffic dropped by 20% and smog levels in North Texas did not drop as air quality models expected, Klaus [previously told the Report](#).

"It is significantly off from real-world observances, and we believe further evaluation is needed," Klaus wrote in a July letter to the environmental commission requesting more meetings and engagement with staff members.

Regional experts are also asking if they need to shift their focus to the other half of the ozone equation: volatile organic compounds.

Most of those compounds come from plant and wildlife sources, including forest fires. But about one-fourth come from [man-made activities](#), including petroleum and natural gas extraction, burning of fossil fuels, transportation and industrial plants that manufacture products like paints, lubricants and adhesives.

The council of governments is wrestling with the idea that it has focused all its attention on reducing one source of emissions without addressing other key pollution sources, said Schermbeck, the environmental activist.

"They've focused on cars, cars, cars. They've done all that, and the smog levels have not gone down," Schermbeck said.

The unanswered questions are why volatile organic compound levels have gone up and which ones are the culprits, Schermbeck said.

"Ten years ago they thought they had it all figured out," he said, "and now they're questioning where the DFW smog problem comes from."

Victoria Cann, a spokesperson for the Texas Commission on Environmental Quality, said the agency has initiated extensive outreach efforts over the past year to address all of Texas' ozone nonattainment areas, including Dallas-Fort Worth. The agency's models use the latest data and EPA guidance to model ozone outcomes, she wrote by email.

As part of its revisions to the state plan, the agency also reviews its air quality modeling, Cann added. Future meetings will be scheduled to provide North Texas officials with information on new technical developments, she said.

The state's ultimate goal is to bring the region into compliance with Clean Air Act regulations and avoid issuing fines — known as Section 185 fees — to polluters, Cann said. Formal rules for the fees aren't due to the EPA until late 2025, but the state will begin hosting meetings with a stakeholder group this fall, she added.



A natural gas drilling rig operates near AT&T Stadium in Arlington on Jan. 12, 2023. Natural gas operations generate volatile organic compounds, which contribute to ground-level ozone or smog. (Cristian ArguetaSoto | Fort Worth Report)

Summer hasn't 'erased progress,' but critics want more EPA involvement

In Schermbeck's eyes, the Texas Commission on Environmental Quality should not be in charge of strategies to reduce ozone pollution. State officials find ways to exploit Clean Air Act deadlines to give them more time or wait until a new presidential administration arrives and becomes less strict with air quality enforcement, Schermbeck added.

The EPA should take over the state's role and enforce rules that would lead to long-term improvements, Schermbeck said. Earlier this month, the federal agency [rejected ozone reduction proposals](#) the state submitted in 2020 and indicated EPA officials would intervene if Texas didn't take further action to reduce ozone levels in Dallas and Houston.

"I'm not sure the Clean Air Act anticipated bad faith actors at the state level as bad as Texas has been," Schermbeck said. "They shouldn't have any enforcement authority at all. They are not serious people when it comes to this. Anything short of breaking that cycle is woefully insufficient."

Narvaez, air quality program manager for the council of governments, sees reason for hope in the coordinated effort between state and local governments to improve air quality.



EPA Region 6 Administrator Earthea Nance, right, speaks with members of Midlothian Breathe, an air quality advocacy group, at Kimmel Park on March 16, 2023. Nance visited Midlothian and Arlington to learn more about residents' experience with industrial air pollution. (Haley Samsel | Fort Worth Report)

Her organization is also leading a regional climate planning effort, funded by an EPA grant, that will identify air quality projects across North Texas. Once the plan is adopted, local governments will become eligible for further federal funding to make their projects a reality, she said.

Regional leaders can't do anything about the weather conditions that create ozone and bring pollution from other regions to Dallas-Fort Worth, Narvaez said. But she and her staff want to better understand where emissions are coming from and how they can be controlled.

"This summer has not erased progress. We are still working. We're still progressing," she said. "That's why they average it over three years, because some summers are bad and some summers are not that bad."

In the meantime, Jarvis and his MedStar colleagues urge residents to stay aware of ozone alerts and how they could affect their health. The burden of poor air quality is often not evenly distributed, Jarvis said, and children in lower socioeconomic groups often bear the brunt of respiratory diseases.

"The challenge is we don't get to control the amount of ozone. These aren't things we can easily manipulate," he said. "So what do you do when you're in a situation where the ozone is just always high? It's going to have some pretty significant effects."

AFTER 25 YEARS, DALLAS' VICTORY PARK IS NEARING THE FINISH LINE

Only about three development sites remain in the 75-acre mixed-use project northwest of downtown.

By Steve Brown

The construction kick-off at Goldman Sachs' new Dallas office campus will bring thousands more workers to an area just north of downtown.

But it was the start more than two decades ago of the Victory Park development next door that first focused attention on the neighborhood.

Twenty-five years ago, Dallas voters approved construction of a new sports arena as the centerpiece of the 75-acre mixed-use development between Stemmons Freeway and Field Street.

The ambitious development was one of the largest urban renewal projects in the country, replacing an old power plant, grain elevators and a rail yard.



Before Victory Park, the site northwest of downtown Dallas was occupied by a power plant, railyard and grain elevators. (DMN files)

"We had the vote on January 17, 1998, and it basically opened up this whole region of the city by building the arena," developer Ross Perot Jr. said at [Goldman Sachs'](#) recent groundbreaking. "125,000 of our citizens voted and it won by 1,692 votes.

"We barely won that vote," said Perot, whose real estate firm first envisioned plans for Victory Park. "Over the decades, it has continued to grow."

Today, Victory Park has more than 4,000 residential units, a luxury hotel, retail space and four office buildings housing thousands of workers. More than 7.5 million square feet of construction has been completed.

The project got underway in fits and starts. The first buildings at Victory Park debuted just in time for the Great Recession. The retail space languished and German investors who poured more than \$185 million into Victory Park took over parts of the development.

But with the construction of more than a half dozen major apartment communities in the last decade, Victory Park has come into its own with a thriving population of residents.

Only about three significant development sites remain in the project. One of the largest is owned by Houston developer Hines.

In 2021, Hines completed Victory Park's tallest tower — the [40-story Victor](#) apartment high-rise located across the street from the American Airlines Center, where the Dallas Mavericks and Dallas Stars play.

The vacant tower site Hines owns is next to One Victory Park, an office tower it developed between 2006 and 2008. The development firm is still working on plans for the property.

“We want it to be right with the neighborhood in terms of quality,” Hines senior managing director Ben Brewer said. “Victory Park is a jewel for Dallas-Fort Worth. It provides residential and entertainment and office space. There have been a lot of players contributing to it.”

One Victory Park — now owned by New York-based investor Clarion Partners — is being remodeled with a food court and upgraded tenant spaces. Dallas-based energy firm [HF Sinclair Corp.](#) recently leased a large block of office space in the tower on Victory Avenue.

The [W Hotel](#) — one of the original buildings at Victory Park — is completing a multimillion-dollar makeover.

And one of Victory Park's apartment towers, the 26-story [Cirque high rise](#), sold this summer to a New York-based investor.

Most of Victory Park's retail space — totaling more than 225,000 square feet — sold in 2019 to North Carolina-based investor [Asana Partners](#).

The newest tower at Victory Park is the Victory Commons One building developed by Perot's Hillwood. The 15-story, 365,000-square-foot office project just landed a major lease with London-based [Third Bridge Group](#), a global investment research firm.

Hillwood still has another office building site in its Victory Commons development.

“Victory Park has become a magnet in Dallas, drawing new ... and existing Dallas companies and residents to Uptown,” said Hillwood's Bill Brokaw. “The current wave of commercial and residential development, like Victory Commons One, has elevated the Victory Park area's development value to over \$3 billion today.

“We anticipate sustained growth as financial services firms increasingly choose Uptown as their preferred location,” Brokaw said.

Brokaw said the firm has seen heightened interest in recent months in leasing space at Victory Commons One, with “a westward movement of Uptown to the Field Street corridor and Victory Park.”

Dallas Stars owner Tom Gaglardi’s Vancouver-based Northland Properties Corp. owns about 2.5 acres adjacent to American Airlines Center that’s been planned for a hotel, conference center and entertainment complex. Northland [purchased the land](#) in 2020. Earlier this year, [Gaglardi said he didn’t have firm plans for the land](#).

With Victory Park nearing completion, it’s a distant memory that the project had to overcome a grassroots campaign aimed at preventing the city from funding the arena that kicked it off.

“The city’s \$125 million investment in the America Airlines Center has returned a private investment of close to \$3 billion, just in Victory Park,” said former Dallas Mayor Ron Kirk, who championed the project. “I think that’s more than a pretty good deal.”

NBCDFW

SOUTHERN GATEWAY PARK CONSTRUCTION BEGINS AS NEIGHBORHOOD FUTURE IS STILL UNCERTAIN

By Ken Kalthoff

A big ceremony Thursday marked the start of park construction on a bridge over the R.L. Thornton Freeway near the Dallas Zoo.

Boosters say the [Southern Gateway Park](#) will help Oak Cliff the way Klyde Warren Park did on a bridge over the Woodall Rodgers Freeway between Downtown and Uptown Dallas.

“I want this to be the moment that people point to and say, this is when we stopped talking about putting money in Southern Dallas and actually did it. This is when we put real infrastructure in place,” Dallas Mayor Eric Johnson said. “This is going to be a catalyst and spur growth in this area like we have never seen before.”

People in the 10th Street neighborhood beside the new park have yet to see the benefits.

The neighborhood was a Freedman's town where freed slaves settled.

It was severed in the 1950s when the original freeway was built.

The just completed [I-35E reconstruction project called the Southern Gateway](#) included the bridge structure on which the park construction is getting started now.

Dallas City Council Member Carolyn King Arnold, who represents the 10th Street neighborhood, said the park must also be a feature that stitches the neighborhood back together.

“This particular project will make or break that community,” Arnold said. “We don’t want 10 Street to be a ‘what used to be.’ We don’t want the communities around here to be what used to be. It is what ‘is’ and what ‘is going to be.’ But it’s going to take all of us.”

Ghost steps along the streets in the 10th Street neighborhood mark the places where many more houses once stood.

Robert Swann represents the neighborhood on the Dallas Landmark Commission, which is responsible for protecting historic structures.

Swann said old dwellings are disappearing fast in the 10th Street area, partly due to land speculation for the adjacent park.

“When you are bleeding, and 10th Street is bleeding, it’s been bleeding for decades, you don’t go to get symbolic stitches. You want stitches you can see on the ground,” Swann said.

At the park ceremony, there was music from two different bands symbolic of Oak Cliff culture.

Instead of the bridge signing event that was planned for dignitaries, rainy weather drove the event into a large tent on the bridge.

Visitors signed paper butterflies that were then pinned on potted shrubs to symbolize what may come in the park.

“When completed it will be a beautiful green space with trees, playgrounds, activities and every other amenity you could want in a park,” Southern Gateway Green Foundation President April Allen said.

Mayor Johnson said the nation’s attention is on Dallas with projects like the Southern Gateway contributing to that.

“This place will look fundamentally different in 25 years because of what we’re doing right here today,” Johnson said.

The owner of a large parcel of vacant land adjacent to the park and outside the 10th Street neighborhood has plans for a large mixed-use development.

Hudson Henley [spoke with NBC5 a year ago](#). He also attended Thursday’s ceremony. A portion of the old car dealership he owns along the freeway has been demolished but Henley said new construction plans are not finalized.

Swann said he hopes the change will include a vibrant historic Freedman’s district, unlike the change that occurred in another Dallas Freedman’s neighborhood.

“Whether it will be fundamentally different, being more of a heritage tourism asset to the city, or if it’s different the way North Dallas became different, it’s called uptown now,” he said.

Swann suggests restoring a creek that ran through the 10th Street neighborhood before the freeway was built. It would use a portion of the 10th Street underpass below the freeway as a water feature to boost new development and neighborhood restoration.

“This is a change they could make for the better,” Swann said. “This is green space, but it’s real authentic green space that goes deep into the history of 10th Street Freedman’s town and the history of Oak Cliff.”

While the 10th Street neighborhood’s future is unclear, the park is clearly on the way.

Fundraising is 95% complete for the first phase of construction on the completed bridge structure.

A second phase requires additional bridge construction.

Texas State Senator Royce West who also represents the neighborhood, said he will pursue state money to help with that. But West said plans must also go forward to include \$15 million for the second phase in a planned 2024 City of Dallas Public Improvement Bond Referendum and win voter approval.

“You do your part in the city and I will assure you that we’ll do our part in the state,” West said.

The first phase of the Southern Gateway Park is due to open in 2025.

DOES DALLAS-FORT WORTH RANK THIRD IN THE WORLD FOR GREENHOUSE GAS EMISSIONS FROM CARS?

By Haley Samsel

Yes.

Cars, trucks and automobiles in the Dallas-Fort Worth metroplex produced about 23.8 million tons of carbon dioxide in 2021, according to a tool built by researchers at [Climate Trace](#).

That amount puts North Texas behind only Los Angeles and New York when it comes to greenhouse gas emissions generated by transportation.

The Climate Trace tool uses traffic, population and satellite data to estimate emissions. It has not undergone peer review from members of the scientific community, according to [Public Health Watch and KERA](#).

But researchers say their calculations are similar to other emissions inventories, including those created by the U.S. Energy Information Administration.

Dallas-Fort Worth's air quality is [not meeting standards](#) set by the Environmental Protection Agency. Experts cite intense vehicle traffic, pollution from industrial facilities and extreme heat as factors contributing to high ozone levels.

Sources

Climate Trace [Emissions Map](#)

Public Health Watch and KERA [New tool says Dallas-Fort Worth ranks third in the world for transportation-related greenhouse-gas emissions](#)

Fort Worth Report [North Texas ozone alerts hit highest number in a decade. Are millions in fines on the horizon?](#)

REPORT: GAS-POWERED LAWN EQUIPMENT SPEWS 'SHOCKING' AMOUNT OF POLLUTION IN DALLAS

The study's authors urged a move to electric-powered lawn equipment, which they touted as cleaner, quieter and more affordable in the long run.

By Sarah Bahari

Gas-powered lawnmowers, leaf blowers and other lawn equipment generate a toxic stew of pollutants each year in [Dallas County](#), which is among the nation's worst areas for such pollution, says a new study.

A [report](#) published Monday by a trio of environmental groups found gas-powered lawn equipment emitted roughly 245 tons of fine particulates in 2020 in [Dallas County](#) — equivalent to 2.6 million cars on the road for one year — the fifth-highest total in the U.S.

Fine particulates, minuscule flecks of pollution that can lodge in the lungs and blood, are exceptionally [dangerous to human health](#) and have been linked to heart attacks, strokes, asthma and other respiratory ailments.

In a statement, Environment Texas, an advocacy group, called the amount of pollution emissions "shocking." Environment Texas worked U.S. Public Interest Research Group and Frontier Group to analyze 2020 data from the U.S. Environmental Protection Agency. The study's authors urged a move to electric-powered lawn equipment, which they touted as cleaner, quieter and, in the long run, cheaper than fossil fuel-powered equipment.

"It's pretty absurd that we have been tolerating so much harmful pollution and noise from cutting grass and maintaining landscapes," Luke Metzger, executive director of Environment Texas Research and Policy Center, said in a statement.

Houston saw some of the highest emissions in the U.S. Harris County ranked first in the U.S. for particle pollution, at 358 tons, equivalent to 3.8 million cars.

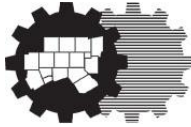
In North Texas, Tarrant County ranked 20th in the U.S., with 120 tons or the equivalent of 1.2 million cars; Collin County ranked 35th with 98 tons, or roughly 1 million cars.

Gas-powered lawn equipment also generated vast amounts of nitrogen oxide and volatile organic compounds, with Dallas County emitting the sixth-highest totals of both. When combined with sunlight, the two chemicals combine to form ground ozone, the main ingredient in smog. Dallas County's lawn equipment emitted the ninth-highest total of carbon dioxide, the leading cause of climate change.

Dallas city officials are working to address gasoline-powered lawn equipment. The city considered a [ban on gas-powered lawn mowers](#) and other landscaping equipment earlier this year, but backed off after Texas legislators passed a new law placing limits on how cities and counties govern themselves.

Instead, Dallas city council members recently approved a [\\$750,000 rebate program](#) to help residents purchase electric lawn equipment. The program is believed to be the first of its kind in Texas. Dallas is also developing a plan to phase out all [city-owned gasoline-fueled landscaping equipment](#).

“We have a chance to whack away at our air pollution problem by switching to cleaner, quieter, readily available electric lawn equipment,” Metzger said in a statement. “We shouldn’t accept tons of air pollution and ear-splitting noise as an inevitable byproduct of taking care of our gardens and lawns.”



North Central Texas
Council of Governments

PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

NCTCOG to Highlight Region's Long-Range Transportation Plan and Ongoing Air Quality Efforts Oct. 9

Public will hear update on grant to improve region's air quality,
reduce greenhouse gases

Oct. 5, 2023 (Arlington, TEXAS) – The North Central Texas Council of Governments is hosting a public meeting at noon Oct. 9 to highlight ongoing environmental efforts and work to develop the next long-range transportation plan, Mobility 2050.

The meeting will be held at NCTCOG's Arlington offices, 616 Six Flags Drive. Residents are invited to attend in person, watch the presentations live at www.publicinput.com/nctcogOct23 or participate via phone by dialing 855-925-2801, then code 2199.

The development and maintenance of the Metropolitan Transportation Plan is one of the main responsibilities of NCTCOG as a metropolitan planning organization. NCTCOG has begun updating the current MTP and will provide an overview and proposed timeline for the development of Mobility 2050.

As a result of the Environmental Protection Agency approving a new emissions ceiling for the DFW ozone nonattainment area, NCTCOG needed to perform an air quality analysis to determine that nitrogen oxides (NO_x) and Volatile Organic Compounds (VOC) are below ceilings set in motor vehicle emissions budgets. NCTCOG staff has conducted successful analyses for the required MVEB analysis year, horizon year and interim years. Staff will provide an overview of the results.

NCTCOG has been awarded a planning grant through the EPA's Climate Pollution Reduction Grants Program. CPRG will provide funding to assist in developing a plan for the Dallas-Fort Worth region with the goal of reducing greenhouse gases and other harmful pollutants. Once the plan is developed, other organizations and entities will be able to pursue funding from the EPA for implementation. Staff will provide details on the planning grants and how to get involved.

Information will also be provided about Interactive Public Input: Map Your Experience, Regional Smoking Vehicle Program (RSVP), vehicle incentive and funding opportunities and Engine Off North Texas (EONT).

Additionally, proposed administrative amendments to Mobility 2045-2022 Update will be available for public comment. To make a public comment, visit www.publicinput.com/nctcogOct23. Public comments will be accepted until Nov. 7.

For residents who want to take transit to the meeting, \$6 roundtrip rides from the Centerport/DFW Airport Station to NCTCOG are available on the Arlington Transportation app, through <http://arlingtontx.gov/ondemand>. For special accommodation due to disabilities or language interpretation, contact 817-695-9255 or email jcastillo@nctcog.org.

| Public Meeting Details |
|---|
| Noon Monday, Oct. 9 North Central Texas Council of Governments 616 Six Flags Drive Arlington, TX 76011 |

About the North Central Texas Council of Governments:

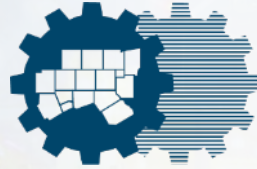
NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development.

NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered in the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 229 member governments including 16 counties, 169 cities, 19 school districts and 27 special districts. For more information on the Transportation Department, visit www.nctcog.org/trans.

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 45 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

###



NCTCOG PRESENTATION
**REQUEST TO NCTCOG
EXECUTIVE BOARD TO
RECONSIDER
TRANSPORTATION PAID
EDUCATION CAMPAIGNS
FOR FISCAL YEAR 2024**
MICHAEL MORRIS | REGIONAL
TRANSPORTATION COUNCIL | 11.9.2023

THE THREE E'S FOR EDUCATION CAMPAIGNS

Engineer - Develop initiative

Educate - Inform the audience on initiative, change behavior

Enforce - Make sure initiative is being implemented



EDUCATION CAMPAIGNS OVERVIEW

Education campaigns for Transportation Initiatives allows for:

- Lower Media Buy Rates

- Increased and Targeted Audience Reach

- Increased Website Traffic and Engagement

- Greater Public Participation

- Cross Communication for Campaigns

- Improved Efficiencies with Media Outlets



TRANSPORTATION EDUCATION CAMPAIGN OVERVIEW AND STATUS

Education campaigns approved by the RTC on September 14, 2023. Status in table indicates the Executive Board action on September 28, 2023. Green check mark indicates Executive Board approval. Red X indicates programs to potentially be reconsidered.

| Purchase and Placement of Education Campaigns for Transportation Initiatives for FY2024 | | | | | | |
|---|---|-------------------------------------|---------------------|--------------|----------------|---------------------|
| Status | Program Name | Funding Source | Funding Amount | Match Source | Match Total | Total |
| ✓ | Public Involvement | TPF/STBG/ FTA/EPA/RTC Local | \$ 254,700 | TDCs | 45,940 | \$ 254,700 |
| ✗ | Try Parking It | STBG | \$ 250,000 | TDCs | 50,000 | \$ 250,000 |
| ✗ | One Day A Week | STBG | \$ 150,000 | TDCs | 30,000 | \$ 150,000 |
| ✓ | Drive Aware North Texas | STBG | \$ 300,000 | TDCs | 60,000 | \$ 300,000 |
| ✓ | Bicycle/Pedestrian Safety (Look Out Texans) | STBG | \$ 80,000 | TDCs | 16,000 | \$ 80,000 |
| ✗ | Regional Smoking Vehicle Program | STBG | \$ 30,000 | TDCs | 6,000 | \$ 30,000 |
| ✗ | Car Care Events | STBG | \$ 25,000 | TDCs | 5,000 | \$ 25,000 |
| ✗ | Local Air Quality Projects | STBG | \$ 1,000 | TDCs | 200 | \$ 1,000 |
| ✗ | HOV 2+ Incentive Program (GoCarma) | STBG | \$ 60,000 | TxDOT | \$15,000 | \$ 75,000 |
| ✗ | Ozone Season Emissions Reduction Campaign (Air North Texas) | CMAQ/STBG | \$ 205,000 | TDCs | 41,000 | \$ 205,000 |
| ✗ | Clean Cities | STBG | \$ 100,000 | TDCs | 20,000 | \$ 100,000 |
| ✗ | National Drive Electric Week | STBG | \$ 30,000 | TDCs | 6,000 | \$ 30,000 |
| ✓ | Flexible Funding* | STBG/CMAQ/ TPF/FTA/RTR/ LOCAL | \$ 40,000 | TDCs/TBD | 10,000 | \$ 40,000 |
| | OVERALL TOTAL | | \$ 1,525,700 | | 290,140 | \$ 1,540,700 |



*Specific funding source, including match source, will be determined by the project(s) using the Flexible Category, and could also include RTC Local.

STAFF REVIEW OF CAMPAIGNS/RISK

| | Congestion Relief | | | Air Quality | | | | | |
|--|-------------------|------------------|------------------------------------|-----------------------------------|-----------------|----------------------------|---|-----------------------|------------------------------|
| | Try Parking It | One Day A Week | HOV 2+ Incentive Program (GoCarma) | Regional Smoking Vehicle Program | Car Care Events | Local Air Quality Projects | Ozone Season Emissions Reduction Campaign (Air North Texas) | Clean Cities | National Drive Electric Week |
| Specific Paid Education Included in Original Funding Request | \$250,000 | \$150,000 | \$75,000 | \$30,000 | \$25,000 | \$1,000 | \$205,000 | \$100,000 | \$30,000 |
| Institutional/Relationship Risk (Risk = damage to relationships with partner organizations) | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Contract Commitments (Risk = Funding Agreements or Consultant Agreements Include Paid Education Efforts) | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Congestion Management Process (Risk = Without Paid Education Efforts Other, Less Effective Congestion Management Strategies Will Need To Be Implemented) | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Air Quality Conformity (Risk = Without Paid Education Efforts Other, Less Effective Air Quality Improvement Strategies Will Be Implemented) | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| State Implementation Plan/Weight of Evidence (Risk = Potential Sanctions for Not Achieving Air Quality Improvements) | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Program Effectiveness (Risk = Overall Program Not As Effective Without Paid Education of Program) | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| RTC/Executive Board Policy (Risk = Not Able to Carry Out Policy Without Paid Education) | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Staff Recommendation to Maintain, Reduce or Eliminate Funding Request | \$250,000 | \$0 | \$75,000 | Lower \$15,000¹ | \$25,000 | \$0 | Lower \$180,000 | Lower \$30,000 | Lower \$20,000 |

| | |
|---|------------------|
| ✓ | No Risk |
| ✓ | Significant Risk |



¹ Pilot study will determine program effectiveness with lower paid education amount.

TRANSPORTATION EDUCATION CAMPAIGN RECONSIDERATION REQUEST OVERVIEW

| Purchase and Placement of Education Campaigns for Transportation Initiatives for FY2024 | | | | | | |
|---|--------------------------|----------------|-------------------------|--------------|----------------------|---|
| Specific Program Included in Original Funding Request | Original Funding Request | Funding Source | Revised Funding Request | Match Source | Revised Match Amount | Staff Recommendation to Maintain, Reduce or Eliminate Funding |
| Congestion Relief | | | | | | |
| Try Parking It | \$250,000 | STBG | \$250,000 | TDCs | \$50,000 | \$250,000 |
| One Day a Week | \$150,000 | | | | | \$0 |
| HOV 2+ Incentive Program (GoCarma) | \$75,000 | STBG | \$60,000 | TxDOT | \$15,000 | \$75,000 |
| Air Quality | | | | | | |
| Regional Smoking Vehicle Program | \$30,000 | STBG | \$15,000 | TDCs | 3,000 | \$15,000 |
| Car Care Events | \$25,000 | STBG | \$25,000 | TDCs | 5,000 | \$25,000 |
| Local Air Quality Projects | \$1,000 | | | | | \$0 |
| Ozone Season Emissions Reduction Campaign (Air North Texas) | \$205,000 | CMAQ/ STBG | \$180,000 | TDCs | 36,000 | \$180,000 |
| Clean Cities | \$100,000 | STBG | \$20,000 | TDCs | 4,000 | \$30,000 |
| National Drive Electric Week | \$30,000 | STBG | \$30,000 | TDCs | 6,000 | \$20,000 |
| OVERALL TOTAL | \$866,000 | | \$580,000 | | 116,000 | \$595,000 |

Total up to \$595,000 to cover paid education campaign expenses for approval. Campaigns in the table above are included in the FY2024 and FY2025 Unified Planning Work Program, which was approved by the RTC and Executive Board.



PROPOSED ACTION

The RTC reviewed the Congestion Relief and Air Quality Education Campaigns for FY2024 requested to be implemented by NCTCOG that were not accepted by the NCTCOG Executive Board on September 28, 2023.

The RTC considered the risk analysis as presented by staff for the Congestion Relief and Air Quality Education Campaigns.

The RTC finds that there is risk in not proceeding with the certain Congestion Relief and Air Quality paid education campaigns as originally approved.

The RTC has considered staff's recommendation to maintain, reduce, or eliminate the funding levels for each of the Congestion Relief and Air Quality Education Campaigns to reduce elements of risk as identified by staff.

The RTC approves a \$271,000 reduction in the funding levels for these programs from \$866,000 to \$595,000 as detailed on Slide 6 above.

The RTC respectfully requests the NCTCOG Executive Board reconsider accepting the fiduciary responsibility to carry out the Congestion Relief and Air Quality Education Campaigns in the modified amounts as detailed on Slide 6 above.

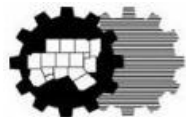
The RTC directs staff to present this request to the NCTCOG Executive Board as soon as administratively practical.



FEDERAL/LOCAL FUNDING PARTNERSHIP WITH COLLIN COUNTY ON U.S. 380

Regional Transportation Council

November 9, 2023



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- NCTCOG would like to expand the pool of RTC Local funds available to implement projects outside of the longer federal process
- The RTC Local pool was previously expanded via federal/local exchanges with various local partners
- The latest example was a federal/local trade between the RTC and the City of Dallas (Five Mile Creek Trail Partnership) approved in June 2023, with the funds received in October 2023
- To further increase the amount of non-federal funding available to the RTC, staff proposes to build upon the original two-project partnership with Collin County that was approved in November 2020

ORIGINAL PARTNERSHIP WITH COLLIN COUNTY, FRISCO, AND MCKINNEY

- In November 2020, two projects were funded by the RTC because Collin County Bond funds were ineligible, yet the County had an interest in participating financially:
 - Panther Creek Parkway (Frisco) - \$30 million Surface Transportation Block Grant
 - McKinney National Airport Runway Extension (McKinney) - \$30 million Regional Toll Revenue
- In exchange, \$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

CURRENT PROPOSED TRADE WITH COLLIN COUNTY

- Collin County has already committed \$60 million in local bond program funds to US 380 to complete the existing partnership agreement
- The County is willing to send its \$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

SUMMARY OF PROPOSED PARTNERSHIP (\$ IN MILLIONS)

| RTC Receipt (Local) | RTC Payment (Federal) ¹ | Collin County Payment (Local) | “Collin County” (Federal) ² |
|------------------------|---------------------------------------|-------------------------------------|---|
| +\$60 M | -\$60 M | -\$60 M | +\$60 M |

¹ Funding will be Category 2 via the 10-Year Plan

² Funding will be programmed on US 380 in Collin County

APPROVAL TIMELINE

| Meeting/Task | Date |
|--|-------------------------|
| Collin County Commissioners Court Action | March 27, 2023 |
| STTC Action | October 27, 2023 |
| RTC Action | November 9, 2023 |
| Executive Board Action | November 16, 2023 |

PROPOSED ACTION

- RTC approval of:
 - 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 RTC 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

CONTACT/QUESTIONS?

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

Brian Dell
Principal Transportation Planner
Ph: (817) 704-5694
bdell@nctcog.org

Cody Derrick
Senior Transportation Planner
Ph: (817) 608-2391
cderrick@nctcog.org

PROPOSED COMMENTS REGARDING TXDOT POLICY CHANGE FOR MPO-SELECTED FUNDING

CHRISTIE GOTTI & MICHAEL MORRIS
REGIONAL TRANSPORTATION COUNCIL



PROPOSED RULEMAKING – STBG FUNDS

- A portion of Surface Transportation Block Grant (STBG) funds are federally allocated to urbanized areas over 200,000 in population (e.g., Metropolitan Planning Organization [MPOs]) and cannot be reallocated to other areas of the State
- The Texas Department of Transportation (TxDOT) is proposing that if MPO carryover balances exceed 200% of a given year's annual allocation, they would sweep the amount over the 200% threshold from the MPO's Category 2 allocation and move it to TxDOT District Category 11 Safety Program
- This means 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 from the Category 2 program



PROPOSED RULEMAKING – CMAQ FUNDS

- Congestion Mitigation Air Quality Improvement Program (CMAQ) funds are allocated to States based on nonattainment areas
- TxDOT has historically suballocated CMAQ funds to MPOs in nonattainment areas for air quality conformity purposes
- The proposed rule change states that if MPO carryover balances exceed 200% of the annual allocation, the amount over the threshold will be reallocated for District selection
- In addition, TxDOT is proposing that MPOs must obtain District concurrence on ALL CMAQ funds, not just funds reallocated to Districts



RECOMMENDED RTC COMMENTS ON PROPOSED RULEMAKING

- General comments:
 - Comments will be transferred by letter, signed by the Chair
 - Request that rulemaking effort be abandoned
 - Request a “carve out” to exempt the Dallas-Fort Worth MPO from this rule given:
 - Our longstanding history of partnerships with TxDOT/Texas Transportation Commission
 - Our carryover balances are in compliance
 - Our longstanding history allowing TxDOT to use our funds for obligation authority from other states
 - Request an additional year, still allowing TxDOT time for obligation requirements
 - Request that any reallocation of MPO funds be defined as a “Major Change” that requires TTC approval
 - Request that formal notification be submitted to MPOs and MPO policy boards at least 90 days in advance of any potential loss of carryover balances
 - Request an appeal process since the proposed TxDOT information system may be incomplete or have errors



RECOMMENDED RTC COMMENTS ON PROPOSED RULEMAKING

- For Category 2 Funds (Loss Due to STBG)
 - In current rules they are allocated just to MPOs
 - Request that Category 2 language remain just with MPOs
 - Alternately suggest that “Districts” only be added to any Category 2 funds allocated to a District due to carryover-related adjustments, technically those go into TxDOT District Category 11 Safety Program.



RECOMMENDED RTC COMMENTS ON PROPOSED RULEMAKING

- For CMAQ Funds
 - Request that districts only provide concurrence on MPO selected CMAQ projects if the CMAQ funds come from carryover-related adjustments
 - If concurrence is required, it should be a mutual concurrence (both district's and MPO's concur)
 - These changes would allow MPOs to ensure compliance with air quality conformity regulations



RECOMMENDED RTC COMMENTS ON PROPOSED RULEMAKING

- Request that TxDOT - 1) define “encumbered” and “unencumbered” and/or 2) replace that wording with a process in which MPOs and the department jointly concur on the amount of carryover remaining.
 - Suggest a process in which TxDOT Headquarters provides a draft carryover funding assessment to Districts and MPOs in writing at least 90 days in advance of any action
 - Districts and MPOs have 30 working days from receipt of the draft carryover funding assessment to provide comments or concurrence
 - If the MPO disagrees with the assessment, the District, MPO, and TxDOT Headquarters have 30 days to resolve discrepancies
 - Once consensus is reached, TxDOT Headquarters requests TTC approval of any carryover adjustments after a formal public comment process



RECOMMENDED RTC COMMENTS ON PROPOSED RULEMAKING

- Request that TxDOT confirm federal intent:
 - To limit MPO use of funds to two years (given the proposed 200% carryover threshold) instead of the federally allowed four years
 - To reduce other categories of funding tied to STBG usage



QUESTIONS AND DISCUSSION



TEXAS TRANSPORTATION COMMISSION

ALL Counties

MINUTE ORDER

Page 1 of 33

ALL Districts

The Texas Transportation Commission (commission) finds it necessary to propose amendments to §§16.105, Unified Transportation Program and 16.154, Transportation Allocation Funding Formulas, relating to Planning and Development of Transportation projects to be codified under Title 43, Texas Administrative Code, Part 1.

The preamble and the proposed amendments, attached to this minute order as exhibits A, B, and C are incorporated by reference as though set forth verbatim in this minute order, except that they are subject to technical corrections and revisions, approved by the general counsel, necessary for compliance with state or federal law or for acceptance by the Secretary of State for filing and publication in the *Texas Register*.

IT IS THEREFORE ORDERED by the commission that the amendments to §§16.105 and 16.154 are proposed for adoption and are authorized for publication in the *Texas Register* for the purpose of receiving public comments.

The executive director is directed to take the necessary steps to implement the actions as ordered in this minute order, pursuant to the requirements of the Administrative Procedure Act, Government Code, Chapter 2001.

Submitted and reviewed by:

Recommended by:

DocuSigned by:
Humberto Gonzalez Jr, P.E.
F7C3A305BFEB4F2...
Director, Transportation Planning and Programming

DocuSigned by:
Ma D Willis
0E1B35AE191749E...
Executive Director

116553 September 28, 2023

Minute Number Date Passed

1 Proposed Preamble

2 The Texas Department of Transportation (department) proposes
3 amendments to §16.105 and §16.154, related to the Unified
4 Transportation Program (UTP).

5

6 EXPLANATION OF PROPOSED AMENDMENTS AND NEW SECTION

7 Amendments to §16.105, Unified Transportation Program (UTP),
8 provide clarification and flexibility. Changes to subsection
9 (e) and (f) provide clarification that major changes and changes
10 to funding allocations in Category 12 Strategic Priority require
11 adoption by the commission. The proposed changes also clarify
12 that the redistribution of carryover does not constitute a major
13 change.

14

15 Amendments to §16.154, Transportation Allocation Funding
16 Formulas, provide for efficiencies in federal fund utilization
17 and management of UTP allocations. Subsection (a)(2) is amended
18 to provide clarity that the intent of the Commission is for
19 Category 2 funding to be allocated to priority projects as
20 determined by the MPO. This subsection (a)(2) is also amended
21 to add "districts" to the Category 2 Metropolitan and Urban
22 Corridor Projects formula allocation and specifies funding is
23 specific to projects within the Metropolitan Planning
24 Organizations' boundaries.

25

1 Amendments to §16.154(a)(4) clarify the department will
2 determine the final distribution of the allocation of Category 5
3 Congestion Mitigation and Air Quality funds between the district
4 and MPO to ensure the timely use of funds and requires the MPO
5 to obtain the district's concurrence on the projects the MPO
6 intends to use Category 5 funds.

7
8 Amendments to §16.154(i) refine the definition of carryover for
9 UTP categories and adds references for the adjustments to
10 carryover in Category 5 Congestion Mitigation and Air Quality
11 and Category 2 Metropolitan and Urban Corridor Projects based on
12 new subsections (j) and (k), respectively.

13
14 New §16.154(j) prescribes an annual review of carryover in
15 Category 5 Congestion Mitigation and Air Quality. This review
16 allows the department to better manage federal funds, mitigate
17 the risks of a funding lapse or rescission, and addresses
18 potential underutilization of Category 5 funding. Pending the
19 review, if a district or MPO carries over more than 200 percent
20 of its allocation in Category 5 Congestion Mitigation and Air
21 Quality Improvement from the previous year, the department may
22 reduce the district's carryover to 200 percent and assign the
23 excess to projects in other eligible districts or MPOs as
24 authorized by law.

25

1 New §16.154(k) prescribes an annual review of carryover in
2 Category 7 Metropolitan Mobility and Rehabilitation. This
3 review allows the department to better manage federal funds,
4 mitigate the risks of a funding lapse or rescission, and
5 addresses potential underutilization of Category 7 funding.
6 Pending the review, if an MPO carries over more than 200 percent
7 of its allocation in Category 7 Metropolitan Mobility and
8 Rehabilitation (TMA) from the previous year, the department may
9 reduce the district and MPO's Category 2 Metropolitan and Urban
10 Corridor Projects carryover and transfer the excess to the
11 district's Category 11 District Discretionary allocation for use
12 on the district's safety program.

13

14

15 FISCAL NOTE

16 Stephen Stewart, Chief Financial Officer, has determined, in
17 accordance with Government Code, §2001.024(a)(4), that for each
18 of the first five years in which the proposed rules are in
19 effect, there will be no fiscal implications for state or local
20 governments as a result of the department's or commission's
21 enforcing or administering the proposed rules.

22

23 LOCAL EMPLOYMENT IMPACT STATEMENT

24 Humberto Gonzalez, P.E., M.B.A, Transportation Planning and
25 Programming Division Director, has determined that there will be
26 no significant impact on local economies or overall employment

1 as a result of enforcing or administering the proposed rules and
2 therefore, a local employment impact statement is not required
3 under Government Code, §2001.022.

4

5 PUBLIC BENEFIT

6 Humberto Gonzalez, P.E., M.B.A, Transportation Planning and
7 Programming Division Director, has determined, as required by
8 Government Code, §2001.024(a)(5), that for each year of the
9 first five years in which the proposed rules are in effect, the
10 public benefits anticipated as a result of enforcing or
11 administering the rules will include more efficient use of
12 allocated funding in the UTP, and a more efficient use of
13 federal funding.

14

15 COSTS ON REGULATED PERSONS

16 Humberto Gonzalez, P.E., M.B.A., Transportation Planning and
17 Programming Division Director, has determined, as required by
18 Government Code, §2001.024(a)(5), that for each year of that
19 period there are no anticipated economic costs for persons,
20 including a state agency, special district, or local government,
21 required to comply with the proposed rules and therefore,
22 Government Code, §2001.0045, does not apply to this rulemaking.

23

24 ECONOMIC IMPACT STATEMENT AND REGULATORY FLEXIBILITY ANALYSIS

25 There will be no adverse economic effect on small businesses,
26 micro-businesses, or rural communities, as defined by Government

1 3 Code, §2006.001, and therefore, an economic impact statement
2 and regulatory flexibility analysis are not required under
3 Government Code, §2006.002.

4

5 GOVERNMENT GROWTH IMPACT STATEMENT

6 Humberto Gonzalez, P.E., M.B.A, Transportation Planning and
7 Programming Division Director, has considered the requirements
8 of Government Code, §2001.0221 and anticipates that the proposed
9 rule will have no effect on government growth. He expects that
10 during the first five years that the rule would be in effect:

11 (1) it would not create or eliminate a government program;

12 (2) its implementation would not require the creation of new
13 employee positions or the elimination of existing employee
14 positions;

15 (3) its implementation would not require an increase or decrease
16 in future legislative appropriations to the agency;

17 (4) it would not require an increase or decrease in fees paid to
18 the agency;

19 (5) it would not create a new regulation;

20 (6) it would not expand, limit, or repeal an existing
21 regulation;

22 (7) it would not increase or decrease the number of individuals
23 subject to its applicability; and

24 (8) it would not positively or adversely affect this state's
25 economy.

26

1

2 TAKINGS IMPACT ASSESSMENT

3 Humberto Gonzalez, P.E., M.B.A., Transportation Planning and
4 Programming Division Director, has determined that a written
5 takings impact assessment is not required under Government Code,
6 §2007.043.

7

8 PUBLIC HEARING

9 Pursuant to the Administrative Procedure Act, Government Code,
10 Chapter 2001, the Texas Department of Transportation will
11 conduct a public hearing to receive comments concerning the
12 proposed rules. The public hearing will be held at 9:00 a.m. on
13 November 3, 2023, in the Ric Williamson Hearing Room, 125 East
14 11th Street, Austin, Texas and will be conducted in accordance
15 with the procedures specified in 43 TAC §1.5. Those desiring to
16 make comments or presentations may register starting at 8:00
17 a.m. Any interested persons may appear and offer comments,
18 either orally or in writing; however, questioning of those
19 making presentations will be reserved exclusively to the
20 presiding officer as may be necessary to ensure a complete
21 record. While any person with pertinent comments will be
22 granted an opportunity to present them during the course of the
23 hearing, the presiding officer reserves the right to restrict
24 testimony in terms of time and repetitive content.
25 Organizations, associations, or groups are encouraged to present
26 their commonly held views and identical or similar comments

1 through a representative member when possible. Comments on the
2 proposed text should include appropriate citations to sections,
3 subsections, paragraphs, etc. for proper reference. Any
4 suggestions or requests for alternative language or other
5 revisions to the proposed text should be submitted in written
6 form. Presentations must remain pertinent to the issues being
7 discussed. A person may not assign a portion of his or her time
8 to another speaker. Persons with disabilities who plan to
9 attend this meeting and who may need auxiliary aids or services
10 such as interpreters for persons who are deaf or hearing
11 impaired, readers, large print or Braille, are requested to
12 contact the General Counsel Division, 125 East 11th Street,
13 Austin, Texas 78701-2483, (512) 463-8630 at least five working
14 days before the date of the hearing so that appropriate services
15 can be provided.

16

17 SUBMITTAL OF COMMENTS

18 Written comments on the proposed amendments to §§16.105 and
19 16.154 may be submitted to Rule Comments, General Counsel
20 Division, Texas Department of Transportation, 125 East 11th
21 Street, Austin, Texas 78701-2483 or to RuleComments@txdot.gov
22 with the subject line "UTP Formula Allocation Rule Changes."
23 The deadline for receipt of comments is 5:00 p.m. on November
24 13, 2023. In accordance with Transportation Code,
25 §201.811(a)(5), a person who submits comments must disclose, in
26 writing with the comments, whether the person does business with

1 the department, may benefit monetarily from the proposed
2 amendments, or is an employee of the department.

3

4 STATUTORY AUTHORITY

5 The amendments are proposed under Transportation Code, §201.101,
6 which provides the Texas Transportation Commission with the
7 authority to establish rules for the conduct of the work of the
8 department, and more specifically, Transportation Code,
9 §201.991, which requires the commission to adopt rules related
10 to the department's unified transportation program and §201.996,
11 which requires the commission to adopt rules that specify the
12 formulas for allocating funds to districts and metropolitan
13 planning organizations.

14

15 CROSS REFERENCE TO STATUTE

16 Transportation Code, §201.991 and §201.996.

17

18

1 SUBCHAPTER C. TRANSPORTATION PROGRAMS

2 §16.105. Unified Transportation Program (UTP).

3 (a) General. The department will develop a unified
4 transportation program (UTP) that covers a period of ten years
5 to guide the development and authorize construction and
6 maintenance of transportation projects and projects involving
7 aviation, public transportation, and the state's waterways and
8 coastal waters. In developing the UTP, the department will
9 collaborate with local transportation entities and public
10 transportation operators as defined by 23 C.F.R. Part 450.

11 (b) Requirements. The UTP will:

12 (1) be financially constrained for planning and
13 development purposes based on the planning cash flow forecast
14 prepared and published in accordance with §16.152(a) of this
15 subchapter (relating to Cash Flow Forecasts);

16 (2) list estimated funding levels and the allocation of funds to
17 each district, metropolitan planning organization (MPO), and
18 other authorized entity for each year in accordance with
19 Subchapter D of this chapter (relating to Transportation
20 Funding);

21 (3) list all projects and programs that the department
22 intends to develop, or on which the department intends to
23 initiate construction or maintenance, during the UTP period, and
24 the applicable funding category to which a project or program is
25 assigned, after consideration of the:

26 (A) statewide long-range transportation plan (SLRTP);

NOTE: Additions underlined

Deletions in []

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Exhibit B

1 (B) metropolitan transportation plans (MTP);
2 (C) transportation improvement programs (TIP);
3 (D) MPO annual reevaluations of project selection
4 in MTPs and TIPs, if any, in accordance with subsection (c) of
5 this section;

6 (E) statewide transportation improvement program
7 (STIP);

8 (F) recommendations of rural planning
9 organizations (RPO) as provided in this subchapter; and

10 (G) list of major transportation projects in
11 accordance with §16.106 of this subchapter (relating to Major
12 Transportation Projects); and

13 (4) designate the priority ranking within a program
14 funding category of each listed project in accordance with
15 subsection (d)(2) of this section.

16 (c) MPO annual reevaluation of project selection. An MPO
17 may annually reevaluate the status of project priorities and
18 selection in its approved metropolitan transportation plan (MTP)
19 and transportation improvement program (TIP) and provide a
20 report of any changes to the department at the times and in the
21 manner and format established by the department. The
22 reevaluation must be consistent with criteria applicable to
23 development of the MTP and TIP in accordance with federal
24 requirements.

25 (d) Project selection.

1 (1) The commission will consider the following
2 criteria for project selection in the UTP as applicable to the
3 program funding categories described in §16.153 of this chapter
4 (relating to Funding Categories):

5 (A) the potential of the project to meet
6 transportation goals for the state, including efforts to:

7 (i) maintain a safe transportation system
8 for all transportation users;

9 (ii) optimize system performance by
10 mitigating congestion, enhancing connectivity and mobility,
11 improving the reliability of the system, facilitating the
12 movement of freight and international trade, and fostering
13 economic competitiveness through infrastructure investments;

14 (iii) maintain and preserve system
15 infrastructure; and

16 (iv) accomplish any additional
17 transportation goals for the state identified in the statewide
18 long-range transportation plans as provided in §16.54 of this
19 chapter (relating to Statewide Long-Range Transportation Plan
20 (SLRTP));

21 (B) the potential of the project to assist the
22 department in attainment of transportation system strategies,
23 the measurable targets for the transportation goals identified
24 in subparagraph (A) of this paragraph, and other related
25 performance measures; and

1 (C) adherence to all accepted department design
2 standards as well as applicable state and federal law and
3 regulations.

4 (2) The commission may also consider the potential for
5 project delivery based on other factors such as funding
6 availability and project readiness, after consideration of the
7 criteria described in paragraph (1) of this subsection.

8 (3) With respect to Category 12 Strategic Priority,
9 the commission may also consider if the district and MPO will
10 commit funding from other categories to the project or as a
11 condition for project selection, may require the district and
12 MPO to commit funds from other categories to the project.

13 (4) The department will coordinate project selection
14 criteria relating to the transportation goals identified in
15 paragraph(1) (A) of this subsection with the MPOs for the purpose
16 of achieving consistent, common goals, particularly with respect
17 to mobility projects using a mix of several funding sources.

18 (5) The department will consider performance metrics
19 and measures to evaluate and rank the priority of each project
20 listed in the UTP based on the transportation needs for the
21 state and the goals identified in paragraph (1) (A) of this
22 subsection. A project will be ranked within its applicable
23 program funding category, using a performance-based scoring
24 system, and classified as tier one, tier two, or tier three for
25 ranking purposes. The scoring system will be used for
26 prioritizing projects for which financial assistance is sought

NOTE: Additions underlined

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Exhibit B

1 from the commission and must account for the diverse needs of
2 the state so as to fairly allocate funding to all regions of the
3 state. Major transportation projects will have a tier one
4 classification and be designated as the highest priority
5 projects within an applicable funding category. A project that
6 is designated for development or construction in accordance with
7 the mandates of state or federal law or specific requirements
8 contained in other chapters of this title may be prioritized in
9 a funding category as a designated project in lieu of a tier
10 one, tier two, or tier three ranking.

11 (6) The commission will determine and approve the
12 final selection of projects and programs to be included in the
13 UTP, except for the selection of federally funded projects by an
14 MPO serving in an area designated as a transportation management
15 area (TMA) as provided in §16.101(n) of this subchapter
16 (relating to Transportation Improvement Program (TIP)). A
17 federally funded project selected by an MPO designated as a TMA
18 will be approved by the commission, subject to:

19 (A) satisfaction of the project selection
20 criteria in paragraph (1) of this subsection;

21 (B) compliance with federal law; and

22 (C) the district's and MPO's allocation of funds
23 for the applicable years.

24 (e) Approval of unified transportation program (UTP). Not
25 later than August 31 of each year, the commission will adopt the
26 unified transportation program for the next fiscal year. The

NOTE: Additions underlined

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Exhibit B

1 commission may update the [The] UTP at any time. A change in
2 the UTP to project funding allocations in Category 12 Strategic
3 Priority as described in §16.153(a) of this subchapter (relating
4 to Funding Categories) or [may be updated more frequently if
5 necessary to authorize] a major change to one or more funding
6 allocations or project listings in the most recent UTP must be
7 adopted by the commission. For the purpose of updating the UTP,
8 the term "major change" refers to the authorization of new
9 projects or the revision of project funding allocations which
10 exceed 10 percent of the project cost or \$500,000, whichever is
11 greater, occurring in non-allocation program categories,
12 excluding revisions to local funding contributions and projects
13 designated under miscellaneous state and federal programs. The
14 redistribution of a carryover under §16.154(i) of this
15 subchapter (relating to Transportation Allocation Funding
16 Formulas) does not constitute a major change, regardless of the
17 amount of the redistribution. [~~The foregoing does not apply to~~
18 ~~project funding allocations in Category 12 Strategic Priority as~~
19 ~~described in §16.153(a) of this subchapter (relating to Funding~~
20 ~~Categories) and all revisions to projects funded in that~~
21 ~~category must be first included in an update to the UTP approved~~
22 ~~by the commission.~~]

23 (f) Administrative revisions. The UTP may be
24 administratively revised at any time if the revision [~~and for~~
25 ~~any reason that~~] does not constitute a major change as described
26 in subsection (e) of this section, does not change [~~with the~~

NOTE: Additions underlined

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Exhibit B

1 ~~exception of~~ project funding allocations in Category 12
2 Strategic Priority as described in subsection (e), or does not
3 affect the total amount of funding allocated to a district for
4 specific corridors in Category 4 Statewide Connectivity Corridor
5 Projects as described in §16.153(a) of this subchapter (relating
6 to Funding Categories.

7 (g) Public involvement for the unified transportation
8 program.

9 (1) The department will seek to effectively engage the
10 general public and stakeholders in development of the UTP and
11 any updates to the program.

12 (2) The department will hold at least one statewide
13 public meeting to present the draft UTP as early as the
14 department determines is feasible to assure public input into
15 the program prior to its final adoption. The department will
16 also hold at least one statewide public meeting to present each
17 proposed update to the program. The department will publish
18 notice of each public meeting as appropriate and use
19 communications strategies to maximize attendance at the meeting.
20 The department may conduct a public meeting by video-
21 teleconference or other electronic means that provide for direct
22 communication among the participants.

23 (3) The department will report its progress on the
24 program and provide an opportunity for a free exchange of ideas,
25 views, and concerns relating to project selection, funding
26 categories, level of funding in each category, the allocation of

NOTE: Additions underlined

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Exhibit B

1 funds for each year of the program, and the relative importance
2 of the various selection criteria.

3 (4) The department will hold at least one statewide
4 hearing on its project selection process including the UTP's
5 funding categories, the level of funding in each category, the
6 allocation of funds for each year of the program, and the
7 relative importance of the various selection criteria prior to:

8 (A) final adoption of the UTP and any updates;
9 and

10 (B) approval of any adjustments to the program
11 resulting from changes to the allocation of funds under §16.160
12 of this chapter (relating to Funding Allocation Adjustments).

13 (5) The department will publish a notice of the
14 applicable hearing in the Texas Register a minimum of 15 days
15 prior to its being held and will inform the public where to send
16 any written comments. The department will accept written public
17 comments for a period of at least 30 days after the date the
18 notice appears in the Texas Register. The department may also
19 accept public comments by other means, as specified in the
20 notice. A copy of the proposed project selection process, the
21 UTP, and any adjustments to the program, as applicable, will be
22 available for review at the time the notice of hearing is
23 published on the department website and, on request, will be
24 available at district offices and at the department's
25 Transportation Planning and Programming office in Austin.

1 (6) The department will present information regarding
2 the development of the UTP and any updates to the commission not
3 later than the month prior to final adoption of the UTP and any
4 updates.

5 (h) Publication. The department will publish the entire
6 approved unified transportation program, updates, adjustments,
7 and administrative revisions together with any summary documents
8 highlighting project benchmarks, priorities, and forecasts on
9 the department's website. The documents will also be available
10 for review, on request, at district offices and at the
11 department's Transportation Planning and Programming Division
12 office in Austin.

13

1 SUBCHAPTER D. TRANSPORTATION FUNDING

2 §16.153. Funding Categories.

3 (a) Highway program funding categories. The ten-year
4 unified transportation program (UTP) described in §16.105 of
5 this chapter (relating to Unified Transportation Program (UTP))
6 will contain the following 12 program funding categories for
7 highway related projects:

8 (1) Category 1 Preventive Maintenance and
9 Rehabilitation - preventive maintenance and rehabilitation on
10 the existing state highway system, including:

11 (A) Preventive maintenance - minor roadway
12 modifications to improve operations and safety; and

13 (B) Rehabilitation - installation,
14 rehabilitation, replacement, and maintenance of pavement,
15 bridges, traffic control devices, traffic management systems,
16 and ancillary traffic devices;

17 (2) Category 2 Metropolitan and Urban Corridor
18 Projects - mobility and added capacity projects along a corridor
19 that improve transportation facilities in order to decrease
20 travel time and the level or duration of traffic congestion, and
21 safety, maintenance, or rehabilitation projects that increase
22 the safe and efficient movement of people and freight in
23 metropolitan and urbanized areas;

24 (3) Category 3 Non-Traditionally Funded Transportation
25 Projects - transportation related projects that qualify for
26 funding from sources not traditionally part of the state highway

NOTE: Additions underlined

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1 fund including state bond financing under programs such as
2 Proposition 12 (General Obligation Bonds), Texas Mobility Fund,
3 pass-through toll financing, unique federal funding, regional
4 toll revenue, and local participation funding;

5 (4) Category 4 Statewide Connectivity Corridor
6 Projects - mobility and added capacity projects on major state
7 highway system corridors which provide statewide connectivity
8 between urban areas and corridors, to create a highway
9 connectivity network composed of the Texas Highway Trunk System,
10 National Highway System, and connections from those two systems
11 to major ports of entry on international borders and Texas water
12 ports;

13 (5) Category 5 Congestion Mitigation and Air Quality
14 Improvement - congestion mitigation and air quality improvement
15 area projects to address attainment of a national ambient air
16 quality standard in the nonattainment areas of the state;

17 (6) Category 6 Structures Replacement and
18 Rehabilitation - replacement and rehabilitation of deficient
19 existing bridges located on the public highways, roads, and
20 streets in the state, construction of grade separations at
21 existing highway-railroad grade crossings, and rehabilitation of
22 deficient railroad underpasses on the state highway system;

23 (7) Category 7 Metropolitan Mobility and
24 Rehabilitation (TMA) - transportation needs within the
25 boundaries of designated metropolitan planning areas of

1 metropolitan planning organizations located in a transportation
2 management area;

3 (8) Category 8 Safety - safety related projects both
4 on and off the state highway system including the federal
5 Highway Safety Improvement Program, Railway-Highway Crossing
6 Program, Safety Bond Program, and High Risk Rural Roads Program;

7 (9) Category 9 Transportation Alternatives -
8 transportation related activities as described in Chapter 11,
9 Subchapter G, of this title (relating to the Transportation
10 Alternatives Set-Aside Program);

11 (10) Category 10 Supplemental Transportation Projects
12 -transportation related projects that do not qualify for funding
13 in other categories, including landscape and aesthetic
14 improvement, erosion control and environmental mitigation,
15 construction and rehabilitation of roadways within or adjacent
16 to state parks, fish hatcheries, and similar facilities,
17 replacement of railroad crossing surfaces, maintenance of
18 railroad signals, construction or replacement of curb ramps for
19 accessibility to pedestrians with disabilities, and
20 miscellaneous federal programs;

21 (11) Category 11 District Discretionary - projects
22 eligible for federal or state funding selected at the district
23 engineer's discretion; and

24 (12) Category 12 Strategic Priority - projects with
25 specific importance to the state including those that generally
26 promote economic opportunity, increase efficiency on military

NOTE: Additions underlined

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1 deployment routes or to retain military assets in response to
2 the federal military base realignment and closure reports, and
3 maintain the ability to respond to both man-made and natural
4 emergencies.

5 (b) Program funding categories for other modes of
6 transportation and transportation infrastructure. The UTP will
7 contain the following program funding categories for aviation,
8 public transportation, rail, and the state's waterways and
9 coastal waters projects:

10 (1) Aviation Capital Improvement Program - projects
11 based on the anticipated funding levels of the Federal Aviation
12 Administration Airport Improvement Program and the Texas
13 Aviation Facilities Development Program for general aviation
14 airport development in Texas;

15 (2) Public transportation - projects based on the
16 anticipated funding levels for public transportation including
17 fixed route city bus service, rural demand response service,
18 special transit service for elderly and persons with
19 disabilities, and intercity bus service from city to city;

20 (3) Rail - rail related projects including light rail,
21 freight rail, passenger rail, and high-speed rail; and

22 (4) State waterways and coastal waters - water related
23 projects including lands, easements, and rights of way for the
24 widening, deepening, and expansion of the main channel of the
25 Gulf Intracoastal Waterway (GIWW), including beneficial use

1 projects of dredged material, and other maritime related
2 projects.

3 (c) Determination of funding allocations. The commission
4 will use a performance-based process to determine, subject to
5 the mandates of state and federal law, the amount of funds to be
6 allocated to each program funding category described in
7 subsection (a) of this section for the appropriate period of
8 time, in order to achieve established performance outcomes. The
9 commission will determine, subject to the mandates of state and
10 federal law and specific requirements contained in other
11 chapters of this title, the amount of funds to be allocated to
12 each program funding category described in subsection (b) of
13 this section for the appropriate period of time.

14

15 §16.154. Transportation Allocation Funding Formulas.

16 (a) Formula allocations. The commission will, subject
17 to the mandates of state and federal law, allocate funds from
18 program funding Categories 1, 2, 4, 5, 7, 9, and 11, as
19 described in §16.153 of this subchapter (relating to Funding
20 Categories), to the districts and metropolitan planning
21 organizations (MPO) as follows:

22 (1) Category 1 Preventive Maintenance and
23 Rehabilitation - will be allocated to all districts as an
24 allocation program according to the following formulas:

25 (A) Preventive maintenance.

1 (i) Ninety-eight percent for roadway
2 maintenance with 65 percent based on on-system lane miles, and
3 33 percent based on the pavement distress score Pace factor; and

4 (ii) Two percent for bridge maintenance
5 based on square footage of on-system span bridge deck area;

6 (B) Rehabilitation. Thirty-two and one half
7 percent based on three-year average lane miles of pavement
8 distress scores less than 70, 20 percent based on on-system
9 vehicle miles traveled per lane mile, 32.5 percent based on
10 equivalent single axle load miles on-system, and 15 percent
11 based on the pavement distress score Pace factor;

12 (2) Category 2 Metropolitan and Urban Corridor
13 Projects - It is the commission's intent that Category 2 funds
14 be used efficiently on priority projects as determined by the
15 MPOs. Category 2 funds will be allocated to districts and MPOs
16 for specific projects within the MPOs' boundaries in the
17 following manner:

18 (A) 87 percent to MPOs operating in areas that
19 are transportation management areas, according to the following
20 formula: 30 percent based on total vehicle miles traveled on
21 and off the state highway system, 17 percent based on estimated
22 population within the boundaries of the metropolitan planning
23 area using data derived from the most recent census provided by
24 the U.S. Bureau of the Census (census population), 10 percent
25 based on lane miles on-system, 14 percent based on truck vehicle
26 miles traveled on-system, 7 percent based on percentage of

NOTE: Additions underlined

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1 census population below the federal poverty level, 15 percent
2 based on congestion, and 7 percent based on fatal and
3 incapacitating vehicle crashes;

4 (B) 13 percent to MPOs operating in areas that
5 are not transportation management areas, according to the
6 following formula: 20 percent based on total vehicle miles
7 traveled on and off the state highway system, 25 percent based
8 on estimated population within the boundaries of the
9 metropolitan planning area using data derived from the most
10 recent census provided by the U.S. Bureau of the Census (census
11 population), 8 percent based on lane miles on-system, 15 percent
12 based on truck vehicle miles traveled on-system, 4 percent based
13 on percentage of census population below the federal poverty
14 level, 8 percent based on centerline miles on-system, 10 percent
15 based on congestion, and 10 percent based on fatal and
16 incapacitating vehicle crashes;

17 (3) Category 4 Statewide Connectivity Corridor
18 Projects - will be allocated to districts as an allocation
19 program for specific corridors selected by the commission based
20 on engineering analysis of three corridor types and, if
21 applicable to the particular corridor type, considering the
22 formula specified in subsection (a)(2) of this section:

23 (A) Mobility corridors - congestion
24 considerations throughout the state;

1 (B) Connectivity corridors - two-lane roadways
2 requiring upgrade to four-lane divided roadways to connect the
3 urban areas of the state; and

4 (C) Strategic corridors - strategic corridors on
5 the state highway network that provide statewide connectivity;

6 (4) Category 5 Congestion Mitigation and Air Quality
7 Improvement - will be allocated to districts and MPOs as an
8 allocation program for projects in a nonattainment area
9 population weighted by ozone and carbon monoxide pollutant
10 severity. The department will determine the final distribution
11 of the allocation between the district and MPO to ensure timely
12 use of funds. Before the MPO's use of the Category 5 funds, the
13 MPO must obtain the district's concurrence on the project for
14 which the funds are to be used;

15 (5) Category 7 Metropolitan Mobility and
16 Rehabilitation (TMA) - will be allocated to MPOs operating in
17 areas that are transportation management areas as an allocation
18 program based on the applicable federal formula;

19 (6) Category 9 Transportation Alternatives - a portion
20 of the funds in this category will be allocated to MPOs serving
21 urbanized areas with populations over 200,000 as an allocation
22 program based on the areas' relative share of population, unless
23 FHWA approves a joint request from the department and the
24 relevant MPOs to use other factors in determining the
25 allocation; and

1 (7) Category 11 District Discretionary - will be
2 allocated to all districts as an allocation program based on
3 state legislative mandates, but if there is no mandate or the
4 amount of available funding in this category exceeds the minimum
5 required by a mandate, the funding allocation for this category
6 or the excess funding, as applicable, will be allocated
7 according to the following formula: 70 percent based on annual
8 on-system vehicle miles traveled, 20 percent based on annual on-
9 system lane miles, and 10 percent based on annual on-system
10 truck vehicle miles traveled. The commission may supplement the
11 funds allocated to individual districts on a case-by-case basis
12 to cover project cost overruns.

13 (b) Pace factor calculation. For purposes of subsection
14 (a)(1) of this section, the Pace factor is a calculation used to
15 adjust funding among districts according to increases or
16 decreases in a district's need to improve its pavement distress
17 scores. It will slow the rate of improvement for districts with
18 the highest condition scores and accelerate the rate of
19 improvement for districts with the lowest condition scores. The
20 Pace factor is calculated by:

21 (1) determining the district with the highest distress
22 score;

23 (2) determining the deviation of a district's distress
24 score from the highest score;

25 (3) totaling the deviations for all districts as
26 determined by paragraph (2) of this subsection.

1 (c) Non-formula allocations. The commission, subject to
2 the mandates of state and federal law and specific requirements
3 contained in other chapters of this title for programs and
4 projects described in subsection (a) of this section, will
5 determine the amount of funding to be allocated to a district,
6 metropolitan planning organization, political subdivision,
7 governmental agency, local governmental body, recipient of a
8 governmental transportation grant, or other eligible entity from
9 each of the following program funding categories described in
10 §16.153 of this subchapter:

11 (1) Category 3 Non-Traditionally Funded Transportation
12 Projects for specific projects;

13 (2) Category 6 Structures Replacement and
14 Rehabilitation as an allocation program;

15 (3) Category 8 Safety Projects generally funded as an
16 allocation program with some specific projects designated under
17 the Safety Bond Program;

18 (4) Category 9 Transportation Alternatives - of the
19 remaining funds in this category, a portion will be allocated to
20 certain areas of the state, for specific projects, based on the
21 areas' relative share of the population, and a portion may be
22 allocated in any area of the state for specific projects or
23 transferred to other eligible federal programs, as authorized by
24 law;

1 (5) Category 10 Supplemental Transportation Projects
2 generally funded as an allocation program with some specific
3 projects designated under miscellaneous federal programs;

4 (6) Category 12 Strategic Priority for specific
5 projects;

6 (7) Aviation Capital Improvement Program;

7 (8) Public transportation;

8 (9) Rail; and

9 (10) State waterways and coastal waters.

10 (d) Allocation program. For the purposes of this chapter,
11 the term "allocation program" refers to a type of program
12 funding category identified in the unified transportation
13 program for which the responsibility for selecting projects and
14 managing the allocation of funds has been delegated to
15 department districts, selected administrative offices of the
16 department, and MPOs. Within the applicable program funding
17 category, each district, selected administrative office, or MPO
18 is allocated a funding amount and projects can be selected,
19 developed, and, subject to the base cash flow forecast prepared
20 and published in accordance with §16.152(b) of this subchapter
21 (relating to Cash Flow Forecasts), let to contract with the cost
22 of each project to be deducted from the allocated funds
23 available for that category.

24 (e) Listing of projects. The department will list the
25 projects being funded from funds allocated under subsections
26 (a) (2) and (3) and (c) (6) of this section (categories 2, 4, and

NOTE: Additions underlined

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1 12, respectively) that the department intends to develop and let
2 during the ten-year unified transportation program (UTP) under
3 §16.105 of this chapter (relating to Unified Transportation
4 Program (UTP)), and reference for each listed project the
5 program funding category to which it is assigned. If a program
6 funding category is an allocation program, the listing is for
7 informational purposes only and contains those projects
8 reasonably expected at the time the UTP is adopted or updated to
9 be selected for development or letting during the applicable
10 period. For the purpose of listing projects in the UTP,
11 "project" means a connectivity or new capacity roadway project.
12 The term does not include a safety project, bridge project,
13 federal discretionary project, maintenance project, preservation
14 project, transportation alternatives project, or locally funded
15 project.

16 (f) Limitation on distribution. In distributing funds to
17 the districts, metropolitan planning organizations, and other
18 entities described in subsections (a) and (c) of this section,
19 the department may not exceed the planning cash flow forecast
20 prepared and published in accordance with §16.152(a) of this
21 subchapter (relating to Cash Flow Forecasts). In developing and
22 distributing funds for purposes of letting, the department may
23 not exceed the base cash flow forecast prepared and published in
24 accordance with §16.152(b) of this subchapter.

25 (g) Formula revisions. The commission will review and, if
26 determined appropriate, revise both the formulas and criteria

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1 for allocation of funds under subsections (a) - (c) of this
2 section at least as frequently as every four years.

3 (h) Supplemental allocations. The commission may
4 supplement the funds allocated to individual districts under
5 subsections (a)(1) and (7) of this section in response to
6 special initiatives, safety issues, or unforeseen environmental
7 factors. Supplemental funding under this subsection is not
8 required to be allocated proportionately among the districts and
9 is not required to be allocated according to the formulas
10 specified in subsections (a)(1) and (7) of this section. In
11 determining whether to allocate supplemental funds to a
12 particular district, the commission may consider safety issues,
13 traffic volumes, pavement widths, pavement conditions, oil and
14 gas production, well completion, or any other relevant factors.

15 (i) Carryover. If at the beginning of a fiscal year an
16 amount allocated in a category to an entity in the preceding
17 fiscal year is not encumbered during the preceding fiscal year,
18 that unencumbered amount plus any unencumbered amount carried
19 over to the preceding fiscal year carries over in that category
20 to that entity for use in the fiscal year. As used in this
21 section, carryover refers to the amount carried over from one
22 fiscal year to the next fiscal year and is not considered as an
23 allocation for the fiscal year to which it is carried over. The
24 [~~executive director~~] department may adjust the amount of the
25 [~~funds allocated to a category with~~] carryover, subject to

1 subsections (j) and (k) of this section [~~in that category from~~
2 ~~the previous year~~].

3 (j) Carryover in Category 5 Congestion Mitigation and Air
4 Quality. To ensure that the state does not lose the ability to
5 commit allocated funds and other federal funds, the department
6 annually will review the use and programming of Category 5
7 funds. If at the beginning of a fiscal year a district and MPO
8 has a carryover equal to more than 200 percent of the previous
9 fiscal year's Category 5 allocation, the department may decrease
10 the amount of the Category 5 carryover to an amount that is not
11 less than 200 percent of the previous fiscal year's Category 5
12 allocation. The department may redistribute any amount of the
13 reduction to another district and MPO but only for an eligible
14 project in a non-attainment area, as authorized by law.

15 (k) Carryover in Category 2 Metropolitan and Urban Corridor
16 Projects. To ensure that the state does not lose the ability to
17 commit allocated funds and other federal funds, the department
18 annually will review the use and programming of Category 7
19 funds. If at the beginning of a fiscal year an MPO has a
20 carryover equal to more than 200 percent of the previous fiscal
21 year's Category 7 allocation, the department may decrease the
22 amount of the Category 2 carryover, if any, by an amount equal
23 to the difference between the amount of the Category 7 carryover
24 and 200 percent of the previous fiscal year's Category 7
25 allocation. The department may redistribute that amount from
26 Category 2 to the corresponding district's Category 11 District

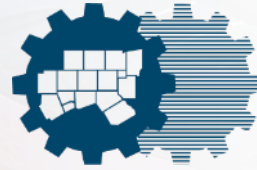
NOTE: Additions underlined

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Exhibit C

- 1 Discretionary allocation for use on the district's safety
- 2 program.
- 3



Electric Vehicle Charging and Energy Management Grants

Lori Clark
**Senior Program Manager & DFW Clean Cities
Director**

Regional Transportation Council

November 9, 2023

Electric Vehicle Charger Reliability and Accessibility Accelerator (RAA) Program

Goal is to increase reliability of electric vehicle (EV) charging stations by funding repair, replacement, or upgrade of existing sites that are not operational

| | |
|-----------------------------|--|
| Funding Source | Federal Highway Administration (FHWA) (set-aside from the National Electric Vehicle Infrastructure (NEVI) Formula Program) |
| Eligible Projects | EV chargers that are “broken” or “non-operational” <i>Sites must be included on a list published by FHWA on October 11, 2023</i> |
| Eligible Applicants | State Departments of Transportation and Local Governments <i>Note: Texas Department of Transportation (TxDOT) is not pursuing this funding</i> |
| Available Funding | Approximately \$100 million available <i>FHWA anticipates all eligible projects will be awarded</i> |
| Federal Share | Up to 80% total project cost, 20% match required |
| Station Requirements | Sites must be upgraded to meet NEVI Standards related to number of charging ports, payment methods, pricing, interoperability, and communication protocols |



Application Approach

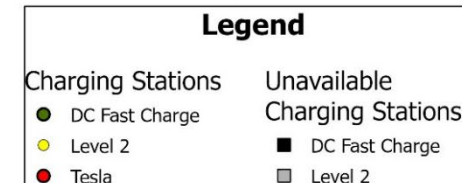
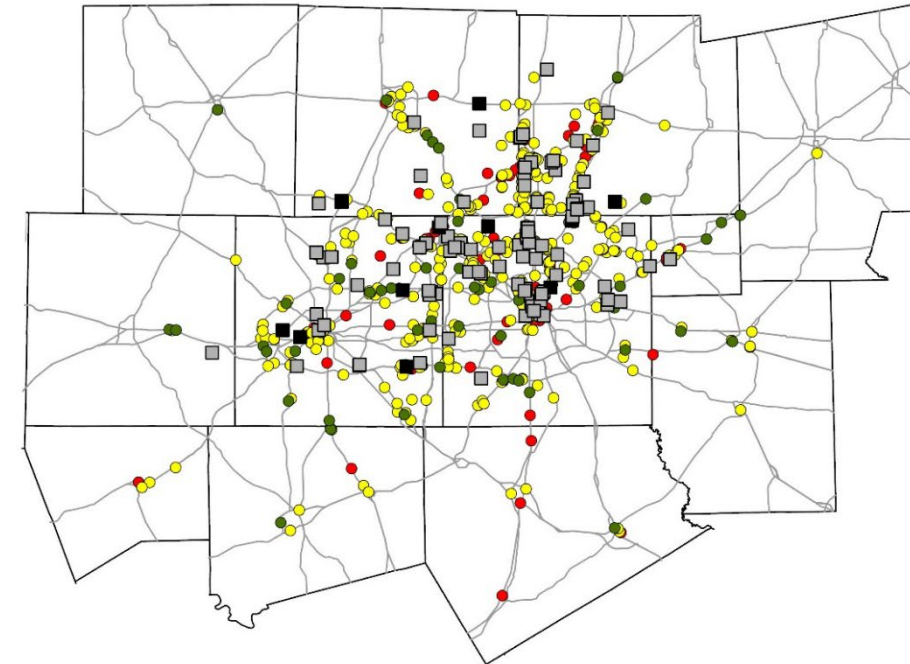
Coordinate with host cities, charging station networks, and site hosts to determine appropriate repair/upgrade needs

- 230 eligible ports across 124 sites

Propose to Prioritize/Select Sites that:

- Are not in proximity to existing charging stations
- Increase access in key areas such as multi-family properties, grocery stores, and retail locations
- Connect the region to other areas
- Provide 20% cost share
- Streamline NCTCOG administrative burden

Level 2 and DCFC Charging Stations in Metropolitan Planning Area



Incorporate North American Charging Standard (NACS) Connector for Consistency with TxDOT Texas EV Infrastructure Plan



Proposed Budget

| | |
|--|-------------------|
| Total Project *Funding for Site Repair/Upgrade: \$4,200,000 NCTCOG Administration: \$300,000 | Up to \$4,500,000 |
| Federal Funds *Pass-Through Funding for Site Repair/Upgrade: \$3,360,000 NCTCOG Administration: \$300,000 | Up to \$3,600,000 |
| Matching Funds Match for Pass-Through Funding to be Provided by Subrecipients Match for NCTCOG Administration to be Provided by Up to 60,000 Regional Transportation Development Credits | Up to \$900,000 |

Request may be lowered based on final assessment of sites that warrant repair/upgrade

*Assumes replacement costs of ~\$7,500 per port for Level 2 stations and ~\$150,000 per port for Direct Current Fast Charge (DCFC) stations, based on TxDOT estimates; universe of eligible sites includes 213 Level 2 ports and 17 DC Fast Charge ports



Application Schedule

| Milestone | Date |
|--|--------------------|
| Notice of Funding Opportunity Released | September 11, 2023 |
| Final List of Eligible Sites Published | October 11, 2023 |
| STTC Recommendation of RTC Approval | October 27, 2023 |
| RTC Approval | November 9, 2023 |
| FHWA Application Deadline | November 13, 2023 |
| Executive Board Endorsement | November 16, 2023 |



State Energy Conservation Office (SECO) Regional Energy Management Program

Advance regional energy management and energy efficiency programs in collaboration with NCTCOG Environment and Development Department

Key Transportation Activities:

- Increase compliance with energy consumption reporting requirements applicable to nonattainment and affected counties

Note: Reporting required for all local governments in the 12-county Metropolitan Planning Area (MPA); begins January

- Develop white paper on resilience strategies for EV charging stations

NCTCOG Budget: \$200,000 federal, \$40,000 match

Funds split evenly between Transportation and Environment and Development departments

Up to \$20,000 match needed to fulfill Transportation share



Action Requested

Approve NCTCOG pursue funding from FHWA Electric Vehicle Charger Reliability and Accessibility Accelerator Program to repair and replace non-operational EV chargers, including use of up to 60,000 Transportation Development Credits as non-federal match for NCTCOG administrative costs.

Approve use of up to \$20,000 RTC Local funds to fulfill Transportation Department share of match requirement for SECO-funded Regional Energy Management project.



Contact Us



Maggie Quinn
Air Quality Planner
mquinn@nctcog.org



Jared Wright
Senior Air Quality Planner
jwright@nctcog.org



Lori Clark
Program Manager
& DFWCC Director
lclark@nctcog.org



Dallas-Fort Worth
CLEAN CITIES



dfwcleancities.org



cleancities@nctcog.org



Background Information – Eligible Station Locations

| City | Number of Unavailable Ports |
|-------------|-----------------------------|
| Addison | 2 |
| Aledo | 1 |
| Allen | 2 |
| Arlington | 6 |
| Aubrey | 1 |
| Bedford | 1 |
| Carrollton | 1 |
| Celina | 1 |
| Colleyville | 2 |
| Coppell | 2 |
| Dallas | 76 |
| Denton | 2 |

| City | Number of Unavailable Ports |
|------------------|-----------------------------|
| Duncanville | 2 |
| Fairview | 2 |
| Farmers Branch | 1 |
| Fort Worth | 35 |
| Frisco | 10 |
| Grand Prairie | 2 |
| Grapevine | 7 |
| Highland Village | 2 |
| Irving | 12 |
| Lewisville | 3 |
| Little Elm | 1 |
| McKinney | 2 |

| City | Number of Unavailable Ports |
|----------------------|-----------------------------|
| Mesquite | 4 |
| Murphy | 4 |
| North Richland Hills | 4 |
| Plano | 21 |
| Richardson | 6 |
| Rockwall | 1 |
| Rowlett | 2 |
| Sachse | 1 |
| Southlake | 2 |
| Sunnyvale | 2 |
| Westlake | 2 |
| Westworth Village | 1 |

Additional out-of-region stations considered for inclusion include a site along IH 35 in Waco, and one along SH 80 in Wills Point



**RESOLUTION ADOPTING
THE 2023 TRANSPORTATION CONFORMITY DETERMINATION FOR THE DALLAS-FORT
WORTH NONATTAINMENT AREA
(R23-02)**

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with NCTCOG, and has been and continues to be the regional forum for cooperative decisions on transportation; and,

WHEREAS, under 23 United States Code (USC) 134, the MPO is responsible for carrying out the metropolitan transportation planning process, in cooperation with the State and operators of publicly owned transit services; and,

WHEREAS, under 23 USC 134, the MPO is responsible for developing and maintaining the Metropolitan Transportation Plan (MTP) and metropolitan Transportation Improvement Program (TIP) and their periodic updates; and,

WHEREAS, under 23 USC 134, the Metropolitan Transportation Plan and metropolitan Transportation Improvement Program are required to include a financial plan to demonstrate how the MTP and TIP can be implemented; and,

WHEREAS, the Dallas-Fort Worth area is a federally designated nonattainment area for the pollutant ozone, and air quality conformity of the MTP and TIP shall be determined by the MPO as required by the Environmental Protection Agency's (EPA) Transportation Conformity Regulations found in 40 Code of Federal Regulation (CFR) 90; and,

WHEREAS, the EPA has designated the 10-county area of Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties as severe nonattainment under the 2008 8-hour ozone National Ambient Air Quality Standard (NAAQS) effective November 7, 2022; and designated the 9-county area of Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Tarrant, and Wise counties as moderate nonattainment under the 2015 8-hour ozone NAAQS effective November 7, 2022; and,

WHEREAS, the EPA approved new Motor Vehicle Emissions Budgets for the purpose of transportation conformity on April 24, 2023, with an effective date of May 24, 2023; and,

WHEREAS, a transportation conformity analysis on a regional metropolitan transportation plan is required to be performed within two years of a new Motor Vehicle Emissions Budgets effective date; and,

WHEREAS, no changes were made to *Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update*, previously adopted by the Regional Transportation Council on June 9, 2022; and,

WHEREAS, the *2023 Transportation Conformity* was developed in a manner consistent with the federal regulations found in 23 CFR 450 and 49 CFR 613, and 40 CFR 90; and,

WHEREAS, the planning process used in development of the *2023 Transportation Conformity* was conducted in accordance with NCTCOG's approved public involvement procedures required under 23 USC 134, and Transportation Conformity Regulations, including presentations at public meetings and the allowance of a 30-day public comment period prior to transportation conformity approval; and,

WHEREAS, the air quality *2023 Transportation Conformity* review has indicated that *Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update* meets the transportation conformity-related requirements of the State Implementation Plan, the Clean Air Act as amended on November 15, 1990, and the Transportation Conformity Regulations; and,

WHEREAS, NCTCOG's Surface Transportation Technical Committee has recommended Regional Transportation Council approval of the *2023 Transportation Conformity*.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The Regional Transportation Council approves the results of the *2023 Transportation Conformity*, which demonstrate that implementation of *Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update* and the *2023-2026 Transportation Improvement Program* will not cause any new violations of the 2008 and 2015 8-hour ozone NAAQS, increase the frequency or severity of violations of the standards, or delay timely attainment of the standards. This analysis uses latest available information and an applicable EPA-approved emissions estimation model and demonstrates Transportation Control Measures in approved State Implementation Plans are implemented in a timely fashion.

Section 2. Results of the *2023 Transportation Conformity* fulfill the requirement that transportation conformity be performed within two years of the effective date for new Motor Vehicle Emissions Budgets.

Section 3. The development of the *2023 Transportation Conformity* was conducted in accordance with NCTCOG's approved Public Participation Plan, including presentation of draft recommendations and analysis results to the public for comment prior to Regional Transportation Council adoption.

Section 4. The latest public involvement information for the *2023 Transportation Conformity* will be transmitted to the Federal Highway Administration, Federal Transit Administration, Environmental Protection Agency, Texas Department of Transportation, and the Texas Commission on Environmental Quality, as well as posted on the NCTCOG website.

Section 5. This resolution will be transmitted to the Federal Highway Administration, Federal Transit Administration, Environmental Protection Agency, Texas Department of Transportation, Texas Commission on Environmental Quality, Dallas Area Rapid Transit, Fort Worth Transportation Authority, Denton County Transportation Authority, North Texas Tollway Authority, Collin County Toll Road Authority, and all impacted local governments, as well as posted on the NCTCOG website.

Section 6. This resolution shall be in effect immediately upon its adoption.

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

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on November 9, 2023.

Clay Lewis Jenkins, Vice Chair
Regional Transportation Council
County Judge, Dallas County

DRAFT

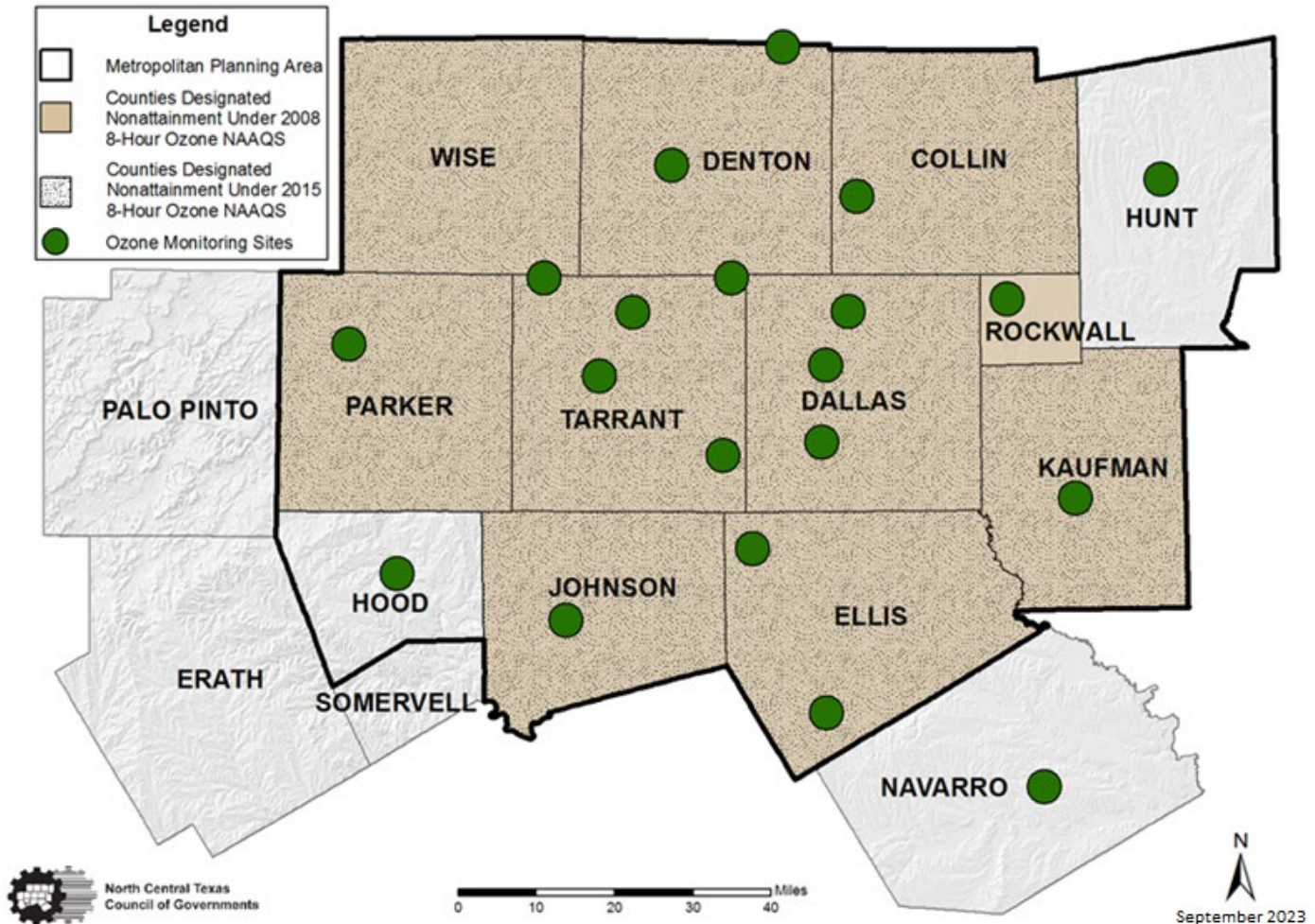


2023 TRANSPORTATION CONFORMITY and MOBILITY 2050

REGIONAL TRANSPORTATION COUNCIL
NOVEMBER 9, 2023

2023 TRANSPORTATION CONFORMITY ANALYSIS

Nonattainment Areas
Under the
8-Hour Ozone
Standards



2023 TRANSPORTATION CONFORMITY ANALYSIS

Reason

On April 24, 2023, the Environmental Protection Agency (EPA) approved new Motor Vehicle Emissions Budgets for the purpose of transportation conformity, with an effective date of May 24, 2023.

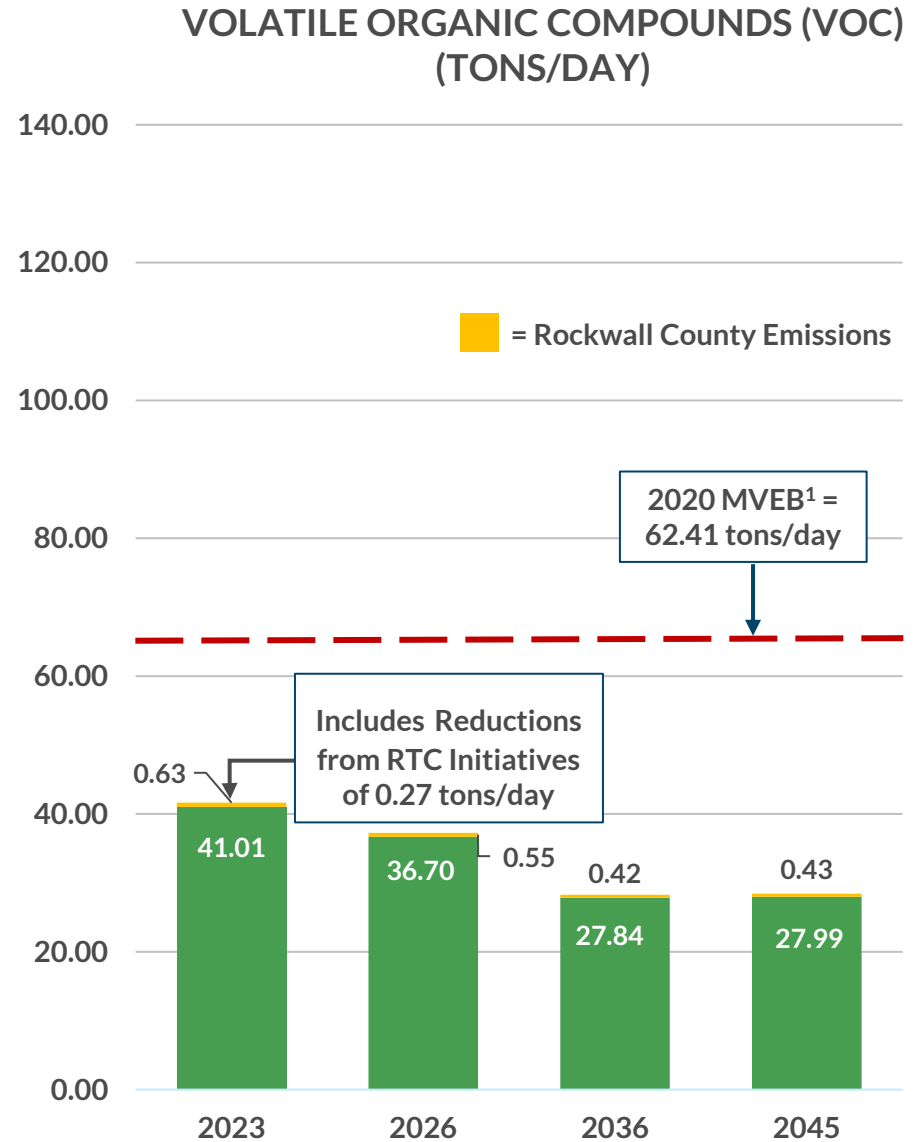
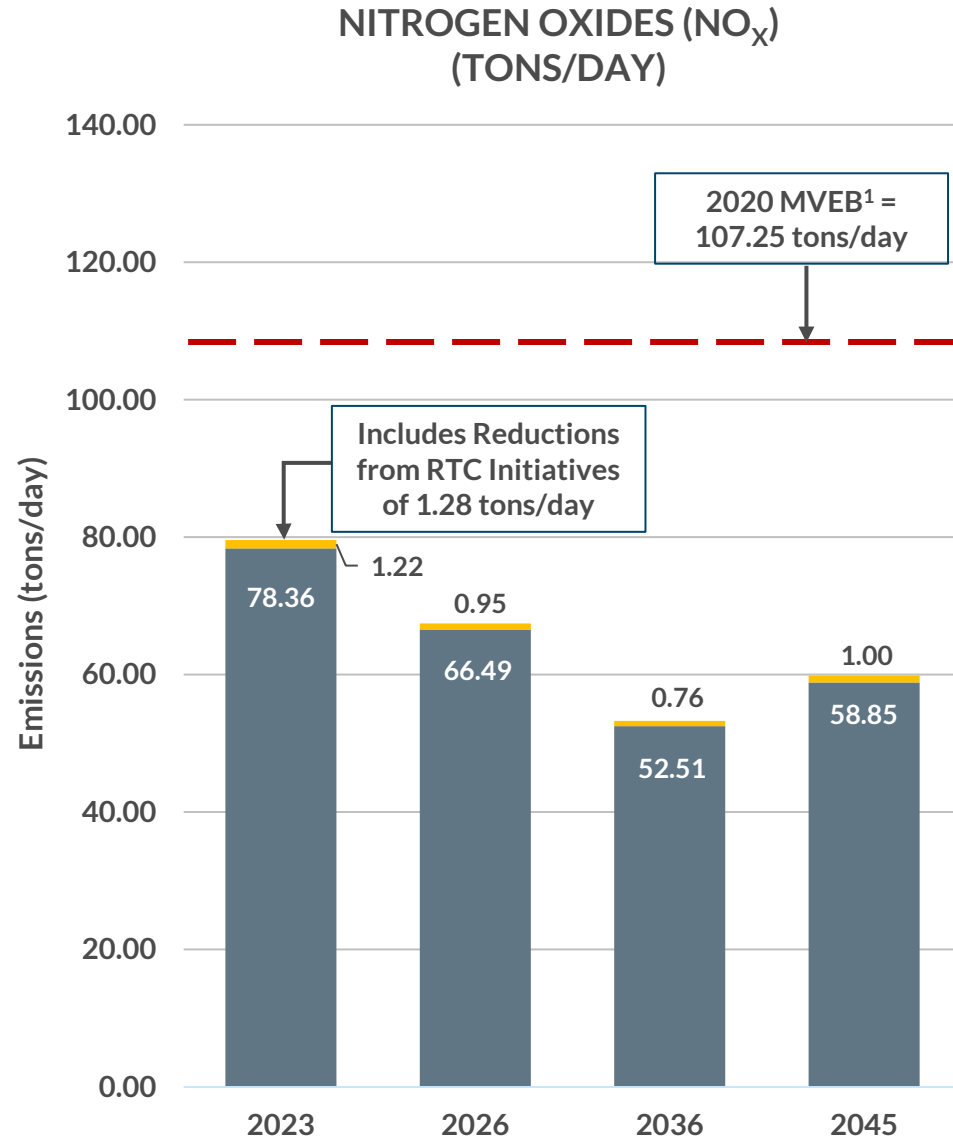
| | NO _x Tons/Day | VOC Tons/Day |
|-----|--------------------------|--------------|
| Old | 130.77 | 64.91 |
| New | 107.25 | 62.41 |

This approval requires transportation conformity to be performed within two years of the effective date.

Strategic Analysis against new emission budgets only (no network/project changes to the current Mobility 2045 Update).



2023 TRANSPORTATION CONFORMITY RESULTS (DRAFT FINAL)



¹Air Plan Approval; Texas; Reasonable Further Progress Plan for the Dallas-Fort Worth Ozone Nonattainment Area, [88 FR 24693](#)

TIMELINE

| DATE | ACTIVITY |
|--------------------|--|
| September 2023 | Pre-Analysis Consensus Plan |
| September 22, 2023 | Surface Transportation Technical Committee (STTC) – Information |
| October 9, 2023 | Public Meeting (Start of Comment Period) |
| October 12, 2023 | RTC – Information |
| October 27, 2023 | STTC – Action (Endorsement of <i>2023 Transportation Conformity</i> and Recommendation for RTC Approval) |
| November 9, 2023 | RTC – Action (Endorsement of <i>2023 Transportation Conformity</i>) (End of Public Comment Period November 8, 2023) |
| November 16, 2023 | Executive Board – Action (Endorsement of <i>2023 Transportation Conformity</i>) |
| November 2023 | <i>2023 Transportation Conformity Documents</i> Sent to Partners (Starts Interagency Consultation Review) |
| March 2024 | Anticipated United States Department of Transportation (USDOT) Conformity Determination |
| May 2025 | Required USDOT Conformity Determination |



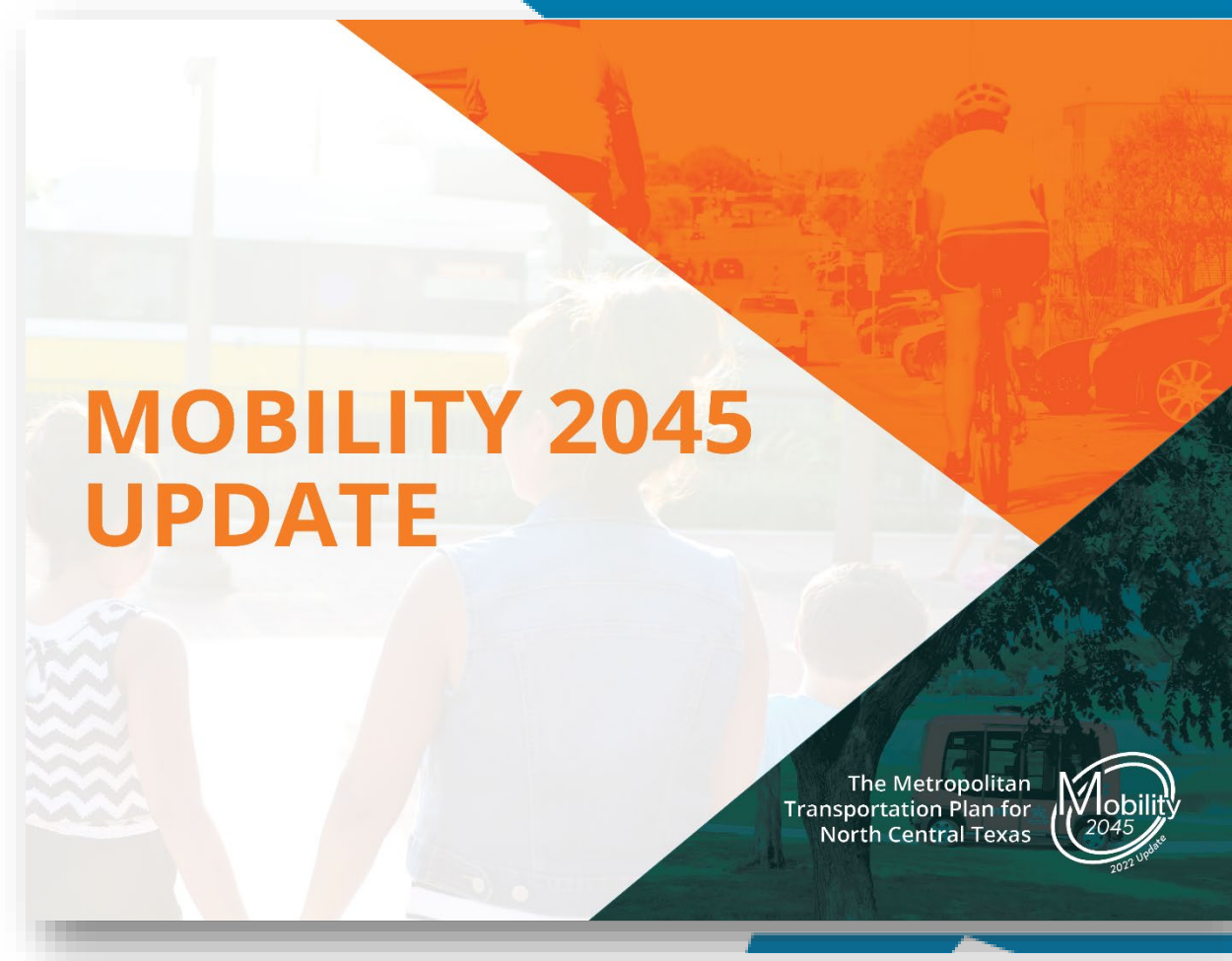
CURRENT MOBILITY PLAN

Mobility 2045 – 2022 Update

Adopted by RTC June 9, 2022

Conformity determination received
December 2022

NCTCOG staff have been
implementing Projects and
Programs



Aug. 2023

Mobility 2050
kick-off

Jun. 2022

Mobility 2045
Update adopted by
RTC

**Throughout 2024/
early 2025**

Mobility 2050
development

Jun. 2025

RTC adoption needed

Jan. 2026

20-Yr Planning
Horizon Lapse (2045)

Dec. 2025

Mobility 2050
Conformity
determination

DRAFT TIMELINE

A new plan must be developed, and a conformity determination achieved at least every four years.

The plan horizon must extend at least 20 years into the future.



ACTION REQUESTED

The Regional Transportation Council passes resolution approving the *2023 Transportation Conformity* analysis for new Motor Vehicle Emissions Budgets on Mobility 2045 Update, the Metropolitan Transportation Plan for North Central Texas.



CONTACT US



Chris Klaus
Senior Program Manager
cklaus@nctcog.org
817-695-9286



Brendon Wheeler
Program Manager
bwheeler@nctcog.org
682-433-0478



CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2023

| TIP CODE | CSJ | PROJECT SPONSOR | DISTRICT | PHASE | HWY NO | LIMITS FROM | LIMITS TO | PROJECT SCOPE | FEDERAL | STATE | LOCAL | TOTAL FUNDING | OBLIGATION | ESTIMATED START DATE | OBLIGATION STATUS | COMMENTS |
|-----------------------|-----------------------------|------------------------------|------------------------|-------------------|-----------------------|---|--|---|---------------------------|---------------------------|---------------------|-----------------------------|---------------------------|--|----------------------------------|---|
| 11630.7 | 2964-01-052 | GRAND PRAIRIE | DALLAS | E | SH 161 | ON FRONTAGE ROADS FROM IH 20 | IH 30 | INSTALL 6 NEW DMS AND 2 NEW CCTV CAMERAS ALONG SH 161 NB AND SB FRONTAGE ROADS INCLUDING SH 180 AND JEFFERSON | \$84,017 | \$21,004 | \$0 | \$105,021 | \$84,017 | 01/2023 | OBLIGATED (2023) | |
| 21048.1 | 0092-02-137 | TXDOT-DALLAS | DALLAS | C | IH 45 | DALLAS/ELLIS COUNTY LINE | SOUTH OF IH 20 | UPGRADE TO FIBER OPTIC DATA TRANSMISSION AND DEPLOYMENT OF ADDITIONAL CCTV | \$3,144,906 | \$786,227 | \$0 | \$3,931,133 | \$3,324,560 | 04/2023 (ACTUAL) 06/2023 | OBLIGATED (2023) | |
| 21048.2 | 0092-14-101 | TXDOT-DALLAS | DALLAS | C | IH 45 | SOUTH OF IH 20 | NORTH OF IH 20 | UPGRADE TO FIBER OPTIC DATA TRANSMISSION AND DEPLOYMENT OF ADDITIONAL CCTV | \$300,676 | \$75,169 | \$0 | \$375,845 | \$189,638 | 04/2023 (ACTUAL) 06/2023 | OBLIGATED (2023) | |
| 21067 | 2681-01-027 | TXDOT-DALLAS | DALLAS | R | FM 2499 | AT FM 407 (JUSTIN ROAD) | | CONSTRUCT DUAL LEFT TURN LANES ON EASTBOUND, WESTBOUND, AND SOUTHBOUND APPROACHES; CONSTRUCT ADDITIONAL THROUGH LANE NORTHBOUND; RECONFIGURE SIGNALIZATION | \$400,000 | \$100,000 | \$0 | \$500,000 | \$127,167 | 04/2023 (ACTUAL) | OBLIGATED (2023) | |
| 14007 | 0009-03-048 | TXDOT-DALLAS | DALLAS | C | SH 66 | AT DALROCK ROAD | | CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT AND RIGHT TURN LANES AND STORAGE BAYS | \$915,200 | \$228,800 | \$0 | \$1,144,000 | \$915,200 | 05/2023 (ACTUAL) | OBLIGATED (2023) | PROJECT ADVANCED FROM FY2024 |
| 14007.2 | 0009-04-072 | TXDOT-DALLAS | DALLAS | C | SH 66 | DALROCK | EAST OF DALROCK | CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT AND RIGHT TURN LANES AND STORAGE BAYS | \$1,232,800 | \$308,200 | \$0 | \$1,541,000 | \$1,232,800 | 05/2023 (ACTUAL) | OBLIGATED (2023) | |
| 14071 | 1392-01-044 | TXDOT-DALLAS | DALLAS | C | FM 1378 | FM 3286 | SOUTH OF FM 3286 | CONSTRUCT INTERSECTION IMPROVEMENTS (SIDEWALKS AND TURN LANES) | \$3,977,427 | \$994,357 | \$0 | \$4,971,784 | \$6,287,513 | 05/2023 (ACTUAL) | OBLIGATED (2023) | |
| 14071.2 | 3476-02-013 | TXDOT-DALLAS | DALLAS | C | FM 3286 | FM 1378 | EAST OF FM 1378 | CONSTRUCT INTERSECTION IMPROVEMENT (SIDEWALK AND TURN LANES) | \$2,714,390 | \$678,598 | \$0 | \$3,392,988 | \$2,824,548 | 05/2023 (ACTUAL) | OBLIGATED (2023) | |
| 25072 | 0918-47-386 | DART | DALLAS | T | VA | ON THE TRE FROM NOBLE BRANCH | WEST OF MEDICAL DISTRICT DRIVE | ADD TRACK TO CREATE A DOUBLE TRACKED SECTION OF THE TRE RESULTING IN FASTER SPEEDS AND REDUCED DELAY FOR PASSENGERS | \$750,000 | \$0 | \$187,500 | \$937,500 | \$750,000 | 05/2023 (ACTUAL) | OBLIGATED (2023) | |
| 11186.6 | 0918-00-348 | NCTCOG | DALLAS | I | VA | FREEWAY/TRAFFIC INCIDENT MANAGEMENT PROGRAM | INCLUDES TRAINING FOR AGENCY EXECUTIVES AND FIRST RESPONDERS, QUICK | CLEARANCE CRASH RECONSTRUCTION TRAINING, OTHER TRAINING AND EDUCATION TO PROMOTE STRATEGIES TO MITIGATE TRAFFIC INCIDENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE | \$245,460 | \$0 | \$0 | \$245,460 | \$245,460 | 05/2023 (ACTUAL) 08/2023 03/2023 | OBLIGATED (2023) | |
| 21066 | 1311-01-060 | TXDOT-DALLAS | DALLAS | C | FM 1171 | AT FM 2499 (LONG PRAIRIE ROAD) | | CONSTRUCT WESTBOUND RIGHT TURN LANE; REALIGN A DRIVEWAY AT THE INTERSECTION | \$960,000 | \$240,000 | \$0 | \$1,200,000 | \$788,927 | 06/2023 (ACTUAL) | OBLIGATED (2023) | |
| 21023 | 0008-03-130 | TXDOT-FORT WORTH | FORT WORTH | C | IH 20 | LAKE SHORE DRIVE | FM 1187 | INSTALLATION OF DETECTORS, CCTV, FIBER OPTIC COMMUNICATION SYSTEM | \$2,720,000 | \$680,000 | \$0 | \$3,400,000 | \$3,345,095 | 06/2023 (ACTUAL) 07/2023 | OBLIGATED (2023) | |
| 25097 | 0918-00-388 | DART | DALLAS | T | VA | SILVER LINE FROM DFW AIRPORT STATION | SHILOH STATION IN PLANO | CONSTRUCTION OF SILVER LINE REGIONAL RAIL PROJECT (COTTON BELT/SILVER LINE PROJECT #8) | \$15,000,000 | \$0 | \$3,750,000 | \$18,750,000 | \$15,000,000 | 01/2024 08/2023- 12/2022 | OBLIGATED (2023) | START OF IMPLEMENTATION HAS BEEN DELAYED BECAUSE DART IS WAITING ON TRAMS TO REOPEN TO SUBMIT GRANT REQUEST |
| 11616 | 0902-00-257 | NCTCOG | FORT WORTH | I | VA | REGIONAL TRAFFIC SIGNAL RETIMING; DEVELOP AND IMPLEMENT TRAFFIC SIGNAL COORDINATION IN THE DFW NON-ATTAINMENT AREA; | | INCLUDES IMPROVING SIGNAL OPERATION AND PROGRESSION THROUGH TRAFFIC SIGNAL RETIMING, EQUIPMENT AND IMPLEMENTATION, AND EVALUATION OF THE RESULTANT IMPROVEMENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE | \$2,340,000 | \$292,500 | \$0 | \$2,632,500 | \$2,340,000 | 06/2023 (ACTUAL) 09/2023 02/2023 | OBLIGATED (2023) | |
| 11684.8 | 0902-90-260 | ARLINGTON | FORT WORTH | T | VA | DOWNTOWN ARLINGTON AND UNIVERSITY OF TEXAS AT ARLINGTON CAMPUS | | EXPAND ON-DEMAND, SHARED RIDE SERVICE AND EQUIP VEHICLES WITH TELEOPERATIONS AND FIRST RESPONDER V2X COMMUNICATION DEVICES | \$1,013,333 | \$0 | \$0 | \$1,013,333 | \$1,013,333 | 07/2023 10/2023 01/2023 | OBLIGATED (2023) | |
| 14078 | 0902-90-304 | FWTA | FORT WORTH | T | VA | TRE STATION AT TRINITY LAKES | | CONSTRUCT NEW TRE STATION WITH 4 BUS BAYS AND 500-SPACE PARKING LOT | \$20,053,437 | \$0 | \$0 | \$20,053,437 | \$20,053,437 | 07/2023 08/2023- 03/2023 | OBLIGATED (2023) | TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED TO TXDOT AND HAS BEEN PROCESSED |
| 25093 | 0918-47-362 | DALLAS | DALLAS | E | VA | DEEP ELLUM AREA PEDESTRIAN AND TRAFFIC SIGNAL IMPROVEMENTS, BOUNDED BY LIVE OAK ST TO THE NORTH, | HALL ST TO THE EAST, IH 30 TO THE SOUTH, AND CESAR CHAVEZ BLVD TO THE WEST | CONSTRUCT NEW SIDEWALKS, ADA RAMPS, CURB EXTENSIONS, PEDESTRIAN LIGHTING, AND UPGRADES TO TRAFFIC SIGNALS IN THE DEEP ELLUM AREA | \$400,000 | \$0 | \$0 | \$400,000 | \$447,000 | 07/2023 | OBLIGATED (2023) | ADVANCED FROM FY2024; UPDATE ON PROJECT SCHEDULE PENDING |
| 25022 | 0902-90-050 | FORT WORTH | FORT WORTH | C | VA | CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR | TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION | CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL | \$6,730,734 | \$0 | \$1,682,683 | \$8,413,417 | \$3,506,604 | 09/2023 08/2023- 04/2023 | OBLIGATED (2023) | |
| 25072 | 0918-00-390 | DART | DALLAS | T | VA | ON THE TRE FROM NOBLE BRANCH | WEST OF MEDICAL DISTRICT DRIVE | ADD TRACK TO CREATE A DOUBLE TRACKED SECTION OF THE TRE RESULTING IN FASTER SPEEDS AND REDUCED DELAY FOR PASSENGERS | \$1,250,000 | \$0 | \$312,500 | \$1,562,500 | \$1,250,000 | 09/2023 | OBLIGATED (2023) | FUNDING ADDED TO THE TIP VIA MAY 2023 TIP MOD CYCLE (OFFSET BY DECREASE ON TIP 25072.1) |
| 14090.1 | 0902-00-365 | FWTA | FORT WORTH | T | IH 35W | DR. DENNIS DUNCANS TRANSFER CENTER | ALLIANCE | IMPLEMENT HIGH-INTENSITY BUS SERVICE ALONG THE IH 35W CORRIDOR | \$2,010,000 | \$0 | \$0 | \$2,010,000 | \$2,010,000 | 10/2023 (ACTUAL) 08/2023- 03/2023 | OBLIGATED (2023) | ADDITIONAL FUNDING FOR PROJECT ALREADY OBLIGATED; TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED TO TXDOT AND HAS BEEN PROCESSED |
| 25105 | 0918-47-462 | DART | DALLAS | T | VA | SILVER LINE FROM DFW AIRPORT STATION | SHILOH STATION IN PLANO | CONSTRUCTION OF SILVER LINE REGIONAL RAIL PROJECT (COTTON BELT/SILVER LINE PROJECT #10) | \$29,200,000 | \$0 | \$7,300,000 | \$36,500,000 | \$29,200,000 | 10/2023 | OBLIGATED (2023) | PROJECT ADDED TO THE TIP AS PART OF THE FEBRUARY 2023 TIP MODIFICATION CYCLE |
| 21057 | 0918-24-269 | PLANO | DALLAS | E | VA | BRECKENRIDGE TRAIL FROM BRADSHAW DR | FUTURE SHILOH RD SILVER LINE DART STATION | CONSTRUCT NEW SHARED-USE PATH | \$1,000,000 | \$0 | \$0 | \$1,000,000 | \$1,000,000 | 01/2024 05/2023- 03/2023 | OBLIGATED (2023) | |
| 11684.9 | 0902-00-367 | FWTA | FORT WORTH | I | VA | 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 | \$700,000 | \$0 | \$0 | \$700,000 | \$700,000 | 02/2024 08/2023 | OBLIGATED (2023) | FUNDING MOVED TO TIP 11684.9 VIA FEBRUARY 2023 TIP MODIFICATION CYCLE; TRANSIT TRANSFER REQUEST SUBMITTED IN JUNE 2023 AND HAS BEEN PROCESSED |

Sorted by Obligation Status, then Estimated Start Date
Estimated Start Dates reflect schedules as of 9/30/2023

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2023

| TIP CODE | CSJ | PROJECT SPONSOR | DISTRICT | PHASE | HWY NO | LIMITS FROM | LIMITS TO | PROJECT SCOPE | FEDERAL | STATE | LOCAL | TOTAL FUNDING | OBLIGATION | ESTIMATED START DATE | OBLIGATION STATUS | COMMENTS |
|----------|-------------|-----------------|------------|-------|----------------|---|--|---|-------------|----------|-----------|---------------|-------------|---|----------------------------|---|
| 21053 | 0918-47-372 | DALLAS | DALLAS | E | CS | ALONG PINE ST FROM US 175 TO MALCOLM X BLVD | ALONG ELSIE FAYE HEGGINS ST (PREVIOUSLY HATCHER RD) FROM US 175 TO 2ND AVE | CONSTRUCT SIDEWALKS, CROSSWALKS, AND SIGNAL IMPROVEMENTS | \$120,000 | \$0 | \$30,000 | \$150,000 | \$120,000 | 02/2024 06/2023 | OBLIGATED (2023) | ESTIMATED LET DATE REVISED BASED ON TIP DEVELOPMENT UPDATE FROM CITY |
| 14013.2 | 0918-00-439 | DART | DALLAS | T | VA | COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION | SHILOH COTTON BELT STATION | DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON) | \$2,537,914 | \$0 | \$0 | \$2,537,914 | \$2,537,914 | 03/2024 09/2023 07/2022 | OBLIGATED (2023) | |
| 14093 | 0918-00-397 | DART | DALLAS | T | VA | COTTON BELT RAIL LINE DFW AIRPORT STATION | SHILOH STATION IN PLANO | ENGINEERING, ENVIRONMENTAL, AND CONSTRUCTION OF COTTON BELT REGIONAL RAIL PROJECT (COTTON BELT PROJECT #10) | \$245,075 | \$0 | \$61,278 | \$306,353 | \$245,075 | 02/2024 08/2023 01/2023 | OBLIGATED (2023) | START OF IMPLEMENTATION HAS BEEN DELAYED BECAUSE DART IS WAITING ON TRAMS TO REOPEN TO SUBMIT GRANT REQUEST |
| 19005 | 0918-24-251 | PLANO | DALLAS | C | VA | PLANO CITYWIDE CCTV CAMERA EXPANSION | | INSTALL NEW CCTV CAMERAS CITYWIDE | \$1,867,000 | \$0 | \$0 | \$1,867,000 | \$0 | 10/2022 | DID NOT OBLIGATE IN FY2023 | UPDATE ON PROJECT SCHEDULE PENDING; AFA EXECUTION HAS DELAYED PROJECT |
| 14058 | 0902-90-153 | FORT WORTH | FORT WORTH | E | CS | TRINITY TRAIL FROM TRINITY BLVD. | TRINITY LAKES STATION | CONSTRUCT SHARED USE PATH | \$40,267 | \$0 | \$0 | \$40,267 | \$0 | 12/2022 | DID NOT OBLIGATE IN FY2023 | |
| 14080 | 0902-90-163 | GRAND PRAIRIE | FORT WORTH | R | VA | REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS | MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD | CONSTRUCT SHARED-USE PATH | \$508,880 | \$0 | \$127,220 | \$636,100 | \$0 | 03/2023 | DID NOT OBLIGATE IN FY2023 | PROJECT HAS BEEN PLACED ON HOLD BY THE CITY DUE TO SIGNIFICANT COST OVERRUNS |
| 14080 | 0902-90-163 | GRAND PRAIRIE | FORT WORTH | U | VA | REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS | MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD | CONSTRUCT SHARED-USE PATH | \$60,000 | \$0 | \$15,000 | \$75,000 | \$0 | 03/2023 | DID NOT OBLIGATE IN FY2023 | PROJECT HAS BEEN PLACED ON HOLD BY THE CITY DUE TO SIGNIFICANT COST OVERRUNS |
| 14055 | 0902-90-169 | FORT WORTH | FORT WORTH | R | CS | UNIVERSITY DRIVE FROM TRAIL DRIVE | ROSEDALE BRIDGE | PEDESTRIAN IMPROVEMENTS INCLUDING NEW AND WIDENED SIDEWALKS, CROSSWALKS, WAYFINDING SIGNAGE, AND TRAFFIC SIGNALS | \$100,000 | \$0 | \$0 | \$100,000 | \$0 | 05/2023 02/2023 | DID NOT OBLIGATE IN FY2023 | |
| 21071 | 0918-24-286 | PROSPER | DALLAS | E | CS | ON FIRST STREET AT SH 289 | | CONSTRUCT ADDITIONAL LEFT TURN LANES | \$80,000 | \$0 | \$20,000 | \$100,000 | \$0 | 06/2023 | DID NOT OBLIGATE IN FY2023 | AFA IS UNDER REVIEW |
| 11630.6 | 0008-08-077 | GRAND PRAIRIE | VARIOUS | C | SH 180 | EAST OF HENSLEY | GREAT SOUTHWEST PKWY | INSTALLATION OF 4 NEW CCTV CAMERAS AND 5 NEW DMS ALONG SH 180 TO FACILITATE TRAFFIC MANAGEMENT BY VIEWING TRAFFIC CONDITIONS VIA CCTV AND ADJUSTING SIGNAL TIMING AND PROVIDING FEEDBACK TO MOTORING PUBLIC VIA DMS | \$188,596 | \$47,149 | \$0 | \$235,745 | \$0 | 08/2023 | DID NOT OBLIGATE IN FY2023 | ADDITIONAL FUNDING FOR PROJECT ALREADY OBLIGATED; EXECUTION OF AFA AMENDMENT PENDING |
| 25036 | 1068-04-176 | GRAND PRAIRIE | DALLAS | C | IH 30 | MACARTHUR | SH 161 | INSTALLATION OF NEW DYNAMIC MESSAGE SIGNS AND NEW CCTV CAMERAS | \$288,596 | \$72,149 | \$0 | \$360,745 | \$0 | 08/2023 | DID NOT OBLIGATE IN FY2023 | ADDITIONAL FUNDING FOR PROJECT ALREADY OBLIGATED; EXECUTION OF AFA AMENDMENT PENDING |
| 19007.1 | 0364-04-052 | PLANO | DALLAS | C | SH 121 FRTG RD | LEGACY | CUSTER | INSTALL SIGNAL CONTROLLER AND SOFTWARE UPGRADES | \$357,333 | \$0 | \$0 | \$357,333 | \$0 | 08/2023 04/2023 | DID NOT OBLIGATE IN FY2023 | AFA IS BEING FINALIZED AND IS LAST REMAINING STEP BEFORE CONSTRUCTION; UPDATE ON PROJECT SCHEDULE PENDING |
| 19007.2 | 0364-03-106 | PLANO | DALLAS | C | SH 121 FRTG RD | AT SPRING CREEK PKWY | | INSTALL SIGNAL CONTROLLER AND SOFTWARE UPGRADES | \$44,667 | \$0 | \$0 | \$44,667 | \$0 | 08/2023 04/2023 | DID NOT OBLIGATE IN FY2023 | AFA IS BEING FINALIZED AND IS LAST REMAINING STEP BEFORE CONSTRUCTION; UPDATE ON PROJECT SCHEDULE PENDING |
| 14013.3 | 0902-00-235 | FORT WORTH | FORT WORTH | R | VA | CENTREPORT TRAIL FROM CENTREPORT STATION | CITY LIMITS | CONSTRUCT 12 FT WIDE SHARED-USE PATH | \$165,200 | \$0 | \$0 | \$165,200 | \$0 | 10/2023 11/2022 | DID NOT OBLIGATE IN FY2023 | FUNDING MOVED TO FY2024 THROUGH AUGUST 2023 TIP MODIFICATION CYCLE |
| 40017 | 0918-46-282 | CARROLLTON | DALLAS | C | VA | DUDLEY BRANCH TRAIL FROM NORTH CARROLLTON/FRANKFORD DART STATION | OLD DENTON RD | CONSTRUCT APPROX 2.1 MILES BIKE/PEDESTRIAN TRAIL | \$0 | \$0 | \$0 | \$0 | \$0 | 12/2023 03/2023 | DID NOT OBLIGATE IN FY2023 | PROJECT DELAYED DUE TO RIGHT-OF-WAY ACQUISITION AND IS BEING MOVED TO FY2024 |
| 40017 | 0918-46-282 | CARROLLTON | DALLAS | CE | VA | DUDLEY BRANCH TRAIL FROM NORTH CARROLLTON/FRANKFORD DART STATION | OLD DENTON RD | CONSTRUCT APPROX 2.1 MILES BIKE/PEDESTRIAN TRAIL | \$0 | \$0 | \$0 | \$0 | \$0 | 12/2023 03/2023 | DID NOT OBLIGATE IN FY2023 | PROJECT DELAYED DUE TO RIGHT-OF-WAY ACQUISITION AND IS BEING MOVED TO FY2024 |
| 25066.1 | 0918-47-310 | DALLAS | DALLAS | R | CS | ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST | AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12 | CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET | \$350,000 | \$0 | \$0 | \$350,000 | \$0 | 06/2024 03/2023 12/2022 | DID NOT OBLIGATE IN FY2023 | |
| 21063 | 0918-47-368 | DALLAS | DALLAS | E | CS | CAMP WISDOM RD FROM US 67 | WESTMORELAND RD | RECONSTRUCT AND WIDEN SIDEWALKS, INSTALL PEDESTRIAN LIGHTING, AND RECONSTRUCT/UPGRADE CROSSWALKS AND ASSOCIATED TRAFFIC SIGNAL INFRASTRUCTURE | \$400,000 | \$0 | \$100,000 | \$500,000 | \$0 | 08/2024 08/2023 01/2023 | DID NOT OBLIGATE IN FY2023 | AFA IS UNDER REVIEW; AFA EXECUTED OCTOBER 2023 |
| 21074 | 0918-24-255 | FRISCO | DALLAS | C | CS | ON OHIO DRIVE AT GAYLORD PARKWAY | | CONSTRUCT ROUNDABOUT | \$0 | \$0 | \$0 | \$0 | \$0 | 08/2024 02/2024 04/2023 | DID NOT OBLIGATE IN FY2023 | PROJECT DELAYED DUE TO LITTLE PROGRESS ON ENGINEERING AND ENVIRONMENTAL CLEARANCE; 30% PLANS UNDER REVIEW |
| 14013 | 0918-47-236 | DALLAS CO | DALLAS | C | VA | TRAIL CONNECTIONS TO FUTURE CYPRESS WATERS COTTON BELT RAIL STATION; FROM SOUTH OF CYPRESS WATERS COTTON BELT STATION | TO EXISTING TRAIL NORTH OF OLYMPUS BLVD | CONSTRUCT SHARED USE PATH AND RELATED PEDESTRIAN AND BICYCLE IMPROVEMENTS (PEDESTRIAN CROSSWALKS, SIGNAGE, LIGHTING, AND SIGNALS) IN PROXIMITY OF THE FUTURE CYPRESS WATERS COTTON BELT RAIL STATION | \$1,834,068 | \$0 | \$458,517 | \$2,292,585 | \$0 | 06/2025 08/2023 05/2023 | DID NOT OBLIGATE IN FY2023 | ACQUISITION OF EASEMENTS IS DELAYING THE PROJECT |

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2023

| TIP CODE | CSJ | PROJECT SPONSOR | DISTRICT | PHASE | HWY NO | LIMITS FROM | LIMITS TO | PROJECT SCOPE | FEDERAL | STATE | LOCAL | TOTAL FUNDING | OBLIGATION | ESTIMATED START DATE | OBLIGATION STATUS | COMMENTS |
|----------|-------------|-----------------|------------|-------|--------|---|---|---|---------------|-------------|--------------|---------------|--------------|----------------------|-----------------------------------|--|
| 11684 | 0902-00-326 | NCTCOG | FORT WORTH | I | VA | REGION WIDE PROJECT TO ASSIST LOCAL PARTNERS TO PLAN AND IMPLEMENT CAV DEPLOYMENTS BY PROVIDING FUNDING FOR COSTS RELATED | TO DEPLOYMENTS AND SUPPORTING COSTS OF ACTIVE AV DEPLOYMENTS IN PARTNERSHIP WITH THE 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; EXPAND ZIP ZONE TRANSIT TO 76104 ZIP CODE | \$0 | \$0 | \$0 | \$0 | \$0 | N/A | <u>DID NOT OBLIGATE IN FY2023</u> | FUNDING MOVED TO TIP 11684.9 VIA FEBRUARY 2023 TIP MODIFICATION CYCLE |
| 25072.1 | 0918-00-367 | NCTCOG | DALLAS | T | VA | NORTH TEXAS MOVES EASTERN SUBREGION TRE PROJECT FROM IH 35E TO MEDICAL MARKET CENTER STATION | DOUBLE TRACK MEDICAL MARKET CENTER TO STEMMONS FRWY TO BEGINNING OF EXISTING DOUBLE-TRACKED SECTION W OF MEDICAL MARKET CENTER STATION | REHAB EXISTING BRIDGE OVER INWOOD ROAD AND ADD ADJACENT BRIDGE FOR NEW SECOND TRACK; ADD NEW BRIDGE AT KNIGHTS BRANCH FOR A NEW SECOND TRACK; REPLACE CURRENT NOBLE BRANCH BRIDGE AND ADD ADJACENT BRIDGE FOR SECOND TRACK | \$0 | \$0 | \$0 | \$0 | \$0 | N/A | <u>DID NOT OBLIGATE IN FY2023</u> | FUNDING MOVED TO TIP 25072 BEING IMPLEMENTED BY DART (SEE THE ABOVE ENTRY FOR TIP 25072) |
| TOTAL | | | | | | | | | \$106,329,976 | \$4,524,153 | \$14,044,698 | \$124,898,827 | \$99,538,288 | | | |

| | |
|-----------------------------------|---------------|
| TOTAL CLOSEOUTS/WITHDRAWALS | (\$2,514,023) |
| TOTAL PROJECT ADJUSTMENTS | \$1,817,575 |
| TOTAL OBLIGATED IN FY2023 | \$99,538,288 |
| TOTAL DID NOT OBLIGATE IN FY 2023 | \$4,450,539 |

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2023

| TIP CODE | CSJ | PROJECT SPONSOR | DISTRICT | PHASE | HWY NO | LIMITS FROM | LIMITS TO | PROJECT SCOPE | FEDERAL | STATE | LOCAL | TOTAL FUNDING | OBLIGATION | ESTIMATED START DATE | OBLIGATION STATUS | COMMENTS |
|----------|-------------|------------------|------------|-------|---------|--|--|---|--------------|-------------|-------------|---------------|--------------|---|-------------------|--|
| 11619.1 | 0902-00-309 | TXDOT-FORT WORTH | FORT WORTH | C | VA | REGIONAL MOBILITY ASSISTANCE PATROL (FORT WORTH DISTRICT) | | MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS | \$2,054,000 | \$513,500 | \$0 | \$2,567,500 | \$1,950,000 | 12/2022 (ACTUAL) 08/2023 | OBLIGATED (2023) | |
| 21094 | 0902-20-232 | TXDOT-FORT WORTH | FORT WORTH | E | CR 4668 | AT BOBO'S CROSSING | | RECONSTRUCT BRIDGE TO ELEVATE OUT FLOOD PLAIN FOR SAFETY | \$3,000,000 | \$0 | \$0 | \$3,000,000 | \$2,999,999 | 12/2022 (ACTUAL) | OBLIGATED (2023) | |
| 55269 | 0196-02-132 | TXDOT-DALLAS | DALLAS | C | IH 35E | FRANKFORD RD | CORPORATE DR | CONSTRUCT OPERATIONAL IMPROVEMENTS ON NORTHBOUND MAINLANES | \$10,828,782 | \$2,707,196 | \$0 | \$13,535,978 | \$10,828,782 | 12/2022 (ACTUAL) | OBLIGATED (2023) | |
| 11650 | 0902-00-263 | NCTCOG | FORT WORTH | I | VA | CORRIDOR STUDIES AND CAPITAL ASSET MANAGEMENT | IDENTIFY STRATEGIES TO EXTEND OPERATIONAL LIFE OF TRANSPORTATION FACILITIES BY PROMOTING USE OF STRATEGIC MAINTENANCE, | REPAIR, AND EXPANSION; INCLUDES CONTINUED DEVELOPMENT, MONITORING, AND TECHNICAL ASSISTANCE TO REGIONAL PARTNERS TO BALANCE PRESERVATION VS. UPGRADE OF ASSETS | \$292,000 | \$0 | \$0 | \$292,000 | \$292,000 | 01/2023 (ACTUAL) 08/2022 | OBLIGATED (2023) | |
| 11237.2 | 0918-45-812 | IRVING | DALLAS | C | CS | ON CONFLANS RD FROM SH 161 | VALLEY VIEW LANE | CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH | \$13,500,000 | \$0 | \$3,375,000 | \$16,875,000 | \$9,522,310 | 01/2023 (ACTUAL) 11/2022 | OBLIGATED (2023) | PART OF MPO MILESTONE POLICY ROUND 2 AND HAD A LETTING DEADLINE OF THE END OF FY2022; PART OF FUNDING OBLIGATED UNDER ANOTHER PROGRAM AND IS NOT COUNTING UNDER STBG OBLIGATIONS |
| 11237.2 | 0918-45-812 | IRVING | DALLAS | CE | CS | ON CONFLANS RD FROM SH 161 | VALLEY VIEW LANE | CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH | \$625,000 | \$0 | \$156,250 | \$781,250 | \$172,800 | 01/2023 (ACTUAL) 11/2022 | OBLIGATED (2023) | PART OF MPO MILESTONE POLICY ROUND 2 AND HAD A LETTING DEADLINE OF THE END OF FY2022 |
| 11647.1 | 0918-00-311 | NCTCOG | DALLAS | I | VA | LAND USE/TRANSPORTATION AND BIKE/PEDESTRIAN INITIATIVES INCLUDES BICYCLE/PEDESTRIAN PLANNING, | TRANSIT ORIENTED DEVELOPMENT, REGIONAL PEDESTRIAN SAFETY PROGRAM, IMPLEMENTATION OF SUSTAINABLE DEVELOPMENT INITIATIVES; | INCLUDES NCTCOG STAFF TIME AND POSSIBLE CONSULTANT ASSISTANCE TO DEVELOP AND IMPLEMENT FUNDING PROGRAMS, COLLECT AND ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL, SAFETY AND EDUCATION | \$1,524,000 | \$0 | \$0 | \$1,524,000 | \$0 | 02/2023 (ACTUAL) 12/2022 | OBLIGATED (2023) | FUNDING OBLIGATED UNDER ANOTHER PROGRAM AND IS NOT COUNTING UNDER STBG OBLIGATIONS |
| 11618.2 | 0918-00-341 | TXDOT-DALLAS | DALLAS | I | VA | REGIONAL MOBILITY ASSISTANCE PATROL (DALLAS DISTRICT) | | MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS | \$3,510,000 | \$877,500 | \$0 | \$4,387,500 | \$3,510,000 | 02/2023 (ACTUAL) 08/2023 | OBLIGATED (2023) | |
| 11734 | 0902-90-034 | DFW AIRPORT | FORT WORTH | C | CS | EAST-WEST CONNECTOR FROM SH 360 | INTERNATIONAL PARKWAY | CONSTRUCTION OF EAST-WEST CONNECTOR FROM 0 TO 2 LANES UNDIVIDED URBAN WITH INTERSECTIONS AT SH 360, 20TH AVE, AND RENTAL CAR DRIVE (ULTIMATE BUILD OUT 2 TO 4 LANES DIVIDED) | \$21,614,199 | \$0 | \$5,403,550 | \$27,017,749 | \$0 | 03/2023 (ACTUAL) | OBLIGATED (2023) | PART OF MPO MILESTONE POLICY ROUND 2 AND HAS A LETTING DEADLINE OF THE END OF FY2024; FUNDING OBLIGATED UNDER ANOTHER PROGRAM AND IS NOT COUNTING UNDER STBG OBLIGATIONS |
| 11734 | 0902-90-034 | DFW AIRPORT | FORT WORTH | CE | CS | EAST-WEST CONNECTOR FROM SH 360 | INTERNATIONAL PARKWAY | CONSTRUCTION OF EAST-WEST CONNECTOR FROM 0 TO 2 LANES UNDIVIDED URBAN WITH INTERSECTIONS AT SH 360, 20TH AVE, AND RENTAL CAR DRIVE (ULTIMATE BUILD OUT 2 TO 4 LANES DIVIDED) | \$2,611,226 | \$0 | \$652,807 | \$3,264,033 | \$0 | 03/2023 (ACTUAL) | OBLIGATED (2023) | PART OF MPO MILESTONE POLICY ROUND 2 AND HAS A LETTING DEADLINE OF THE END OF FY2024; FUNDING OBLIGATED UNDER ANOTHER PROGRAM AND IS NOT COUNTING UNDER STBG OBLIGATIONS |
| 13033.1 | 0196-02-128 | TXDOT-DALLAS | DALLAS | C | IH 35E | AT 1171 AND MAIN STREET | | RECONSTRUCT GRADE SEPARATION AND EXISTING 4 TO 4 LANE CONTINUOUS FRONTAGE ROADS | \$15,052,219 | \$3,763,055 | \$0 | \$18,815,274 | \$15,052,219 | 03/2023 (ACTUAL) | OBLIGATED (2023) | ADDITIONAL FUNDING FOR A PROJECT ALREADY OBLIGATED |
| 21016.1 | 0918-00-371 | NCTCOG | DALLAS | E | VA | REGIONAL DATA HUB - DFW MPO BOUNDARY | DEPLOYMENT AND ADAPTATION OF THE CALTRANS TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS DATA ENGINE | TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S ROADWAYS BY INTEGRATING DATA SOURCES, INCLUDING REGIONAL 511 AND OTHER TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYSTEMS, AND FACILITATING DATA SHARING WITHIN THE REGION; INCLUDES NCTCOG STAFF TIME | \$1,400,000 | \$0 | \$0 | \$1,400,000 | \$600,000 | 04/2023 (ACTUAL) 08/2023 | OBLIGATED (2023) | |
| 11655.1 | 0902-00-241 | NCTCOG | FORT WORTH | I | VA | REVENUE AND PROJECT TRACKING SYSTEM (RAPTS) | | TRACK, MONITOR, AND ASSESS REGIONAL TRANSPORTATION AND AIR QUALITY PROJECTS THROUGH THE RAPTS WEBSITE; INCLUDES SOFTWARE DEVELOPMENT AND NCTCOG STAFF TIME | \$790,400 | \$0 | \$0 | \$790,400 | \$790,400 | 04/2023 (ACTUAL) 03/2023 | OBLIGATED (2023) | |
| 11893.5 | 0902-00-304 | NCTCOG | FORT WORTH | I | VA | 511 TRAVELER INFORMATION SYSTEM (ITS) | | DEVELOP AND IMPLEMENT TRAVELER INFORMATION SYSTEM IN REGION | \$800,000 | \$200,000 | \$0 | \$1,000,000 | \$800,000 | 05/2023 (ACTUAL) 06/2023 | OBLIGATED (2023) | |
| 11684.1 | 0918-47-378 | DART | DALLAS | T | VARIOUS | DART LOVE LINK AV BUS SERVICE | | PURCHASE A FLEET OF FOUR AUTOMATED ELECTRIC BUSES TO PROVIDE TRANSIT SERVICE BETWEEN THE INWOOD STATION AND LOVE FIELD | \$1,750,000 | \$0 | \$0 | \$1,750,000 | \$1,750,000 | 05/2023 (ACTUAL) 08/2023-01/2023 | OBLIGATED (2023) | TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED TO TXDOT |
| 21062 | 0902-50-142 | ALVARADO | FORT WORTH | E | CS | ON CUMMINGS DRIVE FROM US 67 | NORTH OF CR 508 | RECONSTRUCT 2 TO 3 LANE ROADWAY WITH NEW SIDEWALKS AND INTERSECTION IMPROVEMENTS INCLUDING TURN LANES AND SIGNALIZATION AT US 67 AND CUMMINGS | \$1,200,000 | \$0 | \$300,000 | \$1,500,000 | \$1,200,000 | 05/2023 | OBLIGATED (2023) | |
| 40045.1 | 1047-03-074 | TXDOT-DALLAS | DALLAS | C | FM 1382 | SH 180 | IH 20 | FULL DEPTH CONCRETE REPAIR | \$800,000 | \$200,000 | \$0 | \$1,000,000 | \$800,000 | 05/2023 (ACTUAL) 09/2023 | OBLIGATED (2023) | PROJECT ADDED TO THE TIP AS PART OF THE MAY 2023 TIP MODIFICATION CYCLE |
| 11554.1 | 0902-00-270 | NCTCOG | FORT WORTH | E | VA | PEOPLE MOVER TEST TRACK | | INCLUDING ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED PEOPLE MOVER LOCATIONS IN THE DFW REGION AND CONNECT THOSE LOCATIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS | \$382,000 | \$0 | \$0 | \$382,000 | \$260,000 | 06/2023 (ACTUAL) 08/2023-02/2023 | OBLIGATED (2023) | FUNDING WILL LIKELY BE ADDED TO EXISTING TXDOT AGREEMENT |
| 21017 | 0918-00-370 | NCTCOG | DALLAS | E | VA | PAVEMENT CONDITION ON RTC-FOCUSED (NHS) OFF SYSTEM ROADWAYS | REGIONWIDE | REVIEW PAVEMENT SCORES AND PERFORM ENGINEERING TO IDENTIFY IMPROVEMENTS TO BE MADE (RESPONSE TO FEDERAL PERFORMANCE MEASURES) | \$1,000,000 | \$0 | \$0 | \$1,000,000 | \$1,000,000 | 07/2023 (ACTUAL) 06/2023-08/2022 | OBLIGATED (2023) | |
| 11615.3 | 0902-00-341 | NCTCOG | FORT WORTH | I | VA | REGIONAL AERIAL PHOTOGRAPHY: DATA COLLECTION/PLANNING | | COOPERATIVE DIGITAL AERIAL PHOTOGRAPHY DATA COLLECTION TO IMPROVE TRAVEL DEMAND MODEL, OUTER LOOP PLANNING, AND CORRIDOR ALIGNMENT PLANNING, AND TRACK POPULATION/EMPLOYMENT CHANGES | \$800,000 | \$200,000 | \$0 | \$1,000,000 | \$800,000 | 07/2023 (ACTUAL) 08/2023 | OBLIGATED (2023) | |
| 11684.5 | 0918-47-389 | RICHARDSON | DALLAS | E | VA | CITY OF RICHARDSON CONNECTED & AUTOMATED VEHICLE (AV) TEST BED & COMMUNITY CONNECTOR; TRAFFIC DETECTION & COMMS UPGRADES | INCLUDE CELLULAR VEHICLE-TO-EVERYTHING/LTE-TO-EVERYTHING ROADSIDE & ON-BOARD UNITS; RAPID FLASHING BEACONS AT | GREENVILLE/ARAPAHO STATION; RECTANGLE RAPID FLASHING BEACONS XING; SYSTEMS ENG FOR CONNECTED VEHICLE-TO-EVERYTHING IMP; ON-DEMAND AV SERVICES CONNECTING POINTS-OF-INTEREST AROUND ARAPAHO STATION, INCL NETWORK OF NEIGHBORHOODS AND COMMUNITY CENTERS | \$343,868 | \$0 | \$0 | \$343,868 | \$277,868 | 07/2023 02/2023 | OBLIGATED (2023) | |

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2023

| TIP CODE | CSJ | PROJECT SPONSOR | DISTRICT | PHASE | HWY NO | LIMITS FROM | LIMITS TO | PROJECT SCOPE | FEDERAL | STATE | LOCAL | TOTAL FUNDING | OBLIGATION | ESTIMATED START DATE | OBLIGATION STATUS | COMMENTS |
|----------|-------------|-----------------|------------|-------|---------|--|---|---|--------------|-------------|--------------|---------------|--------------|---|-------------------|--|
| 21015.9 | 0902-90-251 | FWTA | FORT WORTH | T | VA | TRINITY RAILWAY EXPRESS (TRE) CENTREPORT STATION | DALLAS FORT WORTH (DFW) INTERNATIONAL AIRPORT | CAPITAL COST OF CONTRACTING FOR A CRITICAL FIRST/LAST MILE CONNECTION BETWEEN THE TRE CENTREPORT STATION AND DFW INTERNATIONAL AIRPORT TO A NEW LOCATION (TERMINAL B) | \$300,000 | \$0 | \$75,000 | \$375,000 | \$300,000 | 07/2023 (ACTUAL) 08/2023-12/2021 | OBLIGATED (2023) | |
| 11612.2 | 0902-00-319 | NCTCOG | FORT WORTH | I | VARIOUS | REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR) | TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.COM | PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE | \$733,000 | \$0 | \$0 | \$733,000 | \$733,000 | 08/2023 (ACTUAL) | OBLIGATED (2023) | |
| 11663 | 0902-00-324 | NCTCOG | FORT WORTH | I | VA | 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 | \$646,400 | \$161,600 | \$0 | \$808,000 | \$639,936 | 8/2023 (ACTUAL) | OBLIGATED (2023) | |
| 11678 | 0918-00-324 | NCTCOG | DALLAS | E | VA | DFW AUTOMATED VEHICLE PROVING GROUNDS PROJECT (REGION-WIDE) | ADVANCE HIGH-SPEED AUTOMATED VEHICLE PROGRAM AND IMPROVE ROADWAY SAFETY THROUGH | THE IMPLEMENTATION OF WORK ZONE REPORTING FOR USE BY NAVIGATION SYSTEMS; PROJECT WILL CONVERT RAW WORK ZONE DATA INTO THE WORK ZONE DATA EXCHANGE (WZDX) SPECIFICATION DEVELOPED BY USDOT; ALL VEHICLES WILL BENEFIT FROM IMPROVED WORK ZONE REPORTING | \$250,000 | \$0 | \$0 | \$250,000 | \$250,000 | 08/2023 (ACTUAL) 12/2022 | OBLIGATED (2023) | PROJECT HAS BEEN APPROVED BY FHWA |
| 30005 | 0047-07-232 | TXDOT-DALLAS | DALLAS | C | US 75 | IH 635 | COLLIN COUNTY LINE | IMPLEMENT TECHNOLOGY LANES TO INCLUDE CONSTRUCTION OF GANTRIES, REMOVAL OF PYLONS AND CHANGE IN HOV OPERATION CONSISTENT WITH 23 USC 166; EXISTING 8 GENERAL PURPOSE LANES REMAIN 8 GENERAL PURPOSE LANES | \$13,200,000 | \$3,300,000 | \$0 | \$16,500,000 | \$13,330,930 | 08/2023 | OBLIGATED (2023) | PROJECT ADVANCED FROM FY2024 |
| 30006 | 0047-06-158 | TXDOT-DALLAS | DALLAS | C | US 75 | DALLAS COUNTY LINE | BETHANY DRIVE | EXTEND HOV LANES FROM SPRING CREEK PARKWAY TO BETHANY DRIVE AND IMPLEMENT TECHNOLOGY LANES TO INCLUDE CONSTRUCTION OF GANTRIES AND CHANGE IN HOV OPERATION CONSISTENT WITH 23 USC 166; EXISTING 8 GENERAL PURPOSE LANES REMAIN 8 GENERAL PURPOSE LANES | \$21,600,000 | \$5,400,000 | \$0 | \$27,000,000 | \$22,497,233 | 08/2023 12/2023 12/2022 | OBLIGATED (2023) | |
| 30007 | 0047-06-163 | TXDOT-DALLAS | DALLAS | C | US 75 | BETHANY DRIVE | SH 121 | CONSTRUCT HOV LANES AND IMPLEMENT TECHNOLOGY LANES TO INCLUDE CONSTRUCTION OF GANTRIES AND ESTABLISHMENT OF HOV OPERATION CONSISTENT WITH 23 USC 166; EXISTING 8 GENERAL PURPOSE LANES REMAIN 8 GENERAL PURPOSE LANES | \$10,800,000 | \$2,700,000 | \$0 | \$13,500,000 | \$11,697,882 | 08/2023 12/2023 12/2022 | OBLIGATED (2023) | |
| 11543.4 | 0902-90-086 | FWTA | FORT WORTH | T | VA | TEXRAIL EXTENSION PROJECT FROM FORT WORTH T&P STATION | MEDICAL DISTRICT | ENGINEERING/ENVIRONMENTAL AND CONSTRUCTION OF COMMUTER RAIL LINE EXTENSION | \$51,362,000 | \$0 | \$12,840,500 | \$64,202,500 | \$0 | 09/2023 | OBLIGATED (2023) | TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED TO TXDOT; FUNDING OBLIGATED AS CRRSAA AND DOES NOT COUNT AGAINST STBG OBLIGATION BALANCES |
| 11665 | 0918-47-429 | NCTCOG | DALLAS | E | CS | ON GRAND AVENUE FROM GARLAND/GASTON AVENUE | IH 30 | ENGINEERING STUDY TO IDENTIFY NEEDED IMPROVEMENTS TO GRAND AVENUE; INCLUDING TRAVEL FORECASTS, TRAVEL MODELING SUPPORT, MANAGEMENT OF EFFORTS TO UPDATE THE 2010 NCTCOG STUDY THAT EXTENDED FROM DALLAS/GARLAND, AND NCTCOG STAFF TIME | \$1,000,000 | \$0 | \$0 | \$1,000,000 | \$1,000,000 | 09/2023 (ACTUAL) | OBLIGATED (2023) | |
| 16007 | 0902-00-350 | NCTCOG | FORT WORTH | I | VA | 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 | \$400,000 | \$0 | \$0 | \$400,000 | \$400,000 | 09/2023 (ACTUAL) | OBLIGATED (2023) | PROJECT ADVANCED TO FY2023 |
| 14091.1 | 0902-90-229 | FORT WORTH | FORT WORTH | E | VA | BUTLER HOUSING PROJECT BOUNDED BY IH 35W, IH 30, AND US 287 | | PLANNING STUDY TO CONDUCT AN ANALYSIS OF ALTERNATIVES TO IMPROVE ROADWAY ACCESSIBILITY TO FORMER BUTLER PLACE HISTORIC DISTRICT THAT WILL ASSESS ECONOMIC AND SOCIAL OPPORTUNITIES, INCLUDING TRAFFIC STUDY OF THE E LANCASTER AVE INTERSECTIONS OF JONES ST | \$2,000,000 | \$0 | \$500,000 | \$2,500,000 | \$2,000,000 | 09/2023 05/2023 04/2023 | OBLIGATED (2023) | |
| 21015.1 | 0918-00-375 | NCTCOG | DALLAS | E | VA | ENGINEERING FOR PASSENGER RAIL/ROADWAY INTERFACES | REGIONWIDE | ESTABLISH ENGINEERING AGREEMENTS WITH FREIGHT AND PASSENGER RAILROADS, ALLOWING FOR STREAMLINED DESIGN AND REVIEW OF DESIGN PLANS FOR REGIONALLY SIGNIFICANT TRANSPORTATION PROJECTS | \$3,100,000 | \$0 | \$0 | \$3,100,000 | \$3,100,000 | 09/2023 08/2023 (ACTUAL) | OBLIGATED (2023) | PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION; PROJECT HAS BEEN APPROVED BY FHWA |
| 21083 | 0918-47-390 | TXDOT-DALLAS | DALLAS | E | CS | ON LAKE JUNE ROAD FROM US 175 | GILLETTE STREET | REHABILITATION OF 6 TO 4 LANE ROADWAY, INCLUDING FULL DEPTH REPAIR, TO INCLUDE BIKE LANES, SIDEWALKS, LIGHTING, AND TRAFFIC SIGNAL AT GILLETTE STREET AND LAKE JUNE ROAD | \$240,000 | \$0 | \$60,000 | \$300,000 | \$240,000 | 09/2023 | OBLIGATED (2023) | |
| 11649.2 | 0918-00-363 | NCTCOG | DALLAS | T | VA | REGIONAL VANPOOL PROGRAM | | SUPPORT REGIONAL VANPOOL PROGRAM ACTIVITIES INCLUDING COORDINATION WITH TRANSIT PARTNERS, EDUCATION AND OUTREACH INITIATIVES, STAFF TIME, AND CONSULTANT ASSISTANCE FOR VANPOOL UTILIZATION STUDY TO IMPROVE OVERALL EFFECTIVENESS | \$1,197,000 | \$0 | \$0 | \$1,197,000 | \$0 | 09/2023 | OBLIGATED (2023) | TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED TO TXDOT; FUNDING OBLIGATED UNDER ANOTHER PROGRAM (CRRSAA) AND IS NOT COUNTING UNDER STBG OBLIGATIONS |
| 14082 | 0902-90-164 | HALTOM CITY | FORT WORTH | E | CS | BROADWAY AVE FROM US 377 | SH 26 | RECONSTRUCT AND ADD TURN LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS | \$659,190 | \$0 | \$0 | \$659,190 | \$687,980 | 10/2023 06/2023 | OBLIGATED (2023) | |
| 11684.8 | 0902-90-260 | ARLINGTON | FORT WORTH | T | VA | DOWNTOWN ARLINGTON AND UNIVERSITY OF TEXAS AT ARLINGTON CAMPUS | | EXPAND ON-DEMAND, SHARED RIDE SERVICE AND EQUIP VEHICLES WITH TELEOPERATIONS AND FIRST RESPONDER V2X COMMUNICATION DEVICES | \$506,667 | \$0 | \$0 | \$506,667 | \$506,667 | 10/2023 01/2023 | OBLIGATED (2023) | EXCEPTION HAS BEEN CLEARED |
| 25100 | 0918-00-389 | DART | DALLAS | T | VA | SILVER LINE FROM DFW AIRPORT STATION | SHILOH STATION IN PLANO | CONSTRUCTION OF SILVER LINE REGIONAL RAIL PROJECT (COTTON BELT/SILVER LINE PROJECT #9) | \$4,000,000 | \$0 | \$0 | \$4,000,000 | \$4,000,000 | 01/2024 08/2023-12/2022 | OBLIGATED (2023) | TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED TO TXDOT; START OF IMPLEMENTATION HAS BEEN DELAYED BECAUSE DART IS WAITING ON TRAMS TO REOPEN TO SUBMIT GRANT REQUEST. |

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2023

| TIP CODE | CSJ | PROJECT SPONSOR | DISTRICT | PHASE | HWY NO | LIMITS FROM | LIMITS TO | PROJECT SCOPE | FEDERAL | STATE | LOCAL | TOTAL FUNDING | OBLIGATION | ESTIMATED START DATE | OBLIGATION STATUS | COMMENTS |
|----------|-------------|------------------|------------|-------|--------|---|---|--|-------------|-------|-----------|---------------|------------|----------------------------|--|---|
| 25105 | 0918-47-462 | DART | DALLAS | T | VA | SILVER LINE FROM DFW AIRPORT STATION | SHILOH STATION IN PLANO | CONSTRUCTION OF SILVER LINE REGIONAL RAIL PROJECT (COTTON BELT/SILVER LINE PROJECT #10) | \$800,000 | \$0 | \$200,000 | \$1,000,000 | \$800,000 | 01/2024 10/2023 | OBLIGATED (2023) | PROJECT ADDED TO THE TIP AS PART OF THE FEBRUARY 2023 TIP MODIFICATION CYCLE; START OF IMPLEMENTATION HAS BEEN DELAYED BECAUSE DART IS WAITING ON TRAMS TO REOPEN TO SUBMIT GRANT REQUEST |
| 11624 | 0918-47-422 | DALLAS | DALLAS | E | CS | S LANCASTER RD FROM E Kiest Blvd | E LEDBETTER DR | CONSTRUCT PEDESTRIAN CONNECTIONS SUCH AS CROSSWALKS AND ADA RAMP AND ASSOCIATED IMPROVEMENTS AND PEDESTRIAN LIGHTING | \$280,000 | \$0 | \$0 | \$280,000 | \$280,000 | 07/2024 08/2023-01/2023 | OBLIGATED (2023) | ESTIMATED LET DATE REVISED BASED ON TIP DEVELOPMENT UPDATE FROM CITY |
| 21015.6 | 0918-24-270 | DART | DALLAS | E | VA | ON SILVER LINE FROM DFW AIRPORT | SHILOH ROAD | EXPEDITE DESIGN REVIEW BY CLASS I AND SHORT LINE FREIGHT RAILROADS FOR THE SILVERLINE RAIL AND TRAIL PROJECT | \$800,000 | \$0 | \$0 | \$800,000 | \$0 | 08/2022 | DID NOT OBLIGATE IN FY2023 | PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION |
| 13050 | 0009-13-167 | TXDOT-PARIS | PARIS | C | IH 30 | AT FM 1570 | | CONSTRUCT INTERCHANGE | \$0 | \$0 | \$0 | \$0 | \$0 | 10/2022 | DID NOT OBLIGATE IN FY2023 | PART OF THE 2022 SE CONNECTOR CATEGORY 2/STBG SWAP; STBG FUNDS REMOVED VIA MAY 2023 TIP MODIFICATION |
| 55223 | 0009-13-173 | TXDOT-PARIS | PARIS | C | IH 30 | WEST OF FM 1903 | EAST OF FM 1903 | RECONSTRUCT OVERPASS AND APPROACHES | \$0 | \$0 | \$0 | \$0 | \$0 | 10/2022 | DID NOT OBLIGATE IN FY2023 | PART OF THE 2022 SE CONNECTOR CATEGORY 2/STBG SWAP; STBG FUNDS REMOVED VIA A MAY 2023 TIP MODIFICATION |
| 14032 | 0918-47-246 | TXDOT-DALLAS | DALLAS | R | CS | ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD | IH 35E | RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS | \$2,000,000 | \$0 | \$500,000 | \$2,500,000 | \$0 | 03/2023 | DID NOT OBLIGATE IN FY2023 | RIGHT-OF-WAY CSJ 0918-47-317; PROJECT ON HOLD PENDING COORDINATION BETWEEN NCTCOG, TXDOT, AND THE CITY OF GLENN HEIGHTS; CITY OF GLENN HEIGHTS IS RESPONSIBLE FOR ACQUIRING RIGHT-OF-WAY |
| 25013 | 0902-90-172 | FORT WORTH | FORT WORTH | R | CS | MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE | LTJG BARNETT FROM MEANDERING ROAD TO NASIRB EAST GATE | RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LT JG BARNETT | \$0 | \$0 | \$0 | \$0 | \$0 | 04/2023 12/2022 | DID NOT OBLIGATE IN FY2023 | ENVIRONMENTAL CLEARANCE IS STILL PENDING AND RIGHT-OF-WAY ACQUISITION CANNOT BEGIN UNTIL CLEARANCE IS RECEIVED; PHASE DELAYED TO FY2024 VIA FEBRUARY 2023 TIP MODIFICATION CYCLE |
| 11898.5 | 0902-90-268 | TXDOT-FORT WORTH | FORT WORTH | E | CS | ON AVONDALE-HASLET ROAD | AT BNSF RAIL LINE | CONSTRUCT GRADE SEPARATION | \$1,000,000 | \$0 | \$0 | \$1,000,000 | \$0 | 05/2023 01/2023 | DID NOT OBLIGATE IN FY2023 | PHASE DELAYED TO 2024 THROUGH NOVEMBER 2023 TIP MODIFICATION CYCLE |
| 21062 | 0902-50-142 | ALVARADO | FORT WORTH | R | CS | ON CUMMINGS DRIVE FROM US 67 | NORTH OF CR 508 | RECONSTRUCT 2 TO 3 LANE ROADWAY WITH NEW SIDEWALKS AND INTERSECTION IMPROVEMENTS INCLUDING TURN LANES AND SIGNALIZATION AT US 67 AND CUMMINGS | \$360,000 | \$0 | \$90,000 | \$450,000 | \$0 | 05/2023 | DID NOT OBLIGATE IN FY2023 | ENGINEERING IS BEGINNING IN MAY 2023; UPDATE ON REVISED RIGHT-OF-WAY TIMING IS PENDING |
| 11622.3 | 0918-00-315 | NCTCOG | DALLAS | I | VA | TRAVEL SURVEY & DATA COLLECTION PROGRAM: TO PROVIDE TRAVEL INFORMATION USED TO CREATE ANALYTICAL TOOLS FOR ALL PLANNING, | AIR QUALITY, AND MANAGEMENT PROJECTS IN THE MPA; ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND | FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES; INCLUSION OF NON-MOTORIZED TRIPS IN THE REGIONAL TRAVEL MODEL; DEVELOPMENT OF DYNAMIC TRAFFIC ASSIGNMENT MODEL FOR ROADWAY NETWORK ANALYSIS | \$780,000 | \$0 | \$0 | \$780,000 | \$0 | 06/2023 | DID NOT OBLIGATE IN FY2023 | PHASE DELAYED TO 2024 THROUGH NOVEMBER 2023 TIP MODIFICATION CYCLE |
| 11621.1 | 0902-00-267 | NCTCOG | FORT WORTH | I | VA | PLANNING STUDIES AND STREAMLINED PROJECT DELIVERY (REGIONAL) | | PROVIDE MPO PLANNING SUPPORT AND TECHNICAL ASSISTANCE FOR SURFACE TRANSPORTATION PROJECTS WITHIN THE METROPOLITAN PLANNING AREA INCLUDING PLANNING STUDIES AND EXPEDITE ENVIRONMENTAL REVIEW PROCESS | \$1,248,000 | \$0 | \$0 | \$1,248,000 | \$0 | 08/2023 11/2022 | DID NOT OBLIGATE IN FY2023 | COORDINATION BETWEEN NCTCOG AND TXDOT ONGOING REGARDING AFA EXECUTION; OBLIGATION TIMEFRAME TO BE DETERMINED |
| 11625 | 0918-00-381 | NCTCOG | DALLAS | E | VA | PARK ROW HISTORIC DISTRICT BOUND BY PARK ROW AVE ON THE NORTH AND OAKLAND AVE (AKA MALCOLM X BLVD) ON THE EAST | SOUTH BLVD TO THE SOUTH AND SOUTH CENTRAL EXPRESSWAY ON THE WEST | COMPREHENSIVE PLAN TO IDENTIFY TRANSPORTATION AND REHABILITATION IMPROVEMENTS IN SOUTH BOULEVARD-PARK ROW HISTORIC DISTRICT; MAY INVOLVE CONSULTANT ASSISTANCE AND NCTCOG STAFF TIME | \$500,000 | \$0 | \$0 | \$500,000 | \$0 | 08/2023 | DID NOT OBLIGATE IN FY2023 | PROJECT HAS NOT BEEN APPROVED BY FHWA (PENDING ELIGIBILITY DETERMINATION); PROJECT HAS BEEN APPROVED BY FHWA |
| 11657.1 | 0918-00-382 | NCTCOG | DALLAS | I | VA | M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM | IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED | ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS | \$440,000 | \$0 | \$0 | \$440,000 | \$0 | 08/2023 | DID NOT OBLIGATE IN FY2023 | |
| 11684 | 0902-00-326 | NCTCOG | FORT WORTH | I | VA | REGION WIDE PROJECT TO ASSIST LOCAL PARTNERS TO PLAN AND IMPLEMENT CAV DEPLOYMENTS BY PROVIDING FUNDING FOR COSTS RELATED | TO DEPLOYMENTS AND SUPPORTING COSTS OF ACTIVE AV DEPLOYMENTS IN PARTNERSHIP WITH THE 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; EXPAND ZIP ZONE TRANSIT TO 76104 ZIP CODE | \$4,000,000 | \$0 | \$0 | \$4,000,000 | \$0 | 08/2023 01/2023 | DID NOT OBLIGATE IN FY2023 | PROJECT HAS BEEN APPROVED BY FHWA |
| 11692 | 0918-00-385 | NCTCOG | DALLAS | I | VA | 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 | \$350,000 | \$0 | \$0 | \$350,000 | \$0 | 08/2023 | DID NOT OBLIGATE IN FY2023 | FUNDING INCREASED VIA MAY 2023 TIP MODIFICATION |
| 11694 | 0918-00-384 | NCTCOG | DALLAS | I | VA | REGIONAL AIR QUALITY INITIATIVES | IDENTIFY AND IMPLEMENT POLICIES/BEST PRACTICES TO IMPROVE AIR QUALITY AND ENSURE COMPLIANCE WITH FEDERAL STANDARDS; | INCLUDING STRATEGIES TO REDUCE EMISSIONS FROM COMMERCIAL AND CONSUMER VEHICLES, IMPLEMENTATION OF NEW VEHICLE TECHNOLOGIES, AND ASSIST LOCAL GOVERNMENTS AND BUSINESS WITH THE DEPLOYMENT OF LOW-EMISSION TECHNOLOGIES | \$1,086,000 | \$0 | \$0 | \$1,086,000 | \$0 | 08/2023 | DID NOT OBLIGATE IN FY2023 | |
| 14038.1 | 0902-00-342 | NCTCOG | FORT WORTH | I | VA | DFW REGION; MANAGEMENT & OVERSIGHT OF NEW REGIONAL SAFETY PROJECT FUNDING PROGRAM; INCLUDES DEVELOPMENT OF A REGIONAL | TRANSPORTATION SAFETY PLAN; GENERAL SAFETY PLANNING/IMPLEMENTATION ACTIVITIES; CONDUCTING REGIONAL & FEDERAL SAFETY | PERFORMANCE TRACKING/REPORTING REQUIREMENTS; ANALYSIS OF WRONG-WAY DRIVING AND INTERSECTION SAFETY IMPLEMENTATION PLAN COUNTERMEASURE EFFECTIVENESS; COLLECTING/ANALYZING CRASH DATA & INCIDENT PERFORMANCE MEASURES | \$400,000 | \$0 | \$0 | \$400,000 | \$0 | 08/2023 | DID NOT OBLIGATE IN FY2023 | PROJECT ADDED TO THE TIP AS PART OF THE FEBRUARY 2023 TIP MODIFICATION CYCLE |
| 21072 | 0918-24-268 | RICHARDSON | DALLAS | C | CS | WATERVIEW | AT FRANK JOHNSON | CONSTRUCT NEW TRAFFIC SIGNAL | \$350,000 | \$0 | \$0 | \$350,000 | \$0 | 08/2023 01/2023 | DID NOT OBLIGATE IN FY2023 | |
| 11647.2 | 0918-00-410 | NCTCOG | VARIOUS | I | VA | 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 | \$2,265,000 | \$0 | \$0 | \$2,265,000 | \$0 | 09/2023 | DID NOT OBLIGATE IN FY2023 | PROJECT ADDED TO THE TIP AS PART OF THE MAY 2023 TIP MODIFICATION CYCLE; PROJECT MOVED TO FY2024 |

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2023

| TIP CODE | CSJ | PROJECT SPONSOR | DISTRICT | PHASE | HWY NO | LIMITS FROM | LIMITS TO | PROJECT SCOPE | FEDERAL | STATE | LOCAL | TOTAL FUNDING | OBLIGATION | ESTIMATED START DATE | OBLIGATION STATUS | COMMENTS |
|----------|-------------|------------------|------------|-------|--------|---|---|---|-------------|-------------|-----------|---------------|------------|-------------------------------|----------------------------|---|
| 54062 | 0008-13-221 | TXDOT-FORT WORTH | FORT WORTH | C | IH 820 | SH 121/SH 183 INTERCHANGE | RANDOL MILL ROAD | INTERIM PROJECT TO CNST IH 820/SH 121 DIRECT CONNECTORS; FROM RANDOL MILL RD TO TRINITY BLVD; RECNST FROM 4 TO 6 LNS PLUS 2 AUX LNS; FROM TRINITY BLVD TO N INT WITH SH 121/SH 183; WDN FROM 9 TO 11 LNS & 4/6 LN DISC FR RDS TO 2/6 LN DISC FR RDS (INTERIM) | \$57,634 | \$14,409 | \$0 | \$72,043 | \$0 | 09/2023 | DID NOT OBLIGATE IN FY2023 | FUNDING ADDED TO THE TIP AS PART OF THE FEBRUARY 2023 TIP MODIFICATION CYCLE; ADDITIONAL FUNDING FOR A PROJECT ALREADY OBLIGATED |
| 11684.3 | 0918-47-366 | DALLAS COLLEGE | DALLAS | I | VA | DALLAS COLLEGE AUTONOMOUS VEHICLE (AV) INITIATIVE | CEDAR VALLEY CAMPUS AV SERVICE/WORKFORCE DEVELOPMENT AND EASTFIELD CAMPUS WORKFORCE DEVELOPMENT | PROVISION OF TRANSIT SERVICES SERVING THE CAMPUSES AND NEIGHBORING COMMUNITIES IN LANCASTER, DALLAS, & HUTCHINS FOR 3 YRS USING AV, INCLUDING WORKFORCE DEVELOPMENT TRAINING IN TRANS TECHNOLOGY, OVER-THE-ROAD TRUCKING AND/OR DELIVERY OF GOODS | \$1,500,000 | \$0 | \$0 | \$1,500,000 | \$0 | 10/2023 3/2023 | DID NOT OBLIGATE IN FY2023 | PROJECT HAS NOT BEEN APPROVED BY FHWA (PENDING ELIGIBILITY DETERMINATION); FUNDING MOVED TO FY2024 VIA AUGUST 2023 TIP MODIFICATION CYCLE |
| 55205 | 1310-01-043 | TXDOT-DALLAS | DALLAS | C | FM 407 | GULF AVE | WEST OF SAGE DRIVE | REALIGN EXISTING 2 TO 2 LANE ROADWAY TO ADDRESS LANE SAFETY ISSUE | \$549,814 | \$137,454 | \$0 | \$687,268 | \$0 | 10/2023 | DID NOT OBLIGATE IN FY2023 | ADDITIONAL FUNDING FOR A PROJECT ALREADY OBLIGATED |
| 11684.2 | 0081-12-053 | FORT WORTH | FORT WORTH | ENV | VA | IH 35W TRUCK PARKING HUB ON IH 35W AT SH 170 NEAR HARMON ROAD | | CONSTRUCT TRUCK PARKING AREA TO INCLUDE SAFETY REST AREA FOR TRUCK DRIVERS, VEHICLE TO INFRASTRUCTURE COMMUNICATION EQUIPMENT, STRIPING, AND SIGNAGE | \$0 | \$0 | \$0 | \$0 | \$0 | 11/2023 04/2023 | DID NOT OBLIGATE IN FY2023 | ENVIRONMENTAL PHASE BEING DELAYED TO FY2024; PROJECT HAS BEEN APPROVED BY FHWA |
| 11684.2 | 0081-12-053 | FORT WORTH | FORT WORTH | E | VA | IH 35W TRUCK PARKING HUB ON IH 35W AT SH 170 NEAR HARMON ROAD | | CONSTRUCT TRUCK PARKING AREA TO INCLUDE SAFETY REST AREA FOR TRUCK DRIVERS, VEHICLE TO INFRASTRUCTURE COMMUNICATION EQUIPMENT, STRIPING, AND SIGNAGE | \$0 | \$0 | \$0 | \$0 | \$0 | 11/2023 04/2023 | DID NOT OBLIGATE IN FY2023 | ENGINEERING PHASE BEING DELAYED TO FY2024; PROJECT HAS BEEN APPROVED BY FHWA |
| 14077 | 0918-24-249 | ANNA | DALLAS | E | CS | FERGUSON PKWY FROM ELM STREET | THE COLLIN COUNTY OUTER LOOP | CONSTRUCT 0/2 TO 4 LANE URBAN DIVIDED (6 LANES ULTIMATE), INCLUDING NEW SIDEWALKS AND 0 TO 6 LANE BRIDGE OVER SLAYTER CREEK | \$1,804,735 | \$0 | \$451,184 | \$2,255,919 | \$0 | 11/2023 9/2023 | DID NOT OBLIGATE IN FY2023 | FUNDING ADDED TO THE TIP AS PART OF THE FEBRUARY 2023 TIP MODIFICATION CYCLE; ADDITIONAL FUNDING FOR A PROJECT ALREADY OBLIGATED |
| 14054 | 0902-90-148 | FORT WORTH | FORT WORTH | R | CS | HORNE STREET FROM VICKERY BLVD | CAMP BOWIE BLVD | WIDEN FROM 2 TO 3 LANES WITH BICYCLE LANES, PEDESTRIAN/SIDEWALK IMPROVEMENTS, AND TRAFFIC SIGNAL IMPROVEMENTS | \$436,623 | \$0 | \$0 | \$436,623 | \$0 | 12/2023 03/2023 | DID NOT OBLIGATE IN FY2023 | |
| 21079 | 0918-47-385 | NCTCOG | DALLAS | E | VA | ON IH 30 FROM DALLAS/TARRANT COUNTY LINE | IH 635 | PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES | \$3,200,000 | \$800,000 | \$0 | \$4,000,000 | \$0 | 12/2023 8/2023 | DID NOT OBLIGATE IN FY2023 | PROJECT MOVED TO FY2024 VIA AUGUST 2023 MODIFICATION CYCLE |
| 21080 | 1068-02-156 | NCTCOG | FORT WORTH | E | IH 30 | IH 35W | DALLAS/TARRANT COUNTY LINE | PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES | \$800,000 | \$200,000 | \$0 | \$1,000,000 | \$0 | 12/2023 8/2023 | DID NOT OBLIGATE IN FY2023 | PROJECT MOVED TO FY2024 VIA AUGUST 2023 MODIFICATION CYCLE |
| 25078 | 0918-47-313 | BALCH SPRINGS | DALLAS | E | CS | ON HICKORY TREE ROAD; FROM ELAM ROAD | LAKE JUNE ROAD | RECONSTRUCT FROM 2 TO 3 LANES WITH PEDESTRIAN IMPROVEMENTS, INCLUDING SIDEWALKS AND SHARED-USE PATH | \$0 | \$0 | \$0 | \$0 | \$0 | 12/2023 05/2023 | DID NOT OBLIGATE IN FY2023 | FUNDING DELAYED FROM FY2023 TO FY2025 VIA FEBRUARY 2023 TIP MODIFICATION |
| 11639.1 | 0918-46-313 | DCTA | DALLAS | T | VA | DCTA VANPOOL PROGRAM | | OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE | \$327,600 | \$0 | \$81,900 | \$409,500 | \$0 | 01/2024 08/2023 01/2023 | DID NOT OBLIGATE IN FY2023 | FUNDING MOVED TO 2024 THROUGH AUGUST TIP MODIFICATION CYCLE |
| 20304.3 | 0918-47-330 | TXDOT-DALLAS | DALLAS | I | VA | HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT | | PURCHASE OF HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT TO MITIGATE CRASH RISK BY IMPROVING EFFICIENCY AND MINIMIZING TIME REQUIRED PER INCIDENT | \$66,540 | \$0 | \$0 | \$66,540 | \$0 | 01/2024 08/2023 | DID NOT OBLIGATE IN FY2023 | |
| 21021 | 0902-90-206 | NTTA | FORT WORTH | E | MH | ON CHISHOLM TRAIL PARKWAY | AT WORTH CREEK PARKWAY | CONSTRUCT INTERCHANGE | \$2,000,000 | \$0 | \$0 | \$2,000,000 | \$0 | 01/2024 10/2023 01/2023 | DID NOT OBLIGATE IN FY2023 | AMENDMENT TO ADD WORTH CREEK PARKWAY TO THE FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM IS PENDING; OBLIGATION TIMEFRAME TO BE DETERMINED |
| 25078 | 0918-47-313 | BALCH SPRINGS | DALLAS | R | CS | ON HICKORY TREE ROAD; FROM ELAM ROAD | LAKE JUNE ROAD | RECONSTRUCT FROM 2 TO 3 LANES WITH PEDESTRIAN IMPROVEMENTS, INCLUDING SIDEWALKS AND SHARED-USE PATH | \$0 | \$0 | \$0 | \$0 | \$0 | 01/2024 | DID NOT OBLIGATE IN FY2023 | FUNDING DELAYED FROM FY2023 TO FY2025 VIA FEBRUARY 2023 TIP MODIFICATION |
| 25096 | 0902-90-265 | ARLINGTON | FORT WORTH | E | CS | ON AT&T WAY FROM SH 180/DIVISION ST | ABRAM ST | CONDUCT A FEASIBILITY STUDY OF THE EXTENSION OF AT&T WAY TO ABRAM ST (0 TO 6 LANES), INCLUDING A GRADE SEPARATION ACROSS THE UNION PACIFIC MAIN LINE AND A CREEK CROSSING | \$3,000,000 | \$0 | \$750,000 | \$3,750,000 | \$0 | 01/2024 08/2023 06/2023 | DID NOT OBLIGATE IN FY2023 | JULY 2020 AMENDMENT TO ADD AT&T WAY TO THE FFCS HAS BEEN APPROVED; CITY WORKING WITH TXDOT ON THE AFA; FUNDING DELAYED FROM FY2023 TO FY2024 VIA NOVEMBER 2023 TIP MODIFICATION |
| 11684.7 | 0902-90-266 | DFW AIRPORT | FORT WORTH | I | VA | SELF PARKING VEHICLE/CURB MANAGEMENT/PARKING MANAGEMENT TEST SITE | WITHIN THE CENTRAL TERMINAL AREA AT DFW AIRPORT | AUTOMATED PARKING TEST BED DEMO PROJECT TO TAKE PLACE AT ONE OF THE TERMINALS (TBD) AND INCLUDE THREE SUBSYSTEMS: AUTOMATED PARKING USING LOW-SPEED VEHICLE AUTOMATION, SUPERVISORY PARKING MANAGEMENT, AND ACTIVE CURB MANAGEMENT | \$1,500,000 | \$0 | \$0 | \$1,500,000 | \$0 | 02/2024 04/2023 | DID NOT OBLIGATE IN FY2023 | PROJECT HAS BEEN APPROVED BY FHWA |
| 55310 | 0918-47-463 | TXDOT-DALLAS | DALLAS | E | VA | EAST OF ERVAY ST; OVER IH 30 | HARWOOD ST | CONSTRUCT LOCAL ENHANCEMENTS | \$2,000,000 | \$0 | \$0 | \$2,000,000 | \$0 | 02/2024 | DID NOT OBLIGATE IN FY2023 | PROJECT ADDED TO THE TIP AS PART OF THE MAY 2023 TIP MODIFICATION CYCLE; PROJECT HAS NOT BEEN APPROVED BY FHWA |
| 11253.2 | 1068-02-076 | TXDOT-FORT WORTH | FORT WORTH | C | IH 30 | 1.0 MI W OF SH 360 | GREAT SOUTHWEST PKWY | CONST DIR CONN INTCHG AT SH 360 & TRAFFIC MANAGEMENT SYSTEM | \$5,902,107 | \$1,475,527 | \$0 | \$7,377,634 | \$0 | 03/2024 04/2023 | DID NOT OBLIGATE IN FY2023 | ADDITIONAL FUNDING TO COVER CHANGE ORDERS |
| 21076 | 0918-47-396 | GARLAND | DALLAS | E | CS | ON SHILOH ROAD FROM MILLER ROAD | FOREST LANE | RECONSTRUCT AND WIDEN FROM 4 LANES TO 6 LANES WITH SIDEWALKS | \$0 | \$0 | \$0 | \$0 | \$0 | 03/2024 | DID NOT OBLIGATE IN FY2023 | FUNDING DELAYED FROM FY2023 TO FY2024 VIA FEBRUARY 2023 TIP MODIFICATION |
| 21033 | 0902-90-223 | FORT WORTH | FORT WORTH | E | VA | EAST ROSEDALE BOUNDED BY ROSEDALE ON THE NORTH, LIBERTY STREET ON THE EAST, | POLLARD-SMITH ON THE SOUTH, AND AMANDA AVENUE ON THE WEST | CONDUCT PLANNING STUDY TO DETERMINE PARCEL LOCATION AND TRANSIT DEMAND; DESIGN AND CONSTRUCT TRANSIT BUS CENTER NEAR NEW ENVISION CENTER AND STOP SIX | \$200,000 | \$0 | \$0 | \$200,000 | \$0 | 04/2024 07/2023 05/2023 | DID NOT OBLIGATE IN FY2023 | |
| 21086 | 0047-05-059 | MCKINNEY | DALLAS | E | SH 5 | LOUISIANA STREET | VIRGINIA STREET | CONCEPTUAL ENGINEERING TO IDENTIFY IMPROVEMENTS TO CONNECT ADJACENT NEIGHBORHOODS IN ORDER TO REKNIT THE COMMUNITY | \$1,600,000 | \$0 | \$0 | \$1,600,000 | \$0 | 04/2024 07/2023 | DID NOT OBLIGATE IN FY2023 | PHASE DELAYED TO 2024 THROUGH NOVEMBER 2023 TIP MODIFICATION CYCLE |
| 54119.5 | 0442-02-162 | TXDOT-DALLAS | DALLAS | C | IH 35E | ELLIS COUNTY LINE | BEAR CREEK ROAD | CONSTRUCT INTERCHANGE AT LOOP 9 AND IH 35E | \$466,400 | \$116,600 | \$0 | \$583,000 | \$0 | 04/2024 09/2023 02/2023 | DID NOT OBLIGATE IN FY2023 | RECEIVED UPDATE VIA TIP DEVELOPMENT |

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2023

| TIP CODE | CSJ | PROJECT SPONSOR | DISTRICT | PHASE | HWY NO | LIMITS FROM | LIMITS TO | PROJECT SCOPE | FEDERAL | STATE | LOCAL | TOTAL FUNDING | OBLIGATION | ESTIMATED START DATE | OBLIGATION STATUS | COMMENTS |
|----------|-------------|------------------|------------|-------|--------|--|--|---|---------------|--------------|--------------|---------------|---------------|--|----------------------------|--|
| 21027 | 0918-47-392 | DALLAS | DALLAS | E | VA | DALLAS TRAFFIC SIGNAL PROJECT AREA BOUNDED BY IH 35 ON THE W, IH 635 ON THE E & N, AND NORTHWEST HWY TO THE S | ALONG HAMPTON ROAD FROM LEATH STREET TO CAMP WISDOM; ALONG LANCASTER ROAD FROM ELMORE AVENUE TO SHELLHORSE DRIVE | DESIGN AND CONSTRUCT 22 SIGNALS IN AREA DAMAGED BY 2019 TORNADO; 9 SIGNALS ALONG HAMPTON ROAD; AND 13 SIGNALS ALONG LANCASTER RD; ALL SIGNAL WORK INCLUDES SIGNAL RETIMING | \$2,350,000 | \$0 | \$587,500 | \$2,937,500 | \$0 | 07/2024 10/2023 08/2023 | DID NOT OBLIGATE IN FY2023 | PROJECT PHASE MOVED TO FY2024 THROUGH AUGUST 2023 TIP MODIFICATION CYCLE |
| 11684.5 | 0918-47-389 | RICHARDSON | DALLAS | C | VA | CITY OF RICHARDSON CONNECTED & AUTOMATED VEHICLE (AV) TEST BED & COMMUNITY CONNECTOR; TRAFFIC DETECTION & COMMS UPGRADES | INCLUDE CELLULAR VEHICLE-TO-EVERYTHING/LTE-TO-EVERYTHING ROADSIDE & ON-BOARD UNITS; RAPID FLASHING BEACONS AT | GREENVILLE/ARAPAHO STATION; RECTANGLE RAPID FLASHING BEACONS XING; SYSTEMS ENG FOR CONNECTED VEHICLE-TO-EVERYTHING IMP; ON-DEMAND AV SERVICES CONNECTING POINTS-OF-INTEREST AROUND ARAPAHO STATION, INCL NETWORK OF NEIGHBORHOODS AND COMMUNITY CENTERS | \$1,650,000 | \$0 | \$0 | \$1,650,000 | \$0 | 08/2024 08/2022 | DID NOT OBLIGATE IN FY2023 | |
| 21013 | 0902-90-225 | NCTCOG | FORT WORTH | E | CS | FOREST HILL DRIVE FROM LON STEPHENSON ROAD | SHELBY ROAD | PLANNING STUDY OF TRANSPORTATION, LAND USE, AND FLOODING; ENGINEERING TO RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES WITH SIGNAL RETIMING AND INTERSECTION IMPROVEMENTS | \$2,500,000 | \$0 | \$0 | \$2,500,000 | \$0 | 08/2024 06/2023 | DID NOT OBLIGATE IN FY2023 | |
| 21028 | 0918-47-364 | NCTCOG | DALLAS | E | VA | 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 | \$2,000,000 | \$0 | \$0 | \$2,000,000 | \$0 | 08/2024 09/2023 | DID NOT OBLIGATE IN FY2023 | |
| 21044 | 0918-47-380 | NCTCOG | DALLAS | E | VA | DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM BOUNDED BY IH 635 TO THE SOUTH, DALLAS NORTH TOLLWAY | TO THE WEST, PRESTON ROAD TO THE EAST, AND SPRING VALLEY ROAD TO THE NORTH | ENGINEERING AND CONSTRUCTION OF THE DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM | \$0 | \$0 | \$0 | \$0 | \$0 | 08/2024 06/2023 | DID NOT OBLIGATE IN FY2023 | ENGINEERING BEING DELAYED TO FY 2024 VIA MAY 2023 TIP MODIFICATION |
| 21038 | 0918-47-383 | GARLAND | DALLAS | E | CS | PEDESTRIAN ROUTES TO RAIL STATION AT GARLAND FOREST/JUPITER DART STATION BOUNDED BY WEST OF JUPITER ROAD TO THE WEST, | JACOBSON ROAD TO THE EAST, MARQUIS DRIVE TO THE SOUTH, AND EDGEWOOD DRIVE TO THE NORTH | CONSTRUCT SIDEWALKS AND OTHER PEDESTRIAN SAFETY IMPROVEMENTS AT AND AROUND THE GARLAND FOREST/JUPITER DART STATION | \$500,000 | \$0 | \$125,000 | \$625,000 | \$0 | 10/2024 09/2023 04/2023 | DID NOT OBLIGATE IN FY2023 | AFA IS BEING FINALIZED; RECEIVED UPDATED SCHEDULE VIA TIP DEVELOPMENT |
| 53029 | 0014-15-033 | TXDOT-FORT WORTH | FORT WORTH | C | US 81 | NORTH OF HARMON ROAD | NORTH OF IH 35W | RECONSTRUCT 2 TO 2 LANE NORTHBOUND FRONTAGE ROAD | \$4,813,065 | \$1,203,266 | \$0 | \$6,016,331 | \$0 | 05/2025 11/2023 | DID NOT OBLIGATE IN FY2023 | PART OF MPO MILESTONE POLICY ROUND 2 AND HAS A LETTING DEADLINE OF THE END OF FY2023; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING FEDERAL APPROVAL OF ENVIRONMENTAL CLEARANCE (PROJECT IS BEING ENVIRONMENTALLY CLEARED UNDER CSJ 0014-15-037, WHICH HAS AN INCONSISTENCY BETWEEN THE TIP AND MTP THAT MUST BE ADDRESSED), WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES |
| 53030 | 0014-15-034 | TXDOT-FORT WORTH | FORT WORTH | C | US 81 | NORTH OF HARMON ROAD | NORTH OF IH 35W | RECONSTRUCT 2 TO 2 LANE EXISTING SOUTHBOUND FRONTAGE ROAD | \$5,782,257 | \$1,445,564 | \$0 | \$7,227,821 | \$0 | 05/2025 11/2023 | DID NOT OBLIGATE IN FY2023 | PART OF MPO MILESTONE POLICY ROUND 2 AND HAS A LETTING DEADLINE OF THE END OF FY2023; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING FEDERAL APPROVAL OF ENVIRONMENTAL CLEARANCE (PROJECT IS BEING ENVIRONMENTALLY CLEARED UNDER CSJ 0014-15-037, WHICH HAS AN INCONSISTENCY BETWEEN THE TIP AND MTP THAT MUST BE ADDRESSED), WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES |
| 25092 | 0918-47-363 | DALLAS | DALLAS | E | VA | DEEP ELLUM PARKING IMPROVEMENTS; FROM ELM ST | IH 30 | CONSTRUCT NEW PARKING FACILITIES IN THE VACANT LAND UNDER IH 345 AND CONSTRUCT IMPROVEMENTS TO THE EXISTING PARKING LOTS UNDER IH 345, INCLUDING ELECTRIC VEHICLES CHARGING TECHNOLOGY, PARKING METERS, WAYFINDING, AND OTHER INNOVATIVE IMPROVEMENTS | \$500,000 | \$0 | \$0 | \$500,000 | \$0 | 09/2025 03/2024 01/2024 | DID NOT OBLIGATE IN FY2023 | PROJECT PHASE DELAYED TO FY2024 VIA AUGUST 2023 TIP MODIFICATION CYCLE; PROJECT HAS BEEN APPROVED BY FHWA; CITY WORKING WITH TXDOT ON MUA, SO PROJECT ON HOLD |
| TOTAL | | | | | | | | | \$258,037,726 | \$25,415,671 | \$26,148,691 | \$309,602,088 | \$115,070,006 | | | |

| | |
|----------------------------------|----------------|
| TOTAL CLOSEOUTS/WITHDRAWALS | (\$11,920,473) |
| TOTAL PROJECT ADJUSTMENTS | \$50,510,241 |
| TOTAL OBLIGATED IN FY2023 | \$115,070,006 |
| TOTAL DID NOT OBLIGATE IN FY2023 | \$60,585,775 |

TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2023

| TIP CODE | CSJ | PROJECT SPONSOR | DISTRICT | PHASE | HWY NO | LIMITS FROM | LIMITS TO | PROJECT SCOPE | FEDERAL | STATE | LOCAL | TOTAL FUNDING | OBLIGATION | ESTIMATED START DATE | OBLIGATION STATUS | COMMENTS |
|----------|-------------|-----------------|------------|-------|---------|--|--|--|-------------|-------|-----------|---------------|------------------------|--|----------------------------|---|
| 40065 | 0902-90-085 | ARLINGTON | FORT WORTH | C | VA | JULIA BURGEN LINEAR PARK TRAIL SYSTEM; FROM THE EXISTING PATH EAST OF MARY STREET | S. PECAN STREET | CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS | \$379,092 | \$0 | \$94,773 | \$473,865 | \$390,959 | 06/2023 (ACTUAL) 04/2023 | OBLIGATED (2023) | |
| 40065 | 0902-90-085 | ARLINGTON | FORT WORTH | CE | VA | JULIA BURGEN LINEAR PARK TRAIL SYSTEM; FROM THE EXISTING PATH EAST OF MARY STREET | S. PECAN STREET | CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS | \$36,980 | \$0 | \$9,245 | \$46,225 | \$25,113 | 06/2023 (ACTUAL) 04/2023 | OBLIGATED (2023) | |
| 40071 | 0918-47-323 | RICHARDSON | DALLAS | C | CS | GREENVILLE AVE MULTIMODAL IMPROVEMENTS PROJECT; ALONG GREENVILLE AVE FROM DART ARAPAHO CENTER STATION TO EAST ARAPAHO RD | EAST ARAPAHO RD FROM GREENVILLE AVE TO US 75 | CONSTRUCT NEW SHARED-USE PATH ALONG EAST ARAPAHO RD; SEPARATED BICYCLE LANES AND INTERSECTION IMPROVEMENTS, NEW AND ENHANCED SIGNALIZATION, AND PEDESTRIAN LIGHTING | \$1,548,135 | \$0 | \$0 | \$1,548,135 | \$1,548,135 | 08/2023 06/2023 | OBLIGATED (2023) | |
| 40071 | 0918-47-323 | RICHARDSON | DALLAS | CE | CS | GREENVILLE AVE MULTIMODAL IMPROVEMENTS PROJECT; ALONG GREENVILLE AVE FROM DART ARAPAHO CENTER STATION TO EAST ARAPAHO RD | EAST ARAPAHO RD FROM GREENVILLE AVE TO US 75 | CONSTRUCT NEW SHARED-USE PATH ALONG EAST ARAPAHO RD; SEPARATED BICYCLE LANES AND INTERSECTION IMPROVEMENTS, NEW AND ENHANCED SIGNALIZATION, AND PEDESTRIAN LIGHTING | \$154,813 | \$0 | \$0 | \$154,813 | \$154,813 | 08/2023 06/2023 | OBLIGATED (2023) | |
| 40072.1 | 0902-90-195 | FORT WORTH | FORT WORTH | C | VA | ON EAST FIRST ST FROM EAST FOURTH STREET | HALTOM ROAD | CONSTRUCT NEW SEPARATED BICYCLE LANES AND INTERSECTION IMPROVEMENTS, BICYCLE AND PEDESTRIAN SIGNALIZATION, AND BICYCLE/PEDESTRIAN TRAFFIC COUNTERS ALONG EAST FIRST ST | \$1,026,454 | \$0 | \$0 | \$1,026,454 | \$1,026,454 | 08/2023 (ACTUAL) | OBLIGATED (2023) | PROJECT ADVANCED FROM FY2024 |
| 40072.1 | 0902-90-195 | FORT WORTH | FORT WORTH | CE | VA | ON EAST FIRST ST FROM EAST FOURTH STREET | HALTOM ROAD | CONSTRUCT NEW SEPARATED BICYCLE LANES AND INTERSECTION IMPROVEMENTS, BICYCLE AND PEDESTRIAN SIGNALIZATION, AND BICYCLE/PEDESTRIAN TRAFFIC COUNTERS ALONG EAST FIRST ST | \$102,646 | \$0 | \$0 | \$102,646 | \$102,646 | 08/2023 (ACTUAL) | OBLIGATED (2023) | PROJECT ADVANCED FROM FY2024 |
| 40072.2 | 0902-90-196 | FORT WORTH | FORT WORTH | C | VA | ON EAST FOURTH ST FROM IH 35 W | EAST FIRST STREET | CONSTRUCT NEW SEPARATED BICYCLE LANES AND INTERSECTION IMPROVEMENTS, BICYCLE AND PEDESTRIAN SIGNALIZATION, AND BICYCLE/PEDESTRIAN TRAFFIC COUNTERS ALONG EAST FOURTH ST | \$1,093,545 | \$0 | \$0 | \$1,093,545 | \$974,018 | 08/2023 (ACTUAL) | OBLIGATED (2023) | PROJECT ADVANCED FROM FY2024 |
| 40072.2 | 0902-90-196 | FORT WORTH | FORT WORTH | CE | VA | ON EAST FOURTH ST FROM IH 35 W | EAST FIRST STREET | CONSTRUCT NEW SEPARATED BICYCLE LANES AND INTERSECTION IMPROVEMENTS, BICYCLE AND PEDESTRIAN SIGNALIZATION, AND BICYCLE/PEDESTRIAN TRAFFIC COUNTERS ALONG EAST FOURTH ST | \$109,355 | \$0 | \$0 | \$109,355 | \$0 | 08/2023 (ACTUAL) | OBLIGATED (2023) | PROJECT ADVANCED FROM FY2024; OVERALL PROJECT OBLIGATED, BUT NO FEDERAL FUNDS OBLIGATED FOR CONSTRUCTION ENGINEERING PHASE |
| 40045 | 1047-03-079 | TxDOT-DALLAS | DALLAS | C | FM 1382 | CAMP WISDOM ROAD | MANSFIELD ROAD | CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS INCLUDING CROSSWALKS AND SIGNAGE | \$1,628,951 | \$0 | \$407,238 | \$2,036,189 | \$1,644,951 | 11/2023 08/2023 | OBLIGATED (2023) | |
| 14013.2 | 0918-00-350 | DART | DALLAS | T | VA | COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION | SHILOH COTTON BELT STATION | DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON) | \$2,161,569 | \$0 | \$0 | \$2,161,569 | \$2,161,569 | 03/2024 08/2023 07/2022 | OBLIGATED (2023) | |
| 14013.2 | 0918-00-337 | DART | DALLAS | T | VA | COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION | SHILOH COTTON BELT STATION | DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON) | \$4,648,925 | \$0 | \$0 | \$4,648,925 | \$4,648,925 | 03/2024 08/2023 07/2022 | OBLIGATED (2023) | |
| 40066 | 0902-90-171 | GRAPEVINE | FORT WORTH | C | VA | COTTON BELT TRAIL (SEGMENT 1) FROM TEXAN TRAIL ROADWAY | FUTURE DFW STATION | CONSTRUCT SHARED-USE PATH | \$0 | \$0 | \$0 | \$0 | \$0 | 06/2023 | DID NOT OBLIGATE IN FY2023 | CITY OF GRAPEVINE HAS REQUESTED CANCELLATION OF THIS PROJECT DUE TO COST INCREASES THAT HAVE LED TO LACK OF FEASIBILITY; PROJECT CANCELLED THROUGH AUGUST 2023 TIP MODIFICATION CYCLE |
| 40039 | 0918-46-305 | DENTON | DALLAS | C | VA | 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 | \$630,009 | \$0 | \$157,502 | \$787,511 | \$0 | 11/2023 05/2023 | DID NOT OBLIGATE IN FY2023 | ENVIRONMENTAL CLEARANCE AND ACQUISITION OF EASEMENTS IS ONGOING |

TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2023

| TIP CODE | CSJ | PROJECT SPONSOR | DISTRICT | PHASE | HWY NO | LIMITS FROM | LIMITS TO | PROJECT SCOPE | FEDERAL | STATE | LOCAL | TOTAL FUNDING | OBLIGATION | ESTIMATED START DATE | OBLIGATION STATUS | COMMENTS |
|--------------|-------------|-----------------|------------|-------|--------|--|---|---|---------------------|------------|--------------------|---------------------|---------------------|---|--|---|
| 40039 | 0918-46-305 | DENTON | DALLAS | CE | VA | 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 | \$17,326 | \$0 | \$4,332 | \$21,658 | \$0 | 11/2023 05/2023 | DID NOT OBLIGATE IN FY2023 | ENVIRONMENTAL CLEARANCE AND ACQUISITION OF EASEMENTS IS ONGOING |
| 14013.4 | 0902-90-177 | DART | FORT WORTH | T | VA | COTTON BELT VELOWEB TRAIL FROM FUTURE DFW THROUGH STATION | GRAPEVINE EASTERN CITY LIMITS | CONSTRUCT GRAPEVINE SECTION OF THE COTTON BELT TRAIL CORRIDOR | \$1,923,024 | \$0 | \$480,756 | \$2,403,780 | \$0 | 03/2024 08/2023 | DID NOT OBLIGATE IN FY2023 | TRANSIT TRANSFER REQUEST TO BE SUBMITTED IN 2024 |
| 40070 | 0902-90-198 | ARLINGTON | FORT WORTH | C | VA | CROW LEADERSHIP ACADEMY SRYS, THORNTON ELEMENTARY SRYS, AND WEBB ELEMENTARY SRYS | IN PROXIMITY TO CROW LEADERSHIP ACADEMY, THORNTON ELEMENTARY, AND WEBB ELEMENTARY | CITY OF ARLINGTON SRYS; CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, RETAINING WALLS, SIGNAGE, NEW SIGNALS, TRAFFIC CALMING TREATMENTS, AND CROSSING SAFETY IMPROVEMENTS | \$3,554,643 | \$0 | \$0 | \$3,554,643 | \$0 | 04/2024 07/2023 | DID NOT OBLIGATE IN FY2023 | ENVIRONMENTAL CLEARANCE AND ACQUISITION OF EASEMENTS IS ONGOING |
| 40070 | 0902-90-198 | ARLINGTON | FORT WORTH | CE | VA | CROW LEADERSHIP ACADEMY SRYS, THORNTON ELEMENTARY SRYS, AND WEBB ELEMENTARY SRYS | IN PROXIMITY TO CROW LEADERSHIP ACADEMY, THORNTON ELEMENTARY, AND WEBB ELEMENTARY | CITY OF ARLINGTON SRYS; CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, RETAINING WALLS, SIGNAGE, NEW SIGNALS, TRAFFIC CALMING TREATMENTS, AND CROSSING SAFETY IMPROVEMENTS | \$355,463 | \$0 | \$0 | \$355,463 | \$0 | 04/2024 07/2023 | DID NOT OBLIGATE IN FY2023 | ENVIRONMENTAL CLEARANCE AND ACQUISITION OF EASEMENTS IS ONGOING |
| 40073 | 0918-47-326 | DALLAS | DALLAS | CE | CS | ELAM SRYS 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 | \$178,452 | \$0 | \$0 | \$178,452 | \$0 | 04/2024 11/2023-08/2023-04/2023 | DID NOT OBLIGATE IN FY2023 | ENVIRONMENTAL CLEARANCE HAS NOT BEGUN AND TYPICALLY TAKES 4-6 MONTHS, SO AUGUST 2023 LETTING IS NOT LIKELY |
| 40073 | 0918-47-326 | DALLAS | DALLAS | C | CS | ELAM SRYS 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 | \$1,784,528 | \$0 | \$0 | \$1,784,528 | \$0 | 04/2024 11/2023-08/2023-04/2023 | DID NOT OBLIGATE IN FY2023 | ENVIRONMENTAL CLEARANCE HAS NOT BEGUN AND TYPICALLY TAKES 4-6 MONTHS, SO AUGUST 2023 LETTING IS NOT LIKELY |
| 40075 | 0918-47-327 | DALLAS | DALLAS | CE | VA | 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 | \$29,605 | \$0 | \$0 | \$29,605 | \$0 | 04/2024 11/2023-08/2023-04/2023 | DID NOT OBLIGATE IN FY2023 | ENVIRONMENTAL CLEARANCE HAS NOT BEGUN AND TYPICALLY TAKES 4-6 MONTHS, SO AUGUST 2023 LETTING IS NOT LIKELY |
| 40075 | 0918-47-327 | DALLAS | DALLAS | C | VA | 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 | \$296,056 | \$0 | \$0 | \$296,056 | \$0 | 04/2024 11/2023-08/2023-04/2023 | DID NOT OBLIGATE IN FY2023 | ENVIRONMENTAL CLEARANCE HAS NOT BEGUN AND TYPICALLY TAKES 4-6 MONTHS, SO AUGUST 2023 LETTING IS NOT LIKELY |
| 40024.2 | 0918-47-324 | DALLAS | DALLAS | C | VA | ROSEMONT SRYS IMPROVEMENTS BOUNDED BY MARY CLIFF ST (WEST), STEWART ST (NORTH), | TYLER ST (EAST), AND JEFFERSON BLVD (SOUTH) | CONSTRUCT NEW SIDEWALKS, BIKE LANE, AND TRAFFIC CALMING DEVICES TO CONNECT THE ROSEMONT SCHOOL CAMPUSES AND THE SURROUNDING NEIGHBORHOODS; TRAFFIC CALMING DEVICES INCLUDING ITEMS SUCH AS SPEED BUMPS, SIGNS, AND MARKINGS | \$689,410 | \$0 | \$0 | \$689,410 | \$0 | 05/2024 08/2023 | DID NOT OBLIGATE IN FY2023 | ADVANCE FUNDING AGREEMENT PENDING EXECUTION; CONSTRUCTION DELAYED DUE TO FUNDING SHORTAGE FOR ENGINEERING; FUNDING SHORTFALL RESOLVED BY CITY OF DALLAS |
| 40024.2 | 0918-47-324 | DALLAS | DALLAS | CE | VA | ROSEMONT SRYS IMPROVEMENTS BOUNDED BY MARY CLIFF ST (WEST), STEWART ST (NORTH), | TYLER ST (EAST), AND JEFFERSON BLVD (SOUTH) | CONSTRUCT NEW SIDEWALKS, BIKE LANE, AND TRAFFIC CALMING DEVICES TO CONNECT THE ROSEMONT SCHOOL CAMPUSES AND THE SURROUNDING NEIGHBORHOODS; TRAFFIC CALMING DEVICES INCLUDING ITEMS SUCH AS SPEED BUMPS, SIGNS, AND MARKINGS | \$68,941 | \$0 | \$0 | \$68,941 | \$0 | 05/2024 08/2023 | DID NOT OBLIGATE IN FY2023 | ADVANCE FUNDING AGREEMENT PENDING EXECUTION; CONSTRUCTION DELAYED DUE TO FUNDING SHORTAGE FOR ENGINEERING; FUNDING SHORTFALL RESOLVED BY CITY OF DALLAS |
| TOTAL | | | | | | | | | \$22,417,922 | \$0 | \$1,153,846 | \$23,571,768 | \$12,677,583 | | | |

| | |
|-----------------------------------|---------------|
| TOTAL CLOSEOUTS/WITHDRAWALS | (\$2,870,070) |
| TOTAL PROJECT ADJUSTMENTS | \$4,958,981 |
| TOTAL OBLIGATED IN FY2023 | \$12,677,583 |
| TOTAL DID NOT OBLIGATE IN FY 2023 | \$6,480,465 |

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

| TIP CODE | CSJ | PROJECT SPONSOR | DISTRICT | PHASE | HWY NO | LIMITS FROM | LIMITS TO | PROJECT SCOPE | FEDERAL | STATE | LOCAL | TOTAL FUNDING | OBLIGATION | ESTIMATED START DATE | OBLIGATION STATUS | COMMENTS |
|----------|-------------|-----------------|------------|-------|----------------|--|--|--|--------------|-----------|-------------|---------------|------------|----------------------|--------------------------------|---|
| 19005 | 0918-24-251 | PLANO | DALLAS | C | VA | PLANO CITYWIDE CCTV CAMERA EXPANSION | | INSTALL NEW CCTV CAMERAS CITYWIDE | \$1,867,000 | \$0 | \$0 | \$1,867,000 | \$0 | 10/2022 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023; UPDATE ON PROJECT SCHEDULE PENDING |
| 14058 | 0902-90-153 | FORT WORTH | FORT WORTH | E | CS | TRINITY TRAIL FROM TRINITY BLVD. | TRINITY LAKES STATION | CONSTRUCT SHARED USE PATH | \$40,267 | \$0 | \$0 | \$40,267 | \$0 | 12/2022 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023; UPDATE ON PROJECT SCHEDULE PENDING |
| 21071 | 0918-24-286 | PROSPER | DALLAS | E | CS | ON FIRST STREET AT SH 289 | | CONSTRUCT ADDITIONAL LEFT TURN LANES | \$80,000 | \$0 | \$20,000 | \$100,000 | \$0 | 06/2023 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023; AFA IS UNDER REVIEW |
| 11630.6 | 0008-08-077 | GRAND PRAIRIE | VARIOUS | C | SH 180 | EAST OF HENSLEY | GREAT SOUTHWEST PKWY | INSTALLATION OF 4 NEW CCTV CAMERAS AND 5 NEW DMS ALONG SH 180 TO FACILITATE TRAFFIC MANAGEMENT BY VIEWING TRAFFIC CONDITIONS VIA CCTV AND ADJUSTING SIGNAL TIMING AND PROVIDING FEEDBACK TO MOTORING PUBLIC VIA DMS | \$188,596 | \$47,149 | \$0 | \$235,745 | \$0 | 08/2023 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023; ADDITIONAL FUNDING FOR PROJECT ALREADY OBLIGATED; EXECUTION OF AFA AMENDMENT PENDING |
| 19007.1 | 0364-04-052 | PLANO | DALLAS | C | SH 121 FRTG RD | LEGACY | CUSTER | INSTALL SIGNAL CONTROLLER AND SOFTWARE UPGRADES | \$357,333 | \$0 | \$0 | \$357,333 | \$0 | 08/2023 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023; UPDATE ON PROJECT SCHEDULE PENDING |
| 19007.2 | 0364-03-106 | PLANO | DALLAS | C | SH 121 FRTG RD | AT SPRING CREEK PKWY | | INSTALL SIGNAL CONTROLLER AND SOFTWARE UPGRADES | \$44,667 | \$0 | \$0 | \$44,667 | \$0 | 08/2023 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023; UPDATE ON PROJECT SCHEDULE PENDING |
| 25036 | 1068-04-176 | GRAND PRAIRIE | DALLAS | C | IH 30 | MACARTHUR | SH 161 | INSTALLATION OF NEW DYNAMIC MESSAGE SIGNS AND NEW CCTV CAMERAS | \$288,596 | \$72,149 | \$0 | \$360,745 | \$0 | 08/2023 | EXPECTED TO OBLIGATE IN FY2024 | ADDITIONAL FUNDING FOR PROJECT ALREADY OBLIGATED; EXECUTION OF AFA AMENDMENT PENDING |
| 21039 | 0008-08-079 | GRAND PRAIRIE | DALLAS | C | SH 180 | ON MAIN STREET AT JEFFERSON STREET | | CONSTRUCT ROUNDABOUT | \$3,032,000 | \$758,000 | \$0 | \$3,790,000 | \$0 | 09/2023 | EXPECTED TO OBLIGATE IN FY2024 | TXDOT REVIEWING 95% PLANS; UPDATE ON PROJECT SCHEDULE PENDING |
| 21056.2 | 0918-22-168 | MIDLOTHIAN | DALLAS | E | VA | LIMESTONE TRAIL; SEGMENT 2 FROM BRYAN PLACE TO TRAIL BRIDGE #6; | SEGMENT 3: FROM SHADY GROVE TO PLAINVIEW ROAD | DESIGN TWO SEGMENTS OF NEW SHARED-USE PATH AND CONSTRUCT SEGMENT 2 (PART OF LARGER MIDLOTHIAN TO WAXAHACHIE TRAIL) | \$720,000 | \$0 | \$180,000 | \$900,000 | \$0 | 09/2023 | EXPECTED TO OBLIGATE IN FY2024 | AFA EXECUTION PENDING; UPDATE ON PROJECT SCHEDULE PENDING |
| 14013.3 | 0902-00-235 | FORT WORTH | FORT WORTH | R | VA | CENTREPORT TRAIL FROM CENTREPORT STATION | CITY LIMITS | CONSTRUCT 12 FT WIDE SHARED-USE PATH | \$165,200 | \$0 | \$0 | \$165,200 | \$0 | 10/2023 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023 |
| 21058 | 0918-22-166 | WAXAHACHIE | DALLAS | E | VA | MIDLOTHIAN TO WAXAHACHIE HIKE & BIKE TRAIL FROM GETZENDANER PARK | FM 875 | CONSTRUCT NEW SHARED-USE PATH | \$520,000 | \$0 | \$130,000 | \$650,000 | \$0 | 10/2023 | EXPECTED TO OBLIGATE IN FY2024 | AFA EXECUTION PENDING; UPDATE ON PROJECT SCHEDULE PENDING |
| 19010 | 0135-02-067 | MCKINNEY | DALLAS | C | CS | ON US 380/WEST UNIVERSITY DRIVE AT COMMUNITY AVE | | CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING DUAL LEFT TURN LANES AND RIGHT TURN LANES | \$1,200,000 | \$0 | \$0 | \$1,200,000 | \$0 | 01/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 21014.1 | 0918-46-347 | DCTA | DALLAS | T | VA | 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 | \$3,000,000 | \$0 | \$0 | \$3,000,000 | \$0 | 01/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 25101.1 | 0918-47-430 | NCTCOG | DALLAS | T | VA | ENHANCING MOBILITY WITHIN THE SOUTHERN DALLAS INLAND PORT PROJECT | BOUNDED BY ANN ARBOR TO THE NORTH, TRINITY RIVER TO THE EAST, DALLAS/ELLIS CL TO THE SOUTH, & IH 35E TO THE WEST | PURCHASE OF 8 NEW ELECTRIC VEHICLES AND RELATED CHARGING INFRASTRUCTURE FOR IMPLEMENTATION OF SERVICE; CONSTRUCT SIDEWALKS AND CROSSWALKS NEAR THE VA MEDICAL CENTER AND LIGHT RAIL STATION; TRAFFIC SIGNAL IMPROVEMENTS | \$1,300,000 | \$0 | \$325,000 | \$1,625,000 | \$0 | 01/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 11614.5 | 0918-46-267 | DENTON | DALLAS | C | VA | CITY OF DENTON SCHOOL CONNECTION SIDEWALKS | | CONSTRUCT NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK ELEMENTARY SCHOOL AND NETTE SHULTZ ELEMENTARY SCHOOL (FORMERLY NAMED WOODROW WILSON ELEMENTARY) IN THE CITY OF DENTON | \$325,280 | \$0 | \$81,320 | \$406,600 | \$0 | 02/2024 | EXPECTED TO OBLIGATE IN FY2024 | DESIGN BEING FINALIZED AND BID DOCUMENTS BEING PREPARED |
| 14013.7 | 0918-00-427 | DART | DALLAS | T | VA | COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION | 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 | \$19,435,506 | \$0 | \$0 | \$19,435,506 | \$0 | 02/2024 | EXPECTED TO OBLIGATE IN FY2024 | TRANSIT TRANSFER REQUEST TO BE SUBMITTED IN 2024 |
| 14013.8 | 0918-00-428 | DART | DALLAS | T | VA | COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION | SHILOH COTTON BELT STATION | CONSTRUCT MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (GRAPEVINE, COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON) - PHASE 2 | \$10,563,170 | \$0 | \$2,640,793 | \$13,203,963 | \$0 | 02/2024 | EXPECTED TO OBLIGATE IN FY2024 | TRANSIT TRANSFER REQUEST TO BE SUBMITTED IN 2024 |
| 25093 | 0918-47-362 | DALLAS | DALLAS | E | VA | DEEP ELLUM AREA PEDESTRIAN AND TRAFFIC SIGNAL IMPROVEMENTS, BOUNDED BY LIVE OAK ST TO THE NORTH, | HALL ST TO THE EAST, IH 30 TO THE SOUTH, AND CESAR CHAVEZ BLVD TO THE WEST | CONSTRUCT NEW SIDEWALKS, ADA RAMPS, CURB EXTENSIONS, PEDESTRIAN LIGHTING, AND UPGRADES TO TRAFFIC SIGNALS IN THE DEEP ELLUM AREA | \$400,000 | \$0 | \$0 | \$400,000 | \$0 | 02/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 25097.2 | 0918-47-480 | DART | DALLAS | T | VA | SILVER LINE FROM DFW AIRPORT STATION | SHILOH STATION IN PLANO | CONSTRUCTION OF SILVER LINE REGIONAL RAIL PROJECT | \$12,474,000 | \$0 | \$3,118,500 | \$15,592,500 | \$0 | 02/2024 | EXPECTED TO OBLIGATE IN FY2024 | TRANSIT TRANSFER REQUEST TO BE SUBMITTED IN 2024 |
| 14013.2 | 0918-00-463 | DART | DALLAS | T | VA | COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION | SHILOH COTTON BELT STATION | DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON) | \$350,000 | \$0 | \$0 | \$350,000 | \$0 | 03/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 14074 | 0918-46-319 | DENTON | DALLAS | C | CS | BONNIE BRAE STREET FROM WINDSOR DRIVE | US 77 | WIDEN FROM 2/4 LANES TO 4 LANES DIVIDED WITH SIDEWALKS AND SHARED-USE PATH (SEGMENT 6B) | \$360,000 | \$0 | \$90,000 | \$450,000 | \$0 | 03/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 11651.5 | 0902-90-199 | KENNEDEALE | FORT WORTH | C | VA | ARTHUR INTERMEDIATE AND DELANEY ELEM SAFE ROUTES TO SCHOOL, BOUNDED BY ARTHUR DR TO THE N | W KENNEDEALE PARKWAY TO THE S, RUTH DR TO THE E, CORRY A EDWARDS DR TO THE W | CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, AND CROSSING SAFETY IMPROVEMENTS; CONSTRUCT NEW SIGNAGE, TRAFFIC CALMING TREATMENTS, AND LIGHTING | \$883,756 | \$0 | \$220,939 | \$1,104,695 | \$0 | 04/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 40017 | 0918-46-282 | CARROLLTON | DALLAS | CE | VA | DUDLEY BRANCH TRAIL FROM NORTH CARROLLTON/FRANKFORD DART STATION | OLD DENTON RD | CONSTRUCT APPROX 2.1 MILES BIKE/PEDESTRIAN TRAIL | \$195,653 | \$0 | \$65,218 | \$260,871 | \$0 | 04/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 40017 | 0918-46-282 | CARROLLTON | DALLAS | C | VA | DUDLEY BRANCH TRAIL FROM NORTH CARROLLTON/FRANKFORD DART STATION | OLD DENTON RD | CONSTRUCT APPROX 2.1 MILES BIKE/PEDESTRIAN TRAIL | \$2,804,347 | \$0 | \$934,785 | \$3,739,132 | \$0 | 04/2024 | EXPECTED TO OBLIGATE IN FY2024 | |

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

| TIP CODE | CSJ | PROJECT SPONSOR | DISTRICT | PHASE | HWY NO | LIMITS FROM | LIMITS TO | PROJECT SCOPE | FEDERAL | STATE | LOCAL | TOTAL FUNDING | OBLIGATION | ESTIMATED START DATE | OBLIGATION STATUS | COMMENTS |
|----------|-------------|-----------------|------------|-------|---------|---|---|---|-------------|-----------|-----------|---------------|------------|----------------------|------------------------------------|---|
| 14073.1 | 0918-47-303 | DART | DALLAS | T | VA | COTTON BELT TRAIL AT SPRING CREEK | | CONSTRUCT SHARED-USE PATH, INCLUDING BRIDGE ACROSS SPRING CREEK | \$2,975,000 | \$0 | \$0 | \$2,975,000 | \$0 | 05/2024 | EXPECTED TO OBLIGATE IN FY2024 | TRANSIT TRANSFER REQUEST TO BE SUBMITTED IN 2024 |
| 14018 | 0918-47-281 | DALLAS | DALLAS | R | CS | BOUNDED BY US 75 TO THE WEST, GREENVILLE AVE TO THE EAST, | LOVERS LN TO THE NORTH, AND MOCKINGBIRD LN TO THE SOUTH | PEDESTRIAN IMPROVEMENTS INCLUDING TRAFFIC SIGNALS, SIDEWALKS, CROSSWALKS, LIGHTING, AND INTERSECTION IMPROVEMENTS | \$1,600,000 | \$0 | \$400,000 | \$2,000,000 | \$0 | 06/2024 | EXPECTED TO OBLIGATE IN FY2024 | ENVIRONMENTAL CLEARANCE ANTICIPATED MAY 2024 |
| 14037 | 0013-10-092 | FORT WORTH | FORT WORTH | U | BUS 287 | BUS 287/NORTH MAIN STREET AT NORTH AIRPORT ENTRANCE | | ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO NORTHERN AIRPORT ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS) | \$45,000 | \$0 | \$0 | \$45,000 | \$0 | 06/2024 | EXPECTED TO OBLIGATE IN FY2024 | UPDATE ON PROJECT SCHEDULE PENDING; UTILITY RELOCATION MIGHT NOT BE NEEDED BASED ON DISCUSSION WITH CITY |
| 21049 | 0918-47-333 | TXDOT-DALLAS | DALLAS | C | VA | VARIOUS LOCATIONS IN DALLAS COUNTY; IH 20 AT DALLAS/TARRANT COUNTY LINE (EB) | IH 30 AT DALLAS/TARRANT COUNTY LINE (EB), IH 30 AT SYLVAN (WB), SH 183 AT COUNTY LINE ROAD (EB), US 75 AT HASKELL (NB & SB) | INSTALLATION OF DYNAMIC MESSAGE SIGNS | \$700,000 | \$175,000 | \$0 | \$875,000 | \$0 | 06/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 25066.1 | 0918-47-310 | DALLAS | DALLAS | R | CS | ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST | AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12 | CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET | \$350,000 | \$0 | \$0 | \$350,000 | \$0 | 06/2024 | EXPECTED TO OBLIGATE IN FY2024 | TXDOT REVIEWING FOOTPRINT FOR ENVIRONMENTAL CLEARANCE |
| 25066.2 | 0581-01-157 | DALLAS | DALLAS | U | SL 12 | AT CARBONDALE | | CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING REGRADING, REPAVING, AND SIDEWALKS | \$40,000 | \$10,000 | \$0 | \$50,000 | \$0 | 06/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 11616.1 | 0918-00-417 | NCTCOG | DALLAS | I | VA | REGIONAL TRAFFIC SIGNAL RETIMING PROJECT; DEVELOP & IMPLEMENT TRAFFIC SIGNAL COORDINATION IN THE DFW NONATTAINMENT AREA | | INCLUDES IMPROVING SIGNAL OPERATION AND PROGRESSION THROUGH TRAFFIC SIGNAL RETIMING, EQUIPMENT AND IMPLEMENTATION, AND EVALUATION OF THE RESULTANT IMPROVEMENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE | \$3,137,500 | \$0 | \$0 | \$3,137,500 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 11657.2 | 0918-00-401 | NCTCOG | DALLAS | I | VA | 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 | \$950,000 | \$0 | \$0 | \$950,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 14066 | 0918-47-275 | DALLAS | DALLAS | E | CS | WEST COMMERCE FROM FORT WORTH AVE | RIVERFRONT BLVD | CONSTRUCT SIDEWALKS AND BICYCLE LANES | \$570,000 | \$0 | \$0 | \$570,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | AFA EXECUTION PENDING |
| 14094 | 0918-24-299 | FRISCO | DALLAS | E | VA | PANTHER CREEK TRAIL FROM BNSF | PANTHER CREEK PARKWAY | CONSTRUCT NEW SHARED USE PATH | \$200,000 | \$0 | \$0 | \$200,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 21063 | 0918-47-368 | DALLAS | DALLAS | E | CS | CAMP WISDOM RD FROM US 67 | WESTMORELAND RD | RECONSTRUCT AND WIDEN SIDEWALKS, INSTALL PEDESTRIAN LIGHTING, AND RECONSTRUCT/UPGRADE CROSSWALKS AND ASSOCIATED TRAFFIC SIGNAL INFRASTRUCTURE | \$400,000 | \$0 | \$100,000 | \$500,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | AFA EXECUTED OCTOBER 2023 |
| 21074 | 0918-24-255 | FRISCO | DALLAS | C | CS | ON OHIO DRIVE AT GAYLORD PARKWAY | | CONSTRUCT ROUNDABOUT | \$2,720,000 | \$0 | \$0 | \$2,720,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023; 30% DESIGN PLANS UNDER REVIEW |
| 25013 | 0902-90-172 | FORT WORTH | FORT WORTH | C | CS | MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE | LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE | RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT | \$6,000,000 | \$0 | \$0 | \$6,000,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 11684.8 | 0902-90-261 | ARLINGTON | FORT WORTH | T | VA | DOWNTOWN ARLINGTON AND UNIVERSITY OF TEXAS AT ARLINGTON CAMPUS | | EXPAND ON-DEMAND, SHARED RIDE SERVICE AND EQUIP VEHICLES WITH TELEOPERATIONS AND FIRST RESPONDER V2X COMMUNICATION DEVICES | \$1,013,333 | \$0 | \$0 | \$1,013,333 | \$0 | 10/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 40074.1 | 0918-47-320 | DALLAS | DALLAS | E | VA | FAIR PARK TRAIL SOUTHERN ALIGNMENT FROM PHASE 1 (NORTH SECTION) AT INTERSECTION OF HASKELL AVE/PARRY AVE | PARRY AVE, HIGHWAY 352/ROBERT B. CULLUM BLVD, AND S. FITZHUGH AVE. AT LAGOW ST | CONSTRUCT SHARED-USE PATH | \$1,000,000 | \$0 | \$0 | \$1,000,000 | \$0 | 10/2024 | EXPECTED TO OBLIGATE IN FY2024 | CITY HAS INITIATED AFA PROCESS; FUNDING EXPECTED TO OBLIGATE IN FY2024, WITH ACTUAL DESIGN BEGINNING LATER |
| 25107 | 0918-47-474 | DALLAS | DALLAS | E | VA | FIVE MILE CREEK AT WESTMORELAND DART STATION FROM ILLINOIS AVE TO WESTMORELAND AND | FROM HAMPTON TO RUGGED DRIVE | CONSTRUCT NEW SHARED USE PATH/TRAIL | \$1,400,000 | \$0 | \$0 | \$1,400,000 | \$0 | 12/2024 | EXPECTED TO OBLIGATE IN FY2024 | CITY HAS INITIATED AFA PROCESS; FUNDING EXPECTED TO OBLIGATE IN FY2024, WITH ACTUAL DESIGN BEGINNING LATER |
| 14080 | 0902-90-163 | GRAND PRAIRIE | FORT WORTH | R | VA | REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS | MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD | CONSTRUCT SHARED-USE PATH | \$508,880 | \$0 | \$127,220 | \$636,100 | \$0 | 03/2023 | NOT EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023; PROJECT HAS BEEN PLACED ON HOLD BY THE CITY DUE TO SIGNIFICANT COST OVERRUNS; UPDATE ON PROJECT SCHEDULE PENDING |
| 14080 | 0902-90-163 | GRAND PRAIRIE | FORT WORTH | U | VA | REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS | MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD | CONSTRUCT SHARED-USE PATH | \$60,000 | \$0 | \$15,000 | \$75,000 | \$0 | 03/2023 | NOT EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023; PROJECT HAS BEEN PLACED ON HOLD BY THE CITY DUE TO SIGNIFICANT COST OVERRUNS; UPDATE ON PROJECT SCHEDULE PENDING |
| 14055 | 0902-90-169 | FORT WORTH | FORT WORTH | R | CS | UNIVERSITY DRIVE FROM TRAIL DRIVE | ROSEDALE BRIDGE | PEDESTRIAN IMPROVEMENTS INCLUDING NEW AND WIDENED SIDEWALKS, CROSSWALKS, WAYFINDING SIGNAGE, AND TRAFFIC SIGNALS | \$100,000 | \$0 | \$0 | \$100,000 | \$0 | 05/2023 | NOT EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023; FUNDING NOT NEEDED PER DISCUSSION WITH CITY |
| 14080 | 0902-90-163 | GRAND PRAIRIE | FORT WORTH | C | VA | REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS | MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD | CONSTRUCT SHARED-USE PATH | \$2,868,612 | \$0 | \$717,153 | \$3,585,765 | \$0 | 07/2023 | NOT EXPECTED TO OBLIGATE IN FY2024 | PROJECT HAS BEEN PLACED ON HOLD BY THE CITY DUE TO SIGNIFICANT COST OVERRUNS; UPDATE ON PROJECT SCHEDULE PENDING |

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

| TIP CODE | CSJ | PROJECT SPONSOR | DISTRICT | PHASE | HWY NO | LIMITS FROM | LIMITS TO | PROJECT SCOPE | FEDERAL | STATE | LOCAL | TOTAL FUNDING | OBLIGATION | ESTIMATED START DATE | OBLIGATION STATUS | COMMENTS |
|----------|-------------|-----------------|------------|-------|--------|---|--|---|---------------|-------------|--------------|---------------|------------|----------------------|------------------------------------|---|
| 14058 | 0902-90-153 | FORT WORTH | FORT WORTH | C | CS | TRINITY TRAIL FROM TRINITY BLVD. | TRINITY LAKES STATION | CONSTRUCT SHARED USE PATH | \$372,467 | \$0 | \$0 | \$372,467 | \$0 | 12/2023 | NOT EXPECTED TO OBLIGATE IN FY2024 | PROJECT DESIGN HAS NOT BEGUN, SO CONSTRUCTION UNLIKELY TO BEGIN IN 2024; UPDATE ON PROJECT SCHEDULE PENDING |
| 14079 | 0918-47-295 | DALLAS | DALLAS | R | CS | PARK LANE FROM GREENVILLE AVENUE | HEMLOCK AVENUE | RECONSTRUCT ROADWAY TO ACCOMMODATE BICYCLE LANE AND SIDEWALKS FROM GREENVILLE AVE TO HEMLOCK AVE; INTERSECTION IMPROVEMENTS AT SHADY BROOK AND 5-POINT INTERSECTIONS; RESTRIPE PAVEMENT TO ACCOMMODATE 4 THROUGH LANES WITH LEFT TURN LANES AND BICYCLE LANES | \$500,000 | \$0 | \$0 | \$500,000 | \$0 | 09/2024 | NOT EXPECTED TO OBLIGATE IN FY2024 | CITY WILL LIKELY NOT RECEIVE ENVIRONMENTAL CLEARANCE IN TIME FOR FUNDING TO OBLIGATE IN 2024 |
| 21020 | 0902-90-219 | FOREST HILL | FORT WORTH | C | CS | FOREST HILL DR AT FOREST HILL CIRCLE | | CONSTRUCT SIGNAL AND INTERSECTION IMPROVEMENTS, INCLUDING SIGNAL RETIMING | \$500,000 | \$0 | \$0 | \$500,000 | \$0 | 10/2024 | NOT EXPECTED TO OBLIGATE IN FY2024 | |
| 21065 | 0918-47-374 | DALLAS | DALLAS | C | CS | ON LEMMON AVENUE FROM NORTHWEST HIGHWAY | US 75 | RECONSTRUCT AND UPGRADE SIGNALS/EQUIPMENT AND CONSTRUCT PEDESTRIAN IMPROVEMENTS AT SEVEN INTERSECTIONS | \$1,000,000 | \$0 | \$250,000 | \$1,250,000 | \$0 | 12/2024 | NOT EXPECTED TO OBLIGATE IN FY2024 | CURRENTLY AT 60% DESIGN, SO CONSTRUCTION NOT EXPECTED TO BEGIN IN FY2024 |
| 21068 | 0918-47-391 | DALLAS | DALLAS | C | VA | INTERSECTION OF ZANG BLVD | AND SANER AVE | CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT TURN LANES, REALIGNMENT, UPGRADED TRAFFIC SIGNAL AND PEDESTRIAN CROSSWALKS | \$600,000 | \$0 | \$150,000 | \$750,000 | \$0 | 12/2024 | NOT EXPECTED TO OBLIGATE IN FY2024 | DESIGN KICKOFF HELD IN OCTOBER 2023, SO CONSTRUCTION NOT EXPECTED TO BEGIN IN FY2024 |
| 21075 | 0581-02-158 | DALLAS | DALLAS | C | SL 12 | AT COUNTRY CREEK DRIVE | | CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT TURN LANES, NEW TRAFFIC SIGNAL, AND PEDESTRIAN CROSSWALKS | \$520,000 | \$0 | \$130,000 | \$650,000 | \$0 | 12/2024 | NOT EXPECTED TO OBLIGATE IN FY2024 | ENGINEERING HAS NOT STARTED, SO CONSTRUCTION WILL NOT OBLIGATE IN 2024 |
| 14065 | 0918-47-274 | DALLAS | DALLAS | C | VA | SOPAC TRAIL FROM INTERSECTION OF GREENVILLE AVENUE AND MEADOW | NORTHAVEN TRAIL | CONSTRUCT SHARED USE PATH | \$3,600,000 | \$0 | \$0 | \$3,600,000 | \$0 | 02/2025 | NOT EXPECTED TO OBLIGATE IN FY2024 | ENGINEERING HAS NOT STARTED, SO CONSTRUCTION WILL NOT OBLIGATE IN 2024 |
| 14013 | 0918-47-236 | DALLAS CO | DALLAS | C | VA | TRAIL CONNECTIONS TO FUTURE CYPRESS WATERS COTTON BELT RAIL STATION; FROM SOUTH OF CYPRESS WATERS COTTON BELT STATION | TO EXISTING TRAIL NORTH OF OLYMPUS BLVD | CONSTRUCT SHARED USE PATH AND RELATED PEDESTRIAN AND BICYCLE IMPROVEMENTS (PEDESTRIAN CROSSWALKS, SIGNAGE, LIGHTING, AND SIGNALS) IN PROXIMITY OF THE FUTURE CYPRESS WATERS COTTON BELT RAIL STATION | \$1,834,068 | \$0 | \$458,517 | \$2,292,585 | \$0 | 06/2025 | NOT EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023; ACQUISITION OF EASEMENTS IS DELAYING THE PROJECT |
| 40074.1 | 0918-47-320 | DALLAS | DALLAS | R | VA | FAIR PARK TRAIL SOUTHERN ALIGNMENT FROM PHASE 1 (NORTH SECTION) AT INTERSECTION OF HASKELL AVE/PARRY AVE | PARRY AVE, HIGHWAY 352/ROBERT B. CULLUM BLVD, AND S. FITZHUGH AVE. AT LAGOW ST | CONSTRUCT SHARED-USE PATH | \$150,000 | \$0 | \$0 | \$150,000 | \$0 | 06/2025 | NOT EXPECTED TO OBLIGATE IN FY2024 | DESIGN HAS NOT STARTED, SO RIGHT-OF-WAY WILL NOT OBLIGATE IN 2024 |
| 21052 | 0918-47-371 | DALLAS | DALLAS | C | VA | PRESTON ROAD FROM WEST NW HWY TO WALNUT HILL LANE | DOUGLAS AVE FROM COLGATE AVE TO NW HWY | CONSTRUCT SIDEWALKS | \$1,160,000 | \$0 | \$290,000 | \$1,450,000 | \$0 | 07/2025 | NOT EXPECTED TO OBLIGATE IN FY2024 | |
| 21031 | 0918-47-376 | DALLAS | DALLAS | C | CS | FAIR OAKS AVENUE FROM RIDGECREST | WALNUT HILL LANE | IMPLEMENT BIKE LANES ALONG FAIR OAKS AVENUE | \$350,000 | \$0 | \$87,500 | \$437,500 | \$0 | 01/2027 | NOT EXPECTED TO OBLIGATE IN FY2024 | CITY WANTS TO BID THIS PROJECT WITH TIP 14079, WHICH IS ANTICIPATED TO GO TO CONSTRUCTION IN 2027 |
| 14064 | 0918-47-273 | DALLAS | DALLAS | C | VA | ON KCS TRAIL CONNECTOR FROM LBJ/SKILLMAN DART STATION | RICHARDSON CITY LIMIT | CONSTRUCT SHARED USE PATH | \$3,600,000 | \$0 | \$0 | \$3,600,000 | \$0 | 09/2027 | NOT EXPECTED TO OBLIGATE IN FY2024 | PROJECT ON HOLD (KCS RAILROAD WILL NOT PERMIT TRAIL TO BE IN ITS RIGHT-OF-WAY); DESIGN HAS NOT BEGUN |
| TOTAL | | | | | | | | | \$101,420,231 | \$1,062,298 | \$10,531,945 | \$113,014,474 | \$0 | | | |

| | |
|------------------------------------|--------------|
| TOTAL CLOSEOUTS/WITHDRAWALS | \$0 |
| TOTAL PROJECT ADJUSTMENTS | \$0 |
| TOTAL OBLIGATED IN FY2024 | \$0 |
| EXPECTED TO OBLIGATE IN FY2024 | \$83,696,204 |
| NOT EXPECTED TO OBLIGATE IN FY2024 | \$17,724,027 |

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

| TIP CODE | CSJ | PROJECT SPONSOR | DISTRICT | PHASE | HWY NO | LIMITS FROM | LIMITS TO | PROJECT SCOPE | FEDERAL | STATE | LOCAL | TOTAL FUNDING | OBLIGATION | ESTIMATED START DATE | OBLIGATION STATUS | COMMENTS |
|----------|-------------|------------------|------------|-------|--------|--|---|---|-------------|-----------|-----------|---------------|------------|----------------------|--------------------------------|---|
| 25013 | 0902-90-172 | FORT WORTH | FORT WORTH | R | CS | MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE | LTJG BARNETT FROM MEANDERING ROAD TO NASIRB EAST GATE | RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT | \$1,080,000 | \$0 | \$0 | \$1,080,000 | \$0 | 06/2023 | OBLIGATED (2023) | ENVIRONMENTAL CLEARANCE RECEIVED MAY 2023; FUNDING OBLIGATED IN FY2023 |
| 25013 | 0902-90-172 | FORT WORTH | FORT WORTH | U | CS | MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE | LTJG BARNETT FROM MEANDERING ROAD TO NASIRB EAST GATE | RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT | \$1,120,000 | \$0 | \$0 | \$1,120,000 | \$0 | 04/2023 | EXPECTED TO OBLIGATE IN FY2024 | UPDATE ON PROJECT SCHEDULE PENDING |
| 11898.5 | 0902-90-268 | TXDOT-FORT WORTH | FORT WORTH | E | CS | ON AVONDALE-HASLET ROAD | AT BNSF RAIL LINE | CONSTRUCT GRADE SEPARATION | \$1,000,000 | \$0 | \$0 | \$1,000,000 | \$0 | 05/2023 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023; UPDATE ON PROJECT SCHEDULE PENDING |
| 21061 | 0918-11-107 | TERRELL | DALLAS | C | SS 226 | ON VIRGINIA STREET (SS 226) FROM BRIN STREET | ROCHESTER STREET | PEDESTRIAN IMPROVEMENTS INCLUDING CONSTRUCTION OF PEDESTRIAN/ADA RAMPS AND CROSSWALKS, AND MINOR LANDSCAPING | \$450,000 | \$0 | \$0 | \$450,000 | \$0 | 05/2023 | EXPECTED TO OBLIGATE IN FY2024 | UPDATE ON PROJECT SCHEDULE PENDING |
| 21072 | 0918-24-268 | RICHARDSON | DALLAS | C | CS | WATERVIEW | AT FRANK JOHNSON | CONSTRUCT NEW TRAFFIC SIGNAL | \$350,000 | \$0 | \$0 | \$350,000 | \$0 | 08/2023 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023; UPDATE ON PROJECT SCHEDULE PENDING |
| 21014 | 0918-46-346 | DCTA | DALLAS | T | VA | DCTA BUS SHELTERS | | CONSTRUCT BUS SHELTERS INCLUDING CONCRETE PADS, OVERHEAD SHELTERS, LIGHTING, SEATING, REAL-TIME SCHEDULE INFORMATION, ETC | \$1,000,000 | \$0 | \$0 | \$1,000,000 | \$0 | 10/2023 | EXPECTED TO OBLIGATE IN FY2024 | UPDATE ON PROJECT SCHEDULE PENDING |
| 11684.2 | 0081-12-053 | FORT WORTH | FORT WORTH | ENV | IH 35W | IH 35W TRUCK PARKING HUB ON IH 35W AT SH 170 NEAR HARMON ROAD | | CONSTRUCT TRUCK PARKING AREA TO INCLUDE SAFETY REST AREA FOR TRUCK DRIVERS, VEHICLE TO INFRASTRUCTURE COMMUNICATION EQUIPMENT, STRIPING, AND SIGNAGE | \$100,000 | \$0 | \$0 | \$100,000 | \$0 | 11/2023 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023 (DELAY IN GETTING FHWA APPROVAL); CITY DISCUSSING PROJECT WITH AVIATION DEPARTMENT AND HILLWOOD |
| 11684.2 | 0081-12-053 | FORT WORTH | FORT WORTH | E | IH 35W | IH 35W TRUCK PARKING HUB ON IH 35W AT SH 170 NEAR HARMON ROAD | | CONSTRUCT TRUCK PARKING AREA TO INCLUDE SAFETY REST AREA FOR TRUCK DRIVERS, VEHICLE TO INFRASTRUCTURE COMMUNICATION EQUIPMENT, STRIPING, AND SIGNAGE | \$758,953 | \$0 | \$0 | \$758,953 | \$0 | 11/2023 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023 (DELAY IN GETTING FHWA APPROVAL); CITY DISCUSSING PROJECT WITH AVIATION DEPARTMENT AND HILLWOOD |
| 14077 | 0918-24-249 | ANNA | DALLAS | E | CS | FERGUSON PKWY FROM ELM STREET | THE COLLIN COUNTY OUTER LOOP | CONSTRUCT 0/2 TO 4 LANE URBAN DIVIDED (6 LANES ULTIMATE), INCLUDING NEW SIDEWALKS AND 0 TO 6 LANE BRIDGE OVER SLAYTER CREEK | \$1,804,735 | \$0 | \$451,184 | \$2,255,919 | \$0 | 11/2023 | EXPECTED TO OBLIGATE IN FY2024 | ADDITIONAL FUNDING FOR A PROJECT ALREADY OBLIGATED |
| 11554.4 | 0918-47-482 | NCTCOG | DALLAS | E | VA | LAS COLINAS AUTOMATED TRANSPORTATION SYSTEM (ATS); TOWER 909 STATION (LAKE CAROLYN PKWY) | TO BELL TOWER STATION (MANDALAY DRIVE) AND TO URBAN TOWERS STATION (NEAR FULLER DRIVE | ENGINEERING STUDY TO MODERNIZE PORTION OF EXISTING LAS COLINAS AREA PERSONAL TRANSIT GUIDEWAY FOR AUTOMATED TRANSPORTATION SYSTEM OPERATION INCLUDES LAS COLINAS AUTOMATED TRANSPORTATION SYSTEM (ATS), CONSULTANT AND COG STAFF TIME | \$500,000 | \$0 | \$0 | \$500,000 | \$0 | 12/2023 | EXPECTED TO OBLIGATE IN FY2024 | |
| 21079 | 0918-47-385 | NCTCOG | DALLAS | E | VA | ON IH 30 FROM DALLAS/TARRANT COUNTY LINE | IH 635 | PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES | \$3,200,000 | \$800,000 | \$0 | \$4,000,000 | \$0 | 12/2023 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023 |
| 21080 | 1068-02-156 | NCTCOG | FORT WORTH | E | IH 30 | IH 35W | DALLAS/TARRANT COUNTY LINE | PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES | \$800,000 | \$200,000 | \$0 | \$1,000,000 | \$0 | 12/2023 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023 |
| 25078 | 0918-47-313 | BALCH SPRINGS | DALLAS | E | CS | ON HICKORY TREE ROAD; FROM ELAM ROAD | LAKE JUNE ROAD | RECONSTRUCT FROM 2 TO 3 LANES WITH PEDESTRIAN IMPROVEMENTS, INCLUDING SIDEWALKS AND SHARED-USE PATH | \$1,300,000 | \$0 | \$0 | \$1,300,000 | \$0 | 12/2023 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023 |
| 11639.1 | 0918-46-314 | DCTA | DALLAS | T | VA | DCTA VANPOOL PROGRAM | | OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE | \$364,000 | \$0 | \$91,000 | \$455,000 | \$0 | 01/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 11639.1 | 0918-46-344 | DCTA | DALLAS | T | VA | DCTA VANPOOL PROGRAM | | OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE | \$1,250,000 | \$0 | \$312,500 | \$1,562,500 | \$0 | 01/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 11639.1 | 0918-46-313 | DCTA | DALLAS | T | VA | DCTA VANPOOL PROGRAM | | OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE | \$327,600 | \$0 | \$81,900 | \$409,500 | \$0 | 01/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 11898.6 | 0902-90-166 | TXDOT-FORT WORTH | FORT WORTH | E | CS | ON HASLET PARKWAY/SH 170 FROM IH 35W | INTERMODAL PARKWAY | CONSTRUCT 0 TO 2 LANE GRADE SEPARATED DIRECT CONNECTORS | \$8,000,000 | \$0 | \$0 | \$8,000,000 | \$0 | 01/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 20304.3 | 0918-47-330 | TXDOT-DALLAS | DALLAS | I | VA | HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT | | PURCHASE OF HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT TO MITIGATE CRASH RISK BY IMPROVING EFFICIENCY AND MINIMIZING TIME REQUIRED PER INCIDENT | \$66,540 | \$0 | \$0 | \$66,540 | \$0 | 01/2024 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023 |
| 21015.8 | 0902-00-372 | FWTA | FORT WORTH | T | VA | 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 | \$2,780,000 | \$0 | \$0 | \$2,780,000 | \$0 | 01/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 21021 | 0902-90-206 | NTTA | FORT WORTH | E | MH | ON CHISHOLM TRAIL PARKWAY | AT WORTH CREEK PARKWAY | CONSTRUCT INTERCHANGE | \$2,000,000 | \$0 | \$0 | \$2,000,000 | \$0 | 01/2024 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023 DUE TO DELAYS IN APPROVAL FROM FHWA (FFCS AMENDMENT BEING PROCESSED) |

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

| TIP CODE | CSJ | PROJECT SPONSOR | DISTRICT | PHASE | HWY NO | LIMITS FROM | LIMITS TO | PROJECT SCOPE | FEDERAL | STATE | LOCAL | TOTAL FUNDING | OBLIGATION | ESTIMATED START DATE | OBLIGATION STATUS | COMMENTS |
|----------|-------------|------------------|------------|-------|--------|---|--|---|--------------|-----------|-------------|---------------|------------|----------------------|--------------------------------|---|
| 21038 | 0918-47-383 | GARLAND | DALLAS | E | CS | PEDESTRIAN ROUTES TO RAIL STATION AT GARLAND FOREST/JUPITER DART STATION BOUNDED BY WEST OF JUPITER ROAD TO THE WEST, | JACOBSON ROAD TO THE EAST, MARQUIS DRIVE TO THE SOUTH, AND EDGEWOOD DRIVE TO THE NORTH | CONSTRUCT SIDEWALKS AND OTHER PEDESTRIAN SAFETY IMPROVEMENTS AT AND AROUND THE GARLAND FOREST/JUPITER DART STATION | \$500,000 | \$0 | \$125,000 | \$625,000 | \$0 | 01/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 21070 | 0918-47-387 | RICHARDSON | DALLAS | C | CS | JUPITER ROAD AT CAMPBELL ROAD | | INTERSECTION IMPROVEMENTS INCLUDING CONSTRUCTION OF NEW DEDICATED RIGHT-TURN LANES ON EB CAMPBELL ROAD & SB JUPITER ROAD | \$1,788,000 | \$0 | \$447,000 | \$2,235,000 | \$0 | 01/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 25013 | 0902-90-172 | FORT WORTH | FORT WORTH | E | CS | MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE | LTJG BARNETT FROM MEANDERING ROAD TO NASIRB EAST GATE | RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT | \$814,198 | \$0 | \$0 | \$814,198 | \$0 | 01/2024 | EXPECTED TO OBLIGATE IN FY2024 | ADDITIONAL FUNDING FOR PHASE ALREADY IN PROGRESS |
| 25096 | 0902-90-265 | ARLINGTON | FORT WORTH | E | CS | ON AT&T WAY FROM SH 180/DIVISION ST | ABRAM ST | CONDUCT A FEASIBILITY STUDY OF THE EXTENSION OF AT&T WAY TO ABRAM ST (0 TO 6 LANES), INCLUDING A GRADE SEPARATION ACROSS THE UNION PACIFIC MAIN LINE AND A CREEK CROSSING | \$3,000,000 | \$0 | \$750,000 | \$3,750,000 | \$0 | 01/2024 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023 (DUE TO AMOUNT OF TIME IT TOOK TO GET FFCS AMENDMENT PROCESSED); CITY WORKING WITH TXDOT ON THE AFA |
| 54062 | 0008-13-221 | TXDOT-FORT WORTH | FORT WORTH | C | IH 820 | SH 121/SH 183 INTERCHANGE | RANDOL MILL ROAD | INTERIM PROJECT TO CNST IH 820/SH 121 DIRECT CONNECTORS; FROM RANDOL MILL RD TO TRINITY BLVD: RECNST FROM 4 TO 6 LNS PLUS 2 AUX LNS; FROM TRINITY BLVD TO N INT WITH SH 121/SH 183: WDN FROM 9 TO 11 LNS & 4/6 LN DISC FR RDS TO 2/6 LN DISC FR RDS (INTERIM) | \$57,634 | \$14,409 | \$0 | \$72,043 | \$0 | 01/2024 | EXPECTED TO OBLIGATE IN FY2024 | ADDITIONAL FUNDING FOR A PROJECT ALREADY OBLIGATED; TXDOT PROCESSING CHANGE ORDER |
| 11684.7 | 0902-90-266 | DFW AIRPORT | FORT WORTH | I | VA | AUTOMATED PARKING PROJECT AT DFW AIRPORT | TO FACILITATE DIRECT INTERMODAL INTERCHANGE TRANSFER AND ACCESS IN TO/OUT OF THE AIRPORT | IMPLEMENT AUTOMATED PARKING PROJECT INCLUDES USING LOW-SPEED VEHICLE AUTOMATION AND VEHICLE-TO-INFRASTRUCTURE TECHNOLOGY | \$1,500,000 | \$0 | \$0 | \$1,500,000 | \$0 | 02/2024 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023 (PROJECT WAS NOT APPROVED BY FHWA UNTIL ELIGIBILITY COULD BE DETERMINED); PROJECT HAS BEEN APPROVED BY FHWA |
| 14013.9 | 0918-24-298 | DART | DALLAS | T | VA | 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 | \$500,000 | \$0 | \$0 | \$500,000 | \$0 | 02/2024 | EXPECTED TO OBLIGATE IN FY2024 | TRANSIT TRANSFER REQUEST TO BE SUBMITTED IN 2024 |
| 21037 | 0918-24-265 | FRISCO | DALLAS | C | VA | ON PANTHER CREEK PARKWAY FROM PRESTON ROAD | DALLAS NORTH TOLLWAY | CONSTRUCT 0 TO 6 LANE ROADWAY, INCLUDING GRADE SEPARATION OVER BNSF RAIL LINE | \$30,000,000 | \$0 | \$0 | \$30,000,000 | \$0 | 02/2024 | EXPECTED TO OBLIGATE IN FY2024 | CITY AND TXDOT FINALIZING DESIGN |
| 25097.1 | 0918-47-478 | DART | DALLAS | T | VA | SILVER LINE FROM DFW AIRPORT STATION | SHILOH STATION IN PLANO | CONSTRUCTION OF SILVER LINE REGIONAL RAIL PROJECT (COTTON BELT/SILVER LINE PROJECT #11) | \$8,672,000 | \$0 | \$2,168,000 | \$10,840,000 | \$0 | 02/2024 | EXPECTED TO OBLIGATE IN FY2024 | TRANSIT TRANSFER REQUEST TO BE SUBMITTED IN 2024 |
| 25097.2 | 0918-47-480 | DART | DALLAS | T | VA | SILVER LINE FROM DFW AIRPORT STATION | SHILOH STATION IN PLANO | CONSTRUCTION OF SILVER LINE REGIONAL RAIL PROJECT | \$7,200,000 | \$0 | \$1,800,000 | \$9,000,000 | \$0 | 02/2024 | EXPECTED TO OBLIGATE IN FY2024 | TRANSIT TRANSFER REQUEST TO BE SUBMITTED IN 2024 |
| 55310 | 0918-47-463 | TXDOT-DALLAS | DALLAS | E | VA | EAST OF ERVAY ST; OVER IH 30 | HARWOOD ST | CONSTRUCT LOCAL ENHANCEMENTS | \$2,000,000 | \$0 | \$0 | \$2,000,000 | \$0 | 02/2024 | EXPECTED TO OBLIGATE IN FY2024 | PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION |
| 14074 | 0918-46-319 | DENTON | DALLAS | C | CS | BONNIE BRAE STREET FROM WINDSOR DRIVE | US 77 | WIDEN FROM 2/4 LANES TO 4 LANES DIVIDED WITH SIDEWALKS AND SHARED-USE PATH (SEGMENT 6B) | \$9,111,600 | \$0 | \$2,277,900 | \$11,389,500 | \$0 | 03/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 21076 | 0918-47-396 | GARLAND | DALLAS | E | CS | ON SHILOH ROAD FROM MILLER ROAD | FOREST LANE | RECONSTRUCT AND WIDEN FROM 4 LANES TO 6 LANES WITH SIDEWALKS | \$3,500,000 | \$0 | \$0 | \$3,500,000 | \$0 | 03/2024 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023 |
| 21083 | 0918-47-390 | TXDOT-DALLAS | DALLAS | C | CS | ON LAKE JUNE ROAD FROM US 175 | GILLETTE STREET | REHABILITATION OF 6 TO 4 LANE ROADWAY, INCLUDING FULL DEPTH REPAIR, TO INCLUDE BIKE LANES, SIDEWALKS, LIGHTING, AND TRAFFIC SIGNAL AT GILLETTE STREET AND LAKE JUNE ROAD | \$1,600,000 | \$0 | \$400,000 | \$2,000,000 | \$0 | 03/2024 | EXPECTED TO OBLIGATE IN FY2024 | PART OF FEDERAL RAISE GRANT PROJECT |
| 21083.2 | 0197-02-135 | TXDOT-DALLAS | DALLAS | C | US 175 | 2ND AVENUE | SOUTH OF LAKE JUNE ROAD | REPLACE AND WIDEN EXISTING BRIDGE FROM 2 TO 4 LANES AT LAKE JUNE ROAD; CONSTRUCT NEW PEDESTRIAN TRAIL BRIDGE PARALLEL TO US 175 WITHIN EXISTING ROW FROM 2ND AVE TO LAKE JUNE ROAD | \$1,600,000 | \$400,000 | \$0 | \$2,000,000 | \$0 | 03/2024 | EXPECTED TO OBLIGATE IN FY2024 | PART OF FEDERAL RAISE GRANT PROJECT |
| 14015.1 | 0918-47-484 | DALLAS | DALLAS | E | CS | HARRY HINES AT MOCKINGBIRD LANE | | RECONSTRUCT INTERSECTION | \$3,000,000 | \$0 | \$0 | \$3,000,000 | \$0 | 04/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 21086 | 0047-05-059 | TXDOT-DALLAS | DALLAS | E | CS | ON N MCDONALD STREET FROM VIRGINIA ST | LOUISIANA ST | CONSTRUCTION OF LOWER SH 5 PEDESTRIAN STRUCTURE | \$3,000,000 | \$0 | \$0 | \$3,000,000 | \$0 | 04/2024 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023 |
| 54119.5 | 0442-02-162 | TXDOT-DALLAS | DALLAS | C | IH 35E | ELLIS COUNTY LINE | BEAR CREEK ROAD | CONSTRUCT INTERCHANGE AT LOOP 9 AND IH 35E | \$466,400 | \$116,600 | \$0 | \$583,000 | \$0 | 04/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 54119.6 | 0442-03-044 | TXDOT-DALLAS | DALLAS | C | IH 35E | REESE DRIVE | DALLAS COUNTY LINE | CONSTRUCT INTERCHANGE AT LOOP 9 AND IH 35E | \$80,000 | \$20,000 | \$0 | \$100,000 | \$0 | 04/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 14015.3 | 0918-47-483 | DALLAS | DALLAS | E | CS | ON HARRY HINES BLVD/MCKINNON ST FROM DALLAS NORTH TOLLWAY | MOODY ST | REHABILITATE ROADWAY WITH SIGNAGE, SIGNAL, AND INTERSECTION IMPROVEMENTS TO ADDRESS SAFETY ISSUES (WRONG WAY DRIVING ON DNT) | \$2,000,000 | \$0 | \$0 | \$2,000,000 | \$0 | 05/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 21064 | 0902-90-228 | ARLINGTON | FORT WORTH | C | CS | ON CENTER STREET/MLK JR BLVD FROM BARDIN ROAD | SE GREEN OAKS BOULEVARD | CONSTRUCT 0 TO 4 LANE DIVIDED ROADWAY WITH SHARED-USE PATH | \$6,000,000 | \$0 | \$1,500,000 | \$7,500,000 | \$0 | 06/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 25028 | 0918-47-469 | DALLAS | DALLAS | E | CS | CADIZ ST FROM WEST OF HOTEL ST | 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 | \$5,000,000 | \$0 | \$0 | \$5,000,000 | \$0 | 06/2024 | EXPECTED TO OBLIGATE IN FY2024 | AFA EXECUTION PENDING (DECEMBER CITY COUNCIL) |

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

| TIP CODE | CSJ | PROJECT SPONSOR | DISTRICT | PHASE | HWY NO | LIMITS FROM | LIMITS TO | PROJECT SCOPE | FEDERAL | STATE | LOCAL | TOTAL FUNDING | OBLIGATION | ESTIMATED START DATE | OBLIGATION STATUS | COMMENTS |
|----------|-------------|-----------------|------------|-------|--------|--|---|---|-------------|-----------|-----------|---------------|------------|----------------------|--------------------------------|---|
| 21027 | 0918-47-392 | DALLAS | DALLAS | E | VA | DALLAS TRAFFIC SIGNAL PROJECT AREA BOUNDED BY IH 35 ON THE W, IH 635 ON THE E & N, AND NORTHWEST HWY TO THE S | ALONG HAMPTON ROAD FROM LEATH STREET TO CAMP WISDOM; ALONG LANCASTER ROAD FROM ELMORE AVENUE TO SHELLHORSE DRIVE | DESIGN AND CONSTRUCT 22 SIGNALS IN AREA DAMAGED BY 2019 TORNADO; 9 SIGNALS ALONG HAMPTON ROAD; AND 13 SIGNALS ALONG LANCASTER RD; ALL SIGNAL WORK INCLUDES SIGNAL RETIMING | \$2,350,000 | \$0 | \$587,500 | \$2,937,500 | \$0 | 07/2024 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023 |
| 11612.3 | 0918-00-400 | NCTCOG | DALLAS | I | VA | 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 | \$2,569,500 | \$0 | \$0 | \$2,569,500 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 11613.3 | 0918-00-414 | NCTCOG | DALLAS | I | VA | 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 | \$1,325,000 | \$0 | \$0 | \$1,325,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 11615.4 | 0918-00-421 | NCTCOG | DALLAS | I | VA | REGIONAL GEOSPATIAL IMAGERY: DATA COLLECTION/PLANNING | | DATA COLLECTION/PLANNING COOPERATIVE DIGITAL AERIAL PHOTOGRAPHY DATA COLLECTION TO IMPROVE TRAVEL DEMAND MODEL, AND CORRIDOR ALIGNMENT PLANNING, AND TRACK POPULATION/EMPLOYMENT CHANGES, AND SUPPORT VARIOUS ADDITIONAL ANALYTICAL TRANSP PLANNING ACTIVITIES | \$1,150,000 | \$287,500 | \$0 | \$1,437,500 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 11618.2 | 0918-00-342 | TXDOT-DALLAS | DALLAS | I | VA | REGIONAL MOBILITY ASSISTANCE PATROL (DALLAS DISTRICT) | | MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS | \$3,660,000 | \$915,000 | \$0 | \$4,575,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 11621.1 | 0902-00-267 | NCTCOG | FORT WORTH | I | VA | PLANNING STUDIES AND STREAMLINED PROJECT DELIVERY (REGIONAL) | | PROVIDE MPO PLANNING SUPPORT AND TECHNICAL ASSISTANCE FOR SURFACE TRANSPORTATION PROJECTS WITHIN THE METROPOLITAN PLANNING AREA INCLUDING PLANNING STUDIES AND EXPEDITE ENVIRONMENTAL REVIEW PROCESS | \$1,248,000 | \$0 | \$0 | \$1,248,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | COORDINATION BETWEEN NCTCOG AND TXDOT ONGOING REGARDING AFA EXECUTION |
| 11622.3 | 0918-00-315 | NCTCOG | DALLAS | I | VA | TRAVEL SURVEY & DATA COLLECTION PROGRAM: TO PROVIDE TRAVEL INFORMATION USED TO CREATE ANALYTICAL TOOLS FOR ALL PLANNING, | AIR QUALITY, AND MANAGEMENT PROJECTS IN THE MPA; ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND | FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES; INCLUSION OF NON-MOTORIZED TRIPS IN THE REGIONAL TRAVEL MODEL; DEVELOPMENT OF DYNAMIC TRAFFIC ASSIGNMENT MODEL FOR ROADWAY NETWORK ANALYSIS | \$780,000 | \$0 | \$0 | \$780,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023 |
| 11622.4 | 0918-00-402 | NCTCOG | DALLAS | I | VA | 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 | \$2,500,000 | \$0 | \$0 | \$2,500,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 11625 | 0918-00-381 | NCTCOG | DALLAS | E | VA | PARK ROW HISTORIC DISTRICT BOUND BY PARK ROW AVE ON THE NORTH AND OAKLAND AVE (AKA MALCOLM X BLVD) ON THE EAST | SOUTH BLVD TO THE SOUTH AND SOUTH CENTRAL EXPRESSWAY ON THE WEST | COMPREHENSIVE PLAN TO IDENTIFY TRANSPORTATION AND REHABILITATION IMPROVEMENTS IN SOUTH BOULEVARD-PARK ROW HISTORIC DISTRICT; MAY INVOLVE CONSULTANT ASSISTANCE AND NCTCOG STAFF TIME | \$500,000 | \$0 | \$0 | \$500,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023 |
| 11633.4 | 0918-00-415 | NCTCOG | DALLAS | I | VA | 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) | \$445,000 | \$0 | \$0 | \$445,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 11647.2 | 0918-00-410 | NCTCOG | VARIOUS | I | VA | 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 | \$2,265,000 | \$0 | \$0 | \$2,265,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 11650.1 | 0918-00-409 | NCTCOG | DALLAS | I | VA | TRANSPORTATION TECHNICAL SUPPORT | REGIONWIDE | TECHNICAL ASSISTANCE FOR DEVELOPING, MONITORING, ENVIRONMENTALLY APPROVING, AND IMPLEMENTING CORRIDOR STUDIES/PROJECTS ACCORDING TO CAPITAL ASSET MANAGEMENT PRINCIPLES | \$860,000 | \$0 | \$0 | \$860,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 11655.2 | 0918-00-405 | NCTCOG | DALLAS | I | VA | REVENUE AND PROJECT TRACKING SYSTEM (RAPTS) | | TRACK, MONITOR, AND ASSESS REGIONAL TRANSPORTATION AND AIR QUALITY PROJECTS THROUGH THE RAPTS WEBSITE; INCLUDES SOFTWARE DEVELOPMENT AND NCTCOG STAFF TIME | \$801,000 | \$0 | \$0 | \$801,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 11657.1 | 0918-00-382 | NCTCOG | DALLAS | I | VA | M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM | IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED | ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS | \$440,000 | \$0 | \$0 | \$440,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023 |
| 11657.2 | 0918-00-401 | NCTCOG | DALLAS | I | VA | 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 | \$950,000 | \$0 | \$0 | \$950,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 11663.3 | 0918-00-411 | NCTCOG | DALLAS | I | VA | 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 | \$1,773,000 | \$0 | \$0 | \$1,773,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | |

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

| TIP CODE | CSJ | PROJECT SPONSOR | DISTRICT | PHASE | HWY NO | LIMITS FROM | LIMITS TO | PROJECT SCOPE | FEDERAL | STATE | LOCAL | TOTAL FUNDING | OBLIGATION | ESTIMATED START DATE | OBLIGATION STATUS | COMMENTS |
|----------|-------------|-----------------|------------|-------|--------|---|---|---|-------------|-------|-------|---------------|------------|----------------------|--------------------------------|---------------------|
| 11684 | 0902-00-326 | NCTCOG | FORT WORTH | I | VA | REGION WIDE PROJECT TO ASSIST LOCAL PARTNERS TO PLAN AND IMPLEMENT CAV DEPLOYMENTS BY PROVIDING FUNDING FOR COSTS RELATED | TO DEPLOYMENTS AND SUPPORTING COSTS OF ACTIVE AV DEPLOYMENTS IN PARTNERSHIP WITH THE 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; EXPAND ZIP ZONE TRANSIT TO 76104 ZIP CODE | \$4,000,000 | \$0 | \$0 | \$4,000,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023 |
| 11684.6 | 0918-24-262 | NCTCOG | DALLAS | I | VA | AUTONOMOUS MOBILE VEHICLE TO RESIDENTIAL LOCATIONS PILOT PROJECT | MCKINNEY - PHASE 1; DALLAS - PHASE 2 | AUTOMATED, INTERNET-CONNECTED, & TELEOPERATED VEH TECH TO DELIVER SERVICES TO UNDERSERVED COMMUNITIES; INVOLVES PROCURING "INTEGRATOR" W/BROADBAND CONNECTIVITY TO PROVIDE VEH PLATFORM, SERVICE, & COORD W/LOCAL STAKEHOLDERS; PART OF NEW TDM+TECH INITIATIVE | \$5,000,000 | \$0 | \$0 | \$5,000,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 11691.1 | 0918-00-412 | NCTCOG | DALLAS | I | VA | 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 | \$1,584,000 | \$0 | \$0 | \$1,584,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 11692 | 0918-00-385 | NCTCOG | DALLAS | I | VA | 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 | \$350,000 | \$0 | \$0 | \$350,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023 |
| 11694 | 0918-00-384 | NCTCOG | DALLAS | I | VA | REGIONAL AIR QUALITY INITIATIVES | IDENTIFY AND IMPLEMENT POLICIES/BEST PRACTICES TO IMPROVE AIR QUALITY AND ENSURE COMPLIANCE WITH FEDERAL STANDARDS; | INCLUDING STRATEGIES TO REDUCE EMISSIONS FROM COMMERCIAL AND CONSUMER VEHICLES, IMPLEMENTATION OF NEW VEHICLE TECHNOLOGIES, AND ASSIST LOCAL GOVERNMENTS AND BUSINESS WITH THE DEPLOYMENT OF LOW-EMISSION TECHNOLOGIES | \$1,086,000 | \$0 | \$0 | \$1,086,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023 |
| 11694.1 | 0918-00-406 | NCTCOG | DALLAS | I | VA | 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 | \$3,000,000 | \$0 | \$0 | \$3,000,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 14038.1 | 0902-00-342 | NCTCOG | FORT WORTH | I | VA | DFW REGION; MANAGEMENT & OVERSIGHT OF NEW REGIONAL SAFETY PROJECT FUNDING PROGRAM; INCLUDES DEVELOPMENT OF A REGIONAL | TRANSPORTATION SAFETY PLAN; GENERAL SAFETY PLANNING/IMPLEMENTATION ACTIVITIES; CONDUCTING REGIONAL & FEDERAL SAFETY | PERFORMANCE TRACKING/REPORTING REQUIREMENTS; ANALYSIS OF WRONG-WAY DRIVING AND INTERSECTION SAFETY IMPLEMENTATION PLAN COUNTERMEASURE EFFECTIVENESS; COLLECTING/ANALYZING CRASH DATA & INCIDENT PERFORMANCE MEASURES | \$400,000 | \$0 | \$0 | \$400,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023 |
| 14038.2 | 0902-00-343 | NCTCOG | FORT WORTH | I | VA | 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 | \$3,490,000 | \$0 | \$0 | \$3,490,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 14054 | 0902-90-148 | FORT WORTH | FORT WORTH | R | CS | HORNE STREET FROM VICKERY BLVD | CAMP BOWIE BLVD | WIDEN FROM 2 TO 3 LANES WITH BICYCLE LANES, PEDESTRIAN/SIDEWALK IMPROVEMENTS, AND TRAFFIC SIGNAL IMPROVEMENTS | \$436,623 | \$0 | \$0 | \$436,623 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 16000 | 0918-00-403 | NCTCOG | DALLAS | I | VA | 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 | \$1,500,000 | \$0 | \$0 | \$1,500,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 16001 | 0918-00-407 | NCTCOG | DALLAS | I | VA | 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 | \$790,000 | \$0 | \$0 | \$790,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 16002 | 0918-00-408 | NCTCOG | DALLAS | E | VA | 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 | \$1,000,000 | \$0 | \$0 | \$1,000,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 16003 | 0902-00-346 | NCTCOG | FORT WORTH | E | VA | 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 | \$1,000,000 | \$0 | \$0 | \$1,000,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 16004 | 0902-00-347 | NCTCOG | FORT WORTH | E | VA | 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 | \$200,000 | \$0 | \$0 | \$200,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 21014.3 | 0918-00-449 | NCTCOG | DALLAS | T | VA | TRANSIT DRIVER WORKFORCE DEVELOPMENT AND TRAINING PROGRAM | | PROGRAM TO PROVIDE TRAINING AND CDL TUITION REIMBURSEMENT TO ADDRESS THE SHORTAGE OF TRANSIT VEHICLE DRIVERS | \$500,000 | \$0 | \$0 | \$500,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 21015.1 | 0918-00-378 | NCTCOG | DALLAS | E | VA | ENGINEERING FOR PASSENGER RAIL/ROADWAY INTERFACES | REGIONWIDE | ESTABLISH ENGINEERING AGREEMENTS WITH FREIGHT AND PASSENGER RAILROADS, ALLOWING FOR STREAMLINED DESIGN AND REVIEW OF DESIGN PLANS FOR REGIONALLY SIGNIFICANT TRANSPORTATION PROJECTS | \$3,100,000 | \$0 | \$0 | \$3,100,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | |

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

| TIP CODE | CSJ | PROJECT SPONSOR | DISTRICT | PHASE | HWY NO | LIMITS FROM | LIMITS TO | PROJECT SCOPE | FEDERAL | STATE | LOCAL | TOTAL FUNDING | OBLIGATION | ESTIMATED START DATE | OBLIGATION STATUS | COMMENTS |
|----------|-------------|------------------|------------|-------|--------|--|---|---|-------------|-------------|-----------|---------------|------------|----------------------|------------------------------------|--|
| 21028 | 0918-47-364 | NCTCOG | DALLAS | E | VA | 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 | \$2,000,000 | \$0 | \$0 | \$2,000,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023 |
| 21044 | 0918-47-380 | NCTCOG | DALLAS | E | VA | DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM BOUNDED BY IH 635 TO THE SOUTH, DALLAS NORTH TOLLWAY | TO THE WEST, PRESTON ROAD TO THE EAST, AND SPRING VALLEY ROAD TO THE NORTH | ENGINEERING AND CONSTRUCTION OF THE DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM | \$2,000,000 | \$0 | \$0 | \$2,000,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023; PROJECT HAS NOT BEEN APPROVED BY FHWA DUE TO ELIGIBILITY QUESTIONS |
| 55166.3 | 0918-47-485 | DALLAS | DALLAS | E | VA | SOUTHERN GATEWAY DECK PARK PLAZA PHASE 2; FROM MARSALIS AVENUE | LANCASTER AVE | CONSTRUCT FOUNDATIONAL STRUCTURAL, SAFETY, MULTIMODAL TRANSPORTATION, & HARDSCAPE ELEMENTS TO EXPAND DECK PLAZA OVER TO MARSALIS AVENUE BRIDGE | \$7,000,000 | \$0 | \$0 | \$7,000,000 | \$0 | 08/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 11619.1 | 0902-00-310 | TXDOT-FORT WORTH | FORT WORTH | C | VA | REGIONAL MOBILITY ASSISTANCE PATROL (FORT WORTH DISTRICT) | | MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS | \$4,829,600 | \$1,207,400 | \$0 | \$6,037,000 | \$0 | 09/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 21015.9 | 0902-90-252 | FWTA | FORT WORTH | T | VA | TRINITY RAILWAY EXPRESS (TRE) CENTREPORT STATION | DALLAS FORT WORTH (DFW) INTERNATIONAL AIRPORT | CAPITAL COST OF CONTRACTING FOR A CRITICAL FIRST/LAST MILE CONNECTION BETWEEN THE TRE CENTREPORT STATION AND DFW INTERNATIONAL AIRPORT TO A NEW LOCATION (TERMINAL B) | \$320,000 | \$0 | \$80,000 | \$400,000 | \$0 | 09/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 11684.8 | 0902-90-261 | ARLINGTON | FORT WORTH | T | VA | DOWNTOWN ARLINGTON AND UNIVERSITY OF TEXAS AT ARLINGTON CAMPUS | | EXPAND ON-DEMAND, SHARED RIDE SERVICE AND EQUIP VEHICLES WITH TELEOPERATIONS AND FIRST RESPONDER V2X COMMUNICATION DEVICES | \$506,667 | \$0 | \$0 | \$506,667 | \$0 | 10/2024 | EXPECTED TO OBLIGATE IN FY2024 | |
| 14032 | 0918-47-246 | TXDOT-DALLAS | DALLAS | R | CS | ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD | IH 35E | RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS | \$2,000,000 | \$0 | \$500,000 | \$2,500,000 | \$0 | 03/2023 | NOT EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023; CITY OF GLENN HEIGHTS IS RESPONSIBLE FOR ACQUIRING RIGHT-OF-WAY; STATUS UPDATE FROM CITY PENDING |
| 21062 | 0902-50-142 | ALVARADO | FORT WORTH | R | CS | ON CUMMINGS DRIVE FROM US 67 | NORTH OF CR 508 | RECONSTRUCT 2 TO 3 LANE ROADWAY WITH NEW SIDEWALKS AND INTERSECTION IMPROVEMENTS INCLUDING TURN LANES AND SIGNALIZATION AT US 67 AND CUMMINGS | \$360,000 | \$0 | \$90,000 | \$450,000 | \$0 | 05/2023 | NOT EXPECTED TO OBLIGATE IN FY2024 | UPDATE ON PROJECT SCHEDULE PENDING |
| 11684.3 | 0918-47-366 | DALLAS COLLEGE | DALLAS | I | VA | DALLAS COLLEGE AUTONOMOUS VEHICLE (AV) INITIATIVE | CEDAR VALLEY CAMPUS AV SERVICE/WORKFORCE DEVELOPMENT AND EASTFIELD CAMPUS WORKFORCE DEVELOPMENT | PROVISION OF TRANSIT SERVICES SERVING THE CAMPUSES AND NEIGHBORING COMMUNITIES IN LANCASTER, DALLAS, & HUTCHINS FOR 3 YRS USING AV, INCLUDING WORKFORCE DEVELOPMENT TRAINING IN TRANS TECHNOLOGY, OVER-THE-ROAD TRUCKING AND/OR DELIVERY OF GOODS | \$1,500,000 | \$0 | \$0 | \$1,500,000 | \$0 | 10/2023 | NOT EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023; PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION; UPDATE ON PROJECT SCHEDULE PENDING |
| 21013 | 0902-90-225 | NCTCOG | FORT WORTH | E | CS | FOREST HILL DRIVE FROM LON STEPHENSON ROAD | SHELBY ROAD | PLANNING STUDY OF TRANSPORTATION, LAND USE, AND FLOODING; ENGINEERING TO RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES WITH SIGNAL RETIMING AND INTERSECTION IMPROVEMENTS | \$2,500,000 | \$0 | \$0 | \$2,500,000 | \$0 | 08/2024 | NOT EXPECTED TO OBLIGATE IN FY2024 | PROJECT HAS NOT BEEN APPROVED BY FHWA |
| 14002 | 0918-47-208 | DALLAS CO | DALLAS | R | CS | ON WINTERGREEN RD FROM JEFFERSON STREET | WEST OF CARPENTER ROAD | RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN | \$560,000 | \$0 | \$140,000 | \$700,000 | \$0 | 10/2024 | NOT EXPECTED TO OBLIGATE IN FY2024 | PROJECT IS UNLIKELY TO RECEIVE ENVIRONMENTAL CLEARANCE IN 2024 |
| 21033 | 0902-90-223 | FORT WORTH | FORT WORTH | E | VA | EAST ROSEDALE BOUNDED BY ROSEDALE ON THE NORTH, LIBERTY STREET ON THE EAST, | POLLARD-SMITH ON THE SOUTH, AND AMANDA AVENUE ON THE WEST | CONDUCT PLANNING STUDY TO DETERMINE PARCEL LOCATION AND TRANSIT DEMAND; DESIGN AND CONSTRUCT TRANSIT BUS CENTER NEAR NEW ENVISION CENTER AND STOP SIX | \$200,000 | \$0 | \$0 | \$200,000 | \$0 | 10/2024 | NOT EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023; CITY IS CURRENTLY CONDUCTING STUDY AND PUBLIC OUTREACH WITH LOCAL FUNDING; DESIGN IS ANTICIPATED TO START IN FY2025 |
| 21065 | 0918-47-374 | DALLAS | DALLAS | C | CS | ON LEMMON AVENUE FROM NORTHWEST HIGHWAY | US 75 | RECONSTRUCT AND UPGRADE SIGNALS/EQUIPMENT AND CONSTRUCT PEDESTRIAN IMPROVEMENTS AT SEVEN INTERSECTIONS | \$1,000,000 | \$0 | \$250,000 | \$1,250,000 | \$0 | 12/2024 | NOT EXPECTED TO OBLIGATE IN FY2024 | DELAYED BASED ON TIP DEVELOPMENT UPDATE FROM CITY; CURRENTLY AT 60% DESIGN |
| 14003 | 0918-47-239 | DALLAS CO | DALLAS | R | CS | JEFFERSON ST FROM WINTERGREEN RD TO PLEASANT RUN RD AND PLEASANT RUN RD FROM JEFFERSON ST | LANCASTER-HUTCHINS RD | WIDEN AND RECONSTRUCT 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN | \$329,152 | \$0 | \$82,288 | \$411,440 | \$0 | 05/2025 | NOT EXPECTED TO OBLIGATE IN FY2024 | PROJECT IS UNLIKELY TO RECEIVE ENVIRONMENTAL CLEARANCE IN 2024 |
| 25013 | 0902-90-172 | FORT WORTH | FORT WORTH | C | CS | MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE | LTJG BARNETT FROM MEANDERING ROAD TO NASIRB EAST GATE | RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT | \$9,750,000 | \$0 | \$0 | \$9,750,000 | \$0 | 09/2025 | NOT EXPECTED TO OBLIGATE IN FY2024 | |
| 25092 | 0918-47-363 | DALLAS | DALLAS | E | VA | DEEP ELLUM PARKING IMPROVEMENTS; FROM ELM ST | IH 30 | CONSTRUCT NEW PARKING FACILITIES IN THE VACANT LAND UNDER IH 345 AND CONSTRUCT IMPROVEMENTS TO THE EXISTING PARKING LOTS UNDER IH 345, INCLUDING ELECTRIC VEHICLES CHARGING TECHNOLOGY, PARKING METERS, WAYFINDING, AND OTHER INNOVATIVE IMPROVEMENTS | \$500,000 | \$0 | \$0 | \$500,000 | \$0 | 09/2025 | NOT EXPECTED TO OBLIGATE IN FY2024 | CITY WORKING WITH TXDOT ON AGREEMENTS, SO PROJECT ON HOLD |
| 11624 | 0918-47-422 | DALLAS | DALLAS | C | CS | S LANCASTER RD FROM E KIEST BLVD | E LEDBETTER DR | CONSTRUCT PEDESTRIAN CONNECTIONS SUCH AS CROSSWALKS AND ADA RAMP AND ASSOCIATED IMPROVEMENTS AND PEDESTRIAN LIGHTING | \$1,720,000 | \$0 | \$0 | \$1,720,000 | \$0 | 11/2025 | NOT EXPECTED TO OBLIGATE IN FY2024 | DESIGN HAS NOT BEGUN, SO CONSTRUCTION WILL NOT START IN 2024 |

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

| TIP CODE | CSJ | PROJECT SPONSOR | DISTRICT | PHASE | HWY NO | LIMITS FROM | LIMITS TO | PROJECT SCOPE | FEDERAL | STATE | LOCAL | TOTAL FUNDING | OBLIGATION | ESTIMATED START DATE | OBLIGATION STATUS | COMMENTS |
|--------------|-------------|-----------------|------------|-------|--------|---|--|---|----------------------|--------------------|---------------------|----------------------|------------|----------------------|------------------------------------|--|
| 21033 | 0902-90-223 | FORT WORTH | FORT WORTH | C | VA | EAST ROSEDALE BOUNDED BY ROSEDALE ON THE NORTH, LIBERTY STREET ON THE EAST, | POLLARD-SMITH ON THE SOUTH, AND AMANDA AVENUE ON THE WEST | CONDUCT PLANNING STUDY TO DETERMINE PARCEL LOCATION AND TRANSIT DEMAND; DESIGN AND CONSTRUCT TRANSIT BUS CENTER NEAR NEW ENVISION CENTER AND STOP SIX | \$800,000 | \$0 | \$0 | \$800,000 | \$0 | 05/2026 | NOT EXPECTED TO OBLIGATE IN FY2024 | DESIGN HAS NOT BEGUN, SO CONSTRUCTION IS UNLIKELY TO BEGIN IN 2024 |
| 21038 | 0918-47-383 | GARLAND | DALLAS | C | CS | PEDESTRIAN ROUTES TO RAIL STATION AT GARLAND FOREST/JUPITER DART STATION BOUNDED BY WEST OF JUPITER ROAD TO THE WEST, | JACOBSON ROAD TO THE EAST, MARQUIS DRIVE TO THE SOUTH, AND EDGEWOOD DRIVE TO THE NORTH | CONSTRUCT SIDEWALKS AND OTHER PEDESTRIAN SAFETY IMPROVEMENTS AT AND AROUND THE GARLAND FOREST/JUPITER DART STATION | \$3,500,000 | \$0 | \$875,000 | \$4,375,000 | \$0 | 01/2027 | NOT EXPECTED TO OBLIGATE IN FY2024 | MOVING TO 2027 VIA TIP DEVELOPMENT |
| TOTAL | | | | | | | | | \$210,990,202 | \$3,960,909 | \$13,009,272 | \$227,960,383 | | | | |

| | |
|---|----------------------|
| TOTAL CLOSEOUTS/WITHDRAWALS | \$0 |
| TOTAL PROJECT ADJUSTMENTS | \$0 |
| TOTAL OBLIGATED IN FY2024 | \$0 |
| EXPECTED TO OBLIGATE IN FY2024 | \$186,271,050 |
| NOT EXPECTED TO OBLIGATE IN FY2024 | \$24,719,152 |

TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

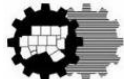
| TIP CODE | CSJ | PROJECT SPONSOR | DISTRICT | PHASE | HWY NO | LIMITS FROM | LIMITS TO | PROJECT SCOPE | FEDERAL | STATE | LOCAL | TOTAL FUNDING | OBLIGATION | ESTIMATED START DATE | OBLIGATION STATUS | COMMENTS |
|----------|-------------|-----------------|------------|-------|--------|---|--|---|--------------|-------|-------------|---------------|------------|----------------------|--------------------------------|--|
| 40076 | 0918-47-321 | DALLAS CO | DALLAS | CE | VA | 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 | \$434,255 | \$0 | \$108,563 | \$542,818 | \$0 | 12/2023 | EXPECTED TO OBLIGATE IN FY2024 | |
| 40076 | 0918-47-321 | DALLAS CO | DALLAS | C | VA | 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 | \$3,745,450 | \$0 | \$936,363 | \$4,681,813 | \$0 | 12/2023 | EXPECTED TO OBLIGATE IN FY2024 | |
| 14013.4 | 0902-90-177 | DART | FORT WORTH | T | VA | COTTON BELT VELOWEB TRAIL FROM FUTURE DFW THROUGH STATION | GRAPEVINE EASTERN CITY LIMITS | CONSTRUCT GRAPEVINE SECTION OF THE COTTON BELT TRAIL CORRIDOR | \$1,923,024 | \$0 | \$480,756 | \$2,403,780 | \$0 | 02/2024 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023; TRANSIT TRANSFER REQUEST TO BE SUBMITTED IN 2024 |
| 14013.7 | 0918-00-427 | DART | DALLAS | T | VA | COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION | 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 | \$26,325,824 | \$0 | \$0 | \$26,325,824 | \$0 | 02/2024 | EXPECTED TO OBLIGATE IN FY2024 | TRANSIT TRANSFER REQUEST TO BE SUBMITTED IN 2024 |
| 40039 | 0918-46-305 | DENTON | DALLAS | CE | VA | 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 | \$17,326 | \$0 | \$4,332 | \$21,658 | \$0 | 02/2024 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023; DESIGN BEING FINALIZED AND BID DOCUMENTS BEING PREPARED |
| 40039 | 0918-46-305 | DENTON | DALLAS | C | VA | 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 | \$630,009 | \$0 | \$157,502 | \$787,511 | \$0 | 02/2024 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023; DESIGN BEING FINALIZED AND BID DOCUMENTS BEING PREPARED |
| 40040 | 0918-46-306 | DENTON | DALLAS | C | CS | SYCAMORE - WELCH ACTIVE TRANSPORTATION CONNECTION; ALONG S WELCH ST FROM EAGLE DRIVE | TO W HICKORY ST; AND ALONG W SYCAMORE ST TO DOWNTOWN DENTON DCTA STATION | CONSTRUCT NEW SHARED-USE PATH, BIKE LANES, AND CROSSWALKS | \$471,698 | \$0 | \$117,925 | \$589,623 | \$0 | 02/2024 | EXPECTED TO OBLIGATE IN FY2024 | DESIGN BEING FINALIZED AND BID DOCUMENTS BEING PREPARED |
| 40040 | 0918-46-306 | DENTON | DALLAS | CE | CS | SYCAMORE - WELCH ACTIVE TRANSPORTATION CONNECTION; ALONG S WELCH ST FROM EAGLE DRIVE | TO W HICKORY ST; AND ALONG W SYCAMORE ST TO DOWNTOWN DENTON DCTA STATION | CONSTRUCT NEW SHARED-USE PATH, BIKE LANES, AND CROSSWALKS | \$34,659 | \$0 | \$8,665 | \$43,324 | \$0 | 02/2024 | EXPECTED TO OBLIGATE IN FY2024 | DESIGN BEING FINALIZED AND BID DOCUMENTS BEING PREPARED |
| 40073 | 0918-47-326 | DALLAS | DALLAS | C | CS | 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 | \$1,784,528 | \$0 | \$0 | \$1,784,528 | \$0 | 04/2024 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023; ENVIRONMENTAL CLEARANCE ANTICIPATED IN DECEMBER 2023 |
| 40073 | 0918-47-326 | DALLAS | DALLAS | CE | CS | 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 | \$178,452 | \$0 | \$0 | \$178,452 | \$0 | 04/2024 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023; ENVIRONMENTAL CLEARANCE ANTICIPATED IN DECEMBER 2023 |
| 40075 | 0918-47-327 | DALLAS | DALLAS | C | VA | 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 RAMP, TRAFFIC CALMING IMPROVEMENTS, CROSSWALKS, SIGNS, PEDESTRIAN SIGNALS, AND OTHER SAFE ROUTES TO SCHOOL IMPROVEMENTS | \$296,056 | \$0 | \$0 | \$296,056 | \$0 | 04/2024 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023 |
| 40075 | 0918-47-327 | DALLAS | DALLAS | CE | VA | 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 RAMP, TRAFFIC CALMING IMPROVEMENTS, CROSSWALKS, SIGNS, PEDESTRIAN SIGNALS, AND OTHER SAFE ROUTES TO SCHOOL IMPROVEMENTS | \$29,605 | \$0 | \$0 | \$29,605 | \$0 | 04/2024 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023 |
| 40024.2 | 0918-47-324 | DALLAS | DALLAS | C | VA | ROSEMONT SRTS IMPROVEMENTS BOUNDED BY MARY CLIFF ST (WEST), STEWART ST (NORTH), | TYLER ST (EAST), AND JEFFERSON BLVD (SOUTH) | CONSTRUCT NEW SIDEWALKS, BIKE LANE, AND TRAFFIC CALMING DEVICES TO CONNECT THE ROSEMONT SCHOOL CAMPUSES AND THE SURROUNDING NEIGHBORHOODS; TRAFFIC CALMING DEVICES INCLUDING ITEMS SUCH AS SPEED BUMPS, SIGNS, AND MARKINGS | \$689,410 | \$0 | \$0 | \$689,410 | \$0 | 05/2024 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023 |
| 40024.2 | 0918-47-324 | DALLAS | DALLAS | CE | VA | ROSEMONT SRTS IMPROVEMENTS BOUNDED BY MARY CLIFF ST (WEST), STEWART ST (NORTH), | TYLER ST (EAST), AND JEFFERSON BLVD (SOUTH) | CONSTRUCT NEW SIDEWALKS, BIKE LANE, AND TRAFFIC CALMING DEVICES TO CONNECT THE ROSEMONT SCHOOL CAMPUSES AND THE SURROUNDING NEIGHBORHOODS; TRAFFIC CALMING DEVICES INCLUDING ITEMS SUCH AS SPEED BUMPS, SIGNS, AND MARKINGS | \$68,941 | \$0 | \$0 | \$68,941 | \$0 | 05/2024 | EXPECTED TO OBLIGATE IN FY2024 | DELAYED FROM FY2023 |
| TOTAL | | | | | | | | | \$36,629,237 | \$0 | \$1,814,106 | \$38,443,343 | \$0 | | | |

| | |
|------------------------------------|--------------|
| TOTAL CLOSEOUTS/WITHDRAWALS | \$0 |
| TOTAL PROJECT ADJUSTMENTS | \$0 |
| TOTAL OBLIGATED IN FY2024 | \$0 |
| EXPECTED TO OBLIGATE IN FY2024 | \$36,629,237 |
| NOT EXPECTED TO OBLIGATE IN FY2024 | \$0 |

PROJECT STATUS REPORT: FISCAL YEAR 2023/FISCAL YEAR 2024 PROJECT TRACKING

Regional Transportation Council

November 9, 2023



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- Focuses on projects slated for implementation in FY2023 and FY2024
- Provides earlier monitoring and highlights potential problems in order to prevent and/or mitigate delays
- Enables the Regional Transportation Council (RTC) to take corrective actions to avoid accumulation of carryover balances
- Texas Department Of Transportation's (TxDOT) 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

**FISCAL YEAR 2023
PROJECT TRACKING**

END OF YEAR SUMMARY OF FY2023 CMAQ FUNDING

| | NOVEMBER 2022 | SEPTEMBER 2023 |
|--|---------------|----------------|
| Total Federal Funding Programmed ¹ | \$85,866,811 | \$106,329,976 |
| Federal Funding Obligated (2023) ^{2, 3} | (\$515,153) | \$98,841,840 |
| FY2023 Project Phases | 36 | 40 |
| Project Phases Obligated to Date | 0 | 26 |

¹ Programmed funding is comprised of what is included in the Transportation Improvement Program (TIP) (as of November 2023 TIP Modification cycle) as well as transactions that have not formally been made in the TIP (e.g., early obligations or delaying projects to future years)

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

³ Obligation amounts as of 9/30/2023

35% of project phases were delayed. The region obligated more funding than was programmed at the beginning of the fiscal year as a result of transit project implementation.

END OF YEAR SUMMARY OF FY2023 STBG FUNDING

| | NOVEMBER 2022 | SEPTEMBER 2023 |
|--|----------------------|----------------------|
| Total Federal Funding Programmed ¹ | \$230,670,388 | \$258,037,726 |
| Federal Funding Obligated (2023) ^{2, 3} | (\$1,405,523) | \$109,915,100 |
| Federal CRRSAA Funding Obligated (2023) | \$0 | \$43,744,674 |
| Total Federal Funding Obligated (2023) | (\$1,405,523) | \$153,659,774 |
| FY2023 Project Phases | 77 | 78 |
| Project Phases Obligated to Date | 0 | 40 |

¹ Programmed funding is comprised of what is included in the TIP (as of November 2023 TIP Modification cycle) as well as transactions that have not formally been made in the TIP (e.g., early obligations or delaying projects to future years) and included a special allocation of Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds

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

³ Obligation amounts as of 9/30/2023

~50% of project phases were delayed

END OF YEAR SUMMARY OF FY2023 TRANSPORTATION ALTERNATIVES SET ASIDE (TASA) FUNDING

| | NOVEMBER 2022 | SEPTEMBER 2023 |
|--|---------------|----------------|
| Total Federal Funding Programmed ¹ | \$19,234,907 | \$22,417,922 |
| Federal Funding Obligated (2023) ^{2, 3} | (\$1,674,876) | \$14,766,494 |
| FY2023 Project Phases | 18 | 23 |
| Project Phases Obligated to Date | 0 | 11 |

¹ Programmed funding is comprised of what is included in the TIP (as of November 2023 TIP Modification cycle) as well as transactions that have not formally been made in the TIP (e.g., early obligations or delaying projects to future years)

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

³ Obligation amounts as of 9/30/2023

The region was able to obligate enough funding to avoid federal funding lapse. 70% of TASA was obligated due to transit projects, but more than 50% of projects were delayed.

**FISCAL YEAR 2024
PROJECT TRACKING**

SUMMARY OF FY2024 CMAQ FUNDING

| | NOVEMBER 2023 |
|--|---------------|
| Total Federal Funding Available ¹ | \$58,264,161 |
| Federal Funding Obligated (2024) ^{2, 3} | \$0 |
| FY2024 Project Phases | 56 |
| Project Phases Obligated to Date | 0 |

¹ Apportionment plus carryover

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

³ Obligation amounts as of 10/27/2023

SUMMARY OF FY2024 STBG FUNDING

| | NOVEMBER 2023 |
|--|---------------|
| Total Federal Funding Available ¹ | \$91,767,421 |
| Federal Funding Obligated (2024) ^{2, 3} | \$0 |
| FY2024 Project Phases | 93 |
| Project Phases Obligated to Date | 0 |

¹ Apportionment plus carryover

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

³ Obligation amounts as of 10/27/2023

SUMMARY OF FY2024 TASA FUNDING

| | NOVEMBER 2023 |
|---|---------------|
| Total Federal Funding Available ¹ | \$58,325,584 |
| Federal Funding Obligated (2024) ^{2,3} | \$0 |
| FY2024 Project Phases | 14 |
| Project Phases Obligated to Date | 0 |

¹ Apportionment plus carryover

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

³ Obligation amounts as of 10/27/2023

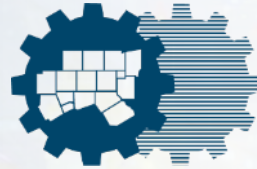
QUESTIONS/COMMENTS?

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

Brian Dell
Principal Transportation Planner
Ph: (817) 704-5694
bdell@nctcog.org

Cody Derrick
Senior Transportation Planner
Ph: (817) 608-2391
cderrick@nctcog.org

Marcia Nascimento
Transportation Planner I
Ph: (817) 287-0031
mnascimento@nctcog.org



NCTCOG PRESENTATION

NORTH TEXAS TOLLWAY AUTHORITY (NTTA) STATE INFRASTRUCTURE BANK LOAN UPDATE

KEN BUNKLEY | FOR PRESENTATION TO THE REGIONAL
TRANSPORTATION COUNCIL | 11-09-2023

HISTORY

- In 2012, TxDOT requested assistance from the Regional Transportation Council (RTC) to replenish the State Infrastructure Bank (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 Regional Toll Revenue (RTR) funds
 - Collin, Dallas, and Denton County RTR funds were utilized at their request to earn higher interest rates
 - Allowed the SIB additional capacity to make loans to other projects in other parts of the state
- As part of this partnership, the RTC and TxDOT finalized a strategy reducing TxDOT staff costs for on-system RTR projects – all funds were repaid



TERMS AND REPAYMENT

LOAN AMOUNT: \$138,972,560

Annual Interest Rate: 4.2%

| | COLLIN | DALLAS | DENTON | TOTALS |
|---|--|--|--|--|
| % of initial loan | 13.75% | 72.5% | 13.75% | 100% |
| Principle Loan reduced with yearly payments | \$19,108,727 | \$100,755,106 | \$19,108,727 | \$138,972,560 |
| Interest Earned | \$5,445,669 | \$28,006,298 | \$5,445,669 | \$38,897,636 |
| Account Breakdown of Interest Earned | Acct 1 - \$3,500,787 Acct 2 - \$1,944,882 | Acct 1 - \$17,892,913 Acct 2 - \$10,113,385 | Acct 1 - \$3,500,787 Acct 2 - \$1,944,882 | Acct 1 - \$24,894,487 Acct 2 - \$14,003,149 |

- In October 2022, the loan was paid in full
- After the transaction posted, staff had to verify accounting and assign interest earned



SUMMARY

- The 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 long-term
- The RTC and county RTR accounts benefitted from higher interest earned
- A plan is underway to program these funds



CONTACT/QUESTIONS



Ken Bunkley, Principle Transportation Planner

kbunkley@nctcog.org | 817-695-9288



Christie Gotti, Senior Program Manager

cgotti@nctcog.org | 817-608-2338



Liza A. Cox, Transportation Planner II

lacox@nctcog.org | 817-704-2503



Regional Transportation Council Attendance Roster
November 2022 - October 2023

| RTC MEMBER | Entity | 11/10/22 | 12/08/222 | 1/12/23 | 2/9/23 | 3/9/23 | 4/13/23 | 5/11/23 | 6/8/2023 | 7/13/2023 | 8/10/2023 | 9/14/2023 | 10/12/2023 |
|----------------------------|-----------------|----------|-----------|---------|--------|--------|---------|---------|----------|-----------|-----------|-----------|------------|
| Daniel Alemán Jr (01/22) | Mesquite | E | P | P | E(R) | P | E(R) | P | P | P | E | E(R) | P |
| Arfsten, Bruce (07/23) | Addison | - | - | - | - | - | - | - | - | P | P | P | P |
| Steve Babick (06/22) | Carrollton | P | P | P | P | E | P | P | P | P | A | P | P |
| Dennis Bailey (02/21) | Rockwall County | P | A | P | P | P | P | P | P | E(R) | P | A | P |
| Rick Bailey (07/22) | Johnson County | P | P | P | P | P | P | P | P | P | P | E | P |
| Adam Bazaldua (09/21) | Dallas | E(R) | P | P | P | E | P | P | P | E | P | P | P |
| Elizabeth M. Beck (08/21) | Fort Worth | P | P | A | P | P | A | P | P | P | P | A | A |
| Gyna Bivens (08/21) | Fort Worth | P | E(R) | P | P | P | P | P | P | P | P | P | P |
| Alan Blaylock (03/23) | Fort Worth | - | - | - | - | P | P | P | P | P | P | A | P |
| J. D. Clark (07/22) | Wise County | P | P | P | P | A | P | E(R) | P | A | P | A | E(R) |
| Ceason Clemens (10/22) | TxDOT, Dallas | P | P | P | P | P | P | P | P | P | P | P | P |
| Dianne Costa (10/19) | DCTA | P | E(R) | A(R) | P | P | E(R) | P | P | P | P | P | P |
| Michael Crain (06/22) | Fort Worth | P | E(R) | P | P | P | P | A | P | P | P | P | P |
| Theresa Daniel (11/18) | Dallas County | P | P | P | P | P | P | P | P | P | P | P | P |
| Jeff Davis (11/19) | Trinity Metro | P | P | P | P | P | A | E | E | P | P | A | P |
| Andy Eads (1/09) | Denton County | P | P | P | P | E | P | E | P | E | P | P | P |
| Michael Evans (2/23) | Mansfield | -- | -- | -- | P | P | A | P | P | P | E(R) | P | P |
| Gary Fickes (12/10) | Tarrant County | P | P | P | P | P | E | P | P | E(R) | P | E(R) | E |
| George Fuller (07/17) | McKinney | P | P | P | E | P | E | P | P | P | P | P | E(R) |
| Raul H. Gonzalez (09/21) | Arlington | P | P | E(R) | P | P | P | P | P | E(R) | P | P | P |
| Barry L. Gordon (12/20) | Duncanville | P | E(R) | P | P | P | P | P | P | P | P | P | P |
| Lane Grayson (01/19) | Ellis County | P | P | P | P | P | P | P | P | E | E | P | P |
| Mojoy Haddad (10/14) | NTTA | P | P | E | P | P | P | P | P | P | P | E | P |
| Clay Lewis Jenkins (04/11) | Dallas County | P | E | P | P | P | E | E(R) | P | P | P | P | P |
| Ron Jensen (06/13) | Grand Prairie | P | P | E(R) | P | E(R) | P | P | A | P | P | E(R) | P |
| Brandon Jones (05/21) | Lewisville | P | P | P | A | P | P | P | P | P | P | A | P |
| John Keating (12/19) | Frisco | A | E | E(R) | A | A | P | A | E | A | A | A | A |
| Brad LaMorgese (07/22) | Irving | E | E | P | E(R) | E | P | P | E | P | A | E | P |
| Cara Mendelsohn (07/20) | Dallas | P | P | P | P | P | P | P | P | P | E(R) | P | A |
| Ed Moore (07/22) | Garland | E | P | P | P | P | P | E | P | E(R) | P | P | P |
| John Muns (6/23) | Plano | - | - | - | - | - | - | - | P | A | P | P | P |
| Raj Narayanan (03/23) | DFW Airport | -- | -- | -- | -- | P | P | P | P | E | E | E(R) | P |
| Omar Narvaez (09/21) | Dallas | E | P | P | E | P | E | E(R) | P | E | P | E | P |
| Manny Ramirez (1/23) | Tarrant County | -- | -- | P | A | P | P | P | E(R) | P | P | E | P |
| Jim R. Ross (07/21) | Arlington | A | P | P | E(R) | E(R) | P | P | P | P | P | P | P |
| David Salazar (10/22) | TxDOT, FW | E(R) | P | E(R) | P | P | P | P | P | E(R) | P | P | P |

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster
November 2022 - October 2023**

| RTC MEMBER | Entity | 11/10/22 | 12/08/22 | 1/12/23 | 2/9/23 | 3/9/23 | 4/13/23 | 5/11/23 | 6/8/2023 | 7/13/2023 | 8/10/2023 | 9/14/2023 | 10/12/2023 |
|-----------------------------|----------------|-----------------|-----------------|----------------|---------------|---------------|----------------|----------------|-----------------|------------------|------------------|------------------|-------------------|
| Chris Schulmeister (07/20) | Allen | P | P | P | P | P | P | E(R) | P | A(R) | P | P | E(R) |
| Jeremy Tompkins (10/19) | Eules | P | P | P | P | P | P | P | P | P | P | P | P |
| T. Oscar Trevino Jr. (6/02) | Nrth Rch Hills | P | P | A(R) | P | P | P | P | A(R) | A(R) | P | P | E |
| William Tsao (3/17) | Dallas | P | P | P | P | P | P | P | P | E(R) | P | P | P |
| Watts, Chris (12/22) | Denton | -- | E | P | P | E | E | P | P | P | P | E | P |
| Duncan Webb (6/11) | Collin County | P | P | P | P | P | P | P | P | E(R) | E(R) | P | P |
| Chad West (11/22) | Dallas | P | P | A | P | P | A | A | A | E | P | A | E |
| Michele Wong Krause | DART | E | P | E(R) | P | P | P | E | E(R) | P | P | P | P |

Note: Date in parenthesis indicates when member was
1st eligible to attend RTC meetings

P= Present
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--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
October 2022 - October 2023

| STTC MEMBERS | Entity | 10/28/22 | 12/2/22 | 01/27/23 | 02/24/23 | 3/24/23 | 4/28/23 | 5/26/23 | 6/23/23 | 7/28/23 | 8/25/23 | 9/22/23 | 10/27/2023 |
|---------------------|-----------------|----------|---------|----------|----------|---------|---------|---------|---------|---------|---------|---------|------------|
| Joe Atwood | Hood County | A | A | P | A | A | A | P | P | P | A | A | A |
| Melissa Baker | Irving | A | P | P | P | E | P | R | P | P | P | R | P |
| Micah Baker | Dallas County | A | A | A | A | A | A | A | A | A | A | A | A |
| David Boski | Mansfield | P | P | P | A | A | P | A | P | P | P | P | P |
| Shon Brooks | Waxahachie | P | A | P | A | P | P | A | A | A | P | P | A |
| Tanya Brooks | DART | P | P | P | A | A | P | R | A | P | A | A | P |
| Daniel Burnham | Arlington | -- | -- | -- | -- | P | P | R | R | P | P | P | A |
| Travis Campbell | TxDOT Dallas | -- | -- | -- | -- | -- | -- | -- | -- | P | P | P | P |
| Layne Cline | Coppell | -- | -- | -- | -- | -- | A | A | P | P | P | P | A |
| Robert Cohen | Southlake | A | A | A | A | A | A | A | A | A | A | A | P |
| John Cordary, Jr. | TxDOT FW | P | P | A | P | P | E | E | A | E | P | P | A |
| Jackie Culton | Duncanville | P | A | P | R | P | P | P | A | R | P | R | R |
| Clarence Daugherty | Collin County | P | P | P | P | P | P | P | P | P | R | P | R |
| Chad Davis | Wise County | P | P | P | P | P | A | A | P | P | P | A | A |
| Arturo Del Castillo | Dallas | P | P | A | P | P | E | E | P | P | P | A | P |
| Pritam Deshmukh | Richardson | -- | -- | -- | -- | -- | P | R | P | P | P | P | P |
| Caryl DeVries | Grand Prairie | A | P | P | P | P | A | A | P | P | P | P | P |
| Greg Dickens | Hurst | A | A | A | P | A | A | A | A | R | P | A | A |
| Rebecca Diviney | Denton | P | E | P | A | P | P | P | E | P | P | P | P |
| Phil Dupler | FWTA | P | P | P | P | P | P | P | P | P | P | P | R |
| Chad Edwards | Trinity Metro | P | A | P | P | P | P | P | P | P | P | E | P |
| Claud Elsom | Rockwall County | P | A | P | P | P | P | P | A | A | A | A | A |
| Martiza Figy | Dallas | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | A |
| Eric Fladager | Fort Worth | P | A | P | P | A | P | P | A | P | P | P | P |
| Chris Flanigan | Allen | P | P | P | P | A | P | P | P | P | A | A | P |
| Ricardo Gonzalez | TxDOT FW | P | A | P | P | P | P | P | P | P | P | P | P |
| Gary Graham | McKinney | P | A | P | A | P | P | A | A | P | P | P | R |
| Tom Hammons | Carrollton | P | P | P | P | A | P | P | A | A | P | P | A |
| Ron Hartline | The Colony | A | A | A | P | A | A | A | P | A | A | A | P |
| Barry Heard | Kaufman County | -- | -- | -- | P | P | P | P | A | A | P | P | P |
| Shannon Hicks | Addison | A | A | A | P | P | A | R | R | P | A | A | A |
| Matthew Hotelling | Flower Mound | P | P | P | P | P | P | R | P | P | P | P | P |
| John Hudspeth | TxDOT Dallas | P | P | P | P | P | P | P | P | P | P | P | P |
| Jeremy Hutt | Cleburne | P | A | P | P | P | P | P | A | P | A | P | A |
| Thuan Huynh | McKinney | P | P | P | P | P | P | P | A | P | P | P | P |
| Joseph Jackson | Tarrant County | -- | -- | P | P | P | P | P | P | P | P | P | P |
| Joel James | NTTA | A | P | P | P | P | P | P | A | P | P | P | P |
| William Janney | Frisco | -- | -- | -- | -- | P | P | R | P | A | P | P | A |

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October 2022 - October 2023

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|---------------------|------------------|----------|---------|----------|----------|---------|---------|---------|---------|---------|---------|---------|------------|
| Kelly Johnson | NTTA | A | P | A | P | A | P | A | P | A | A | P | A |
| Major L. Jones | Eules | A | P | A | P | P | P | P | P | P | P | P | A |
| Gus Khankarli | Dallas | P | P | P | P | P | P | P | P | P | P | P | P |
| Alonzo Liñán | Keller | A | A | A | A | A | A | A | A | A | P | A | A |
| Eron Linn | DART | P | P | P | P | P | E | A | P | E | P | P | P |
| Clay Lipscomb | Plano | P | A | P | P | A | P | P | P | P | P | A | P |
| Paul Luedtke | Garland | P | E | P | P | P | P | P | P | P | P | P | P |
| Stanford Lynch | Hunt County | P | E | P | A | A | A | A | A | A | P | R | P |
| Chad Marbut | Weatherford | P | P | A | P | P | P | P | P | P | P | P | P |
| Alberto Mares | Ellis County | P | P | A | P | P | P | P | P | P | P | P | P |
| Wes McClure | Mesquite | P | P | P | P | P | P | A | R | P | P | P | P |
| Brian Moen | Frisco | P | A | P | P | P | P | P | A | P | P | P | P |
| Mark Nelson | Richardson | E | P | P | P | P | E | E | P | P | R | P | P |
| Jim O'Connor | Irving | P | P | P | P | A | P | P | P | P | P | P | P |
| Cintia Ortiz | Parker County | -- | -- | A | A | A | A | A | A | A | A | A | A |
| Eric Oscarson | Burleson | A | A | A | A | A | A | A | A | A | A | A | A |
| Tim Palermo | DCTA | P | P | P | P | P | P | P | P | P | P | P | P |
| Dipak Patel | Lancaster | A | A | A | P | P | A | A | P | P | P | A | P |
| Martin Phillips | Fort Worth | P | P | A | P | P | P | P | P | P | R | E | E |
| John Polster | Denton County | P | A | A | A | P | P | P | A | A | P | P | P |
| Kelly Porter | Fort Worth | E | P | P | E | P | P | P | P | P | P | P | E |
| Tim Porter | Wylie | A | P | P | P | P | P | P | P | P | P | P | P |
| Lauren Prieur | Fort Worth | P | P | A | E | P | P | A | P | P | P | E | A |
| Elizabeth Reynolds | Grapevine | -- | -- | -- | -- | -- | -- | -- | -- | P | P | P | P |
| Jahor Roy | Mesquite | -- | -- | -- | -- | -- | -- | -- | -- | -- | P | P | A |
| Greg Royster | DFW Int. Airport | A | P | P | P | P | P | A | P | A | P | P | P |
| Kathryn Rush | Dallas | P | P | P | P | A | A | A | A | A | A | P | A |
| David Salmon | Lewisville | P | P | P | A | P | P | A | P | R | P | R | P |
| Ryan Sartor | Farmers Branch | -- | -- | P | A | P | P | A | P | P | P | A | P |
| Brian Shewski | Plano | P | P | P | P | P | P | P | P | P | P | P | P |
| Walter Shumac, III | Grand Prairie | P | P | P | E | P | P | P | P | E | P | P | P |
| Randy Skinner | Tarrant County | P | P | P | P | P | P | P | P | A | P | P | P |
| Cheryl Taylor | Bedford | -- | -- | -- | P | A | P | P | A | A | A | A | P |
| Caleb Thornhill | Plano | A | A | A | A | A | P | P | P | P | A | R | P |
| Press Tompkins | Greenville | A | A | A | A | A | A | A | A | A | A | A | A |
| Jennifer VanderLaan | Johnson County | -- | -- | P | P | A | P | P | P | A | A | P | P |
| Gregory Van | Haltom City | A | P | P | P | P | P | P | P | P | P | P | P |
| Daniel Vedral | Irving | P | P | P | P | E | E | P | P | R | P | R | P |
| Caroline Waggoner | North Richland | P | A | P | A | P | P | P | P | P | A | A | A |
| Jana Wentzel | Arlington | -- | -- | -- | -- | P | P | P | P | R | P | P | P |
| Robert Woodbury | Cedar Hill | P | A | P | P | P | A | P | P | P | P | P | A |
| Larry Wright | Colleyville | A | A | A | A | A | A | A | A | A | A | A | A |

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-- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.

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October 2022 - October 2023

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|--------------|--------|----------|---------|----------|----------|---------|---------|---------|---------|---------|---------|---------|------------|
| Jamie Zech | TCEQ | A | A | A | A | A | A | A | A | A | A | A | A |

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MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE September 22, 2023

The Surface Transportation Technical Committee (STTC) met on Friday, September 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: Savannah Doshier (representing Melissa Baker), David Boski, Shon Brooks, Daniel Burnham, Travis Campbell, Lane Cline, John Cordary, Jr., Breanna Davis (representing Jackie Culton), Clarence Daugherty, Pritam Deshmukh, Caryl DeVries, Rebecca Diviney, Phil Dupler, Eric Fladager, Ricardo Gonzalez, Gary Graham, Tom Hammons, Barry Heard, Matthew Hotelling, John D. Hudspeth, Jeremy Hutt, Thuan Huynh, Joseph Jackson, Joel James, William Janney, Kelly Johnson, Major L. Jones, Gus Khankarli, Eron Linn, Paul Luedtke, Alan Hendrix (representing Stanford Lynch), Chad Marbut, Alberto Mares, Wes McClure, Brian Moen, Mark Nelson, Jim O'Connor, Tim Palermo, John Polster, Kelly Porter, Tim Porter, Elizabeth Reynolds, Jahor Roy, Greg Royster, Kathryn Rush, Jeff Kelly (representing David Salmon), Brian Shewski, Walter Shumac, III, Randy Skinner, Chad Ostrander (representing Caleb Thornhill), Jennifer VanderLaan, Gregory Van Nieuwenhuize, Nathan Benditz (representing Daniel Vedral), Jana Wentzel, and Robert Woodbury.

Others present at the meeting were: Vickie Alexander, Nick Allen, Julie Anderson, Gustoayo Baez, Taylor Benjamin, Natalie Bettger, Keith Brooks, Jackie Castillo, Jessica Cordova, Walter Council, Cody Derrick, Amber Ellis, Joaquin Escalante, Harrison Fuller, Gypsy Gavia, Irlenia Hermosillo, Ernest Huffman, Brian Jahn, Zachary Joseph, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Mike Landvik, Dillon Maroney, Charles Marsh, James McLane, Michael Morris, Vickie Morris, Marcia Nasamento, Anthony Padilla, Donald Parker, Vercie Pruitt-Jenkins, Minesha Reese, Nick Vanhaasen, Brendon Wheeler, Brian Wilson, Jared Wright, Anteneh Yohannes, Alexander Young, and Ralph Zaragoza.

1. **Approval of August 25, 2023, Minutes:** The minutes of the August 25, 2023, meeting were approved as submitted in Electronic Item 1. Kelly Porter (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda:
 - 2.1. **November 2023 Transportation Improvement Program Modifications:** A recommendation was requested for Regional Transportation Council (RTC) approval of revisions to the 2023-2026 Transportation Improvement Program (TIP), along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes. November 2023 revisions to the 2023-2026 TIP were provided in Electronic Item 2.1 for the Committee's consideration.
 - 2.2. **Transit Strategic Partnerships Program: Selected Projects from the May 2023 Cycle:** North Central Texas Council of Governments (NCTCOG) staff requested the Committee's support for the Regional Transportation Council (RTC) recommendation for approval to provide funding in an amount not to exceed \$2,093,693 for the three projects selected through the Transit Strategic Partnerships Program May 2023 Cycle. As part of the program, staff is

recommending projects for Federal Transit Administration (FTA) funding under two programs: Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program and Section 5307 Urbanized Area Formula's Job Access/Reverse Commute Program. From the May 2023 Cycle of applicants, three projects have been selected for funding: 1 – Dynamic Direct Route pilot in the City of Arlington; 2 – Mobility Management in/to Collin County by the Denton County Transportation Authority; and 3 – Transit On-Demand Service provided by Trinity Metro in the City of Forest Hill. All projects align with the goals set forth in Mobility 2045. Electronic Item 2.2 contained more information.

A motion was made to recommend Regional Transportation Council approval of Items 2.1 and 2.2 on the Consent Agenda. Kelly Porter (M); Eron Linn (S). The motion passed unanimously.

- 3. Partnerships for Regional Events:** Karla Windsor requested a recommendation for Regional Transportation Council (RTC's) approval of funds to support planning and infrastructure for upcoming regional events. These events will bring significant economic development to various parts of the region but present transportation challenges. The Dallas-Fort Worth area has national and international events coming to the region. In 2024, the Texas Rangers will host the Major League Baseball All-Star game. The region has also been selected to participate in the North American FIFA World Cup in 2026. Both events will be held in the Arlington Entertainment District. The funding needs and strategies: North Central Texas Council Of Governments (NCTCOG) gave an update to FIFA World Cup, formed subcommittees to identify needs for operations, transit, streetscape/safety, 50 electric vehicles requested to United States Department of Transportation, stakeholders from public and private sector involved. Staff recommended \$6 million for dynamic message signboards, software improvements, traffic signal enhancements, fiber, and Traffic Management Center (TMC) modifications. Transit recommends \$3 million for Trinity Railway Express (TRE) station improvements, bus staging, and enhanced transit capacity. Streetscape and safety recommended \$8 million for sidewalks, lighting, crossing improvements, and wayfinding/signage. A total of \$17.5 million in funding was requested with a \$500K cushion for cost overruns. Funding between NCTCOG and the City of Arlington will be exchanged for Randol Mill. There were \$17.5 million in local funds available for exchange of federal funds plus an interim asphalt overlay was needed for \$3.8 million in Regional Toll Revenue (RTR) and \$750,000 in Surface Transportation Block Grant (STBG) funds for dynamic message boards for Texas Department of Transportation (TxDOT)/NCTCOG. An additional partner in need of assistance in preparing for an event that will affect transportation systems in areas with constrained access was presented. The Naval Air Station Joint Reserve Base (NAS JRB) in Fort Worth will be hosting "Wings Over Cowtown" Air Show featuring the Blue Angels in April 2024 and is expecting 150,000 – 180,000 spectators daily to access their facility off State Highway (SH) 183. Areas for assistance: parking on-base; regional park and ride lots such as Ridgemar Mall. Traffic analysis: base circulation and security protocols, increased transit support through Trinity Metro Route 91 connections to base entrance, Tex Rail North Side stop, TRE downtown (stations), connections to and from Ridgemar Mall, charter service/buses from regional park and ride lots with a total of \$250,000 in estimated costs. Additional details were provided in Electronic Item 3. Questions were asked during the item. John Polster, Denton County, "What were the source of the Regional Toll Revenue funds? What account?" Staff answered that they would need to get back with the answer. Kelly Porter with the City of Fort Worth asked, "Who would be receiving the funds for the Air Show". Staff answered that the funds would be coordinated through NCTCOG for the study and parking. Additional funding for

transit and charter services, if needed, would flow through NCTCOG to Trinity Metro and private companies that would be procured.

A motion was made to recommend Regional Transportation Council (RTC) approval of a \$17.5 million allocation of Surface Transportation Block Grant (STBG) funds to the City of Arlington, matched with Regional Transportation Development Credits (TDCs) in exchange for \$17.5 million of City "local" funds to be applied to projects identified within the Arlington Entertainment District, an allocation of \$3.8 million Regional Toll Revenue (RTR) funds to the City of Arlington for interim improvements on Randol Mill Road, an allocation of \$750,000 in federal funds to Texas Department of Transportation (TxDOT) and North Central Texas Council of Governments (NCTCOG) for regional dynamic message signs, an allocation of \$250,000 RTC local to be allocated for transportation support for the NAS JRB Wings over Cowtown Air Show, and administratively amend Transportation Improvement Programs (TIP) and Statewide TIP, as well as other planning and administrative documents, to include the proposed project(s). Tim Palermo (M); Eron Linn (S). The motion passed unanimously.

4. **Strengthening Mobility and Revolving Transportation Grant Endorsement:** Ernest Huffman requested an endorsement for the Regional Transportation Council (RTC's) approval of North Central Texas Council of Governments (NCTCOG) submission of Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program applications. In October 2022, staff briefed the Council on the Notice of Funding Opportunity (NOFO) under the SMART program. The purpose of the grant is to demonstrate projects using technology interventions to solve real-world challenges, build data, technology capacity, and expertise in the public sector for funding of up to \$100 million per year. The first year in phase 1, will have 30-50 planning grants with \$2 million as a maximum grant with no local match. In the later years of phase 2, implementation grants of up to \$15 million. Ernest refreshed the Council with the status of the three projects from last year: project 1 – North Texas Micro-Weather Infrastructure for Advanced Air Mobility, pivoted to a 2023 submission with all Autonomous Vehicles as the focus and the City of Fort Worth as the applicant, project 2 – Flooded Roads Information System, NCTCOG to pursue another funding mechanism, and project 3 – Traffic Signal Technology and Deploying AI based Autonomous Traffic Management Systems (ATMS) Platforms, Texas Department of Transportation (TxDOT) pursuing via another mechanism. The 2023 proposed application submission on the North Texas Minimum Viable Unmanned Traffic Management Infrastructure for feasibility study to determine viability of regional solution for minimum viable Unmanned Traffic Management (UTM) Infrastructure to integrate into Federal Aviation Administration (FAA) UTM key site locations regionwide for \$2 million with no local match. The benefits of regionally owned and managed infrastructure that is required for drone operations to scale up to efficient Beyond Visual Line of Sight (BVLOS) Services. The remaining schedule: action requested at the Regional Transportation Council (RTC) meeting on September 14, 2023, the Surface Transportation Technical Committee (STTC) meeting on September 22, 2023, and the Executive Board meeting on September 28, 2023. The application deadline is October 10, 2023, at www.grants.gov. Electronic Item 4 contained additional details.

A motion was made to approve the endorsement for the Regional Transportation Council approval of the submittal of North Texas Minimum Viable Unmanned Traffic Management Infrastructure for funding consideration through the Fiscal Year 2023 Strengthening Mobility and Revolutionizing Transportation (SMART) Program for \$2 million, and to administratively amend North Central Texas Council of Governments and State Transportation Improvement

Programs (TIP/STIP), as well as other planning and administrative documents, to include the proposed project if selected for an FY23 SMART Grant total award of \$2 million. Kelly Porter (M); Bryan Moen (S). The motion passed unanimously.

5. **2023 Transportation Conformity and Mobility 2050:** Chris Klaus, presented for Jenny Narvaez, briefly highlighted several items for the Committee. He presented the overview of efforts on the 2023 Transportation Conformity analysis, including the reason for the analysis and the timeline. He also introduced the schedule of the next plan update (Mobility 2050). 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. Chris wanted to point 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 difference is Rockwall County, 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: brought to the September 22, 2023, Surface Transportation Technical Committee (STTC) meeting and the October 12, 2023, RTC meeting for information, October 9, 2023, is the start of the comment period for the public meeting, will be 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, for action (Endorsement of 2023 Transportation Conformity) at the November 16, 2023, Executive Board meeting. In November of 2023, 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. Chris then highlighted a draft schedule for the region's next long range transportation plan update, Mobility 2050, including RTC adoption in June 2025 and USDOT conformity determination by December 2025. This schedule will ensure the mobility plan horizon to be at least 20 years into the future. Electronic Item 5 provided presented details.
6. **2023 Ozone Season Update:** Nicholas Vanhaasen provided an update on the status of the 2023 ozone season including exceedance days, current design values, and future impacts facing the region. The Dallas-Fort Worth (DFW) nonattainment area is currently classified as "moderate" for the 2015 ozone standard with an attainment deadline in 2024 based on 2021, 2022, and 2023 monitor data. Since we are in a nonattainment area with two standards, we are looking at exceedances based off of the more stringent 2015 standard which is ≤ 70 ppb. As of September 21, we had 39 orange days and 8 red days, with a total of 47 exceedances. Preliminary monitor data indicates the area has failed to attain the 2015 standard and will likely be reclassified to "serious" in the future. A draft of the air quality plan for the "moderate" nonattainment has been prepared by the Texas Commission of Environmental Quality (TCEQ). Staff comments on the TCEQ draft plan are included in Electronic Item 6.1. In addition, the DFW nonattainment area is currently classified as "severe" for the 2008 ozone standard with an attainment deadline in 2027. Attainment will be based on 2024, 2025, and 2026 monitor data. If the region fails to attain the 2008 standard

by 2027, the region will be subject to annual penalty fees for stationary major sources of ozone precursors. It's estimated by TCEQ that the DFW area would incur \$45 million in fees in 2028. The program rules for the fees are under development by the TCEQ and are anticipated to be submitted by the TCEQ to the EPA for approval on November 7, 2025. Electronic Item 6.2 contained more information.

7. **Director of Transportation Report on Selected Items:** Michael Morris briefly announced he was asked to serve as a moderator at a conference and was at an event that recognized our State representative, Yvonne Davis. He highlighted several items for the Committee. He presented the insights that High-speed rail is picking up steam between Dallas and Houston, with Amtrak's interest. The Judge from Waller County and also the president of the Houston-Galveston Council of Governments wrote a letter, all of the correspondence is provided in Electronic Item 7.1. We have recently encountered some bumpiness from the City of Dallas regarding the High-Speed rail between Dallas and Fort Worth. Michael is anticipating correcting and addressing the concerns from the City of Dallas. He noted the program with the Universities for the North Texas Center for Mobility Technologies is proceeding. The North Central Texas Council of Governments (NCTCOG) staff have been attending a lot of public meetings including Transit East, Forest Hill Drive, and Fair Park. More information is available at: www.publicinput.com/fairparklinks. Michael announced High-Speed Rail is advancing with the hope to get into the environmental phase, where the purpose for the need will be published. Recent meeting and news regarding High-Speed Rail were provided in Electronic Item 7.2.
8. **Regional Transit Version 2.0: Planning for Year 2050:** Michael Morris requested a recommendation for Regional Transportation Council (RTC's) approval for the North Central Texas Council of Governments (NCTCOG) Transportation Director, who met with selected transportation authority cities concerned that cities often take their local transit issues to the Texas Legislature bypassing opportunities closer to home for resolution. Staff is recommending that RTC initiate a comprehensive transit study focused on advancing transportation authority collaboration between agencies and additional attention on expanding transit services to areas with transit needs, therefore, the consideration of Transit Version 2.0. Three major occurrences: most of the demographic growth is occurring outside of the transportation authority areas, solve misunderstandings at home, and restart our philosophy on transit by starting a whole new partnership based on new information and collaboration on what the best path forward to prepare our region on eleven and half million people. NCTCOG staff proposed seven initiatives: more aggressive transit, legislative program, increased membership, three agency cost savings, creating in-fill development, transit board teamwork, transit fare rewards program, and budget understanding (Paradox). Electronic Item 8.1 contained correspondence from cities following the meeting with the NCTCOG Transportation Director. Electronic Item 8.2 contained the draft white paper laying out the intent of the effort.

A motion was made to recommend Regional Transportation Council (RTC) approval of \$1 million in RTC local funds, a policy subcommittee for 12 Counties, addresses the seven areas presented, RTC requests North Central Texas Council of Governments (NCTCOG) Executive Board select a consultant in November of 2023 or January 2024, the recommended consultant by NCTCOG /City/Transportation Authority (TA) staffs, legislative findings in August and/or September of 2024, final report by January 2025, and NCTCOG/TA reports will be available lowering consultant cost. Eron Linn (M); Kelly Porter (S). The motion passed unanimously.

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

Camille Fountain highlighted the Fall 2023 Traffic Incident Management Executive Level Course Announcement for Thursday, November 2, 2023. Registration for the course was provided in Electronic Item 9.1.

Jared Wright highlighted the 14 projects funded using Congestion Mitigation Air Quality improvement funding in the Local Clean Air Spotlight provided in Electronic Item 9.2. For the Air Quality Funding Opportunities for Vehicles, Jared also provided an update that the TxDOT EV charging stations will open 56 charging stations statewide and the program is open until October 16, 2023, for phase one of the charging sites. Applications for the Electric Vehicle Charger Reliability and Accessibility Accelerator program opened on September 13, 2023, with availability of up to \$100 million in federal funding to repair and replace existing, electric vehicle charging infrastructure. More details provided at www.nctcog.org/aqfunding. Jared mentioned a few upcoming events, the Regional EV working group meeting on October 18, 2023, from 2:00 pm – 3:00 pm, via zoom. The National Drive Electric Week on Sunday, October 1, 2023, from 2:00 pm – 5:00 pm, at the Tanger Outlets in Fort Worth. The North Texas Facilities Expo is on October 4 and 5, 2023, from 8:40 am to 3:00 pm at 1200 Ballpark Way, Arlington, TX, 76011. More information, including registration for the upcoming Dallas-Fort Worth Clean Cities events available at: <https://www.dfwcleancities.org/events>.

Jackie Castillo mentioned that North Central Texas Council of Governments staff will be hosting a public meeting on October 9, 2023, at 12:00 pm. Details provided in Electronic Item 9.3.

Taylor Benjamin noted that the Public Comments Report, which contained general public comments received from July 20, 2023, through August 19, 2023, was provided in Electronic Item 9.4.

Written Progress Reports were provided in Electronic Item 9.5.

10. **Other Business (Old or New):** Gus Khankarli asked if there would be any impact on our business with the possible government shutdown and what can be done to help. Michael Morris reassured everyone that if there is a government shutdown, the North Central Texas Council of Governments (NCTCOG) staff will proceed, but the federal employees will not. We are taking measures to ensure the feasibility for the NCTCOG staff to continue with business as usual.
11. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on October 27, 2023.