

AGENDA

**Regional Transportation Council
Thursday, May 11, 2023
North Central Texas Council of Governments**

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

Pledge to the United States and Texas Flags

- 1:00 – 1:10**
1. **Opportunity for Public Comment on Today's Agenda**
☒ Information Minutes: 10
Item Summary: Members of the public may comment on any item(s) on today's agenda at this time. If speaking, please complete a Speaker Request Card, available at the meeting, and provide it to the North Central Texas Council of Governments designated staff person. A maximum of three (3) minutes is permitted per speaker. At the conclusion of this item, no further opportunities for public comment will be provided for the duration of the meeting.
Background: N/A
- 1:10 – 1:15**
2. **Approval of April 13, 2023, Minutes**
☒ Action ☐ Possible Action ☐ Information Minutes: 5
Presenter: Duncan Webb, RTC Chair
Item Summary: Approval of the April 13, 2023, meeting minutes contained in [Electronic Item 2](#) will be requested.
Background: N/A
 3. **Consent Agenda (There are no items on the Consent Agenda)**
☒ Action ☐ Possible Action ☐ Information Minutes : 0
- 1:15 – 1:30**
4. **Orientation to Agenda/Director of Transportation Report**
☐ Action ☒ Possible Action ☐ Information Minutes: 15
Presenter: Michael Morris, NCTCOG
 1. Appointment of Regional Transportation Council Nominating Subcommittee (Chair Webb)
 2. Policy that Restricts Third Parties from Recommending their Will on the Regional Transportation Council (Possible Action)
 3. Texas Legislature Testimony ([Transportation - S/C Discretionary Funding Allocations - May 4th, 2023 \(granicus.com\)](#))
 4. US 75 Technology Lane Illumination Agreements - Texas Department of Transportation (TxDOT)
 5. Intelligent Transportation Systems (ITS) America Conference
 6. TxDOT – Transportation Alternative Call for Projects Support for Submittal

7. Tennessee, Atlanta, and Washington D.C., Advancement of P3s
8. Letter from Regional Transportation Council for Metropolitan Planning Organization – Dallas-Fort Worth Area - Rebekah Gongora ([Electronic Item 4.1](#))
9. City of Dallas/Dallas Area Rapid Transit Silver Line Mediation
10. Trinity Railway Express/Burlington Northern Santa Fe Mediation
11. Toyota-Chevron Renewable Gasoline Blend Announcement ([Electronic Item 4.2](#))
12. 2023 Ozone Season Update ([Electronic Item 4.3](#))
13. Auto Occupancy/High Occupancy Vehicle Quarterly Subsidy Report ([Electronic Item 4.4](#))
14. Air Quality Funding Opportunities for Vehicles (www.nctcog.org/aqfunding)
15. Local Clean Air Project Spotlight ([Electronic Item 4.5](#))
16. April Public Meeting Minutes ([Electronic Item 4.6](#))
17. Public Comments Report ([Electronic Item 4.7](#))
18. Recent News Articles ([Electronic Item 4.8](#))

1:30 – 1:40

5. Project Status Report: Milestone Policy Round 2 and FY2023 Project Tracking

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will provide the Regional Transportation Council (RTC) with a status report on the Milestone Policy Round 2 and FY2023 Project Tracking. Staff will request approval of updates to Milestone Policy project deadlines and 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 5.1](#). FY2023 Project Tracking status updates can be found in [Electronic Items 5.2](#). Details on the status reports can be found in [Electronic Item 5.3](#).

Performance Measure(s) Addressed: Roadway, Transit

1:40 – 1:50

6. **Application to Federal Highway Administration Charging and Fueling Discretionary Grant Infrastructure Program**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Amy Hodges, NCTCOG

Item Summary: Staff will request 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 Central Texas Council of Governments (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 to FHWA. Twelve proposals were received by the Call for Partners deadline of April 7, 2023. Staff has reviewed proposals and selected three that are suitable for pursuing proposals 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 6](#) provides additional details.

Performance Measure(s) Addressed: Air Quality

1:50 – 2:00

7. **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 for both the United States Congress and the Texas Legislature. The 1st session of the 118th U.S. Congress convened on January 3, 2023. The 88th session of the Texas Legislature convened on January 10, 2023, and will conclude on May 29, 2023. This item will allow staff to provide updates on key positions of the

Regional Transportation Council and allow any additional positions to be taken, if necessary.

Performance Measure(s) Addressed: Roadway, Safety

2:00 – 2:10

8. Walk to School Day Promotion 2023

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Karla Windsor, NCTCOG

Item Summary: Staff will provide an overview of activities planned for the 2023 Walk to School Day promotion and request local government assistance.

Background: Walk to School Day is a national event where students 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 pedestrian and bicyclist safety. 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 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. 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 and identify how local staff can collaborate with schools to hold events. [Electronic Item 8](#) provides additional details.

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

2:10 – 2:20

9. Regional Scrap Tire Program

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Jenny Narvaez, 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 9](#).

Performance Measure(s) Addressed: Air Quality

2:20 – 2:30

10. 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. For more information, please see [Electronic Item 10](#).

Performance Measure(s) Addressed: Air Quality

2:30 – 2:40

11. Fiscal Year 2023 Multimodal Project Discretionary Grant Program

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will brief the Regional Transportation Council (RTC) on the Fiscal Year (FY) 2023 Multimodal Project Discretionary Grant (MPDG) Program. This \$2.85 billion program solicits project applications for three funding opportunities: the National Infrastructure Project Assistance Grants Program (MEGA), the Nationally Significant Multimodal Freight and Highway Projects Grant Program (INFRA), and the Rural Surface Transportation Grant Program (RURAL). Staff will provide details highlighting grant requirements and potential candidate projects.

Background: In May 2023, the United States Department of Transportation (US DOT) is expected to announce the solicitation of project applications for the FY23 MPDG Discretionary Grant Program. As with last year, the Notice of Funding Opportunity (NOFO) combines three major discretionary grant programs in efforts to reduce burdens for State and local applicants, increase the pipeline of "shovel-worthy" projects now possible because of the Bipartisan Infrastructure Law (BIL), and enable US DOT to get a more comprehensive view of projects in development nationwide. The expected deadline for applications will be in late June 2023 for the following funding programs:

- The National Infrastructure Project Assistance (MEGA) Program will provide \$1 billion in FY23 funding for major projects too large or complex for traditional funding programs.
- The Nationally Significant Multimodal Freight and Highway Projects Grant Program (continuation of the existing

Infrastructure for Rebuilding America ([INFRA] Program) will provide \$1.55 billion in FY23 funding for highway, bridge, freight rail, intermodal, and marine transportation projects of regional and national significance.

- The Rural Surface Transportation Grant Program (RURAL) will provide \$300 million in FY23 funding supporting projects to improve/expand rural area surface transportation infrastructure for increased connectivity and enhanced safety and reliability of people and freight movements to generate regional economic growth and greater quality of life.

For agencies in the region submitting projects, please be aware you must complete the www.grants.gov registration process, usually requiring two-to-four weeks for completion, prior to submitting applications. Assuming the projected timing for application development, agency requests to receive a letter of support from the RTC should be submitted to Nicholas Allen by Thursday, June 15, 2023, at nallen@nctcog.org.

Performance Measure(s) Addressed: Goods Movement, Roadway

12. **Progress Reports**

☐ Action ☐ Possible Action ☒ Information

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

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

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

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

15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm on June 8, 2023, in the Transportation Council Room.***

MINUTES**REGIONAL TRANSPORTATION COUNCIL****April 13, 2023**

The Regional Transportation Council (RTC) met on April 13, 2023, at 1:00 pm in the Transportation Council Room. The following members or representatives were present: Steve Babick, Dennis Bailey, Rick Bailey, Adam Bazaldua, Gyna Bivens, Alan Blaylock, Tandy Boroughs (representing Daniel Alemán Jr.), J.D. Clark, Ceason Clemens, Michael Crain, Theresa Daniel, Janet DePuy, Andy Eads, Raul Gonzalez, Barry Gordon, Rick Grady, Lane Grayson, Mojoy Haddad, Ron Jensen, Brandon Jones, John Keating, Brad LaMorgese, B. Adam McGough, Cara Mendelsohn, Cesar Molina (representing Dianne Costa), Ed Moore, Raj Narayanan, Manny Ramirez, Jim Ross, David Salazar, Chris Schulmeister, Jeremy Tompkins, Oscar Trevino, William Tsao, Duncan Webb, and Michele Wong Krause.

Others present at the meeting included: Vickie Alexander, Micah Baker, Thomas Bamonte, Natalie Bettger, Alexis Black, Alberta Blair, David Boski, Jack Carr, Molly Carroll, Angie Carson, Lori Clark, Dawn Dalrymple, Clarence Daugherty, Chad Edwards, Amber Ellis, Kevin Feldt, Luis Gatica, Rebekah Gongora, Christie Gotti, Quintanilla Guillermo, Paulette Hartman, Tony Hartzel, Robert Hinkle, Amy Hodges, Joel James, Mark Kerby, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Dan Lamers, Eron Linn, Aaron Long, Dillon Maroney, Dan McClendon, Erin Moore, Michael Morris, Savana Nance, Jenny Narvaez, Mark Nelson, Donald Parker, Michael Peters, John Polster, Kelly Porter, James Powell, Vercie Pruitt-Jenkins, Abbas Rastandeh, Carrie Rogers, Madison Selldin, Randy Skinner, Gary Slagel, Toni Stehling, Shannon Stevenson, David Timbrell, Juliana VanderBorn, Daniel Vedral, Caroline Waggoner, Brendon Wheeler, Amanda Wilson, Brian Wilson, and Susan Young.

1. **Opportunity for Public Comment on Today's Agenda:** This item allows members of the public an opportunity to comment on agenda items. Regional Transportation Council Chair Duncan Webb asked if there were any public comments. No members of the public chose to speak at the meeting or provide written comments.
2. **Approval of March 9, 2023, Minutes:** The minutes of the March 9, 2023, meeting were approved as submitted in Electronic Item 2. Rick Grady (M); Theresa Daniel (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda. **Item 3.1 was removed from the Consent Agenda and presented by staff.**
 - 3.1. **May Transportation Improvement Program (TIP) Revisions:** Ken Bunkley presented the May revisions to the 2023-2026 Transportation Improvement Program (TIP) prior to requesting Regional Transportation Council approval. The action also included the ability to amend the Unified Planning Work Program (UPWP) and other planning and administrative documents with TIP-related changes. A copy of the revisions was provided in Electronic Item 3.1 for the Council's consideration. These modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP. This item was pulled from the Consent Agenda in order for staff to present a correction on page 5 of the revisions on United States (US) Highway 377, due to the scope change in the wording that referred to the wrong section, the correct section is State Highway 144 to Pirate Drive

that is going to have 0 – 4 lane discontinuous access roads. The revised information was provided at the meeting (Handout Item 3.1.1).

A motion was made to approve Item 3.1 as presented by staff and in Handout Item 3.1.1. Barry Gordon (M) Oscar Trevino (S). The motion passed unanimously.

4. **Orientation to Agenda/Director of Transportation Report:** Michael Morris thanked the City of Richardson for hosting the North Central Texas Council of Governments (NCTCOG) as the US 75 Technology Lane is being advanced. The project is being constructed by the Texas Department of Transportation (TxDOT) and largely funded by the Regional Transportation Council (RTC). An invitation was extended for anyone interested in becoming a friend of the Texas Department of Transportation Safety Committee and asked that interested parties contact Natalie Bettger of NCTCOG. As a friend of the Safety Committee Dallas Councilmember Cara Mendelsohn provided pamphlets regarding teen driving to RTC members. The Legislature is keeping everyone busy, and the House of Transportation Committee seems to be focused on TxDOT's testimony from March in regard to putting 20 percent of the \$100 billion into Category 12. Category 12 is the discretionary program of the Commission and some members of the Legislature feel that should be capped at 10 percent. Historically the Legislature has not wished to have a lot of money in the discretionary portion of the Commission agenda but has wished to have more allocated by formula to various parts of the state. A study request has been issued on this topic. Staff has requested an RTC action item on the \$100 million in AirCheck Program funds being returned to the region. More information was provided in Item 10. Michael mentioned that he was called to lead mediation between the City of Dallas and Dallas Area Rapid Transit (DART) Board regarding the DART Silver Line rail. Michael and Ken Kirkpatrick are leading a mediation between Burlington Northern Santa Fe (BNSF) and Trinity Railway Express (TRE), trying to obtain BNSF's local share and the BUILD grant we won in double tracking the TRE. The Dallas-Fort Worth region is one of three or four communities in the country wanting to build high speed rail, so NCTCOG will seek membership in the US High Speed Rail Coalition. This membership may bring staff and the RTC to a nationwide group in communications regarding the region's goal to have high-speed rail. The Governor of Tennessee has visited our region twice and he now refers to as the Dallas-Fort Worth miracle which is the region's ability to absorb one million people every seven years largely due to the region's dynamically priced managed lanes, public/private partnerships or P3 investments of twenty years ago, DART'S work regarding rail investments, and the work of the North Texas Tollway Authority. The State of Tennessee has now passed legislation to bring dynamically priced managed lanes to the metropolitan regions of Tennessee in excess of \$3 billion. Michael expressed his appreciation to the RTC members that were able to attend the Medal of Honor Museum luncheon on March 20, 2023. The Traffic Incident Management Executive Level training course will be held May 4, 2023, from 10:00 am to 12:00 pm. A meeting notice was distributed to members. Electronic Item 4.1 contained correspondence not yet transmitted from RTC Chair Duncan Webb to the Texas Commission on Environmental Quality regarding Dallas-Fort Worth Ozone Nonattainment and the Section 185 Fee. An editorial correction was made to the letter and a copy was provided at the meeting (Handout Item 4.1.1). The Air Quality Handbook is now available in a third language, Vietnamese, with illustration of the report cover shown in English, Spanish, and Vietnamese provided in Electronic Item 4.2. The 2023 Ozone Season update is provided in Electronic Item 4.3. The remaining items were not presented. Councilmember Rick Grady raised a concern on US 75, that a portion of US 75 in Plano goes unlit at night for a significant amount of time and that it's

not safe. Michael mentioned he would work with RTC member and TxDOT Dallas District Engineer Ceason Clemons to have lighting corridors reviewed. He also mentioned we need all of the lighting lit at all times for safety reasons.

5. **Emergency Funding: Adjustment to the Multi-source Funding Strategy to Expedite Environmental and Design Review for Surface Transportation Projects:** Michael Morris requested Regional Transportation Council (RTC) ratification of emergency funding authorization to increase RTC local funding for a professional service contract to expedite environmental and design review and other technical assistance for surface transportation projects. The RTC previously approved Regional Toll Revenue (RTR) and RTC Local Funds to support a professional services contract to expedite environmental and design review and other technical assistance. North Central Texas Council of Governments (NCTCOG)'s Executive Board approved a contract in March 2020 to perform these professional services. Funding agreement limitations restrict tasks eligible to be funded with RTR Funds. Professional services supporting initiatives outside the scope of the RTR Funding Agreement exceeded the RTC Local funding amount committed. An additional \$60,000 in RTC Local funds are needed to pay for continuation of professional services through the contract term of December 2023. There is no funding change in the contract. Regional Toll Revenue Funds will be reduced by \$60,000 from the contract obligation to retain the total contract commitment of \$700,000.

A motion was made to ratify the utilization of \$60,000 in Regional Transportation Council Local funds to support technical assistance and to revise administrative documents as appropriate to incorporate the additional funding. Cara Mendelsohn (M); Theresa Daniel (S). The motion passed unanimously.

6. **2023 Federal Transit Administration Low or No Emissions and Bus/Bus Facilities Competitive Grant Program:** Shannon Stevenson requested Regional Transportation Council (RTC) approval of a proposed regional submittal to the Federal Transit Administration (FTA) Low or No Emissions and Bus/Bus Facilities Competitive Grant Programs. The FTA 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 replace, rehabilitate, purchase, or lease buses and related equipment and rehabilitate, purchase, construct, or lease bus-related facilities with \$469 million in funding available. Grant program's purpose is to support state and local efforts to buy or modernize buses, improve bus facilities, and support workforce development. Requirements include a zero-emissions transition plan and 5 percent of the federal request must be dedicated to workforce development. The proposed project is to purchase up to 10 Electric Vehicle (EV) buses for North Central Texas Council of Governments (NCTCOG) subrecipient transit providers, purchase up to five 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 \$5 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 \$300,000 with \$300,000 in federal and 60,000 in local TDCs, administrative costs, a total of \$500,000,

\$500,000 in federal and 100,000 in local TDCs. Total estimated project budget is \$7,300,000 with \$7,300,000 in federal and 1,210,000 in local TDCs. Applications are due on April 13, 2023. The Executive Board action will be requested on April 27, 2023, and award announcement is anticipated by the Federal Transit Administration by June 28, 2023. Additional details presented in Electronic Item 6.

A motion was made to approve of a regional grant application submittal to the Fiscal Year 2023 Low-No & Bus/Bus Facilities Competitive Grant programs, not to exceed \$7,300,000 including the use of 1,210,000 Transportation Development Credits as local 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. Barry Gordon (M); Rick Bailey (S). The motion passed unanimously.

7. **Environmental Protection Agency Climate Pollution Reduction Grants Program for the Metropolitan Statistical Area:** Chris Klaus requested Regional Transportation Council (RTC) approval to pursue funding from the Environmental Protection Agency (EPA) Climate Pollution Reduction Grants (CPRG) program and requested 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. The CPRG will be administered by the EPA in two phases. Phase one has \$250 million in non-competitive planning grants and Phase two has \$4.6 billion in competitive implementation grants. More information can be found on <https://www.epa.gov/inflation-reduction-act/climate-pollution-reduction-grants>. The CPRG and Carbon Reduction Program (CRP) are similar programs. The purpose of CPRG is to reduce GHGs from any source, not just on-road sources and the CRP reduces carbon dioxide emissions from only on-road sources. The administrator for CPRG is EPA and for the CRP is Federal Highway Administration (FHWA). Funding for Dallas-Fort Worth (DFW) region for CPRG planning grants is \$1 million through 2027 with no match and CPRG implementation grants has up to \$4.6 billion available with match unknown; for the CRP, \$112 million (federal) is available for DFW through 2027 with a twenty percent match. The CPRG Phase one planning grants has allocated \$1 million available for the Dallas Fort Worth-Arlington metropolitan statistical area (MSA) and \$3 million to each state, District of Columbia, and Puerto Rico. Texas has accepted the \$3 million from the CPRG planning grants and has designated the Texas Commission on Environmental Quality (TCEQ) as the lead organization. EPA requires one eligible entity to be the lead applicant on behalf of the entire MSA to encourage regional planning. The lead applicant will be responsible for managing grant funds and coordinating with municipalities to develop the regional plan to reduce GHG. 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. On March 30, 2023, staff hosted a meeting with local governments to discuss the opportunity and seek letters of support. Letter of support must be provided to NCTCOG by April 21, 2023. Instructions and template were available on www.nctcog.org/aqfunding. Next steps and upcoming deadlines: municipalities letter of support to lead applicant on April 21, 2023; state's completed application and MSA's notice of intent to participate on April 28, 2023; completed applications for MSA's on May 31, 2023; information on competitive implementation grants released and planning funds awarded in summer 2023; deliverable # one – Priority Climate Action Plan on March 1, 2024; deliverable # two – comprehensive climate action plan in Summer of 2025; and deliverable # three – final report in 2027. Electronic Item 7 provided additional information.

A motion was made to approve North Central Texas Council of Governments (NCTCOG) as the lead applicant to pursue Phase 1 funding from the Environmental Protection Agency Climate Pollution Reduction Grants program on behalf of the Dallas-Fort Worth Metropolitan Statistical Area. Theresa Daniel (M); Janet DePuy (S). The motion passed unanimously.

8. **Carbon Reduction Program:** Christie Gotti requested Regional Transportation Council (RTC) approval of the proposed plan for utilizing the first increment of funding 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 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 Council on the Climate Pollution Reduction Grants (CPRG) versus Carbon Reduction Program (CRP). The purpose of CPRG is to reduce greenhouse gas emissions (GHGs), that is not limited to on-road sources, while the CRP reduces carbon dioxide emissions from on-road sources. The administrator for CPRG is the Environmental Protection Agency (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 in federal funding per year. Funding for our region will follow the RTC approved air quality funding split for the IJJA 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 three years. Thus, timely obligation of funding is critical to ensure that the first couple of years is obligated quickly, therefore staff proposes utilizing the first three years of funding on a 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. Additional details provided in Electronic Item 8.

A motion was made to approve the proposed plan to utilize the first increment of Carbon Reduction Program funds by trading the funds with other projects and seeking obligation quickly, and to administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents as needed to incorporate this funding. Cara Mendelsohn (M); Ed Moore (S). The motion passed unanimously.

9. **COVID Transit Funding Round 2:** Christie Gotti requested 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. The first set of new project recommendations are for regional bus stop improvements, which would provide funding for concrete foundations, overhead shelters, lighting, seating, real-time schedule information, etc. Surface Transportation Block Grant Program (STBG) funds are proposed for bus stop improvements in the Trinity Metro service area for \$2,780,000, in the Dallas Area Rapid Transit (DART) service area for \$2,100,000, and in the Denton County Transportation Authority (DCTA) service area for \$1,000,000, 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 DART system during major events in downtown Dallas, especially for a return trip. The next proposed project would fill this gap by extending the service for approximately 130 annual events, and \$3,000,000 of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds proposed (to be matched with regional TDCs) are requested. 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 is proposed to fund North Central Texas Council of Governments (NCTCOG) staff time for regional coordination of transit services with a focus on increasing economies of scale, and providing technical assistance, mobility on demand, and mobility as a service.

\$1,000,000 of STBG funds are proposed for this effort to be matched with regional TDCs. A 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 (CDL) tuition reimbursement. The program would be coordinated with regional and county workforce development agencies. \$500,000 of STBG funds are 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 alignment with the RTC approved East/West funding split of 69 percent East and 31 percent West. On March 9, 2023, this program was mentioned during the Director's Report and the proposal went out to public meeting in March 2023. STTC recommended RTC approval at its March 24, 2023, meeting, and action was requested at the April 13, 2023, RTC meeting. Details of the proposed programs and projects were provided in Electronic Items 9.1 and 9.2. Denton County Transportation Authority (DCTA) Chair, Cesar Molina, asked if there is a ridership test to continue the expanded hours. DCTA will expand it if the ridership shows that it should be expanded.

A motion was made to approve of proposed COVID-19 #00X Infrastructure Program Transit Partnership (Round 2), administratively 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. Steve Babick (M); Cesar Molina (S). The motion passed unanimously.

10. **Federal and State Legislative Update:** Rebekah Gongora requested Regional Transportation Council (RTC) approval to send a letter to bring Local Initiatives Projects/ Low-Income Vehicle Repair and Replacement Assistance Program (LIP/LIRAP) funds back to the region. House Transportation Chair Canales previously expressed interest in LIP/LIRAP funding issue in April 2022, interim committee sent two letters on June 1, 2022, and December 2, 2022. LIP funds can be used for temporary tag enforcement. House Subcommittee on highways and transit met on March 28, 2023, to discuss the implementation of the Infrastructure Investment and Jobs Act (IIJA) challenges and opportunities and focused on Buy America, permitting delays, supply chain disruptions, inflation, discretionary grant process, and workforce development. State budget: House Bill (HB) 1 House - approved \$302.6 billion budget on April 6, 2023, with \$136.9 billion in general revenue spending and \$37.1 billion for Texas Department of Transportation (TxDOT). Article VII – transportation amendments included: I-20 Passenger Rail Project \$10 million matching funds, if federal grant awarded, United Transportation Programs (UTP) 10% discretionary cap, federal funding report, and outreach and education programs on transportation safety. HB 1 Senate - Senate finance approved \$308 billion budget on April 12, 2023, \$141.3 billion in general revenue spending, \$37.4 billion for TxDOT. Article VII – transportation amendments included: \$10 million in federal funds for Southern Gateway Deck Park Phase 2 project, if it meets federal funding requirements. Bills of interest on transportation funding would extend Proposition 7 by 10 years Senate Concurrent Resolution 2 (SCR 2) - approved in Senate committee on March 29, 2023; on Senate calendar for April 13, 2023, would extend Proposition 1 by 8 years for Senate Bill (SB 1232) - approved in Senate Committee on April 12, 2023, \$200/\$400 electric vehicle registration renewal fee (SB 505) - approved on Senate floor March 29, 2023, (HB 2199) - approved in House Committee on April 12, 2023, would add public transportation, bicycle paths, and sidewalks to the constitutional uses for which proposition 1 funds can be used for House Joint Resolution (HJR 77) - left pending in House Committee on April 12, 2023.

Bills of interest on safety provide authority of a city to alter speed limits in residential district (SB 1663) - placed on Senate calendar for April 12, 2023, Texas Transportation Commission variable speed limit program (HB 1885) - approved in House Committee on March 29, 2023, would update terminology in state law from transportation “accident” to “crash” (HB 2190) - approved in House Committee on March 29, 2023, would eliminate the Vehicle Safety Inspection Program for non-commercial vehicles and establishes a fee (HB 3297) - left pending in House Committee on April 11, 2023. Bills of interest on air quality for regulation of emissions by local governments (SB 784) - approved on Senate floor on April 11, 2023, (HB 2211) passed House Committee on April 4, 2023, authority to regulate the use or sale of a product for the purpose of reducing greenhouse gas emissions (SB 1114) - approved on Senate floor April 6, 2023. Bills of interest on electric vehicles regulating vehicle charging equipment (SB 1001) - approved on Senate floor March 29, 2023, and Electric Vehicles (EV) charging services, utility regulation (SB 1002) - approved on Senate floor on April 12, 2023. Bills of interest on unmanned aircraft encroachment protections for airports and military installations (SB 1308) - approved on Senate floor on March 28, 2023; Broadband amends and updates current law relating to broadband development (SB 1238) - approved on Senate floor April 5, 2023; and temporary tags issuance of Metal Plates (HB 718) - approved in House Committee April 5, 2023, temp tag tampering penalties (HB 914) - approved on House floor April 10, 2023, and temp tag reproduction penalties (HB 2902) - left pending in House Committee on April 12, 2023.

A motion was made to transmit a letter to bring Local Initiatives Projects/ Low-Income Vehicle Repair and Replacement Assistance Program (LIP/LIRAP) funds back to the Dallas-Fort Worth region. Theresa Daniel (M); Adam Bazaldua (S). The motion passed unanimously.

11. **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, assisting with event/project publicity and networking, increasing stakeholder collaboration/engagement, and informing 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, 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 11. North Central

Texas Council of Governments plans to finalize the committee and hold an initial meeting in Summer 2023.

12. **Census Bureau Update to Urbanized Areas: Potential Implications:** Ken Kirkpatrick reported on a 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. Additional details provided in Electronic Item 12.
13. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 13.1 and Surface Transportation Technical Committee attendance in Electronic Item 13.2.
14. **Other Business (Old or New):** There was no discussion on this item.
15. **Future Agenda Items:** There was no discussion on this item.
16. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, May 11, 2023, in the Transportation Council Room of the North Central Texas Council of Governments.

The meeting adjourned at 2:34 p.m.



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.

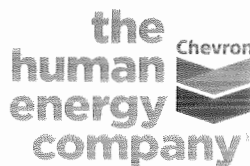
Potential Actions

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.



renewable gasoline blend

putting carbon-conscious customers in the driver's seat

The road to lower carbon gasoline starts here

Chevron is exploring new ways to provide lower carbon fuel solutions for our customers. More than 95% of passenger vehicles in the United States depend on gasoline-powered engines. After a lot of hard work in the labs, in the field and on the road, Chevron has created a renewable gasoline blend that has the potential for immediate use in the more than 265 million gasoline-powered passenger vehicles on the road today in the U.S.

Unlocking potential for U.S. motorists

Compatibility with current infrastructure and gasoline-fueled cars allows Chevron's renewable gasoline blend to enable virtually all drivers to help contribute to a lower carbon future without having to purchase new vehicles or new engines.

A breakthrough in gasoline production

Our renewable gasoline blend, made from biomass and conventional components, can reduce lifecycle CO₂ emissions by more than 40% compared to traditional gasoline. We're using renewable feedstock to make lower carbon intensity blends of gasoline. With our advanced methods of combining renewable and traditional blendstocks, we've created an exceptional fuel.

Building on our expertise in lower carbon fuels, we've made renewable naphtha, once a minor byproduct, into a viable resource for lowering the carbon intensity of gasoline.

Growth and incorporation

Chevron is leading the way for incorporating renewable material into conventional gasoline, formulating a renewable gasoline blend that meets or exceeds the fuel performance requirements of today's conventional gasolines while directly reducing carbon intensity.

fast facts

3.3

trillion miles

driven annually in the U.S.*

>95%

of passenger vehicles

on U.S. roads today use gasoline-powered engines (265+ million)*

>40%

carbon reduction

with Chevron renewable gasoline blend vs. traditional gasoline

>50%

renewable feedstocks

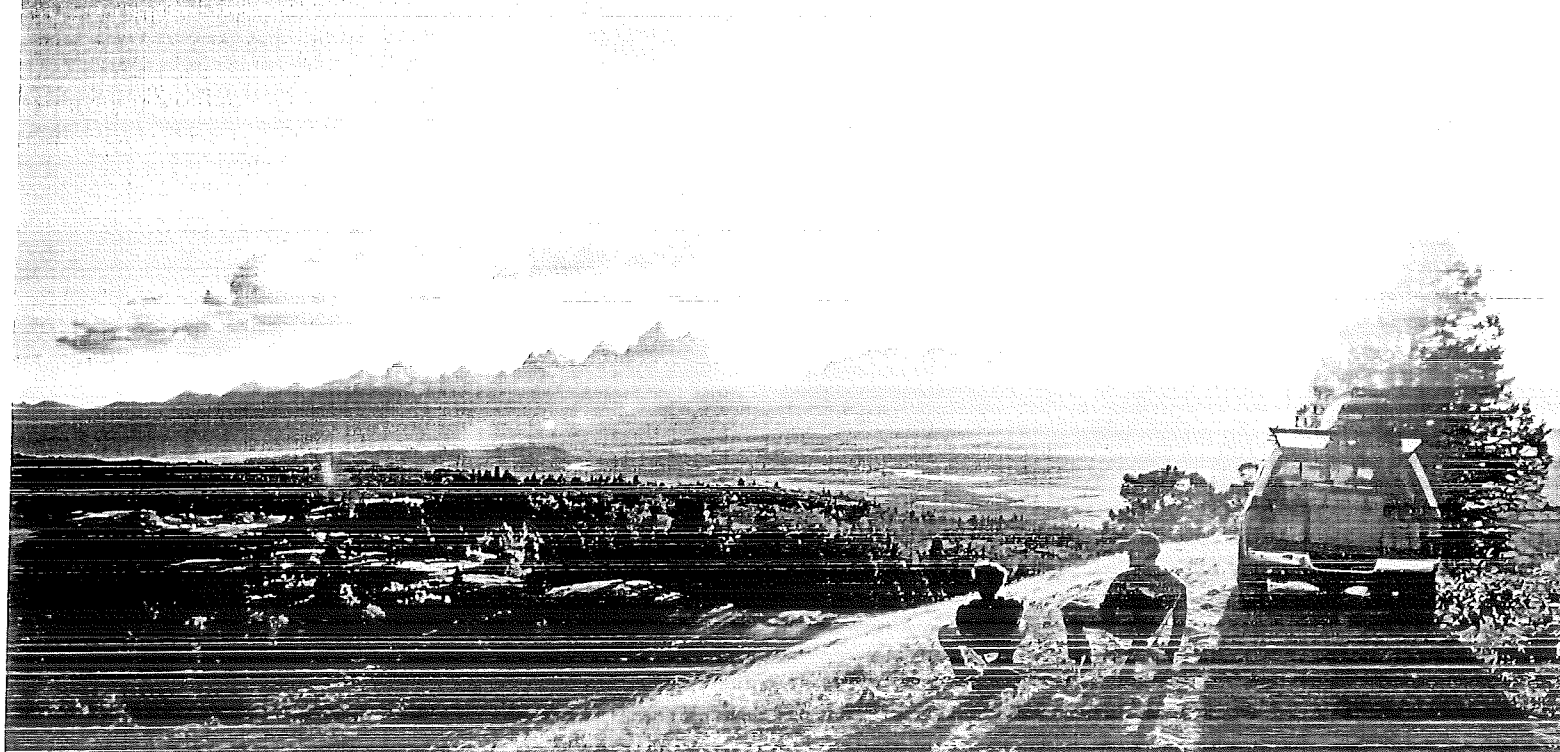
in Chevron renewable gasoline blend

zero

need for

new fueling infrastructure, new vehicles or new engines with Chevron renewable gasoline blend

*Based on 2022 data. Includes cars, SUVs and light-duty trucks on the road in the U.S. Does not include enterprise or government-owned auto fleets.



It takes a team to fuel America's cars for the future
Chevron's development of renewable gasoline blends extends beyond the consumer to our agricultural partners, promoting economic prosperity for U.S. farmers and livestock producers. Chevron's Renewable Energy Group is sourcing agriculture- and waste-based feedstocks from more than 100 different suppliers.

Advancing the farm-to-fuel ambition

Innovating and collaborating with our agriculture partners has encouraged greater focus on developing novel feedstocks that yield larger volumes of oils for renewable fuels. As a result, we're also able to help enhance agricultural sustainability practices.

Ethanol for the assist

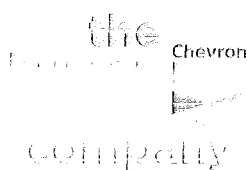
The renewable gasoline blend used in our current five-city Future Fuels Showcase contains 15% ethanol (E15), further driving down the lifecycle carbon intensity of transportation fuels.

Many pieces to the lower carbon puzzle

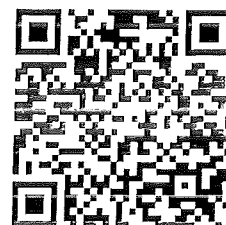
Lowering the carbon intensity of the passenger transportation sector calls for a comprehensive approach that includes multiple technology-neutral solutions. Along with electrification, lower carbon intensity liquid fuels, hydrogen and renewable natural gas all play essential roles in this process. By adopting diverse strategies, we can work together to reduce emissions for all vehicles in the U.S. – now and in the coming years.

Enablement for a lower carbon future

Chevron's renewable gasoline blend can reduce passenger vehicle lifecycle emissions by more than 40% at scale production. Supporting market-based mechanisms, feedstock flexibility, co-processing of traditional and biofeedstocks and a full lifecycle approach to carbon reduction are all critical policy considerations for a lower carbon future.

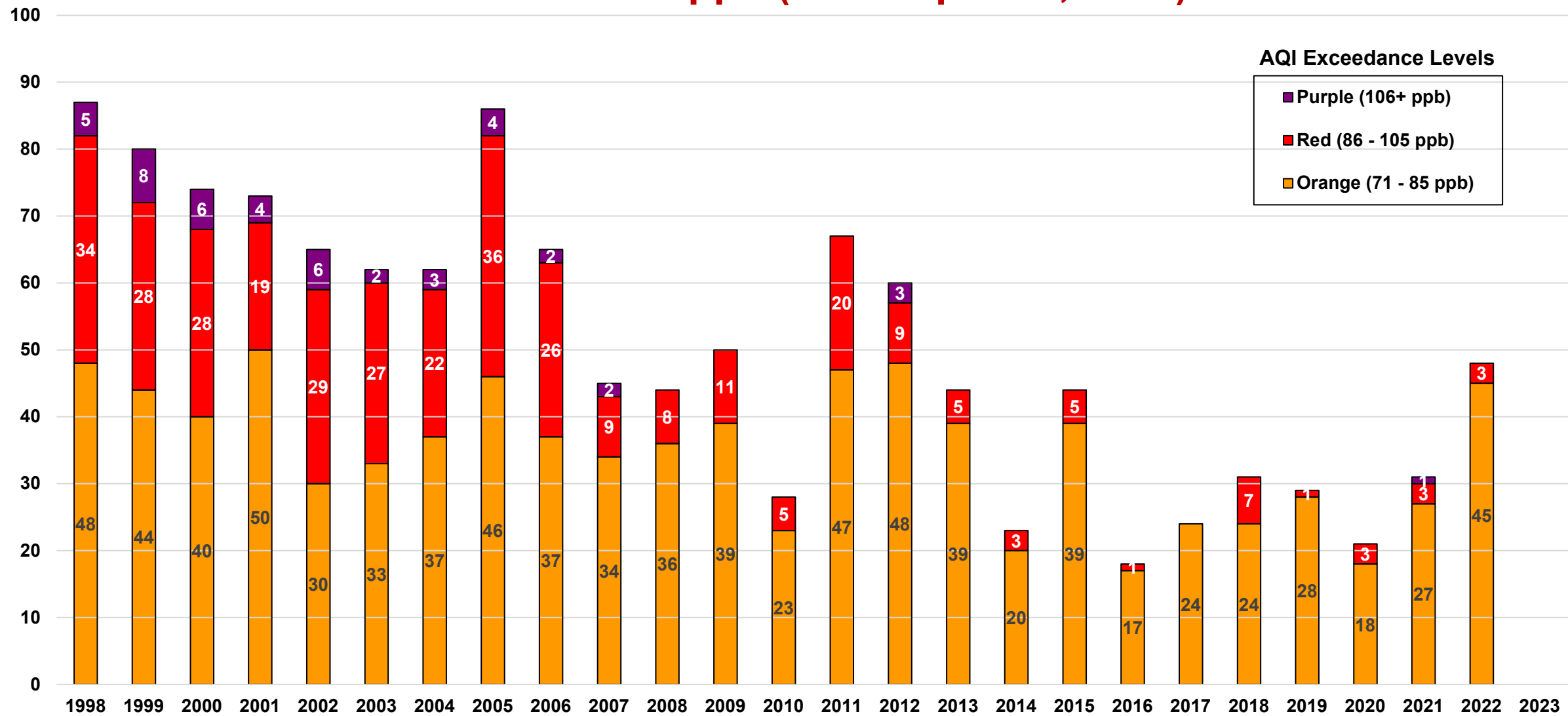


chevron.co/renewable-gasoline-blends



8-HOUR OZONE NATIONAL AMBIENT AIR QUALITY STANDARDS HISTORICAL TRENDS

Based on ≤70 ppb (As of April 30, 2023)

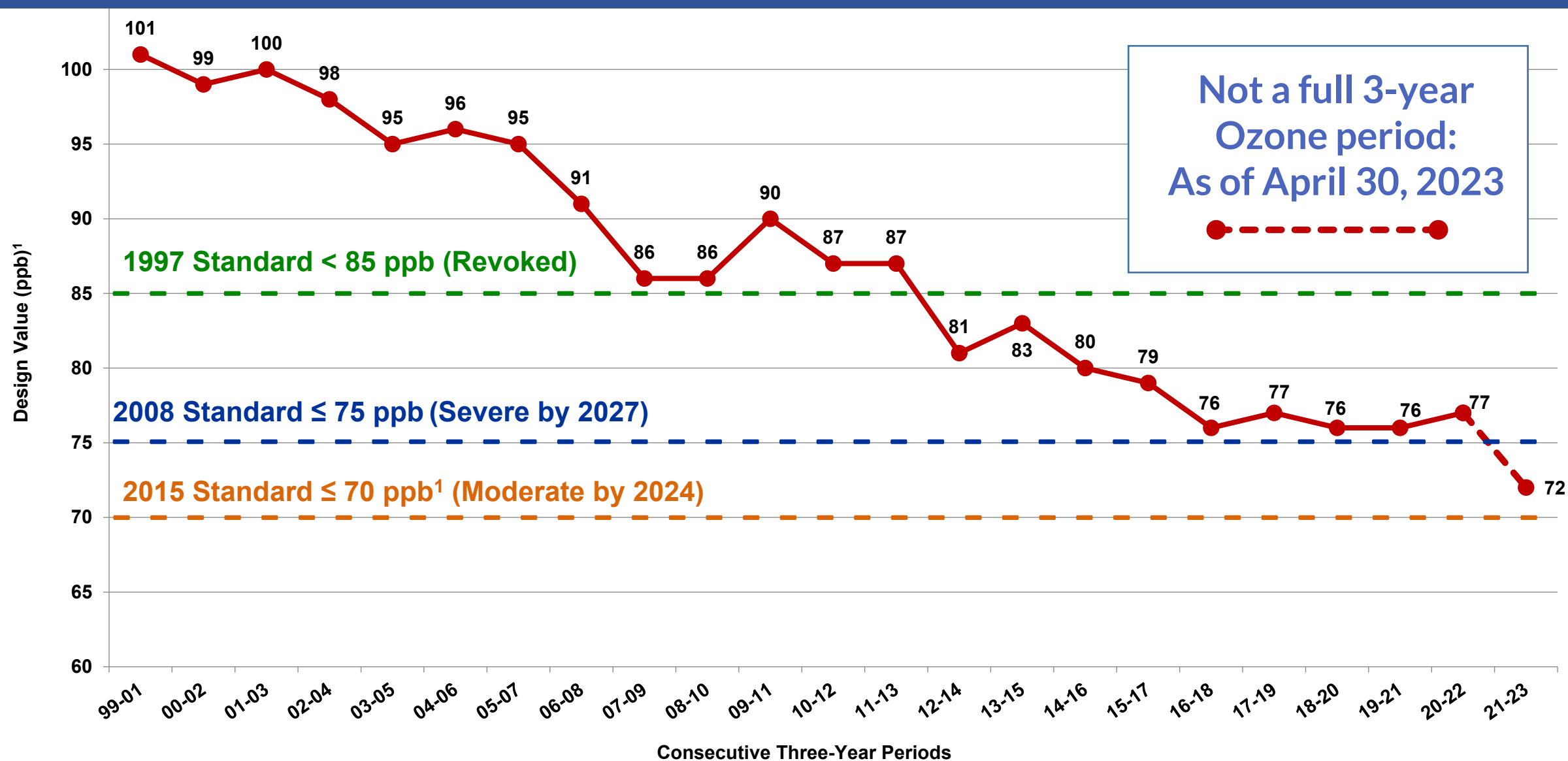


Exceedance Level indicates daily maximum eight-hour average ozone concentration.
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

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

8-HOUR OZONE NATIONAL AMBIENT AIR QUALITY STANDARDS

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).

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



High-Occupancy Vehicle Quarterly Report

Surface Transportation Technical
Committee Meeting

May 11, 2023



Managed Lane System



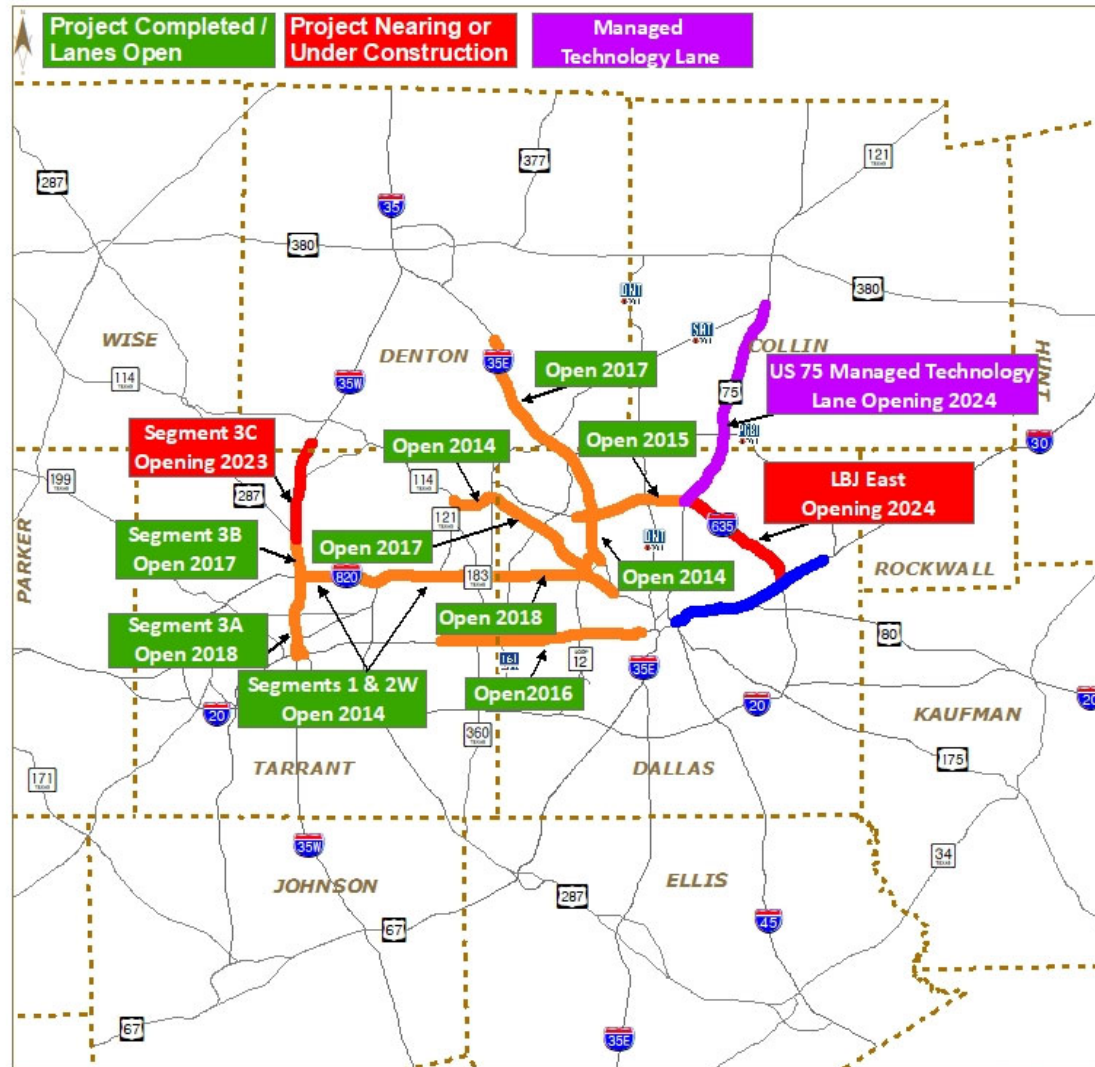
Fort Worth CBD



Dallas CBD



North Central Texas
Council of Governments



October 5, 2021

Toll Managed Lane Data Monitoring

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

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North Tarrant Express			
• <i>SH 183/121 from IH 35W to SH 121</i>	\$4,506,507	Negligible	0
• <i>IH 35W from IH 30 to US 287</i>			
LBJ Express			
• <i>IH 635 from Preston Road to Greenville Avenue</i>	\$3,683,705	Negligible	0
• <i>IH 35E from Loop 12 to IH 635</i>			
DFW Connector			
<i>SH 114 from Kimball Avenue to Freeport Parkway</i>	N/A	Negligible	0
IH 30 Managed Lanes			
<i>IH 30 from SH 161 to Westmoreland Road</i>	N/A	Negligible	0
IH 35E Managed Lanes			
<i>IH 35E from FM 2181 (Teasley) to LBJ</i>	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

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Dan Lamers

Senior Program Manager

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Amanda Wilson

Program Manager

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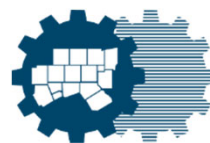
817-695-9284

Berrien Barks

Program Manager

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Local Clean Air Project Spotlight

Regional Transportation Council

May 11, 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 Railroad Administration Grant Program and Legislative Update****Car Care Awareness and Vehicle Temporary Tags Update****Start of 2023 Ozone Season****Creation of DFW Clean Cities Advisory Committee****Walk to School Day 2023****Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, April 10, 2023 at noon in Arlington. Patrons could attend in person, via phone or view the live stream at www.publicinput.com/nctcogApril23. Chris Klaus, Senior Program Manager, moderated the meeting attended by 74 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 Railroad Administration Grant Program and Legislative Update – **presented by Brendon Wheeler and Rebekah Gongora**
- Car Care Awareness and Vehicle Temporary Tags Update – **presented by Anthony Moffa**
- Start of 2023 Ozone Season – **presented by Nicholas Van Haasen**
- Creation of DFW Clean Cities Advisory Committee – **presented by Joslyn Billings**
- Walk to School Day 2023 – **presented by Erin Curry**

The public meeting was held to educate, inform and seek comments from the public. Comments were solicited from those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at www.publicinput.com/nctcogApril23.

Summary of Presentations

Federal Railroad Administration Grant Program and Legislative Update presentation:
<https://www.nctcog.org/getmedia/3644edd3-b89e-4355-94a5-636428c6f7f3/Federal-Railroad-Administration-Grant-Program-and-Legislative-Update.pdf>

In November 2021, the Surface Transportation Reauthorization Bill was passed, allocating approximately \$1.2 trillion for transportation initiatives, with most of the funding being provided through USDOT formula programs and competitive grants.

The Federal Railroad Administration (FRA) has two grant programs that impact the Dallas-Fort Worth region. The first program is the Corridor Identification and Development (ID) Program, which aims to establish a pipeline of projects to receive funding through the second program, the Federal State Partnership (FSP) and Intercity Passenger Rail program. The FSP program is designed to support projects in the planning and development phase. The goal is to obtain a spot in the FRA's National Intercity Passenger Rail Registry of Projects, which will eventually allow the project to qualify for funding through the FSP and Intercity Passenger Rail program. The Heartland Flyer, Amtrak's intercity passenger rail service operating between Fort Worth and Oklahoma City, is currently in operation and has the support of the RTC, the Kansas Department of Transportation, the Oklahoma Department of Transportation and the Texas Department of Transportation.

An intercity passenger rail corridor application from Dallas-Fort Worth to Atlanta has been submitted to the Corridor ID Program, and Amtrak is taking the lead on the application process while NCTCOG is leading the Dallas-Fort Worth High-Speed Transportation Connections Study. The purpose of the application is to unite corridors, register them and establish partnerships with the State of Texas and Amtrak. TxDOT, NCTCOG and CTCOG have submitted applications to the Corridor ID Program for a high-speed rail grade-separated network between Fort Worth, Dallas and Houston.

Car Care Awareness and Vehicle Temporary Tags Update presentation:

<https://www.nctcog.org/getmedia/5a421f0b-7728-4545-be5c-ba3217a8ebc4/Car-Care-Awareness-and-Vehicle-Temporary-Tags-Update.pdf>

The Car Care Awareness campaign aligns with National Car Care Awareness Month in April and October and seeks to advance air quality benefits for the region, inform owners about vehicle maintenance and build stronger community relations.

NCTCOG began hosting car care clinics in April 2013. The clinics, which have a hands-on, educational approach, provide vehicle owners the chance to speak with qualified technicians about their check engine light and any other issues they might be experiencing with their vehicle. The campaign website, which launched in 2016, offers free educational materials, vehicle maintenance tips and program updates.

Current efforts for this campaign include:

- Partnering with nonprofit organizations and vehicle repair shops throughout the region
- Providing social media toolkits and educational materials to local governments and organizations upon request
- Updating the program website
- Requesting auto repair shops and auto part retailers to provide public discounts

Additionally, fraudulent vehicle temporary tags and clean scanning, which involves hooking up a vehicle that would otherwise have failed an emissions test, are both large issues in the Dallas-Fort Worth region. Legislative solutions have been identified to help fund a regional task force that used to be active but was vetoed in 2017. Legislative bills have also been filed to address the temporary tag system. Senate Bill 718 would eliminate paper tags and replace them with metal tags while Senate Bill 970 would commission a study on temporary tags. Administrative

rule changes have been implemented, but law enforcement training and automatic verification of tags are still needed.

Start of 2023 Ozone Season presentation:

<https://www.nctcog.org/getmedia/17946e7a-cfb9-4cbb-a5cc-0eb8822ab326/Start-of-2023-Ozone-Season.pdf>

Ozone is a gas composed of three atoms of oxygen and occurs both in the Earth's upper atmosphere and at ground level. Ground-level ozone is commonly referred to as "bad ozone" and forms when emission sources emit nitrogen oxides and/or volatile organic compounds that react in the presence of sunlight. Ozone can make it more difficult to breathe, aggravate lung diseases, and inflame and damage the airway.

North Texas is currently under two ozone standards, one for 2008 and one for 2015. Because the region did not meet attainment for either standard, NCTCOG staff is preparing for the region to be reclassified from marginal to moderate under the 2015 standard and from serious to severe under the 2008 standard. Staff expects the attainment deadline for the new classifications to be no later than July 20, 2027 for the 2008 standard and no later than August 3, 2024 for the 2015 standard.

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

Creation of DFW Clean Cities Advisory Committee presentation:

<https://www.nctcog.org/getmedia/6057df22-d5be-4fee-9194-19131451256f/Creation-of-Dallas-Fort-Worth-Clean-Cities-Advisory-Committee.pdf>

NCTCOG hosts the Dallas Fort Worth Clean Cities (DFWCC) Coalition, a U.S. Department of Energy (DOE) program aimed at improving air quality through clean transportation initiatives. To ensure coalitions remain active and effective, the DOE redesignates them every five years, and a goal to establish a stakeholder advisory committee was identified in the latest redesignation. The committee will assist and advise Coalition staff by providing diverse perspectives, assisting with event publicity and networking, increasing stakeholder engagement and providing information on the adoption of a strategic plan.

The committee is seeking at least five members, with at least 51 percent of those members representing the public sector. Nominations will be accepted until May 31, and the committee hopes to hold its first meeting in the summer of 2023. For more information or to submit a nomination, visit the DFWCC website at <https://www.DFWcleancities.org>.

Walk to School Day 2023 presentation:

<https://www.nctcog.org/getmedia/b4079169-1faa-4cf0-9505-bf90fcc3efe1/Walk-to-School-Day-2023.pdf>

Walk to School Day is an annual event promoting bicycle and pedestrian safety for students during the school day. Last year, nearly 1,000 students signed the Promise to Street Safety pledge, and the DFW region hosted over half of the Walk to School Day events in Texas. Events include everything from free prizes to breakfast offerings, and schools can organize meet-up points at churches or local parks for students, families and staff to walk to school together.

Municipalities interested in participating in this event can consult with local school districts and parent groups. This year's Walk to School Day will be held on Wednesday, Oct. 4. For more information, visit <https://nctcog.org/walktoschool>.

COMMENTS RECEIVED DURING THE MEETING

Federal Railroad Administration Grant Program and Legislative Update

Phyllis Silver, Citizen

A. Derailment research funding

Comment: I'm so pleased to hear there's some additional funding under the FAST Act. Throughout the presentation, I was reminded of the recent train derailments. There surely will be a study done on this issue, and I believe after this study is done, there's going to be improvements required on most or all rail lines. Is there enough flexibility for funding to be used for recommended improvements as a result of the study of derailments?

Summary of Response by Brendon Wheeler: This presentation focused on intercity passenger rail funding, but there is also funding for programs administered by the Federal Railroad Administration (FRA). One of these programs is the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant, which focuses on bridges that are becoming obsolete and need restoration. As a part of the bipartisan infrastructure law, these funds have been replenished and increased. While the presentation focused on the passenger rail, there is funding available for other items mentioned.

B. Local funding for improvements

Comment: I think derailments could also happen on smaller intercity passenger rail. Is there flexibility with local funding?

Summary of Response by Brendon Wheeler: The current federal bill has flexibility with class one railroads and other railroads having their own private funds to focus on rail efficiency. If a rail line is deemed deficient, there is funding on both the private and public side to address it.

Summary of Response by Rebekah Gongora: Congress is taking up the next fiscal year appropriations bill and has proposed additional funding for railroad safety but has not yet debated it.

C. Congressional action on railroad safety

Comment: Congress is still debating railroad safety. Has anything been decided?

Summary of Response by Brendon Wheeler: There may be a continuing resolution on this current fiscal year so it may be extended, but Congress has not debated railroad safety yet.

Car Care Awareness and Vehicle Temporary Tags Update

Councilmember Cherry Bryant, City of Alvarado

A: Car Care Awareness partnerships

Question: Does the city have to be signed up to receive the Car Care Awareness digital toolkits and educational resources? Is this program a partnership with cities?

Summary of Response by Anthony Moffa: There is no formal agreement between cities and NCTCOG and no signup is required to receive the social media toolkit. The toolkits and educational materials can be used and distributed by cities however they see fit.

Summary of Response by Chris Klaus: If a city wants to promote and host an event, NCTCOG would work with local repair facilities in the area. The city or the local chamber of commerce may have connections with repair facilities that could facilitate the event as well.

Other

Hexel Colorado, Citizen

A. DART support

Comment: DART recently completed a series of community meetings about their future projects, including Zoom 2.0 and upgrades to the bus network. I was impressed with their tier two of mobility, which had headways of 15 minutes system wide. However, I understand tier two is further away than tier one. I would like to see NCTCOG and the region support DART and advocate for tier two as soon as possible. Higher frequency and higher levels of service are needed to get more people using world class transit. This is especially important in a sprawling metroplex where making last mile connections is important. I encourage NCTCOG to pursue this and other partners to help them with it.

Summary of Response by Chris Klaus: The statistics and data suggest transit ridership dropped during the pandemic. The Regional Transportation Council and NCTCOG staff are working closely with the transit agencies to try to get that ridership back up. We will pass your comment along to our transit staff.

B. Transit training for riders

Comment: NCTCOG should consider the defensive driver model, where there is assistance from private institutions in the promotion and training of general transit riders.

Summary of Response by Chris Klaus: We will pass your comment along to our transit staff so they can coordinate as needed with our transit partners.

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

Email

Federal Railroad Administration Grant Program and Legislative Update

Marcus Wood, Citizen

Page 8 of the presentation regards the FRA's Corridor ID Program: Fort Worth to Houston High-Speed Rail Corridor stating the "Desire to combine both segments* into one corridor". As stated these alternatives are:

- TxDOT submitted Texas Triangle of Traditional Amtrak service (including Dallas to Houston)
- NCTCOG submitted Fort Worth to Houston High-Speed Rail Corridor (shown on the drawing as having stations in Fort Worth, Arlington and Dallas, but without indication of route south and no mention of College Station)
- Texas Central submitted Dallas to Houston High-Speed Rail Corridor
- *Dallas to Fort Worth (actually Fort Worth to Dallas) and Dallas Eddie Bernice Johnson Union Station to Houston Amtrak Station

I am opposed to the TxDOT proposed traditional Amtrak service using Class 1 freight line tracks. What a waste of money and impediment to freight train movement!

It is my belief the Fort Worth and Houston Corridor should be high-speed rail service on dedicated passenger train tracks between Fort Worth and Houston consisting of two sections:

- Fort Worth and Dallas Section (FW/D) with Fort Worth and Dallas HSR stations and a station serving Arlington/Mid-Cities
- Dallas and Houston section (D/H) with Dallas and Houston HSR stations and a station serving College Station/Bryan

Because of the prior successful efforts by Texas Central Railway (TCR) the D/H section is well beyond the FRA grant programs development stages and ready for implementation stages. FRA and local partners should move forward with actual implementation funding for all aspects of this D/H section as developed by Texas Central. It is now time for Dallas and Houston section construction without years of further delay, which combining the two sections at the track 1 development project planning level would result in. Years of effort and money should not be spent on trying to force a high-speed rail route to the current Houston Amtrak Station, 902 Washington Avenue.

Can't FRA actually move forward on the D/H section or will DOT and Congress remain in today's era of "analysis paralysis"? I'm of an age to recall congressional action quickly creating and constructing the interstate highway system. Let's move forward expeditiously again with this High-Speed Rail Project! This is the perfect setting.

Summary of Response by Taylor Benjamin, NCTCOG:

Good morning, Mr. Woods

Thank you for your comments. In our presentation, we outlined all of the applications we knew at that time. We completely agree with you that the Dallas-Houston segment is ready for implementation. It is our understanding that to be considered for Federal Railroad Administration (FRA) funding, the entire corridor must be included in the Corridor ID Program, hence why we are submitting the entire corridor from Fort Worth to Houston. We will work with the FRA and the other application submitters to coordinate our efforts. We have already had preliminary discussions with Texas Central, TxDOT and Amtrak and will continue those efforts. We are also trying to determine if Texas Central will be submitting an application for funding

under the Federal State Partnership Program. We agree the corridor should be for high-speed rail and will continue our efforts in this regard.

Other

Marcus Wood, Citizen

I have the black on white paper handout of your presentation and viewed the posted video. I have not located a color version of your actual presentation for downloading and saving. Might you be able to send me that?

Summary of Response by Rebekah Gongora, NCTCOG:

Good morning Mr. Woods,

You can find our presentation online at: www.publicinput.com/nctcogApril23 at the bottom of the page under "files". I've attached a copy too.

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

This report is a compilation of general public comments submitted by members of the public from Monday, Mar. 20, through Wednesday, Apr. 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.

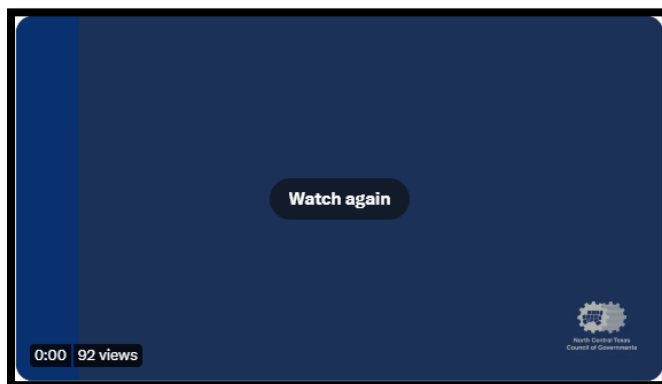
In addition, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. The tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received eleven new comments related to bicycle and pedestrian, roadway and transit needs. You can view these new comments as well as past comments by visiting

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

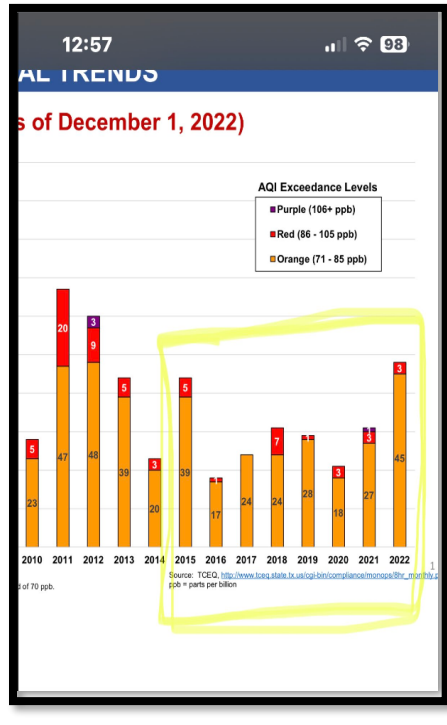
Air Quality

Twitter–

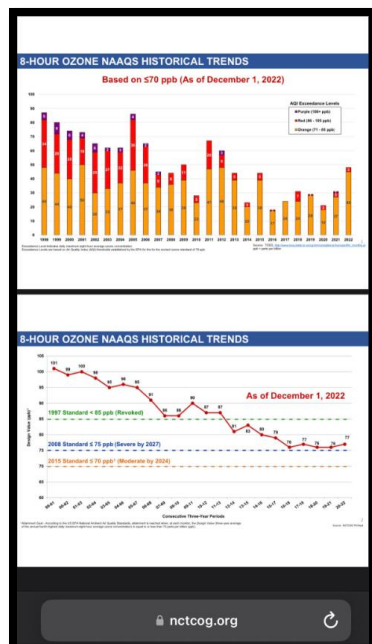
1. April is #CarCareMonth and our friends at @NCTCOGtrans have some tips to share. You can also access the Chilton Library database to find repair manuals, wiring diagrams, and more for your car with your SPL library card. <http://bit.ly/chiltonSPL> #cars #chiltonlibrary #morethanbooks — Smith Public Library (@smithlibrary)



2. @NCTCOGtrans @NCTCOG_Official << From the beginning of the boon of moves f NY, MA, FL, KS, OR, CA, UT, NV, & AZ as well...in 2015, to now, & our number of days in excess has slowly began to increase again. Too many people, not enough EVs or Tax Credits for EVs. 🙄🙄 — Jared von Baren (@HeadNameless)



3. @NCTCOG_Official @NCTCOGtrans Historically from '98 to now. Massive reduction in 07, when most States began to strive for @AirResources board standards for all 50, plus territories.
— Jared von Baren (@HeadNameless)



Bicycle/Pedestrian/Sustainable Development

Twitter –

1. It's been about a year since this the @NCTCOGtrans looked at the overabundance of parking in the region. Is anyone aware of policy changes or reduced or eliminated parking minimums as a result? — Loren S. (@txbornviking)



Facebook –

1. I use TRE and my bike to get around Fort Worth. Just heard TRE is closing Richland Hills station and opening a new one. I use Richland Hills Station all the time. Please make sure the new station has easy and safe bike access. — Hal Pinkerton

Response by NCTCOG Transportation staff:

Hi, thanks for contacting us. We've received your message and appreciate you reaching out.

Freight

Twitter –

1..@TxDOTDallas @NCTCOGtrans @dartmedia
Read the comments — Cara Mendelsohn (@caraathome)

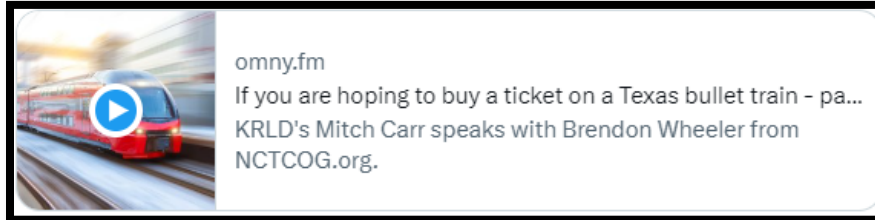


Wow  — April Dawn Brooks (@cowboyfanstar)

High Speed Transportation

Twitter –

1. If you are hoping to buy a ticket on a Texas bullet train - patience is the word...
<https://omny.fm/shows/krld-news/if-you-are-hoping-to-buy-a-ticket-on-a-texas-bulle>
@NCTCOGtrans — Mitch Carr (@MitchCa95842746)



Email

1. Marcus Wood

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Response by NCTCOG Transportation staff:

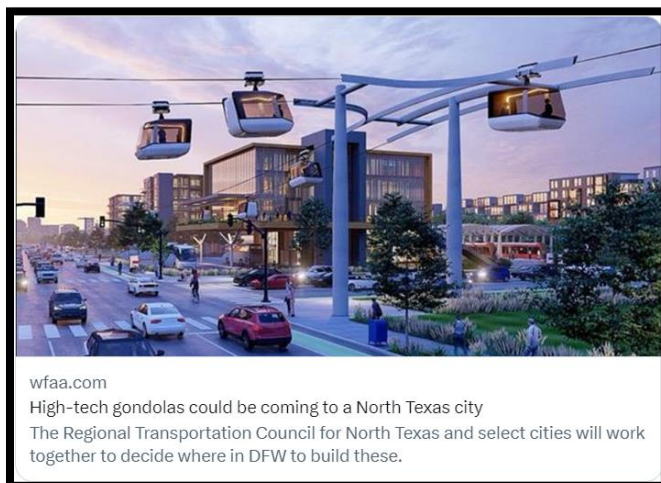
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Innovative Technology

Twitter –

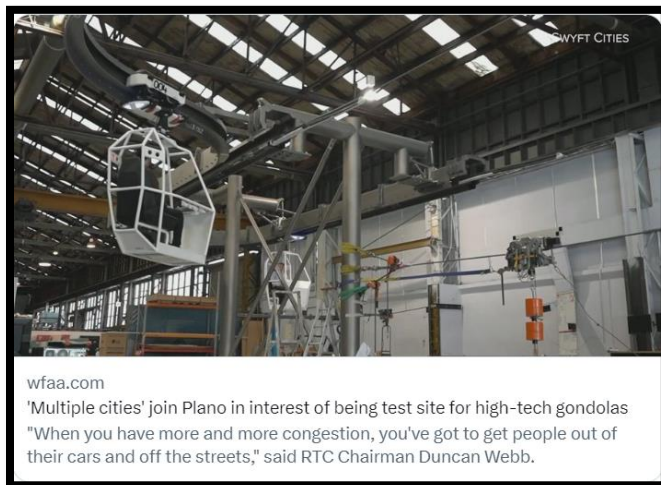
1. Americans will do anything except build trains. @NCTCOGtrans taking the bait again. — Ebreium (@ebreium)



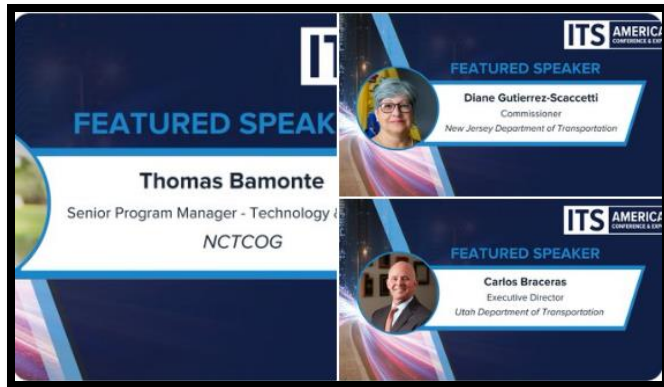
2. Excited to begin site evaluations to bring Swyft Cities to DFW Metroplex! @cityofplanotx City Council last night approved plans to submit potential site(s) part of @NCTCOG_Official @NCTCOGtrans Certification of Emerging & Reliable Transportation Technology program #urbanmobility — Swyft Cities (@swyftcities)



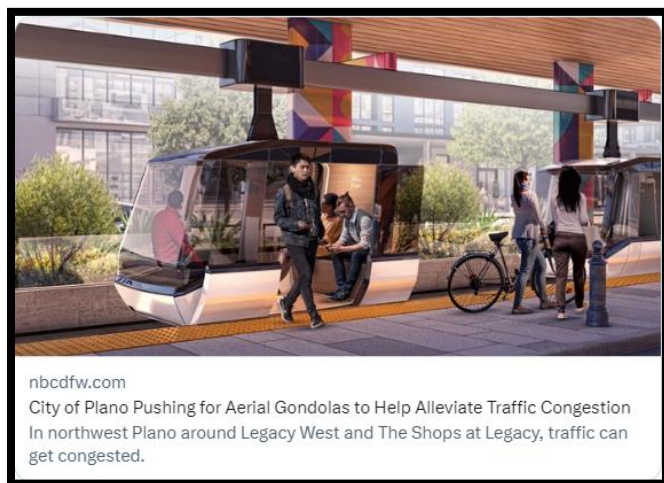
3. 'Multiple cities' join Plano in interest of being test site for high-tech gondolas #urbanmobility #transportation @NCTCOGtrans @NCTCOG_Official <https://wfaa.com/article/news/local/dfw-interest-high-tech-gondolas/287-1989689a-0c46-4f83-abd6-d7c11a578da6> via @wfaa — Swyft Cities (@swyftcities)



4. #ITSA2023 will feature some of the biggest names in #ITS. Register today to hear from industry leaders including @CarlosUDOTof @UtahDOT, Diane Gutierrez-Scaccetti of @NewJerseyDOT, and @TomBamonte of @NCTCOGtrans. For a full list of speakers: <https://bit.ly/3TjQ8BB> — ITS America Events (@ITSAEvents)



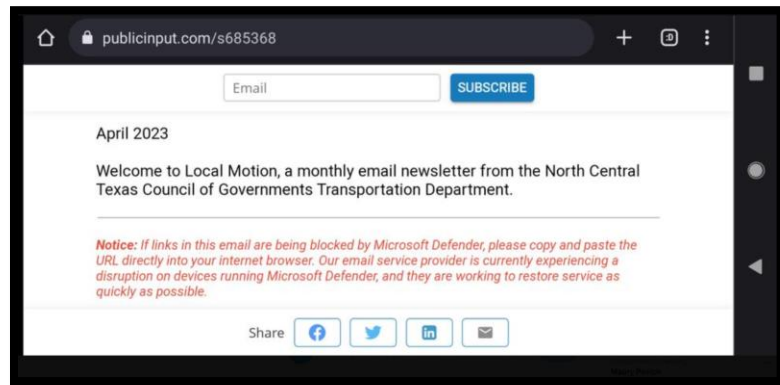
5. We're anxiously awaiting to see which other Dallas-Fort Worth area cities will join Plano as potential sites for our first US system @NCTCOG_Official @NCTCOGtrans #urbanmobility #urbanism #walkablecities — Swyft Cities (@swyftcities)



Public Involvement

Twitter –

1. Can you modify formatting of newsletter so it's more easily readable on mobile? Paragraphs don't automatically realign, so landscape is only option and doesn't work very well since top/bottom obstructed. — John (@rockinjohnnyg)



Response by NCTCOG Transportation staff:

Thank you for your reply. Our email service provider is looking at potential fixes for this issue, but we don't have a timeline as of yet.
If you'd like to subscribe to the newsletter, send us a message with your email and we'll add you to the list!

Roadways

Facebook –

1.



— NCTCOG Transportation Department

reason we have so many problems on the roads is there is no police on the roads daily - only speed trips a few times a year — George Knudson

RTC/STTC/Executive Board

Twitter –

1. Today's Regional Transportation Council mtg - included funding for @NCTCOGtrans regional comp climate action plan, improvements to Cadiz, Lake June bridge & ped, engineering for people mover @ Intl district. @paulabblackmon @Jayniefordallas @cleanerair — Cara Mendelsohn (@caraathome)

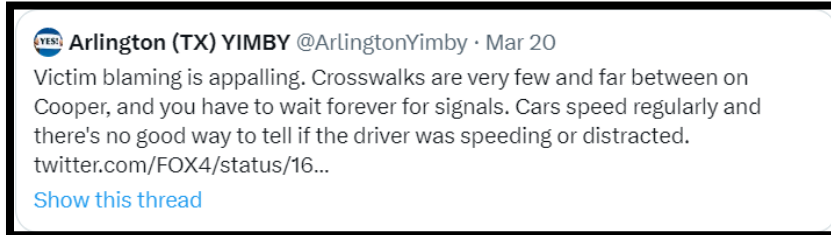


Safety

Twitter –

1. "Police said he is not facing charges for the crash... investigation is continuing into why the woman was in the roadway"

If driver won't be charged, then @TxDOTDallas should be. @NCTCOGtrans said they're open any solutions. Let's start by not letting a single death be in vain. — Hexel (@hexel_co)



2.. @TxDOT: 30% of accidents occur at 7pm-7am but they account for 55% of fatalities. @NCTCOGtrans — Cara Mendelsohn (@caraathome)



Top reasons for fatalities: no seatbelt, DUI, excessive speed. Basically it's common sense mom messages of buckle up, slow down & don't drive while under the influence! — Cara Mendelsohn (@caraathome)

Studies suggest newer oversized vehicles are also a factor: — Downwinders at Risk (@cleanerair)



Lets see stats fot 18 wheelers and big trucks. They are a nuisance during rush hour — Rob Schlein (@RobSchlein)

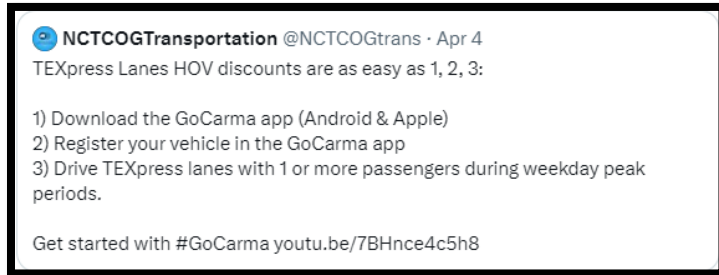
3. Teen Driver Safety Fair - thanks to all who planned & participated to help keep our teens safe, especially @CityOfDallas #JudgeJulieClancey #publicsafety @AAATexas @DallasParkRec @NCTCOGtrans @MADDNational @DallasShelter @methodistrich @DallasPD @DPYF4Kidz @TxDOTDallas — Cara Mendelsohn (@caraathome)



Toll Roads and Lanes

Twitter –

1. Did you know...? — Smith Public Library (@smithlibrary)

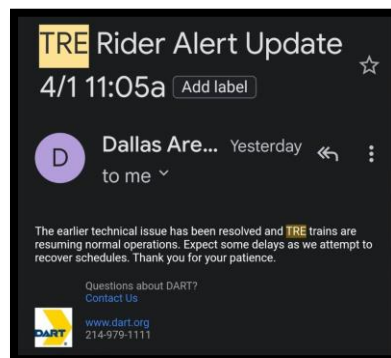
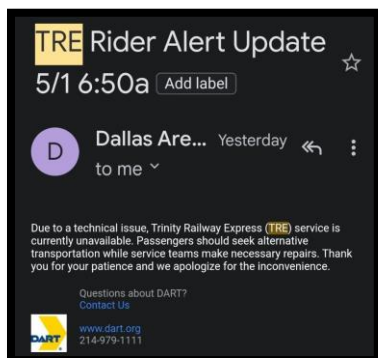


Transit

Twitter –

1. YIKES, broke from 6:50am to 11:05am, putting out of service for entire morning of events and start of the first game.

Wonder what technical issue would incapacitate service for 3hrs on crucial day? Indicative of need to modernize infra? @NCTCOGtrans @dartmedia @TrinityMetro — Hexel (@hexel_co)

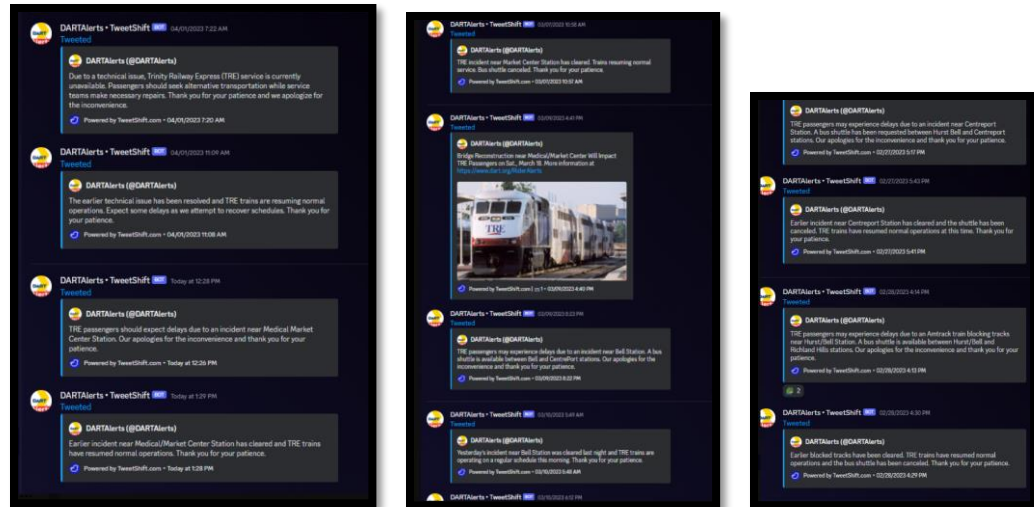


SAT, APRIL 1	
Time (CST)	Event
7:00 a.m. - 11:00 p.m.	NCAA Title IX 50th Annive presented by AT&T
8:30 a.m. - 5:00 p.m.	Party on the Plaza presen
9:00 a.m.	Red Carpet Arrival: Christ
9:00 a.m. - 5:00 p.m.	Tourney Town presented
9:15 a.m.	Red Carpet Arrival: Trans
10:00 a.m.	Bounce presented by Bui (Check-In @ 8:00 AM)
11:00 a.m	Women's Division III Bask Championship Game

Again, just embarrassing. Plus I know people that use the TRE daily including weekends for the J O B. This time infra issue. St. Paul was a humanity issue. — c. TROY MATHIS

📍 (@CTroyMathis)

the amount of TRE incidents has been crazy this year. — ConnorAlt (@AlternateConnor)



Wonder if TRE has "Rapid Response Team" w/ trailer of replacement parts to resolve disruptions in under hour. I imagine took 3 hours for

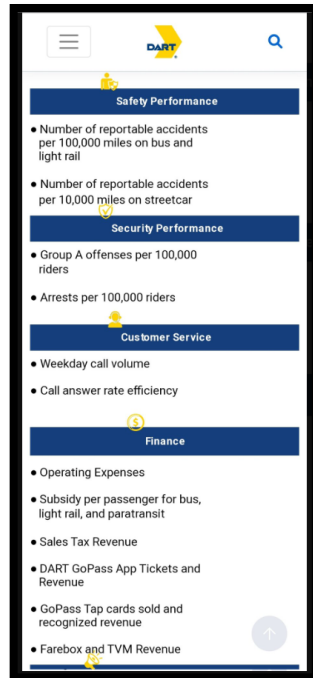
- Operator report
- Engineer drive to site
- Diagnose
- Request parts
- Search warehouse
- Deliver to site
- Install & Test
- Reopen Service — Hexel (@hexel_co)

The M-Line broke hard right at the intersection of where I work. McKinney & Olive. They brought out L&G from far-flung planets of Star Wars & Battlestar Galactica territory & fixed a massive derail in relatively short order on Friday. Considering their budget, that was amazing. — c. TROY MATHIS 📍 (@CTroyMathis)

It's incredible what the least publicly subsidized transit agency in the nation is able to accomplish. — Hexel (@hexel_co)

I'm not naive to think disruptions are 100% preventable. All physical things wear, bend, & break. But @dartmedia needs to add to scorecard

- Disruption Frequency
- Disruption Reoccurrence
- Average Downtime
- Est. Riders Affected — Hexel (@hexel_co)



On the topic of scorecards...I believe @dartmedia's contracted service providers should have their own performance scorecards for each service. Case in point: 3rd-party providers of shuttle service to @SMU & @CometsFor UTD should have public accountability. — Hexel (@hexel_co)

Other

Twitter –

1. Omg. @dartmedia @NCTCOGtrans @TxDOTDallas @collinallredtx @Bethvanduyne — Cara Mendelsohn (@caraathome)

WFAA

ARLINGTON PLANNING TRANSIT SYSTEM AS ENTERTAINMENT DISTRICT CONTINUES MASSIVE GROWTH

As the area around AT&T Stadium and Globe Life Field continues to massively grow -- so does the traffic.

By Stacia Wilson

ARLINGTON, Texas — The city of Arlington is planning a mass transit system to ease travels from the downtown areas of Dallas and Fort Worth.

Mayor Jim Ross told WFAA the city is looking at both long-term and short-term plans.

"I'm convinced we have to have some high-speed rail or something similar in fashion that helps us with the ingress and egress of people coming in and out of Arlington," said Ross.

The city's entertainment district [was a hot spot](#) for both baseball and Taylor Swift fans over the weekend.

The Texas Rangers has games at Globe Life Field Saturday afternoon and Sunday evening, and music sensation Taylor Swift is performing for three nights at AT&T Stadium. The XFL's Arlington Renegades also had a game scheduled for Friday night at Choctaw Stadium.

Rangers fan Isaiah Graham-Mobley said he loves spending time in Arlington.

"It's a wonderful area definitely growing I believe," said Graham-Mobley.

As the city continues to grow, so does the traffic. As a result, those heading down to the entertainment district are now hitting the roads a little earlier.

Ross is hoping that future mass transportation systems will help ease travel burdens.

"It's critically important that people are able to get in and out of our entertainment District in a rapid, safe manner," the mayor said.

He said the idea has been in the works for a few years now, but that they are finally making headway in the city's five-to-10-year mass transportation plan.

"It doesn't happen overnight it's a very costly project and we're just now finishing the environmental phases of that project."

The idea seems to sit well with those making the commute from other cities.

"From an environmental perspective it makes so much sense," said Tina Zawadzki, who made it out to see Taylor Swift perform Saturday evening, along with her friend Adriana White.

"That would be wonderful because usually we have to hire someone to bring us over to be able to jump on mass transit and get there in 20 to 30 minutes. That would be amazing," said White.

Ross also told WFAA that he is happy with how the city is currently handling the influx of people this weekend.

"I'm very proud of how we manage the traffic issues here in Arlington. During big events we have a tremendous traffic control center. We have a lot of boots on the ground helping the intersections out there," Ross said.

[Arlington planning transit system amid massive growth | wfaa.com](#)

HOW A CENTURY OF TRANSIT CHOICES COURTED 'DISASTER'

Decades of underinvestment in streetcar, bus and train service coupled with an increase in public funding and planning priorities to make roads fast, smooth and far-reaching, help explain today's transit situation.

By Jared Brey

One popular strain in the theory of how America came to be the car-centric place it is today is that a handful of auto-industry companies carried out a concerted [conspiracy](#) to deprive cities of their streetcars in the crucial years surrounding World War II. National City Lines, a company controlled by General Motors and Firestone Tires, among others, bought up streetcar lines in places like Los Angeles, St. Louis and Baltimore in the middle of the 20th century with the sole purpose of killing them, the theory goes.

But compelling as they may be, such conspiracy theories aren't necessary to explain the decline of public transit in the U.S., argues Nicholas Dagen Bloom, a professor of urban policy and planning at Hunter College in New York. On the contrary, he writes in his new book, the facts are laid out in daily newspaper reports going back decades, and the culprit is us: "Americans worked hard collectively and openly to destroy their transit systems."

[*The Great American Transit Disaster: A Century of Austerity, Auto-Centric Planning, and White Flight*](#), focuses on transit systems in Baltimore, Atlanta, Chicago, Detroit, Boston and San Francisco. Bloom shows how decisions made at pivotal moments by political leaders, voters and city residents throughout the 20th century virtually guaranteed that transit would play a diminishing role in urban life. That included decisions to underinvest in streetcar, bus and train service and instead to put the bulk of public funding and planning priorities into making roads fast, smooth and far-reaching.

Often those decisions were driven by racism: Segregation policies limited the reach of transit service, while white residents fled cities for exclusive suburbs, and white political leaders chose not to invest in transit systems that were increasingly used by people of color.

The result of those decisions is sprawling cities, anemic transit services, growing pedestrian fatalities, and excessive pollution and greenhouse gas emissions, Bloom says. In the wake of the pandemic, public transit is facing yet another crisis, and the decisions that leaders make now will have long-lasting consequences.

"If American society is to move beyond a conspiracy-driven transit fatalism and thus reinvest in alternative mobility, a good starting point is getting the national history right," Bloom writes. The author recently spoke with *Governing* about the past and future of mass transit. The conversation has been edited.

Governing: You argue that the rise of cars didn't have to mean such a steep decline of mass transit. What do you want people to understand about that?

Nicholas Dagen Bloom: There is a widespread belief that if you have a dominant car culture then there is no place for transit in society, but that is not true in practice. We can see a number of major cities, like Boston and New York and so forth, which on a regional basis are mostly car-

centric places, yet they have sustained mass transit. Even in much of Europe the car is extremely popular but they have mass transit. But it's very hard to have transit and a car culture if you don't take steps to moderate, somewhat, the impact of the car culture on urban neighborhoods, on funding streams, on road size — all these things. It's possible to have cars and transit, but it's a choice.

Governing: What are the decisions that local and state leaders and voters made that led to this downward spiral?

Bloom: There are so many moments in so many cities when it's clear to the public and to politicians, and this goes for state governments too, that not stepping in will lead to serious quality losses in urban transit. It's not just the loss of the streetcar lines, but the loss of the quality bus service that replaced streetcars, the loss of overnight service which was crucial for so many riders.

It wasn't a secret that this was going on. There were choices: Will we step in and buy out this private company? Will we provide subsidies? Will we relieve companies from taxes which were put on 30 or 40 years previous when they were profitable, so they can continue to offer a public service on a for-profit basis? All those decisions required a little bit of political courage or a different set of values on the part of voters. Unfortunately, in almost every instance in the U.S., the choice was made to stand back and say, "Let's watch and see what happens," even though it was very clear where it was going.

Governing: Newspaper editors and editorial writers and journalists shared in the creation of these anti-transit sentiments. What do you see the media getting wrong about the way it covers transit today?

Bloom: There's always a lot of focus on individual transit agency problems. With things like deferred maintenance. Look at Boston — there's a lot of attention to the MBTA's problems. With transit, as with a lot of other local news, there's a lot of "if it bleeds, it leads" reporting. The problem is that the structural story gets lost. And the structural story is often complex. If you have decades of austerity and underfunding, it's going to impact the ability of a transit operation to attract and retain talent and to invest in infrastructure. But those stories are less compelling.

There's often a narrative about a particular person: This particular manager is the problem, or this particular manager is the savior. Look at the [Andy Byford stuff coming out](#) (New York City's former subway chief). And there are better and worse managers, but the truth is, if you look at anything in American society that has cash behind it, it usually has a pretty good reputation. And all the things that don't have money are where we're like, 'There's problems in that agency.' I've seen a lot of this in studying public housing.

Recently there's also a lot of focus on crime on transit. There's been a certain kind of reporting of that type over the years that has created a heightened or exaggerated threat to personal safety on transit.

Governing: You mention that states should take on a bigger role in supporting transit agencies. Why states, and how favorable are the politics of that likely to be?

Bloom: There's a lot of ways that states can do this, and the reason that states are the likeliest sources is, one, that cities don't have a lot of money. Especially now with the downtown real estate markets in crisis, cities don't have the cash to do it. States have the ability to do broader sales taxes to raise more money on a smaller per capita basis. Two, almost all transit systems cross city and county or suburban lines, so there's a rational responsibility for states to take a bigger role. Plus states have targets for carbon reduction, environmental goals and things like that. Transit is one way to reach those. But you're right, politically, because suburbanites take transit in tiny proportions, and even working-class and poor suburbanites aren't taking transit much, there's a big political lift there.

Governing: You describe “downward spirals” in several chapters of this book, and now we're talking about “doom loops” and so on. The phrasing is getting darker. How low does it really go? There seems to be a parallel to the climate crisis where people are just like, “Oh, we're doomed,” and there's a resignation to it. But it's not like transit is going to disappear — it's just going to get worse.

Bloom: We're at a low point and there's no question about it. But if a lot of related policies move forward about rezoning, upzoning areas, ending single-family zoning, ending parking minimums, then neighborhoods are going to end up pretty full of cars pretty fast, and there is an opportunity there for a transit option that is separate from roadways or has exclusive lanes to offer a competitive product. Not today or tomorrow, but you think about the Atlanta region and so forth, there's a lot of people dealing with pretty awful traffic.

There would have to be some new vision for transit, but that to me is the possibility — the aggravation factor. The environmental thing doesn't seem to get very many Americans concerned. The social equity piece does not seem to be motivating Americans that much. But I think aggravation does. And particularly if these other things go forward — these combinations of road diets, highway elimination, ending single-family zoning, densification — could create an opportunity for transit in the future.

Governing: These anti-transit decisions you describe didn't make transit disappear but they did transform the city somewhat. How do you see the continued decline of transit transforming cities further?

Bloom: We're at the result of a lot of that. We have these massively sprawling cities, so getting transit to scale up to serve these areas is a challenge. We've allowed for such enormous areas of low-density growth that developing even bus lines that serve them is possible, but it has to be very highly subsidized.

Looking historically, what didn't happen is that we didn't keep up with the outward growth of the American city in the crucial decades. Transit didn't follow people. The bus is an important part of it. In the post-1960s settings in Baltimore and Atlanta and so forth, we put a disproportionate amount of effort and talent and capital into creating these fairly limited rapid transit rail systems, while ignoring that most people were still bus riders, and that buses had the opportunity to address the metropolitan scale of development which had taken place.

And I think that was problematic, because then you had whole generations of people who maybe saw a bus once in a while but it wasn't a part of the teenagers' lives, it wasn't part of old people's lives who didn't drive anymore, it wasn't even part of poor people's lives. Once you have the vast majority of people in a metro area who don't experience transit as something they might see or as part of their lives, we do have a very different kind of city. That is the disaster, if you will. How do you rebuild from that?

NEW TECHNOLOGY MAY HELP DALLAS REDUCE CONGESTION

Dallas City Council Briefing will address the new technology Tuesday

By Ken Kalthoff

New technology to reduce congestion is part of a briefing Tuesday for Dallas City Council Members on Dallas transportation challenges.

The discussion calls for integrating data from smartphones and smart vehicles to better coordinate traffic signals. The city has been replacing old, decaying traffic signals with new ones equipped for communication with a central traffic management center at Dallas City Hall.

The signals on Commerce Street are a good example of this upgrade. They are synchronized to keep vehicles moving at a steady pace. The traffic management center has also received computer upgrades in recent years to communicate with far more signal locations.

"I think it's a good idea. There's a lot of smart traffic signals in Charlotte, Atlanta, that area, where they will move on as you go," Driver Frank Field said.

Smartphones know when congestion is ahead because they network with other phones.

Signals from smart vehicles transmit information to manufacturers and driver assistance services.

The Dallas plan would obtain data from those sources that help control many more traffic signals.

Taylor Li, University of Texas at Arlington Assistant Civil Engineering Professor, specializes in traffic signals and advanced transportation management systems. Li said he has been communicating with the Dallas Transportation Director on this new data approach and that Dallas would be one of the first big cities to use it this way.

"Those data are very high quality and have a huge potential for future transportation systems. But the data size is exponentially growing, it's a lot of data," Li said.

The expert said there could be many benefits from a reduction of congestion.

"And also, of cost. These vehicles are moving faster. They have fewer crashes. You also reduce emissions, improving air quality. We have so many things we can do in the future. We have a bright future coming to us, with this new data," Li said.

Some drivers had concerns about the new approach when told about it Monday.

"Well, it's good thinking, but if you get too much technology, it's just more stuff to go wrong," driver Eric Carter said.

Driver Tony McCoy said he is concerned about privacy.

"The government tracks us close enough. They don't need to track us any more than they do already. Nothing is private. They already know. They could do just a better job of monitoring the traffic with police officers," he said.

There are also concerns that hackers could manipulate computer-controlled signals.

A vendor already provides some traffic management services to the City of Dallas.

The report to be presented to the Dallas City Council Tuesday suggests it would cost around \$21 million over 5 years to install and maintain a much larger traffic management system with safeguards on the data and computer systems.

Dr. Li said he believes the advantages would exceed the cost.

The report also says Dallas needs substantial improvement in pavement markings, traffic signs and street lighting.

[New Technology May Help Dallas Reduce Congestion – NBC 5 Dallas-Fort Worth \(nbcdfw.com\)](http://nbcdfw.com)

18-WHEELERS CARRYING HAZARDOUS MATERIALS THROUGH DFW COULD BECOME A ‘GIANT BOMB’

Thousands of trucks loaded with hazardous materials rumble along Dallas-Fort Worth highways every day. Experts say they don't know exactly what they carry — or how much.

By Nathan Collins

Toxic inhalants, flammable gases and explosive chemicals are just some of what rolls along Dallas-Fort Worth area highways every day. A simple road accident involving an 18-wheeler carrying hazardous materials could put dozens of people, if not whole neighborhoods, at risk.

Trucks carrying volatile chemicals rumble down highways that were designated as “hazmat routes” in 1985, when the population of DFW was half the size it is now. At the time, large portions passed through sparsely populated areas.

Almost 40 years later, empty space has been replaced by businesses, residential neighborhoods — even schools and churches.

The hazmat routes are designed to minimize the chances of a mass-casualty event. They rely on truckers using them. But not all the trucks stay on those routes.

No one really knows how much hazardous materials pass through North Texas. And emergency personnel say they have virtually no way of knowing what's being carried until an accident happens.

Trucks carrying hazardous materials are supposed to display placards that gives first responders some idea of what's on board. But if a placard isn't accurate — or has been obscured by fire or smoke — the threat may not be apparent.

And the threat is real. Trucks carrying hazardous materials have been involved in deadly accidents across the nation.

- In 2019 a semi-truck carrying empty propane tanks crashed into multiple other cars on I-35 near Denton. The truck and vapors seeping out of the propane tanks caught on fire, as did other vehicles. Three people were killed in the crash and three others were injured, according to incident and media reports.
- In 2020, a tanker truck carrying 8,500 gallons of fuel rear-ended a Volkswagen Passat that had stopped on a highway interchange in suburban Atlanta. The impact caused the tanker to rollover into four lanes of traffic and both vehicles caught fire. Both individuals died because of the crash, according to incident and media reports.
- And less than six months later on Valentine's Day 2023, a tractor-trailer carrying over 3,000 gallons of nitric acid crashed along I-10 near Tucson. Reddish-orange fumes could be seen rising from the wreckage as the area was evacuated. The driver of the truck was killed in the collision, according to Arizona Department of Public Safety. Nitric acid is toxic if inhaled.

First responders and emergency planners say that errors in labeling hazmat materials – and truckers who fail to follow hazmat rules — can lead to a catastrophe. So can a shortage of people trained to handle hazmat emergencies.

“From radioactive waste to the most toxic chemicals that you can imagine all travel by truck transport through all our cities in the metroplex,” Grand Prairie Fire Capt. John Stevenson said. “It’s an obvious concern.”

‘IT WAS A BOMB.’

Stevenson is the special operations captain for the Grand Prairie Fire Department. The city of almost 200,000 sits 14 miles west of downtown Dallas and has eight hazmat-designated arteries running through it.

Stevenson recalls an accident involving a truck carrying hazardous materials about three years ago. A semi had rolled over while trying to make a tight turn under a freeway overpass.

Firefighters at the scene called the department’s hazmat personnel only after they encountered a substance leaking out of the overturned tractor-trailer.

“We got the shipping papers from the driver and identified the product as 85-percent phosphoric acid,” Stevenson said. “And he was carrying multiple 330-gallon totes in the back of his trailer.”

The chemical is much heavier than water. Stevenson said the driver didn’t secure the load properly and the weight caused the truck to roll over.

Hundreds of gallons of the corrosive leaked out onto the roadway. Firefighters on the scene tried to stop it from flowing into storm drains. Once hazmat personnel arrived they realized they had a much bigger problem than preventing the chemical from leaking into storm drains.

“As we were walking up to the trailer, the explosive meters started going off,” Stevenson said.

He says hazmat responders use what’s called a “5-Gas Monitor” that can detect different vapors and flammable build up in the air. The meters won’t tell you exactly what the substance is but will alert when the substance reaches an explosive limit.

Stevenson said the alarms immediately sounded and “we couldn’t figure out why.”

Stevenson said they had to reevaluate the situation. After some research they realized the volatile liquid had reacted with the wood and aluminum of the tractor-trailer.

The meters had detected the byproduct of that chemical reaction. The truck had filled with hydrogen gas.

“All you needed was a spark or a little bit more increase in heat, and it would have blown up that overpass of 161,” Stevenson said.

“It was a bomb. A giant bomb.”

Grand Prairie’s hazmat-trained personnel worked quickly to pump “positive pressure” into the trailer to ventilate it.

“What we did was we changed the atmosphere inside the trailer,” Stevenson said.

Stevenson says this is just one of many examples of emergencies involving hazmat transport.

Dan Kessler is the assistant director of transportation for the North Central Texas Council of Governments (NCTCOG) and led the route study for the metroplex in 1985.

He says that certain reports — called commodity flow surveys — can give a more detailed look into what kinds and how much hazmat moves through an area. National data suggests that 5,000 to 10,000 shipments of hazardous materials come through the area per day, according to Kessler.

That said, there hasn't been a flow study conducted in the DFW area in decades.

"That's the one area that I have the greatest amount of uncertainty, is that we have not collected that data over the last several decades to give you an amount of how much that's changed," Kessler said.

POPULATION GROWTH: THEN AND NOW

(Large areas along what became Dallas County's designated hazmat route were sparsely populated in the mid-1980s. But that has changed dramatically. Move slider to change the image from an aerial view in 1984 to 2020.)

[\[interactive map\]](#)

GROWING DEMANDS

The population of DFW is growing rapidly. Between 2010 and 2020 the region grew nearly 20% — adding around 1.3 million people.

The outer loop highways — such as the Interstate 635 loop in Dallas and the Interstate 820 loop in Fort Worth — presented the best remedy 40 years ago for hazmat shipments to avoid moving through heavily populated areas.

Kessler says the risk assessments included in the original route report did not factor in population growth.

"Over the last 40 years the landscape has changed dramatically on those outer interstate loops," Kessler said.

He said his current work estimates the DFW area will be nearing 14 million people by 2050. Where hazmat moves around the region is "a challenge that is not going away," he said.

Stevenson said it's rare for a fire department in North Texas to have a dedicated hazmat team. The NCTCOG member counties work together to share resources and equipment to mitigate hazmat disasters.

Hazmat-trained firefighters in Dallas and Grand Prairie aren't part of independent teams. They operate as regular firefighters on top of responding to hazmat emergencies. Each department answers around 500 hazmat calls a year. That includes calls related to materials stored in buildings, vehicle accidents and pipeline ruptures.

"The things that will kill you that you never see, those are the things the hazmat team identifies and keeps the public safe from," Dallas Fire Rescue Captain Ryan Thornton said.

Dallas Fire Rescue has 10 hazmat trained responders on each shift — but sometimes that isn't enough.

Thornton has received advanced hazmat training. He says with the hazmat-trained firefighters the department has now can't respond to the number of calls they get alone.

"Currently we have to rely on surrounding suburb city fire departments to come into our city...to respond to our hazmat calls," Thornton said. "...when you're one of the biggest cities in the nation, that's just not good enough. We should be able to take care of our calls."

Stevenson says that when Grand Prairie was smaller, responding to hazmat incidents was not part of the fire department's responsibility. But that's changed.

"The explosive growth that we've had in the city of Grand Prairie has only occurred over about the last 10 years," Stevenson said.

And that's when "we noticed the influx in industry and increase in transportation through here."

He said residential communities are "co-located" with the hazmat route, a byproduct of booming growth around decades-old hazmat routes.

David Bierling is a program manager and senior research scientist at the Texas A&M Transportation Institute. He says as communities grow around hazmat paths, alternative routing options decrease.

"The routes are either longer or populations have increased in the alternate locations as well," Bierling said of hazmat routing options.

'NOT IF, BUT WHEN.'

Trucks carrying hazardous cargo are required to display placards indicating what materials they are hauling. Drivers have to change the placard manually depending on their load. Stevenson said first responders rely on the correct labeling to figure out how dangerous the cargo is.

"If that driver fails to flip that placard from him hauling a corrosive to a toxin, that can really change the dynamic," Stevenson said of a potential hazmat accident.

In addition to designated hazmat routes that truckers are supposed to use, there are also "restricted" portions of highway that they are discouraged from using.

In Dallas that includes portions of highway that are close to or in the downtown area. One section is the highway between I-35 and North Central Expressway that passes under Klyde Warren Park.

Twenty years ago the Dallas Police Department had a dedicated truck enforcement unit. That unit has since been disbanded but officers still conduct truck stops and inspections as part of the department's traffic unit — although they are not the main agency for truck enforcement.

DPD has issued 10 citations for "improper placarding of a vehicle" containing hazmat since 2018. Thornton says he doesn't know how many times he's run across this, but unfortunately it happens.

Numerous federal, state and regional agencies that regulate hazmat shipments. On top of two main federal agencies, the Texas Commission on Environmental Quality and the Texas

Department of Public Safety have a hand in regulating hazmat in the state. The Dallas County Sheriffs Office has a dedicated unit to commercial vehicle enforcement.

The Federal Motor Carrier Safety Administration (FMCSA) documents and publishes data on roadside inspections — which both federal and state agencies conduct in Texas.

According to the data, the annual number of statewide inspections represents only a fraction of how many hazmat shipments experts say move through the DFW area alone.

And of the trucks that were stopped, about one in eight received a violation.

The uncertainty around what a vehicle might be carrying is why Dallas County Judge Clay Jenkins says Local Emergency Planning Committees (LEPC) play a crucial role in coordinating emergency response across a region.

Jenkins is the Dallas County emergency response coordinator and says the LEPC is very active — specifically for this reason.

“Emergency management is one of those things that people forget about until something happens,” Jenkins said.

It’s not if a hazmat incident will happen, but when according to Jenkins. The LEPC holds monthly meetings with its members and tries to engage in making response plans known at a community level.

“We believe that if you fail the plan, you’re planning to fail,” Jenkins said.

CLOSER TO HOME

One complication is that trucks carrying hazardous materials sometimes must make deliveries to locations throughout a city. And by necessity they have to leave the designated routes.

“It’s nearly impossible to route all those carriers, because there are so many destinations that are now within our cities,” Kessler said.

Hazardous materials are integral to everyday life and industry. Small businesses from dry cleaners to filling stations require the delivery of hazardous materials.

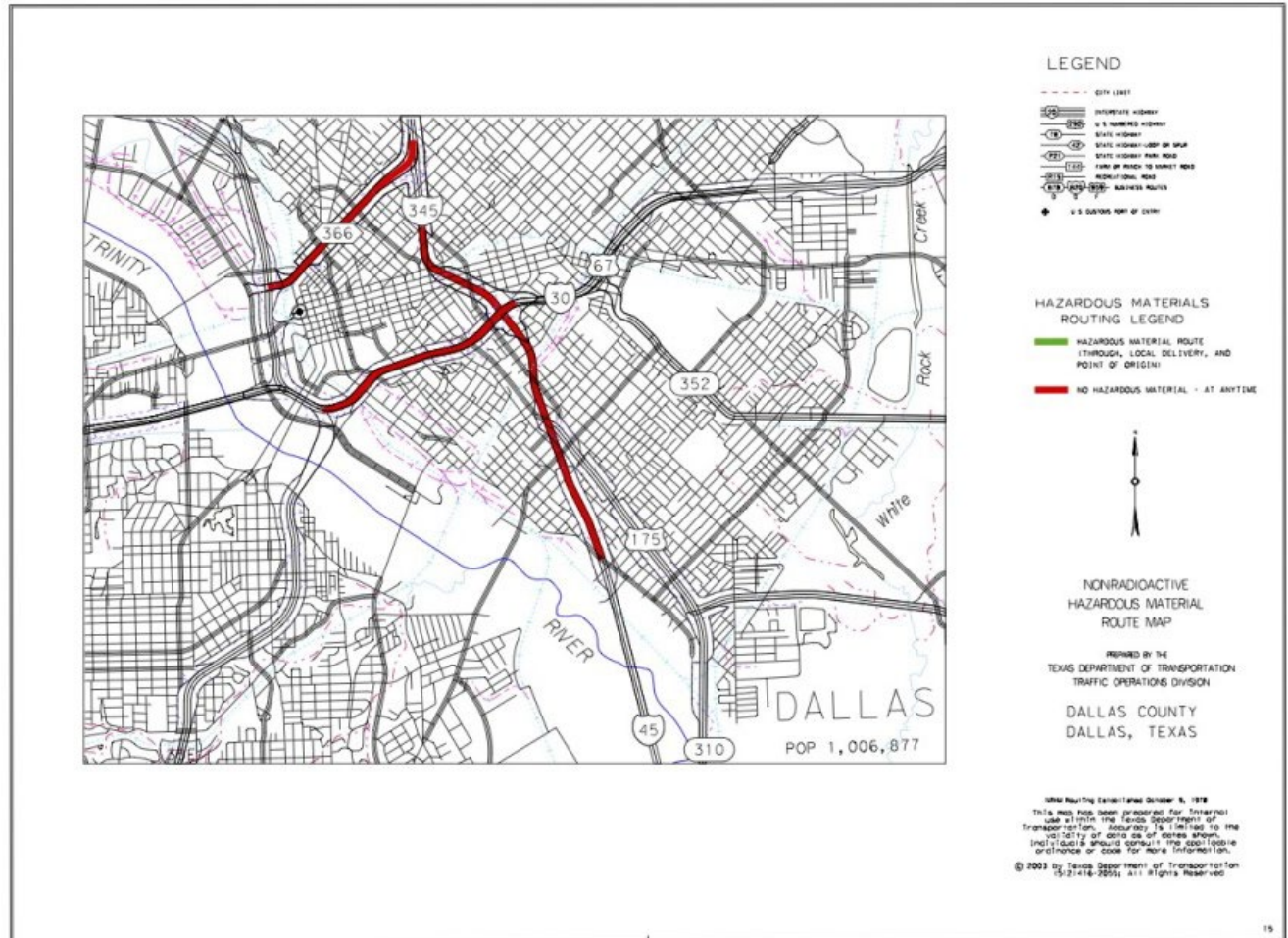
Stevenson says it’s not always 18-wheeler trucks that carry the most dangerous cargo. Smaller vehicles making deliveries throughout the city are also a potential risk.

“They’re in sprinter vans and it’s in box trucks with miscellaneous packaging on it,” Stevenson said.

He says that these vehicles carry multiple substances or materials that alone are not toxic but when mixed creates something volatile which the vehicles aren’t placarded for.

Kessler says the bigger challenge with hazmat transport are “internal shipments” or deliveries within the city.

He said one thing that might mitigate that risk is speed — or the lack of it. Trucks delivering hazardous materials using city streets aren’t likely to be going as fast as on the highway, nor is other traffic.



"Restricted" highways in or near the downtown business center of Dallas.

If you take into consideration the sheer amount of hazmat cargo entering and exiting the region on a daily basis, the routing plan has worked out considerably well, according to Kessler. But he said there's still room for improvement.

First responders say they work extremely hard to protect the public when there's an accident involving hazardous materials. And they hope that truck drivers follow federal and state regulations.

Thornton says sometimes they don't.

"18-wheelers have been known to stop, swap out a placard so they can go through the city and not be stopped," Thornton said.

"On a highway, we have to accept the fact that people...break the law."

'HAZMAT IS A MYSTERY'

Dallas Fire Rescue is working on getting a new group of firefighters hazmat certified. They take time off and fly out to a specialized training facility in Colorado. Those who have already had hazmat training take time off for more instruction and to help train others.

"This extra training requires a lot of out-of-service time," Thornton said.

While those firefighters are out, Thornton says “you can always count on a hazmat call to come in.”

With two groups of trained firefighters, one can be on call while the other group is getting trained or recertified. Likewise, with the volume of calls the department gets — more personnel means the department is less dependent on surrounding cities when there’s multiple hazmat emergencies.

As the region continues to grow, the hazmat routes and mitigation strategies need to evolve, according to experts and first responders.

As the areas around the current loop highways becomes more populated, experts are looking for alternatives.

That work could be decades into the future. Instead of thinking about revised routes, communities should be focusing more on response and mitigation to hazmat emergencies, according to Bierling.

The Dallas County’s emergency planning committee discussed trying to get a commodity flow survey funded last year. But Jenkins did not know if that idea is going to move forward.

First responders say educating local governments and the public about potential threats from hazardous materials is critical. And they want elected officials to keep that in mind when budget season comes around.

“Hazmat is a mystery to a lot of people,” Thornton said.

[18-wheelers carrying hazardous materials through DFW could become a ‘giant bomb’ | KERA News](#)

Dallas Morning News

DFW International remains second busiest airport in the world

Hartsfield-Jackson Atlanta International Airport with 93.7 million passengers is at the top of the 2022 rankings.

By Alexandra Skores

[DFW International Airport](#) is the second busiest airport in the world, [according to Airports Council International](#).

Hartsfield-Jackson Atlanta International Airport with 93.6 million passengers is at the top of the 2022 rankings. DFW Airport trailed behind with 73.36 million passengers in 2022 and Denver Airport reported 69.2 million passengers for the year. The top four airport rankings were the same as 2021.

<https://www.datawrapper.de/ /xOEC0>

“DFW is proud to be recognized as the world’s second busiest airport for the second year in a row,” said Francisco Rodriguez, a spokesperson for DFW Airport. “Supporting this growth through opening new gates in Terminal C that offer the latest in customer amenities and expanding our network to provide customers with more choices, we make every decision with our customers in mind.”

Rodriguez said that looking to 2023, DFW Airport is working with all of its partners to continue providing an elevated customer experience.

“The new top 10 busiest airports for passenger traffic reflects the resilience of the airport and aviation industry, and the eagerness of passengers to travel by air,” said Luis Felipe de Oliveira, ACI World Director General in a release. “While U.S. airport hubs were able to recover quicker due to their strong domestic market, we are now witnessing global hubs joining upper ranks — including Dubai, Istanbul, and London Heathrow airport.”

Dubai Airport came in at 5th with 66.06 million passengers and Istanbul Airport reached 7th with 64.2 million passengers, followed by London Heathrow Airport at 8th with 61.6 million passengers.

Last month, [DFW Airport was also named North America’s best large airport](#) by the same group. DFW and San Francisco International Airport, [both serving over 40 million passengers a year](#), were recognized for their customer experience based on data collected from passengers in departure and arrival surveys.

The ten largest airports in the world in 2022, according to Airport Councils International World:

1. Hartsfield-Jackson Atlanta International Airport, 93.6 million passengers
2. DFW International Airport, 73.3 million passengers
3. Denver International Airport, 69.2 million passengers
4. O’Hare International Airport, 68.3 million passengers
5. Dubai International Airport, 66 million passengers
6. Los Angeles International Airport, 65.9 million passengers
7. Istanbul Airport, 64.2 million passengers

8. London Heathrow Airport, 61.6 million passengers
9. Indira Gandhi International Airport, 59.4 million passengers
10. Paris Charles de Gaulle Airport, 57.4 million passengers

Dallas Innovates

NCTCOG Makes 21 Free Drone Workshops Available to Public on YouTube

There are so many drones flying our skies that the North Central Texas Council of Governments began an education series two years ago that now is available on its YouTube page. The free series focuses on best practices, safety, and the many uses of drones.

By Lance Murray

Drones once were mysterious flying objects commonly used by the military, but now the world has become abuzz with people using them for recreational and commercial purposes.

They're being used for everything from weddings and real estate to accident investigations and maintenance inspections.

There are so many drones, in fact, that the North Central Texas Council of Governments began an education series two years ago that now is available to the public on its YouTube page.

Learning best practices in use of drones

The FAA predicted significant growth of commercial drones. The number of drones registered for recreational use was forecast to reach roughly 1.4 million by this year, and by next year it is expected that roughly 350,000 UAS pilots will be needed.

The FAA said that drone operators must know the latest industry developments, including best practices and where to safely fly their aircraft.

To that end, the NCTCOG's UAS Safety and Integration Task Force organized and hosted a series of monthly virtual workshops during the COVID-19 pandemic.

The 21 workshops conducted over a two-year period are available free for anyone interested in learning more about drones — whether they have been using them for a while or just fly drones for fun.

The continuing evolution of drone tech

The **"Know Before You Fly Your Drone" workshops** have been posted on the NCTCOG Transportation Department's YouTube page.

"Drone technology continues to evolve, creating opportunities for people of all ages and abilities to fly their own aircraft, whether as a hobby, for business, or to help first responders make our communities safer," Ernest Huffman, NCTCOG program manager, aviation planning and education, said in a statement. "NCTCOG was pleased to partner with many impressive professionals to help people understand the technology and how to use it safely and effectively."

The workshops cover a variety of topics, including drone types, use cases, careers, business opportunities, and more, NCTCOG said. There is even a workshop focused on drone racing.

Each workshop is guided by aviation and UAS professionals to provide expertise and career insights, the organization said.

Established in 1966, NCTCOG is a voluntary association of local governments created to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development.

Star Local Media

Plano announces its intention to apply for a pilot program for new transit system using gondolas.

By Winston Henvey

The City of Plano has until April 10 to put its hat into the ring for an all-new form of transportation in the metroplex.

At a March 21 Plano City Council meeting, Planning and Engineering Manager Brian Shewski updated council on how the North Central Texas Council of Governments (NCTCOG) launched an initiative last year to look at alternative transportation methods in high-traffic areas.

While the city initially looked at a company called Jpod to work on possibly bringing gondolas to the city, the deal fell through. Swyft Cities, a separate gondola company, came to NCTCOG and has talked with multiple cities about piloting a gondola system somewhere in the metroplex. Plano is one of those cities.

Swyft Cities is a next generation mobility and transit company that connects commuters to key destinations via aerial public transit. Starting as a Google project to connect employees to different parts of the company's business campus in Silicon Valley and surrounding communities, the project eventually grew to become its own business.

Two prototypes were created at a Google Warehouse in Silicon Valley and Swyft Cities' engineering partners in New Zealand.

"Our project exceeded all of its goals in terms of its cost, sustainability and user experience," Swyft Cities spokesperson Leonard Lee said. "Now, the system is what we call a smart gondola."

Swyft Cities expands the gondola concept from a point-to-point system to an autonomous technology allowing gondolas to take users from one point to any point within the system. The gondola can move nonstop, bypassing all other stations to deliver commuters to their destinations.

Swyft Cities connected with NCTCOG after its Certification of Emerging Reliable Transportation Technology (CERTT) program launched.

"NCTCOG recognized that even with their transportation plans that go to 2045, the metroplex is one of the fastest-growing regions in the county, and they were seeing that with their existing plans for roads, the area would become increasingly congested despite their plans," Lee said. "The intention of the CERTT program, from our understanding, is to attract next generation or advanced transportation technologies to the metroplex."

While Swyft has two working prototypes, Lee said this will be the first operating public transit system produced by Swyft Cities.

The area Shewski proposed to council at the meeting included connecting Legacy Town Center and Legacy West to nearby developments including Granite Park, Grandscape in the Colony and Stonebriar Mall in Frisco.

Lee said that if gondolas were installed around the Legacy West area, Swyft Cities would eliminate traffic constraints by dropping commuters right at the door of their destination.

“If you started your evening at Legacy West but wanted to move over to Legacy Town Center, it would be troublesome to drive or walk between these destinations,” Lee said. “That’s where we think Swyft Cities provides benefit. You can move easily between parts of a neighborhood.”

Plano City Council gave direction to submit its application to NCTCOG to be considered as a pilot city for gondolas.

After April 10, the deadline for all cities to submit an application, Swyft Cities will work with NCTCOG to select its semifinalists. The two entities will work with these semifinalists over the next several months to determine the best site to pilot these gondolas. Each city will undergo a feasibility study to better understand which location best suits Swyft Cities’ gondolas.

Lee said cost and timelines could vary depending on location, existing obstacles, land rights and layout, among other factors.

Once installed, Lee said one of the paramount concerns of the gondolas will be security. Each station and vehicle will be monitored to ensure all commuters have safe passage from one destination to another. Additionally, Lee highlighted how Swyft Cities plans to encourage sustainability on three fronts.

With self-propelled electric vehicles, the gondolas will be zero-emission, with lower energy usage than other forms of transportation, Lee said. When installing infrastructure, Swyft Cities plans to use lightweight materials that will be less invasive to surrounding properties, compared to installing road, monorail or overpass transportation methods.

“There are huge savings there from body carbon — the environmental cost for building all that infrastructure,” Lee said.

A third aspect is land use.

“Cars have their place,” Lee said. “They are an important part of the transportation ecosystem, but if a neighborhood is too crowded with too many cars and has too much parking, that becomes a sustainability cost from building and maintaining a parking lot and land use. That land could be repurposed for housing, retail or office space.”

Lee compares Swyft Cities’ gondolas to an Uber with a commuter’s ability to reserve a gondola through the company’s app.

“We hope to reduce congestion by getting vehicles off the road and people in the air,” Lee said. “We think this mobility, being able to move people around their neighborhoods, will improve access to allow people to make greater, more convenient use of retail, entertainment and healthcare.”

Lee said Swyft Cities also aims to interface with other public transport providers like DART to allow more commuters to access key destinations.

“We also hope to encourage additional development,” he said. “If we make an entire district more accessible, hopefully there are more opportunities to develop the area economically.”

HOW MUCH OF A NIGHTMARE IS DALLAS-FORT WORTH FOR COMMUTERS? HERE'S WHAT THIS STUDY SAYS

By Brayden Garcia

North Texas was recently named what many residents have already picked up on: a commuter's nightmare.

[HireAHelper](#) named the combined efforts of Dallas, Fort Worth and Arlington as number six on a list of "[Cities to Avoid if You Hate Commuting.](#)"

Commuters in North Texas will have to fight their way through traffic until [an adequate regional transit system makes its way](#) to the western half of the Metroplex.

But fret not, North Texas wasn't the only Lone Star State grouping that made the list.

To determine the list, the folks over at HireAHelper researched U.S. Census Bureau data and broke each metro area down by a few factors from average one-way commute time, to share of workers who use private transportation.

IS NORTH TEXAS A NIGHTMARE FOR COMMUTERS?

- Rank on list: No. 6
- Composite score: 75.0
- Average one-way commute time: 27.3 minutes
- Share of workers who commute using private transportation: 76.2%
- Diversity of times that people leave for work: Average time
- Share of occupied households with access to a vehicle: 95.5%
- Population density of people per square mile: 894.4

Commuting characteristics vary by cities and states, with people accounting for it when considering possible living locations, according to HireAHelper. Only metropolitan areas with at least 100,000 people were included in the report.

OTHER TEXAS CITIES MAKING THE COMMUTER NIGHTMARE LIST

- No. 14- San Antonio and New Braunfels
- No. 7- Houston, The Woodlands and Sugar Land
- No. 5- Austin, Round Rock and Georgetown

The metro area that topped the list of cities to avoid if people hate commuting are the Florida cities Orlando, Kissimmee and Sanford. California cities' Riverside, San Bernardino and Ontario, were next on the list.

North Texas may be a commuter's worst nightmare according to this list, but public transportation is plenty abundant in the form of both Trinity Metro and DART.

DFW GROCERY INFLATION SEES SECOND HIGHEST INCREASE IN NATION, REPORT SAYS

Dallas nonprofit opens grocery-style food pantry to meet needs amid rising food inflation

By David Goins

A new federal report says the Dallas-Fort Worth metro area experienced the second-highest rate of food price inflation in the country last year, trailing only Detroit.

As families prepare for the Easter holiday, one Dallas nonprofit is working to offset those higher costs in communities most impacted.

The visuals of food staples stocked to about one-half or one-third of shelf capacity may not elicit consumer interest for many but for Andrew Crosby, the groceries at [South Dallas Community Market](#) represent a need, long unfulfilled, finally finding shelf space.

“Just trying to do a model that has dignity, where you are shopping, you are choosing, Crosby said. “It’s not just handed to you, it’s not forced on you.”

Crosby works with [Brother Bill’s Helping Hand](#), the longtime West Dallas nonprofit now operates this space along the 5200 block of Bexar Street in the Ideal neighborhood. It’s a food pantry stylized like a grocery store with options including milk, eggs, proteins and fresh vegetables.

“We know those prices are rising on everything - milk and eggs and all your staples and so if you can get some of that here and put some of that money to something else, that’s a great benefit to our neighbors,” Crosby said.

A new report from [U.S. Government Accountability Office](#) says DFW grocery inflation is now at 14%, higher than any of the other 17 major cities examined, aside from Detroit.

The USDA says the higher costs here come from retailers who’ve passed increased transportation costs to consumers.

And while grocery inflation affects every consumer, the impact is not equal. The USDA added that for low-income North Texans, nearly 30% of income now goes to food expenses.

The food pantry operates in a space provided by the faith-based nonprofit [BridgeBuilders](#).

Executive Director Joey Darwin says since the South Dallas Community Market opened in February, he hopes it serves as proof of concept showing the demand for groceries in a neighborhood long denied fresh food options.

“Witnessing people just have the joy of going to a grocery store in their neighborhood, put real groceries in their car, something they chose themselves, the autonomy of that is just beautiful,” Darwin said.

Right now the food pantry is open on Wednesday, Thursday, Friday and the third Saturday of every month.

Darwin says the nonprofit has helped offset more than \$53,000 in grocery costs to neighbors who have utilized the service.

“Even though groceries are increasing by 14% across D-FW, we’re actually decreasing the grocery bill for these families in this store,” Darwin said.

[DFW Grocery Inflation 2nd Highest in Nation – NBC 5 Dallas-Fort Worth \(nbcdfw.com\)](https://www.nbcdfw.com/news/local/dfw-grocery-inflation-2nd-highest-in-nation-2022-05-11)

MIND THE GENDER GAP: ACHIEVING TRANSIT EQUITY THROUGH A GENDERED PERSPECTIVE

How acknowledging the unique transportation needs of women can lead to more equitable, effective public transport service for all.

By Emma Chapman & Naomi Grant

If you're a woman, you've probably gotten the sense at one point or another that public transport isn't designed for you. If you've read Caroline Criado Perez' [*Invisible Women: Exposing Data Bias in a World Designed for Men*](#), you know that's the case.

Take something as apparently simple as public transport routes. Most routes are planned to get people from residential areas to commercial ones as quickly as possible. But that's not typically how women move around cities. They might, for example, drop their children off at school on the way to work, then do grocery shopping or call in on a relative on the way home.

So, even if they don't realize it, transportation planners often entrench gender inequality. If they're serious about addressing the gap between men and women, they need to take a far more gendered perspective.

Longer, costlier, less safe trips

In order to do so, however, planners must begin by understanding what's wrong in the first place. Within traditional public transport systems, the extra stops that women have to take make journeys a great deal more complicated, with passengers having to change routes and even modes of transport multiple times.

That, in turn, means those trips cost more money. And that's to say nothing of the safety considerations that women using public transport face, which many of their male counterparts do not. Women are also more likely to be accompanying children or elderly family members, making them responsible for not just their own safety, but that of others.

For billions of women in the Majority World who rely on public transport every day, things can be even more fraught. In many countries, formal public transport networks are often underdeveloped or completely non-existent. As such, informal public transport networks dominate. And while they fulfill a vital function—their flexibility allowing for more complex journeys—their informal nature can make navigating a city a greater challenge. In Bangkok, for example, commuters can spend up to [two hours a day](#) in traffic.

It's therefore critical that anyone designing a product for public transport keeps a gendered perspective front and center. After all, women are on average [21 percent more likely](#) than men to use public transport to travel to work, with the gap increasing significantly when all trips are combined.

STARTING WITH THE DATA

We feel that this approach was especially important when designing and building our consumer public transport app, Rumbo. Before we even committed a line of code, we knew we needed to get the data right. In many of the cities where we've launched the app, there has previously been a paucity of public transport data—not just for women commuters, but in general.

To overcome that, we started with the data. Developing a suite of bespoke tools, we mastered the mapping of public transport networks in multiple emerging-market megacities, digitalizing every mode of formal and informal public transport, however it operates. By speaking with women in these markets, joining their commutes, and hearing about their experiences, we were able to establish a deeper understanding of the reality of women's journeys. That included the commonalities amongst women—the sad realities of sexual harassment and violence—as well as differences between groups—for example, the way travel patterns change if you have children.

That data collection and research played an important role in informing our consumer product strategy and design. Our major realization was that, when designing for the most extreme use cases, you're also designing something that works for women. That's illustrative not only of how grave the dangers women public transport users face really are but also how, by designing for women, you're making your product as safe and usable for everyone as possible.

We also wanted to make sure that the app is as simple to use as possible, even in stressful situations, because it can be all too easy to miss user interface (UI) cues when you're stressed. One of the ways we can understand how effective our efforts are is to keep talking with our women users, validating—or invalidating—our approach, and doing so meaningfully throughout the research and design process.

Our efforts have since seen millions of journeys planned by people using Rumbo. Tapping into this, and to build a better understanding of women's mobility needs, perception of public transport, and experiences of gender violence, we worked with 'think-and-do tank' Data-Pop Alliance to survey women using Rumbo. The [qualitative survey](#) revealed a number of interesting results. We found out that women travel to study, work, visit relatives, and for entertainment purposes. This is likely why, in both cities studied, women frequently travel by public transport outside of rush hour: 44 percent in Lima and 53 percent in Mexico City. We also found that the number of women using public transport decreases as daylight fades, thanks largely to security concerns. For instance, just nine percent of women in Lima and twelve percent of women in Mexico City travel after eight o'clock at night.

By starting with data, building for the most extreme use cases, and having ongoing engagements with the women who use Rumbo, we believe it is possible to make commuting safer, faster, and more affordable. That means women have more quality time with their friends and families and more freedom to study or take on extra work to supplement their incomes. The differences may be incremental at first, but with wider adoption, the cumulative change could be enormous.

BUILDING ON KNOWLEDGE AND CONTINUOUS RESEARCH

Ultimately, we aren't naive enough to think that Rumbo will fundamentally transform women's public transport experiences. This requires gender-sensitive planning and cultural change. But we do know that Rumbo makes a positive difference to our users from quantitative data that reveals information about their journeys—for example, saving them an average of 24 minutes every week—and through qualitative data giving us insight into their personal experiences.

We also know that the anonymised and co-created data we are producing through Rumbo can create further value for everyone living and working in emerging markets, especially when combined with other public transport data or socioeconomic data. In time and with the right

investments, that data might just shape public transport systems, formal and informal, that cater to the needs of women commuters in a real and meaningful way.

THIS LITTLE-KNOWN RULE CAUSES SPEED LIMITS TO GO UP IN TEXAS

By Alix Martichoux

(NEXSTAR) – When the signs changed on State Highway 130 in 2012, and the posted speed limit rose to 85 mph, the 90-mile stretch of road officially earned the title of [fastest highway in the nation](#). But Highway 130 is far from the only Texas route where cars have been going faster over time — and are doing so legally.

Texas, like many other states around the country, [sets speed limits on state roadways](#) using the “85% rule.” Basically, the Department of Transportation comes out to a highway, monitors how fast everyone is going in a speed survey, and sets the new speed limit at the 85th percentile.

If you think about it a different way, the speed limit is essentially being set by the top 15% of fastest drivers.

Once DOT engineers determine the speed of the 85th percentile, they’ll round the number to the nearest 0 or 5, and make that the new speed limit.

“The method by which speed limits were set meant that the fastest drivers would set the speed limit since most drivers generally travel just above the posted limit,” Colin Sweeney, a Los Angeles Department of Transportation spokesperson, [told Nexstar](#). Los Angeles and other California cities also used to rely on the 85% rule to set limits on city streets before a [recent law gave municipalities more control](#).

Numbered state highways usually start with a baseline speed limit of 70 mph in Texas, but speed surveys and the 85% rule are how you end up with 75 mph, 80 mph and 85 mph limits.

As speeds increase, so do crash fatalities. [EMC Insurance](#) ran the physics calculations and found that your chance of dying in a crash doubles when you increase speed by 10 mph.

“In practical terms, increasing driving speed from 60 mph to 80 mph increases the risk of a fatal crash by 4 times,” the company writes.

But Texas transportation officials say setting a speed limit too low can also have its dangers.

“If reasonable drivers see an unreasonably low speed limit without seeing a need to drive that slowly, they tend to ignore the signs and develop disrespect for speed limits in general,” explains the Texas DOT. That means more speeding tickets for “reasonable people,” the agency says.

City streets start with a baseline 30 mph speed limit under Texas law, but those can also be raised using speed surveys. Cities can also choose to lower speed limits if they believe they’re too fast for the surrounding areas, for example around schools or in an area with lots of pedestrians.

In recent years, [pedestrian and bicyclist deaths have shot up](#) in Texas.

Residents can request speed limits be lowered in their neighborhoods, but the City of Grapevine says that might not even make things safer.

“Studies have shown that most people drive at the speed they are comfortable with for the given conditions regardless of the posted speed limit,” [the city says](#). “Also, safety is not improved by establishing unreasonably low speed limits, since this only encourages more variation in vehicle speeds, leading to more conflicts.”

The Texas Department of Transportation, while cautioning against setting speed limits to low, acknowledges that it’s sometimes worth slowing things down a notch. Under certain conditions, like in an area with a history of crashes or narrow pavement, speed limits on a state highway can be lowered up to 10 or 12 mph.

[This little-known rule causes speed limits to go up in Texas | KXAN Austin](#)

FIVE DALLAS COUNCIL MEMBERS CALL FOR INDEPENDENT STUDY OF I-345 REMOVAL

The representatives hope to direct the city manager to order an independent study of the effects of removing the 1.4-mile highway between downtown and Deep Ellum.

By Matt Goodman

Five City Council members are requesting their colleagues to direct the city manager to commission an independent study into the impact of removing Interstate 345.

The five-signature memo was signed by Councilman Chad West, of North Oak Cliff, with support from council members Paul Ridley, who represents downtown and East Dallas; Jesse Moreno, of Deep Ellum, the Cedars, and the Medical District; Gay Donnell Willis, of Preston Hollow; and Paula Blackmon, of East Dallas near White Rock Lake. (A five-signature memo directs the mayor to add an item to the Council's agenda for a vote.)

The Texas Department of Transportation's preference is to trench the 1.4-mile highway between downtown and Deep Ellum, reconnecting existing streets with bridges that fly over the thoroughfare. TxDOT is seeking a resolution in support from the City Council, a key decision that will allow the state to pursue funding.

A vote on the resolution was scheduled for February but [was abruptly scrapped](#) by Councilman and Transportation Committee Chair Omar Narvaez. He said he did so to "allow some of my colleagues to have questions answered." (Narvaez did not respond to a request for comment Monday afternoon.)

West said an independent study is the only way for the city to go beyond simply moving cars and answer important questions about the possibility for additional housing, economic development, and other land uses where the freeway currently exists.

"City staff is in lockstep with TxDOT and the [Regional Transportation Council] on moving full-steam ahead with TxDOT's recommendation," West said. "The only way for us to have a voice at this point to call for additional studies is to do the five-signature memo."

The request would require the independent study to be presented before the City Council votes on a resolution in support of the trenching alternative. West said he did not feel the body had sufficient information as to how plans for the highway would "work within the city's adopted policies," including the Strategic Mobility Plan, the climate plan, the bike plan, the economic development policy, and the Vision Zero safety plan, which aims to eliminate traffic deaths by 2030.

"Engineers should be at the table, but we should also have economic development experts, urban planners, housing experts, and anyone else who would add to the discussion about a significant amount of land use that goes along with the alternatives that could impact us for the next hundred years as a city," West said.

The state has said removing the highway and replacing it with a boulevard is a non-starter because its traffic data indicate increases in congestion. Proponents for the boulevard option point to other cities—[San Francisco, Boston, Milwaukee, Montreal](#), among others—where highway traffic dispersed to other existing streets after roads were removed. West said he'd like

to see another opinion on the impact to traffic, as well as housing and economic development on the land where the highway currently exists.

Other studies have come to conclusions that disagree with TxDOT's assessment. The most extensive was performed by the Toole Design Group, the urban design firm that informed Detroit's plan to remove its I-375. [The Toole study in Dallas](#) argued that it would be possible to reconstitute the street grid in a way that would not impact overall mobility.

West and his colleagues would like to explore these options more thoroughly before voting on a resolution in support of the state's preference.

As for economic development potential, the state's boulevard option would free up about 25 acres of land, whereas the trenching plan creates about 8.7 acres of surplus land and another 9 acres of developable land on decks atop the freeway. (The state won't pay for those decks, and total cost is unclear.)

"I don't believe in rubber-stamping TxDOT's plan," Ridley said.

The resolution is the one lever the City Council has regarding the future of the highway. The Texas Transportation Committee, which allocates public funding for freeway projects, likes to see resolutions in support from local governments before awarding money.

To launch a new study, the five council members who have signed the memo would need support from at least three others to form a majority. But some on the Council are adamant that the highway stays put in some form. Councilman Adam Bazaldua, who represents neighboring South Dallas/Fair Park, called the independent study "dumb and a waste of time."

"I would love for there to be more consideration to the council members who are representing the areas most impacted, not the largest development opportunity," he said. "I've been clear on record that my constituents, along with other districts who are dependent on this thoroughfare to get to the majority of the jobs in our city, are not favorable."

Michael Morris, the transportation director for the North Central Texas Council of Governments, told the Council last year that he believed removal would violate Title VI of the Civil Rights Act of 1964, which "prohibits discrimination on the basis of race, color, or national origin in any program or activity that receives federal funds or other federal financial assistance." He maintains that removal would disproportionately affect Black and Latino residents in southern Dallas who use the highway to get to jobs. But Morris is not a lawyer, and it's not clear whether the City Attorney's Office has weighed in on that claim.

Councilman Jaime Resendez, of Pleasant Grove, cited Morris' belief when asked about how he would vote. "If that hurdle can't be overcome we'd be wasting time and resources with an independent study."

Other members, such as Far North Dallas' Cara Mendelsohn, say they won't support studying removal because their constituents use the highway.

That's the difficulty in this debate. It's about the city's future, a generational chance to trade eight elevated lanes of highway for an eventual new neighborhood. The members who added their names to the memo have expressed more interest in analyzing the opportunities removal could present; after all, traffic data cannot account for changes in technology and behavior, both of which inform how frequently people drive. [As Councilwoman Willis asked last year](#), what

happens if the city's economic development plan creates jobs in southern Dallas so residents there no longer have to drive as far to get to work?

Exploring that information is at the core of this ask; the question is whether these five representatives can convince three of their colleagues when it comes time to vote. The item will be placed on a voting agenda in the next 30 days.

[I-345-5-Signature-Memo9Download](#)

EXTREMELY HIGH NORTH TARRANT EXPRESS TOLLS FRUSTRATING SOME DRIVERS

Toll of \$24 is seen on one variable rate toll lane.

By Ken Kalthoff

Managed toll lanes are a way for North Texas drivers to speed past congestion, for a price.

NBC 5 found extremely high toll prices on North Tarrant Express Toll lanes that have made some drivers angry.

North Tarrant Express includes segments of Northeast Loop 820, Texas 183 and Texas 121 in North Richland Hills, Hurst, Bedford, Euless, Fort Worth and Irving.

Tolls on the express lanes are variable to restrict demand and keep drivers moving at least 50 miles an hour depending on how busy traffic is in the free highway lanes.

A price of \$24 was posted for a westbound trip during rush hour last week.

"\$24 for one gate? That's absolutely insane. They need to do something about this," driver Ryan White said.

Driver Shelby Hartman said she avoids the toll lanes.

"It's so expensive, it's just not worth it," she said. "You get charged again the farther you go. It's really bad sometimes."

Private companies put up two-thirds of the money to build the North Tarrant Express and collect the tolls.

The Northeast Loop 820 segment in North Richland Hills has just two free main lanes, which always seem to back up.

"I think they purposefully designed it to where you're going to want to take the toll," driver Hunter Mixson said.

State Representative Ramon Romero, a Fort Worth Democrat said he has heard the managed lane complaints and witnessed the high tolls.

"We wanted better highways, better travel times and in turn what we've got is just higher cost for our highways and in a lot of cases the same type of congestion," Romero said. "Why did you enter into this for-profit deal and you did not increase the capacity on any of our general purpose lanes?"

Variable-priced managed toll lanes have been added to many North Texas freeways.

Some, like the lanes on I-30 between Tarrant County and Dallas, are owned and operated by the state and not by the private company.

Michael Morris, Transportation Director with the North Central Texas Council of Governments, credits the network of lanes with improving mobility for North Texas drivers in recent years as compared to other metropolitan areas.

"We've grown by 2 million people and our congestion has hardly increased. There's lots of reasons for it but the primary reason is dynamically priced managed lanes," Morris said. "No one else in the country has the option of having guaranteed speeds of 50 or 60 miles an hour on their major corridors."

Morris shared graphics that support his claims. One shows how North Texas congestion levels hovered near 15% since 2008 as the population rose from 6 million to nearly 8 million people. Another compares this region with others in the US. A third shows which managed lane segments are built and managed by private companies and which are TxDOT.

Morris said the North Tarrant Express is an exception because traffic volume exceeded expectations.

He said the deal requires the private company to provide \$1.5 billion in additional lanes at no cost to taxpayers, which will help speed traffic and reduce tolls.

"The private sector pays and the tolls go down," Morris said.

That job would widen a single toll lane in each direction in portions of Irving and Euless and add more freeway lanes all the way from Hwy 161 in Irving to I-35W North Freeway in Fort Worth.

North Tarrant Express spokesman Robert Hinkle said in an email that the company only plans to start on \$350 million of work next year. He said the Texas Department of Transportation has not yet approved the bigger plan.

Hinkle said there is a toll cap of \$1.06 a mile but that the contract with TxDOT calls for pushing past that to keep the managed lane traffic moving at 50 miles per hour, hence the \$24 toll seen on one very busy day.

"The solution is to get the contractor and TxDOT on the same page and go build the \$1.5 billion worth of improvements," Morris said.

In the meantime, the transportation director calls for travel time signs on the roadway that would help drivers decide whether the extreme tolls are worth the money. He suggests exiting highways and GPS planning another route when confronted with times of extreme tolls.

"Lowering the tolls I think needs to be done for sure," driver Hunter Mixson said.

Representative Romero said he is concerned about talk of more managed lanes for the DFW region.

"We should be frustrated. We should demand answers and above all, we should say 'no mas.' I've had enough. Don't continue to destroy my highway. Don't enter into any more of these deals," he said.

Morris said current state policy forbids additional managed toll lanes at this time.

[Extremely High North Tarrant Express Tolls Frustrating Some Drivers – NBC 5 Dallas-Fort Worth \(nbcdfw.com\)](http://nbcdfw.com)

HOW DRIVERS ARE CROWDSOURCING A SOLUTION TO THE TRUCK PARKING CRISIS

Alex Lockie

[Truck parking in America](#) costs hardworking long-haul drivers an average 12% of their annual income (around \$5,500 annually) by forcing them to look for parking for 56 minutes each day, according to the [most recent estimates from the American Transportation Research Institute](#).

It's a stain on the country's infrastructure, it's housing insecurity for people often working well over 40 hours a week, [it's truck operators' top concern](#), and it's plainly a pain-in-the-neck, daily struggle for drivers who are at the present moment [often struggling to make ends meet](#).

But trucking has always been tough, and truck drivers have always been just a little tougher.

The Owner-Operator Independent Drivers Association says there is only one parking spot available for every 11 trucks on the road, and a nationwide shortfall of more than 40,000 parking spaces. Yet somehow, trucks find parking.

Often enough it means a beg, borrow, steal or "all of the above" approach to finding a spot. Some drivers camp out at Walmart, [risking a ticket or worse, a boot, depending on the location](#). Some know their pickup and drop-off spots and scout unmonitored stretches of road or back lots. Some use ramps with particularly wide (or not) shoulders.

Many drivers, more than a million on Trucker Path alone, use a phone app.

Chris Oliver, chief marketing officer at Trucker Path, did some basic math around the truck parking crisis to challenge the popular "driver shortage" narrative. "The ATA estimates the U.S. trucking sector was 78,000 drivers short last year, which is down from the record-setting 80,000 shortage of drivers in 2021," he said at a recent webinar organized by the North Central Texas Council of Governments. "If there are 3.5 million drivers suffering a 12% productivity loss [due to truck parking shortfalls], that equals 420,000 units of productivity that are lost when all those drivers are out looking for parking."

Improving the time drivers spend looking for parking by just 25% would bring that number down to just 315,000 productive units lost, he said, essentially negating the impact of any perceived driver shortage while helping drivers "get further down the road, seeing their paychecks get bigger, getting closer to their destination and creating less emissions."

Oliver's app, and others like it, seek to crowdsource a solution to the parking crisis by allowing drivers to rate, review and even add new parking spots on a constantly updated map. The app's long been known as a source for timely updates about parking space availability from users themselves. And Trucker Path employs an entire moderation team and gets lots of its most useful data straight from sources like truck stops themselves and state agencies.

Oliver explained how technology, like [sensors and cameras monitoring truck parking lots and reporting availability](#), as well as crowd sourcing, like reports and reviews from drivers and even using AI to predict when spots might be available, could help ease the problem. "But I'm not going to pretend I have all the answers," he admitted.

Other apps, like ParkMyRig, attempt a similar crowdsourced mapping project, but with a smaller batch of locations. While Trucker Path boasts more than 20,000 points of interest, ParkMyRig features around 11,000, and it's all hand-curated by founder LeRoy Clemmer.

Clemmer, a company driver for 30 years, wrote his [ParkMyRig](#) book back in 2010, and it's now on its 11th edition and still for sale at the Iowa 80 Truck Stop. He said in recent years subscriptions to the app have cannibalized book sales, but it's probably still the best single book on where to find truck parking. Clemmer, who had some electronics and computer training, taught himself how to develop Apple and Android apps specifically to launch his own.

"They're just junk," he said of his competitors when he set out to build the app. "I don't know how else to say it. I don't like the way they're laid out, there's bad information, ads, pop-ups, and I have no ads or pop-ups and won't ask you to rate the app."

The ParkMyRig app costs \$2.50 monthly or \$25 a year. Trucker Path also offers paid subscriptions that do filter down ad content.

Furthermore, "I'm actually out here driving," Clemmer said. He adds truck stops from his own personal knowledge and experience, including dozens of unmarked back lots and wide shoulders. He moderates the app entirely by himself, so it doesn't always update instantaneously. He said he stays on top of it, though, and often speaks directly to property owners for the best information.

Both apps list amenities at truck stops, with ParkMyRig keeping a closer eye on free perks, but ultimately they both rely on a network of truck drivers working together to find safe parking.

Both apps struggle with drivers not wanting to reveal their favorite spots for fear that they'll become overcrowded, but that's true of any social network. Some people just want to keep the best for themselves.

According to Oliver, though, the crowdsourcing project works because drivers look out for each other.

"When you've got a million people contributing their opinions, I'm sure some will want to sandbag and not share with the world," he said, "but for the most part I believe they do. I won't say it's a club. It's a relatively tight-knit group. They tend to trust each other a little bit, and help each other out."

But elsewhere, as the top levels of government turn their eye toward "fixing" trucking and the supply chain, millions of dollars in truck parking funding have been approved with hundreds of millions more likely on the way. In the next installment of this series, we'll look at what truck parking is being built, and how operators can actually advocate for more spots, not just more apps or sensors.

JACKSBORO HIGHWAY PROJECT AIMS TO SPUR DEVELOPMENT IN SANSOM PARK, NORTHWEST TARRANT COUNTY

By Sandra Sadek

Sansom Park's city leaders hope the upcoming construction project on [Texas 199](#) will breathe [new life into the town](#) of 5,000.

While the project has been discussed for decades, the road – also known as Texas 199 or Jacksboro Highway – has been neglected, the city's mayor says.

Delays with the project are the “reason we have some undeveloped land on Texas 199 and haven't been able to attract some of those retails, multifamily developers [and] strip centers,” Mayor Jim Barnett Jr. said.

Texas 199 stretches from downtown Fort Worth to northwest Tarrant County and beyond. The stretch of the roadway was infamous after World War II and well into the mid-1950s for its [violence and illicit activities](#) such as prostitution, gambling and loan sharking, bringing back memories of its days as “Hell's Half Acre” near downtown.

Today, Texas 199 traverses Rockwood Park Golf Course, tire shops, industrial parks and gas stations before passing through the towns of Lake Worth, Azle, Springtown and eventually, Jacksboro.

While the corridor's days as the rough and tumble part of town are behind it, the rapid growth of the neighboring cities has forced the Texas Department of Transportation and other partnering agencies to reevaluate the roadway's role.

The number of vehicles traveling from downtown Fort Worth to Loop 820 daily is over 36,000, the North Central Texas Council of Governments notes. Daily traffic from Loop 820 to Azle Avenue in Lake Worth is about 43,000.

The agency projects between 50 to 60,000 cars a day traveling on Texas 199 inside the loop over the next 20 years. North of Loop 820, forecasts estimate up to 120,000 cars a day.

“What we don't want to do is run off the residents or businesses that are there today. That's not the point of it,” said Dan Kessler, assistant director of transportation at COG. “It is to try to make the area more attractive from a commercial economic development perspective. It's more than just about moving traffic.”

For Sansom Park's Barnett, the city has almost 43 acres of undeveloped land around just one mile of Jacksboro Highway that could bring opportunities for mixed-use development.

“The biggest obstacle for us has always been ‘What's the highway going to look like?’” said Barnett, who has been mayor for more than 20 years.

Widening and improving Texas 199 will occur differently for portions inside Loop 820 and outside Loop 820, Kessler said.

Work done on Texas 199 from [Loop 820 going toward downtown](#) will turn the four-lane road into a six-lane parkway with sidewalks and bicycle and pedestrian improvements. The goal is to

allow the traffic toward the city to flow in an organized manner while attracting more businesses and mixed-used opportunities along the way.

“It’s going to make it a lot safer. Right now, it’s a fairly dangerous pedestrian-bicycle corridor because traffic can move in and out wherever it wants,” Kessler said.

Construction is expected to start by 2026, he said.

The second half of the project, from [Loop 820 toward Azle Avenue/Merrett Drive](#), will focus on improving mobility, capacity and safety along the interchange, said Val Lopez, TxDOT’s public information officer.

This includes improvements to the connecting ramps, entrance and exit ramps as well as the frontage roads and cross streets.

That phase is expected to start in 2030, Lopez said.

What makes this second part different is its proximity to Lake Worth’s major commercial corridor, Kessler said, which makes up a large part of the city’s tax base.

“A lot of their tax base sits adjacent to Texas 199 in that section so we’ve got to come up with a way to move traffic but also preserve the accessibility and the attractiveness of those businesses for the city,” he said.

Ahead of the start of the project, Sansom Park took it upon itself to reconstruct its arterial roads and prepare them for future traffic diverted from Jacksboro Highway during the construction.

The two main roads are Skyline Drive and Biway Street.

“When the traffic starts diverting through, the city will have basically a thoroughfare – wider roads, sidewalks and curbs – that will be able to handle that kind of traffic and not bogged down,” Barnett said.

As more development pops up west of Fort Worth, traffic will want to follow, Kessler said, following forecast trends of fast growth in northwest Tarrant County, southern Denton County and Wise County. That means finding ways to handle all that growth and offering the road capacity for it – in all directions.

“Part of the Texas 199 question is if you can provide alternative corridors to the west that would allow not everyone to have to use Texas 199, that will help reduce the burden on that particular quarter,” Kessler said.

DALLAS IMPLEMENTS NEW RULES FOR ELECTRIC SCOOTER RIDERS, PROVIDERS IN PROGRAM RELAUNCH

By Cecilia Lenzen

Nearly three years after getting banned from the city, [electric scooters are returning to Dallas](#) with new technology and stricter regulations, according to city officials.

Dallas City Council banned electric scooters from the city in September 2020 amid concerns about public safety with scooters being parked incorrectly, driving too fast and cluttering streets. In [June 2022, the council approved new regulations](#) for scooter usage, getting the city moving on reactivating its scooter program.

Jessica Scott, bicycle and micromobility manager for the [Dallas Department of Transportation](#), said the new program is scheduled to roll out in the first quarter of 2023, once the city finalizes its contracts with scooter vendors and its data programming company.

As the city of Dallas looks to revive its electric scooter program, officials and vendors have proposed beginning with a fleet that includes:

- **1,350** Scooters to start the program
- **100** Seated scooters
- **45** E-bikes
- **5** Assisted scooters
- **1,250** Scooters and bikes each company could deploy eventually

[Dallas](#) has partnered with [Bird](#), [Lime](#) and [Superpedestrian](#)—companies it chose based on customer service performance and scooter technology—to bring a collective total of around 1,500 permitted scooters to the city, Scott said. Each company will have 500 scooters, which will only be allowed to operate in certain parts of the city.

“We live in such a car-centric society that requires people to be able to physically drive a car, afford a car, afford the insurance and maintenance,” Scott said. “Providing options for other modes of transportation makes everything in someone’s life more accessible. ... It just provides more choice and freedom for residents.”

City officials plan to evaluate the scooter program every 90 days, Scott said.

Positive evaluations, which city officials expect as they plan to work collaboratively with the companies, could allow scooter vendors to add 250 more scooters, up to a maximum of 1,250 scooters each.

The number of scooters could also be potentially lowered if they are not used often.

Austin officials said they saw success with their electric scooter program, which rolled out in

2018, through things like quick response times to regulation violations and clear designations for where and when scooters are allowed. Joseph Al-Hajeri, mobility demand program manager for the Austin Department of Transportation, said he believes Dallasites could embrace the program if the city's scooter regulations are successfully implemented.

"Allow the industry to do what it's supposed to do and work with the providers closely—don't become their enemies—and really try to understand what the public is needing," Al-Hajeri said.

STRICTER REGULATIONS

Many of the issues the city of Dallas faced with its previous electric scooter program involved incorrectly parked scooters that cluttered sidewalks, Scott said. There were also a number of safety concerns in Deep Ellum and Uptown, including riders frequently on sidewalks. Despite some of the negative backlash the original program garnered, Scott said it was important for the city to reinstate electric scooters as a mobility option in Dallas.

Under the new program, electric scooters will only be allowed to operate from 5 a.m. to 9 p.m., and riders must be 16 years old or older. Whether rented from the city or privately owned, scooters will not be allowed in "no-ride" zones, which include sidewalks, trails, parks, plazas, or any roads with a speed limit of 35 mph or higher, Scott said. In no-ride zones, riders must dismount their scooters and walk the vehicles through the designated area. If they try to ride through a no-ride zone, their scooter will automatically shut off.

In addition to no-ride zones, the city will implement "slow-ride" zones, which will limit how fast scooters can drive. Riders will face a citywide speed limit of 20 mph, and slow-ride zones will reduce that limit to 10 mph, according to the city program's website. Scooters will automatically slow down to the required speed when traveling through slow-ride zones.

White Rock Lake, Olive Shapiro Park, Flag Pole Hill Park, Norbuck Park and Tenison Park are among the more than 30 no-ride zones in the Lake Highlands and Lakewood areas. Slow-ride zones are mainly centralized in downtown Dallas, according to the city's online map of the zones. Riders will receive a warning as they approach no-ride and slow-ride zones.

"We're looking for this program to have structure, to have organization and to really be more usable by everyone in the city of Dallas," Scott said.

With the previous program, electric scooters were deployed into any area of the city without regulations on how many scooters could be located in certain areas, Scott said. With the new program, scooter density will be managed by a regulation prohibiting having more than 25% of each vendor's fleet—125 scooters—in high-activity areas of Dallas.

The scooter companies will be required to address sidewalk obstructions or misplaced scooters within two hours of a complaint, Scott said.

ADVANCED TECHNOLOGY

Jamie Perkins, director of communications for Superpedestrian, said the company uses [Vehicle Intelligence](#), a software that performs safety checks and detects things like tipped over scooters,

she said. Other scooter companies use similar programs that immediately alert the company's operations team to correct the issue.

Paul Ridley, [Dallas City Council](#) member for District 14, said that while he has confidence in the program's new regulations, it will be impossible to tell how well they work until the scooters get rolling.

For example, if riders try operating electric scooters on sidewalks, the GPS technology is capable of shutting the vehicle down, Ridley said. However, he is unsure of how accurate that GPS technology will be in distinguishing a sidewalk from the street it runs alongside.

"It's not uncommon for there to be great claims for the latest and greatest technology, but sometimes it doesn't work out in practice like it's been advertised," Ridley said. "I'm optimistic that won't happen, but we won't know until we see how [the scooters] operate on the streets."

Community members can voice concerns, questions or ideas about the electric scooter program by emailing the Dallas Department of Transportation at ddotplanning@dallas.gov.

MANAGING RIDERS

Some of the electric scooters, depending on the vendor, will have new programming to be able to detect a rider's response time to traffic changes or turns, Scott said. That technology will be deployed especially during times when people may be drinking alcohol. If a rider appears to be inebriated in some way through slow response times, they would not be allowed to continue operating that scooter, Scott said.

All new users will be required to view training materials on how to operate electric scooters when they register to use a vehicle through the vendor's app. Kelly Pierce, Dallas operations coordinator for Lime, said Lime riders will be required to take a basic knowledge test once out of every five times they open the company's app to ensure that they know the rules. Scott added that each scooter vendor will be required to educate their users on [how to properly use the scooters](#), how to properly park them and what rules they will be regulated by.

"We find that most riders actually want to do the right thing, so it's sort of [a matter of] providing them the knowledge that they need to be able to do so," said Jacob Tugendrajch, communications lead for Lime.

One of the challenges facing not just Dallas but any city with an electric scooter program is simply how young the industry is, said Perkins, the Superpedestrian representative. Shared electric scooter programs were not available before 2018, and many people—both riders and city officials—are not familiar with how to best use them, she said.

"Cities are all still learning what works for them, and riders are brand new all the time, too," Perkins said. "One of the challenges there is that we've got a whole bunch of novices and amateurs out there who are all learning the city rules while learning how to ride the vehicle itself."

Those who do not comply with all electric scooter regulations may face a fine of up to \$200 from the city of Dallas, Scott said.

The costs of rides will depend on the vendor and time of day.

IMPROVING MICROMOBILITY

Dallas also plans to implement “equity opportunity” zones, which will be located in low-income areas of Dallas near other transportation options like [Dallas Area Rapid Transit](#) stations. Each scooter vendor will be required to deploy 15% of their fleet to equity opportunity zones to equalize distribution and usage across the city. The equity opportunity zones near Lake Highlands and Lakewood will be particularly focused in [Vickery Meadow](#).

“You have a choice to walk or bike or scooter to work or the grocery store or the library or the bank—it just provides more choice and freedom for residents,” Scott said.

Of the Superpedestrian fleet, Perkins said the company is deploying [400 standard standing electric scooters](#) and [100 seated electric scooters](#) to Dallas. She said the seated scooters are suited to longer trips that may be more common in a geographically large city like Dallas and may better serve low-income communities without other transportation options.

Ridley, the District 14 council member, said the electric scooters will serve as a resource for people who need a mobility option for trips that are a mile or less. He added that having a micromobility option like electric scooters may also alleviate the pressure of limited parking spaces in dense areas of the city like downtown and Uptown.

“I would just ask [the community] to be patient with the rollout and see if we have adequately addressed their concerns from the initial rollout, and if they are still having problems, to alert the city,” Ridley said. “We at the city are open to feedback from our residents.”

FATAL HIGH-SPEED WRECK AT DALLAS' WHITE ROCK LAKE TRAIL IS A RED FLAG FOR PEDESTRIAN RISKS

It's a miracle no one was hit as teen crashed into trees. This path needs protection from adjacent Garland Road

By Sharon Grigsby

Over several decades running [the glorious loop that encircles White Rock Lake](#), I've become hardened to the stretch of trail that initially gave me the jitters.

Just beyond the spillway, where the east-side path hugs six-lane Garland Road, speeding cars create a dizzying turbulence. Distracted drivers drift frighteningly close to the curb before pulling back into their own lane.

Like thousands of other runners, walkers and bicyclists, I came to accept this unsettling three-quarter-mile segment as the risk for enjoying Dallas' best outdoor amenity.

A tragedy at this spot Tuesday — in which one person died and many more could have been victims — ended my laissez-faire attitude. Now it must be a wakeup call for Dallas City Hall.

A 19-year-old driving a black Chevrolet Silverado south on Garland Road at a high rate of speed, according to police reports, veered over the curb and through a DART sign before careening across the adjacent hike-and-bike path.

The mangled vehicle finally came to a stop at the third of the trees struck in this blink-of-an-eye disaster, which occurred near the small pedestrian bridge at the park's East Lawther Drive entrance.

The deadly combination of speed and impact broke the pickup's cab off the chassis and flipped it upside down beyond the engine compartment.

Because the crash investigation remains open, Dallas police have provided few details of the incident or the circumstances that led up to it.

Witnesses at the scene described the accident as gruesome and catastrophic.

One of those was Ben Morrissey, an emergency medicine doctor who heard bystanders' cries for help as he and two colleagues came upon the crash during their regular loop run.

In the chaotic minutes before Dallas Fire-Rescue arrived, Morrissey said his group looked to see if there was anything they could do for the young driver, Roger Gonzalez, but it was too late.

"It is a tragedy this person died, and it's nothing short of a miracle that no cyclists, walkers or joggers were struck by the vehicle," Morrissey said as he considered the many people on this portion of the trail that gorgeous spring morning.

Lawrence Grimm, a chiropractor and regular cyclist at the lake, was also among the first on the scene.

"The truck was so torn apart — at first I thought multiple vehicles had wrecked across the path," he said.

Despite knowing the driver was almost certainly deceased, Grimm tried to reach him to feel for a pulse or hold his hand until help arrived.

“You just couldn’t get to him,” he said. “Everything was just crushed and mangled around him.”

Like Morrissey, Grimm is thankful but stunned that more lives weren’t lost. No one in the path of the fast-moving truck could have reacted fast enough to get out of the way, he said.

“My older son is 15. He just got his driver’s permit,” Grimm told me. “Me and the boys are going to have a conversation tonight.”

As the sun set Wednesday, more than 50 family members and friends of the 19-year-old driver stood in vigil at the spot his pickup tore apart.

They wrote messages on a cross nailed to one of the gashed trees. At the trunk’s base sat a homemade altar of candles, daisies and roses, along with a soft-drink cup, Modelo beer can and a letter on school notebook paper.

I know little about this young man, but from what I witnessed at that gathering, he was much loved. Even the thundering Garland Road traffic couldn’t completely muffle the sobs and prayers.

Some young people knelt at the tree. At the request of the victim’s mother, others gathered the many vehicle scraps that littered the shoulders of the trail and piled them alongside the memorial.

This latest accident — which occurred at a high-profile location and a spot usually chock-full of people — understandably has sparked another outcry about [the speeding, racing and reckless driving](#) on the Garland Road-Grand Avenue stretch of State Highway 78 between I-30 and I-635.

I wrote just weeks ago about a March 4 wreck — two blocks north of Tuesday’s accident — [involving an intoxicated, speeding driver](#) whose mayhem left two passengers in another car seriously injured.

What can be done to calm traffic on a roadway that most of the time feels like an unmonitored raceway?

Most pressing, how can the city address the stretch that runs from the Dallas Arboretum to the lake spillway, where pedestrians are especially vulnerable?

Dallas police were unable to quickly provide accident totals for the area; *The Dallas Morning News* archives included several recent fatalities.

In January 2022, [a juvenile driver was speeding on Garland](#) just north of the spillway when he lost control, left the road and hit a light pole. The driver died and three other juveniles were injured.

In July 2019, [a wrong-way driver died](#) after crashing into another car in front of the Dallas Arboretum.

Tuesday's tragedy is the first I could find from recent years involving a crash that spilled onto the adjacent trail. It's nonetheless led many of us to acknowledge we always knew the inherent dangers of that stretch but never raised our voices in concern.

"This strikes me as a near miss, a wake-up call to us all," Morrissey said. "We need to think about what we can do, short term, to keep as many people as safe as possible at this gem of Dallas."

Perhaps that means immediately installing some type of guardrail or heavy-duty posts, or bollards, between the trail and the road.

Ideally, this segment of White Rock Lake Trail eventually could be moved out onto a boardwalk over the water's edge, similar to the trail at Austin's Lady Bird Lake. There's no more deserving place to spend the amount of money that would be required for such a makeover.

But the boardwalk idea would face the same bureaucratic labyrinth as does the call by City Council member Paula Blackmon for the city to work with the Texas Department of Transportation to move Garland Road from the state's inventory to city control.

Everyone seems willing for that to happen but getting the work done is a nightmare of red tape that will take a long time.

Blackmon, whose District 9 includes Garland Road, said moving it into the municipal roads system "is literally going to take an act of Congress — in this case the state."

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Blackmon, whose District 9 includes Garland Road, said moving it into the municipal roads system "is literally going to take an act of Congress — in this case the state."

On behalf of every person who loves the White Rock Lake loop, I ask that City Hall not wait for an even bigger tragedy before taking action.

FORT WORTH OFFICIALS SAY FLOOD MITIGATION PROJECTS WON'T BE DELAYED BY PANTHER ISLAND FUNDING MOVE

By Haley Samsel and Rachel Behrndt

Flood mitigation projects across Fort Worth will not be delayed by the city's move to pull \$14.1 million from those projects to pay for immediate construction on Central City / Panther Island, city officials said Tuesday.

"We can't afford to delay them," assistant city manager Dana Burghdoff told Fort Worth City Council members [April 18](#). "They are life-safety projects, and we need to complete them. We are going to run into cost overruns, so doing this cash flow management is important to all projects, not just Central City."

The announcement comes after the city's assistant stormwater management director Jennifer Dyke [told the Fort Worth Report April 14](#) that some of the city's 11 affected projects "may be delayed," depending on how quickly the city can complete relocations of stormwater and water utilities needed for the Central City / Panther Island project.

Tarrant Regional Water District has agreed to reimburse the city for the cost of the utility relocations on an annual basis. The water district will reimburse Fort Worth for any city invoices paid before Aug. 1. The payment, funded through TRWD bonds, will arrive in September, water district spokesperson Matt Oliver said.

Dyke said the funding move is necessary to keep up with the [U.S. Army Corps of Engineers' schedule](#), which requires Fort Worth to finish relocating 14 stormwater and water utilities by the end of 2024. After the city finishes relocations, the Corps will begin building two bypass channels to reroute parts of the Trinity River and make Panther Island a reality.

Combined with \$9.2 million in existing funds, the \$14.1 million from flood mitigation projects will be used to move storm drains along Grand Avenue, near Rockwood Park. Fort Worth City Council members will consider a construction contract for the Central City project at their April 25 meeting.

City staff did a great job of selecting flood mitigation projects that won't be negatively affected by a temporary shift of funds, Burghdoff said. A chart provided by the city Tuesday shows that all of the selected projects will see "no impact to construction schedule" as a result of the move.

However, four city projects have a contingency attached: Construction won't be impacted if "short term funding" is available, the chart shows.

Those projects include \$1.23 million for the Total Channel Restoration Bond project at 6th Avenue and Brandon Lane; \$350,826 for flood mitigation on Haltom Road; \$198,106 for flood mitigation on Quail Road; and \$546,503 for flood mitigation on Cunningham Road.

Other flood mitigation projects no longer need the funding because they are completed, have been scrapped or cost less than expected, Dyke said. For example, the city is no longer purchasing properties in the Central Arlington Heights neighborhood to mitigate flooding and doesn't need \$2.25 million in additional funds.

Carlos Flores, who represents District 2 and the area that will become Panther Island, clarified that the new funding structure will not impact the Diamond Hill neighborhood or an ongoing flood mitigation project at NE 28th Street and Decatur Road. Construction is expected to be completed this fall.

“We would never stop an active construction project,” Dyke said of the Northside project. “But definitely, it’s moving forward.”

Utility relocations are complex because they encroach on land owned by the Corps of Engineers and require substantial expertise on the part of the contractor, Dyke said.

“We just don’t have experience, I think, we don’t have historical bids on doing anything like that, because that’s a typical Corps of Engineer project, not a city project,” Dyke said.

Councilwoman Elizabeth Beck, who represents District 9, questioned why the city’s expected bid for the Grand Avenue utility relocation project more than doubled from an initial estimate of \$10 million to an actual cost of \$22.8 million.

The issue should not be solely attributed to rising inflation, Beck said. Beck expressed concern that the city is consistently underbidding for large infrastructure projects.

“We’re low balling what we’re telling our residents,” Beck said. “That’s not good for y’all, it’s not good for the city.”

Burghdoff and Dyke’s presentation clarified the information contained in an informal report released last week, Mayor Mattie Parker said. In the future, city officials should consider explaining complex information – such as the reallocation of funds related to stormwater projects – in a presentation to council members rather than publishing information in informal worksession reports.

“I think maybe our greatest mistake here is not actually the information within it,” Parker said. “It’s how we present it.”

MCKINNEY LEADERS ASSESS 3 OPTIONS, PROVIDE DIRECTION FOR PROPOSED DECK PARK CONNECTION

By Shelbie Hamilton

McKinney city leaders have identified an inverted deck park design as their preferred option for a pedestrian connection project in downtown McKinney.

THE PROJECT

The proposed deck park would connect each side of the roadway through a public park space, either at or below street level, creating an alternative pedestrian crossing.

The [proposed “legacy” project](#) is focusing on a pedestrian connection across SH 5 in the downtown area of McKinney, according to a presentation at an April 18 work session. The project was identified through the SH 5 Downtown Pedestrian Study, which assessed crossing SH 5 between Walker Street and Anthony Street, according to the city’s website.

SH 5 bisects the downtown cultural district and the city’s historic neighborhoods on the east side. There are multiple factors spurring the development of SH 5, including the [redemption initiative](#) the city is working on for the east side of SH 5, which will feature a new city hall and other projects. Another factor is [state plans to improve the road](#).

“As areas east of SH 5 are undergoing redevelopment, the city is evaluating alternatives to improve crossing safety, strengthen connections between communities currently divided by the highway, and further enhance the Historic Downtown McKinney Cultural District,” a statement on the city of McKinney’s website says.

The reconstruction of SH 5 by the Texas Department of Transportation is about 70% designed and is expected to begin construction in late 2024, according to McKinney Director of Engineering Gary Graham.

COUNCIL DIRECTION

Council members offered a variety of feedback, with some criticism of the proposed project.

Council Member Justin Beller noted the project doesn’t support solving problems the SH 5 corridor currently faces, including improving crossings at other intersections along SH 5.

“We have bigger problems along this entire corridor that needs solutions, and I don’t see this as a solution to any of those problems that we have,” Beller said. “I’d see it as a good development, as it helps downtown and helps the site but it’s not environmental justice.”

McKinney Mayor George Fuller expressed support for the project, noting the potential for the project to connect the downtown area to future developments on the east side of SH 5 including the [new McKinney city hall](#) and [the extension of the Davis at the Square development](#).

“We have an opportunity ... to do a legacy project funded 100% by a federal government that

sees a value in it, that would create, again, a legacy project with a huge amenity in our downtown,” Fuller said.

Council members ultimately provided a consensus of support for the an inverted deck park design. City staff is expected to bring more information and decision points to council members at future meetings, McKinney Assistant City Manager Kim Flom said.

THE OPTIONS

[City staff first presented different options](#) for a deck park to McKinney City Council members in 2022. The connection would use community spaces to bridge the two sides of the highway at Virginia Street and Louisiana Street.

The inverted deck park option preferred by council members would be constructed underneath SH 5 with the road remaining at street level. This option would require the acquisition of five total land parcels and has an estimated project cost range of \$40 million to \$45 million, according to the presentation.

The North Central Texas Council of Governments has committed up to \$30 million for the inverted deck park option, according to the presentation.

Other options included a deck park, in which SH 5 would be routed underneath the park with the pedestrian crossing remaining at street level, according to the presentation.

This option would require the acquisition of 27 properties in this area, including five total land parcels. The other acquisitions would include 22 partial land parcels, with some property left unusable, according to the presentation.

The estimated cost for this option would range from \$85 million to \$95 million. City staff has identified this design as a less viable option due to the needed property acquisitions, reduced east-west mobility and reduced funding opportunities, Flom said.

Another option presented is the enhancement of the existing crossing, creating two distinct parks at Virginia and Louisiana streets. While the other options separate the parks from the traffic, this option does require pedestrians to cross vehicular traffic either at Virginia or Louisiana to access the parks. This third option would cost an estimated \$3 million, and the presentation didn’t note any needed land acquisitions.

The deck park and inverted deck park options are estimated to need between \$2 million-\$2.5 million in annual operations and maintenance costs, while the third option of enhancing the existing crossing would only require \$100,000 in annual maintenance costs, according to the presentation.

All of the connection options would require the portion of SH 5 from FM 546 to US 380 to be taken off of the TxDOT’s maintenance and control system, Graham said. The city would assume maintenance costs for the road segment, Graham said.

“To achieve the control that we want as a city over the corridor, to do future signal [improvements] to other crossings along the corridor without the oversight of TxDOT, I think taking the roadway off-system is a very prudent move,” Graham said.

For more information on the project, visit www.mckinneytexas.org/3338/projects.

Conceptual Alternative #1 Deck Park



Conceptual Alternative #1 Deck Park

Property Acquisition
27 Properties Impacted

- 5 Total Parcel Takes
- 10 Partial Parcel Takes
 - Remainder Parcel may be Considered Unusable
- 12 Partial Parcel Takes
 - Remainder Parcel Remains Usable



Conceptual Alternative #2 Grade Separate Inverted Deck Park



Conceptual Alternative #2 Grade Separate Inverted Deck Park

Property Acquisition

- 5 Properties Impacted
 - 5 Total Parcel Takes
 - 0 Partial Parcel Takes
 - Remainder Parcel may be Considered Unusable
- 0 Partial Parcel Takes
 - Remainder Parcel Remains Usable



Conceptual Alternative #3 Enhanced Crossing At Grade



\$370K TO GO TO FRISCO POLICE FOR RESCUE EQUIPMENT, GUN RANGE RENOVATIONS

By Alex Reece

The Frisco Police Department is getting upgrades to its rescue gear and gun range.

Frisco City Council members approved three contracts for its police department during its April 18 meeting, totaling \$369,571.70, according to meeting documents.

Here is a breakdown of how the money will be spent and where it comes from.

AN ARMORED RESCUE VEHICLE

The largest purchase approved at the April 18 meeting was \$184,136.70 to buy an armored rescue vehicle. While the money to buy the vehicle comes from a North Central Texas Council of Governments and Urban Area Security Initiative grant, the city is [required to match the purchase](#) with funds from its fiscal year 2024 budget.

The vehicle will “enhance response for the Frisco Police Patrol, SWAT, and Tactical Medics section for catastrophic events such as terrorism and safeguarding local establishments,” according to a statement in the meeting documents.

Specifics regarding the vehicle itself were not specified in the meeting documents, and it was simply referred to as a “Security Initiative-SWAT Enhancement Equipment- Armored Rescue Vehicle,” according to [meeting documents](#).

RAPID ENTRY EQUIPMENT

Another agreement was for a \$90,435 purchase from Knox Co., the business behind Knox Box security devices used in multiple Frisco businesses and multifamily complexes.

The agreement itself was to purchase 100 KeyDefender assemblies and brackets, a compact key control system designed for passenger vehicles, according to [meeting documents](#).

“These keys allow officers to have immediate access to a Knox Box for businesses, schools and multifamily complexes without waiting for either the fire department or a supervisor to arrive to access the area,” according to a summary statement included in the meeting documents.

This purchase will be funded by the Department of Justice’s Emergency Access to Multi-Family Complexes Grant, according to [meeting documents](#). As part of the agreement, officers are forbidden from using the keys to enter any Frisco businesses or homes unless in an emergency situation when it is the only means of entry.

GUN RANGE RENOVATIONS

An agreement with McKinstry Essention LLC was approved to allocate \$95,000 for ventilation renovations at the police department’s gun range.

As is, the ventilation in the gun range is causing negative air pressure and “leaded air flow” toward the building’s occupants, according to [meeting documents](#).

The Centers for Disease Control and Prevention has [stressed the necessity of proper air ventilation at gun ranges](#) to filter away the lead dust leftover from a firearm discharge.

The \$95,000 will only cover the project’s design costs, according to meeting documents. The cost of the whole project could be \$1.15 million, according to a construction estimate, but only the \$95,000 is due now.

A price maximum for the renovations is being discussed by city staff and McKinstry representatives. Once a maximum is agreed upon, it will go before council members again for review and approval.

DALLAS UNDER PRESSURE TO SHARE AIR SENSOR DATA THAT CAN REVEAL HEALTH RISKS AS QUICKLY AS POSSIBLE

By Bret Jaspers

Janie Cisneros has led a campaign the past few years to get the asphalt shingle company GAF to leave her Singleton neighborhood in West Dallas. And it all started with a sensor.

“This was the catalyst for everything,” Cisneros said, gesturing to a small, white cylinder hanging next to the electricity meter outside her home.

A researcher contacted Cisneros in 2020 to ask if she had reliable Wi-Fi and if she’d be willing to host a sensor. About a year later, he sent her the statistics of what it detected.

It wasn’t good. Cisneros said the readings for particulate matter were above both national and international regulatory standards. In West Dallas, the data led to concern over air pollution, which then led to GAF agreeing to leave. (The company has set a date of 2029. Cisneros and others are [fighting for an earlier exit](#).)

“Once you know what’s happening and what this device is collecting and what it’s telling you and the implications of that, then you know,” she said. “Immediately I wanted to take action.”

The quality of the air in the Dallas-Fort Worth area is not where most residents and local officials want it to be, and people like Cisneros are hungry for more information. They want to know if it’s risky to go outside on any given day, especially if they have asthma or other respiratory issues. And having data is vital to demonstrate if their neighborhood already has more than its share of industrial pollution.

There are dozens of Purple Air monitors in the region, the same brand Cisneros had mounted on her house. And a coalition of activists, academics, and local governments have been building their own network of low-cost sensors, along with a [dashboard](#) to see the readings in real time.

Yet the coalition is missing a key collaborator in the City of Dallas, which is relaunching its own air monitoring program. The city has yet to decide on how exactly its data will be used, and says it wants to work collaboratively with residents and environmental groups as it installs new sensors this year.

Activists hope the city will make its data available quickly and embed it in decisions about zoning.

“What I’m afraid of is that they’ll have data and will not act on it,” said Jim Schermbeck of the environmental group Downwinders at Risk.

DFW’S AIR

Several recent developments have raised awareness about the need to address DFW air quality.

- The American Lung Association ranked DFW 16th out of 226 metro areas for high ozone and in the bottom quarter for particulate matter in last year’s *State of the Air* report. The 2023 report is expected soon.

- The federal Environmental Protection Agency recently downgraded the region's [ozone status](#).
- Regarding particulate matter, the region may be out of compliance if new proposed standards become final, and even those standards are too lenient for health experts, [according to the Texas Tribune](#).
- A 2020 report from Paul Quinn College found a “disproportionate amount of air pollution” emitted in areas with more people of color, like West Dallas and the city’s Southern Sector.

There are health consequences to bad air. In their [periodic assessment of the county’s health](#), Parkland and Dallas County found pediatric asthma much more common in the Southern Sector and West Dallas.

“75212 is the most polluted zip code in the City of Dallas,” Cisneros said. “Our lifespan is much shorter than your average Dallas person.”

MAKING SENSE

This is the reason why monitoring the air — and doing something about it — is so important to residents and activists.

The EPA’s monitors are considered the gold standard, but that agency has [less than ten air monitors for particulate matter](#) in all North Texas. A state map of monitors shows [more that detect ozone](#).

Schermbeck said communities of color have had to fight to get monitors. He pointed to the Joppa neighborhood of Dallas, where residents defeated a proposal for two new concrete batch plants in 2018 - in part by using handheld sensors that [found higher levels of toxins than what the city and industry had claimed](#).

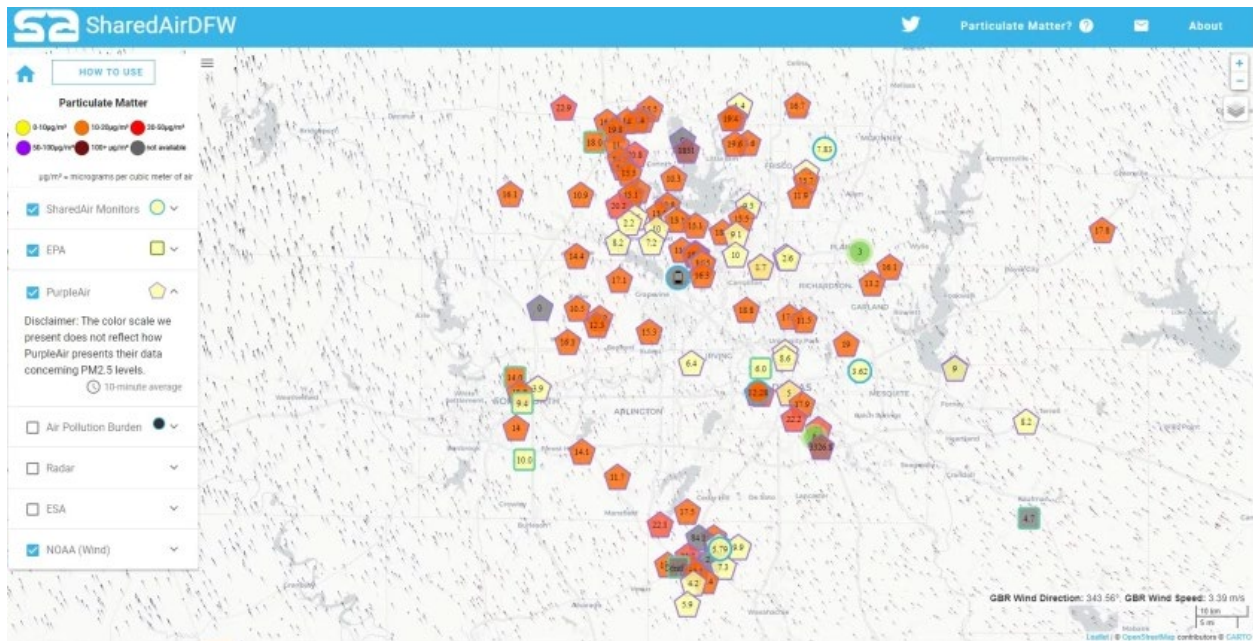
“Everybody knew they were getting crapped on by industry already and they didn’t want these other two things in, but they didn’t have any way to prove it,” said Schermbeck.

He said after the proposed batch plants were defeated, the city rejected a request from Joppa residents for monitors. That led to the neighborhood becoming a priority location for the SharedAir sensors.

The [SharedAirDFW map](#) has different layers where people can view particulate matter readings. It includes data from PurpleAir monitors, [popularized during the California wildfires of 2020](#). The SharedAir partners also have their own low-cost devices, made at the University of Texas at Dallas. EPA monitors are also on the map, as are wind direction and the location of major polluters.

While the EPA data is the most trusted, it’s an hourly average that is a few hours old. The SharedAir and PurpleAir monitors, while less sophisticated, aim to give people real-time readings. That way they can decide whether or not to do certain activities outside, like exercise or walk their kids to school.

“This is sort of the next step to getting to that hyperlocal information that you might need,” said Brandon Morton, the director of economic development for Dallas College.



A screenshot of the SharedAirDFW map taken on April 11, 2023.

The SharedAir sensors cost \$2,000 to \$4,000 to make and the project has between 70 and 100 in the works.

Lakitha Omal Harindha Wijeratne, a research scientist at UTD, said the more sensors in the network, the more useful and reliable the information will be.

“We are always willing to give more sensors. If we have the time and if the resources are there, we’ll do it,” Wijeratne said.

What the SharedAir map doesn’t have, at least right now, is data from the City of Dallas’ recently installed air monitors. The city has at least five up and running, three more in hand, and another 16 purchased. A total of 40 are planned by the end of the year.

THE CITY’S VIEW

Dallas’ top environmental official, Carlos Evans, said the city expects its own air quality dashboard will be ready for public view in about a month.

Data from the city’s sensors will first go to a server in the United Kingdom, where the manufacturer — AQ Mesh — will process it and review it for quality. The city can then download it.

Kevin Overton, the city’s air quality manager, said the city will generally get the data about two hours after the company collects it, a speed he called “fairly remarkable.”

Evans, however, said they haven’t decided how quickly to then display the data on a city dashboard.

As for allowing city data to be displayed on the SharedAirDFW map alongside readings from other sensors, Evans said he wants to make sure city councilmembers and the public know what the data can be used for.

“If we go that route, then we’re just going to have to be clear about what they’re reading,” he said.

Evans is going to wait to have a conversation with the SharedAirDFW partners about their data until a summit this summer.

“It makes more sense to us to have that conversation once we get our program up and running,” Evans said. “So that we have data in front of us to be able to speak to what we actually have versus having that conversation in theory about our own program.”

Dallas County government, charged with public health responsibilities, is part of SharedAirDFW. So is Dallas College, the City of Plano, Paul Quinn College, Downwinders, and UTD.

County Commissioner Theresa Daniel said she will continue to talk to the city about participating, but if it chooses not to share its data, “then we’ll cover the whole county.”

“Of course, I want to have as much as we can so it’s as strong of a tool for everybody,” Daniel said. “If I ruled the world, it’d be different.”

FROM DATA TO ACTION

The City of Dallas had a past incarnation of the Breathe Easy program and [never made the data public](#) — hence Shermbeck’s worry that the current program won’t result in concrete action.

“The findings were important in clarifying the benefits of launching a larger local air monitoring program and how to operate the program, (e.g. conduct calibration on sensors before deployment),” Evans wrote in an email.

As the city’s new monitors go up, activists have asked how that data will be used in zoning and permitting decisions.

In a recent virtual public meeting about the development of the city’s comprehensive land use plan, officials did not say if they want to set a benchmark for particulate matter, only that they will use the data to prioritize certain cases.

“We can layer that information onto our planning efforts to help bolster those recommendations and the priorities that we have for certain areas,” said Andrea Gilles from the city’s planning and urban design department.

Evans, in an interview with KERA, would not describe his preferred outcome for how the data would be used.

“My preferred outcome is to produce data that our councilmembers can use and our sister departments can use in implementing programs,” he said.

For her part, Janie Cisneros has another idea about how the city could use its new air data.

When the air smells bad, Cisneros typically files a report with 311, the city’s complaint service. She includes screenshots of the readings from the PurpleAir sensor attached to her house, although she said the ensuing investigation never comments on that data.

The city now has two AQ Mesh sensors near the GAF plant under the new incarnation of the Breathe Easy program. And Cisneros asked the city: would screenshots of readings from city-purchased air monitors factor into investigations from now on?

“And they hadn’t thought about that at that point, but they just said, ‘oh we’ll think about it,’” she said. “But I mean, why not? Why wouldn’t you use that as a factor into your investigation and put that into your process? It’s a data point.”

Asked about that specific idea, Evans emailed that data from new sensors can't be used for the enforcement of regulations but "can help target future inspections ... which will ultimately develop their own evidence."

HOW TO FIGHT FOR YOUR RIGHT TO PARK THE TRUCK

By Alex Lockie

Previously in this two-part feature: [How drivers are crowdsourcing a solution to the truck parking crisis](#)

"All of a sudden, under this infrastructure bill they got another parking bill. Y'all see any construction besides the highway? Has anybody seen any construction beside the highway?"

The question above was asked by Marcus Davis, a South Carolina-based independent owner-operator, at the Federal Motor Carrier Safety Administration's most recent listening session [on broker regulations, at the Mid-America Trucking Show](#).

Not a single hand in the audience went up.

By some estimates, as [noted in the previous part of this series](#), the search for a place to park costs operators on average about an hour each day and around \$5,500 annually. And [despite billions in funding from the 2021 infrastructure law](#) meant to improve supply chains and roadway safety, every day many hardworking drivers simply won't find a place to park they'd call *safe*. [Tech companies and apps offer technological solutions](#) to the logistical nightmare of it all -- cameras/sensors monitoring parking spots, feeding data through applications and road signs advertising open spaces to operators. But does "two spots available 30 minutes away" sound helpful?

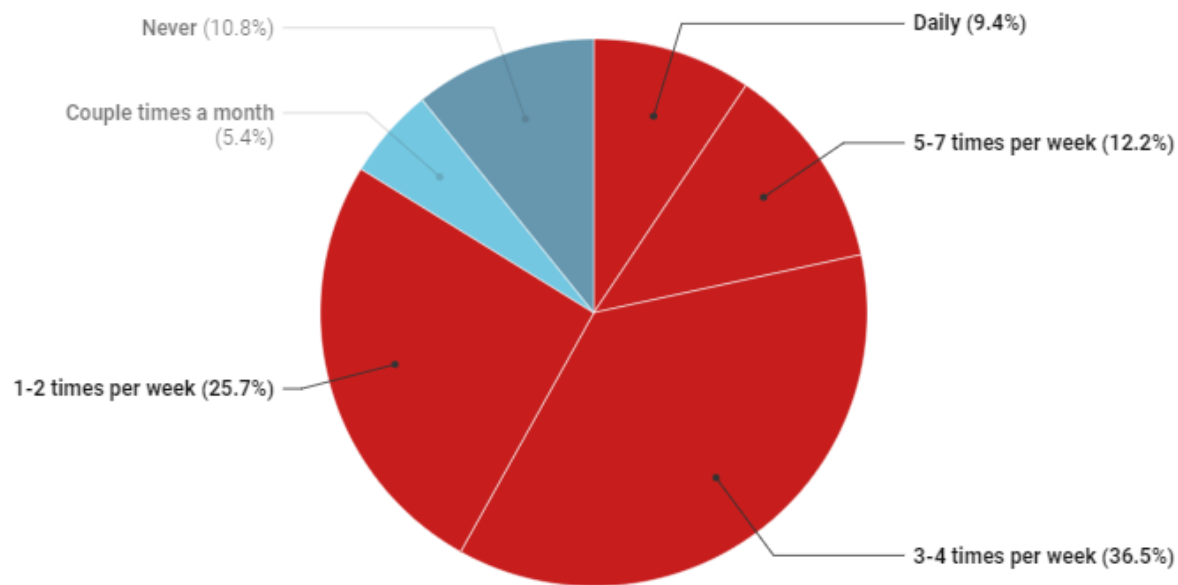
The truth is, there simply isn't enough truck parking in America. The [Owner-Operator Independent Drivers Association](#) estimates there's [just one parking spot for every 11 trucks on the road](#), and existing parking options are under attack. In 2021, the city of [Minneapolis effectively banned](#) truck parking, [as did Macon in Georgia](#) just this year. When one operator moved to Indian Trails, Florida, in part because he could afford the space to park his rig at home, the [local government pulled the rug out under him and others](#), passing laws that would fine them \$1,000 a day for it.

In Henry County, Georgia, armed officers [told a driver he couldn't park his truck in his own driveway](#).

But trucks need to park, and cities need what's on those trucks, even Minneapolis. Eventually, more in the business community beyond driver advocates will be forced to draw their line in the sand on truck parking, to push quite simply for more spaces.

FREQUENCY OF OPERATORS' USE OF UNAUTHORIZED/UNDESIGNATED PARKING SPACES

In a 2016 parking-related report by the American Transportation Research Institute, surveyed operators by a huge majority (almost 84%, shown in red on the graph) indicated at least weekly use of spots not specifically designated for truck parking. "It's a free-for-all at night" trying to find a spot, one operator told the Institute.



Source: [ATRI](#) • [Embed](#) • Created with [Datawrapper](#)

Maybe things have improved since the results shown in the chart were gathered, but maybe not.

There's certainly room -- and money -- for such improvement. To Davis' point, there's a ton of well-publicized cash out there, including [\\$1.1 billion the Biden administration](#) announced for regional Metropolitan Planning Organizations (MPOs) to "improve roadway safety." Some of that could in fact be used for truck parking if a community determined that need. There's \$40 million specifically for truck parking [in the INFRA grant program](#) for fiscal years 2022-'26.

The DOT even put together [a Truck Parking Development Handbook](#) for orgs looking at how to fund new projects.

A slide shown by the North Central Texas Council of Governments MPO during a recent seminar illustrated as much as \$45 billion -- yes, with a *B* -- in federal funds and grants could be tapped for truck parking infrastructure.

Surely help is on the way, right? Sort of.

New truck parking projects under way

So far, the INFRA program, intended to fund major corridor improvements, has granted \$15 million to add approximately 120 new truck parking spaces along the I-4 corridor in Florida between Tampa and Orlando, and a \$22.6 million grant to add about 125 spaces along I-40 east of Nashville, Tennessee, [where a famous truck stop just closed](#). Missouri is [converting two rest stops into truck parking near Dearborn](#).

Otherwise, experts from academia, industry and government during the NCTCOG seminar pointed to a more robust source of new truck parking projects: Private industry.

"The trend we're seeing is less smaller independent shops and more bigger name brands" among truck stops building parking, said Mike Johnson of the NCTCOG.

A representative from Love's said the brand "has added almost 400 truck parking spaces this year with new store openings in Jacksonville, Florida; New Boston, Texas; and Lafayette, Indiana, plus a rebuilt location in Gary, Indiana, and that they plan to add another 1,200 before the year is through.

A representative from Pilot Companies noted they planned to add 600 in their networks. TA Petro didn't respond for comment.



Even at the world's largest truck stop, spaces fill up fast, forcing trucks to park on side roads and exit ramps, where some of the most deadly and costly rear-end collisions are likely to happen. This graphic from ATRI shows where trucks stop (in red) outside of Iowa 80.

But solving the truck parking problems isn't just a matter of *how many* spots, but just where those spots are. This is where things get ugly, and Not In My Backyard (NIMBY) politics throws up huge obstacles.

"The easy answer is to build more truck parking," said Chris Oliver, Chief Marketing Officer at Trucker Path. "The tough part is where. Obviously, it's super congested in the Northeast, but get out to Nebraska and there's all kinds of places to park."

Truck parking "operations are being pushed to the periphery of the region, according to our land use analysis," said Johnson, "and we see the same thing with freight infrastructure being pushed further and further out."

With space for trucks in metro areas cramped, people in big cities often object to the noise and pollution associated with truck parking. As suburbs grow larger and more dense, and more of the country urbanizes, even traditionally rural areas are pushing out truck stops and freight infrastructure, citing NIMBY concerns.

[Related: [Parking: Creative approach meets small-minded resistance in Hutchins, Texas](#)]

"The big problem we face is the NIMBY mentality within local units of government," said Dan Murray, American Transportation Research Institute senior vice president. "We drooled over the possibility of not sending trucks to Minneapolis, but one of the biggest issues we have is education for everyone on the criticality of freight. It's five percent of GDP. Everything you have on your body is from a truck. I do see truck parking getting pushed father and farther out, which is problematic because goods are not going to get delivered tomorrow. The concept of free shipping is going to go away."

ATRI also tracks the cost per hour and cost per mile for fleet operations generally, and Murray said it's reached its highest-ever level, and that "truck parking is playing a small role in that."

HOW TO BE AN EFFECTIVE ADVOCATE: 'HUMANIZE THE ISSUE'

Defeating [NIMBYism around truck parking won't](#) happen overnight.

"Show up at city council meetings," Murray said. "[Work with Metropolitan Planning Organizations](#) and state DOTs. ... Educate politicians."

We can all think of snarky and frankly hilarious things to say about politicians and the ways they might get educated by the truck driving public, but the point here is to persuade.

"We need hundreds of thousands of more spaces" in and around urban areas, said Murray. That means a lot of educating in a lot of different city councils, MPOs and the like.

[Advocate and operator Desiree Wood](#), who advocated successfully recently for a new project near the Port of Miami, knows just how difficult it is to talk about the issue when it's not academic. For drivers, parking's an issue of livelihoods, safety and well-being.

On March 16, Wood [spoke to the Miami-Dade commissioners meeting](#) and gave them a raw, honest account of her personal experience, balanced out by simple facts.

"When you come to South Florida to deliver, you're going to be stuck here for at least 24 hours, maybe three days, maybe four days," she said. "When we have no safe place to park, we are sitting ducks for hijackers. I've actually been a victim of this myself where in South Florida cargo theft is a multibillion-dollar industry."

At the end of the meeting, the commissioners approved a request for truck parking zoning 25 to one, paving the way for 400 new truck parking spots where they're desperately needed. According to Wood, what's also needed is more truck drivers speaking plainly and truthfully about the issues, without falling into the trap of making personal attacks.

"It helps them deal with angry constituents when [those constituents] can explain the issue better, but having an actual truck driver come in person definitely makes an impact," Wood said. "People are changed instantly when a driver can articulate this issue and present themselves appropriately. If we had at least 50 drivers going to all these meetings in every state, we would make real progress."

With a [piece of parking legislation in both houses of Congress right now that would add \\$755 million in federal funding](#) to the parking pie if passed, Wood suggested additional funding won't go where it's needed without direct engagement from those who know the issue best. "We have plenty of money for truck parking" at the present moment, she said. "We have state DOTs studying it as a requirement and [who] know this issue, but at the local level we lack education and advocates who can get the point across to humanize the issue in less than five minutes."

In the Miami case, getting the zoning request granted also took some political savvy, with the application calling the facility a "terminal" rather than simply a truck stop or truck parking, though it's not a specific terminal for a single fleet.

"Right now it's mostly residential opposition against developers," Wood added, "and no one is there to humanize the issue. That is what is lacking the most."

SIEMENS OPENS TEXAS EV CHARGING MANUFACTURING FACILITY

[Siemens](#) has opened the doors to its newest electric vehicle charging manufacturing hub located in Carrollton, Texas where the company will manufacture EV chargers specifically designed to serve the U.S. market.

The facility is the company's second U.S. [EV charging](#) manufacturing hub and will contribute to the company's goal to build 1 million EV chargers for the U.S. market. The new facility will support the creation of 100 new jobs at the site and across its regional supply chain footprint. It will also be operated in part by Wyntron, an existing partner in Siemens eMobility's manufacturing ecosystem.

The Carrollton plant marks the latest Siemens investment to strengthen and expand its U.S. footprint, including \$3 billion spent over the past four years in U.S. manufacturing expansions and strategic M&A activities.

"Texans love manufacturing growth and we're grateful to Siemens for continuing to invest here in North Texas where our workforce is second to none," said Rep. Beth Van Duyne. "As part of Siemens' multi-billion dollar investment in advanced manufacturing in the United States, the new Carrollton manufacturing hub will help strengthen critical supply chains and create new, high tech job opportunities for our hard working families."

"We've seen monumental growth in the U.S. EV market over the past several years, spurred in large part by federal investments, and Siemens continues to be perfectly positioned to help meet this demand and to bring the country further into an electrified transportation future," said John DeBoer, head of Siemens eMobility North America. "The investments we're making in communities like Carrollton and the work that our skilled employees will be doing to bring EV charging infrastructure to life will have an impact much further than just these city limits."

The facility is manufacturing the company's Buy American-compliant level 2 AC electric vehicle chargers, named VersiCharge Blue. Ranging from 48 to 80 amps (11.5 to 19.5 kW), the chargers can be used for almost any installation including commercial, federal and school bus fleets, as well as offices, hospitals, airports, campuses, parking garages and lots. These chargers are designed to enable faster deployment of adaptable, open and accessible EV charging for customers, including the federal government.

"This new Carrollton facility joins a growing family of Siemens infrastructure manufacturing hubs across the U.S. that deliver critical electrical equipment for not just the EV industry, but to support semiconductor and battery manufacturing, data centers, and many other key markets," said Ruth Gratzke, president of Siemens Smart Infrastructure USA. "In fact, we've invested \$200 million over the past several years to bolster our manufacturing footprint, including investments being made just down the road to expand our Grand Prairie manufacturing plant. It's an exciting day for us to celebrate the latest addition to our local Texas and broader U.S. footprint."

This location is the latest facility in Siemens' growing U.S. electrical infrastructure footprint, including ongoing expansions of its Texas and California manufacturing facilities, and adds to the company's existing [eMobility](#) manufacturing and R&D sites. In North Carolina, Siemens is manufacturing DC chargers for eBus and eTruck depots and has developed an apprenticeship

and training program to prepare the EV workforce. At its Smart Infrastructure USA headquarters and R&D hub in Georgia, Siemens engineers and researchers are working towards the future of electrified transportation.

WFAA

TWO NEIGHBORING CITIES OPPOSE MCKINNEY AIRPORT EXPANSION BOND, CITING NOISE AND TRAFFIC

"I get 50 to 100 calls during the course of a week," said Mayor Henry Lessner of Fairview. "We are the ones impacted by the noise and pollution..."

By Jobin Panicker

MCKINNEY, Texas — On Monday night, McKinney Mayor [George Fuller](#) took questions from the public on the \$200 million bond to expand the McKinney National Airport.

But he's not the only mayor taking questions as of late.

"I get 50 to 100 calls during the course of a week," said Fairview Mayor Henry Lessner. "We are the ones impacted by the noise and pollution generated by that airport."

Fairview is the closest city to the runway. Lessner took WFAA to the gated and retired community of Heritage Ranch, which sits along McKinney National's flight path.

Mayor Jim Olk of the city of Lucas is also a vocal opponent to an expansion of the airport. His city sits several miles from the runway and the city of McKinney.

"People trying to get from south of the airport to the airport from the north is going to be tremendous and it's going to go right through our neighborhoods," said Olk. "To me they're putting the cart before the horse. They should have done a study about what is the impact regionally."

Mayors Lessner and Olk said they've fielded calls over the last several weeks from residents concerned about noise and traffic. Both went to a bond meeting hosted by McKinney, where area mayors were invited to attend and learn more about the project.

Mayor Fuller of McKinney said people need to see the bigger picture. Fuller said it not only has an economic impact but answers transportation and mobility issues.

"The airport is an opportunity to have a transformative impact to the region," Fuller said to a group of residents who showed up to Monday's Q&A meeting. "The airport is going to expand... this is not a vote to decide if there are planes or no planes. Environmental impact studies have to be done, have been done, and approved by the FAA that make sure traffic is not an issue, air or ground, noise is not an issue."

McKinney voters will decide on the \$200 million general issuance bond on the [May 6 election](#). Another \$100 hundred million is expected to come from McKinney's EDC and CDC.

Plans for the airport, at the onset, are slated to be four gates working 12 flights a day and serving 550,000 people a year.

Lessner and Olk said there's nothing personal about their opposition to the bond and airport expansion. The two have worked with the city of McKinney on other topics.

"We agree 99% of the time," said Lessner.

"I know that is being sold on the economic impact it will supposedly have in the region. I have seen the numbers and the studies and frankly I don't see this small passenger terminal having

much of an impact at all. If a third regional passenger airport is needed, there is a better alternative up in Grayson County - the North Texas Regional Airport," read a letter from Lessner to the city of McKinney.

Fuller touts the potential economic impact of a regional airport to the area. He said it would have a \$1 billion impact yearly.

WFAA presented the mayors' environmental concerns to Fuller. He said, "We're working with the FAA on amending the flight path where it will not be over Heritage Ranch and the communities being very vocal and have the concerns."

"I have been an outspoken advocate for passenger service. The economic impact is enormous, travel convenience is enhanced, new commercial and entertainment business relocations would be incentivized with a passenger service presence, and the resulting boost in tourism and consequent benefit to our shops, retail, hotels, etc., are all drivers for me," said Fuller in a social media message.

There's nothing personal here, just three leaders fighting for their constituents. Both the cities of Fairview and Lucas have sent letters to McKinney voicing opposition to the bond.

"This is our residents and this is their life," said Lessner.

Fuller said the bond vote is just one step and added the expansion of the airport is inevitable.

[McKinney, Texas airport: Two neighboring cities oppose expansion | wfaa.com](https://www.wfaa.com/news/mckinney-texas-airport-two-neighboring-cities-oppose-expansion/1257777)

HEAVIER VEHICLES IN AGING PARKING GARAGES ARE A RECIPE FOR DISASTER

By Alissa Walker

Emergency crews have begun to dismantle the century-old Financial District building on Ann Street that [suddenly collapsed this week and killed one person](#). While some initially pointed to the building's age and history of violations as a potential cause, it turns out that the size of the cars parked inside might have also been a factor. As former New York City buildings commissioner Robert Limandri [said Tuesday](#), forensic investigators were focused on the 50 or so vehicles parked on the roof. "The weight of those automobiles — they were not as heavy as in 1950 as they are today, perhaps," he said. "And the idea is to be able to identify if they were using the structure appropriately, and then also that it was being maintained." Earlier this month, U.K. structural engineers Russell Simmons and Chris Whapples had already warned about the danger of older parking structures being stacked with [heavier electric vehicles](#) and [made recommendations](#) for [how to confront an oncoming crisis](#), including changes to how garages operate. Simmons discusses what big cars do to aging buildings, what cities and operators can do to prevent such a tragedy from happening again, and one worst-case scenario that not enough policymakers are talking about.

I just reread what your colleague Chris Whapples said a few weeks ago and felt like I was being punched in my gut: "I don't want to be too alarmist, but there definitely is the potential for some of the early car parks in poor condition to collapse." What were you thinking when you saw the news from New York this week?

My first thought is it's obviously awful that someone's been killed. So terrible. We've been looking at increased risk of potential structural failure as a result of increased vehicle weights exacerbated by electrification of vehicles. But it's also exacerbated by the underfunding of these structures. As a member of the public, you would reasonably use these buildings and think they're absolutely going to be secure and sound, but in many cases, they're not.

Officials said the failure happened when the second floor fell into the first, causing all the floors to pancake all the way into the basement. Then the emergency management department said the weight of the vehicles on the top floor may have been a problem ... I am [looking at these photos](#) and counting almost all SUVs. Structurally, what happens in a collapse like this?

You warn that cars in the U.K. are getting heavier due to the increased weight of EVs. But here in the U.S. we have much heavier SUVs already that are *also* going electric: In the U.S. over the last 20 years, new vehicle weight has increased to an [average of 4,289 pounds](#). In this instance, we have a building that went up in 1925, then was converted in 1957 to a parking garage. It was clearly not engineered for today's cars. What are those heavier vehicles doing to a building over time?

It's putting an increased amount of vertical load on these buildings, without any doubt. But the other thing to be aware of is the increase in block parking. So the car park will have been laid

out for traditional parking: cars being parked in bays with an access aisle. If the cars are block parked, not only is the car on average heavier than the original design load, but there's more of them in the areas not designed for it. You might not think it's overloading because it's a great big concrete building. But these buildings are often much more fragile because they're designed to be so efficient in construction and not to have lots of redundancy. They do a very good job of adhering to design codes, generally speaking, but when we're increasing the point load, we're putting something which has been designed efficiently under even more pressure. Unless people work out what the condition of their building really is, we don't know how much more they can take.

There were some 20-year-old open violations that showed first-floor cracks in the ceiling slab, although it's not clear if that caused the collapse because a subsequent 2013 inspection said there were no problems. But a [new city law](#) was put in place in 2021 that will require all parking garages to be inspected by 2027 — and this Ann Street garage was [due for one this year](#). What specifically should inspectors be looking for?

First, it's really, really important that responsibility stays firmly with the owners and operators of these facilities. If they're not safe for use, they should be shut down, and the owner-operators, if they want to continue using them, should do all they practically can to ensure that they know that the buildings are safe. Then, there's inspections and there's *inspections*. You can't just have someone taking photos of cracks. A structural-engineering approach to inspections and testing and appraisals is needed to know what condition the building is in. In the same way that you wouldn't dream of not having a regular fire-risk assessment done, why on Earth should you not have a structural assessment done of a building which takes such a hammering?

The British Parking Association is going to be updating its design guidelines on recommendations you and some other engineers are making, based on both automaker trends, where electric vehicles are about one-quarter heavier than their gas counterparts, and the fact that the U.K.'s gas-car ban is arriving quickly: namely, increasing load limits on concrete parking-garage floors by 20 percent.

The recommendations will be for engineers to adopt a greater load when they're designing new buildings. So in other words: When you're designing these buildings, assume that the cars are going to be heavier. But that's just for new buildings. There is far more existing building stock than there is new buildings. And that's the bigger problem.

What should be done to structurally strengthen an existing building?

There's all sorts of clever stuff you can do. If your column is liable to failing or exploding outwards, you simply wrap it in Kevlar fiber and you can increase the capacity of that column really significantly. And if you're talking about the decks or soffits in the ceilings, then you can use carbon strips to add strength in terms of stopping bending or sagging. You can fire carbon-fiber strands into columns and splay them out the other side so that you get a really nice anchor point. These are things you can do which are not massively cost-prohibitive.

And there are other recommendations you have which are more about operations, like reducing the number of parking spots, and you even suggest that garages might ban cars of a certain weight from entering?

What you can do is manage the building in a different way so you're not overloading it to that point. Maybe you want to be more discriminatory about heavy vehicles, or only have them park on the ground floor. For car-park owners and operators who are really commercially savvy, maybe make the spaces bigger and charge a bit more. If you make the spaces, say, twice as big, and you don't block park, then you're going to reduce your load in that bay by 50 percent. Now you've reduced your weight but the building is going to get less use and the attendants are going to have less work to do. So you increase your rate that you're charging people and you'll attract the people that can afford to pay a bit extra.

In the United States, just 14 states currently [tier registration fees by vehicle weight](#) because of the damage heavier vehicles do to roads. Maybe we should be charging by vehicle weight to enter a garage.

In the U.K., we have a solution for this. The way each vehicle is registered means approved operators can find out some data for each car using the license plate: the type of propulsion, color, and curb weight. You can have a camera that reads the license plate, and immediately knows how heavy it is, in theory. And at that point you can have an operation system which does pricing and guides some cars this way, some cars that way.

And a lot of U.S. garages already use license-plate readers, so that could work. Making it easier for garages to assess car weights seems to be one way of preventing catastrophic incidents like this, especially since we're really putting a lot of the burden of electrification on parking garages. This is where we're installing [car-sharing and charging facilities](#). They're not going away.

In a lot of situations the economics of it are going to be prohibitive with the recommendations we're making in terms of new builds. The price of construction goes up, which puts the price per space up. It all needs to be priced higher in order to get a return. At the same time, the government is pushing electric vehicles, but our infrastructure is not ready yet. Soon it's going to be illegal to buy non-electric cars. The government needs to step in to build these facilities, which are often public.

From that line of thinking, should we really be adaptively reusing these 100-year-old buildings for parking at all?

I'm all for breathing life into existing buildings and what we call circular construction. Repurposing prevents other inefficiencies. But it has to be done in a very careful way. You have to know the limits of the building elements for what you're going to retain, and how you can impose your new increased load and plan for worst-case situations — like a very fast electric vehicle slamming into a wall.

I hadn't even considered that scenario. These new electric vehicles do accelerate very fast, which I've [written about before](#).

The thing that a lot of people are missing here is horizontal load. You slip off the clutch of a 1970s Ford Fiesta and you might have a ten-mile-an-hour impact on a column or a wall. If you accidentally press the accelerator on a new electric SUV, you're going very, very quickly in a two-ton car in no time at all. You're going to hit a wall or a column that is not designed for that. I'm actually a bit more worried about these very fast electric cars, which weigh more *and* impose a huge additional risk horizontally — not just vertically. I would put money on an electric vehicle

or two leaving the side of a car park in the next few years. The edge protection of these buildings is not designed for this. When some whizzy, powerful, giant electric car smashes into one of these walls, it'll just go straight off the side of the building.

New urban nightmare just dropped.

That's why I say don't just assume these buildings are all sorted, because some of them are being managed by people that simply don't have the funds to maintain them. They're completely exposed to rain and snow. They get driven into, bashed about. As soon as you finish building one, they start to fall down.

UNITED STATES DEPARTMENT OF TRANSPORTATION DEPUTY SECRETARY POLLY TROTTEMBERG VISITS CITY OF FORT WORTH AND TRINITY METRO

(FORT WORTH, TEXAS) April 25, 2023 – Trinity Metro, City of Fort Worth and North Central Texas Council of Governments (NCTCOG) welcomed United States Department of Transportation Deputy Secretary Polly Trottenberg to Fort Worth for a discussion and a tour of Trinity Metro TEXRail.

Trinity Metro President and CEO Richard Andreski, Fort Worth Mayor Mattie Parker and North Central Texas Council of Governments (NCTCOG) Transportation Director Michael Morris along with other local representatives joined the meeting with the federal delegation.

“Richard Andreski and the Trinity Metro team are doing incredible work implementing innovative transportation solutions for Fort Worth residents, and it was a pleasure to have the opportunity to talk with Deputy Secretary Polly Trottenberg about these efforts and plans for the future of transit in our rapidly growing city,” said Mayor Parker.

The group discussed how Trinity Metro delivered the original TEXRail project on time and under budget, which has provided the funding for the upcoming extension of the passenger railway to the Medical District. Other discussion topics included Safe Streets and Roads for All (SS4A) program, the newly proposed Fort Worth streetcar and rapid transit improvements for East Lancaster Avenue.

“Collaboration is key to successful transportation initiatives,” Director Morris said. “We enjoyed sharing our plans with Deputy Secretary Trottenberg and showing how NCTCOG, Trinity Metro and City of Fort Worth are focused on future transit options for the betterment of North Texas.”

“This was a tremendous opportunity to welcome Deputy Secretary Polly Trottenberg to Fort Worth to discuss TEXRail and strong ridership growth at Trinity Metro,” Andreski said. “We are proud of what we have accomplished together with our federal and local partners. The future is bright for public transportation in Tarrant County.”

The group also toured Fort Worth Central Station and took a ride on TEXRail from Fort Worth Central Station to North Side Station.

THIS IS HOW A 3-YEAR-OLD SEES A CITY—AND IT’S NOT VERY PLEASANT

A new tool helps urban planners see cities from the vantage of a 3-year-old, so they can help make them better.

By Nate Berg

VR95 is new virtual reality experience that transports users to a world many rarely see or consider. It’s not some fantasy land or extraordinary metaverse. Instead, VR95 (as the name suggests) shrinks users to see a typical city scene from 95 centimeters, or three feet and one inch. This is the height of an average 3-year-old child. The world, as seen through their eyes, is less than ideal.

“Basically you see cars and traffic, noise and pollution everywhere as a child from that perspective,” says Dr. Sara Candiracci of the global design, engineering and planning firm [Arup](#). She’s the Europe lead for Arup’s Social Value and Inclusive Cities efforts, and was part of the development of the VR95 tool.

[Image: Arup]

But it’s not just a visual reminder of what it’s like to see the world as a child. The tool also shows what that same traffic-clogged city scene would look like if it was designed with that 3-year-old in mind. The sidewalks can be widened, pocket parks can be added, more green space can be planted, and car speeds can be reduced. “You can see how by adding some elements, by looking at children’s needs, you are creating an urban environment that’s great for everyone,” Candiracci says.

VR95 is part of an effort to get city leaders, designers, and developers to think more carefully about how the built world is used and experienced by children. In consultation with community groups in cities around the world, Arup and the [Bernard van Leer Foundation](#) have developed the [Proximity of Care Design Guide](#), which outlines effective and inexpensive ways urban spaces can be designed and built to better serve children, their caregivers, and pregnant women. The guide primarily focuses on the safety and development of children under 5. “It’s when about 80% of the brain’s architecture develops,” Candiracci says. “A built environment that supports a nurturing relationship with caregivers, families, and neighbors has a huge impact on their well-being.”

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when about 80% of the brain's architecture develops," Candiracci says. "A built environment that supports a nurturing relationship with caregivers, families, and neighbors has a huge impact on their well-being."

Designing cities for children means much more than just building playgrounds. Candiracci says the design guide lays out ways that neighborhoods can be designed to encourage safer, more active lifestyles among children and the people who care for them. Increasing access to nature, adding educational and play elements to public infrastructure, and engaging wider segments of the population in planning decisions are key ways cities can improve the lives of younger people. Candiracci says the guide focuses on showing how child-focused design doesn't have to be siloed as some separate side of citymaking. "It has to be and it can be embedded in everyday work for developers, urban practitioners and city authorities," says Candiracci.

The design guide was developed over the past year-and-a-half by Arup, working alongside ten urban planning, design, and development organizations globally. The groups participated in a training program and identified ways that child-friendly design could address challenges or problems in their own cities. Three of these organizations were awarded grants from Arup to implement those ideas.

In Valdivia, Chile, a road with several schools and very heavy traffic was [made safer for children](#) by widening pavements, raising pedestrian crossings, and rerouting trucks. In Rio de Janeiro, a public plaza was redesigned as a space where mothers could [safely and comfortably breastfeed](#). And in Montevideo, Uruguay, multisensory play equipment and wayfinding signage was installed [for the benefit of deaf children](#).

Candiracci says the design guide is meant to be used by community groups, design studios, public agencies, and private actors. Real estate developers, who often drive much of what gets built in a city, are ideal users of this guide, she says. "They have a huge impact in terms of the way cities are shaped, and in many cases the needs of young children are not taken into account, she says. "The moment we have developers on board and they start using the guide for better social outcomes, it will be great for the communities they serve and support, but also for them, because they can meet their [ESG commitments](#)."

Candiracci also notes that her own organization, Arup, could play a considerable role in bringing these ideas to the way the world gets built. "We work globally, and have 17,000 employees worldwide," she says. "The moment Arup starts using the guide, we're going to have a huge impact on the way we design interventions. That's my first goal."

‘I HONESTLY THOUGHT WE WERE DONE’: TEXAS ROAD RAGE VICTIM SHARES ORDEAL, CALLS FOR CHANGE

By Harriet Ramos

What started as a normal Sunday for Michelle Goodwin and her family in the spring of 2022 turned into a terrifying ordeal that she thought would cost their lives.

Michelle’s husband, Randy, picked her and their son Garland, 21, up from work at AT&T Stadium in Arlington the afternoon of May 22. They made dinner plans as they headed toward home on Interstate 30. But at Eastchase Parkway in Fort Worth, “the craziness started,” Michelle Goodwin said.

The Goodwins were driving in the left lane when a Jeep Rubicon tried to pass them on the left shoulder, Michelle said. Then the driver cut off the vehicle the Goodwins were passing and came up beside them on the right, she said. Randy moved over as far as he could, but the Jeep’s driver hit the center of their back wheel and tried to spin them.

The maneuver shot the Jeep Rubicon across the highway, and the Goodwins kept going.

“Next thing we know, the guy is in front of us,” Michelle said. “He stops his vehicle at an angle in our lane in front of us. (He) comes to a complete stop, gets out of his Jeep and is standing in front of his Jeep.”

Michelle stopped taking video with her phone and called 911. Randy backed up and went around the Jeep. The Jeep’s driver jumped back in his vehicle and took off after them.

The chase lasted from Eastchase Parkway to the Summit Avenue exit in downtown Fort Worth. Michelle said that a couple of times they hit over 100 miles per hour.

Garland, who is visually impaired and at a high risk for retinal detachment, took off his glasses so they wouldn’t break and damage his eyes if they wrecked. As Randy sped in and out of traffic, Garland prayed his retinas wouldn’t detach and he wouldn’t lose his vision.

“My kid is in the backseat and there was nothing I could do to protect him,” Michelle said.

The term road rage was coined in the late 1980s to describe [a string of fatal shootings](#) on Southern California freeways. Nearly four decades later, violence on roads around the United States still terrorizes motorists, with no end in sight.

Kristin Lowman with the Dallas Police Department said the number of road rage incidents has increased since the start of the COVID-19 pandemic.

“We don’t know definitively what is driving that increase, but ... they do believe that there is an increase that’s past ... the pandemic,” she told the Star-Telegram in a phone interview.

Lowman said road rage can take many forms, but one thing all the incidents have in common is aggression. Sometimes drivers express their anger toward other motorists verbally. Other times they use physical violence, including assault or discharging a weapon.

Michelle Goodwin said the Jeep Rubicon chased her family for 11 minutes, but it seemed like forever.

"I honestly thought we were done," she said. "Because I just knew at some point on one of those overpasses he was going to ram us, and we were going to go off the edge."

Close to the Summit Avenue exit, the Jeep's driver got in front of them, she said. He rammed the Goodwins' vehicle, knocking it into another car. Then the driver backed up and got ready to ram them again. Two patrol vehicles from the Fort Worth Police Department arrived at that moment and the Jeep's driver took off toward downtown.

ROAD RAGE STATISTICS IN NORTH TEXAS

North Texas police departments have different approaches to tracking road rage incidents. Road rage itself is not a crime under Texas law, but many of the [acts connected with road rage](#) are criminal offenses.

Dallas Police Department records show 807 road rage incidents in 2022 and 868 in 2021.

Lowman said those numbers include a variety of offenses from criminal mischief to assault. A crime analyst reviews the reports, and if offenses meet certain criteria they are marked as road rage in the report.

The Fort Worth Police Department reported 154 road rage incidents in 2022 and 184 in 2021. Spokesperson Melony Ebel said reports have a field that officers can check to indicate road rage incidents or road rage can also be mentioned in the report narrative.

The Arlington Police Department reported 14 road rage incidents in 2022 and 19 in 2021. Spokesperson Tim Ciesco said those numbers may not reflect all road rage incidents in the area.

"Because 'road rage' is not a criminal offense we can charge someone with, when officers submit reports about a road rage incident, those reports get classified in our records system as something else," Ciesco told the Star-Telegram in an email. "For example, if a driver displays and points a gun at another driver, the actual criminal offense being committed is Aggravated Assault with a Deadly Weapon. So in our records system, that report would be classified as an Aggravated Assault."

Ciesco said officers can add an extra label to the report indicating it was generated from a road rage incident but they don't always remember to do that.

Local police departments also have different approaches to combating road rage.

The Dallas Police Department, along with five other law enforcement agencies, formed the North Texas Road Rage Task Force in January 2022.

"Over the last few years, you know, police departments had seen an increase in the number of road rage incidents," Lowman said. "And it was ... in Dallas not only happening on freeways and things, but also on streets that are connecting where people are living and working."

The task force holds regular enforcement campaigns. Every few weekends they target aggressive driving in a specific area and increase the number of patrols on the road.

Spokesperson Tracy Carter said the Fort Worth Police Department has used public service announcements to remind motorists to exercise patience on the roads.

The Arlington Police Department has a [hotline residents can call](#) to report aggressive driving. The hotline, 817-459-5389, is for non-emergencies only, Ciesco said. If you're involved in a dangerous situation, you should call 911.

Using the information that callers provide (such as vehicle description, license plate, where they saw the aggressive driver), Arlington police work to track down the registered owner of the vehicle and send that driver a letter, notifying them that another driver reported them to the hotline and encouraging them to drive safe.

This month, Arlington police launched a website as another way for residents to report aggressive drivers. On the police department's website, select the option that says "Submit a Road Rage/ Aggressive Driving Report Online."

Michelle Goodwin said something needs to be done to curb road rage, and she doesn't feel Fort Worth police took her family's incident seriously.

Michelle called 911 when the incident started and showed officers the video she captured on her phone. Nevertheless, she said, the initial police report stated her family was at fault because they hit a car when the Jeep rammed them.

"They didn't put any of the information in there that we gave them about the guy trying to chase us and the fact that the guy hit us twice and tried to run us off the road," she said. "None of that was in there."

The Goodwins eventually got the report corrected and police arrested the Jeep's driver in July, but the incident still haunts Michelle nearly a year later. The driver received three years of deferred adjudication probation on three counts of aggravated assault in a plea agreement in February, according to Tarrant County court records. If he successfully completes the terms of his probation, the convictions will be wiped from his record.

"(Road rage is) real," Michelle said. "Is it an anger management issue? Is it you know, just bad driving ...? Who knows, but they need to find a way to identify what road rage truly is."

GUN VIOLENCE AND THE PSYCHOLOGY OF ROAD RAGE

Experts say a disturbing trend is an increase in the number of times guns accompany road rage incidents.

Two people were injured in an apparent road rage shooting in Arlington on April 3. Two drivers got into an argument, and one of them [pulled out a gun and fired](#), wounding the other driver and his passenger.

Just two days later a semi-truck driver told Arlington police that a car cut him off and he had to slam on his brakes. The car's driver then got out of his vehicle, walked over to the semi and pointed a gun at the driver. He didn't fire and no one was injured, but Ciesco said investigators were trying to identify the suspect.

The number of [road rage deaths involving guns](#) has doubled over the last four years, according to the nonprofit research organization Everytown Research and Policy. At least 70 people died in U.S. road rage shootings in 2018. By 2022 the number increased to 141.

The same held true for gun injuries. At least 176 people were injured in road rage shootings in 2018. In 2022 the number of victims jumped to 413.

Someone was injured or killed in a road rage shooting every 16 hours in 2022, according to Everytown Research.

Claudia Sanchez, a 33-year-old mother of three, became a road rage victim in August 2018. The driver of the vehicle Sanchez was riding in got into an argument with Lyneisha McCuin, a Haltom City woman.

Police said the driver threw a metal object, possibly a lug nut, at McCuin. She pulled out a handgun and fired into the other vehicle, hitting Sanchez in the head. Sanchez died from her injuries the following day.

A Tarrant County jury recently found McCuin guilty of murder, and she was sentenced to 35 years in prison March 29.

Not all deadly road rage incidents lead to arrests and convictions, however. Sometimes the aggressor just disappears.

Paul Paulus, the dean emeritus of psychology at the University of Texas at Arlington, said vehicles provide a sense of anonymity and that makes road rage perpetrators feel safe. It is almost like putting on a mask, he said.

“As soon as you’re identified, you’re less likely to be aggressive,” he said. “But if you can’t be identified, if you’re more anonymous, you’re more likely to aggress against people, especially when you get frustrated.”

Rather than being an isolated issue, Paulus said, road rage reflects the increased violence in society.

High inflation, political polarization and a media culture that fuels anger are all contributing to society’s frustration, according to Paulus, and people are less able to cope with their frustration.

“COVID has had a very disturbing effect on people’s social skills, social sensitivity,” Paulus said. “I think the fact that we were separated from each other, our social skills are reduced. We don’t have the feelings of connections we had before.”

Lowman, the Dallas police spokesperson, said there are things drivers can do to reduce the risk of becoming a road rage victim. Show courtesy to other motorists, obey traffic laws, don’t tailgate and don’t flash your headlights at other drivers, she said. Don’t engage an aggressive driver and remove yourself from potentially dangerous situations. If you feel threatened, drive to a police station or somewhere you feel safe.

If you see another motorist act aggressively toward another driver, don’t engage with the aggressor and don’t follow the aggressor, Lowman said. Get as much information as you safely can, like license plates, color, make and model of the vehicle, and call 911 to report.

Michelle Goodwin is thankful none of her family were injured, but she said more needs to be done to track and prosecute road rage incidents.

“(Road rage) needs to be humanized, it needs to hit close to home,” she said. “People need to realize it can happen to them at any given point in time and until that happens, there won’t be any changes.”

ELECTRIC VEHICLE OWNERS WOULD PAY \$200 ANNUAL FEES UNDER TEXAS BILL SENT TO GOV. ABBOTT

EVs should pay fair share of road tab, bill's backers say. Opponents call \$200 excessive.

By Robert T. Garrett

AUSTIN — Electric vehicle owners might have to pay \$200 annual fees under a bill the Texas House on Thursday sent Gov. Greg Abbott.

The bill's authors and the leader of an anti-toll road group said the higher vehicle-registration fees are needed to make EVs pay their fair share of highway costs.

A national consumer group and a leading Texas environmentalist called \$200 a "punitive" amount that would slow adoption of the less-polluting vehicles.

The House passed [the bill](#), 145-0.

Senate Transportation Committee Chairman Robert Nichols, its author, has pushed for higher registration fees for electric vehicles for at least three sessions.

Nichols, R-Jacksonville, has noted that motor fuels taxes, which EVs don't pay, paid for a significant portion of the state road system.

Texas levies taxes of 20 cents per gallon on both gasoline and diesel. [The federal gas tax is 18.4 cents per gallon, while the federal tax on diesel fuel is 24.4 cents.](#)

In 2015, the state fuel taxes generated \$3.4 billion, making them the fourth-largest source of state tax revenue at the time, [according to the state comptroller's website](#).

Terri Hall of San Antonio, founder and director of Texans Uniting for Freedom and Reform, which has fought toll roads, testified in favor of Nichols' bill.

"We're trying to come up with a way to help capture some of that road usage from EVs, especially since there's been such a push for EVs and we're seeing a lot more," she said in an interview.

Dylan Jaff, sustainability policy analyst with Consumer Reports, opposed Nichols' bill and [a companion by House Transportation Committee chief Terry Canales, D-Edinburg](#).

Today, gas taxes account for just 29% of Texas highway funds, [the group noted](#).

"The primary cause of the road funding shortfall in Texas has nothing to do with EVs, but rather with the fact that Texas has not increased their gas tax since 1991," Jaff said in a memo.

Luke Metzger, executive director of Environment Texas, said there should be some fee on EVs to help pay for road construction and maintenance. The proposed fee, though, is too high, he said.

A Consumer Reports study found that charging EV owners any new fee higher than \$71 a year — the average amount paid of state gas taxes paid by owners of new gas-powered vehicles in the state — can't be justified, Metzger said.

"If there's a \$200 fee, the driver of a Nissan LEAF, which is efficient, might be paying as much as a driver of a gas-powered Hummer, which is ridiculous," he said.

"Really, the driver of a Nissan LEAF is providing great benefits to the state of Texas in terms of cleaner air, and has much less impact on the road than a Hummer. But they'd be paying the same fee," Metzger said.

Hall countered that EVs typically are heavier than gas-powered vehicles.

"We all know that the most popular EV really is going to be more like a Tesla-class car than a Nissan LEAF. And those people that can afford a Tesla, they can afford 200 bucks a year of registration fee."

Metzger acknowledged that \$200 a year "isn't going to kill the EV industry. But it will dampen the opportunity and slow the transition."

STATE TROOPERS INTENSIFY FAKE INSPECTION CRACKDOWN AS DPS DIRECTOR DEMANDS TECHNOLOGY TO STOP FRAUD

State troopers have launched a stepped-up enforcement effort targeting state-licensed vehicle inspection stations suspected of passing cars for cash

By Scott Friedman & Eva Parks

Dozens of [Texas State Troopers](#) and Department of Public Safety regulatory investigators hit the streets of [Dallas](#) and surrounding cities on Wednesday and Thursday trying to locate some of the more than 700 vehicle inspectors the department now suspects are involved in faking vehicle safety and emissions inspections.

Inspectors tied to state-licensed inspection shops are suspected of taking cash in exchange for falsely passing cars.

DPS officials said at least five arrests had been made so far, and more than two dozen inspection stations had been locked out of the state system.

Meanwhile, in an exclusive interview at DPS headquarters in Austin, DPS Director Steven McCraw told **NBC 5 Investigates** he is frustrated that the state's lack of technology to prevent the fraud has created extra work for law enforcement.

"It forces us to divert resources from high priority matters to lower priority matters just for a period of time so we can have an impact," McCraw told NBC 5 Senior Investigative Reporter Scott Friedman.

As a series of reports from **NBC 5 Investigates** has shown, the state's vehicle inspection computer system – overseen by the [Texas Commission on Environmental Quality](#), is not programmed to prevent an inspector from issuing a false passing report even though the system captures data - red flags - suggesting many inspections are fake.

[In the weeks since we started asking questions](#), the TCEQ has activated a feature in the computer that at least locks out some inspectors after they are suspected of running multiple fake inspections.

NBC 5 Investigates has learned from TCEQ officials that the feature was created more than 10 years ago, but was never activated.

In a statement, TCEQ said DPS did not ask them to turn it on until last month.

DPS told NBC 5 it was not aware the feature existed.

McCraw acknowledged Thursday that some of the current problems could have been headed off if those lockouts had been put in place a decade ago.

"Absolutely, there's no question about it," McCraw said.

Since the lockouts were put in place, DPS said more than 100 inspectors had been prevented from accessing the system.

McCraw said, going forward, his agency is working with TCEQ to assure that more technology changes will be made to stem the tide of fake inspections.

"It could have been done. It should have been done. It's going to be done," McCraw said.

But in order to prevent vehicle inspectors from falsely passing cars in real-time - instead of after the fact - TCEQ said it would also have to modify the emissions analyzer software.

In a statement, the agency told NBC 5, "Until this change is made these (falsely inspected) vehicles will still receive their inspection report at the end of the inspection."

That allows the car to get Texas plates even though it never really passed.

McCraw is calling on the TCEQ to make that software change now to help cut the number of stations and inspectors his agency needs to investigate.

"And, the sooner they can do that, the better," McCraw said.

"I'm confident they want the same thing as we do. And I can assure you that the both of us will be working towards that end," McCraw told NBC 5.

But in a statement Thursday, TCEQ said it had not decided yet whether it will make the change McCraw is requesting.

"The TCEQ is having discussions with DPS about possible ways to enhance the enforcement tools for the I/M (inspection & maintenance) program. However, no decision has been made and the TCEQ is not modifying the analyzer software at this time," the statement said.

For now, DPS troopers often have to manually search inspection data to identify locations suspected of falsely passing cars, and then visit them to conduct surveillance to see if the business is passing cars that are not really at the shop. Experts say stations conducting fraudulent inspections can now use emissions system simulators or surrogate cars to falsify an inspection, and the vehicle that passes doesn't even have to visit the shop.

NBC 5 Investigates rode along with some of the state troopers deployed on the inspection enforcement operation in Dallas this week.

At several locations, troopers found the inspection business they were looking for was not at its registered address, and neither was the emissions analyzer device the department suspects is being used to conduct fake inspections.

McCraw said this highlights the challenges of investigations after the fact, versus cutting off the bad actors at the start of the process.

"That's why I talked about prevention on the front end", McCraw said. "Because If the business is not there, or the business is there, but the inspector is not there and he's off-site, there's no way to triangulate exactly where they're at. So it's very difficult from an enforcement standpoint."

[Texas DPS Intensifies Fake Inspection Crackdown – NBC 5 Dallas-Fort Worth \(nbcdfw.com\)](https://www.nbcdfw.com/news/Texas-DPS-Intensifies-Fake-Inspection-Crackdown-2023-09-14/1287877/)

UT ARLINGTON RECEIVES \$10 MILLION GRANT TO DEVELOP ENERGY-EFFICIENT ROADS

By Shaun Rabb

ARLINGTON, Texas - The University of Texas at Arlington got a \$10 million grant to develop greener, energy-efficient concrete for roads.

The grant will be used to establish a tier-one university transportation center at UTA.

UTA is the lead university with four others in this research with advanced materials. The work will lower the cost of road construction and use concrete in ways no one has ever imagined.

Smart roads will soon be part of our society along with smart cars and smartphones because of new concrete being developed at UT Arlington.

UTA received a five-year \$10 million grant from the U.S. Department of Transportation for its research and development of a better cleaner smarter concrete.

"Up to 80% of all emissions from vehicle tailpipes can be absorbed into the concrete that they are developing here, and that will be a game changer," said Robert Hampshire with the U.S. Dept. of Transportation.

That concrete will soak up and transform heat given off from vehicles, roads and buildings.

"We're creating a new material that will be able to harvest that waste heat from the environment and convert it to usable electrical energy," said UTA student Myrsini Maglogianni.

Students are changing how we use pavement, says Michael Morris, director of transportation for the North Central Texas Council of Governments. He says UTA is paving the way for technology to be embedded in the roads of tomorrow as more people get behind the wheel of electric vehicles.

"The eventual step will be to put induction loops into the pavement itself so lane two, if you have an electric vehicle travel on, lane two the next ten miles you recharge your battery as part of your trip moving forward," he said.

The research will make highways and roads last longer.

The grant will also develop the next phase of transportation professionals for the changing roads we will drive on.

[UT Arlington receives \\$10 million grant to develop energy-efficient roads \(fox4news.com\)](http://fox4news.com)

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 40/2023 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 40/2023 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 40/2023 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 40/2023 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 40/2023 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		<u>LOW RISK</u>	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)	<u>HIGH RISK</u>
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		<u>LOW RISK</u>	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)	<u>HIGH RISK</u>
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	12/2023 03/2023 09/2022 06/2022 12/2022	CONFIRM FUNDING IN FY 2023		<u>LOW RISK</u>	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 DECEMBER 2023 AND LEAVE THE FUNDING ON THE PROJECT (ACTION ITEM)	<u>HIGH RISK</u>
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	12/2023 03/2023 09/2022 05/2022 12/2022	CONFIRM FUNDING IN FY 2023		<u>LOW RISK</u>	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 DECEMBER 2023 AND LEAVE THE FUNDING ON THE PROJECT (ACTION ITEM)	<u>HIGH RISK</u>
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 07/2024 (ACTUAL)	CONFIRM FUNDING IN FY 2021		<u>N/A</u>	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	<u>HIGH RISK</u>
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	<u>MEDIUM RISK</u>	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	<u>MEDIUM RISK</u>
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	<u>LOW RISK</u>	DESIGN IS COMPLETE AND RIGHT-OF-WAY HAS BEEN ACQUIRED; UTILITIES WILL BE RELOCATED BY THE CITY OF ANNA	<u>LOW RISK</u>
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	<u>MEDIUM RISK</u>	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	<u>MEDIUM RISK</u>
					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

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> <u>01/2023</u>	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> <u>\$3,930,734</u>	\$0	<u>\$1,682,683</u> <u>\$982,683</u>	<u>\$8,413,417</u> <u>\$4,913,417</u>	\$0	<u>08/2023</u> <u>04/2023</u>	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> <u>12/2022</u>	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> <u>02/2023</u>	EXPECTED TO OBLIGATE IN FY2023	
14013.2	0918-00-337	DART	DALLAS	<u>I</u> <u>C</u>	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> <u>\$14,786,590</u>	\$0	\$0	<u>\$2,537,914</u> <u>\$14,786,590</u>	\$0	<u>09/2023</u> <u>07/2022</u>	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> <u>\$700,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u> <u>\$700,000</u>	\$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> <u>\$1,250,000</u>	\$0	<u>\$0</u> <u>\$312,500</u>	<u>\$0</u> <u>\$1,562,500</u>	\$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> <u>12/2022</u>	<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> <u>01/2023</u>	<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> <u>11/2022</u>	<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> <u>01/2023</u>	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> <u>04/2023</u>	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	<u>08/2023</u> <u>01/2023</u>	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	<u>CONSTRUCT 0 TO 6 LANE EXTENSION OF AT&T WAY, INCLUDING A GRADE SEPARATION AT THE UNION PACIFIC MAIN LINE</u> <u>PRELIMINARY ENGINEERING STUDY FOR THE EXTENSION OF AT&T WAY, INCLUDING A GRADE SEPARATION AT THE UNION PACIFIC MAIN LINE</u>	\$3,000,000	\$0	\$750,000	\$3,750,000	\$0	<u>08/2023</u> <u>06/2023</u>	EXPECTED TO OBLIGATE IN FY2023	<u>JULY 2020 AMENDMENT TO ADD AT&T WAY TO THE FFCS HAS BEEN APPROVED; CITY WORKING WITH TXDOT ON THE AFA</u>
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	<u>08/2023</u> <u>12/2022</u>	EXPECTED TO OBLIGATE IN FY2023	<u>TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED TO TXDOT</u>
<u>11253.2</u>	<u>1068-02-076</u>	<u>TXDOT-FORT WORTH</u>	<u>FORT WORTH</u>	<u>C</u>	<u>IH 30</u>	<u>1.0 MI W OF SH 360</u>	<u>GREAT SOUTHWEST PKWY</u>	<u>CONST DIR CONN INTCHG AT SH 360 & TRAFFIC MANAGEMENT SYSTEM</u>	<u>\$5,902,107</u>	<u>\$1,475,527</u>	<u>\$0</u>	<u>\$7,377,634</u>	<u>\$0</u>	<u>09/2023</u>	<u>EXPECTED TO OBLIGATE IN FY2023</u>	<u>ADDITIONAL FUNDING TO COVER CHANGE ORDERS</u>
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	<u>\$51,362,000</u> <u>\$20,000,000</u>	\$0	<u>\$12,840,500</u>	<u>\$64,202,500</u> <u>\$20,000,000</u>	\$0	09/2023	EXPECTED TO OBLIGATE IN FY2023	<u>TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED TO TXDOT</u>
<u>11647.2</u>	<u>0918-00-410</u>	<u>NCTCOG</u>	<u>VARIOUS</u>	<u>I</u>	<u>VA</u>	<u>LAND USE/TRANS & BIKE/PED INITIATIVES INCLUDES BICYCLE/PED PLANNING & PROGRAMMING, & TRANSIT ORIENTED DEVELOPMENT</u>	<u>TECHNICAL ASSISTANCE, REGIONAL BIKE/PED SAFETY PROGRAM/LOOK OUT TEXANS, IMPL OF SUSTAINABLE DEV, REGIONAL WAYFINDING</u>	<u>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</u>	<u>\$1,000,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,000,000</u>	<u>\$0</u>	<u>09/2023</u>	<u>EXPECTED TO OBLIGATE IN FY2023</u>	<u>PROJECT ADDED TO THE TIP AS PART OF THE MAY 2023 TIP MODIFICATION CYCLE</u>
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	<u>TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED TO TXDOT</u>
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	
<u>14077</u>	<u>0918-24-249</u>	<u>ANNA</u>	<u>DALLAS</u>	<u>E</u>	<u>CS</u>	<u>FERGUSON PKWY FROM ELM STREET</u>	<u>THE COLLIN COUNTY OUTER LOOP</u>	<u>CONSTRUCT 0/2 TO 4 LANE URBAN DIVIDED (6 LANES ULTIMATE), INCLUDING NEW SIDEWALKS AND 0 TO 6 LANE BRIDGE OVER SLAYTER CREEK</u>	<u>\$1,748,319</u>	<u>\$0</u>	<u>\$437,080</u>	<u>\$2,185,399</u>	<u>\$0</u>	<u>09/2023</u>	<u>EXPECTED TO OBLIGATE IN FY2023</u>	<u>FUNDING ADDED TO THE TIP AS PART OF THE FEBRUARY 2023 TIP MODIFICATION CYCLE; ADDITIONAL FUNDING FOR A PROJECT ALREADY OBLIGATED</u>
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	<u>09/2023</u> <u>04/2023</u>	EXPECTED TO OBLIGATE IN FY2023	
21083	0918-47-390	TXDOT-DALLAS	DALLAS	E	CS	ON LAKE JUNE ROAD FROM US 175	GILLETTE STREET	<u>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</u> <u>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</u>	\$240,000	\$0	\$60,000	\$300,000	\$0	09/2023	EXPECTED TO OBLIGATE IN FY2023	
<u>40045.1</u>	<u>1047-03-074</u>	<u>TXDOT-DALLAS</u>	<u>DALLAS</u>	<u>C</u>	<u>FM 1382</u>	<u>SH 180</u>	<u>IH 20</u>	<u>FULL DEPTH CONCRETE REPAIR</u>	<u>\$800,000</u>	<u>\$200,000</u>	<u>\$0</u>	<u>\$1,000,000</u>	<u>\$0</u>	<u>09/2023</u>	<u>EXPECTED TO OBLIGATE IN FY2023</u>	<u>PROJECT ADDED TO THE TIP AS PART OF THE MAY 2023 TIP MODIFICATION CYCLE</u>

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 1 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 NASIRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LT JG BARNETT	\$0 \$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	<u>10/2023</u> 08/2023	<u>NOT</u> EXPECTED TO OBLIGATE IN FY2023	
11684.2	0081-12-053	FORT WORTH	FORT WORTH	ENV	VA	<u>IH 35W TRUCK PARKING HUB ON IH 35W AT SH 170 NEAR HARMON ROAD</u> IH 35W AUTOMATED VEHICLE (AV) TRUCKPORT; ALLIANCE BETWEEN HARMON ROAD AND IH 35W		<u>CONSTRUCT TRUCK PARKING AREA TO INCLUDE SAFETY REST AREA FOR TRUCK DRIVERS, VEHICLE TO INFRASTRUCTURE COMMUNICATION EQUIPMENT, STRIPING, AND SIGNAGE</u> 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	<u>\$0</u> \$100,000	\$0	\$0	<u>\$0</u> \$100,000	\$0	<u>11/2023</u> 01/2023	<u>NOT</u> EXPECTED TO OBLIGATE IN FY2023	<u>PROJECT HAS NOT BEEN APPROVED BY FHWA (PENDING ELIGIBILITY DETERMINATION); ENVIRONMENTAL PHASE BEING DELAYED TO FY2024</u>
11684.2	0081-12-053	FORT WORTH	FORT WORTH	E	VA	<u>IH 35W TRUCK PARKING HUB ON IH 35W AT SH 170 NEAR HARMON ROAD</u> IH 35W AUTOMATED VEHICLE (AV) TRUCKPORT; ALLIANCE BETWEEN HARMON ROAD AND IH 35W		<u>CONSTRUCT TRUCK PARKING AREA TO INCLUDE SAFETY REST AREA FOR TRUCK DRIVERS, VEHICLE TO INFRASTRUCTURE COMMUNICATION EQUIPMENT, STRIPING, AND SIGNAGE</u> 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	<u>\$0</u> \$758,953	\$0	\$0	<u>\$0</u> \$758,953	\$0	<u>11/2023</u> 04/2023	<u>NOT</u> EXPECTED TO OBLIGATE IN FY2023	<u>PROJECT HAS NOT BEEN APPROVED BY FHWA (PENDING ELIGIBILITY DETERMINATION); ENGINEERING PHASE BEING DELAYED TO FY2024</u>
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	<u>12/2023</u> 03/2023	<u>NOT</u> 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	<u>12/2023</u> 12/2022	<u>NOT</u> 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	<u>12/2023</u> 12/2022	<u>NOT</u> 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	<u>\$0</u> \$864,000	\$0	<u>\$0</u> \$216,000	<u>\$0</u> \$1,080,000	\$0	01/2024	NOT EXPECTED TO OBLIGATE IN FY2023	<u>FUNDING DELAYED FROM FY2023 TO FY2025 VIA FEBRUARY 2023 TIP MODIFICATION</u>
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	<u>\$0</u> \$3,500,000	\$0	\$0	<u>\$0</u> \$3,500,000	\$0	03/2024	NOT EXPECTED TO OBLIGATE IN FY2023	<u>FUNDING DELAYED FROM FY2023 TO FY2024 VIA FEBRUARY 2023 TIP MODIFICATION</u>
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	<u>08/2024</u> 08/2022	<u>NOT</u> 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	<u>08/2024</u> 06/2023	<u>NOT</u> 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	<u>08/2024</u> 09/2023	<u>NOT</u> 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	DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM BOUNDED BY IH 635 TO THE SOUTH, DALLAS NORTH TOLLWAY 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	ENGINEERING AND CONSTRUCTION OF THE DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM 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; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING FEDERAL APPROVAL OF ENVIRONMENTAL CLEARANCE (PROJECT IS BEING ENVIRONMENTALLY CLEARED UNDER CSJ 0014-15-037, WHICH HAS AN INCONSISTENCY BETWEEN THE TIP AND MTP THAT MUST BE ADDRESSED). WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES
53030	0014-15-034	TXDOT-FORT WORTH	FORT WORTH	C	US 81	NORTH OF HARMON ROAD	NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE EXISTING SOUTHBOUND FRONTAGE ROAD	\$5,782,257	\$1,445,564	\$0	\$7,227,821	\$0	05/2025 11/2023	NOT EXPECTED TO OBLIGATE IN FY2023	PART OF MPO MILESTONE POLICY ROUND 2 AND HAS A LETTING DEADLINE OF THE END OF FY2023; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING FEDERAL APPROVAL OF ENVIRONMENTAL CLEARANCE (PROJECT IS BEING ENVIRONMENTALLY CLEARED UNDER CSJ 0014-15-037, WHICH HAS AN INCONSISTENCY BETWEEN THE TIP AND MTP THAT MUST BE ADDRESSED). WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES
								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; TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED TO TXDOT
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; TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED TO TXDOT
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

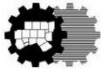
TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
40039	0918-46-305	DENTON	DALLAS	CE	VA	GINNINGS ELEMENTARY SCHOOL & ALEXANDER ELEMENTARY SCHOOL SIDEWALK PROJECT	ALONG STUART 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

PROJECT STATUS REPORT

Regional Transportation Council

May 11, 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

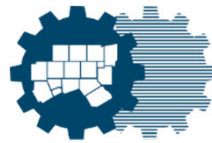
- US 81/287 Corridor
 - Projects will most likely miss the original letting deadline at the end of FY2023
 - Staff recommends that the RTC extend the project's deadline to the end of FY2025 and leave the funding on the project. The projects will be monitored to ensure that they proceed to construction.
- 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 December 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?

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Application to the Federal Highway Administration Charging and Fueling Infrastructure Program

Amy Hodges
Principal Air Quality Planner

Regional Transportation Council

May 11, 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 Fiscal Year (FY) 2022 and FY2023, \$700M split evenly in two funding categories:

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

- Minimum: \$1,000,000
 - No maximum
- 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/>



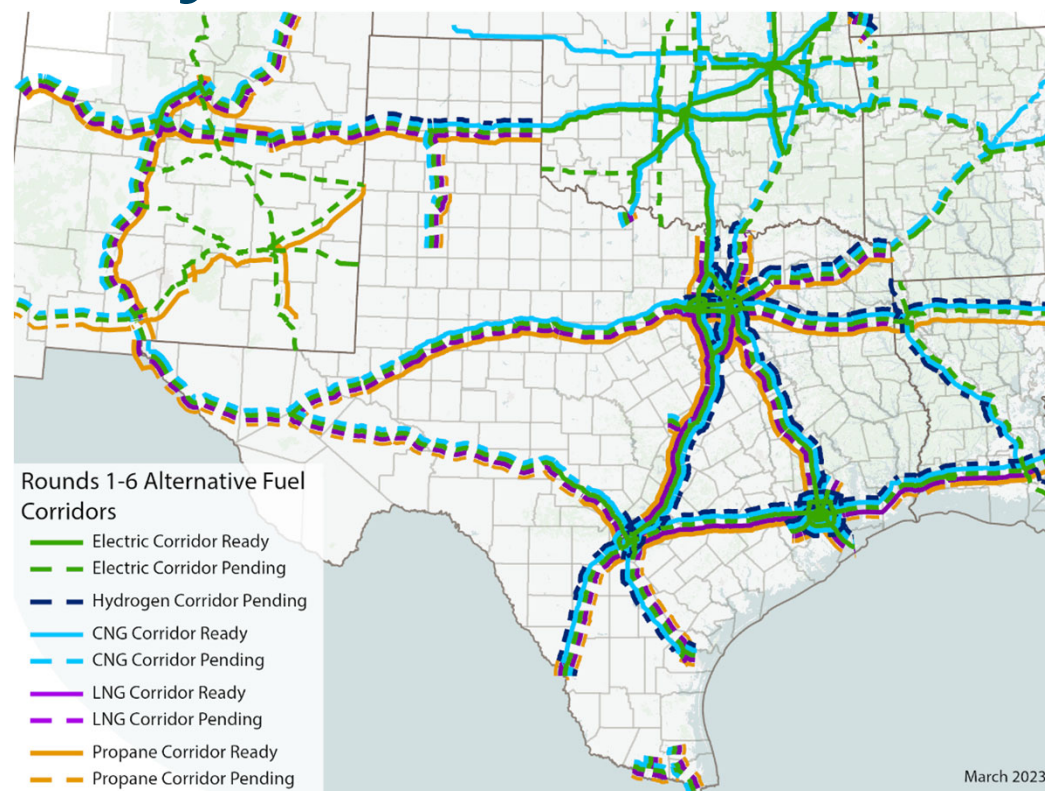
Application to the Federal Highway Administration
Charging and Fueling Infrastructure Program

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)



Application to the Federal Highway Administration
Charging and Fueling Infrastructure Program

Corridor Program: Approach

Call for Partners opened on March 6, 2023, to establish public-private partnerships between North Central Texas Council of Governments (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**



Application to the Federal Highway Administration
Charging and Fueling Infrastructure Program

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

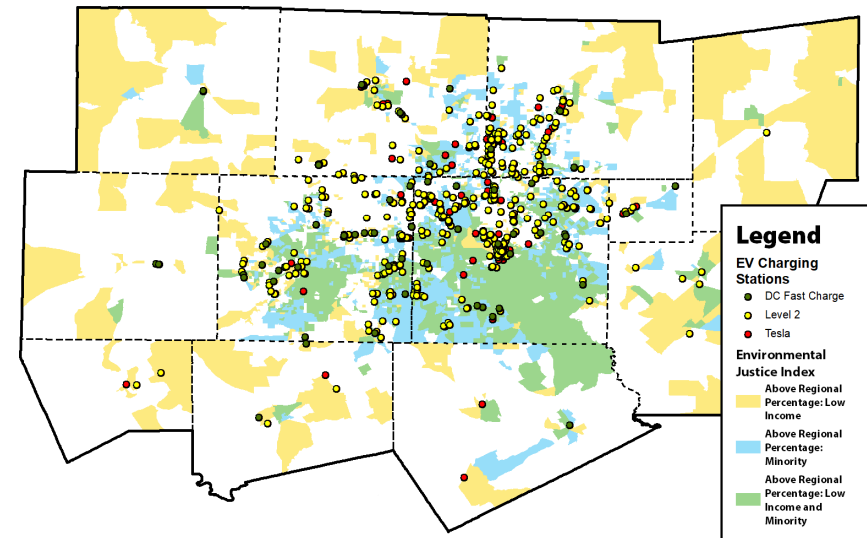
Ensure timely project implementation

Create specialized technical teams to expedite requirements: zoning, permitting, codes, Buy America, NEPA

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



Application to the Federal Highway Administration
Charging and Fueling Infrastructure Program

Action Requested

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
Surface Transportation Technical Committee (STTC) Recommendation of Regional Transportation Council (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
FHWA Application Deadline	May 30, 2023



Contact Us



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Dallas-Fort Worth
CLEAN CITIES



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Application to the Federal Highway Administration
Charging and Fueling Infrastructure Program



NCTCOG PRESENTATION

WALK TO SCHOOL DAY PROMOTION 2023

KARLA WINDSOR | RTC | 5.11.23



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

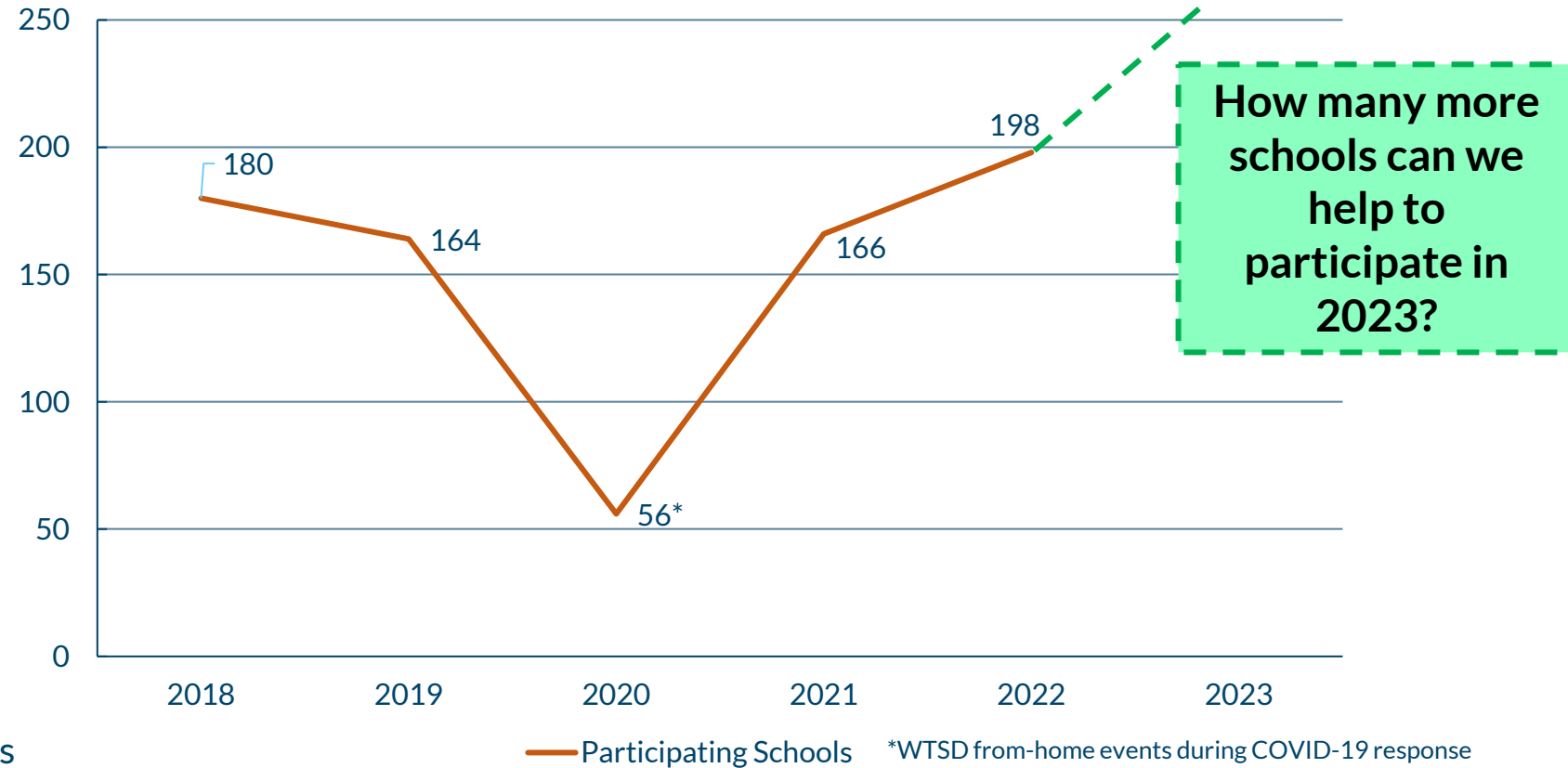


NCTCOG helped 20 schools celebrate Walk to School Day with safety-themed giveaways



NCTCOG received 973 signed safety pledges for entry 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
- **Expanding on 2022 program**
- **Early coordination is key!**



Nichols Elementary

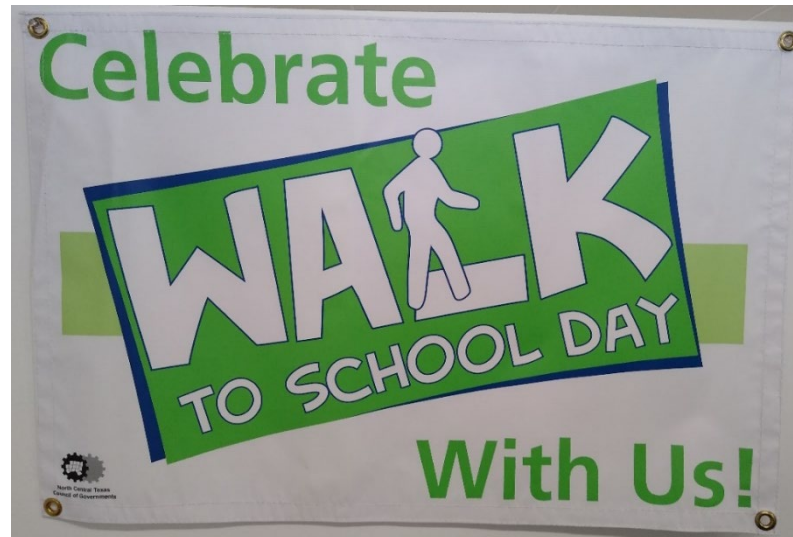


Pink Elementary



BICYCLE AND PEDESTRIAN SAFETY-FOCUSED GIVEAWAYS

- Generate excitement from students and families to participate in WTSD
- 2022 items shown; 2023 items TBA
- Bicycle raffle again in 2023 to get safety pledges; popular incentive in 2022



FRISCO EXAMPLE OF CITY/ISD COORDINATION

- City of Frisco Transportation / Engineering Division
 - Frisco Police & Fire Departments
 - Frisco Public Involvement / Marketing
 - Frisco Independent School District
- Partnership to raise awareness of pedestrian safety and celebrate benefits of walking and biking
 - Registered schools had a school resource officer (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



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.

Proclamation read by Mayor to City Council

Courtesy of the City of Frisco



Walk to School Day 2023 | www.nctcog.org/WalkToSchool

HOW CAN CITIES HELP?

- Spread the word about Walk to School Day and NCTCOG's promotion.
- Visit www.WalkBiketoSchool.com for more information about Walk to School Day, resources, and examples AND make sure schools in your city register any events per campus.
- Create inner city collaboration between departments and make it big! Elected official support is critical.
- Collaborate with local ISDs and schools in your jurisdiction to hold joint events.
 - Excellent outreach/positive publicity opportunity
 - Increase awareness, get feedback on issues and projects related to bicycle/pedestrian safety
- **Contact us** for assistance: www.nctcog.org/WalkToSchool

Bledsoe Elementary
Courtesy of the City of Frisco

SPREAD THE WORD & 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
- Share with your local school and ISD contacts

Interest Form QR Code:



Comanche Springs Elementary



CONTACT US



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Principal Transportation Planner

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Erin Curry

Transportation Planner

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





NCTCOG PRESENTATION

REGIONAL SCRAP TIRE PROGRAM

REGIONAL TRANSPORTATION COUNCIL

MAY 11, 2023

JENNY NARVAEZ

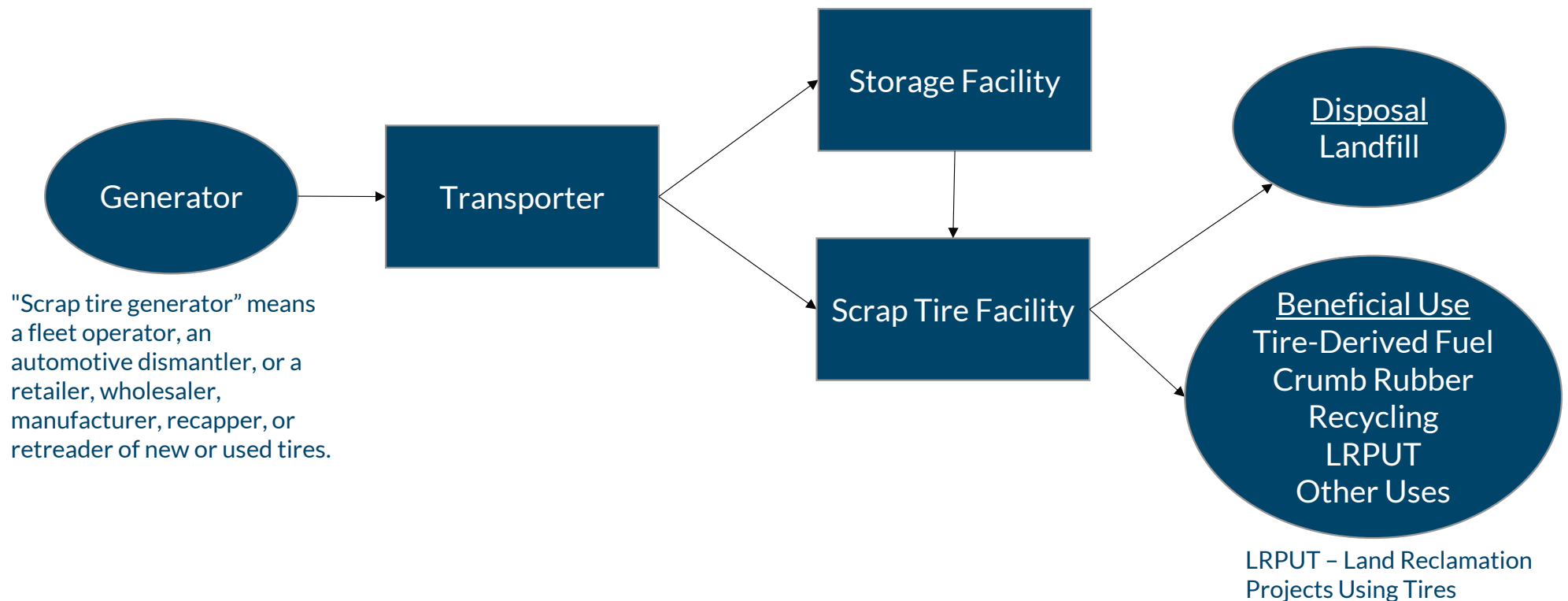
Scrap Tire Challenges

- 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



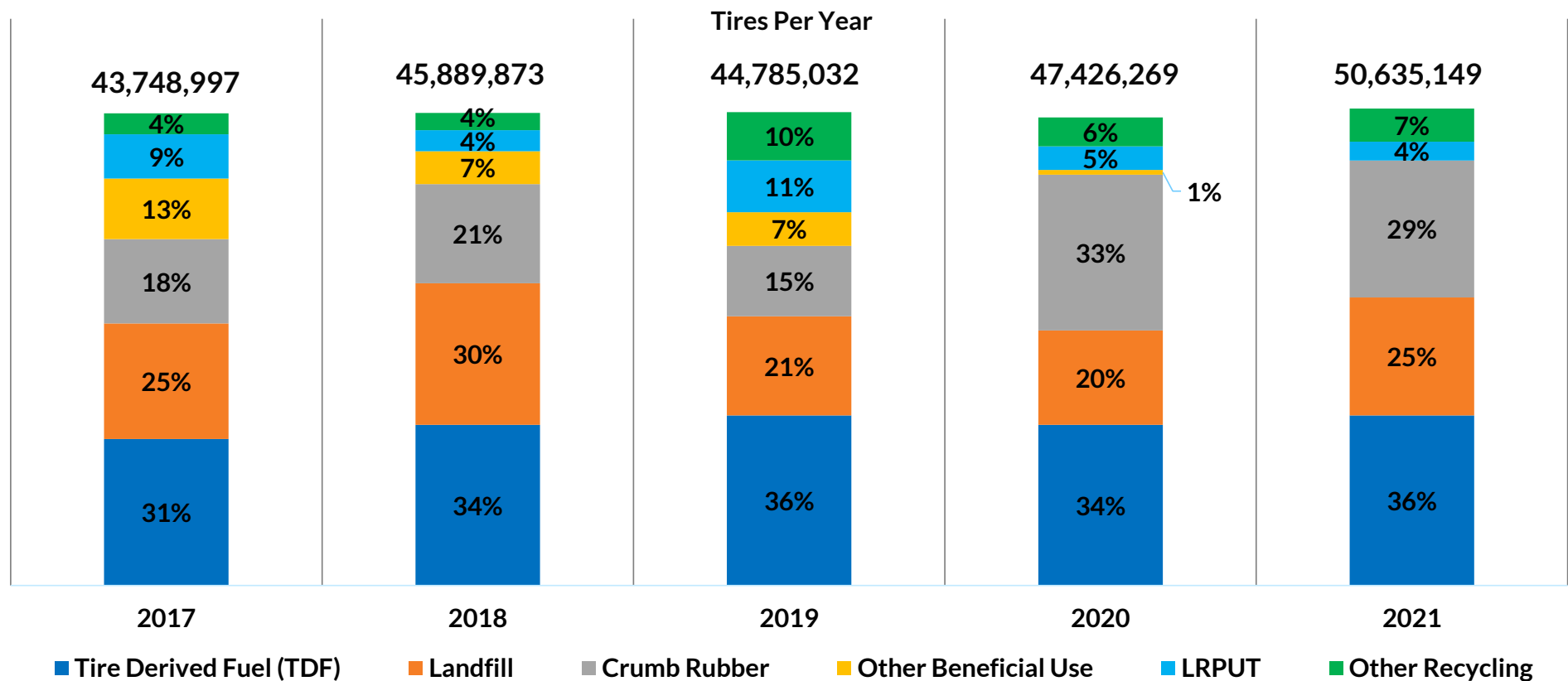
Proper End-of-Life Tire Cycle

Scrap Tire Management Stream from Generator to End-Use Facility



Statewide Historical Trends

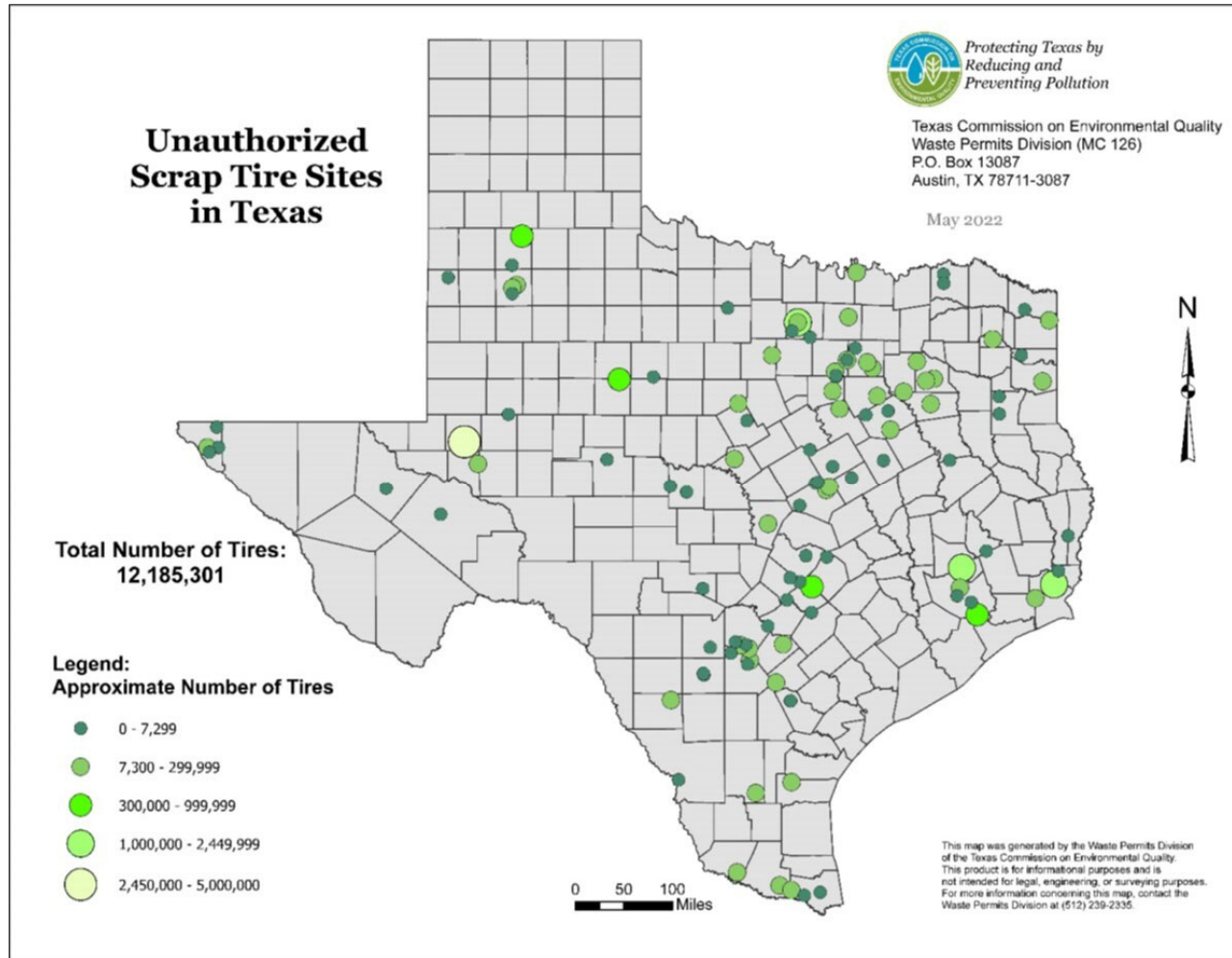
END-USES FOR SCRAP TIRES 2017 TO 2021



Regional Scrap Tire Program

Source: TCEQ 2021 Scrap Tire Annual Report Summary

Known Illegally Dumped Tire Sites in Texas



Total Number of Illegally Dumped Tires Known

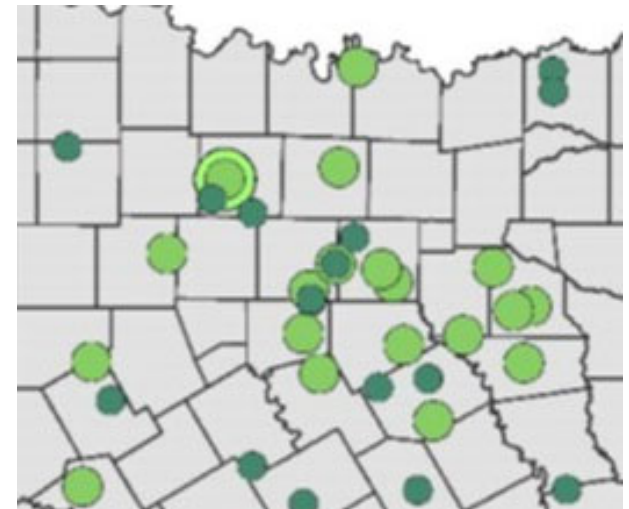
May 2022 - 12,185,301

April 2021 - 11,586,130

April 2020 - 11,751,174

April 2019 - 14,708,535

April 2018 - 14,359,826



Regional Scrap Tire Program

Source: TCEQ Scrap Tire Annual Report Summaries

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 Transportation Development Credits (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 (as of 4/26/2023)

- **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

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

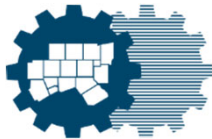


Air Quality Ozone: Federal vs. State

Regional Transportation Council

May 11, 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 National Ambient Air
Quality Standards
(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


Area Fails to
Attain Standard


Area Attains
Standard

EPA
Reclassification

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

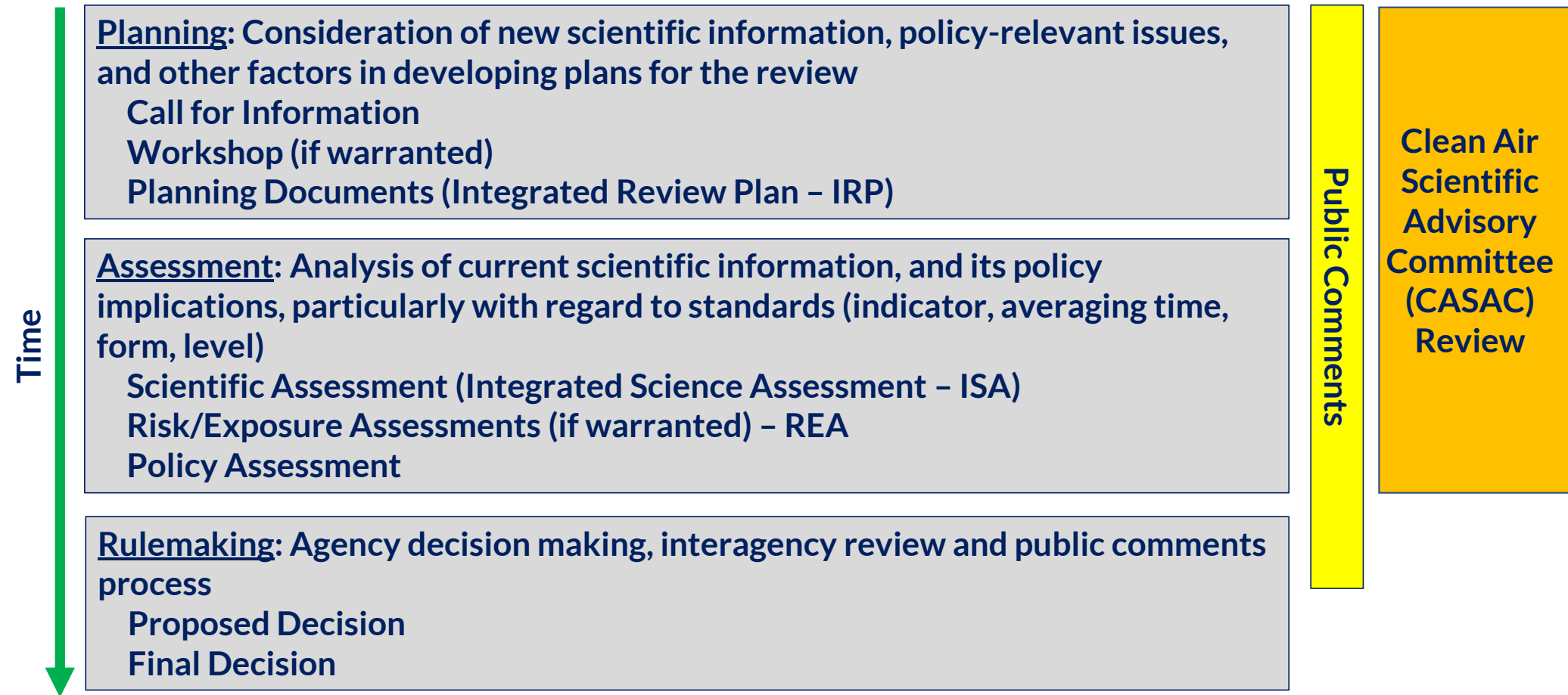
**EPA Reviews
NAAQS**

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

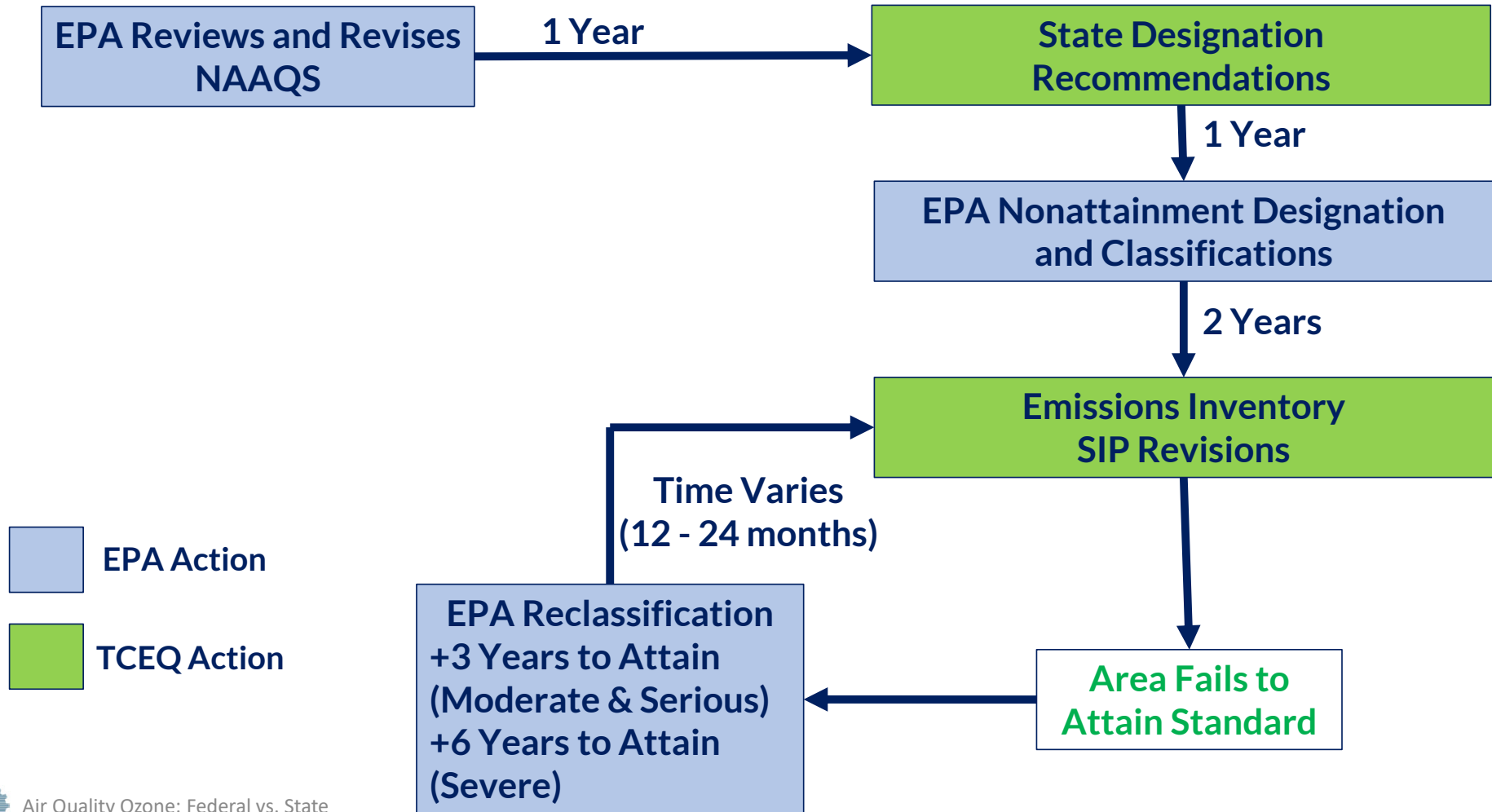
Policy Assessment (PA)

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 (SIP) 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



Ongoing Local Efforts

Continued partnership efforts with state and federal agencies

Meeting on Potential Source Emissions Fee – February 17, 2023

Letter from RTC to TCEQ – April 12, 2023

Development of on-road emissions inventories for SIP

Dallas-Fort Worth (DFW) Reasonable Further Progress

DFW Attainment Demonstration

Coordination of SIP Appendix H: Local Air Quality Initiatives

Locally implemented strategies

Implementation of on-road measures committed in the SIP

Transportation Control Measures

Communication of regional opportunities to local governments

Example: EPA Climate Pollution Reduction Grant Meeting – March 30, 2023

Grant Availability (www.nctcog.org/aqfunding)



References

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



Regional Transportation Council Attendance Roster
May 2022 - April 2023

RTC MEMBER	Entity	5/12/22	6/9/22	7/14/22	8/18/22	9/8/22	10/13/22	11/10/22	12/08/22	1/12/2023	2/9/2023	3/9/2023	4/13/2023
Daniel Alemán Jr (01/22)	Mesquite	P	P	P	P	P	P	E	P	P	E(R)	P	E(R)
Steve Babick (06/22)	Carrollton	--	P	E	E	A	A	P	P	P	P	E	P
Dennis Bailey (02/21)	Rockwall County	P	E(R)	E(R)	P	P	P	P	A	P	P	P	P
Rick Bailey (07/22)	Johnson County	-	-	P	P	P	P	P	P	P	P	P	P
Adam Bazaldua (09/21)	Dallas	E	P	P	P	E(R)	A	E(R)	P	P	P	E	P
Elizabeth M. Beck (08/21)	Fort Worth	E	P	A	E(R)	P	A	P	P	A	P	P	A
Gyna Bivens (08/21)	Fort Worth	E	P	P	P	P	P	P	E(R)	P	P	P	P
Alan Blaylock (03/23)	Fort Worth	-	-	-	-	-	-	-	-	-	-	P	P
J. D. Clark (07/22)	Wise County	P	E(R)	P	P	P	P	P	P	P	P	A	P
Ceason Clemens (10/22)	TxDOT, Dallas	-	-	-	-	-	P	P	P	P	P	P	P
Dianne Costa (10/19)	DCTA	P	P	P	P	P	P	P	E(R)	A(R)	P	P	E(R)
Michael Crain (06/22)	Fort Worth	--	E(R)	A	P	P	P	P	E(R)	P	P	P	P
Theresa Daniel (11/18)	Dallas County	P	P	P	P	P	P	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	P	P	P	E(R)	P	A(R)	P	P	P	P	P	A
Janet DePuy (09/21)	Richardson	P	P	P	P	P	P	E(R)	P	P	P	P	P
Andy Eads (1/09)	Denton County	E	P	P	P	P	P	P	P	P	P	E	P
Michael Evans (2/23)	Mansfield	--	--	--	--	--	--	--	--	--	P	P	A
Gary Fickes (12/10)	Tarrant County	P	P	P	P	E	P	P	P	P	P	P	E
George Fuller (07/17)	McKinney	E	P	P	P	E	A	P	P	P	E	P	E
Raul H. Gonzalez (09/21)	Arlington	P	P	A	P	P	P	P	P	E(R)	P	P	P
Barry L. Gordon (12/20)	Duncanville	E	A	P	P	E	P	P	E(R)	P	P	P	P
Rick Grady (09/18)	Plano	P	P	P	P	P	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	P	A	P	P	P	P	P	P	P	P	P	P
Mojy Haddad (10/14)	NTTA	P	P	P	P	E(R)	P	P	P	E	P	P	P
Clay Lewis Jenkins (04/11)	Dallas County	P	P	P	P	P	P	P	E	P	P	P	E
Ron Jensen (06/13)	Grand Prairie	P	P	P	E	P	P	P	P	E(R)	P	E(R)	P
Brandon Jones (05/21)	Lewisville	A	P	P	P	E	P	P	P	P	A	P	P
John Keating (12/19)	Frisco	A	A	A(R)	A	P	P	A	E	E(R)	A	A	P
Brad LaMorgese (07/22)	Irving	--	--	P	P	P	E	E	E	P	E(R)	E	P
B. Adam McGough (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Ed Moore (07/22)	Garland	--	--	P	P	A	P	E	P	P	P	P	P
Raj Narayanan (03/23)	DFW Airport	--	--	--	--	--	--	--	--	--	--	P	P
Omar Narvaez (09/21)	Dallas	P	P	P	P	P	P	E	P	P	E	P	E
Ramirez, Manny (1/23)	Tarrant County	--	--	--	--	--	--	--	--	P	A	P	P
Jim R. Ross (07/21)	Arlington	P	E(R)	E(R)	P	P	P	A	P	P	E(R)	E(R)	P

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Regional Transportation Council Attendance Roster
May 2022 - April 2023

RTC MEMBER	Entity	5/12/22	6/9/22	7/14/22	8/18/22	9/8/22	10/13/22	11/10/22	12/08/22	1/12/2023	2/9/2023	3/9/2023	4/13/2023
David Salazar (10/22)	TxDOT, FW	-	-	-	-	-	P	E(R)	P	E(R)	P	P	P
Chris Schulmeister (07/20)	Allen	E(R)	P	P	P	A(R)	P	P	P	P	P	P	P
Jeremy Tompkins (10/19)	Eules	P	P	P	P	P	P	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	E(R)	P	A(R)	P	P	P	P	P	A(R)	P	P	P
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Watts, Chris (12/22)	Denton	--	--	--	--	--	--	--	E	P	P	E	E
Duncan Webb (6/11)	Collin County	P	P	P	P	P	P	P	P	P	P	P	P
Chad West (11/22)	Dallas	-	-	-	-	-	-	P	P	A	P	P	A
Michele Wong Krause	DART	P	E(R)	E(R)	P	P	P	E	P	E(R)	P	P	P

Note: Date in parenthesis indicates when member was
1st eligible to attend RTC meetings

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster

April 2022 - April 2023

STTC MEMBERS	Entity	4/22/22	5/27/22	6/24/22	7/22/22	8/26/22	09/23/22	10/28/22	12/02/22	1/27/2023	2/24/2023	3/24/2023	4/28/2023
Joe Atwood	Hood County	*	*	*	A	A	A	A	A	P	A	A	A
Melissa Baker	Irving	*	*	*	A	P	P	A	P	P	P	E	P
Micah Baker	Dallas County	*	*	*	A	A	A	A	A	A	A	A	A
Bryan Beck	Grapevine	*	*	*	A	P	E	A	A	A	P	E	P
David Boski	Mansfield	*	*	*	P	P	P	P	P	P	A	A	P
Shon Brooks	Waxahachie	*	*	*	P	P	P	P	A	P	A	P	P
Tanya Brooks	DART	*	*	*	A	P	P	P	P	P	A	A	P
Daniel Burnham	Arlington	--	--	--	--	--	--	--	--	--	--	P	P
Ceason Clemens	TxDOT Dallas	*	*	*	A	P	P	P	P	P	P	P	P
Layne Cline	Coppell	--	--	--	--	--	--	--	--	--	--	--	A
Robert Cohen	Southlake	*	*	*	A	A	A	A	A	A	A	A	A
John Cordary, Jr.	TxDOT FW	*	*	*	P	P	P	P	P	A	P	P	E
Jackie Culton	Duncanville	--	--	--	P	A	A	P	A	P	R	P	P
Clarence Daugherty	Collin County	*	*	*	P	P	P	P	P	P	P	P	P
Chad Davis	Wise County	*	*	*	P	A	A	P	P	P	P	P	A
Arturo Del Castillo	Dallas	*	*	*	A	P	P	P	P	A	P	P	E
Pritam Deshmukh	Richardson	--	--	--	--	--	--	--	--	--	--	--	P
Caryl DeVries	Grand Prairie	*	*	*	P	P	P	A	P	P	P	P	A
Greg Dickens	Hurst	*	*	*	P	A	A	A	A	A	P	A	A
Rebecca Diviney	Denton	*	*	*	P	P	P	P	E	P	A	P	P
Phil Dupler	FWTA	*	*	*	P	P	P	P	P	P	P	P	P
Chad Edwards	Trinity Metro	*	*	*	P	P	P	P	A	P	P	P	P
Claud Elsom	Rockwall County	*	*	*	A	A	P	P	A	P	P	P	P
Eric Fladager	Fort Worth	*	*	*	P	A	P	P	A	P	P	A	P
Chris Flanigan	Allen	*	*	*	P	P	P	P	P	P	P	A	P
Ann Foss	Arlington	*	*	*	P	P	P	P	P	A	P	P	P
Eric Galt	Mesquite	--	--	*	P	P	P	P	A	P	P	P	P
Ricardo Gonzalez	TxDOT FW	*	*	*	E	P	P	P	A	P	P	P	P
Gary Graham	McKinney	*	*	*	P	P	P	P	A	P	A	P	P
Tom Hammons	Carrollton	*	*	*	A	A	P	P	P	P	P	A	P
Ron Hartline	The Colony	*	*	*	A	A	P	A	A	A	P	A	A
Barry Heard	Kaufman County	--	--	--	--	--	--	--	--	--	P	P	P
Shannon Hicks	Addison	*	*	*	A	A	A	A	A	A	P	P	A
Matthew Hotelling	Flower Mound	*	*	*	P	A	P	P	P	P	P	P	P
John Hudspeth	TxDOT Dallas	*	*	*	P	P	P	P	P	P	P	P	P
Jeremy Hutt	Cleburne	*	*	*	P	P	P	P	A	P	P	P	P
Thuan Huynh	McKinney	*	*	*	P	P	A	P	P	P	P	P	P
Joseph Jackson	Tarrant County	--	--	--	--	--	--	--	--	P	P	P	P
Joel James	NTTA	*	*	*	A	P	P	A	P	P	P	P	P
William Janney	Frisco	--	--	--	--	--	--	--	--	--	--	P	P

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)

-- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.

Surface Transportation Technical Committee Attendance Roster

April 2022 - April 2023

STTC MEMBERS	Entity	4/22/22	5/27/22	6/24/22	7/22/22	8/26/22	09/23/22	10/28/22	12/02/22	1/27/2023	2/24/2023	3/24/2023	4/28/2023
Kelly Johnson	NTTA	*	*	*	P	A	P	A	P	A	P	A	P
Major L. Jones	Eules	--	--	--	--	--	--	A	P	A	P	P	P
Gus Khankarli	Dallas	*	*	*	P	P	P	P	P	P	P	P	P
Alonzo Liñán	Keller	*	*	*	A	A	A	A	A	A	A	A	A
Eron Linn	DART	*	*	*	A	P	E	P	P	P	P	P	E
Clay Lipscomb	Plano	*	*	*	P	P	A	P	A	P	P	A	P
Paul Luedtke	Garland	*	*	*	A	A	A	P	E	P	P	P	P
Stanford Lynch	Hunt County	*	*	*	P	P	A	P	E	P	A	A	A
Chad Marbut	Weatherford	--	*	*	A	P	P	P	P	A	P	P	P
Alberto Mares	Ellis County	*	*	*	P	P	P	P	P	A	P	P	P
Wes McClure	Mesquite	*	*	*	P	P	P	P	P	P	P	P	P
Brian Moen	Frisco	*	*	*	P	P	P	P	A	P	P	P	P
Mark Nelson	Richardson	*	*	*	P	A	P	E	P	P	P	P	E
Jim O'Connor	Irving	*	*	*	P	P	P	P	P	P	P	A	P
Cintia Ortiz	Parker County	--	--	--	--	--	--	--	--	A	A	A	A
Eric Oscarson	Burleson	--	--	--	P	A	A	A	A	A	A	A	A
Kevin Overton	Dallas	*	*	*	A	P	P	P	P	P	P	P	A
Tim Palermo	DCTA	*	*	*	P	P	A	P	P	P	P	P	P
Dipak Patel	Lancaster	*	*	*	P	P	P	A	A	A	P	P	A
Martin Phillips	Fort Worth	--	--	--	--	--	--	P	P	A	P	P	P
John Polster	Denton County	*	*	*	P	P	P	P	A	A	A	P	P
Kelly Porter	Fort Worth	*	*	*	P	P	P	E	P	P	E	P	P
Tim Porter	Wylie	*	*	*	P	P	P	A	P	P	P	P	P
Lauren Prieur	Fort Worth	--	--	--	--	--	--	P	P	A	E	P	P
Greg Royster	DFW Int. Airport	*	*	*	P	P	P	A	P	P	P	P	P
Kathryn Rush	Dallas	*	*	*	A	A	A	P	P	P	P	A	A
David Salmon	Lewisville	*	*	*	A	P	A	P	P	P	A	P	P
Ryan Sartor	Farmers Branch	--	--	--	--	--	--	--	--	P	A	P	P
Brian Shewski	Plano	*	*	*	P	P	P	P	P	P	P	P	P
Walter Shumac, III	Grand Prairie	*	*	*	P	P	E	P	P	P	E	P	P
Randy Skinner	Tarrant County	*	*	*	A	P	P	P	P	P	P	P	P
Cheryl Taylor	Bedford	--	--	--	--	--	--	--	--	--	P	A	P
Caleb Thornhill	Plano	*	*	*	A	P	P	A	A	A	A	A	P
Press Tompkins	Greenville	*	*	*	A	A	A	A	A	A	A	A	A
Jennifer VanderLaan	Johnson County	--	--	--	--	--	--	--	--	P	P	A	P
Gregory Van	Haltom City	*	*	*	P	P	P	A	P	P	P	P	P
Daniel Vedral	Irving	*	*	*	A	P	P	P	P	P	P	E	E
Caroline Waggoner	North Richland	*	*	*	A	P	A	P	A	P	A	P	P
Jana Wentzel	Arlington	--	--	--	--	--	--	--	--	--	--	P	P
Robert Woodbury	Cedar Hill	*	*	*	P	A	P	P	A	P	P	P	A
Larry Wright	Colleyville	*	*	*				A	A	A	A	A	A
Jamie Zech	TCEQ	*	*	*	A	A	A	A	A	A	A	A	A

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)

-- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.

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 motion include a stipulation that a third party 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.