

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, April 28, 2023

North Central Texas Council of Governments

**1:30 pm Full STTC Business Agenda
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**

- 1:30 – 1:35**
1. **Approval of March 24, 2023, Minutes**
☒ Action ☐ Possible Action ☐ Information Minutes: 5
Presenter: Ceason G. Clemens, STTC Chair
Item Summary: Approval of the March 24, 2023, meeting minutes contained in [Electronic Item 1](#) will be requested.
Background: N/A
 2. **Consent Agenda (There are no items on the Consent Agenda)**
☒ Action ☐ Possible Action ☐ Information Minutes: 5
- 1:35 – 1:45**
3. **Project Status Report: Milestone Policy Round 2 and FY2023 Project Tracking**
☒ Action ☐ Possible Action ☐ Information Minutes: 10
Presenters: Cody Derrick, NCTCOG
Item Summary: Staff will provide the Surface Transportation Technical Committee (STTC) with a status report on the Milestone Policy Round 2 and FY2023 Project Tracking projects. Staff will request a recommendation for Regional Transportation Council (RTC) approval of various updates to Milestone Policy project deadlines and approval of a revised Milestone Policy and Project Tracking reporting frequency.
Background: The Milestone Policy was adopted by the RTC to focus on projects that have been funded for more than 10 years and have not gone to construction. By highlighting these projects, the policy creates agency accountability to implement projects in a timely manner. Staff coordinates with implementing agencies to assess project risk until they go to construction. Similarly, the annual project tracking effort focuses on projects slated for implementation in the current fiscal year. Projects are monitored early, allowing staff to highlight potential problems that could lead to delays, which enables the RTC to take corrective actions to avoid building up carryover balances in federal funding categories. Milestone Policy status updates, along with the latest risk ratings, can be found in [Electronic Item 3.1](#). FY2023 Project Tracking status updates can be found in [Electronic Items 3.2](#). Details on the status reports can be found in [Electronic Item 3.3](#).

Performance Measure(s) Addressed: Roadway, Transit

1:45 – 1:55

4. **Application to the Federal Highway Administration Charging and Fueling Infrastructure Program**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Jared Wright, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council approval to pursue funding from the Federal Highway Administration (FHWA) Charging and Fueling Infrastructure Discretionary Grant Program (CFI) under the Community Program and Corridor Program grant categories.

Background: Created by the Bipartisan Infrastructure Law, the FHWA's CFI program will provide grants to deploy publicly accessible electric vehicle (EV) charging and other alternative fueling infrastructure in communities and along designated Alternative Fuel Corridors, particularly in underserved and disadvantaged communities. This program will offer funding in two distinct funding categories: \$350 million for Community Program grants and \$350 million for Corridor Program grants, for a total of \$700 million in available funding. Staff proposes to apply for a Community Program grant and a Corridor Program grant. For the community grant, the North Texas Council of Government (NCTCOG) will apply on behalf of public agencies in the Dallas-Fort Worth region for EV charging stations located on property owned by participating public agencies. For the corridor grant, staff solicited proposals from private sector teams through the 2023 Heavy-Duty Zero Emission Vehicle Infrastructure Call for Partners with the intent to develop a public-private partnership proposal for the grant application. Twelve proposals were received by the Call for Partners deadline of April 7, 2023. Staff has reviewed the proposals and selected three that are suitable for pursuing under the CFI Corridor Program. Some other proposals may be retained for consideration under other funding opportunities throughout the coming year. Expansion of zero-emission vehicle adoption is incorporated as part of the Weight of Evidence in the latest approved Dallas-Fort Worth State Implementation Plan. [Electronic Item 4](#) provides additional details.

Performance Measure(s) Addressed: Air Quality

1:55 – 2:05

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

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Michael Morris, NCTCOG

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

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

1. US 75 Technology Lanes: Review of Lighting Sequence
2. Texas Department of Transportation/Local Government Lighting Agreements

3. Tennessee and Atlanta Advancement of P3s
4. Friends of Texas Department of Transportation Safety Committee
5. Legislative Items
6. Letter from the Regional Transportation Council-MPO for DFW Area ([Electronic Item 5.1](#))
7. City of Dallas/Dallas Area Rapid Transit Silver Line Mediation
8. Trinity Railway Express/Burlington Northern Santa Fe Mediation
9. US High Speed Rail Coalition Membership

Performance Measure(s) Addressed: Administrative

2:05 – 2:15

6. Federal and State Legislative Update

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Rebekah Gongora, NCTCOG

Item Summary: Staff will provide an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area.

Background: Transportation issues continue to be a focus in the United States (U.S.) Congress and in the Texas Legislature. The 1st session of the 118th U.S. Congress convened on January 3, 2023. The 88th Texas Legislature convened on January 10, 2023.

Performance Measure(s) Addressed: Air Quality, Safety

2:15 – 2:25

7. Regional Scrap Tire Program

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Nicholas Vanhaasen, NCTCOG

Item Summary: Staff is proposing to implement a scrap tire abatement program to reduce the amount of scrap and abandoned tires that exist within the region.

Background: Scrap tires are not only a waste issue due to illegal dumping or recycling burden, but also an environmental and public health nuisance. In our region alone, there are millions of dumped tires that are known and are trying to be remediated. The proposed program is a multifaceted approach consisting of education, outreach, technical and legal support, dump site identification for remediation, illegal dumping prevention, and enforcement. For more information, please see [Electronic Item 7](#).

Performance Measure(s) Addressed: Air Quality

2:25 – 2:35

8. **Walk to School Promotion 2023**

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Shawn Conrad, NCTCOG

Item Summary: Staff will provide an overview of activities planned for the 2023 Walk to School Day promotion and information for participation.

Background: Walk to School Day is a national event where students from across the nation walk to school on the same day. More students walking to school reduces the automobile traffic around schools, increasing pedestrian safety and improving air quality. This event spotlights the benefits of active transportation to school and the importance of safety on our roadways for our communities. For the third year, the North Central Texas Council of Governments (NCTCOG) will provide safety-related giveaways to schools to generate excitement and incentivize participation for numerous schools in the region. In 2022, NCTCOG assisted 20 schools with Walk to School Day events by providing promotional items and received 973 unique entries for a bike raffle. The Dallas-Fort Worth region accounted for over half of the registered Walk to School Day events in the state of Texas. Early coordination for Walk to School Day 2023 is critical to the process due to school schedules and purchasing requirements. Staff will request assistance from local governments to promote this opportunity with local schools and independent school districts. More information is available in [Electronic Item 8](#).

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

2:35 – 2:45

9. **Air Quality Ozone: Federal vs. State**

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Jenny Narvaez, NCTCOG

Item Summary: Staff will provide information on the national and state process for air quality standards and current local efforts to meet them.

Background: Sections 108 and 109 of the Clean Air Act govern the establishment, review, and revision, as appropriate, of the National Ambient Air Quality Standards (NAAQS) for each criteria pollutant to provide protection for the nation's public health and the environment. The Clean Air Act requires periodic review of the science behind how the standards are set and the standards themselves. Once a standard has been revised by the Environmental Protection Agency, the state has the responsibility of creating a State Implementation Plan documenting how it will comply with the air quality standard. Staff will inform the committee on the process of reviewing and setting, the plan toward attaining, and the region's work toward coming into compliance with these standards, including correspondence to the Texas Commission on Environmental Quality, [Electronic Item 9.1](#). For more information, please see [Electronic Item 9.2](#).

Performance Measure(s) Addressed: Air Quality

2:45 – 3:00

10. **Fast Facts**

☐ Action ☐ Possible Action ☒ Information Minutes: 15

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

1. *Aliyah Shaikh* – Transportation Improvement Program Modification Submittal Deadline, April 28, 2023
 2. *Travis Liska* – Regional Sidewalk Geographic Information Systems Layer ([Electronic Item 10.1](#))
 3. *Martin Bate* – Fiscal Year 2024 – 2025 Policy Bundle (www.nctcog.org/policybundle)
 4. *Martin Bate* – Certification of Emerging and Reliable Transportation Technology (CERTT) Round 2
 5. *Jesse Brown* – Auto Occupancy/High Occupancy Vehicle Quarterly Subsidy Report ([Electronic Item 10.2](#))
 6. *Camille Fountain* – Traffic Incident Management Executive Level – May 4, 2023, 10:00 am – 12:00 pm ([Electronic Item 10.3](#))
 7. *Camille Fountain* – 2023-2024 Regional Safety Advisory Committee (RSAC) Term Designations ([Electronic Item 10.4](#))
 8. *Nicholas Vanhaasen* – 2023 Ozone Season Update ([Electronic Item 10.5](#))
 9. *Trey Pope* – Air Quality Funding Opportunities for Vehicles (www.nctcog.org/aqfunding)
 10. *Trey Pope* – Local Clean Air Project Spotlight ([Electronic Item 10.6](#))
 11. *Joslyn Billings* – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
 12. *Jackie Castillo* – March Public Meeting Minutes ([Electronic Item 10.7](#))
 13. *Taylor Benjamin* – Public Comments Report ([Electronic Item 10.8](#))
 14. Written Progress Reports:
 - Partner Progress Reports ([Electronic Item 10.9](#))
11. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on May 26, 2023.**

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE****March 24, 2023**

The Surface Transportation Technical Committee (STTC) met on Friday, March 24, 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: Shon Brooks, Daniel Burnham, Ceason Clemens, John Cordary, Jr., Clarence Daugherty, Chad Davis, Arturo Del Castillo, Caryl DeVries, Rebecca Diviney, Phil Dupler, Chad Edwards, Claud Elsom, Eric Gallt, Ricardo Gonzalez, Gary Graham, Barry Heard, Shannon Hicks, Matthew Hotelling, John D. Hudspeth, Jeremy Hutt, Thuan Huynh, Joseph Jackson, Joel James, William Janney, Major L. Jones, Gus Khankarli, Eron Linn, Paul Luedtke, Chad Marbut, Alberto Mares, Wes McClure, Brian Moen, Mark Nelson, Kevin Overton, Tim Palermo, Dipak Patel, Martin Phillips, John Polster, Kelly Porter, Tim Porter, Lauren Prieur, Greg Royster, David Salmon, Ryan Sartor, Brian Shewski, Walter Shumac III, Randy Skinner, Gregory Van Nieuwenhuize, Caroline Waggoner, Jana Wentzel, and Robert Woodbury.

Others present at the meeting were: Vickie Alexander, Nick Allen, Julie Anderson, Tom Bamonte, Berrien Barks, Martin Bate, Taylor Benjamin, Natalie Bettger, Joslyn Billings, Lance Bokianshe, Jackie Castillo, Aaron Cedar, Lori Clark, Cody Derrick, Elijah Dorminy, Kevin Feldt, Brian Flood, Gypsy Gavia, Bobby Gomez, Rebekah Gongora, Christie Gotti, Barry Harger, Lyneil Harris, Amy Hodges, Chris Huff, Bill Ische, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Dan Lamers, James McLane, Michael Morris, Savana Nance, Donald Parker, James Powell, Vercie Pruitt-Jenkins, Ramon Ranger, Kelly Selman, Toni Stehling, Shannon Stevenson, Brendon Wheeler, Amanda Wilson, and Melanie Young.

1. **Approval of February 24, 2023, Minutes:** The minutes of the February 24, 2023, meeting were approved as submitted in Electronic Item 1. Kelly Porter (M); Walter Shumac III (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **May Transportation Improvement Program (TIP) Revisions:** 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. May 2023 revisions to the 2023 - 2026 TIP were provided in Electronic Item 2.1 for the Committee's consideration. The modifications were reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.

A motion was made to recommend Regional Transportation Council approval of Item 2.1 on the Consent Agenda. John Polster (M); Kelly Porter (S). The motion passed unanimously.
3. **Endorsement of Federal Functional Classification System Amendments:** Berrien Barks requested endorsement of the Regional Transportation Council's (RTC) approval of 44 new amendments to the currently approved Federal Functional Classification System (FFCS). The Regional Transportation Council (RTC) approved these amendments on March 9, 2023. Berrien also briefed the Committee on the status of a series of FFCS

amendments previously approved by the RTC between 2013 and 2022. While inclusion in the FFCS is based on a roadway's purpose and functioning capabilities, it is also used to determine eligibility for federal funding. North Central Texas Council of Governments (NCTCOG) staff is working with Texas Department of Transportation (TxDOT) on the 44 amendments of which 29 amendments within the TxDOT Dallas District, 14 amendments within the TxDOT Fort Worth District, and 1 within both the TxDOT Dallas and Paris Districts. The amendments are needed to resolve the current Transportation Improvement Program (TIP) exceptions and the out-of-cycle updates require an amendment. The Regional Transportation Council (RTC) previously approved a series of 28 FFCS amendments in 2013, 2018, 2020, and 2022, of which 5 were approved by the Federal Highway Administration (FHWA), 8 cancelled by local governments, and 15 pending FHWA approval. These amendments involve the construction of new roadways and improvement of existing roadways that are included in the current 2023 – 2026 TIP. These amendments are necessary to lift FFCS related TIP exceptions applied by the FHWA. New location of freeways/realignments require addition to the FFCS. The US 380 Bypass was first included in the Mobility 2045 Update in June of 2022 and TxDOT is setting alignment through a current study. RTC action requests designation of US 380 Bypass as a realignment in the FFCS and the final alignment will carry recommended FFCS designation. This agenda item will be brought back for further action to implement these projects. A summary table of the proposed amendments was included in Electronic Item 3.1 with coordinating maps provided in Electronic Item 3.2. A summary table for these previously approved amendments was provided in Electronic Item 3.3. Information as presented to RTC was included in Electronic Item 3.4.

A motion was made to endorse the Regional Transportation Council's approval of these 44 amendments to the Federal Functional Classification System and transmit these approved amendments to the Texas Department of Transportation and the Federal Highway Administration. Gus Khankarli (M); John Polster (S). The motion passed unanimously.

4. **2023 Federal Transit Administration Low or No Emissions and Bus/Bus Facilities Competitive Grant Programs:** Julie Anderson requested a recommendation for Regional Transportation Council (RTC) approval on a proposed regional submittal to the Federal Transit Administration (FTA) Low or No Emissions and Bus/Bus Facilities Competitive Grant Programs. The Federal Transit Administration has released the Fiscal Year 2023 Low or No Emissions and Bus/Bus Facilities Competitive Grant Programs Notice of Funding Opportunity (NOFO), which is expected to award \$1.7 billion for modernizing bus fleets, improving bus facilities, and supporting workforce development. Low or No Emissions provides funding for purchase or lease of zero-emission and low-emission transit buses, as well as the acquisition, construction, or leasing of supporting facilities and equipment with \$1.22 billion in funding available. Bus and Bus Facilities assist in financing of buses and bus facilities capital projects, including the replacement, rehabilitation, purchase, or lease of buses and related equipment and rehabilitation, purchase, construction, or lease of bus-related facilities with \$469 million in funding available. Applicants can apply to both programs but will only be awarded under one program. Requirements for the programs include a zero-emissions transition plan and 5 percent of the federal request must be dedicated to workforce development. The project proposed by staff would allow for the purchase of up to 10 Electric Vehicle (EV) buses for North Central Texas Council of Governments (NCTCOG) subrecipient transit providers, purchase of up to 5 EV charging stations, workforce development training, and development of a zero-emission transition plan for the small transit providers. The estimated project budget for EV buses, a total of \$5 million with \$4,250,000 million in federal and 750,000 local Transportation Development

Credit (TDCs); EV charging stations with a total of \$1,500,000 million with \$1,500,000 million in federal and 300,000 in local (TDCs); workforce development, a total of \$279,605 with \$223,684 in federal and 55,921 in local TDCs, administrative costs, a total of \$500,000, \$400,000 in federal and 100,000 in local TDCs. Total estimated project budget is \$7,279,605 with \$6,073,684 in federal and 1,205,921 in local TDCs. Action on the proposed project will be requested at the April 13, 2023, RTC meeting. Applications are also due on April 13, 2023. NCTCOG Executive Board action will be requested on April 27, 2023. The award announcement is anticipated by June 28, 2023.

A motion was made to recommend Regional Transportation Council approval of a proposed regional project grant application submittal to the Fiscal Year FY 2023 Low - No and Bus/Bus Facilities Competitive Grant Programs, not to exceed \$7,205,921 including the use of 1,205,921 Transportation Development Credits as match and direct staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP, and other planning/administrative documents to include this Federal Transit Administration grant, if selected. Eron Linn (M); Mark Nelson (S). The motion passed unanimously.

5. **COVID Transit Funding Round 2:** Cody Derrick requested a recommendation for Regional Transportation Council (RTC) approval of the COVID – 19 #00X Infrastructure Program Transit Partnership (Round 2) projects and programs. In response to a decline in transit ridership due to the COVID-19 outbreak, the Regional Transportation Council (RTC) approved a \$25 million placeholder of funds for transit investments in the COVID-19 #00X Round 3 Infrastructure Program in November 2020. In March 2021, the RTC awarded \$14 million to several projects, including the Regional Transit Education Campaign, Insurance for Passenger Rail Integration, Regional Railroad Design Review, and Regional Bus Stop Improvements. In October 2021, the RTC awarded an additional \$620,000 for a first/last mile connection between the Trinity Railway Express Centreport Station and Dallas Fort Worth International Airport. Regional bus stop improvements include projects that would provide funding for concrete foundations, overhead shelters, lighting, seating, real-time schedule information, etc. \$2,780,000 of Surface Transportation Block Grant (STBG) funds for bus stops in the Trinity Metro service area, \$2,100,000 of STBG funds for bus stops in the Dallas Area Rapid Transit (DART) service area, \$1,000,000 of STBG funds for bus stops in the Denton County Transportation Authority (DCTA) service area, and the above funding would be matched with regional Transportation Development Credits (TDC). The DCTA A-Train expanded service has instances when the DCTA A-Train service connection does not align with the larger DART system during major events in downtown Dallas, especially for a return trip. The proposed project would fill this gap by extending the service for 130 annual events. \$3,000,000 of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds proposed (to be matched with Regional TDCs). This funding can only be spent for the first three years of the expanded service and DCTA would be responsible for funding this service once the RTC's funds are exhausted. The Regional Transit Coordination Program would fund North Central Texas Council of Governments (NCTCOG) staff time for regional coordination of transit services with a focus on increasing economies of scale, technical assistance, mobility on demand, and mobility as a service. \$1,000,000 of STBG funds proposed to be matched with Regional TDCs. Transit Driver Workforce Development and Training program would address the shortage of transit drivers, especially for small transit providers, by providing Commercial Driver's License tuition reimbursement, the program would be coordinated with the regional and county workforce development agencies. \$500,000 of STBG funds were proposed as 100 percent federal per federal legislation for workforce development programs/projects. In Round 1 of the Transit Partnership, more projects were funded in the West than the East and most projects in Round 2 will be funded

in the East in order to bring the COVID-19 # 00X program in closer alignment with the RTC approved East/West funding split of 69 percent East and 31 percent West. On March 9, 2023, this item was mentioned during the Director's Report with a public meeting scheduled in March 2023. The RTC will be requested to take action at its April 13 meeting.

A motion was made to recommend Regional Transportation Council approval of the proposed COVID-19 #00X Infrastructure Program Transit Partnership (Round 2) amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and update any administrative and/or planning documents as needed to incorporate the project funding. Chad Edwards (M); Kelly Porter (S). The motion passed unanimously.

6. **Environmental Protection Agency Climate Pollution Reduction Grants Program for the Metropolitan Statistical Area:** Savana Nance requested a recommendation for Regional Transportation Council approval to pursue funding from the Environmental Protection Agency (EPA) Climate Pollution Reduction Grants (CPRG) program and letters of support from municipalities within the Dallas-Fort Worth-Arlington Metropolitan Statistical Area (MSA) for the North Central Texas Council of Governments (NCTCOG) to be the lead applicant for the grant. The Climate Pollution Reduction Grants (CPRG) was created by Section 60114 of the Inflation Reduction Act to develop and implement plans for reducing greenhouse gas emissions (GHG) and other harmful air pollutants that will be administered by the EPA in two phases. Phase 1 with \$250 million non-competitive planning grants and Phase 2 with \$4.6 billion in competitive implementation grants. More information can be found on <https://www.epa.gov/inflation-reduction-act/climate-pollution-reduction-grants>. Savana noted the differences between the CPRG and Carbon Reduction Program (CRP). The purpose of CPRG is to reduce GHGs, from any source, not just on-road sources and the CRP reduces carbon dioxide emissions from on-road sources only. The administrator for CPRG is EPA and for the CRP is the Federal Highway Administration (FHWA). Funding for the Dallas-Fort Worth region for CPRG planning grants is \$1 million through 2027 with no match and implementation grants is up to \$4.6 billion with match unknown; CRP is \$112 million (federal) through 2027 with a 20 percent match. The CPRG Phase 1 planning grants has allocated \$1 million available for the Dallas-Fort Worth (DFW)-Arlington metropolitan statistical area (MSA) with no match required, and \$3 million to each State, DC, and Puerto Rico, if Texas chooses to not receive planning funds, three additional MSAs in Texas will each become eligible for \$1 million. EPA requires one eligible entity to be the lead applicant on behalf of the entire MSA to encourage regional climate planning. Lead applicants will need letters from cities within MSA and neighboring jurisdictions indicating their commitment to work with the lead applicant. The lead applicant will be responsible for managing grant funds and coordinating with municipalities to develop the regional plan to reduce GHG. Eligible applicants include states, air pollution control agencies, "municipalities" as defined by Section 302 of the Clean Air Act, and groups of municipalities, such as a council of governments. Eligible use of funds will provide planning grants staffing to develop deliverables, planning and implementing meetings for fostering collaboration between government, the public, and stakeholders, outreach and education for stakeholders, subawards to municipalities, air pollution control agencies, regional planning organizations, non-governmental organizations, academic institutions, modeling and analytical costs (including software), supplies, incidental costs related to the above activities, including but not limited to travel, membership fees, and indirect costs. A Regional Opportunity for EPA CPRG meeting is scheduled for 12:30 pm, March 30, 2023, in the NCTCOG Transportation Council Room to further discuss the program. Letters of Support may be provided to NCTCOG by April 21, 2023. Instructions and a template are available at

www.nctcog.org/aqfunding. The deadline for MSA's Notice of Intent to Participate is April 28, 2023, and completed applications for MSAs are due by May 31, 2023. Additional project deadlines were provided in the presentation.

A motion was made to recommend Regional Transportation Council approval of the North Central Texas Council of Governments as the lead applicant to pursue Phase 1 funding from the EPA Climate Pollution Reduction Grants program on behalf of the Dallas-Fort Worth-Arlington Metropolitan Statistical Area Kelly Porter (M); Eric Gallt (S). The motion passed unanimously.

7. **Director of Transportation Report on Selected Items:** Michael Morris briefly highlighted several items for the Committee. The Texas Department of Transportation (TxDOT) recently held a public hearing on US 75 from IH 635 in Dallas County to SH 121/Sam Rayburn in Collin County. The proposed project would convert high-occupancy vehicle lanes to peak-hour technology lanes. He encouraged anyone that is impacted by US 75, IH 635, and Sam Rayburn to contact TxDOT to weigh in and support the proposed project to move it forward. Michael noted that he was requested to serve as a mediator in the City of Dallas and Dallas Area Rapid Transit (DART) Silver Line Rail discussions. The North Central Texas Council of Governments is joining the US High Speed Rail Coalition. The Intercity Passenger Rail Corridors currently have two programs that would impact the Dallas-Fort Worth Metropolitan Area. North Central Texas Council of Governments is submitting Fort Worth-Dallas-Arlington-Houston for the high-speed rail corridor rail line. Southern Rail District, made up of Mississippi and Louisiana, is submitting Dallas-Fort Worth to Atlanta in the corridor identification program. Michael also briefed the Committee on the mediations with Burlington Northern Santa Fe and Transit Authorities/Trinity Railway Express regarding advancement of the BUILD grant.
8. **Federal and State Legislative Update:** Nicholas Allen provided an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Transportation issues continue to be a focus for both the United States Congress and the Texas Legislature. Regarding the federal update, the President's Fiscal Year 2024 budget plan includes a \$1 billion budget increase to the Federal Railroad Administration for safety and Consolidated Rail Infrastructure and Safety Improvements (CRISI) funding. Crossing Elimination program funding was also requested. The National Highway Safety Administration's budget increase requested is \$1.3 billion. Active Transportation Infrastructure Investment Program budget increase requested is \$60 million (increase of \$15 million from FY2023 enacted level to build safe walking and bicycling facilities and reduce greenhouse gas emissions). Texas Legislature upcoming dates of interest include May 29, 2023, the final day of the 88th regular session and June 18, 2023, the last day the Governor can sign or veto bills. Nicholas provided information on Bills of interest regarding transportation funding. Senate Bill (SB) 505, approved in the Senate, proposes an additional \$400 registration fee on most new electric vehicles and \$200 registration renewal fee for all existing electric vehicles would go to the State Highway fund. SB 684, left pending in Senate Committee, eliminates safety inspections for motor vehicles, changes fees, and continues emissions inspections. SB 1308, unmanned aircraft encroachment protections for airports and military installations was approved in the Senate Committee. SB 784, air quality regulation of emissions by local governments was left pending in Senate Committee. SB 1114 would provide authority to regulate the use or sale of a product for the purpose of reducing greenhouse gas emissions was left pending in Senate Committee. House Bill (HB) 2374, regulation of energy sources and engines by local governments was left pending in the Senate Committee. Bills of interest on the topic of

safety include HB 1885, Texas Transportation Commission variable speed limit program and HB 1198, public awareness campaign for proper trailer attachment have been left pending in House Committee. Bills of interest on the topic of Bicycle/Pedestrian include HB 1277, repeals statute on use of sidewalk and HB 1379, adding more eligible funding for bike-pedestrian projects for Regional Mobility Authorities have been left pending in House Committee. Bills of Interest regarding Broadband include SB – general broadband development has been left pending in Senate Committee. Bills of Interest regarding Traffic and Congestion include HB 1156, creates a new process for Texas Department of Transportation to donate or sell surplus traffic and roadwork safety equipment has been left pending in Committee. Bills of Interest regarding Electric Vehicles (EVs) include HB 821, relating to the placement of Electric Vehicle charging equipment on state property was approved in House Committee.

9. **Start of 2023 Ozone Season and Letter to the Texas Commission on Environmental Quality:** Jenny Narvaez presented for Nicholas Vanhaasen by providing information regarding the region's 2023 ozone season and requested feedback on correspondence to the Texas Commission on Environmental Quality that will be provided in the mail out for the Regional Transportation Council meeting on April 13, 2023. As of March 1, 2023, the start of ozone season has begun and the region is in violation of two ozone violation standards, an older standard that was established in 2008 and a newer standard established in 2015. The Environmental Protection Agency (EPA) reclassified the Dallas-Fort Worth (DFW) ozone nonattainment area from serious to severe on November 7, 2022, with a July 20, 2027, attainment deadline. Attainment will be based on ozone monitor values for years 2024, 2025, and 2026. Per EPA, 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 75 parts per billion (ppb). The Federal Clean Air Act (FCAA) Section 185 fee is an annual penalty imposed if an area fails to meet its severe attainment deadline. The fee applies to major sources of ozone precursor emissions located in the 2008 standard's ozone nonattainment area which include nitrogen oxides (NOx) and volatile organic compounds (VOC). If the region does not attain the 2008 ozone standard by July 20, 2027, the fee may begin in 2028. If the Texas Commission of Environmental Quality (TCEQ) does not impose the fee, the EPA will impose the fee with interest and revenue is not returned to the state. The fee is required each year after the missed attainment deadline until the area is redesignated as attainment by the EPA for the 2008 standard. The fee is charged annually on the tons of actual ozone precursor emissions that exceed 20 percent of baseline amount. The EPA published fee rate for the calendar year 2022 was \$11,122 per ton, fee is adjusted by inflation. Estimated Section 185 fee obligation for the region could be as much as \$45 million in 2028. Many clean energy and transportation funding opportunities were detailed in the presentation that will assist in roadway emissions and ultimately help to avoid Section 185 fees being in place. Funding exists for plug-in electric or fuel cell vehicles; natural gas vehicles; repower or replace older locomotive, marine, stationary equipment, or select non-road equipment electric vehicle infrastructure; and new technology for stationary sources, oil, and gas projects; and electricity storage. New funding opportunities in the future will be posted at www.nctcog.org/AQfunding. The Air Quality Handbook is available in third language, Vietnamese. Electronic Item 9.1 contains a copy of the draft correspondence to TCEQ. More details were provided in Electronic Item 9.2.
10. **Creation of Dallas-Fort Worth Clean Cities Technical Advisory Committee:** Lori Clark introduced the creation of a new Dallas-Fort Worth Clean Cities Technical Advisory Committee. The Technical Advisory Committee will provide support to Coalition staff by providing input from diverse perspectives, assisting in event and project publicity and

networking, and increasing collaboration and engagement with stakeholders. The Department of Energy (DOE) redesignates coalitions every five years to identify opportunities and goals for strengthening coalition activities. Renewed emphasis associated with new DOE active and effective coalition expectations launched this year. The purpose of the Technical Advisory Committee is to assist and advise coalition staff on initiatives that improve regional air quality and reduce transportation energy use by providing diverse perspectives, assist with event/project publicity and networking, increase stakeholder collaboration/engagement, and inform adoption of a coalition strategic plan. Potential committee members should be knowledgeable about alternative fuels, vehicles, or infrastructure, or other subject matters relating to the Advisory Committee. Members to be considered could be in roles such as public sector fleet managers, private sector fleet managers, sustainability planners, energy managers, and infrastructure developers. Organization types could include alternative fuel providers, alternative fuel vehicle manufacturers, universities, utilities, transit agencies, local governments, special districts, and advocacy/interest groups. The structure consists of at least 5 members, a minimum of 51 percent public sector, and chair and vice chair officers. North Central Texas Council of Governments (NCTCOG) is seeking nominations. Nominations including a brief explanation of expertise and interest in the Committee should be submitted to cleancities@nctcog.org by May 31, 2023. More details at www.dfwcleancities.org and information provided in Electronic Item 10.

11. **Carbon Reduction Program:** Christie Gotti briefed and presented a plan of action to the Committee on the new Carbon Reduction Program (CRP) funding introduced in the Infrastructure Investment and Jobs Act (IIJA). The goal of the program is to provide funding for projects that reduce carbon dioxide emissions from on-road sources. The Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT) have provided guidance on these funds, and they can now be programmed on projects. Metropolitan Planning Organizations (MPO) have project selection authority for regional allocations, similar to Surface Transportation Block Grant (STBG) funds. CRP requires that states, consulting with MPOs, develop a Carbon Reduction Strategy with the goals of reducing traffic congestion by promoting use of non-single occupant vehicle trips, promoting vehicles and modes of travel that reduce transportation emissions, assisting the construction of transportation assets that reduce transportation emissions, and calculating the carbon emissions from the construction of transportation facilities in the State. This strategy is not binding. CRP funding is available even though the State's Carbon Reduction Strategy is not completed yet. Christie briefed the committing on the Climate Pollution Reduction Grants (CPRG) versus Carbon Reduction Program (CRP). The purpose of CPRG is to reduce GHGs. It is not limited to on-road sources, while the CRP reduces carbon dioxide emissions from on-road sources. The administrator for CPRG is the EPA and for the CRP is the Federal Highway Administration (FHWA). Funding for the region for CPRG planning grants is \$1 million through 2027 with no match and available funding for implementation grants is up to \$4.6 billion with match unknown; and available funding for CRP is \$112 million (federal) through 2027 with a 20 percent match. CRP funds are very similar to Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. Eligible project types include, but are not limited to bicycle/pedestrian improvements, transit improvements, alternative fuel (e.g., electric vehicle, hydrogen, natural gas) infrastructure deployment, projects that improve traffic flow, but do not add capacity (e.g., turn lanes, signal improvements/retiming, Intelligent Transportation Systems (ITS), vehicle-to-Infrastructure technology deployment, efforts to reduce the environmental impacts of freight movement, etc. More information on eligible project types can be found at: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm. Urban areas will

receive 65 percent of the funds allocated to Texas based on population. The Dallas-Fort Worth region will receive approximately \$18-19 million federal per year. Funding for our region will follow the RTC approved air quality funding split for the IIJA of 36 percent to the West and 64 percent to the East. CRP funds must be obligated within 4 years of being apportioned, which includes the year of authorization plus 3 years. Thus, timely obligation of funding is critical. To ensure that the first couple of years is obligated quickly, staff proposes utilizing the first three years of funding on: few, large projects; existing projects (trade CMAQ or STBG for CRP); and projects that can advance quickly. Two projects from the 2024-2026 Management and Operations (M&O) and Safety Program have already been funded with CRP funds (Air Quality Energy Efficiency Initiatives and Community College Transit Pass Pilot Program in the East). Staff proposes to change the funding source for recently approved trades with Dallas Area Rapid Transit for the Silver Line from CMAQ/STBG to CRP (\$35.328 million). A plan for utilizing the West's portion of CRP funds will be brought back later. Coordination is ongoing regarding proposals for how the remaining funds (FY2025 and later) can be programmed.

A motion was made to recommend Regional Transportation Council approval of the proposed plan to utilize the first increment of Carbon Reduction Program funds and to amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents as needed to incorporate this funding. Gus Khankarli asked that the RTC item include a stipulation that DART cannot impose a "good standing" provision on funds associated with this funding trade. Paul Luedtke (M); Kelly Porter (S). The motion passed unanimously.

12. **Census Bureau Update to Urbanized Areas: Potential Implications:** James Powell provided a status report on the recent Census Bureau update to the urban area boundaries impacting the Dallas-Fort Worth region. On December 29, 2022, the Census Bureau published updates to urban areas based on the 2020 Census of Population and Housing counts and density calculations. Based on the 2010 Census there were three urbanized areas in the Dallas-Fort Worth region: Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney. Under the new 2020 designations, Frisco is being combined with McKinney to create the McKinney-Frisco urbanized area. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are expected to issue guidance in the coming weeks with potential for boundary adjustments. North Central Texas Council of Governments (NCTCOG) staff is reviewing potential implications which may include designation/redesignation, Regional Transportation Council (RTC) Bylaws and representations, FHWA/FTA funding allocations, FTA designated recipients, and numerous agreements. More information was available in Electronic Item 12.

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

Martin Bate noted the Fiscal Year 2024 – 2025 Policy Bundle's early deadline is March 31, 2023, and the final deadline is May 31, 2023. More information provided at: www.nctcog.org/policybundle. The Certification of Emerging and Reliable Transportation Technology (CERTT) Program upcoming deadline is 5 pm, April 10, 2023. Submittals must be delivered in person.

Donald Parker announced Getting Ready for Rail. The study's methodology is rail readiness and identifying ways communities can develop in ways to ensure the success of rail system. Brendon Wheeler and Donald Parker plan to report back to the Committee in about a year.

Jared Wright noted the Air Quality Funding Opportunities for Vehicles website, www.nctcog.org/aqfunding, which is updated with air quality funding opportunities for available vehicles and programs. The Texas Commission on Environmental Quality (TCEQ) has opened a Government Alternative Fuel Fleet Program with a webinar on March 30, 2023. The program funds new or alternative fuel vehicles for local governments. Applications are due to TCEQ by 5 pm, May 16, 2023.

Jared Wright highlighted upcoming Dallas-Fort Worth Clean Cities events and noted that on Friday, April 7, 2023, at 2:00 pm, DFW Clean Cities is collaborating to host a webinar on the Energy Efficiency and Conservation Block Grant (EECBG) Program. Registration for the event and additional information on Clean Cities events is located at <https://www.dfwcleancities.org/events>.

Jared Wright highlighted the Local Clean Air Project Spotlight on the replacement project for the City of Dallas). The city was awarded one powered dump truck with 99% NOx Emissions Reduction, implemented in August 2021, awarded \$57,750 with total project cost of \$183,669. Additional information was provided in Electronic Item 13.1.

Jackie Castillo mentioned that the North Central Texas Council of Governments will be hosting a public meeting on April 10, 2023. Details provided in Electronic Item 13.2. A public meeting was hosted on February 6, 2023. Presentations were provided on Mobility 2045 Update: Transportation Conformity Determination. More information was provided in Electronic Item 13.3.

Taylor Benjamin noted that the Public Comments Report, which contained general public comments received from January 20, 2023, through February 19, 2023, was provided in Electronic Item 13.4.

Partner Progress Reports were provided in Electronic Item 13.5.

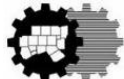
14. **Other Business (Old or New):** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on April 28, 2023.

Meeting adjourned at 3:14 PM.

PROJECT STATUS REPORT

Surface Transportation Technical Committee

April 28, 2023



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- MPO Milestone Policy
 - Focuses on projects funded 10+ years that have not gone to construction
 - Creates agency accountability to implement projects
- FY2023 Project Tracking
 - Focuses on projects slated for implementation in FY2023
 - Highlights potential problems in order to prevent delays
 - Provides earlier monitoring
 - Enables the Regional Transportation Council (RTC) to take corrective actions to avoid accumulation of carryover balances

MPO MILESTONE POLICY ROUND 2 STATUS UPDATE

SUMMARY OF PROJECTS THAT HAVE NOT GONE TO CONSTRUCTION (APRIL 2023)¹

PROJECT CATEGORIES	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Scheduled Letting FY2023	10	\$95,451,136
Scheduled Letting FY2024 or Beyond	3	\$201,816,145
Total	13	\$297,267,281

1: To date, seven projects have let by their established deadlines and three have been removed from the TIP at the request of the implementing agency.

PROJECT RISK BY FISCAL YEAR

PROJECT CATEGORY	PROJECT RATING		
	Green (Low Risk of Delay)	Yellow (Medium Risk of Delay)	Red (High Risk of Delay)
Scheduled Letting FY2023	0	0	10
Scheduled Letting FY2024 or Beyond	1	2	0
TOTAL	1	2	10

PROPOSED CHANGES TO THE MILESTONE POLICY AND PROJECT TRACKING PROCESS

- Quarterly updates have been provided to the Committee and RTC regarding the status of MPO Milestone Policy projects, along with separate updates on the progress of project phases in the current fiscal year.
- The process has led to an increase in communication between project sponsors, NCTCOG, and TxDOT, but there are few substantive updates to report due to the reporting frequency and the time a project takes to be implemented.
- Therefore, staff is proposing to adjust the reporting frequency for the Milestone Policy and Project Tracking initiatives from four times a year to at least two times a year. The items will also continue to be combined into one.

FISCAL YEAR 2023 PROJECT TRACKING

SUMMARY OF TIP FY2023 PROJECT FUNDING - CMAQ

	NOVEMBER 2022	APRIL 2023
Total Federal Funding Programmed ¹	\$85,866,811	\$103,095,327
Federal Funding Obligated (2023) ^{2, 3}	(\$515,153)	\$578,507
FY2023 Project Phases	36	39
Project Phases Obligated to Date	0	3

1: Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations 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 4/14/2023

SUMMARY OF TIP FY2023 PROJECT FUNDING - STBG

	NOVEMBER 2022	APRIL 2023
Total Federal Funding Programmed ¹	\$230,670,388	\$233,671,714
Federal Funding Obligated (2023) ^{2, 3}	(\$1,405,523)	\$23,661,006
FY2023 Project Phases	77	75
Project Phases Obligated to Date	0	12

1: Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations 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 4/14/2023

SUMMARY OF TIP FY2023 PROJECT FUNDING – TRANSPORTATION ALTERNATIVES SET ASIDE

	NOVEMBER 2022	APRIL 2023
Total Federal Funding Programmed ¹	\$19,234,907	\$20,863,858
Federal Funding Obligated (2023) ^{2, 3}	(\$1,674,876)	(\$1,994,510)
FY2023 Project Phases	18	19
Project Phases Obligated to Date	0	2

1: Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations 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 4/14/2023

REQUESTED ACTION

- US 81/287 Corridor
 - Projects will most likely miss the original letting deadline at the end of FY2023
 - Staff recommends that the RTC extend the project's deadline to the end of FY2025 and leave the funding on the project. The projects will be monitored to ensure that they proceed to construction.
- Corporate Drive
 - Four segments of the project will most likely miss their letting deadline at the end of FY2023. One is already under construction.
 - Two (TIP 20131 and 20152) are anticipated to let in November 2023 and two (TIP 20108 and 20111) are anticipated to let in April 2024.
 - Staff recommends that the RTC extend the projects' deadlines to match the new let dates and leave the funding on the projects. They will be monitored to ensure that they proceed to construction.
- Adjust the reporting frequency for Milestone Policy and Project Tracking Updates from four times a year to at least two times a year
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed

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

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
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	\$2,260,000	\$565,000	\$0	\$2,825,000	\$3,324,560	04/2023 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	\$240,000	\$60,000	\$0	\$300,000	\$189,638	04/2023 06/2023	OBLIGATED (2023)	
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	05/2023 03/2023	OBLIGATED (2023)	
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 FY2023	UPDATE ON PROJECT SCHEDULE PENDING
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	\$0	01/2023	EXPECTED TO OBLIGATE IN FY2023	UPDATE ON PROJECT SCHEDULE PENDING
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	\$0	04/2023	EXPECTED TO OBLIGATE IN FY2023	UPDATE ON PROJECT SCHEDULE PENDING
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	\$0	05/2023	EXPECTED TO OBLIGATE IN FY2023	
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	05/2023	EXPECTED TO OBLIGATE IN FY2023	
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	EXPECTED TO OBLIGATE IN FY2023	
14071	1392-01-044	TXDOT-DALLAS	DALLAS	C	FM 1378	FM 3286	SOUTH OF FM 3286	CONSTRUCT INTERSECTION IMPROVEMENTS (SIDEWALKS AND TURN LANES)	\$2,592,492	\$648,123	\$0	\$3,240,615	\$0	05/2023	EXPECTED TO OBLIGATE IN FY2023	
14071.2	3476-02-013	TXDOT-DALLAS	DALLAS	C	FM 3286	FM 1378	EAST OF FM 1378	CONSTRUCT INTERSECTION IMPROVEMENT (SIDEWALK AND TURN LANES)	\$2,115,458	\$528,864	\$0	\$2,644,322	\$0	05/2023	EXPECTED TO OBLIGATE IN FY2023	
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	\$0	06/2023	EXPECTED TO 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	EXPECTED TO OBLIGATE IN FY2023	
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	\$0	07/2023	EXPECTED TO OBLIGATE IN FY2023	
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	\$0	08/2023 03/2023	EXPECTED TO OBLIGATE IN FY2023	
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	\$72,149	\$0	\$260,745	\$0	08/2023	EXPECTED TO OBLIGATE IN FY2023	ADDITIONAL FUNDING FOR PROJECT ALREADY OBLIGATED
11684.9	0902-00-326	NCTCOG	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	\$0	08/2023	EXPECTED TO OBLIGATE IN FY2023	FUNDING MOVED TO TIP 11684.9 VIA FEBRUARY 2023 TIP MODIFICATION CYCLE
14078	0902-90-155	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	\$0	08/2023 03/2023	EXPECTED TO OBLIGATE IN FY2023	TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED TO TXDOT
14090.1	0902-00-297	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	\$0	08/2023 03/2023	EXPECTED TO OBLIGATE IN FY2023	ADDITIONAL FUNDING FOR PROJECT ALREADY OBLIGATED; TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED TO TXDOT
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	\$0	08/2023 01/2023	EXPECTED TO OBLIGATE IN FY2023	TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED TO TXDOT
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 01/2023	EXPECTED TO OBLIGATE IN FY2023	AFA IS BEING FINALIZED
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 01/2023	EXPECTED TO OBLIGATE IN FY2023	AFA IS BEING FINALIZED

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
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	<u>08/2023</u> 01/2023	EXPECTED TO OBLIGATE IN FY2023	
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	<u>\$6,730,734</u> \$3,930,734	\$0	<u>\$1,682,683</u> \$982,683	<u>\$8,413,417</u> \$4,913,417	\$0	<u>08/2023</u> 04/2023	EXPECTED TO OBLIGATE IN FY2023	
<u>25036</u>	<u>1068-04-176</u>	<u>GRAND PRAIRIE</u>	<u>DALLAS</u>	<u>C</u>	<u>IH 30</u>	<u>MACARTHUR</u>	<u>SH 161</u>	<u>INSTALLATION OF NEW DYNAMIC MESSAGE SIGNS AND NEW CCTV CAMERAS</u>	<u>\$288,596</u>	<u>\$72,149</u>	<u>\$0</u>	<u>\$360,745</u>	<u>\$0</u>	<u>08/2023</u>	<u>EXPECTED TO OBLIGATE IN FY2023</u>	<u>ADDITIONAL FUNDING FOR PROJECT ALREADY OBLIGATED</u>
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	\$0	<u>08/2023</u> 12/2022	EXPECTED TO OBLIGATE IN FY2023	<u>TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED TO TXDOT</u>
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	\$292,500	\$2,925,000	\$0	<u>09/2023</u> 02/2023	EXPECTED TO OBLIGATE IN FY2023	
14013.2	0918-00-337	DART	DALLAS	<u>I</u> C	VA	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	<u>\$2,537,914</u> \$14,786,590	\$0	\$0	<u>\$2,537,914</u> \$14,786,590	\$0	<u>09/2023</u> 07/2022	EXPECTED TO OBLIGATE IN FY2023	<u>TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED TO TXDOT</u>
<u>25105</u>	<u>0918-47-462</u>	<u>DART</u>	<u>DALLAS</u>	<u>I</u>	<u>VA</u>	<u>SILVER LINE FROM DFW AIRPORT STATION</u>	<u>SHILOH STATION IN PLANO</u>	<u>CONSTRUCTION OF SILVER LINE REGIONAL RAIL PROJECT (COTTON BELT/SILVER LINE PROJECT #10)</u>	<u>\$29,200,000</u>	<u>\$0</u>	<u>\$7,300,000</u>	<u>\$36,500,000</u>	<u>\$0</u>	<u>10/2023</u>	<u>EXPECTED TO OBLIGATE IN FY2023</u>	<u>PROJECT ADDED TO THE TIP AS PART OF THE FEBRUARY 2023 TIP MODIFICATION CYCLE</u>
<u>25072</u>	<u>0918-00-390</u>	<u>DART</u>	<u>DALLAS</u>	<u>I</u>	<u>VA</u>	<u>ON THE TRE FROM NOBLE BRANCH</u>	<u>WEST OF MEDICAL DISTRICT DRIVE</u>	<u>ADD TRACK TO CREATE A DOUBLE TRACKED SECTION OF THE TRE RESULTING IN FASTER SPEEDS AND REDUCED DELAY FOR PASSENGERS</u>	<u>\$1,250,000</u>	<u>\$0</u>	<u>\$312,500</u>	<u>\$1,562,500</u>	<u>\$0</u>	<u>09/2023</u>	<u>EXPECTED TO OBLIGATE IN FY2023</u>	<u>FUNDING ADDED TO THE TIP VIA MAY 2023 TIP MOD. CYCLE (OFFSET BY DECREASE ON TIP 25072.1)</u>
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	<u>NOT</u> EXPECTED TO 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	<u>\$0</u> \$700,000	<u>\$0</u>	<u>\$0</u>	<u>\$0</u> \$700,000	\$0	01/2023	<u>NOT</u> EXPECTED TO OBLIGATE IN FY2023	<u>FUNDING MOVED TO TIP 11684.9 VIA FEBRUARY 2023 TIP MODIFICATION CYCLE</u>
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	<u>\$0</u> \$1,250,000	\$0	<u>\$0</u> \$312,500	<u>\$0</u> \$1,562,500	\$0	01/2023	<u>NOT</u> EXPECTED TO OBLIGATE IN FY2023	<u>FUNDING MOVED TO TIP 25072 BEING IMPLEMENTED BY DART (SEE THE ABOVE ENTRY FOR TIP 25072)</u>
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	<u>NOT</u> EXPECTED TO OBLIGATE IN FY2023	<u>PROJECT HAS BEEN PLACED ON HOLD BY THE CITY DUE TO SIGNIFICANT COST OVERRUNS</u>
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	<u>NOT</u> EXPECTED TO OBLIGATE IN FY2023	<u>PROJECT HAS BEEN PLACED ON HOLD BY THE CITY DUE TO SIGNIFICANT COST OVERRUNS</u>
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	<u>03/2023</u> 12/2022	<u>NOT</u> EXPECTED TO OBLIGATE IN FY2023	
11684.8	0902-90-260	ARLINGTON	FORT WORTH	T	VA	DOWNTOWN ARLINGTON AND UNIVERSITY OF TEXAS AT ARLINGTON CAMPUS		DEPLOYMENT OF FLEET OF AUTONOMOUS VEHICLES; ON-DEMAND, SHARED SERVICE; TESTING OF FIRST RESPONDER COMMUNICATION DEVICES AND TELEOPERATIONS TO MOVE TOWARD REMOVING HUMAN OPERATOR FROM THE VEHICLES	\$1,013,333	\$0	\$0	\$1,013,333	\$0	<u>10/2023</u> 01/2023	<u>NOT</u> EXPECTED TO OBLIGATE IN FY2023	<u>PROJECT HAS NOT BEEN APPROVED BY FHWA (PENDING ELIGIBILITY DETERMINATION)</u>
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	<u>10/2023</u> 11/2022	<u>NOT</u> EXPECTED TO OBLIGATE IN FY2023	

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
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 \$2,804,347	\$0	\$0 \$934,785	\$0	\$0	12/2023 03/2023	NOT EXPECTED TO 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 \$195,653	\$0	\$0 \$65,218	\$0	\$0	12/2023 03/2023	NOT EXPECTED TO OBLIGATE IN FY2023	PROJECT DELAYED DUE TO RIGHT-OF-WAY ACQUISITION AND IS BEING MOVED TO FY2024
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	02/2024 04/2023	NOT EXPECTED TO OBLIGATE IN FY2023	
								TOTAL	\$103,095,327	\$3,347,989	\$14,149,698	\$120,593,014	\$4,514,198			

TOTAL CLOSEOUTS/WITHDRAWALS	(\$2,450,442)
TOTAL PROJECT ADJUSTMENTS	(\$1,485,249)
TOTAL OBLIGATED IN FY2023	\$4,514,198
TOTAL EXPECTED TO OBLIGATE	\$94,737,647
TOTAL NOT EXPECTED TO OBLIGATE	\$4,857,680

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	<u>\$1,950,000</u>	<u>12/2022</u> <u>(ACTUAL)</u> 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	<u>\$2,999,999</u>	12/2022 <u>(ACTUAL)</u>	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	<u>\$13,266,400</u>	<u>01/2023</u> <u>(ACTUAL)</u> 11/2022	OBLIGATED (2023)	PART OF MPO MILESTONE POLICY ROUND 2 AND HAD A LETTING DEADLINE OF THE END OF FY2022; AWAITING AFA EXECUTION
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	<u>\$172,800</u>	<u>01/2023</u> <u>(ACTUAL)</u> 11/2022	OBLIGATED (2023)	PART OF MPO MILESTONE POLICY ROUND 2 AND HAD A LETTING DEADLINE OF THE END OF FY2022; AWAITING AFA EXECUTION
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	<u>\$292,000</u>	<u>01/2023</u> <u>(ACTUAL)</u> 08/2022	OBLIGATED (2023)	COORDINATION BETWEEN NCTCOG AND TXDOT- ONGOING REGARDING AFA EXECUTION; OBLIGATION TIMEFRAME TO BE DETERMINED
11618.2	0918-00-341	TXDOT-DALLAS	DALLAS	<u>I</u> <u>E</u>	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	<u>\$3,510,000</u>	<u>02/2023</u> <u>(ACTUAL)</u> 08/2023	OBLIGATED (2023)	
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	<u>\$1,524,000</u> <u>\$1,000,000</u>	\$0	\$0	<u>\$1,524,000</u> <u>\$1,000,000</u>	<u>\$1,525,000</u>	<u>02/2023</u> <u>(ACTUAL)</u> 12/2022	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	<u>\$0</u>	03/2023 <u>(ACTUAL)</u>	OBLIGATED (2023)	PART OF MPO MILESTONE POLICY ROUND 2 AND HAS A LETTING DEADLINE OF THE END OF FY2024; <u>FUNDING OBLIGATED UNDER ANOTHER PROGRAM AND IS NOT COUNTING UNDER STBG OBLIGATIONS</u>
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	<u>\$0</u>	03/2023 <u>(ACTUAL)</u>	OBLIGATED (2023)	PART OF MPO MILESTONE POLICY ROUND 2 AND HAS A LETTING DEADLINE OF THE END OF FY2024; <u>FUNDING OBLIGATED UNDER ANOTHER PROGRAM AND IS NOT COUNTING UNDER STBG OBLIGATIONS</u>
<u>13033.1</u>	<u>0196-02-128</u>	<u>TXDOT-DALLAS</u>	<u>FORT WORTH</u>	<u>C</u>	<u>IH 35E</u>	<u>AT 1171 AND MAIN STREET</u>		<u>RECONSTRUCT GRADE SEPARATION AND EXISTING 4 TO 4 LANE CONTINUOUS FRONTAGE ROADS</u>	<u>\$15,052,219</u>	<u>\$3,763,055</u>	<u>\$0</u>	<u>\$18,815,274</u>	<u>\$15,052,219</u>	<u>03/2023</u> <u>(ACTUAL)</u>	<u>OBLIGATED (2023)</u>	<u>ADDITIONAL FUNDING FOR A PROJECT ALREADY OBLIGATED</u>
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	<u>\$790,400</u>	<u>04/2023</u> <u>(ACTUAL)</u> 03/2023	OBLIGATED (2023)	
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	<u>\$1,200,000</u>	05/2023	OBLIGATED (2023)	
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	<u>05/2023</u> 01/2023	EXPECTED TO 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	01/2023	EXPECTED TO OBLIGATE IN FY2023	<u>AMENDMENT TO ADD WORTH CREEK PARKWAY TO THE FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM IS PENDING; OBLIGATION TIMEFRAME TO BE DETERMINED</u>
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	EXPECTED TO 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
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	\$0	<u>05/2023</u> 04/2023	EXPECTED TO OBLIGATE IN FY2023	

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
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	EXPECTED TO OBLIGATE IN FY2023	
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	\$0	06/2023	EXPECTED TO OBLIGATE IN FY2023	
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	\$0	06/2023 08/2022	EXPECTED TO OBLIGATE IN FY2023	COORDINATION BETWEEN NCTCOG AND TXDOT ONGOING REGARDING AFA EXECUTION- OBLIGATION TIMEFRAME TO BE DETERMINED
11612.2	0902-00-319 0902-00-234	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	\$0	07/2023	EXPECTED TO OBLIGATE IN FY2023	
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	\$277,868	\$0	\$0	\$277,868	\$0	07/2023 02/2023	EXPECTED TO OBLIGATE IN FY2023	
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	07/2023 05/2023	EXPECTED TO 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	07/2023	EXPECTED TO OBLIGATE IN FY2023	
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	\$0	08/2023 02/2023	EXPECTED TO OBLIGATE IN FY2023	FUNDING WILL LIKELY BE ADDED TO EXISTING TXDOT AGREEMENT
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	\$0	08/2023	EXPECTED TO OBLIGATE IN FY2023	
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	EXPECTED TO OBLIGATE IN FY2023	COORDINATION BETWEEN NCTCOG AND TXDOT ONGOING REGARDING AFA EXECUTION; OBLIGATION TIMEFRAME TO BE DETERMINED
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	\$0	08/2023 01/2023	EXPECTED TO OBLIGATE IN FY2023	
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	EXPECTED TO OBLIGATE IN FY2023	PROJECT HAS NOT BEEN APPROVED BY FHWA (PENDING ELIGIBILITY DETERMINATION)
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	08/2023 01/2023	EXPECTED TO OBLIGATE IN FY2023	TRANSIT TRANSFER REQUEST HAS BEEN SENT TO TXDOT

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
11657.1	0918-00-382 0918-00-298	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	EXPECTED TO OBLIGATE IN FY2023	
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	\$0	08/2023	EXPECTED TO OBLIGATE IN FY2023	
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 ADVANCE HIGH-SPEED AUTOMATED VEHICLE PROGRAM THROUGH SHARED-USE MOBILITY COLLABORATIONS AND OTHER AV-RELATED TECHNOLOGIES AND PARTNERSHIPS	\$250,000	\$0	\$0	\$250,000	\$0	08/2023 12/2022	EXPECTED TO OBLIGATE IN FY2023	PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION
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 \$1,300,000	\$0	\$0	\$4,000,000 \$1,300,000	\$0	08/2023 01/2023	EXPECTED TO OBLIGATE IN FY2023	PROJECT HAS NOT BEEN APPROVED BY FHWA (PENDING ELIGIBILITY DETERMINATION)
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	\$0	08/2023 01/2023	EXPECTED TO OBLIGATE IN FY2023	TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED TO TXDOT
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 \$250,000	\$0	\$0	\$350,000 \$250,000	\$0	08/2023	EXPECTED TO 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	EXPECTED TO 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	EXPECTED TO OBLIGATE IN FY2023	PROJECT ADDED TO THE TIP AS PART OF THE FEBRUARY 2023 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	08/2023	EXPECTED TO OBLIGATE IN FY2023	
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	\$0	08/2023	EXPECTED TO OBLIGATE IN FY2023	PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION
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	\$0	08/2023 12/2021	EXPECTED TO OBLIGATE IN FY2023	TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED TO TXDOT
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	\$0	08/2023	EXPECTED TO OBLIGATE IN FY2023	

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
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	EXPECTED TO 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	08/2023	EXPECTED TO OBLIGATE IN 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	08/2023	EXPECTED TO OBLIGATE IN FY2023	
25096	0902-90-265	ARLINGTON	FORT WORTH	E	CS	ON AT&T WAY FROM SH 180/DIVISION ST	ABRAM ST	CONSTRUCT 0 TO 6 LANE EXTENSION OF AT&T WAY, INCLUDING A GRADE SEPARATION AT THE UNION PACIFIC MAIN LINE PRELIMINARY ENGINEERING STUDY FOR THE EXTENSION OF AT&T WAY, INCLUDING A GRADE SEPARATION AT THE UNION PACIFIC MAIN LINE	\$3,000,000	\$0	\$750,000	\$3,750,000	\$0	08/2023 06/2023	EXPECTED TO OBLIGATE IN FY2023	JULY 2020 AMENDMENT TO ADD AT&T WAY TO THE FFCS HAS BEEN APPROVED; CITY WORKING WITH TXDOT ON THE AFA
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	\$0	08/2023 12/2022	EXPECTED TO OBLIGATE IN FY2023	TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED TO TXDOT
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	09/2023	EXPECTED TO OBLIGATE IN FY2023	ADDITIONAL FUNDING TO COVER CHANGE ORDERS
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 \$20,000,000	\$0	\$12,840,500	\$64,202,500 \$20,000,000	\$0	09/2023	EXPECTED TO OBLIGATE IN FY2023	TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED TO TXDOT
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	\$1,000,000	\$0	\$0	\$1,000,000	\$0	09/2023	EXPECTED TO OBLIGATE IN FY2023	PROJECT ADDED TO THE TIP AS PART OF THE MAY 2023 TIP MODIFICATION CYCLE
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	EXPECTED TO OBLIGATE IN FY2023	TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED TO TXDOT
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	\$0	09/2023	EXPECTED TO OBLIGATE IN FY2023	
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	\$1,748,319	\$0	\$437,080	\$2,185,399	\$0	09/2023	EXPECTED TO OBLIGATE IN FY2023	FUNDING ADDED TO THE TIP AS PART OF THE FEBRUARY 2023 TIP MODIFICATION CYCLE; ADDITIONAL FUNDING FOR A PROJECT ALREADY OBLIGATED
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	09/2023 04/2023	EXPECTED TO OBLIGATE IN FY2023	
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 REHABILITATION OF 4 TO 3 LANE ROADWAY, INCLUDING FULL DEPTH REPAIR, TO INCLUDE BIKE LANES, SIDEWALKS, LIGHTING, AND TRAFFIC SIGNAL AT GILLETTE STREET AND LAKE JUNE ROAD	\$240,000	\$0	\$60,000	\$300,000	\$0	09/2023	EXPECTED TO OBLIGATE IN FY2023	
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	\$0	09/2023	EXPECTED TO OBLIGATE IN FY2023	PROJECT ADDED TO THE TIP AS PART OF THE MAY 2023 TIP MODIFICATION CYCLE

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	EXPECTED TO OBLIGATE IN FY2023	FUNDING ADDED TO THE TIP AS PART OF THE FEBRUARY 2023 TIP MODIFICATION CYCLE; ADDITIONAL FUNDING FOR A PROJECT ALREADY OBLIGATED
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	09/2023 02/2023	EXPECTED TO OBLIGATE IN FY2023	
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	09/2023	EXPECTED TO OBLIGATE IN FY2023	PROJECT ADDED TO THE TIP AS PART OF THE MAY 2023 TIP MODIFICATION CYCLE
25105	0918-47-462	DART	DALLAS	I	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	\$0	10/2023	EXPECTED TO OBLIGATE IN FY2023	PROJECT ADDED TO THE TIP AS PART OF THE FEBRUARY 2023 TIP MODIFICATION CYCLE
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	NOT EXPECTED TO 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 \$6,400,000	\$0 \$1,600,000	\$0	\$0 \$8,000,000	\$0	10/2022	NOT EXPECTED TO OBLIGATE IN FY2023	PART OF THE 2022 SE CONNECTOR CATEGORY 2/STBG SWAP; STBG FUNDS WILL BE REMOVED VIA A FUTURE TIP MOD 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 \$11,560,000	\$0 \$2,890,000	\$0	\$0 \$14,450,000	\$0	10/2022	NOT EXPECTED TO OBLIGATE IN FY2023	PART OF THE 2022 SE CONNECTOR CATEGORY 2/STBG SWAP; STBG FUNDS TO BEING REMOVED IN A FUTURE MODIFICATION CYCLE VIA A MAY 2023 TIP MODIFICATION
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	03/2023	NOT EXPECTED TO OBLIGATE IN FY2023	PROJECT HAS NOT BEEN APPROVED BY FHWA (PENDING ELIGIBILITY DETERMINATION)
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	04/2023	NOT EXPECTED TO OBLIGATE IN FY2023	PROJECT HAS NOT BEEN APPROVED BY FHWA (PENDING ELIGIBILITY DETERMINATION)
25013	0902-90-172	FORT WORTH	FORT WORTH	R	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LT JG BARNETT	\$0 \$800,000	\$0	\$0	\$0 \$800,000	\$0	04/2023 12/2022	NOT EXPECTED TO 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
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 FY2023	ENGINEERING IS BEGINNING IN MAY 2023; UPDATE ON REVISED RIGHT-OF-WAY TIMING IS PENDING
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 \$1,300,000	\$0	\$0	\$0 \$1,300,000	\$0	05/2023	NOT EXPECTED TO OBLIGATE IN FY2023	FUNDING DELAYED FROM FY2023 TO FY2025 VIA FEBRUARY 2023 TIP MODIFICATION
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 DEPLOYMENT OF FLEET OF AUTONOMOUS VEHICLES; ON-DEMAND, SHARED SERVICE; TESTING OF FIRST RESPONDER COMMUNICATION DEVICES AND TELEOPERATIONS TO MOVE TOWARD REMOVING HUMAN OPERATOR FROM THE VEHICLES	\$506,667	\$0	\$0	\$506,667	\$0	10/2023 01/2023	NOT EXPECTED TO OBLIGATE IN FY2023	PROJECT HAS NOT BEEN APPROVED BY FHWA (PENDING ELIGIBILITY DETERMINATION)
14082	0902-90-164	HALTOM CITY	FORT WORTH	E	CS	BROADWAY AVE FROM US 377	SH 26	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS	\$659,190	\$0	\$0	\$659,190	\$0	10/2023 06/2023	NOT EXPECTED TO OBLIGATE IN FY2023	

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	10/2023 08/2023	NOT EXPECTED TO OBLIGATE IN FY2023	
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 IH 35W AUTOMATED VEHICLE (AV) TRUCKPORT; ALLIANCE BETWEEN HARMON ROAD AND IH 35W		CONSTRUCT TRUCK PARKING AREA TO INCLUDE SAFETY REST AREA FOR TRUCK DRIVERS, VEHICLE TO INFRASTRUCTURE COMMUNICATION EQUIPMENT, STRIPING, AND SIGNAGE PILOT PROJECT TO DEVELOP AND BUILD AUTOMATED FREIGHT FACILITY TO COLLECT/DISTRIBUTE FREIGHT AND TEST AUTOMATED TRUCK TECHNOLOGY TO IMPROVE AV USES IN FREIGHT/SUPPLY CHAIN/LOGISTICS	\$0 \$100,000	\$0	\$0	\$0 \$100,000	\$0	11/2023 01/2023	NOT EXPECTED TO OBLIGATE IN FY2023	PROJECT HAS NOT BEEN APPROVED BY FHWA (PENDING ELIGIBILITY DETERMINATION); ENVIRONMENTAL PHASE BEING DELAYED TO FY2024
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 IH 35W AUTOMATED VEHICLE (AV) TRUCKPORT; ALLIANCE BETWEEN HARMON ROAD AND IH 35W		CONSTRUCT TRUCK PARKING AREA TO INCLUDE SAFETY REST AREA FOR TRUCK DRIVERS, VEHICLE TO INFRASTRUCTURE COMMUNICATION EQUIPMENT, STRIPING, AND SIGNAGE PILOT PROJECT TO DEVELOP AND BUILD AUTOMATED FREIGHT FACILITY TO COLLECT/DISTRIBUTE FREIGHT AND TEST AUTOMATED TRUCK TECHNOLOGY TO IMPROVE AV USES IN FREIGHT/SUPPLY CHAIN/LOGISTICS	\$0 \$758,953	\$0	\$0	\$0 \$758,953	\$0	11/2023 04/2023	NOT EXPECTED TO OBLIGATE IN FY2023	PROJECT HAS NOT BEEN APPROVED BY FHWA (PENDING ELIGIBILITY DETERMINATION); ENGINEERING PHASE BEING DELAYED TO 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	12/2023 03/2023	NOT EXPECTED TO OBLIGATE IN FY2023	
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	\$0	12/2023 12/2022	NOT EXPECTED TO OBLIGATE IN FY2023	
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	\$0	12/2023 12/2022	NOT EXPECTED TO OBLIGATE IN FY2023	
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 \$864,000	\$0	\$0 \$216,000	\$0 \$1,080,000	\$0	01/2024	NOT EXPECTED TO OBLIGATE IN FY2023	FUNDING DELAYED FROM FY2023 TO FY2025 VIA FEBRUARY 2023 TIP MODIFICATION
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	01/2024	NOT EXPECTED TO OBLIGATE IN FY2023	PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION; PROJECT DELAYED BECAUSE CITY AND TXDOT DO NOT HAVE AN EXECUTED MOU TO PERMIT THE CITY TO WORK WITHIN TXDOT RIGHT-OF-WAY
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 \$3,500,000	\$0	\$0	\$0 \$3,500,000	\$0	03/2024	NOT EXPECTED TO OBLIGATE IN FY2023	FUNDING DELAYED FROM FY2023 TO FY2024 VIA FEBRUARY 2023 TIP MODIFICATION
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	NOT EXPECTED TO 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	NOT EXPECTED TO 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	\$4,000,000	\$0	\$0	\$4,000,000	\$0	08/2024 09/2023	NOT EXPECTED TO OBLIGATE IN FY2023	

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
21044	0918-47-380	NCTCOG	DALLAS	E	VA	<u>DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM BOUNDED BY IH 635 TO THE SOUTH, DALLAS NORTH TOLLWAY</u> MIDTOWN PEOPLE MOVER BOUNDED BY IH 635 TO THE SOUTH, DALLAS NORTH TOLLWAY	TO THE WEST, PRESTON ROAD TO THE EAST, AND SPRING VALLEY ROAD TO THE NORTH	<u>ENGINEERING AND CONSTRUCTION OF THE DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM</u> ENGINEERING, TESTING, AND CONSTRUCTION OF AN AUTOMATED PEOPLEMOVER SYSTEM IN THE DALLAS MIDTOWN DISTRICT	\$0 \$2,000,000	\$0	\$0	\$0 \$2,000,000	\$0	08/2024 06/2023	NOT EXPECTED TO OBLIGATE IN FY2023	ENGINEERING BEING DELAYED TO FY 2024 VIA MAY 2023 TIP MODIFICATION
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	NOT EXPECTED TO OBLIGATE IN FY2023	PART OF MPO MILESTONE POLICY ROUND 2 AND HAS A LETTING DEADLINE OF THE END OF FY2023; <u>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</u>
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	NOT EXPECTED TO OBLIGATE IN FY2023	PART OF MPO MILESTONE POLICY ROUND 2 AND HAS A LETTING DEADLINE OF THE END OF FY2023; <u>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</u>
								TOTAL	\$233,671,714	\$19,271,021	\$26,134,587	\$279,077,322	\$40,758,818			

TOTAL CLOSEOUTS/WITHDRAWALS	(\$11,773,666)
TOTAL PROJECT ADJUSTMENTS	(\$5,324,146)
TOTAL OBLIGATED IN FY2023	\$40,758,818
TOTAL EXPECTED TO OBLIGATE	\$108,140,868
TOTAL NOT EXPECTED TO OBLIGATE	\$59,757,802

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	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	04/2023	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 \$540,392	\$2,161,569	\$0	08/2023 07/2022	EXPECTED TO OBLIGATE IN FY2023	NCTCOG MEETING WITH DART TO DISCUSS FUNDING NEED; <u>TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED TO TXDOT</u>
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	\$0	08/2023 07/2022	EXPECTED TO OBLIGATE IN FY2023	NCTCOG MEETING WITH DART TO DISCUSS FUNDING NEED; <u>TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED TO TXDOT</u>
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	08/2023	EXPECTED TO OBLIGATE IN 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	08/2023	EXPECTED TO OBLIGATE IN FY2023	ADVANCE FUNDING AGREEMENT PENDING EXECUTION; CONSTRUCTION DELAYED DUE TO FUNDING SHORTAGE FOR ENGINEERING; <u>FUNDING SHORTFALL RESOLVED BY CITY OF DALLAS</u>
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	08/2023	EXPECTED TO OBLIGATE IN FY2023	ADVANCE FUNDING AGREEMENT PENDING EXECUTION; CONSTRUCTION DELAYED DUE TO FUNDING SHORTAGE FOR ENGINEERING; <u>FUNDING SHORTFALL RESOLVED BY CITY OF DALLAS</u>
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	\$0	08/2023	EXPECTED TO OBLIGATE IN FY2023	
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	\$0	08/2023 06/2023	EXPECTED TO OBLIGATE IN FY2023	<u>CITY IS FINALIZING PS&E AND ROW ACQUISITION</u>
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	\$0	08/2023 06/2023	EXPECTED TO OBLIGATE IN FY2023	<u>CITY IS FINALIZING PS&E AND ROW ACQUISITION</u>
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	\$777,936	\$0	\$194,484	\$972,420	\$0	06/2023	NOT EXPECTED TO OBLIGATE IN FY2023	<u>CITY OF GRAPEVINE HAS REQUESTED CANCELLATION OF THIS PROJECT DUE TO COST INCREASES THAT HAVE LED TO LACK OF FEASIBILITY</u>
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	08/2023 04/2023	NOT EXPECTED TO OBLIGATE IN FY2023	<u>ENVIRONMENTAL CLEARANCE HAS NOT BEGUN AND TYPICALLY TAKES 4-6 MONTHS. SO AUGUST 2023 LETTING IS NOT LIKELY</u>
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	08/2023 04/2023	NOT EXPECTED TO OBLIGATE IN FY2023	<u>ENVIRONMENTAL CLEARANCE HAS NOT BEGUN AND TYPICALLY TAKES 4-6 MONTHS. SO AUGUST 2023 LETTING IS NOT LIKELY</u>
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	08/2023 04/2023	NOT EXPECTED TO OBLIGATE IN FY2023	<u>ENVIRONMENTAL CLEARANCE HAS NOT BEGUN AND TYPICALLY TAKES 4-6 MONTHS. SO AUGUST 2023 LETTING IS NOT LIKELY</u>
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	08/2023 04/2023	NOT EXPECTED TO OBLIGATE IN FY2023	<u>ENVIRONMENTAL CLEARANCE HAS NOT BEGUN AND TYPICALLY TAKES 4-6 MONTHS. SO AUGUST 2023 LETTING IS NOT LIKELY</u>
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	NOT EXPECTED TO OBLIGATE IN FY2023	<u>ENVIRONMENTAL CLEARANCE AND ACQUISITION OF EASEMENTS IS ONGOING</u>

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	<u>11/2023</u> 05/2023	<u>NOT</u> EXPECTED TO OBLIGATE IN FY2023	<u>ENVIRONMENTAL CLEARANCE AND ACQUISITION OF EASEMENTS IS ONGOING</u>
40070	0902-90-198	ARLINGTON	FORT WORTH	C	VA	CROW LEADERSHIP ACADEMY SRTS, THORNTON ELEMENTARY SRTS, AND WEBB ELEMENTARY SRTS	IN PROXIMITY TO CROW LEADERSHIP ACADEMY, THORNTON ELEMENTARY, AND WEBB ELEMENTARY	CITY OF ARLINGTON SRTS; CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, RETAINING WALLS, SIGNAGE, NEW SIGNALS, TRAFFIC CALMING TREATMENTS, AND CROSSING SAFETY IMPROVEMENTS	\$3,554,643	\$0	\$0	\$3,554,643	\$0	<u>04/2024</u> 07/2023	<u>NOT</u> EXPECTED TO OBLIGATE IN FY2023	<u>ENVIRONMENTAL CLEARANCE AND ACQUISITION OF EASEMENTS IS ONGOING</u>
40070	0902-90-198	ARLINGTON	FORT WORTH	CE	VA	CROW LEADERSHIP ACADEMY SRTS, THORNTON ELEMENTARY SRTS, AND WEBB ELEMENTARY SRTS	IN PROXIMITY TO CROW LEADERSHIP ACADEMY, THORNTON ELEMENTARY, AND WEBB ELEMENTARY	CITY OF ARLINGTON SRTS; CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, RETAINING WALLS, SIGNAGE, NEW SIGNALS, TRAFFIC CALMING TREATMENTS, AND CROSSING SAFETY IMPROVEMENTS	\$355,463	\$0	\$0	\$355,463	\$0	<u>04/2024</u> 07/2023	<u>NOT</u> EXPECTED TO OBLIGATE IN FY2023	<u>ENVIRONMENTAL CLEARANCE AND ACQUISITION OF EASEMENTS IS ONGOING</u>
40068	0918-47-311	BALCH SPRINGS	DALLAS	C	CS	ON-SHEILAH, MANON, HICKORY, AND QUAIL DR	BETWEEN LAKE JUNE RD AND GLENSHIRE	FLOYD ELEMENTARY SAFE ROUTES TO SCHOOL;- CONSTRUCT NEW SIDEWALK, REMOVE/REPLACE EXISTING SIDEWALK AND ADA RAMPS, RELOCATION OF SCHOOL-FLASHER AND SIGNAGE	\$718,797	\$0	\$0	\$718,797	\$0	05/2023	EXPECTED TO OBLIGATE IN FY2023	<u>PROJECT IS FUNDED WITH STATE TA SET ASIDE FUNDS AND DOES NOT COUNT AGAINST REGIONAL ALLOCATION</u>
40068	0918-47-311	BALCH SPRINGS	DALLAS	CE	CS	ON-SHEILAH, MANON, HICKORY, AND QUAIL DR	BETWEEN LAKE JUNE RD AND GLENSHIRE	FLOYD ELEMENTARY SAFE ROUTES TO SCHOOL;- CONSTRUCT NEW SIDEWALK, REMOVE/REPLACE EXISTING SIDEWALK AND ADA RAMPS, RELOCATION OF SCHOOL-FLASHER AND SIGNAGE	\$9,891	\$0	\$0	\$9,891	\$0	05/2023	EXPECTED TO OBLIGATE IN FY2023	<u>PROJECT IS FUNDED WITH STATE TA SET ASIDE FUNDS AND DOES NOT COUNT AGAINST REGIONAL ALLOCATION</u>
								TOTAL	\$20,863,858	\$0	\$1,348,330	\$22,212,188	\$416,072			

TOTAL CLOSEOUTS/WITHDRAWALS	(\$2,228,800)
TOTAL PROJECT ADJUSTMENTS	(\$181,782)
TOTAL OBLIGATED IN FY2023	\$416,072
TOTAL EXPECTED TO OBLIGATE	\$12,823,768
TOTAL NOT EXPECTED TO OBLIGATE	\$7,624,018

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	DECEMBER 2022 COMMENTS	DECEMBER 2022 RISK RATING	APRIL 2023 COMMENTS	APRIL 2023 RISK RATING
PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2023														
11572	0902-48-579	TXDOT FORT WORTH	VARIOUS	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY	CONSTRUCT NORTH TARRANT PARKWAY OVER US 81 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287	\$15,101,054	CAT 2M, STBG, LOCAL CONTRIBUTION	01/2023	05/2025 10/2023 4/2027	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING FEDERAL APPROVAL, ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT- OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES; COORDINATION BETWEEN NCTCOG AND TXDOT REGARDING THE PROJECT SCHEDULE IS ONGOING	HIGH RISK	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; 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; COORDINATION BETWEEN NCTCOG AND TXDOT REGARDING THE PROJECT SCHEDULE IS ONGOING; STAFF RECOMMENDS THAT THE RTC EXTEND THE PROJECT'S DEADLINE TO THE END OF FY2025 AND LEAVE THE FUNDING ON THE PROJECT (ACTION ITEM)	HIGH RISK
53029	0014-15-033	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE NORTHBOUND FRONTAGE ROAD	\$8,228,000	SW PE, SW ROW, CAT 2M, STBG	01/2023	05/2025 10/2023 4/2027	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING FEDERAL APPROVAL, ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT- OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES; COORDINATION BETWEEN NCTCOG AND TXDOT REGARDING THE PROJECT SCHEDULE IS ONGOING	HIGH RISK	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; 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; COORDINATION BETWEEN NCTCOG AND TXDOT REGARDING THE PROJECT SCHEDULE IS ONGOING; STAFF RECOMMENDS THAT THE RTC EXTEND THE PROJECT'S DEADLINE TO THE END OF FY2025 AND LEAVE THE FUNDING ON THE PROJECT (ACTION ITEM)	HIGH RISK
53030	0014-15-034	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE EXISTING SOUTHBOUND FRONTAGE ROAD	\$10,008,000	SW PE, SW ROW, CAT 2M, STBG	01/2023	05/2025 10/2023 4/2027	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING FEDERAL APPROVAL, ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT- OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES; COORDINATION BETWEEN NCTCOG AND TXDOT REGARDING THE PROJECT SCHEDULE IS ONGOING	HIGH RISK	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; 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; COORDINATION BETWEEN NCTCOG AND TXDOT REGARDING THE PROJECT SCHEDULE IS ONGOING; STAFF RECOMMENDS THAT THE RTC EXTEND THE PROJECT'S DEADLINE TO THE END OF FY2025 AND LEAVE THE FUNDING ON THE PROJECT (ACTION ITEM)	HIGH RISK
53031	0014-15-035	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT NB AND SB EXIT RAMP TO HARMON ROAD/NORTH TARRANT PARKWAY AND SB ENTRANCE RAMP FROM HARMON ROAD	\$2,038,179	SW PE, CAT 2M	01/2023	05/2025 10/2023 4/2027	CONFIRM FUNDING IN FY 2023	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING FEDERAL APPROVAL, ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT- OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES; COORDINATION BETWEEN NCTCOG AND TXDOT REGARDING THE PROJECT SCHEDULE IS ONGOING	HIGH RISK	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; 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; COORDINATION BETWEEN NCTCOG AND TXDOT REGARDING THE PROJECT SCHEDULE IS ONGOING; STAFF RECOMMENDS THAT THE RTC EXTEND THE PROJECT'S DEADLINE TO THE END OF FY2025 AND LEAVE THE FUNDING ON THE PROJECT (ACTION ITEM)	HIGH RISK
53032	0014-15-036	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF FM 3479 TO NORTH OF IH 35W INTERCHANGE	CONSTRUCT AUXILIARY LANE FROM NORTHBOUND EXIT TO NORTH TARRANT PARKWAY; AUXILIARY LANE FOR SOUTHBOUND ENTRANCE FROM NORTH TARRANT PKWY	\$2,056,479	SW PE, CAT 2M	01/2023	05/2025 10/2023 4/2027	CONFIRM FUNDING IN FY 2023	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING FEDERAL APPROVAL, ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT- OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES; COORDINATION BETWEEN NCTCOG AND TXDOT REGARDING THE PROJECT SCHEDULE IS ONGOING	HIGH RISK	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; 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; COORDINATION BETWEEN NCTCOG AND TXDOT REGARDING THE PROJECT SCHEDULE IS ONGOING; STAFF RECOMMENDS THAT THE RTC EXTEND THE PROJECT'S DEADLINE TO THE END OF FY2025 AND LEAVE THE FUNDING ON THE PROJECT (ACTION ITEM)	HIGH RISK

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE

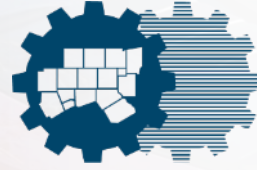
TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	DECEMBER 2022 COMMENTS	DECEMBER 2022 RISK RATING	APRIL 2023 COMMENTS	APRIL 2023 RISK RATING
20108	0918-46-238	LEWISVILLE	LEWISVILLE	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 4	\$15,502,609	RTR, LOCAL CONTRIBUTION	12/2022	04/2024 03/2023 04/2023 12/2022	CONFIRM FUNDING IN FY 2023		LOW RISK	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; ISSUES WITH RIGHT-OF-WAY/EASEMENT ACQUISITION AND UTILITY RELOCATIONS HAVE LED TO DELAYS; NEW RTR AGREEMENT MUST BE EXECUTED BEFORE PROJECT CAN GO TO LETTING BECAUSE THE ORIGINAL AGREEMENT PERIOD OF TEN YEARS HAS EXPIRED; STAFF RECOMMENDS THAT THE RTC EXTEND THE PROJECT'S DEADLINE TO APRIL 2024 AND LEAVE THE FUNDING ON THE PROJECT (ACTION ITEM)	HIGH RISK
20111	0918-46-239	LEWISVILLE	LEWISVILLE	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO FM 2281	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 5	\$6,843,921	RTR, LOCAL CONTRIBUTION	05/2022	04/2024 04/2023 04/2023 12/2022- 05/2022	CONFIRM FUNDING IN FY 2023		LOW RISK	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; ISSUES WITH RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATIONS HAVE LED TO DELAYS; NEW RTR AGREEMENT MUST BE EXECUTED BEFORE PROJECT CAN GO TO LETTING BECAUSE THE ORIGINAL AGREEMENT PERIOD OF TEN YEARS HAS EXPIRED; STAFF RECOMMENDS THAT THE RTC EXTEND THE PROJECT'S DEADLINE TO APRIL 2024 AND LEAVE THE FUNDING ON THE PROJECT (ACTION ITEM)	HIGH RISK
20131	0918-46-236	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM ELM FORK TRINITY RIVER BRIDGE TO DGNO RR	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 2	\$11,812,679	RTR, LOCAL CONTRIBUTION	12/2022	11/2023 03/2023 09/2022 05/2022- 12/2022	CONFIRM FUNDING IN FY 2023		LOW RISK	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; ISSUES WITH RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATIONS HAVE LED TO DELAYS; NEW RTR AGREEMENT MUST BE EXECUTED BEFORE PROJECT CAN GO TO LETTING BECAUSE THE ORIGINAL AGREEMENT PERIOD OF TEN YEARS HAS EXPIRED; STAFF RECOMMENDS THAT THE RTC EXTEND THE PROJECT'S DEADLINE TO NOVEMBER 2023 AND LEAVE THE FUNDING ON THE PROJECT (ACTION ITEM)	HIGH RISK
20152	0918-46-237	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE AT ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 3	\$21,844,715	RTR; LOCAL CONTRIBUTION	12/2022	11/2023 03/2023 09/2022 05/2022- 12/2022	CONFIRM FUNDING IN FY 2023		LOW RISK	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; ISSUES WITH RIGHT-OF-WAY ACQUISITION HAVE LED TO DELAYS; NEW RTR AGREEMENT MUST BE EXECUTED BEFORE PROJECT CAN GO TO LETTING BECAUSE THE ORIGINAL AGREEMENT PERIOD OF TEN YEARS HAS EXPIRED; STAFF RECOMMENDS THAT THE RTC EXTEND THE PROJECT'S DEADLINE TO NOVEMBER 2023 AND LEAVE THE FUNDING ON THE PROJECT (ACTION ITEM)	HIGH RISK
20060	0918-24-154	PLANO	PLANO	LEGACY DRIVE FROM INDEPENDENCE PARKWAY TO K AVENUE	ADD RIGHT TURN LANES AND DUAL LEFT TURN LANES	\$2,015,500	RTR, LOCAL CONTRIBUTION	05/2021	06/2023 07/2021- (ACTUAL)	CONFIRM FUNDING IN FY 2021		N/A	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; CITY INFORMED NCTCOG STAFF THAT AFTER ISSUING NOTICE TO PROCEED IN NOVEMBER 2021, THE PROJECT HAD TO BE PUT ON HOLD DUE TO ONCOR NOT MOVING UTILITIES IN THE TIMEFRAME COMMITTED; PROJECT IS BEING RE-BID IN JUNE 2023	HIGH RISK
PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2024 OR BEYOND														
11726.4	0918-47-168	DALLAS COUNTY	DALLAS	RIVERFRONT BLVD FROM CADIZ STREET TO JUSTICE CENTER WAY	RECONSTRUCT 6/8 LANE TO 6 LANE WITH BIKE/PEDESTRIAN IMPROVEMENTS AND INTERSECTION IMPROVEMENTS	\$49,400,000	RTR, LOCAL CONTRIBUTION	06/2022	10/2023 09/2022 08/2022	CONFIRM FUNDING IN FY 2022	PROJECT LIMITS AND UPDATED DEADLINE (12/2023) WERE APPROVED BY THE RTC IN AUGUST 2022; ENGINEERING PLANS HAVE BEEN REVISED TO REFLECT UPDATED LIMITS; FEBRUARY 2023 TIP MOD HAS BEEN SUBMITTED TO UPDATE THE LIMITS; 95% PLANS ARE CURRENTLY BEING REVIEWED	MEDIUM RISK	PROJECT LIMITS AND UPDATED DEADLINE (12/2023) WERE APPROVED BY THE RTC IN AUGUST 2022; ENGINEERING PLANS HAVE BEEN REVISED TO REFLECT UPDATED LIMITS; FEBRUARY 2023 TIP MOD HAS BEEN APPROVED BY RTC (STILL PENDING FEDERAL/STATE APPROVAL) TO UPDATE THE LIMITS; FINAL PLANS ARE CURRENTLY BEING REVIEWED, WITH ENGINEERING EXPECTED TO BE COMPLETE BY AUGUST 2023	MEDIUM RISK
20084	0047-14-053	TXDOT DALLAS	VARIOUS	US 75 FROM NORTH OF CR 370 TO CR 375 (GRAYSON COUNTY LINE)	RECONSTRUCT AND WIDEN FROM 4 LANE TO 6 LANE FREEWAY AND RECONSTRUCT EXISTING 4 LANE TO 4/6 LANE FRONTAGE ROADS	\$100,408,899	SW PE, S102, 4, 12	09/2023	12/2023 09/2023	CONTINUE MONITORING PROJECT PROGRESS AND CONTINUE TO REQUEST TTC APPROVAL OF CATEGORY 12 FUNDS FOR THIS PROJECT	DESIGN IS COMPLETE AND RIGHT-OF-WAY HAS BEEN ACQUIRED; UTILITIES WILL BE RELOCATED BY THE CITY OF ANNA	LOW RISK	DESIGN IS COMPLETE AND RIGHT-OF-WAY HAS BEEN ACQUIRED; UTILITIES WILL BE RELOCATED BY THE CITY OF ANNA	LOW RISK
20115	0081-03-047	TXDOT DALLAS	ARGYLE	US 377 FROM SOUTH OF FM 1171 TO CRAWFORD ROAD	RECONSTRUCT AND WIDEN ROADWAY FROM 2 LANE RURAL TO 4 LANE DIVIDED URBAN	\$52,007,246	RTR, SW PE, SW ROW, LOCAL CONTRIBUTION	09/2024	12/2023 09/2024	KEEP PROJECT IN APPENDIX D (ENVIRONMENTAL CLEARANCE SECTION OF TIP) UNTIL FUNDING IS SECURED	PROJECT IS NOT FULLY FUNDED; RIGHT-OF-WAY PURCHASES ARE CONTINUING WITH A READY TO LET DATE OF 12/2023; CONTINUE PURSUING FUNDING FOR THE PROJECT	MEDIUM RISK	PROJECT IS NOT FULLY FUNDED; RIGHT-OF-WAY PURCHASES ARE CONTINUING WITH A READY TO LET DATE OF 12/2023; CONTINUE PURSUING FUNDING FOR THE PROJECT	MEDIUM RISK
					TOTAL FUNDING	\$297,267,281								

**REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE - PROJECTS UNDER CONSTRUCTION**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	APRIL 2023 COMMENTS	APRIL 2023 RISK RATING
20066	2374-03-074	TXDOT DALLAS	DALLAS	IH 20 AT BONNIE VIEW RD	IMPROVE APPROACH, WIDEN BRIDGE TO ADD TURN LANES, AND REPLACE TRAFFIC SIGNAL SYSTEM	\$2,988,645	STBG, LOCAL CONTRIBUTION	05/2021	05/2021 (ACTUAL)		<u>N/A (PROJECT HAS LET)</u>
20261.2	0918-47-297	MESQUITE	MESQUITE	MGR TRAIL AT MESQUITE CITY LIMITS NEAR DUCK CREEK TO MESQUITE HERITAGE TRAIL NEAR NORTHWEST DR	CONSTRUCT NEW HIKE/BIKE TRAIL FROM MESQUITE HERITAGE TRAIL TO CONNECTING MGR TRAIL IN GARLAND; CONNECTS ACROSS IH 30 AND DUCK CREEK	\$827,115	RTR, LOCAL CONTRIBUTION	09/2021	07/2021 (ACTUAL)		<u>N/A (PROJECT HAS LET)</u>
20113	0918-46-240	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM FM 544 TO JOSEY LANE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 6	\$19,164,449	RTR	12/2022	12/2021 (ACTUAL) 10/2021 07/2021		<u>N/A (PROJECT HAS LET)</u>
20213	0918-47-051	DALLAS COUNTY	GRAND PRAIRIE	WILDLIFE PARKWAY FROM SH 161 TO BELT LINE RD	CONSTRUCT 0/2 LANE RURAL TO 2/4 LANE DIVIDED INCLUDING BRIDGE OVER TRINITY RIVER	\$44,510,339	RTR, LOCAL CONTRIBUTION	06/2022	01/2022 (ACTUAL) 11/2021 08/2022		<u>N/A (PROJECT HAS LET)</u>
20240	0918-47-027	DALLAS	DALLAS	COLLECTIVE MIXED USE DEVELOPMENT	BICYCLE LANES, SIDEWALKS, PEDESTRIAN AND INTERSECTION IMPROVEMENTS BOUNDED BY FORT WORTH AVE, BAHAMA DR, IH 30, AND PLYMOUTH ROAD; AND CONNECTION TO COOMBS CREEK TRAIL ALONG PLYMOUTH RD	\$2,482,813	RTR	06/2021	01/2022 (ACTUAL) 12/2021 09/2021		<u>N/A (PROJECT HAS LET)</u>
11237.2	0918-45-812	IRVING	IRVING	CONFLANS RD FROM SH 161 TO VALLEY VIEW LANE	CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH	\$24,529,721	STBG, LOCAL CONTRIBUTION	03/2022	01/2023 (ACTUAL) 08/2022 06/2022 03/2022		<u>N/A (PROJECT HAS LET)</u>
11734	0902-90-034	DFW AIRPORT	VARIOUS	EAST-WEST CONNECTOR FROM SH 360 TO 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)	\$40,384,886	STBG, LOCAL CONTRIBUTION	12/2023	02/2023 (ACTUAL) 11/2022 06/2022 12/2022 05/2022		<u>N/A (PROJECT HAS LET)</u>
					TOTAL FUNDING	\$134,887,968					

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE - CANCELLED PROJECTS

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	COMMENTS
83129.1	0000-18-030	FLOWER MOUND	FLOWER MOUND	DENTON CREEK BLVD AT GRAHAM BRANCH	BUILD NEW LOCATION 0 TO 4 LANE BRIDGE	\$0 \$7,000,000	LOCAL CONTRIBUTION	PROJECT REMOVED FROM THE TIP THROUGH 2023-2026 TIP DEVELOPMENT AT THE REQUEST OF THE TOWN OF FLOWER MOUND
82384	0000-18-019	FLOWER MOUND	FLOWER MOUND	KIRKPATRICK LN (PHASE III) FROM FM 1171 TO BELLAIRE BLVD	CONSTRUCT 0 TO 4 LANE ROADWAY	\$0 \$9,500,000	LOCAL CONTRIBUTION	PROJECT REMOVED FROM THE TIP THROUGH 2023-2026 TIP DEVELOPMENT AT THE REQUEST OF THE TOWN OF FLOWER MOUND
53079	0902-50-104	BURLESON	BURLESON	ALSBURY FROM HULEN ST TO CR 1020 (APPROXIMATELY 0.2 MILES)	CONSTRUCTION OF A 4 LANE EXTENSION OF ALSBURY BOULEVARD	\$0 \$1,287,880	CAT 10 (CONGRESSIONAL EARMARK), LOCAL CONTRIBUTION	EARMARK FUNDS WERE REMOVED FROM THE PROJECT DURING 2023-2026 TIP DEVELOPMENT



Application to the Federal Highway Administration Charging and Fueling Infrastructure Program

Jared Wright
Air Quality Planner

Surface Transportation Technical
Committee

April 28, 2023

Charging and Fueling Infrastructure Program

Established by the Bipartisan Infrastructure Law to deploy publicly accessible electric vehicle (EV) charging and other alternative fueling infrastructure in communities and along designated Alternative Fuel Corridors (AFC)

For FY22 and FY23, \$700M split evenly in two funding categories:

Corridor Program (\$350M Available)	Community Program (\$350M Available)
--	---

- | | |
|---|--|
| <ul style="list-style-type: none">• Minimum: \$1,000,000• No maximum | <ul style="list-style-type: none">• Minimum: \$500,000• Maximum: \$15,000,000 |
|---|--|

Federal share: up to 80 percent of the total project cost

Eligible entities that contract with a private entity must include that the private entity will be responsible for the non-Federal share of the project cost

Applications Due May 30, 2023 - <https://www.fhwa.dot.gov/environment/cfi/>

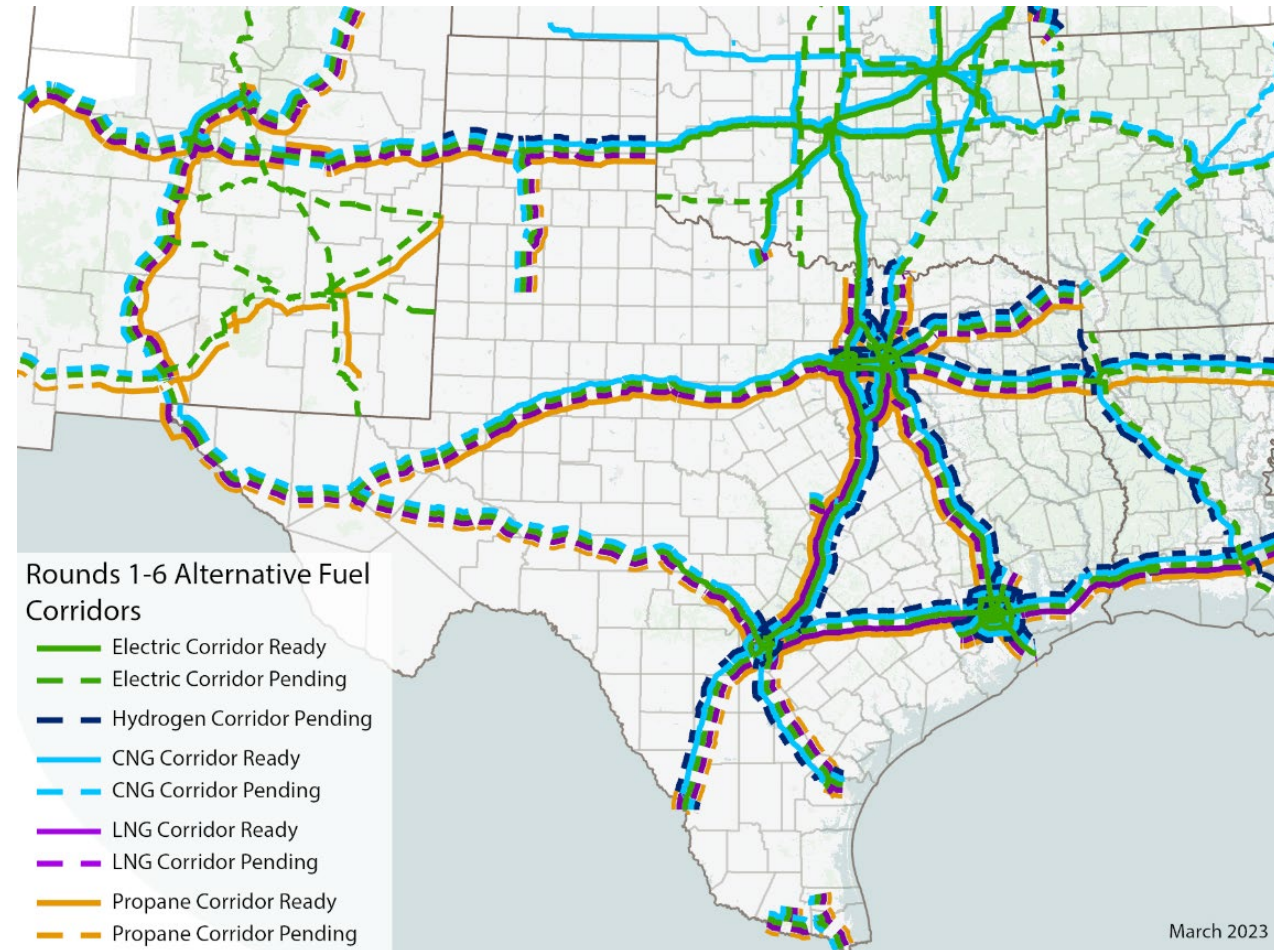


Corridor Program: Eligibility and Need

Designed to build EV charging or alternative fueling infrastructure along designated Alternative Fuel Corridors (AFC)

Opportunity to Start Deploying Recommendations from IH-45 Zero Emission Vehicle Infrastructure Plan

- Battery Electric for Local Freight
- Hydrogen Fuel Cell Electric for Long Haul Freight



Medium/Heavy-Duty Vehicle Impacts:
Only ~5 % of Miles Traveled but Nearly
~40% of Nitrogen Oxides (NO_x)



Corridor Program: Approach

Call for Partners opened on March 6, 2023, to establish public-private partnerships between NCTCOG and project teams to scope zero-emission vehicle (ZEV) infrastructure projects and submit applications to the Charging and Fueling Infrastructure (CFI) Corridor Program and other federal and state funding opportunities

Eligibility Criteria for CFI Proposals:

- Designed to support medium- and heavy-duty ZEVs
- Publicly accessible electric charging and/or hydrogen refueling equipment
- Located along a designated AFC for the proposed fuel
- Impacts the NCTCOG region
- Complies with CFI program eligibility

Selection Criteria:

- Completeness of the project team
- Likelihood of project success
- Availability of matching funds
- Extent of grant-writing resources
- Consistency with IH-45 ZEV Plan

**Received 12 proposals by
deadline of April 7, 2023**



Corridor Program: Recommendations

Coordinate with Proposal Teams to Refine Project Scopes for Federal Highway Administration (FHWA) Proposal:

Hydrogen refueling near AllianceTexas Mobility Innovation Zone, Southern Dallas County Inland Port, and around Texas Triangle

- Up to 7 hydrogen refueling stations
- ~\$11 Million in federal funding estimated per station

Local freight electric truck depot in Denton

- ~\$5 Million in federal funding estimated

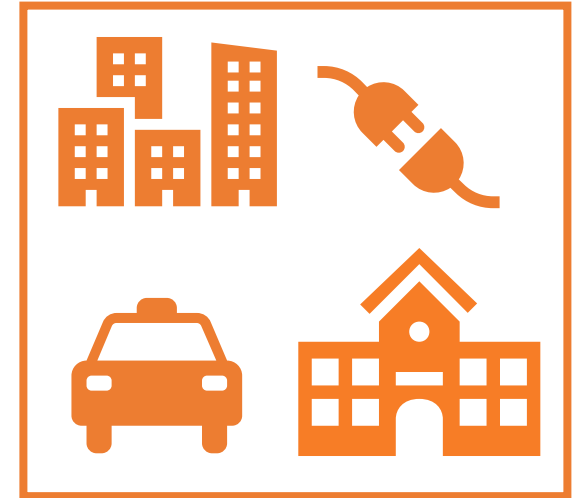


Community Program: Eligibility

Designed to reduce greenhouse gas emissions and to expand or fill gaps in access to infrastructure.

FHWA focus areas include:

- Justice40 environmental justice areas
- Low ratio of private parking to households
- High ratio of multiunit dwellings to single family homes
- Low- and- moderate income neighborhoods
- Multi-modal hubs and shared-use fleets and services
- Fleet vehicles that operate in communities
- Rural areas



Extensive local government interest in building additional infrastructure



Community Program: Approach and Recommendation

Apply on behalf of the region for funding to build up to 100 EV charging stations regionwide

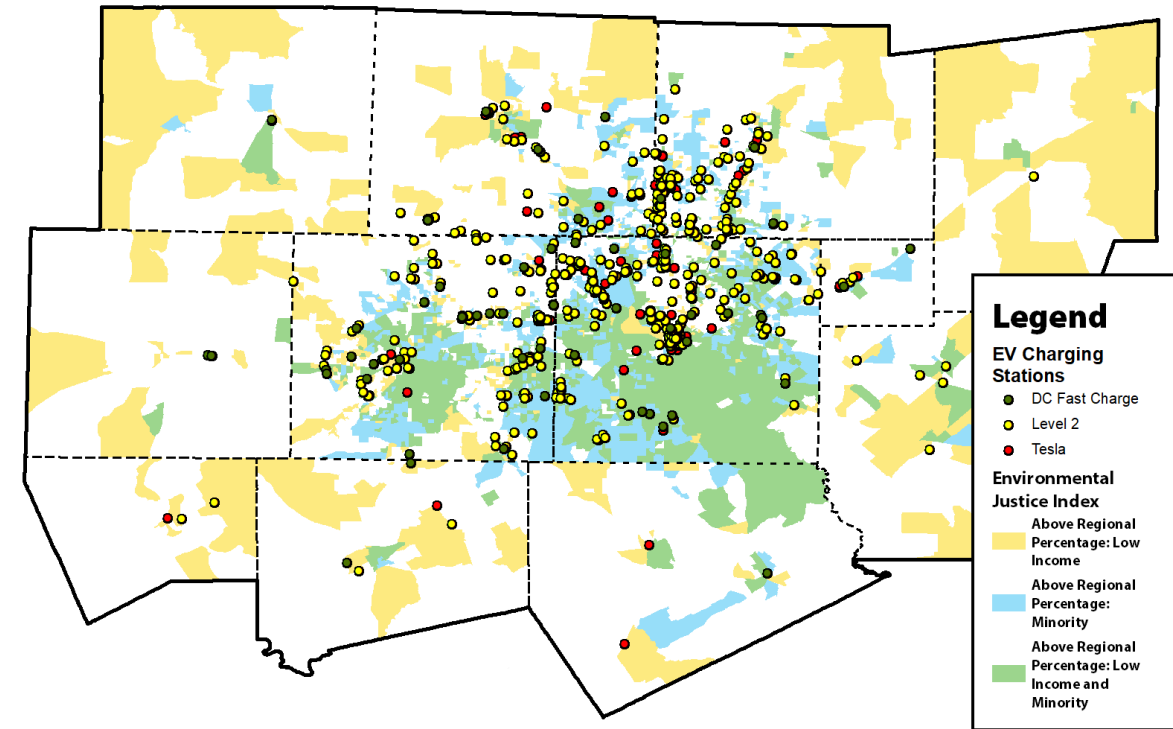
At least 50% in Justice40 Areas
Emphasizing Focus Areas

Create specialized technical teams to streamline project implementation

Pursue maximum award of \$15 Million

Requesting public entities submit letters of support by May 19

NCTCOG Environmental Justice Index and Public EV Charging Stations



Action Requested

Recommend Regional Transportation Council approval of NCTCOG to pursue funding from the Federal Highway Administration Charging and Fueling Infrastructure Discretionary Grant Program for two grant categories:

Corridor Program – Develop an application to build:

Up to 7 Hydrogen Refueling Sites Near Alliance Texas Mobility Innovation Zone, Southern Dallas County Inland Port, and Around Texas Triangle

Local Freight Electric Truck Depot in Denton

Community Program – Develop an application to build:

Up to 100 EV Charging Stations Throughout the Region

Demonstrate Effectiveness of Specialized Technical Teams for Implementation



Schedule

Milestone	Date
Corridor Program: Call for Partners Proposal Deadline	April 7, 2023
STTC Recommendation of RTC Approval	April 28, 2023
RTC Approval	May 11, 2023
Deadline for Local Government Letters of Support for Community EV Charging Proposal	May 19, 2023
Executive Board Authorization to Submit Proposals	May 25, 2023
STTC Information on Submitted Application	May 26, 2023
FHWA Application Deadline	May 30, 2023



Contact Us



Jared Wright
Air Quality Planner
jwright@nctcog.org



Amy Hodges
Principal Air Quality Planner
ahodges@nctcog.org



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



Dallas-Fort Worth
CLEAN CITIES



dfwcleancities.org



cleancities@nctcog.org





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

April 13, 2023

The Honorable Terry Canales
Texas House of Representatives
P.O. Box 2910
Austin, TX 78768

Dear Chair Canales:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, and the North Central Texas Council of Governments (NCTCOG), I thank you for your leadership on transportation and air quality issues in the Texas Legislature.

Returning the approximately \$176 million in air quality user fees to counties from the now obsolete Low-Income Vehicle Repair and Replacement Assistance Program (LIRAP) is a priority for the RTC. Three bills were filed this session (HB 1175, HB 1351, and SB 607) that proposed to return the LIRAP funds to participating counties to be used for Local Initiatives Projects (LIP) purposes listed under Chapter 382 of Health and Safety Code, Section 382.220(b). These bills were referred to the House Environmental Regulation Committee and the Senate Natural Resources Committee but have yet to be placed on an agenda for discussion, and there are currently no riders on this topic included in the state budget.

As fraudulent temporary tags continue to be an issue throughout the State, these funds should be returned to the counties where the funds originated to be used for temporary tag and other vehicle emissions enforcement purposes. Funds could also be used for enforcement efforts to address recently exposed fraudulent activities in the vehicle emissions inspection program.

The LIP program, the North Texas emissions task force, and fraudulent temporary tags were discussed during an April 2022 House Transportation interim committee hearing. Two letters were sent in 2022 to provide additional information on the program as a follow-up to that hearing. These letters are enclosed. NCTCOG staff is available to answer any questions about LIRAP/LIP funds and how they can be used for temporary tag enforcement and other emissions related fraud.

If you have any questions, please contact me at (817) 695-9241 or mmorris@nctcog.org or Chris Klaus, Senior Program Manager at NCTCOG at cklaus@nctcog.org or (817) 695-9286.

Sincerely,

Duncan Webb, Chair
Regional Transportation Council
Commissioner, Collin County

Chair Canales
Page Two

April 13, 2023

RG:kw
Enclosures

cc: Texas House of Representatives Transportation Committee Members
The Honorable Nathan Johnson, Texas Senate
The Honorable Yvonne Davis, Texas House of Representatives
The Honorable Ana Hernandez, Texas House of Representatives
The Honorable Mihaela Plesa, Texas House of Representatives
Michael Morris, P.E., Director of Transportation, NCTCOG
Chris Klaus, Senior Program Manager, NCTCOG



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

June 1, 2022

The Honorable Terry Canales
Texas House of Representatives
P.O. Box 2910
Austin, TX 78768-2910

Dear Chair Canales:

On behalf of the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I would like to extend our thanks to you for your leadership in the Texas Legislature on transportation and air quality issues. During the April 26, 2022, House Transportation Committee hearing, committee members asked about the Local Initiatives Projects (LIP) program and the emissions task force in North Texas.

The LIP program was a component of the Low-Income Vehicle Repair and Replacement Assistance Program (LIRAP) from FY2008-FY2019, until LIRAP/LIP funding was line-item vetoed in the FY2018-2019 appropriations bill. LIP was composed of transportation programs that worked to improve air quality, including combating counterfeit inspection certificates. In 2019, Senate Bill 1070 (86R) by Senator Kirk Watson proposed a restructured and modernized LIP program focused on transportation and air quality improvements. SB 1070 as proposed would have enhanced the LIP program, collected funds at the local level, and removed LIRAP from statute.

Currently, LIRAP and LIP still exist in statute, but the funding mechanism no longer exists. The program was self-funded through a \$6 fee paid at the time of a vehicle emissions inspection and the unused funds still cannot be used for any other purpose. Counties that participated in the program ended the collection of the \$6 fee but a balance of \$176.3 million remains in Clean Air Account 151. The funds were collected for a dedicated purpose but are instead being used to balance the State budget.

Please see the attached fact sheet on the LIP program and SB 1070 (86R) for additional information. If you have any questions, please contact Michael Morris, P.E., Director of Transportation, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is fluid and cursive, with the first and last names clearly legible.

Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments

RG:kw

Attachments

cc: Texas House of Representatives Committee on Transportation
Dylan Matthews, Texas House of Representatives



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

December 2, 2022

The Honorable Terry Canales
Texas House of Representatives
P.O. Box 2910
Austin, TX 78768-2910

Dear Chair Canales:

As you may know, a Grand Prairie police officer was recently killed in a crash while pursuing a suspect in the Dallas-Fort Worth (DFW) area whose vehicle had a fraudulent temporary tag. Further investigation revealed the temporary tag on the suspect's vehicle had been used on 200 other vehicles in the DFW area. Nine North Central Texas nonattainment counties, in coordination with the North Central Texas Council of Governments (NCTCOG), previously administered the Local Initiatives Projects (LIP) program, which included funding to combat fraudulent inspection certificates and temporary tags through emissions task forces in North Texas, but funding for the program has not been appropriated since 2017.

The LIP program was a component of the Low-Income Vehicle Repair and Replacement Assistance Program (LIRAP) from FY2008-FY2019 until LIRAP/LIP funding was line-item vetoed in the FY2018-2019 appropriations bill. Currently, LIRAP and LIP still exist in statute, but the funding mechanism no longer exists. Counties that participated in the program ended collection of the \$6 fee due to no further appropriations. A balance of \$176.3 million remains in Clean Air Account 151. The funds were collected for a dedicated purpose but are instead being used to balance the State budget.

The recent news in Grand Prairie underscores the importance of combating fraudulent temporary tags, including reinstating the LIP program and allocating existing funding that are held in Clean Air Account 151. Legislation filed in past sessions proposed a restructured and modernized LIP program focused on transportation and air quality improvements, as well as allowing counties to collect funds to continue the enforcement program. This specific initiative was one of many solutions identified during a Texas House Transportation Committee meeting on April 26, 2022. We would like to request a meeting or hearing to discuss reinstating funding for the program. A fact sheet and proposed legislation is attached for your review.

If you have any questions or need to schedule a meeting, I can be reached at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is fluid and cursive, with the first name "Michael" and last name "Morris" clearly distinguishable.

Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments

RG:kw

cc: Texas House of Representatives Committee on Transportation
Duncan Webb, Regional Transportation Council Chair, Collin County Commissioner
Steve Dye, City Manager, City of Grand Prairie

Attachments



Texas Ozone Nonattainment and the State Implementation Plan

In Texas, 20 counties exceed federal air quality standards for ground level ozone. This is called nonattainment and it affects some of the most populous regions in our state. Over 20 million Texans live in counties that are classified as nonattainment for the 2015 National Ambient Air Quality Standard for ozone.

The State Implementation Plan, or SIP, is an enforceable plan created by the State explaining how a nonattainment area will comply with federal air quality standards. The SIP includes implementable emission reduction control strategies.

Local Initiatives Program (LIP) exist under Weight of Evidence in the SIP as important strategies to improve air quality and protect human health.

Local Initiatives Program

Focused on lowering vehicle emissions through local transportation projects

Funds local law enforcement to target vehicle inspection stations that are committing fraud, as well as those who are selling counterfeit temporary vehicle registrations – an increasing draining revenue from Texas

What is the LIRAP Balance of Clean Air Account 151?

Approximately **\$176.3 million*** in dedicated funds as of May 2022.

**Source: Texas Commission on Environmental Quality*

What Projects are Eligible?

Projects that improve air quality, such as funding law enforcement to pursue inspection and registration fraud, traffic signal timing and other transportation system improvements and air control strategies

Why is there a balance?

Legislators did not appropriate full funding between 2011–2014 in order to balance state budgets, while fee collections continued at the local level. In 2017, the Governor vetoed appropriated funding, effectively ending the Low-Income Repair and Replacement Program (LIRAP).

How Were Funds Collected?

Air quality fees were collected during vehicle registration in counties that have a vehicle emissions inspection program and the County Commissioners Court agreed to collect the fee. Ten percent of appropriated funds are directed to LIP under the current funding approach.

Is There Still a Need for This Program?

Yes. LIP will provide crucial programs that counties support to combat air quality problems and associated health impacts in their local communities. With appropriation, this program can increase flexibility, participation and make great air quality improvements.

Potential Actions

Fully appropriate the balance of LIRAP funds in Clean Air Account 151 to counties where the fees were collected for use in a focused LIP program

Funds accumulated in Clean Air Account 151 were collected for a dedicated purpose, to improve air quality. These funds could be used for a modernized and more effective LIP program. They would allow important law enforcement efforts and local transportation projects to start.

Give more flexibility to counties for a broader range of local solutions under LIP to combat air quality problems

Allowing a broader range of projects, including improvements in transportation system efficiency and local law enforcement dedicated to emissions enforcement, will encourage county participation.

A large pile of scrap tires is the central focus of the image, stacked high and filling much of the frame. To the left, a large, rusted metal tank stands vertically. The background shows a clear blue sky and some green trees. The overall scene suggests a scrap yard or a collection point for old tires.

NCTCOG PRESENTATION

REGIONAL SCRAP TIRE PROGRAM

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

APRIL 28, 2023

NICK VAN HAASEN

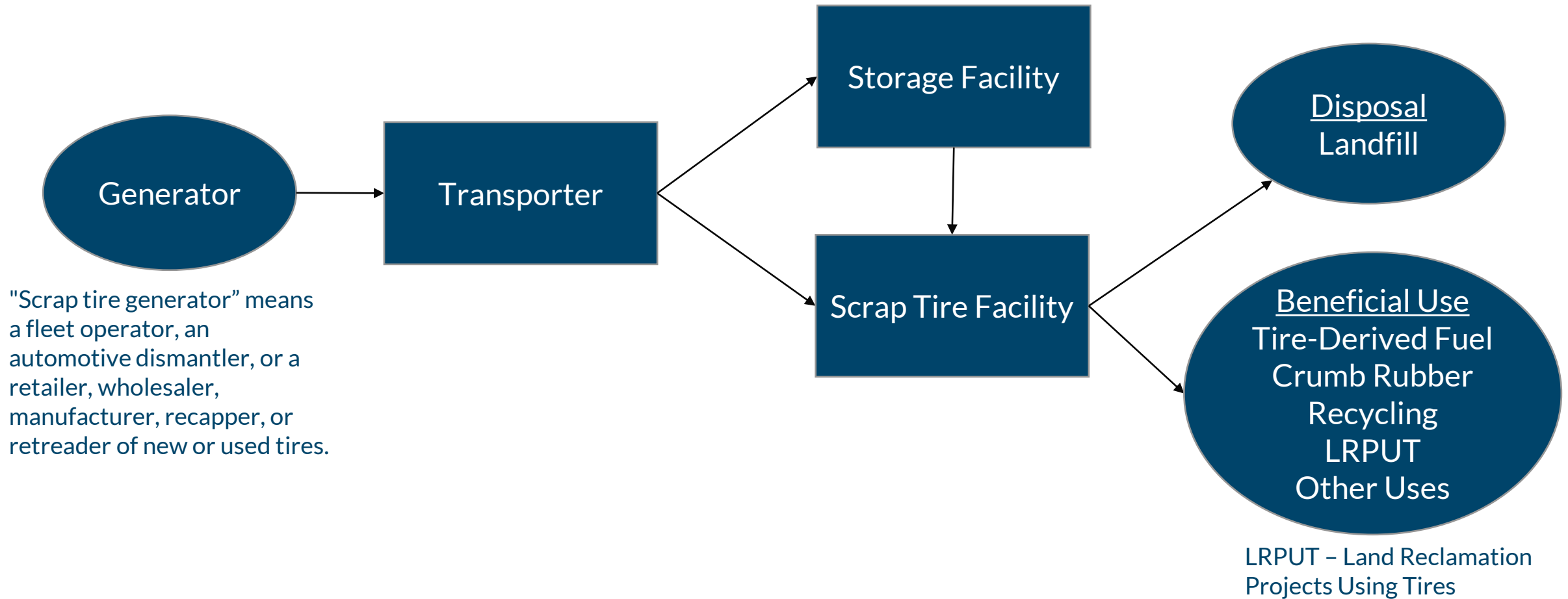


Scrap Tire Challenges

- Expensive and inconvenient for citizens to properly dispose
- “Mom & Pop” shops typically lack the resources for proper disposal of large quantities of tires
- Difficulty with enforcement and prosecution
 - Lack of ordinances
 - Lack of education
- Illegal dumping on roadways, creeks, private property
- Rural areas typically experience more illegal dumping than urban areas
- Lack of adequate markets

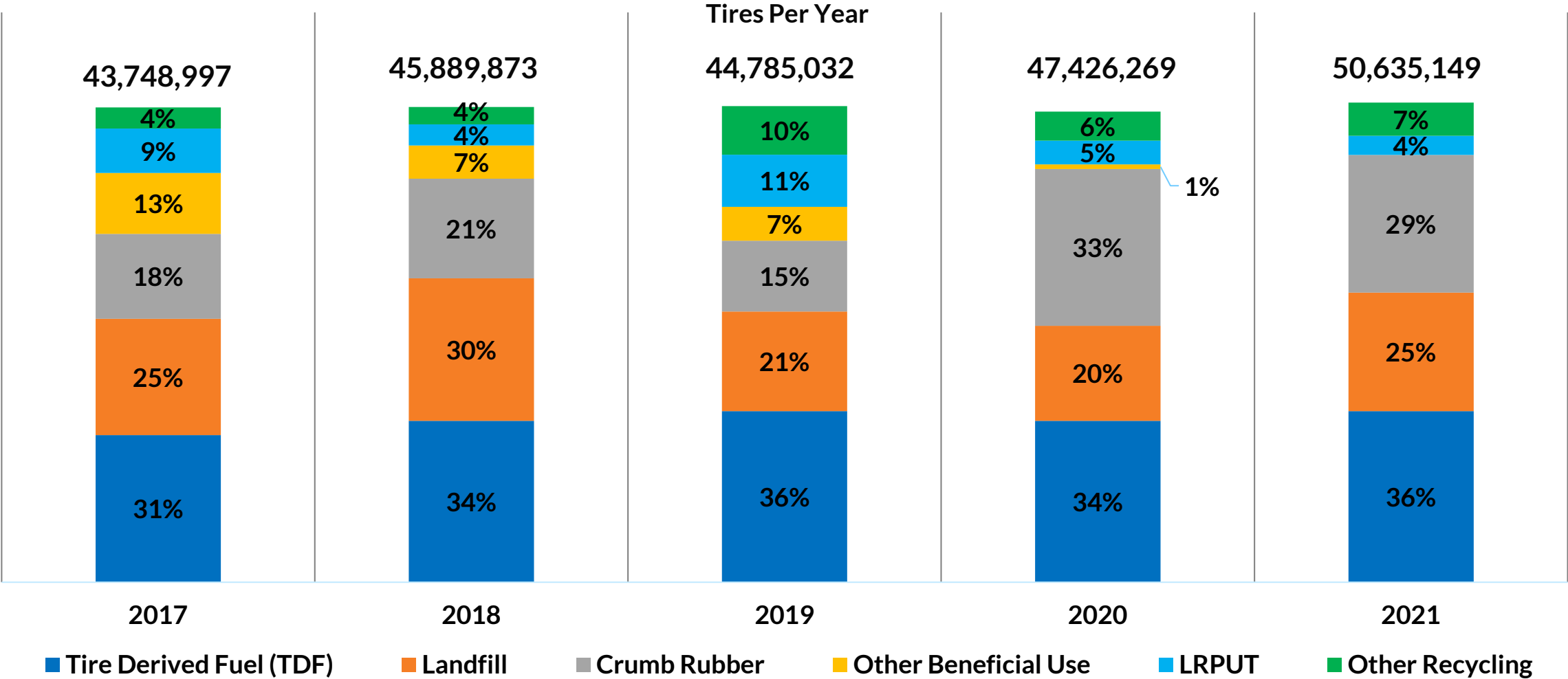
Proper End-of-Life Tire Cycle

Scrap Tire Management Stream from Generator to End-Use Facility

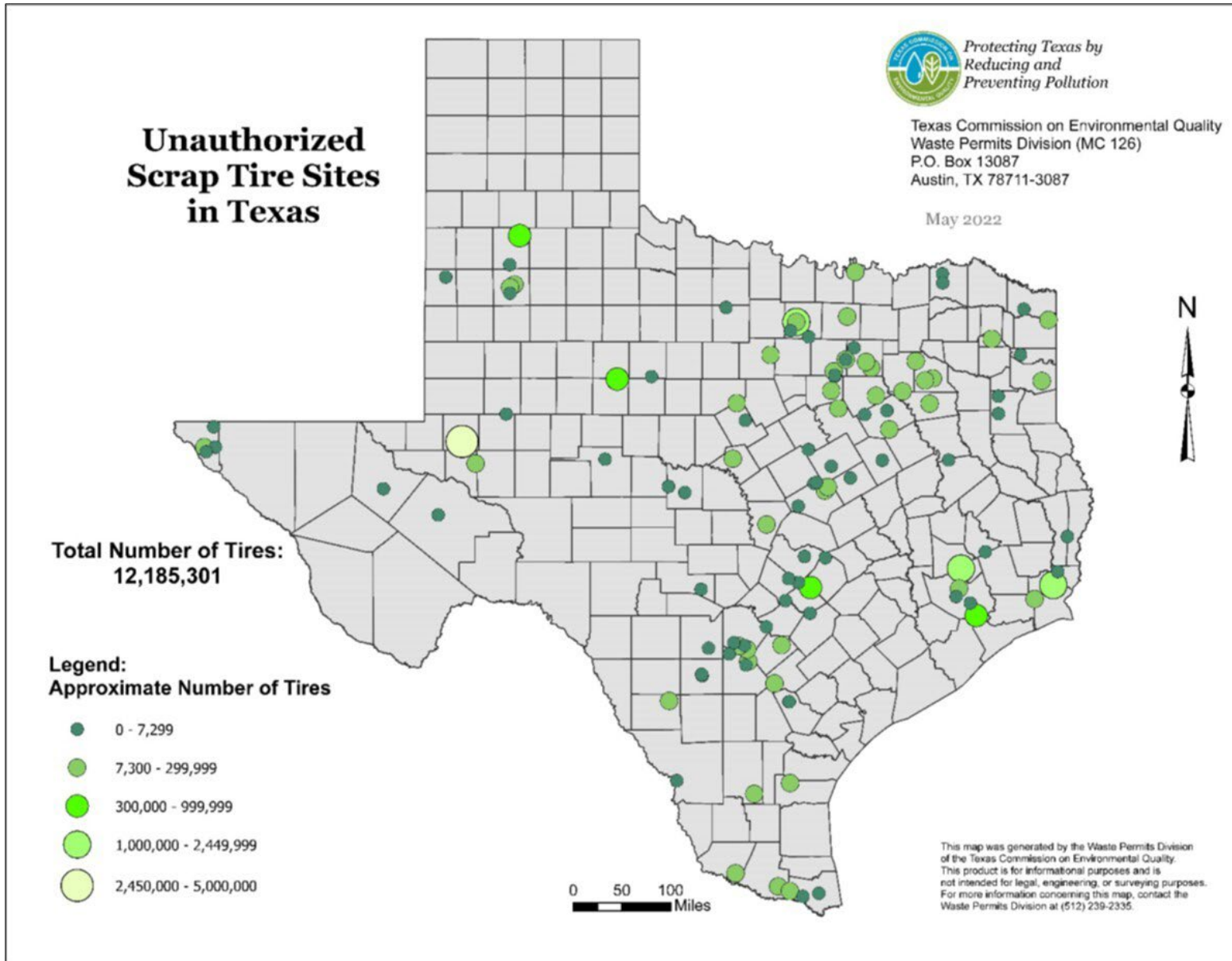


Statewide Historical Trends

END-USES FOR SCRAP TIRES 2017 TO 2021



Known Illegally Dumped Tire Sites in Texas



Total Number of Illegally Dumped Tires Known

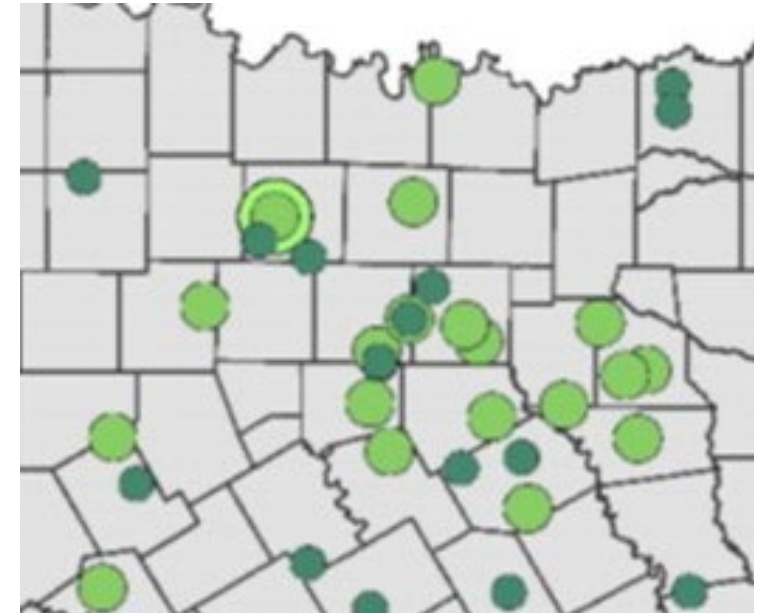
May 2022 – 12,185,301

April 2021 – 11,586,130

April 2020 – 11,751,174

April 2019 – 14,708,535

April 2018 – 14,359,826



M&O, AQ, and Regional Safety Program

Category	RTC Share
Planning Activities, Data Collection, and Engineering Activities	\$25.24M
Air Quality Initiatives	\$11.65M
Regional Tire Program	*\$490,000
Implementation/Operations Activities (e.g., Auto Occupancy, Special Events, Mobility Assistance Patrol)	\$51.74M
Travel Demand Management/Transit	\$6.75M
Innovative Technologies	\$10.40M
2023-2026 Funding	\$105.78M*

*\$490,000 committed from the Air Quality Initiatives funding recently approved by the Regional Transportation Council (RTC) for use in a regional tire program

Regional Tire Task Force

- Created December 2021
- Inter-department partnership and collaboration
- Strategy development and implementation to address regional scrap tire management in the 16-county region
- Regional Scrap Tire Model Ordinance
 - Comprehensive plan with provisions a county can adopt and edit
 - Unified model ordinance with provisions a city can adopt and edit
 - Cities with existing ordinances: Dallas, Forney, Fort Worth, Grand Prairie, Mineral Wells
 - Developed using City of Dallas updated ordinance as template and incorporating aspects of City of Houston ordinance

<https://www.nctcog.org/envir/materials-management/regional-tire-task-force>

Regional Scrap Tire Model Ordinance

Sections:

- **Definitions**
- **Tire business license and mobile tire repair unit permit required; application; transferability**
- **Issuance, denial, and display of a license permit, or tire disposal records**
- **Revocation of a license**
- **Required Training**
- **Scrap Tire Generator Storage Methods**
- **Tire Identification**
- **Transporting Scrap Tires**
- **Penalty**

Mobility Plan Bundle Policy

Sustainable Tire Recycling

One of 20 policies from the Mobility Plan

Voluntary participation

Rewards qualifying entities with TDCs

City and County Eligibility

Develop a plan, ordinance, or policy for transportation refuse recycling, or implement elements of a transportation refuse recycling plan.

3 points maximum



Current Proposed Tire Legislation

- **HB 3282** – Pending, in House Environmental Regulations Committee 4/13
 - Creates additional requirements for tire transporters and generators, creates fines for not being registered, fines go into an account to recycle tires.
- **HB 3352** – Pending, in House Environmental Regulations Committee 4/13
 - Creates programs for unique scrap tire identification and enforcement for certain counties
- **HB 1503** – Approved in committee April 4th, awaiting House debate
 - Tire disposal grant program
- **SB 1328** – No action
 - Add illegal storage of scrap tires to the current list of “common nuisances” in current statute and proposes to reduce number of legally stored scrap tires from 500 to 200
- **SB 2126** – No action
 - Authorize a county to appropriate and spend money on a program to buy back used tires, as part of managing a current solid waste program

FOR MORE INFORMATION

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

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

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

<https://www.nctcog.org/envir/materials-management/regional-tire-task-force>



NCTCOG PRESENTATION

WALK TO SCHOOL DAY PROMOTION 2023

SHAWN CONRAD | STTC | 4.28.23



ELECTRONIC ITEM 8

Nichols Elementary: 2022 1st Place Photo Contest Winner

WHAT IS WALK TO SCHOOL DAY?

- Annual event that involves schools and communities across the country and around the world walking to school on the same day
- Highlights the importance of pedestrian and bicycle safety
- Walk to School Day 2023 will be held on Wednesday, October 4
- NCTCOG helped schools participate with safety-themed giveaways in 2019 and 2022



Tadlock Elementary (left), AV Cato Elementary (top right), Taylor Elementary (bottom right)



BY THE NUMBERS – 2022



104 events were registered with the National Walk to School Day event tracker from Collin, Dallas, Denton, Ellis, Hunt, and Tarrant Counties

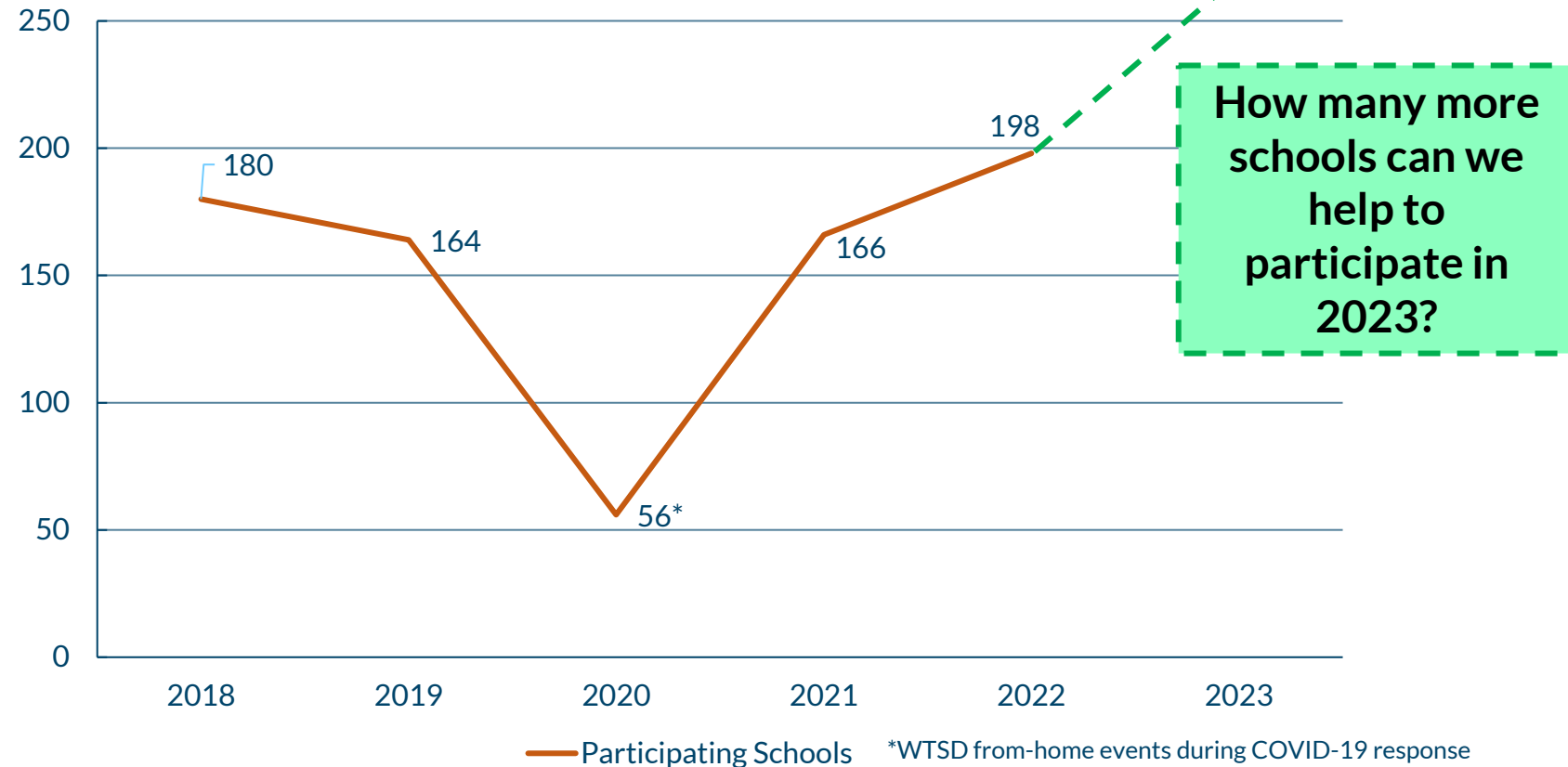


NCTCOG helped 20 schools celebrate Walk to School Day with safety-themed giveaways



NCTCOG received 973 unique entries into a bike raffle from 14 schools

Participating Schools in Texas by Year



2023 WALK TO SCHOOL DAY PROMOTION

Giveaways and Raffle for Participating Students!

- Giveaways will be awarded to schools that sign up to participate while supplies last
 - Walk to School Day banner to display during event
 - Bicycle and pedestrian safety-focused giveaways
 - Bike raffle entries for participating students
- **We are expanding on last year's program!**



Nichols Elementary

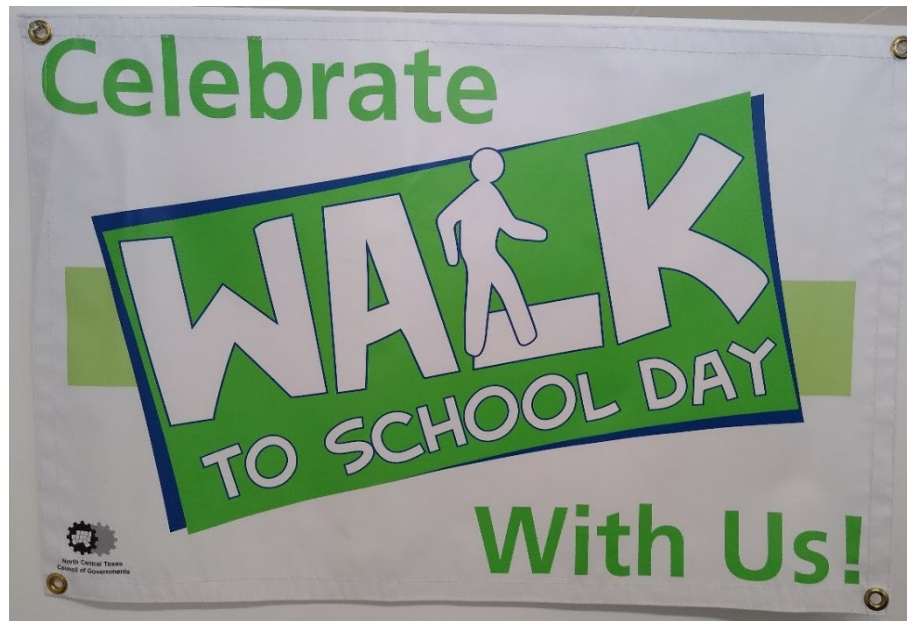


Pink Elementary



BICYCLE AND PEDESTRIAN SAFETY-FOCUSED GIVEAWAYS

- Generate excitement from students and families to participate in WTSD!
- 2022 items shown; 2023 items TBA



FRISCO – CITY/ISD COORDINATION

- City of Frisco Transportation Engineering Division
- Frisco Police Department
- Frisco Fire Department
- Frisco Independent School District



PROCLAMATION

WHEREAS, National Walk 'n Roll to School Day promotes pedestrian safety and the importance of daily physical activity for children's health and wellbeing; and

WHEREAS, a lack of physical activity plays a leading role in rising rates of obesity, diabetes, and other health problems among children. Walking to school provides an opportunity to build activity into a daily routine because active children learn better; and

WHEREAS, walking to school reduces traffic congestion, vehicle emissions, fuel consumption and encourages a cleaner and greener Frisco; and

WHEREAS, celebrating the 26th Annual National Walk 'n Roll to School Day creates awareness of the need for walkable communities and making our community a safe place for pedestrians; and

WHEREAS, this day allows for children, parents, community leaders, school representatives, and neighborhoods to come together and build a sense of community, to inspire families to walk 'n roll to school more often, and to practice good pedestrian habits which are important life skills; and

WHEREAS, the City of Frisco's Police Department, Fire Department, Transportation Engineering Division, and Frisco Independent School District partnered together with the National Center for Safe Routes to School and the Vision Zero for Youth initiative to promote Walk 'n Roll to School Day in Frisco; and

NOW THEREFORE, I, Jeff Cheney, Mayor of the City of Frisco, Texas, do hereby proclaim October 12th, 2022, as "National Walk 'n Roll to School Day" in Frisco and encourage everyone to consider pedestrian safety today and every day.

Jeff Cheney
Mayor

Proclamation read by Mayor at
Oct 4 City Council Meeting
Courtesy of the City of Frisco

- Partnership to raise awareness of pedestrian safety and celebrate benefits of walking and biking
- Registered schools had an SRO onsite on October 12 to hand out stickers
- City of Frisco staff created a toolkit to promote Walk to School Day and published materials on city website: www.FriscoTexas.gov/SchoolZoneSafety
- Participation up from 21 schools in 2021 (year one) to 30 in 2022
- FISD promoted event to individual school PTAs



NOT SURE WHERE TO START?

- Visit www.WalkBiketoSchool.com for more information about Walk to School Day and how-to guides for starting your own event!
- **Municipalities:** Collaborate with local ISDs and schools in your jurisdiction to hold joint events and raise community awareness
- **Contact us** for assistance in planning your Walk to School Day events

Bledsoe Elementary
Courtesy of the City of Frisco



PARTICIPATE WITH US!

- To be added to the Walk to School Day 2023 mailing list, fill out the interest form at www.nctcog.org/WalkToSchool
- Be the first to know when sign-ups open!

Interest Form QR Code:



Comanche Springs Elementary



CONTACT US



Shawn Conrad, PhD

Principal Transportation Planner

sconrad@nctcog.org | (817) 704-5695



Karla Windsor, AICP

Senior Program Manager

kwindsor@nctcog.org | (817) 608-2376



Erin Curry

Transportation Planner

ecurry@nctcog.org | (817) 704-5601





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

April 12, 2023

Chairman Jon Niermann
MC 100
Texas Commission on Environmental Quality
PO Box 13087
Austin, TX 78711-3087

Reference: Dallas-Fort Worth Ozone Nonattainment and Section 185 Fee

Dear Chairman Niermann:

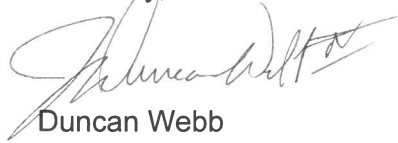
The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG) would like to extend our thanks for the dedication and hard work from staff at the Texas Commission on Environmental Quality. Continually, our collaboration and partnership has benefitted the Dallas-Fort Worth (DFW) region. These collaborations and partnerships are significantly more important today and into the foreseeable future due to recent actions announced by the Environmental Protection Agency (EPA). Recently, the EPA reclassified our region from "Serious" to "Severe" ozone nonattainment under the existing 2008 National Ambient Air Quality Standard (NAAQS) and from "Marginal" to "Moderate" ozone nonattainment under the most recent 2015 NAAQS.

These reclassifications are a result of regional ozone and design value stagnancy over the last five years, even with worldwide daily changes that occurred in 2020 and beyond due to the COVID-19 pandemic. Questions persist and remain unanswered as to what it will take to comply with these standards and protect public health. In addition, the DFW region is estimated to pay an obligation of approximately \$45 million per year in Section 185 Fees from major stationary point sources if attainment to the 2008 ozone NAAQS is not met before 2027. These are serious and avoidable. The ramifications will threaten future economic prosperity - not only locally, but statewide and beyond. Greater focus on compliance is called for in this situation.

April 12, 2023

Attached with this letter are primary areas of interest for further communication between the Texas Commission on Environmental Quality (TCEQ) and the Regional Transportation Council (RTC). The RTC remains committed to implementing projects and programs that will reduce ozone-forming emissions in the DFW region. State efforts need to be heightened in order to successfully attain both ozone NAAQS as practicable as possible, but most certainly by regulatory deadlines. If you have any questions or comments, please contact Jenny Narvaez at jnarvaez@nctcog.org or Chris Klaus at cklaus@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Duncan Webb", with a stylized flourish at the end.

Duncan Webb
Chair, Regional Transportation Council
Commissioner, Collin County

NV:so
Attachment

cc: Donna Huff, Deputy Director, Office of Air/Air Quality Division, TCEQ
Michael Eastland, Executive Director, NCTCOG
Michael Morris, P.E., Director of Transportation, NCTCOG
Chris Klaus, Senior Program Manager, NCTCOG
Jenny Narvaez, Program Manager, NCTCOG

Major Source Emissions (Section 185) Fees

The Dallas-Fort Worth (DFW) region may become subject to a federally required point source fee program. The annual fee program applies to major stationary point sources of nitrogen oxides (NO_x) and volatile organic compounds (VOCs) in the DFW 2008 ozone nonattainment area. The fees will be implemented as early as 2028 if the region fails to attain the 2008 standard by the end of 2026, which will incur an estimated cost burden of \$45 million to the region when implemented in 2028. The fees would be a major hardship on the local and state economy that will persist for every year until the region attains the 2008 ozone standard. Impacts apply not only directly at a major source level, but indirectly down to local residents who rely on these services. In addition, the fees can influence companies coming to or staying in the region.

The North Central Texas Council of Governments (NCTCOG), Texas Commission on Environmental Quality (TCEQ), and Environmental Protection Agency (EPA) have already held meetings and discussions related to the fees, per request by the TCEQ. Details of the Section 185 fee program are yet to be ironed out by the TCEQ and EPA, and as a partner agency in the region likely to be most influenced by the outcome, the NCTCOG offers our assistance in further helping the state with the assessment, prevention, and (if unsuccessful in preventative efforts) the implementation of the program. Recently the Regional Transportation Council approved \$150 million through 2024-2026 for their Management, Operations, Air Quality, and Safety Program that will implement multimodal transportation efficiencies in the DFW area and reduce vehicular emissions.

Photochemical Ozone Forecasting

In the latest 8-hour State Implementation Plan (SIP) addressing the region's serious nonattainment classification, the TCEQ's photochemical modeling predicted North Central Texas to reach attainment of the 2008 ozone standard in 2021, based on a three-year 8-hour average design value (DV) of 72 parts per billion (ppb). Reviewing ozone monitor data from 2018, 2019, and 2020, the DV is 76 ppb, which means the DFW region failed attainment due to the DV being over the 75 ppb standard.

As new forecasts can benefit from past efforts, the NCTCOG is requesting a thorough review of why the projected (modeled) DV was significantly different from the observed DV, then determine appropriateness of these findings in application to current emissions inventories under development. Was it because modeling utilized a 2012 base year, which is rather outdated and unrepresentative of more recent changes in the environment? Is it because the photochemical model itself is not capable of accurately validating and forecasting ozone? How is it that with 2020 being a pandemic year, monitored ozone levels were still high (more on this later)?

As new SIPs are now under development due to two ozone reclassifications, NCTCOG recommends the use of a more current base case analysis year. NCTCOG recommends a peer-based, bottom-up review of current modeling tools and assumptions. The state-predicted forecast is a critical tool for planning purposes to ensure the implementation of the best strategies to aid in reaching ozone attainment.

State Implementation Plan (SIP) Boundaries

Multi-state SIPs and the reevaluation of SIP boundaries would help reduce regional emissions and those in surrounding areas that attribute to background levels. By being able to accurately

track upwind emissions and downwind impacts, modeling analyses would be able to readily predict and quantify emission transports affecting other regions and, therefore, the impacts of one location onto another, as well as their respective SIP. The impacts of emission tracking and a multi-state SIP would have enormous benefits to both streamlining and facilitating attainment goals and furthering the health of the populous through air quality improvements. With the region not reaching attainment, air quality not garnering the anticipated benefits from reduced anthropogenic activity during a pandemic, and high emissions transport and background levels, NCTCOG recommends the TCEQ become serious and take leadership to look beyond the current status quo of SIP boundaries to expand outside current nonattainment areas within the state and beyond with neighboring states. Has there been any research or efforts of multi-state SIPs or redrawing boundaries to be more representative of the full airshed emissions that impact attainment? For an area that fails to comply with two ozone standards and the amount of transport emissions that modeling suggests are impacting the region, why do reformulated fuel and vehicle emissions inspections stop at the nonattainment boundary? Why is relaxed major source permitting allowed just upstream and outside the nonattainment boundary?

High Ozone Background Levels from External Influences

Recent TCEQ modeling results suggest that approximately 24 percent of total ozone is from local sources inside the DFW area, 15 percent by other sources in Texas, and 60 percent is caused by sources outside of Texas. Therefore, the majority of the ozone is not locally controllable. Due to the incoming background levels estimated to be as high as 55 ppb during the peak ozone season from outside the DFW area, coupled with a continually decreasing ozone standard, locally enforced control strategies will have significantly less impact in keeping the region's air quality monitors' limits below the standard. The TCEQ has stated that some places in the United States have background levels of ozone that account for up to 80 percent of total ozone.¹ The EPA suggests 62 percent of the ozone at Receptor Site ID 481210034, Denton County, Texas, is attributable to boundary concentrations, other states, biogenics, and other (including wildfires, prescribed burns, offshore emissions, and anthropogenic emissions from Canada and Mexico)^{2,3}. NCTCOG encourages the TCEQ work with EPA to establish guidance on how regional airshed assessments can quantify transport influences and implement rules that would not subject regional airshed to reduce emissions they are not responsible for producing. Coupled with these EPA discussions, please note NCTCOG recommendations in "State Implementation Plan (SIP) Boundaries" above.

Tracking Upwind Emission Sources

To further understand background and regional airshed, it is important to know the source of emissions. Approximately 30 percent of NO_x emissions comes from stationary sources, and 70 percent comes from mobile sources⁴. To assist in the rapid attainment of our region, NCTCOG

¹ Will EPA's Proposed New Ozone Standard Provide Measurable Health Benefits?

<http://www.tceq.state.tx.us/publications/pd/020/2014/will-epas-proposed-new-ozone-standards-provide-measurable-health-benefits>.

² Webinar to Discuss EPA's Information Release on Interstate Transport for the 2008 Ozone NAAQS. http://www.epa.gov/airtransport/EPAOzoneTransportWebinar_2_5_15.pdf, p. 41.

³ EPA's Air Quality Modeling Technical Support Document for the 2008 Ozone NAAQS Transport Assessment. <http://www.epa.gov/airtransport/O3TransportAQModelingTSD.pdf>, p. 85.

⁴ TCEQ, Dallas-Fort Worth Serious Classification Attainment Demonstration State Implementation Plan Revision for the 2008 Eight-Hour Ozone National Ambient Air Quality

suggests that emissions tracking and apportionment be set as a priority. The ability to track emissions to their source and more accurately quantify apportionments would allow for improved impact analyses, application of pinpointed emission reduction strategies, and the ability of more reliable regional predictions. This will assist in being responsive to the National Justice40 Initiative to ensure disadvantaged communities are provided environmental attention. This also sets up multipollutant awareness to address other increasingly critical emissions such as particulate matter and carbon dioxide.

Limited Ratios: Oxides of Nitrogen (NO_x) and Volatile Organic Compounds (VOC)

In previous studies^{5,6} conducted on the quantitative comparisons of NO_x:VOC ratios in the DFW region, modeling concluded that the majority of monitors are NO_x-limited and that variations in VOC or NO_x can influence ozone formation. In particular, most of the rural region is NO_x-limited and the more densely packed city centers are typically VOC limited or considered transient/transitional. An additional consideration is that due to the heavily trafficked and mobility-focused cities and urban core, we are VOC limited based on transportation emissions. The transient and complex nature of the NO_x:VOC limiting reagent ratios and those issues pertaining to them, especially during the pandemic, can readily be affected through grossly rapid fluctuations in air quality that are exhibited locally and regionally. NCTCOG believes that a reassessment of the regional airshed may need to be studied to determine if ozone precursor ratios have significantly changed. As NO_x reductions are a main driver in air quality planning, if enough areas become transitional or VOC-limited, then the effectiveness of NO_x reductions is lessened and eventually may lead to the formation of ozone via NO_x disbenefits. If these disbenefits were occurring to a high enough degree, then further targeted NO_x reductions (without the additional necessary VOC reductions) would continue to not reduce, or could even exacerbate, ozone formation. NCTCOG requests the TCEQ research the current state of NO_x:VOC stoichiometry and ozone formation as it applies/impacts to the changing DFW regional airshed. Then, ensure findings are appropriately incorporated into the preferred photochemical model used to forecast ozone.

Impacts during COVID-19 and Emissions Study

The shutdowns due to COVID-19 provided a unique opportunity to study human activity and energy use patterns. This allows a greater understanding of changes in vehicle travel, electricity demand, and power plant emissions with connections between emissions and policies. Impacts in North Central Texas from stay-at-home orders saw traffic volumes drop by 19 percent, airport passengers drop by 80 percent, and transit ridership drop by 55 percent in May 2020. It is not clear if COVID-19 related shutdown led to uniform reductions in all air pollutants. In Barcelona,

Standard, September 2019.

https://www.tceq.texas.gov/assets/public/implementation/air/sip/dfw/dfw_ad_sip_2019/DFWAD_19078SIP_adopkg_web.pdf (p. 9 of 222).

⁵ TEXAS COMMISSION ON ENVIRONMENTAL QUALITY AGENDA ITEM REQUEST for State Implementation Plan Revision Adoption. Docket No. 2014-1262-SIP

https://www.tceq.texas.gov/assets/public/comm_exec/agendas/comm/backup/Agendas/2015/06-03-2015/1262SIP.pdf

⁶ Texas A&M Transportation Institute, Subtask 3.1 *Addressing Dallas Fort Worth VOC limited and transitional areas in Designated NO_x limited Regions of Ozone Nonattainment*

Spain, a 50 percent increase in ozone levels occurred while nitrogen dioxide (NO₂) decreased by 50 percent (*Tobias et al., 2020*). This, to accompany the study that the TCEQ pursued, hopefully, helps provide an explanation on current and projected emission paradigms and the issues affecting them, including the overly flexible and relaxed regulations during COVID-19, which assuredly impacted emission quantifications and projections. NCTCOG staff continues to inquire with other areas around the globe to better gain an understanding of our region's high ozone levels during a time when most activities were down. NCTCOG requests the TCEQ to conduct a more comprehensive study to investigate why ozone remained high considering the magnitude of activities being down. How did impacts from the COVID-19 pandemic impact air chemistry that may have played a role in high emissions during the 2020 ozone season? Results will be invaluable in future planning due to so many anthropogenic emission sources being disrupted with combined localized reductions that should have had more meaningful implications towards bettering regional air quality than what was seen. NCTCOG offers our partnership in this endeavor.

Vehicle Clean Scanning and Impacts to Regional Air Quality

A vehicle clean scan occurs when a “dummy” vehicle is connected to the TCEQ database instead of the actual vehicle being inspected because the actual vehicle would likely not be able to pass a proper emissions inspection. Queries from the TCEQ's in house Gordon-Darby database of statewide emission inspections indicate significant occurrences throughout the region of clean scanning, where the vehicle identification number (VIN) obtained from the “dummy” vehicle's on-board computer does not match the actual VIN of the vehicle being inspected, which is manually entered by the vehicle inspector. For example, there was an inspection station in Dallas that had, from October 2022 to February 2023, performed over 27,000 suspected fraudulent emissions inspections. In addition, of the last 30 inspection stations opened in Dallas-Fort Worth region within the last two months, 13 have performed a large number of suspected clean-scan inspections with similar numbers to the example above.

NCTCOG requests immediate measures taken to eliminate vehicle clean scans and provides the following summary of actions to mitigate the harm they present to the region: (1) once monitoring data from inspection stations indicates that improper or illegal behavior has occurred by an station inspector, analyze the situation to determine if more widespread trends occur and modify testing equipment software to prevent the occurrence type, (2) mitigate the flaws within the TCEQ database so that those who seek to exploit the system can be stopped, (3) communicate with the Texas Department of Public Safety (TxDPS) of all emission inspection stations and/or vehicle inspectors having excessive rates of illegal activity, and (4) request and support appropriation of LIP funding to those counties from where these dedicated fees were collected in order to increase local enforcement presence and assist TxDPS.

It's discouraging that the TCEQ continues to not request the Legislature to appropriate Local Initiatives Project (LIP) dedicated funds in the Legislative Appropriations Request to resume compliment law enforcement to the TxDPS. Since Governor Abbott's line-item veto of the Low-Income Repair and Replacement Assistance Program in 2017, which included the funding and collection of fees for an Emissions Enforcement Program, there has been little to no dedicated state funds to enforcement against these types of increasing fraud. Regional task forces were funded under LIP and had made significant impacts. There still exists approximately \$176 million in Clean Air Account 151 which, if reappropriated back to non-attainment regions, would fund local emissions enforcement task forces and other air quality/transportation initiatives desperately needed to reach ozone attainment.

Air Quality Ozone: Federal vs. State

Surface Transportation Technical Committee

April 28, 2023

Jenny Narvaez



Emissions Monitoring

Criteria Air Pollutants:

	<u>Attainment</u>	<u>Nonattainment</u>
Ozone		
Particulate Matter		
Lead		
Nitrogen Dioxide		
Carbon Monoxide		
Sulfur Dioxide		

Monitoring and Increased Regulations

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



National Air Quality Standard Review/Compliance Process

Federal Clean Air Act:
EPA required to review
the NAAQS every five
years which may or may
not result in revision

**EPA Reviews and Revises
NAAQS**

State Designation Recommendations

**EPA Nonattainment Designation
and Classifications**

**Emissions Inventory
SIP Revisions**


**EPA
Reclassification**


**Area Fails to
Attain Standard**

**Area Attains
Standard**

**Redesignation Request and
Maintenance Plan SIP Revision**

Redesignation to Attainment

 **Environmental Protection
Agency (EPA) Action**

 **Texas Commission on
Environmental Quality
(TCEQ) Action**



Federal: National Air Quality Standard Review

Federal Clean Air Act:
EPA required to
review the NAAQS
every five years
which may or may not
result in revision



**EPA Reviews
NAAQS**



Clean Air Scientific Advisory Committee (CASAC)

- Independent scientific review committee
- Composed of seven members including:
 - Member of National Academy of Sciences
 - Physician
 - State Air Pollution Control Agency Representative
- Review assessments and make recommendation to EPA Administrator



Federal: National Air Quality Standard Review Process Overview



Federal: EPA Revises NAAQS: Assessments

Integrated Science Assessment (ISA)

Prepared by EPA's Center for Public Health and Environmental Assessment (CPHEA)

Identifies, critically evaluates and synthesizes the most policy-relevant current scientific literature (epidemiology, controlled human exposure, animal toxicology, atmospheric science, exposure science, environmental science, and ecology)

Provides focused assessment of the scientific evidence to address specific scientific questions and inform the overall policy-relevant questions

Scientific foundation for each national standard review

Risk/Exposure Assessment (REA)

Develops quantitative characterizations of exposures and associated risks to human health or the environment associated with recent air quality conditions and with air quality based on conclusion from ISA

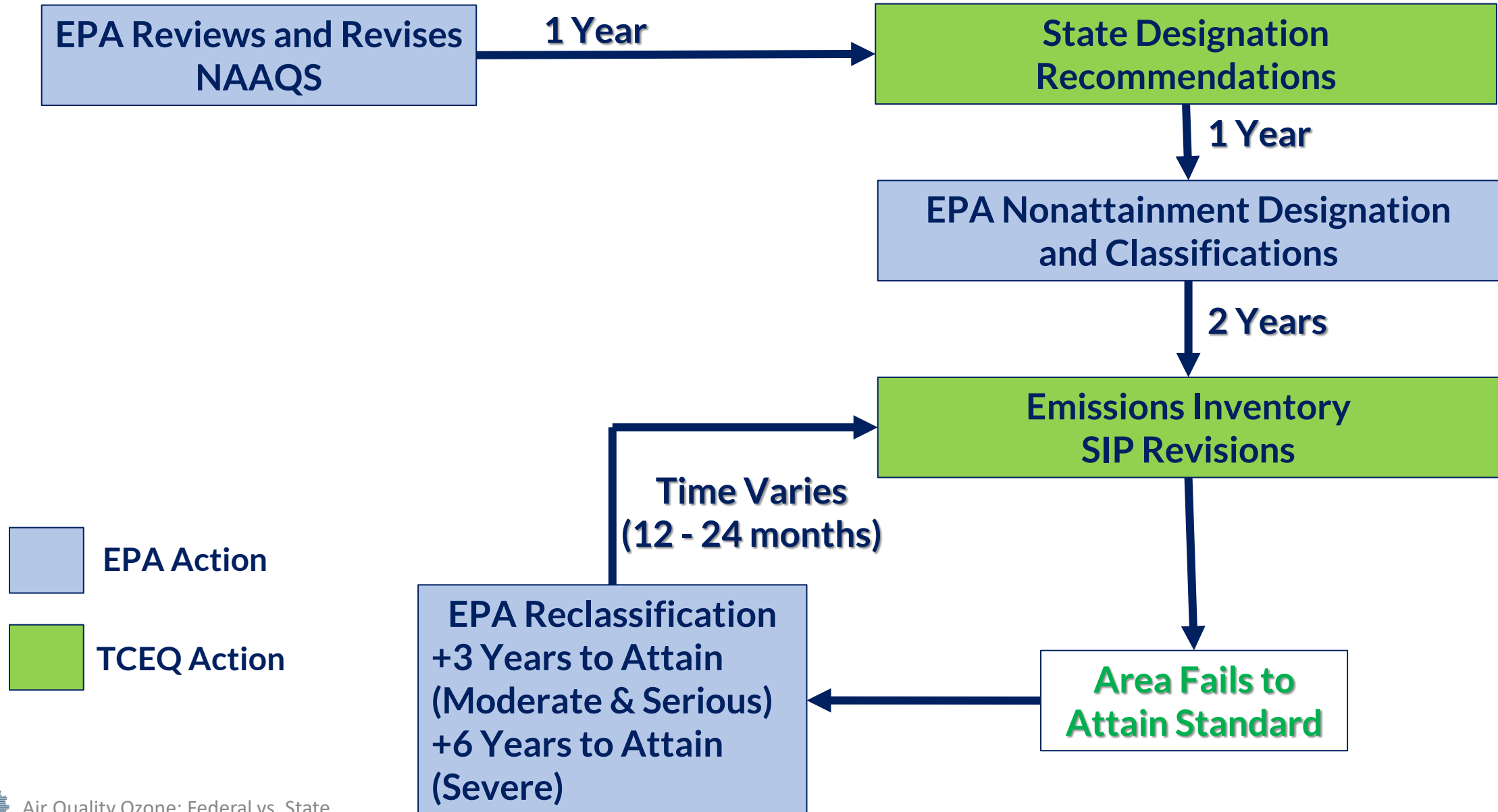
Policy Assessment (PA)

Provides an evaluation of the currently available information with regard to the adequacy of the current standards and potential alternatives

Integrates and interprets the current scientific evidence from the ISA and REA to frame policy options for consideration by the Administrator



National Air Quality Standard Review/Compliance Process



State: State Implementation Plans

State Implementation Plan Revisions – shows how a nonattainment area will improve air quality and meet the NAAQS by the attainment deadline

- Reasonable Further Progress

- Attainment Demonstration

 - Air Emissions Monitoring Data

 - Emissions Inventory

 - Photochemical Modeling

 - Control Strategy

Failure to submit or implement a SIP or submission of a SIP that is unacceptable to the EPA can result it:

- Start of a federal implementation plan (FIP) clock

- SIP call

- EPA sanctions clock

 - Sanctions can include cutting off federal highway funds and setting more stringent pollution offsets for certain emitters



Topics of Concern from the RTC to the TCEQ – 04/12/2023

Major Source Emissions (Section 185) Fees

Photochemical Ozone Forecasting

State Implementation Plan (SIP) Boundaries

High Ozone Background Levels from External Influences

Tracking Upwind Emission Sources

Limited Ratios: Oxides of Nitrogen (NO_x) and Volatile Organic Compounds (VOC)

Impacts During COVID-19 Emissions Study

Vehicle Clean Scanning and Impacts to Air Quality



References

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>



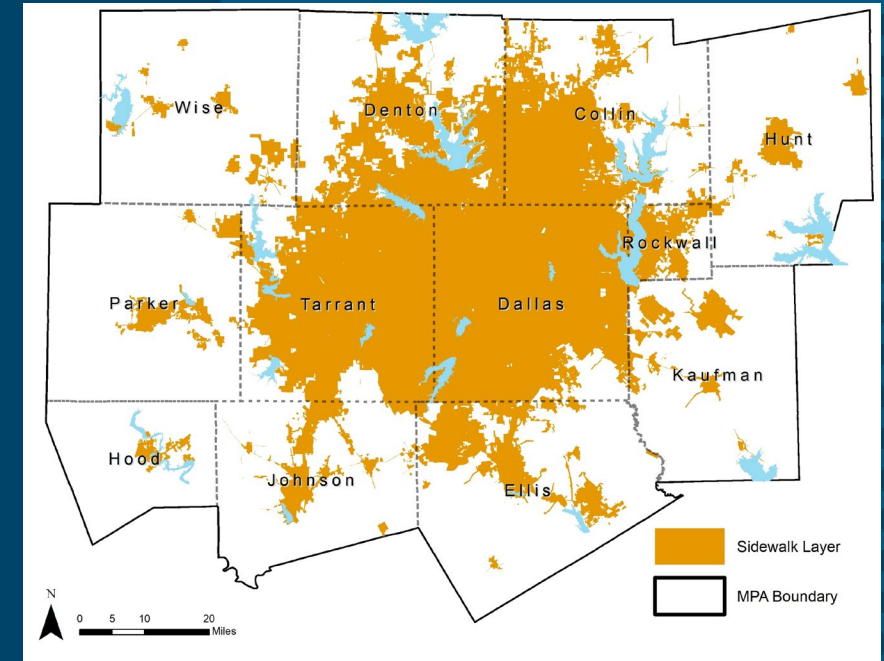
Regional Sidewalk Data

About the layer:

- Centerline GIS features, existing sidewalk, marked crosswalks in some jurisdictions
- 159 cities (2021 population over 1,000 population in the Metropolitan Planning Area)
- Data source: digitized from NCTCOG SDCP 2021 aerial imagery / shared existing cities sidewalk data layers
- Email questions on background to tliska@nctcog.org

How to get data for your city:

- Only local governments are eligible to receive data
- Email request to (James McLane) – jmclane@nctcog.org
- Complete NCTCOG data license agreement





High-Occupancy Vehicle Quarterly Report

Surface Transportation Technical
Committee Meeting

April 28, 2023



North Central Texas
Council of Governments

Managed Lane System

Current Express/HOV + New Managed Lanes

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

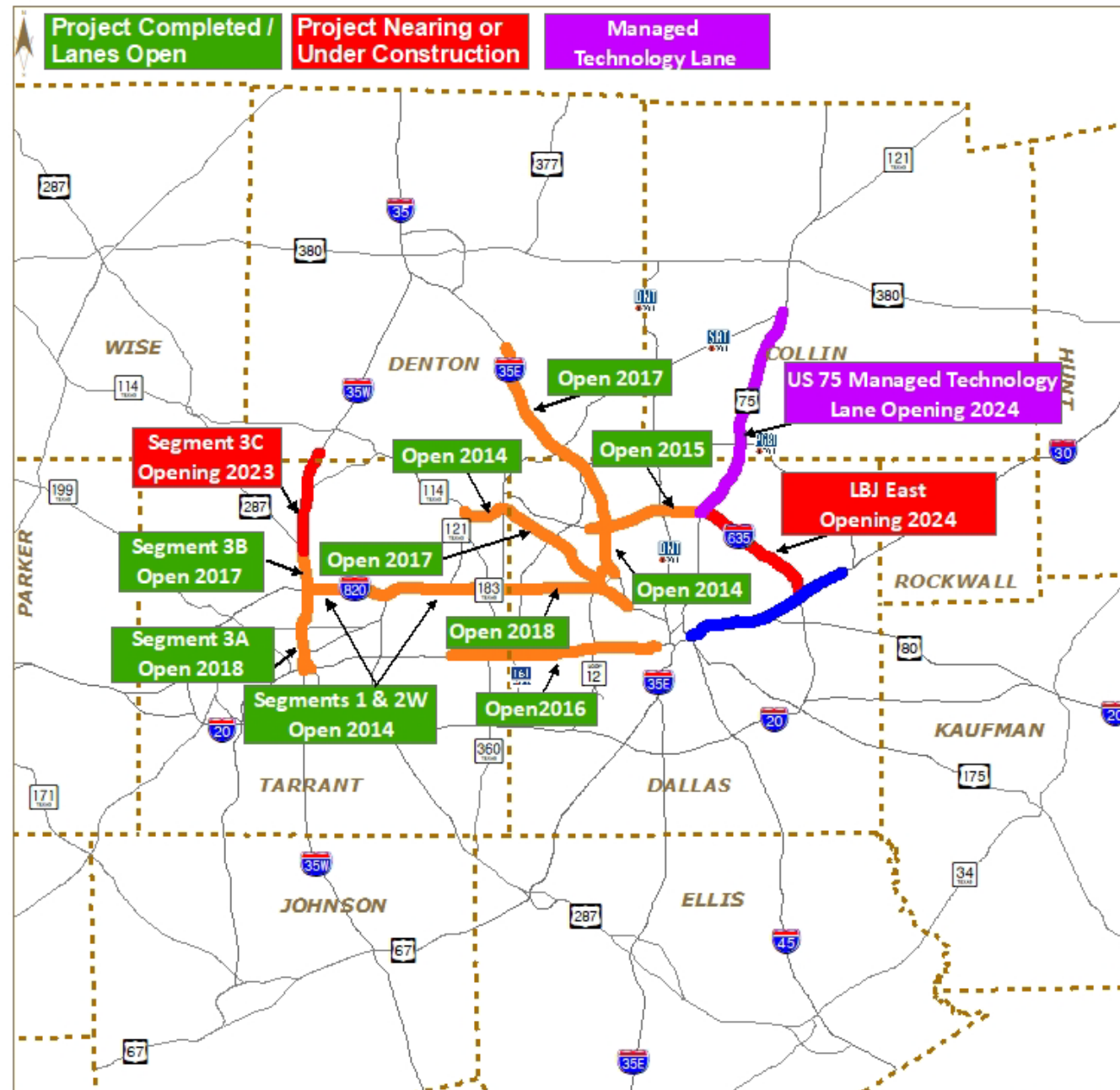
Fort Worth CBD



Dallas CBD



North Central Texas
Council of Governments



Toll Managed Lane Data Monitoring

Cumulative December 2013 – February 2023

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

\$ 8,190,212 as of February 2023

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

\$ 12,407 from October 2014 – February 2023

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

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

Have there been any additional NTTA customer service needs?

No, minimal impact

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

No

Toll Managed Lane Data Monitoring

Cumulative December 2013 – February 2023

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
North Tarrant Express <ul style="list-style-type: none"> • SH 183/121 from IH 35W to SH 121 • IH 35W from IH 30 to US 287 	\$4,506,507	Negligible	0
LBJ Express <ul style="list-style-type: none"> • IH 635 from Preston Road to Greenville Avenue • IH 35E from Loop 12 to IH 635 	\$3,683,705	Negligible	0
DFW Connector SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
IH 30 Managed Lanes IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
IH 35E Managed Lanes IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0



Update

Automated Vehicle Occupancy Verification

Through March 31, 2023



HOV Users

January 24, 2020 – March 31, 2023

Users: 59,247

Vehicles: 58,051

Occupant Passes: 10,561



Total and HOV Transactions

January 24, 2020 – March 31, 2023

Total Transactions – 3,600,160

LBJ/NTE Partners – 2,403,402

TxDOT – 1,196,758

Total HOV Transactions – 1,616,574 (~45%)

LBJ/NTE Partners – 1,108,290

TxDOT – 508,284

Unique Vehicles – 59,246



Questions/Contacts

Natalie Bettger

Senior Program Manager

nbettger@nctcog.org

817-695-9280

Dan Lamers

Senior Program Manager

dlamers@nctcog.org

817-695-9263

Amanda Wilson

Program Manager

awilson@nctcog.org

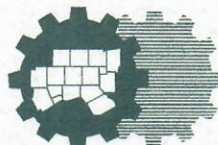
817-695-9284

Berrien Barks

Program Manager

bbarks@nctcog.org

817-695-9282



North Central Texas Council Of Governments

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

DATE: April 14, 2023

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

SUBJECT: Announcement for the May 2023 North Central Texas Council of Governments
Traffic Incident Management Executive Level Course

As the Metropolitan Planning Organization for the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) developed Traffic Incident Management (TIM) Training courses to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic crashes, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. In 2022, the 16-county Dallas-Fort Worth region experienced 128,228 total reportable crashes, of which 21,554 were injury crashes, and 833 were fatal crashes. These statistics prove that training for agencies responsible for managing and clearing traffic incidents continues to be extremely important and is needed to improve responder and motorist safety and to significantly reduce the length and size of roadway closures.

Since February 2003, 129 classes have been offered at the first responder level to 3,502 students in the areas of police, fire, department of public safety, towing, EMS, Mobility Assistance Patrol, transportation agencies, and media representatives. Additionally, since February 2005, 34 classes have been offered at the executive level to 1,288 decision and policy makers. It is important to note that the NCTCOG TIM Training Course is equivalent to the course offered by Federal Highway Administration (FHWA); however, the NCTCOG course content is specific to the North Central Texas region. NCTCOG TIM Training Course participants can also earn continuing education credit for Texas Commission on Law Enforcement (TCOLE), Track Type II Fire, and Texas Department of State Health Services for EMS. For your reference, summaries of the regional attendance levels for the NCTCOG's First Responder and Manager Course and the Executive Level Course can be found on NCTCOG's Traffic Incident Management Training Program web page at www.nctcog.org/TIMTraining.

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

April 14, 2023

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

The Executive Level Course provides you with an overview of the two-day First Responder and Manager Course. Additionally, the Executive Level Course also includes updates in accordance with the Strategic Highway Research Program. Those agencies that have participated in the training prior to 2014 are strongly encouraged to attend again, as major course updates have occurred since then, as well as updates to legislation, American National Standards Institute, and best practices. Important to note is that agency attendance from both police and fire agencies at the TIM training will continue to be a scoring component in future NCTCOG incident management-related funding opportunities.

You are invited to attend the Traffic Incident Management Executive Level Course scheduled for Thursday, May 4, 2023, from 10 am to 12 pm. The course will be held in the Transportation Council Room at NCTCOG offices at 616 Six Flags Dr. Arlington 76011. There is no charge for this event.

Please register on our NCTCOG TIM Training Program page at www.nctcog.org/TIMTraining or contact Barbara Walsh of NCTCOG at bwalsh@nctcog.org or 817/695-9245 by Friday, April 28. We look forward to your participation on May 4, 2023.


Michael Morris, P.E.

CF:bw

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

Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - January 2023

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Allen	Fire Department	0	City of Cross Roads	Fire Department	0
	Police Department	20		Police Department	3
City of Alvarado	Fire Department	0	City of Dallas	Fire Department	5
	Police Department	2		Police Department	7
City of Amarillo	Fire Department	0	City of Decatur	Fire Department	0
	Police Department	3		Police Department	3
City of Argyle	Fire Department	0	City of Denton	Fire Department	1
	Police Department	3		Police Department	16
City of Arlington	Fire Department	1	City of Desoto	Fire Department	0
	Police Department	21		Police Department	1
City of Aubrey	Fire Department	5	City of Duncanville	Fire Department	0
	Police Department	0		Police Department	3
City of Azle	Fire Department	0	City of Ennis	Fire Department	0
	Police Department	1		Police Department	2
City of Balch Springs	Fire Department	1	City of Euless	Fire Department	1
	Police Department	1		Police Department	4
City of Bedford	Fire Department	0	City of Farmer's Branch	Fire Department	0
	Police Department	3		Police Department	5
City of Benbrook	Fire Department	0	Town of Flower Mound	Fire Department	0
	Police Department	20		Police Department	1
City of Bridgeport	Fire Department	0	City of Forest Hill	Fire Department	0
	Police Department	1		Police Department	7
City of Burleson	Fire Department	0	City of Forney	Fire Department	11
	Police Department	5		Police Department	12
City of Caddo Mills	Fire Department	0	City of Fort Worth	Fire Department	0
	Police Department	1		Police Department	17
City of Carrollton	Fire Department	0	City of Frisco	Fire Department	1
	Police Department	9		Police Department	2
City of Cedar Hill	Fire Department	0	City of Garland	Fire Department	2
	Police Department	2		Police Department	1
City of Celina	Fire Department	0	City of Glenn Heights	Fire Department	2
	Police Department	2		Police Department	10
City of Cleburne	Fire Department	1	City of Granbury	Fire Department	0
	Police Department	6		Police Department	4
City of Colleyville	Fire Department	0	City of Grand Prairie	Fire Department	1
	Police Department	4		Police Department	0
City of Coppell	Fire Department	0	City of Grapevine	Fire Department	1
	Police Department	4		Police Department	7
City of Corinth	Fire Department	0	City of Greenville	Fire Department	0
	Police Department	3		Police Department	3
City of Cresson	Fire Department	1	City of Hickory Creek	Fire Department	0
	Police Department	0		Police Department	5

Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - January 2023

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Highland Park	Fire Department	0
	Police Department	1
City of Hurst	Fire Department	0
	Police Department	13
City of Irving	Fire Department	6
	Police Department	7
City of Joshua	Fire Department	0
	Police Department	2
City of Keene	Fire Department	7
	Police Department	4
City of Keller	Fire Department	0
	Police Department	15
City of Kennedale	Fire Department	0
	Police Department	1
Town of Krum	Fire Department	0
	Police Department	1
Lake Cities	Fire Department	0
	Police Department	4
City of Lake Worth	Fire Department	2
	Police Department	5
City of Lavon	Fire Department	1
	Police Department	0
City of Lewisville	Fire Department	0
	Police Department	8
City of Little Elm	Fire Department	0
	Police Department	3
City of Mansfield	Fire Department	0
	Police Department	2
City of Maypearl	Fire Department	0
	Police Department	1
City of McKinney	Fire Department	1
	Police Department	1
City of Melissa	Fire Department	0
	Police Department	3
City of Mesquite	Fire Department	1
	Police Department	0
City of Midlothian	Fire Department	0
	Police Department	6
City of North Richland Hills	Fire Department	3
	Police Department	26
Town of Northlake	Fire Department	0
	Police Department	1

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Pantego	Fire Department	1
	Police Department	0
City of Plano	Fire Department	0
	Police Department	40
City of Ponder	Fire Department	1
	Police Department	0
City of Princeton	Fire Department	0
	Police Department	4
City of Prosper	Fire Department	1
	Police Department	0
City of Reno	Fire Department	0
	Police Department	1
City of Richardson	Fire Department	0
	Police Department	2
City of Richland Hills	Fire Department	0
	Police Department	6
City of Rio Vista	Fire Department	1
	Police Department	0
City of Roanoke / Marshall Creek	Fire Department	6
	Police Department	0
City of Rockwall	Fire Department	0
	Police Department	4
City of Sachse	Fire Department	0
	Police Department	0
City of Seagoville	Fire Department	1
	Police Department	3
City of Springtown	Fire Department	0
	Police Department	1
Town of Sunnyvale	Fire Department	0
	Police Department	6
City of Terrell	Fire Department	0
	Police Department	3
City of University Park	Fire Department	0
	Police Department	2
City of Venus	Fire Department	0
	Police Department	16
City of Waxahachie	Fire Department	0
	Police Department	16
City of Willow Park	Fire Department	2
	Police Department	1
City of Wilmer	Fire Department	2
	Police Department	13

Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - January 2023

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
COUNTIES			OTHER AGENCIES		
Collin County	Fire Department	0	TxDOT - Dallas District	Mobility Assistance	12
	Sheriff's Department	5			
Dallas County	Fire Department	123	TxDOT - Fort Worth District	Mobility Assistance	20
	Sheriff's Department	9			
Erath County	Fire Department	0	Brownsville	Other	1
	Sheriff's Department	1			
Hunt County	Fire Department	0	Bryan	Police Department	2
	Sheriff's Department	2			
Johnson County	Fire Department	0	Dallas/Fort Worth Int'l Airport	Fire Department	0
	Sheriff's Department	2		Police Department	12
Rockwall County	Fire Department	0		DPS	2
	Sheriff's Department	8	LBJ Infrastructure Group	Other	7
Tarrant County	Fire Marshal	0	Lockheed Martin Fire Department	Fire	1
	Sheriff's Department	46			
	Mobility Assistance	40	MedStar	EMS	20
Wise County	Fire Department	0			
	Sheriff's Department	1	NTE Mobility Partners	Other	48
			North Texas Tollway Authority	Transportation	99
			Protect Environmental	Other	3

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

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

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

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

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

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

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

SPONSORING AGENCY City, County, DOT, Transit Agency, other		AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	Nov-13	Apr-14	Nov-14	May-15	Oct-15	May-16	Nov-16	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	5/1/2020 (Cancelled due to COVID-19 restrictions)	Nov-20	May-21	Nov-21	May-22
City of Waxahachie	Police		4					1		1										1	
City of Waxahachie	Fire		1				1								1						
	Police		1																		
	Exec. City Staff		0																		
City of Weatherford	Fire		1				1														
	Police		0																		
	Other		2			1									1						
Town of Westlake	Fire		2																	2	
City of White Settlement	Police		3									2		1							
City of Willow Park	Fire		2								2										
	Police		2							1									1		
City of Wilmer	Fire		1							1											
	Police		0																		
City of Wylie	Fire		6																6		
	Police		3																2	1	
	Public Works		2																2		
COUNTIES																					
Collin County	Sheriff		1									1									
	Med. Examiner's Office		1																	1	
Dallas County	Sheriff*		37	3	1	1	4	2	2				2	4	1	5			3	8	
	Elected Official		0																		
	Med. Examiner's Office		2				1		1												
	Court Administration		3							1	1					1					
	Public Works		1												1						
	FIM Instructor		19	2		2	1	1	1	1	1	1	1	1	1	1		1	1	1	
Denton County	Sheriff		0																		
	Elected Official		1	1																	
	Med. Examiner's Office		0																		
Ellis County	Sheriff		0																		
	Court Administration		2												1	1					
Erath County	Emergency Management		2																	1	
Kaufman County	Emergency Management		2								2										
Rockwall County	Sheriff		7						1										1	4	
OTHER AGENCIES																					
Dallas Area Rapid Transit	Police		5	1					2	2											
DFW Airport	Police Dept		1									1									
	Emer. Mgt.		1																		
FHWA	Representative		6			1					1		1	1	1	1					
Kimley-Horn Associates	Other																		1		
Methodist Dallas Medical Center	Representative		2	1															1		
NCTCOG	Representative		71	4	4	3	3	5		3	3	2		2	2	2		22	5	3	5
	FIM Instructor		29	2	2	2	2	2		2	2			2	2	2		2	2	2	1
NTTA	Representative		4			1				2						1					
	FIM Instructor		1																1		
Protect Environmental	Representative		42	5	3	5	4	2	2	2		1			2	5		9		2	
Trinity Metro Services	Operations		3											1				1	1		
TxDOT - Austin	Operations		1										1								
TxDOT - Dallas	Operations		8		1				2		1			1						1	
TxDOT - Fort Worth	Operations		33		5		1	7			5			1	8			5	1		
	FIM Instructor		0																		
TxDOT - Johnson	Operations		2										1					1			
TxDOT - Waco	Operations		1																		
Wrecker Services	FIM Instructor		4	1									1	1				1			
	Representative		0																		
TOTAL ATTENDANCE			720	30	43	37	46	47	29	31	36	26	31	41	42	37	0	56	55	56	47



EXECUTIVE LEVEL INCIDENT MANAGEMENT TRAINING OPPORTUNITY

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

MAY 4, 2023 | 10AM - 12PM | IN-PERSON MEETING

NCTCOG Office (Centerpoint II) | 616 Six Flags Drive, Arlington, TX 76011

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

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

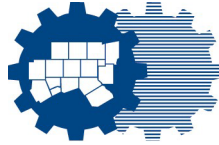
Goals of the Traffic Incident Management Executive Level Course:

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

Register at: www.nctcog.org/TIMTraining
Contact: BWalsh@nctcog.org | 817.695.9245



North Central Texas
Council of Governments



North Central Texas Council of Governments

TO: Surface Transportation Technical Committee
Regional Safety Advisory Committee

DATE: April 28, 2023

FROM: Sonya J. Landrum
Program Manager

SUBJECT: Regional Safety Advisory Committee 2023 – 2024 Membership Appointments

The North Central Texas Council of Governments (NCTCOG) would like to thank you for your continued support of and/or participation on the Regional Safety Advisory Committee (RSAC) to date. Your agency's participation is vital to RSAC's success. The 2023 – 2024 term is upon us, and we request that you designate your agency's membership on the RSAC. As part of the Committee initiatives:

"One Surface Transportation Technical Committee (STTC) member from each organization, as designated in the Regional Transportation Council (RTC) Bylaws, may choose to represent their entity on the RSAC, or they may choose to designate an alternate representative." Private sector participation is allowed with one representative from each private sector agency. Members shall provide NCTCOG staff notice of their decision in writing annually.

In order to designate your agency's membership on the RSAC, please provide the following information by responding to Camille Fountain at CFountain@nctcog.org by **Friday, May 26, 2023**.

1. Confirm your participation in the activities of the RSAC; or
2. Designate an individual to represent your entity by providing their full contact information including: Name, Job Title, Agency, Mailing Address, City, State, Zip, Phone, and E-mail address. Only their name and agency will be made available in roster format on NCTCOG's website.

If your organization has more than one representative on STTC, please coordinate to determine one official individual to represent your organization on the RSAC, though all staff and interested parties are welcome to attend. For individuals not responding with confirmation of participation and membership by the May 26 deadline, your agency's seat on the RSAC for the 2023 – 2024 term will be noted as vacant, until a member is confirmed. The first meeting of the 2023 – 2024 term will be held on July 28, 2023. A copy of the current RSAC roster is attached.

If you have any questions or concerns, please feel free to contact me at slandrum@nctcog.org. Thank you in advance for your participation on the NCTCOG Regional Safety Advisory Committee.

Sonya J. Landrum
Sonya Landrum

SJL:kw
Attachment

cc: Natalie Bettger, Senior Program Manager, NCTCOG
Camille Fountain, Senior Transportation Planner, NCTCOG

616 Six Flags Drive, Centerpoint Two
P.O. Box 5888, Arlington, Texas 76005-5888
(817) 640-3300 FAX: 817-608-7806
www.nctcog.org

REGIONAL SAFETY ADVISORY COMMITTEE
2022 – 2023 MEMBERSHIP

Robert Severance, Chair
City of Cleburne

Chad Marbut, Vice Chair
City of Weatherford

Pamela Alummoottil
City of McKinney

Joe Atwood
(Rep.) Hood County

Chris Bosco
(Rep.) Hunt County

Brett Burgeois
City of Denton

Daniel Burnham
City of Arlington

Chad Davis
Wise County

Shane Davis
City of Farmers Branch

John Denholm
Lee Engineering

Caryl deVries
City of Grand Prairie

Claud “Buz” Elsom
(Rep.) Rockwall County

Todd Espy
City of North Richland Hills

Eric Galt
City of Mesquite

Lyneil Harris
City of Wilmer

Ron Hartline
City of The Colony

Amelia Hayes
FHWA - Texas Division

Matt Hotelling
Town of Flower Mound

Curtis Jarecki
City of Frisco

Major L. Jones
City of Euless

G. “Gus” Khankarli
City of Dallas

Alonzo Liñán
City of Keller

Jim Lockart
City of Waxahachie

Paul Luedtke
City of Garland

Paula Meyer
TxDOT Fort Worth District

Bridell Miers
Collin County

Yang Ouyang
North Texas Tollway Authority

Cody Owen
City of Irving

Tim Palermo
DCTA

Martin Phillips
City of Fort Worth

Jessica Powers
Trinity Metro

Elizabeth Reynolds
City of Grapevine

John Romberger
City of Carrollton

Greg Royster
DFW International Airport

Jahor Roy
City of Mesquite

Sirwan Shahoei
City of Lewisville

Anthony Smith
Dallas County

Matthew Tilke
City of Plano

Asma Tuly
City of Allen

Gregory Van Nieuwenhuize
City of Haltom City

Jason Wu
Texas Transportation Institute

VACANT

City of Lancaster

City of Mansfield

City of Richardson

Dallas Area Rapid Transit

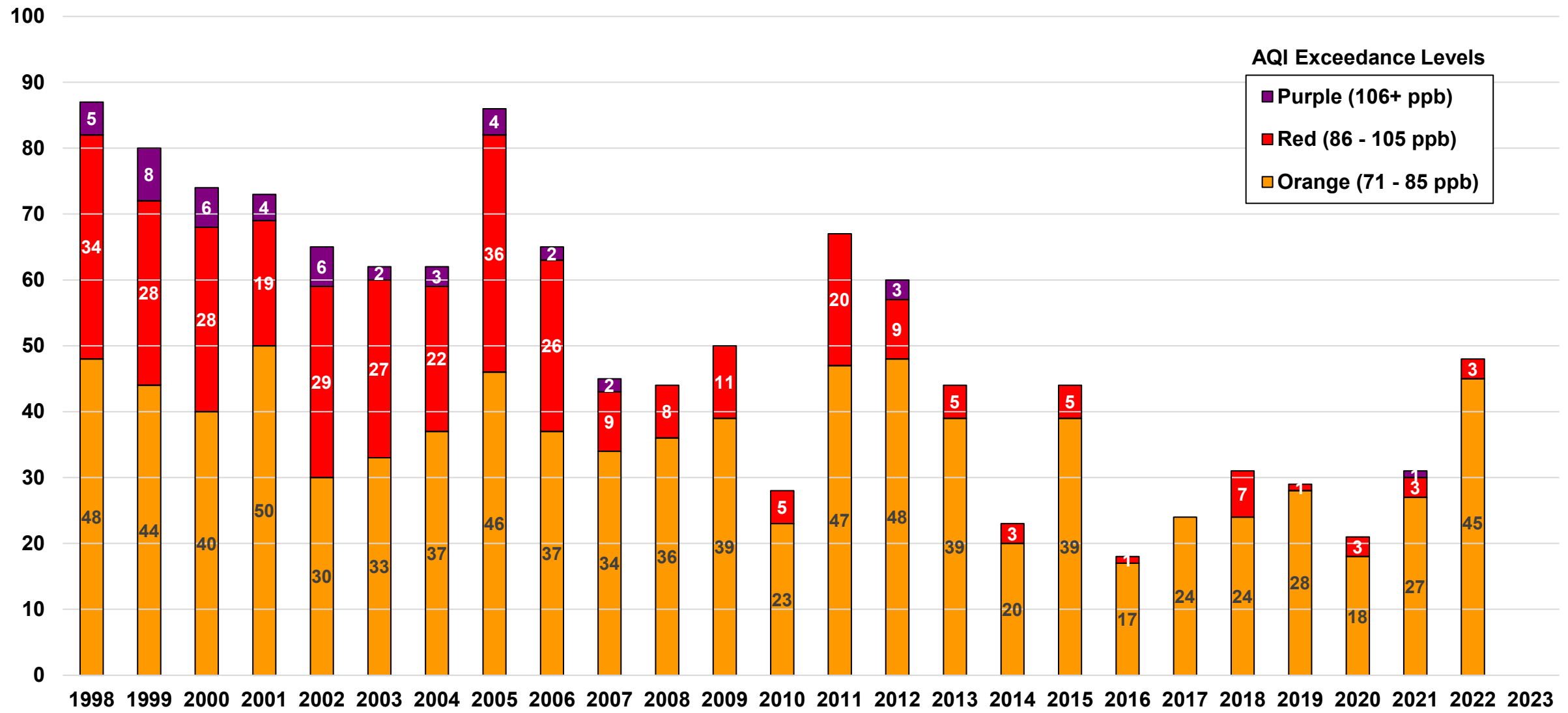
Tarrant County

TxDOT Dallas District

April 12, 2023

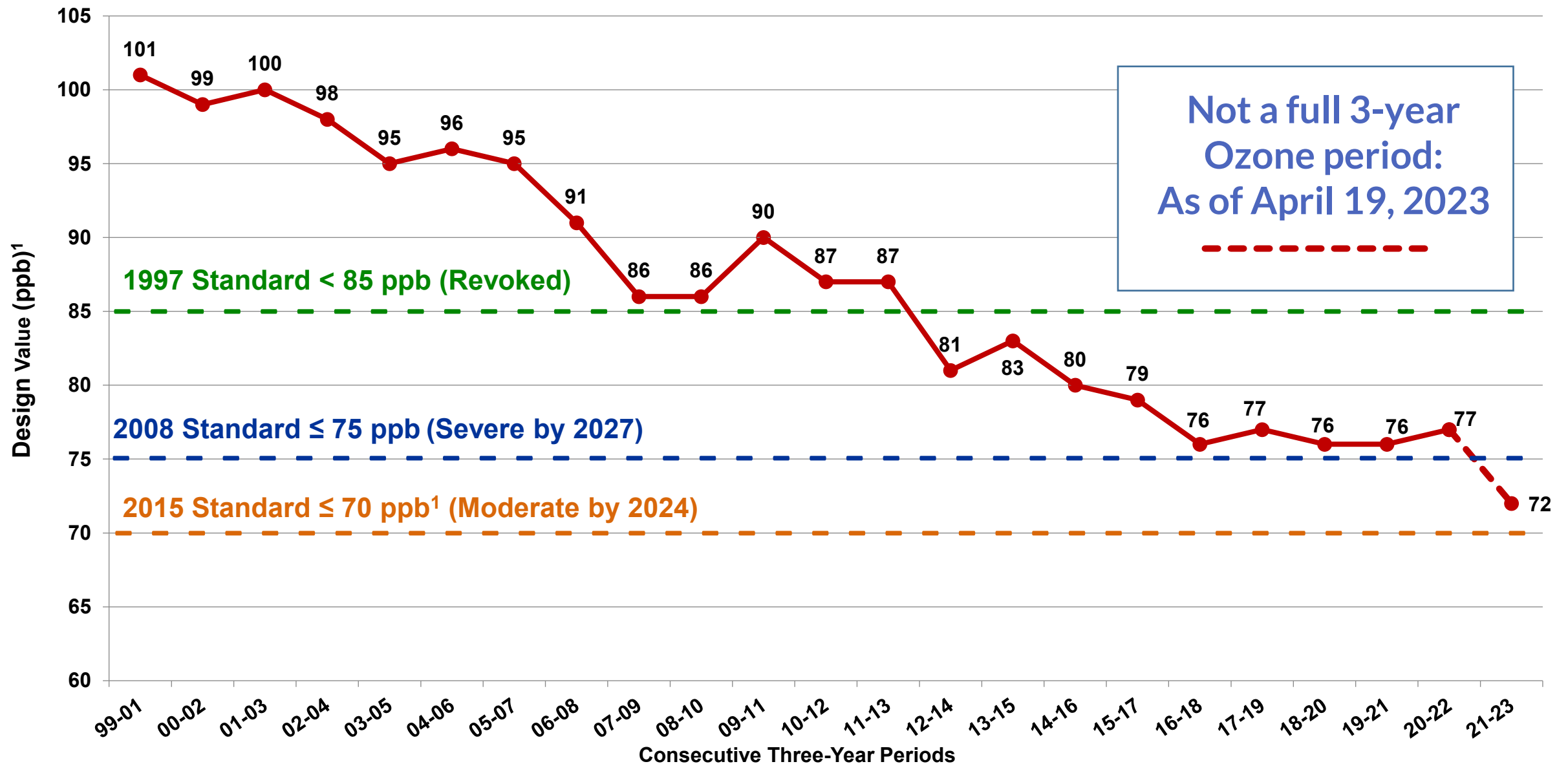
8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of April 19, 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.

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

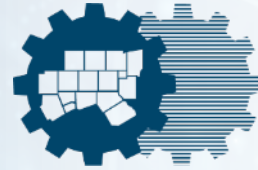
CHRIS KLAUS
Senior Program Manager
cklaus@nctcog.org
817-695-9286

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>



Local Clean Air Project Spotlight

Surface Transportation Technical Committee

April 28, 2023

North Central Texas Council of Governments

Project Spotlight – Bimbo Bakeries

Awarded Project	One All-Electric Terminal Truck 100% NOx Emissions Reduction at Location
Technology Replaced	One Diesel Engine Powered Terminal Tractor
Project Geographic Area	Operating in Fort Worth (Tarrant County)
Implementation Date	November 2022
Awarded Amount Total Project Cost	\$172,264 \$384,001
Call for Projects	North Texas Emission Reduction Project 2020
Funding Source	Environmental Protection Agency National Clean Diesel Funding Assistance Program



Project Spotlight – Bimbo Bakeries



Terminal Tractor



Terminal Tractor
Electrical Component
Compartment



Terminal Tractor,
Connected to Charging
Unit



Contact Us



Trey Pope
Air Quality Planner
TPope@nctcog.org | 817-695-9297



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



MINUTES

Regional Transportation Council PUBLIC MEETING

Federal and Local Partnerships with Dallas Area Rapid Transit (DART) and City of Dallas

COVID-19 Infrastructure Program Transit Partnership (Round 2)

State Implementation Plan and Section 185 Requirements

Proposed Modifications to the List of Funded Projects

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, March 13, 2023, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at www.nctcog.publicinput.com/nctcogMar23. Chris Klaus, Senior Program Manager, moderated the meeting, attended by 82 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:

- Federal and Local Partnerships with Dallas Area Rapid Transit (DART) and City of Dallas – **presented by Brian Dell**
- COVID-19 Infrastructure Program Transit Partnership (Round 2) – **presented by Brian Dell**
- State Implementation Plan and Section 185 Requirements – **presented by Nicholas Van Haasen**

The public meeting was held to educate, inform and seek comments from the public. Comments were solicited from those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at www.nctcog.publicinput.com/nctcogMar23.

Summary of Presentations

Federal and Local Partnerships with Dallas Area Rapid Transit (DART) and City of Dallas presentation:

<https://www.nctcog.org/getmedia/61c01b5f-bc05-4ac7-b175-a60ae581228a/Federal-Local-Partnerships-with-DART-and-Dallas.pdf>

NCTCOG and the Regional Transportation Council (RTC) are required to pay for expenses associated with projects and programs they implement before federal reimbursement can be requested. With the recent award of numerous federal discretionary grants, the amount of funding needed to cash flow projects has increased significantly. NCTCOG would like to expand

the pool of RTC Local funds available to implement projects outside of the restrictive federal process.

In July 2022, the RTC directed staff to pursue a funding partnership with Dallas Area Rapid Transit (DART) or the City of Dallas to expand the Revolver Fund to cash flow federal grant projects and replenish the RTC Local funding pool. Two federal and local partnerships are being finalized to accomplish these goals: an MPO Revolver and RTC Local Partnership with DART and a Five Mile Creek Partnership with the City of Dallas. Additionally, a partnership with DART was approved in December 2022 to facilitate the construction of two parking garages, one at the Dallas Zoo Station and one at the SMU/Mockingbird Station.

The DART Board recently approved a program to send approximately \$234 million back to its member cities. Two methods yielding different amounts were considered for how to disburse those funds: population and the proportion of sales tax paid to DART. To allow DART to return the higher of the two amounts to each city, a proposal was made for the RTC to provide federal funds to offset the difference between the two methods at a cost of \$19.674 million. In return for providing this solution and funding, an exchange of \$44 million in federal funds for \$40 million of local funds from DART was proposed and approved by the RTC in December 2022.

The City of Dallas approached NCTCOG regarding funding for part of the Five Mile Creek Trail and expressed interest in helping create local funds for the “MPO Revolver”. In return for \$15.4 million of federal funding for the project, the City proposed sending \$10 million in local funds to the RTC. Several sections of the Five Mile Creek Trail would be designed and constructed with this funding, and the partnership is contingent upon final action from the City of Dallas.

COVID-19 Infrastructure Program Transit Partnership (Round 2) presentation:

<https://www.nctcog.org/getmedia/79a909e9-5263-43dc-b18f-25dbe919be52/COVID-19-Infrastructure-Program-Transit-Partnership-Round-2.pdf>

COVID-19 Infrastructure Program Transit Partnership (Round 2) handout:

<https://www.nctcog.org/getmedia/33554035-2b7f-485d-8b20-973bd19aa9ad/COVID-19-Infrastructure-Program-Transit-Partnership-Round-2-Project-List.pdf>

In response to a decline in transit ridership due to COVID-19, the Regional Transportation Council (RTC) approved a \$25 million placeholder of funds for transit investments in November 2020. In March 2021, the RTC awarded several projects:

- Regional Transit Education Campaign
- Insurance for Passenger Rail Integration
- Regional Railroad Design Review
- Regional Bus Stop Improvements

In October 2021, an additional \$620,000 was awarded for a first/last mile connection between the Trinity Railway Express Centreport Station and DFW Airport. Additional projects are being proposed to utilize the remaining funding to complete this initiative, including regional bus stop improvements, service expansion for the Denton County Transportation Authority (DCTA) A-Train and the implementation of both a regional coordination program and a transit driver workforce development and training initiative.

The RTC will take action on the COVID-19 Infrastructure Program Transit Partnership (Round 2) on Thursday, April 13, 2023.

State Implementation Plan and Section 185 Requirements presentation:

<https://www.nctcog.org/getmedia/27cf6e5e-0100-4fdb-8e8b-139334a91b48/State-Implementation-Plan-and-Section-185-Requirements.pdf>

With the Environmental Protection Agency's (EPA) reclassification of the Dallas-Fort Worth ozone nonattainment area from serious to severe, a Section 185 fee may be imposed on the region in the future. Part of the Federal Clean Air Act (FCAA), the fee is an annual penalty for failure to meet the severe air quality attainment deadline. If the region does not meet attainment by July 20, 2027, the fee could be as much as \$45 million and may begin as early as 2028, until attainment is met.

For more information on regional air quality, visit <https://www.nctcog.org/trans/quality/air/ozone>.

Summary of Online Review and Comment Topic

Proposed Modifications to the List of Funded Projects handout:

<https://www.nctcog.org/getmedia/cc8520ac-c72c-4ba0-a580-ffdd8aac074/Proposed-Modifications-to-the-List-of-Funded-Projects.pdf>

A comprehensive list of funded transportation projects through 2026 is maintained in the Transportation Improvement Program (TIP). Projects with committed funds from federal, State and local sources are included in the TIP. To maintain an accurate project listing, this document is updated on a regular basis.

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

COMMENTS RECEIVED DURING THE MEETING

COVID-19 Infrastructure Program Transit Partnership (Round 2)

Phyllis Silver, Citizen

A. Transit funding

Comment: I applaud the regional bus stop improvements because I'm a frequent bus rider. Trinity Metro is receiving \$2.87 million in funding and DART is receiving \$2.1 million, but DART covers a larger geographic area. Is DART receiving less funding because the agency has better bus stops?

Summary of Response by Brian Dell: The RTC awarded \$2.78 million for Trinity Metro bus stops and \$2.1 million for DART bus stops. The RTC had already awarded funding to DART for other projects, which left less funding in this particular subset of projects for the transit agency.

State Implementation Plan and Section 185

Phyllis Silver, Citizen

A: Texas Commission on Environmental Quality (TCEQ) fee

Question: Who pays the TCEQ fee if the region does not reach attainment?

Summary of Response by Nicholas Van Haasen: The TCEQ will be imposing the Section 185 fees from the Federal Clean Air Act. The fee will be paid by the individuals who own/operate the point sources. Non-mobile emission sources, such as power plants, electric generating units, cement kilns, boilers and paper mills, are typical point sources that may be subject to the 185 fee. NCTCOG will provide more information to the public as information is received.

Mark Martin, Citizen

A. Ellis County

Comment: Ellis County releases more emissions than any other county in the region. Is this due to due to leaky valves or pumps or emissions?

Summary of Response by Chris Klaus: The cement kilns in Ellis County are the largest emitters of nitrogen oxides in the region, but they have made improvements. There is a lot of funding available to further improve the industry, and NCTCOG staff can coordinate with partners to see if there are opportunities to incentivize these funding opportunities.

Question: Will NCTCOG include consulting firms in their partner coordination?

Summary of Response by Chris Klaus: The RTC's primary focus is transportation, but point sources such as cement kilns, are also important. The State is updating their air quality plans due to the failure of two standards and there are opportunities to have direct conversations with them. The State's SIP website will provide better inventories of where their current projections are as well as forecasts for oil and gas activity.

B. Green energy and power generation

Question: With the discussion of green energy and different modes of transportation, is NCTCOG involved in figuring out where the root of the power comes from?

Summary of Response by Chris Klaus: The Dallas-Fort Worth Clean Cities Coalition is supporting the use of alternative fuels, and a study has been conducted to put hydrogen along the IH 45 corridor between Houston and Dallas. The focus is on electric vehicles on the light-duty side and hydrogen on the heavy-duty side. NCTCOG staff is also monitoring the electric generation because we know there is some demand there. We're trying to diversify energy sources so that if one thing fails and we have no electricity, we have power from other sources.

Other

Dianne Beck, Citizen

A: SPAN, Inc.

Comment: I was recently fired from Span and treated very unfairly. And if they can do it to me, they can do it to anyone.

Summary of response by Chris Klaus: We appreciate you coming out today to provide your thoughts and input.

Hexel Colorado, Citizen

A. Road diets

Comment: Jeff Speck's book "Walkable City Rules: 101 Steps to Making Better Places" argues streets with more lanes than they need cause more injury and death than they otherwise would. This logic also applies to the need to reduce the width of individual lanes, as most streets in Dallas and across the metroplex have lanes wider than 12 feet. Studies from around the world report that 10 feet is the widest lane width for safe streets shared by cars and people, yet on Garrett Ave, each lane is 14 feet wide. On my blog, I observed streets with lanes 20-feet wide during a walk audit in Arlington around the UTA campus.

Summary of Response by Chris Klaus: We have received feedback about the lane and roadway widths and will take it into consideration during further conversations.

B. On-demand transit

Comment: On-demand transit can never fully replace fixed-route bus service as a permanent solution.

Summary of Response by Shannon Stevenson: On-demand service is not necessarily the only way to address transit needs, but it does make sense in low-demand areas to offer some type of transit when a fixed route is not warranted. NCTCOG has been engaging with the City of Arlington on replacing on-demand service with some fixed routes in some corridors. We will share your letter with the City of Arlington.

C. DART's Adopt-A-Stop program

Comment: I am conducting research for a potential revival of DART's Adopt-A-Stop program. I would like to have a Zoom or phone call to find out what is working and what can be improved. I am pursuing this project as part of my role on DART's Citizen Advisory Committee (CAC).

Summary of Response by Shannon Stevenson: We can put you in contact with those at the respective transit agencies to help with your initiative.

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

Social Media

Twitter

I forgot to digitize my notes from walk audit w/ @WalkableArlington 3wks ago. Turned into blog post just in time for monthly @NCTCOGtrans Public Input Mtg at noon. Summary: NARROW THE ROADS 🗣 DO TESTS 🗣 STOP FORGETTING WHEELCHAIRS 🗣
<https://t.co/CLHXUcWbHf> – Hexel Colorado (@hexel_co)

Mail

Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

NCTCOG Public Meeting - March 13, 2023

Comments and Questions - Phyllis Silver
Federal/Local Funding Partnerships With Dallas ^{Area} Rapid Transit
and City of Dallas

Pages 2 + 3 - Comment

I appreciate the explanation given about how programs are paid for at various stages of projects.

Pages 4 + 5 - Questions

I would be interested in clarification:

Pg. 4 - Final bullet says federal funds will be placed on the DART SilverLine - does this mean that \$44 million referred to in the prior bullet would go to the SilverLine project or is the federal funds figure for the SilverLine a figure other than \$44 million?

Pg. 5 - I understand that \$30 million of local funds will go toward the two Dallas Parking Garages. The next to last bullet on page 5 refers to \$30 million being placed on the DART SilverLine project. Is this \$30 million part of the \$44 million referred to on page 4 or is this an additional \$30 million going to the SilverLine project?

State Implementation Plan and Section 185 Fee
Requirements

Comment - Page 6

Severe Classification and Section 185 Fees

I appreciate this explanation as to fees imposed in case of non-attainment. I trust that attainment will be achieved by the July 2027 deadline. If attainment is not achieved by the deadline, I would like to see more information about how TCEQ and/or the EPA determines who the offenders are and therefore who should pay the fee (penalty).

COVID-19 Infrastructure Program Transit Partnership (Round 2)

Pg. 2 - Question

First bullet point - What is a Placeholder of funds?

Pg. 4 - Comment

Regarding \$2,100,000 of STBG Funds to DART. I understand from the response to my question during the meeting that DART received previous funds for other initiatives. With the large number of bus stops in the DART System, it appears that DART would need more than the \$2,100,000 allocated for bus stop improvements. I trust that additional money will be allocated for this purpose.

For Comments on this topic:

In addition to bus stop improvements, we need pedestrian walkways made of concrete or other durable materials that lead from bus stops to the final destinations of riders. This probably will involve working with developers and other parties. For example, Willow Bend Mall in Plano has good DART bus service. When riders get off the bus, though, they have to walk up and then down a hilly area. Sometimes there is not adequate traction on the muddy hill. The alternative is to walk along a driveway on the perimeter road within the mall proper. This is dangerous, as pedestrians are walking where motorists are driving their cars. Another example is Texas Health Resources Presbyterian Hospital in Dallas. There is light rail and bus service to the Hospital. There is no dedicated walkway, though, from public transportation modes to the hospital buildings. One must walk through parking lots and compete with cars that are travelling and backing up. We need greater safety for pedestrians.



Phyllis Silver
3/31/2023

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on May 12, 2022.

This report is a compilation of general public comments submitted by members of the public from Monday, Feb. 20, through Sunday, Mar. 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 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 nine new comments related to bicycle and pedestrian needs. You can view these new comments as well as past comments by visiting: <http://nctcoggis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Air Quality

Instagram –

1. HOW DO I GET HELP WITH MY CAR? IT DID NOT PASS EMISSION INSPECTION. WHAT DO I DO TO GET A VOUCHER? PLEASE RESPOND! — Ruth Franklin (@nelliefox2672)

Summary of Response by NCTCOG Transportation staff:

NCTCOG staff spoke with Ms. Franklin over the phone, explained that the program is no longer active and provided her with information about additional funding assistance.

Innovative Technology

Twitter –

1. We're getting ready to meet with cities in the #dallas #fortworth Metroplex next week. Part of North Central Texas Council of Governments' innovative Certification of Emerging Reliable Transportation Technology program @NCTCOG_Official @NCTCOGtrans — Swyft Cities (@swyftcities)



Yes!!! Please — Rob (@Thetexanrob)

Rob, thx. Hopefully coming to a city near you. Pilot sites first. But we're excited about the possibilities that we can bring to the Metroplex — Swyft Cities (@swyftcities)

Freight

Facebook –

1. Interested in learning more about freight supply chain leadership strategies? Visit www.epa.gov/smartway to learn more about thinking green & how to fully integrate freight sustainability into your org's operations & corp culture. #fuelsavings #sustainability #movemorewithless — NCTCOG Transportation Department



why don't green people do anything but talk - we need help with mercury light bulbs , used batteries etc — George Knudson

Public Involvement

Twitter –

1. 📢 Join us from 5:30 -7:30 pm Feb. 21 to learn about the #US380 widening project between Coit Rd. & FM 1827 in @CityOfMcKinney @Town_of_Prosper @NCTCOGtrans

Details: <https://tinyurl.com/5bcnbn49> — TxDOT Dallas (@TxDOTDallas)

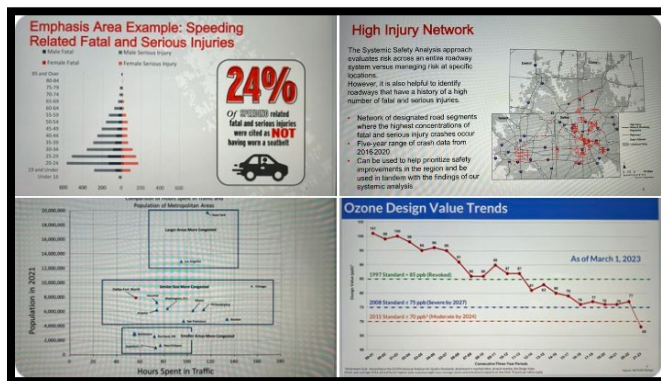


2. 🐼TXDOT- needs more control over what Agencies are doing that DIRECTLY EFFECT Texas Drivers-
Live Weather Reports-
DPS- User Friendly Websites & Agents- — Mademoiselle & Co. (@TannerKarenJea1)

RTC/STTC/Executive Board

Twitter –

1. Today is the monthly meeting of the @NCTCOGtrans Regional Transportation Council. Here are some interesting slides from the meeting. Key message: wear your seatbelt & slow down. #roadwaysafety #congestion #airquality — Cara Mendelsohn (@caraathome)



This slide is like declaring election victory with only 20% of results in. "Wow - a huge drop in smog this year!" Except we haven't begun this year's "smog season" yet. That dashed line could easily end up going in the opposite direction by the end of October, as it did in 2022. — Downwinders at Risk (@cleanerair)

They acknowledged that ozone season hasn't started and the number has already increased. — Cara Mendelsohn (@caraathome)

2. Great to be with my friends and colleagues on the @NCTCOGtrans Regional Transportation Council today. This body does the critical work of prioritizing local and regional transportation projects for state and local funding. #Leadright — Manny Ramirez (@MannyRamirez_TX)



Roadways

Email –

1. John Donaghey

Rapid expansion of population around the intersection of FM 982 and CR 546, due to the finished and coming MUD projects, has dramatically increased the traffic from this intersection and west to the lake bridge. We desperately need traffic lights for at least 3 of the intersections. Please help.

Response by NCTCOG Transportation staff:

Good afternoon and thank you for your comments concerning roadways in the Lake Lavon area.

We understand your concern about the traffic growth along FM 546 and FM 982. These corridors are in unincorporated Collin County, please try contacting Clarence Daugherty, Collin County Director of Engineering at cdaugherty@co.collin.tx.us to see if traffic signal evaluations have been requested from TxDOT at the specified locations. Jennifer Vorster, Area Engineer for the TxDOT Collin County Area Office may also have information about how TxDOT evaluates, approves, and installs traffic signals along their roadways. She can be reached at 972-542-2345.

Twitter –

1. \$57M to add upgrades 2 lanes on US-75 to "alleviate congestion" Recently read story about Lake Highlands... we could build a train station, rail, and support infrastructure for LESS THAN HALF cost of upgrading couple lanes of highway. Why don't we do that instead, @NCTCOGtrans? — Hexel (@hexel_co)



\$3.4 million
for streets, bridgework and thoroughfare assistance (Dallas County)
\$5.2 million
for transit, pedestrian and bicycle connectivity and thoroughfare work (North Texas Council of Governments)
\$4.7 million
Infrastructure improvements, (City of Dallas 2006 Bond election)
\$10 million
DART station and rail
\$23.3 million
total public sector investment as of 2011

2. 📢 NARROW THE ROAD

📢 NARROW THE ROAD

📢 NARROW THE ROAD

📢 NARROW THE ROAD

📢 NARROW THE ROAD

📢 NARROW THE ROAD

📢 NARROW THE ROAD

📢 NARROW THE ROAD

📢 NARROW THE ROAD

📢 NARROW THE ROAD

📢 NARROW THE ROAD

📢 NARROW THE ROAD

📢 NARROW THE ROAD

@TxDOTDallas @TxDOT@NCTCOGtrans — Hexel (@hexel_co)



^ if number of 📢's is equal or less than one street lane's width in feet, it is wayyy too wide. Yet at Saturday's walk audit w/ @WalkableA, we found local streets TWENTY FEET wide!!! W/o street parking!! Literally saw cars jockey around each other w/o leaving 2x wide lane!! — Hexel (@hexel_co)

What would happen if these lanes were reduced to 10-feet wide, as proposed? Three things. First, cars would drive more cautiously. Second, there would be roughly eight feet available on each side of the street for creating protected cycle lanes, buffered by solid curbs. Third, the presence of these bike lanes would make the sidewalks safer to walk along. All in all, an easy, relatively inexpensive win-win-win that DOT could fund tomorrow.

Today, a Jeff Speck article published on [CityLab](#) shares an excellent argument for narrower travel lanes.

In the article, Speck tells how 12' lanes have become a national standard, despite many disadvantages when applied in urban settings:

When lanes are built too wide, many bad things happen. In a sentence: pedestrians are forced to walk further across streets on which cars are moving too fast and bikes don't fit.

3. Took survey to tell @TxDOT
@NCTCOGtrans NO MORE HIGHWAYS
<http://etc-research.com/index.php/8098> — Hexel (@hexel_co)



I love the question about will you buy an electric vehicle?

Define what you mean haha — Mitchell Davis (@therealallpro)

I said no because I assume it means electric car and is not inclusive of other electric mobility like an e-scooter — Hexel (@hexel_co)

I did the exact same — Mitchell Davis (@therealallpro)

Completed 👍 — Eric (@EricTheTexan)

Bicycle/Pedestrian/Sustainable Development

Email –

1. Connor Coffee

With regards to transportation, I think the strides which have been made in trail and bike lane availability is honourable, but if we truly want to increase walkability and transit use, and in turn increase air quality and overall health, then shouldn't there be an overhaul in the way we plan? After all, zoning and transportation are quite connected.

We have priorities. I know that the NCTCOG has goals to increase air quality and we currently aren't meeting federal standards for air quality. Well, cars are the largest contributor to greenhouse gas emissions in the U.S, so a simple fix would be to remove a couple of policies that encourage car use. Most of these policies also hamper property rights, which is ironic considering we call ourselves the land of the free.

For example, We require that establishments of certain uses provide a minimum number of parking spaces. What right does the government have deciding something like that? A business already has an interest in providing an appropriate amount of parking spaces. It doesn't need to be mandated. That's just more paperwork to sift through when trying to start one. These requirements are also financially wasteful, because many businesses see much of these spaces unused for most of the year, meaning there are higher maintenance costs for little return. That diminished return gets passed onto the city in the form of reduced taxable income. Given how large these minimums sometimes are, we also see prime land which could be allocated for a much more productive use used up by seas of concrete, concrete that increases ambient air temperature and isolates businesses and communities. According to the EPA, concrete can increase air temperature by as much as 22F. That's not a good thing when temperatures regularly soar into the 100s during the summer. All of this means its less pleasant and much slower to walk from place to place, so most drive.

Another example would be minimum lot sizes. Why do we need to have government standards for how large or small a lot is? Developers understand that there is a demand for a variety of lot sizes, but this demand can't be met because of these arbitrary requirements. Small homes are more affordable, and I would personally rather see that poverty-stricken homeless person in a tiny home rather than a tent on the side of the road. So thanks to this, our suburbs are less dense and more expensive than most people really want. Smaller homes can be built quicker, allowing for demand to be met quicker than it is currently, and a smaller neighbourhood footprint. This, combined with some of these other reforms, will slow the metros fast encroachment on rural Texas.

Speaking of density and affordability, multifamily housing as well as ADUs are currently not allowed on single family lots by right. If we allowed these forms of housing, we could see more young families able to climb the ladder to home ownership. The pent-up demand for these types of housing means the existing supply is often more expensive than it could be. Deed restrictions already provide land use restrictions which preserve neighbourhoods. The additional requirements provided by government only hamper affordability. A small increase in density can also make transit to be more financially sustainable.

In addition, allowing for more mixed use would mean that people can live, work, and shop in the same area. We know that there is a high demand for mixed use, because it's often very expensive. It's also very practical, and businesses located in these mixed use zones

generate much more revenue, especially when compared to their car-oriented counterparts. In fact, there's a case to be made that our more walkable areas are subsidising our more car oriented ones.

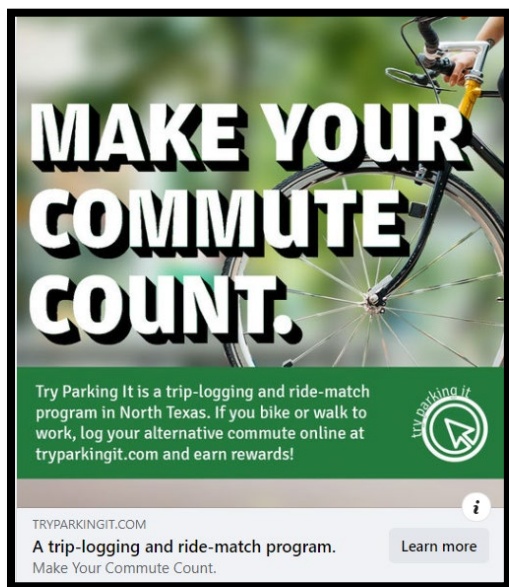
All of these potential reforms have been no-brainers to the rest of the world and have a huge variety of benefits. They boost the economy, increase air quality, increase transit ridership and fiscal sustainability, make life more affordable, decrease ambient temperature and expand property rights. Even other cities and states have already begun making these changes. I can only hope our region will follow suit.

Response by NCTCOG Transportation staff:

Thank you for contacting the North Central Texas Council of Governments Transportation department. Your comments will be provided to the Regional Transportation Council. We recently completed our 2022 update to the region's long-range transportation plan, Mobility 2045: The Metropolitan Transportation Plan for North Central Texas. It can be located here: www.nctcog.org/mobilityplan. In this plan, you can find out more about our recommendations on how we aim to improve regional mobility, the land use and transportation balance through sustainable development, and enhance mass transportation and other multi-modal options.

Facebook –

1. Try Parking It is a trip-logging and ride-match program for North Texans. Log your alternative commute and earn rewards! — NCTCOG Transportation Department



NCTCOG please first do something about recreational bikedriving. Advise bikers that driving their bikes all over hurts their own cause. Of course Wichita Falls makes a lot of money from brainwashed bikedrivers so good luck. But that is where to start. Then you yourselves can consider your own bike commutes. — Rob Dentremont

Joke. Does anyone from NCTCOG bike to work? — Rob Dentremont

Bud and Annie got paid \$93/hr in 2003 and beyond to promote stuff like this.
Most went to “overhead...” Hmm. Ever quit a job on principle? I have. — Richard Wharton

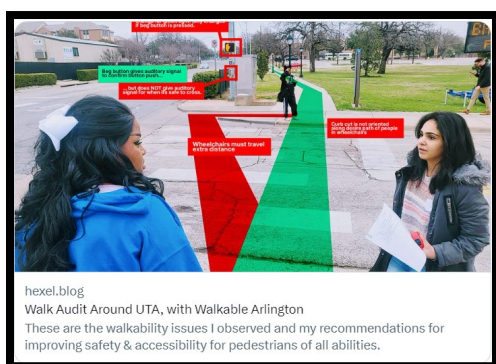
thank you and cheers. I have, but not for the same principle. How these cog cheerleader people live with themselves is a mystery to me. — Rob Dentremont

Twitter –

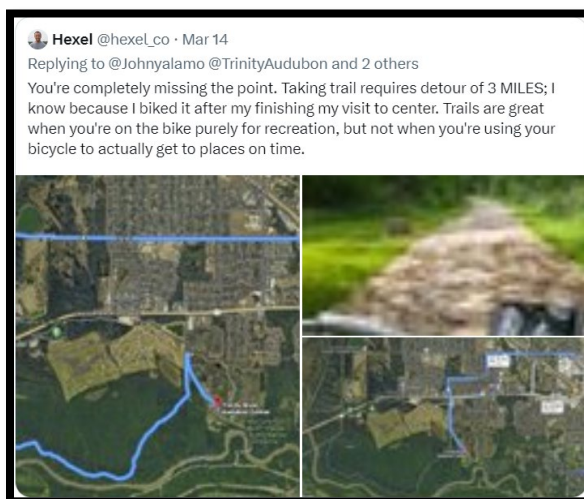
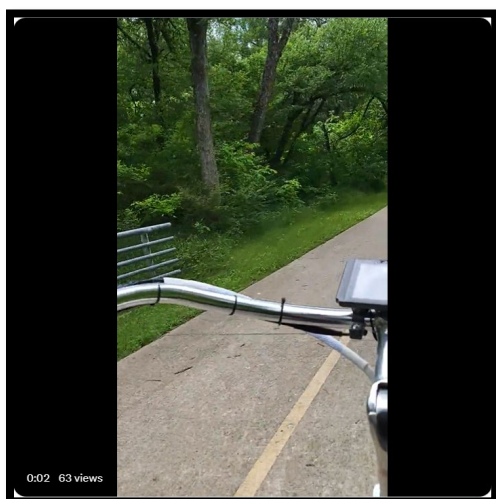
1. I forgot to digitize my notes from walk audit w/ @WalkableArlington 3wks ago. Turned into blog post just in time for monthly @NCTCOGtrans Public Input Mtg at noon

Summary: NARROW THE ROADS 🗣 DO TESTS 🗣

STOP FORGETTING WHEELCHAIRS 🗣 — Hexel (@hexel_co)



2. What @NCTCOGtrans, @txdotdallas, & @CityOfDallas Transp Dept needs to understand is we love trails, we'll ride them recreationally, and trails CAN serve as 🚲 highways for commuting... but not if it means DOUBLING 🚲 trip time — Hexel (@hexel_co)



Transit

Facebook –

1. Staying in DFW for Spring Break? #HopOn and ride transit to your next "staycation" activity!
— NCTCOG Transportation Department



map – price — George Knudson

2. From WFAA: Everything you need to know about Dallas' St. Patrick's Day Parade, from road closures to the route. City officials encourage attendees to use DART or park extremely early with road closures and heavy traffic. DART will also be providing free DART rides to and from the parade and the 5K. Read more: — NCTCOG Transportation Department



For everybody reading this post, riding DART's light rail lines to either Lovers Lane or SMU/Mockingbird Station for this popular parade make for terrific and relaxing ways to help reduce car traffic, road congestion, air pollution, and parking hassles! — Paul McManus

Twitter –

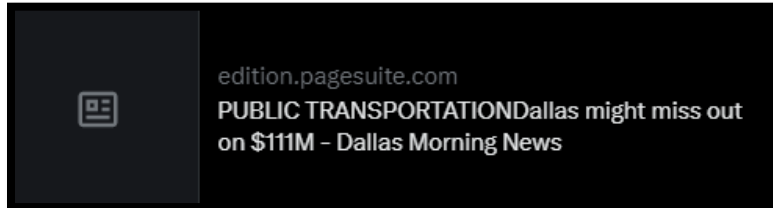
1. alrighty, i am late to the DCTA board meeting due to other obligations, they are currently on their second regular agenda item. I missed their 2022 financial audit report. I assume the audit went well, they've gotten awards for their financial audits beforehand.

alrighty, local and regional transportation updates. this is gonna be the last item i can make, unfortunately i'll miss the informational updates. and oh shoot tonight is the

@NCTCOGtrans update at the civic center — Denton Transit Posting (@dTXTransitPosts)

the DCTA routes we increased frequency on have had 30%, 70%, and 30% ridership increases. They're still not great routes, they're just coming more often, and the ridership is already up. Nice! — Denton Transit Posting (@dTXTransitPosts)

2. This is actually a much more interesting and important story than the headline foretells.
@NCTCOGtrans — Cara Mendelsohn (@caraathome)



Is it reasonable for DART to put items in the contract/ILA that say they will hold back \$ for anything they previously agreed to do that wasn't federally required? There are 15' betterment walls throughout the 26-mile SilverLine project & wouldn't have been approved without it. — Cara Mendelsohn (@caraathome)

Is it reasonable for DART to be able to say "You delayed the project" and hold back the \$ and there is no 3rd party to determine if they are correct? They are the judge and jury... over a return of tax dollars? — Cara Mendelsohn (@caraathome)

Totally makes sense to have a third-party arbiter. Thanks for fighting for the city to get a fair deal. — Roy Atwood (@RoyGAtwood)

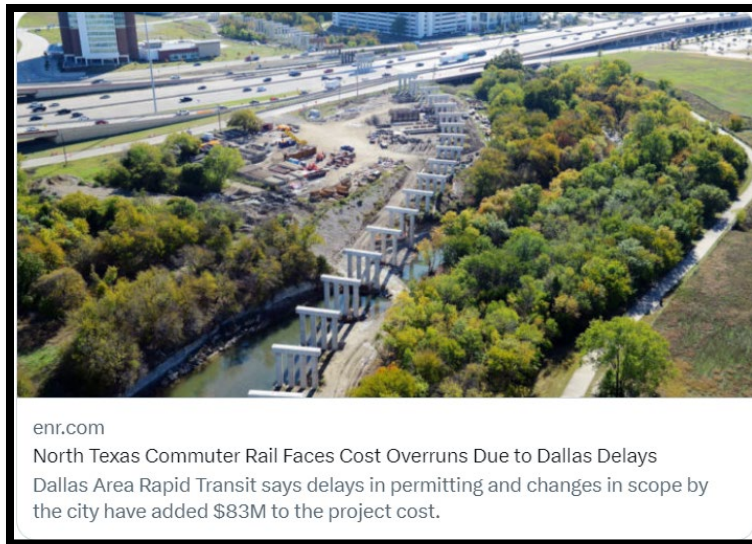
Is it reasonable for them to not put in writing the current status for all projects but say they can evaluate past, current and future projects? Their delays and mismanagement shouldn't be connected to the return of our resident's tax dollars.

Is it not reasonable for DART to require timely permit approval? – Roy Atwood (@RoyGAtwood)

Dart complains they haven't gotten timely permit approval but when the claim is investigated by @NCTCOGtrans it's determined not to be the fault of the city. This is transportation permitting, not the highly publicized & delayed building permits. — Cara Mendelsohn (@caraathome)

Had Dallas approved a normal subway system years ago like every other major city has instead of wasting money on pedestrian tunnels and an underground "mall" that are nearly abandoned at present, perhaps this wouldn't be such an issue. Dallas is decades behind in mass transit. — Bonni M. Crisfulli (@BonniCrisfulli)

3. An independent investigation is needed! How does @dartmedia think they can get away with lying & laying the blame on @CityOfDallas? DART mgmt ineptitude has delayed this project by years & doubled the cost. @NCTCOGtrans @DallasCityMgr — Cara Mendelsohn (@caraathome)



enr.com

North Texas Commuter Rail Faces Cost Overruns Due to Dallas Delays
Dallas Area Rapid Transit says delays in permitting and changes in scope by the city have added \$83M to the project cost.

Dallas is well known for having permitting delays for practically everything. The process is broken, it's clear the city has caused these delays. Who should pay? Transit riders, or the city that caused this mess in the first place? — roboramey (@roboramey)

The permits aren't from development services (the department with publicized delays) these are transportation permits, which is totally different. But Dart/AWH has to actually submit all the documents & info required to get the permit. Dart has failed at the design-build process. — Cara Mendelsohn (@caraathome)

It should be easy then for City of Dallas to publicize when permit applications were received and when they were approved then, yes? I'll believe CoD isn't at fault when CoD proves it isn't at fault -funny how Carrollton/Plano/Addison don't have this problem — roboramey (@roboramey)

Dallas has more "critical points" meaning more complicated engineering. I am certain the truth will come out at some point in the lawsuit AWH & Dart will have against each other to determine who messed up the most. — Cara Mendelsohn (@caraathome)

DART is a State agency and doesn't have to have Dallas's approval or permits for anything. Blaming cost overruns on "permitting delays" with the city is pretty disingenuous. — @1dalm@deacon.social / @1dalm@scicomm.xyz (@1DaIM)

This circus keeps getting worse and worse... — Dorian Isenberg (@DorianIsenberg)

4. Gave me a text for a survey as soon as the GoZone van arrived. I'm a sucker for surveys, but this one I think is @NCTCOGtrans and it seems to barely understand GoZone. They have a GoZone fare option, but then ask how long the pass is good for? — Eric Pruett (@BashfulBits)

Q. How long is your pass good for?
This question is mandatory.

AM/PM Pass

Day pass

7 Day pass

Monthly (31 Day pass)

Annual pass

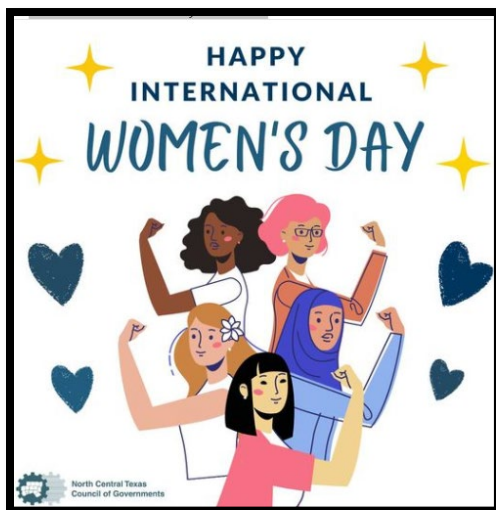
5. Good lord just give us more buses and rail. Stop with the vaporware. @NCTCOGtrans — Philip (@gosspl)



Other

Facebook –

1. Happy International Women's Day!
 Join us in celebrating the amazing women who impact and inspire us every day!
 #internationalwomensday #IWD2023 — NCTCOG Transportation Department



Thank you to Vickie Alexander for being a great mentor to me as a young professional.
 — Kelli Gilbert Brosig

Continued from Cover Story



Planning for the future

Share your vision for transportation in 2050 with TxDOT at the spring 2023 public meeting series!

Connecting Texas 2050

Statewide Long-Range Transportation Plan

SOURCE: TxDOT

TxDOT graphic

The statewide virtual public meeting will be available online through May 31, 2023. The same information will be available at the virtual public meeting and in-person open houses. ■

What do **YOU** see for the future of our roads?

LEARN MORE: www.ConnectingTexas2050.com

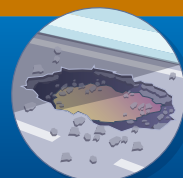


IN-PERSON OPEN HOUSE:

5:30 to 7 p.m. Thursday, May 4, 2023

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Transportation Council Room
Centerpoint II, 616 Six Flags Drive
Arlington, TX 76011



REPORT A POTHOLE:

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

DALLAS DISTRICT PROGRESS

Monthly Report on Dallas District Projects and Topics

★★★

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

PLANNING FOR THE FUTURE



STATEWIDE — TxDOT continues to plan for the needs of tomorrow in everything we do. Our latest venture, Connecting Texas 2050, invites the public to attend a statewide virtual public meeting with in-person open houses.

With unprecedented population growth in our state and increasing demands on our transportation system, we want to hear from the traveling public as we look toward 2050.

No matter what you do, where you live or how you get around, our long-range transportation plan affects everyone. That's why TxDOT wants to establish the vision, objectives, performance measures and strategic recommendations for the state's transportation system through 2050 for all modes.

The meeting schedule, which varies from city to city, will be held for Dallas-Fort Worth May 4.

During the virtual public meeting and in-person open houses, TxDOT will explain the process of the statewide long-range transportation plan. Participants can also share their vision by providing input on transportation goals and needs to help TxDOT plan for the coming decades.

Connecting Texas 2050
Statewide Long-Range Transportation Plan

We need your feedback

Participate in TxDOT's spring 2023 public meeting series

SOURCE: TxDOT

TxDOT graphic

TxDOT's **Connecting Texas 2050** venture is the latest in an ongoing process that lets Texans know when, where and how they can participate in process of planning for future transportation needs for the state of Texas.

➡ MORE ON BACK PAGE ➡



TEXAS DEPARTMENT OF
TRANSPORTATION
4777 E. Highway 80
Mesquite, TX
75150-6643

FOR MORE INFORMATION:

214-320-4480
dalinfo@txdot.gov
www.txdot.gov

MARCH 2023 LET PROJECTS

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	+/- (%)	CONTRACTOR
1	1568-02-014	FM 407	Wise County line to FM156	Rehabilitate existing roadway	\$8.98	\$8.97	-0.10%	Eurovia Atlantic Coast LLC
---	0197-04-084*	US 175	W US 175 to SH 34 Business	Install/replace signs	\$2.99	\$2.47	-17.36%	Texas Materials Group, Inc.
EST. MARCH 2023 TOTALS					\$11.97	\$11.44	-8.73%	
DISTRICT FY CUMULATIVE LETTINGS					\$972.20	\$1,128.49		
DALLAS DISTRICT FY LETTING VOLUME CAP					\$1,301,360,000**			

*Unmapped.

¹ Indicates project is an A+B bidding project.

** District FY 2022 Letting Cap includes the following:

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

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

APRIL 2023 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
1	0048-04-104	I-35E	Hill County line to Dallas County line	Rehabilitate existing roadway	\$2.59
2	0353-02-037	SH 114	East of IH 35W to BUS 114K	Construct new roadway lanes	\$102.11
3	2056-01-042	FM 2551	FM 2514 to FM 2170	Reconstruct and widen 2-lane rural to 6-lane urban	\$51.08
4	2250-02-020	SL 288	FM 428 to US 380	Rehabilitate existing roadway	\$1.66
5	3090-01-012	FM 3041	Chambers Creek to FM 1129	Reconstruct existing roadway	\$6.72
6	3427-03-007	FM 3356	FM 455 to Grayson County line	Rehabilitate existing roadway	\$4.86
---	0081-13-069*	I-35W	Various intersections to Denton and Kaufman Counties	Install illumination	\$0.74
---	0092-02-137*	I-45	Various locations to Dallas District	Rehab of dynamic message sign	\$4.95
ESTIMATED TOTAL					\$174.71 M

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

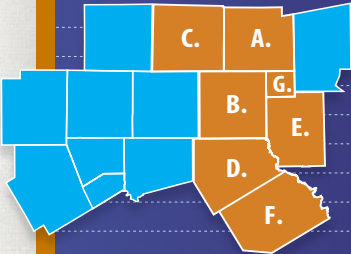
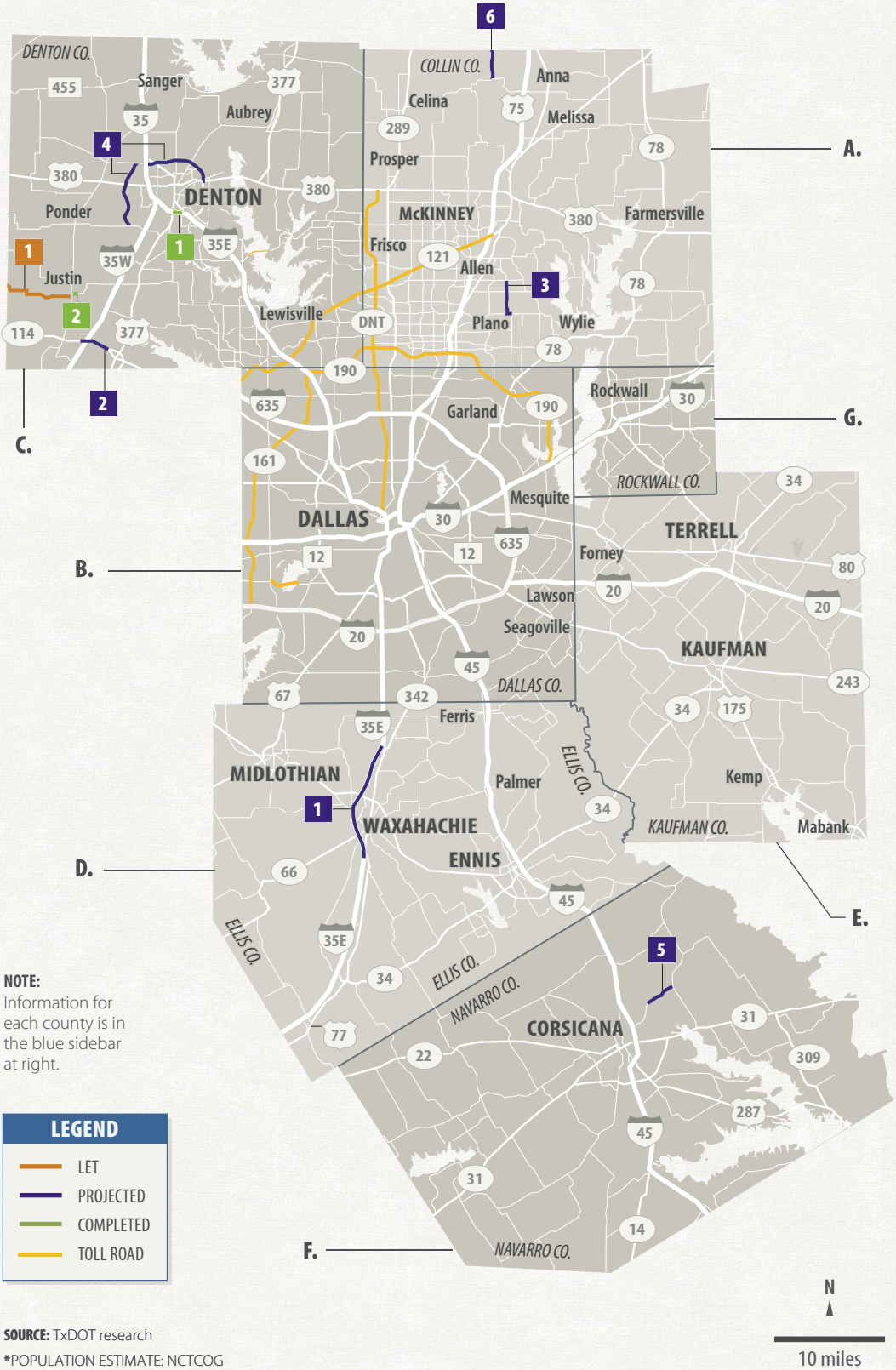
	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0195-03-096	I-35E	US 377 to FM 2181; SH 121 Bus to IH 35E SB FR; FM 407 from FM 2499 to IH 35E SB FR	Conc fdr & diamond grinding	\$3.08	3/23/23
2	1310-01-043	FM 407	FM 407 From Gulf Ave. to west of Sager Dr.	Realign existing 2 lane roadway to address lane safety issue	\$1.88	3/16/23
ESTIMATED TOTAL					\$4.96 M	

SOURCE: Texas Department of Transportation.

TxDOT graphic

DALLAS DISTRICT PROJECTS MAP

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



2023 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,189,810
*POPULATION ESTIMATE | 5,274,480
LANE MILES | 11,087.892

A. | COLLIN COUNTY

VEHICLE REGISTRATION: 865,094
*POPULATION ESTIMATE: 1,135,060
LANE MILES: 1,556.034

B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,095,680
*POPULATION ESTIMATE: 2,654,510
LANE MILES: 3,438.432

C. | DENTON COUNTY

VEHICLE REGISTRATION: 737,322
*POPULATION ESTIMATE: 950,660
LANE MILES: 1,730.268

D. | ELLIS COUNTY

VEHICLE REGISTRATION: 195,865
*POPULATION ESTIMATE: 207,620
LANE MILES: 1,547.372

E. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 141,728
*POPULATION ESTIMATE: 153,130
LANE MILES: 1,215.381

F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 52,281
*POPULATION ESTIMATE: 53,610
LANE MILES: 1,252.730

G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 101,840
*POPULATION ESTIMATE: 119,900
LANE MILES: 347.675