

## **AGENDA**

**Regional Transportation Council  
Thursday, October 12, 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 September 14, 2023, Minutes**  
☒ Action      ☐ Possible Action      ☐ Information Minutes: 5  
Presenter: Gyna Bivens, RTC Chair  
Item Summary: Approval of the September 14, 2023, meeting minutes contained in [Electronic Item 2](#) will be requested.  
Background: N/A
- 1:15 – 1:20**      3. **Consent Agenda**  
☒ Action      ☐ Possible Action      ☐ Information Minutes : 5
- 3.1. **November 2023 Transportation Improvement Program Modifications**  
Presenter: Ken Bunkley, NCTCOG  
Item Summary: Regional Transportation Council (RTC) approval of revisions to the 2023-2026 Transportation Improvement Program (TIP) will be requested, along with the ability to amend the Unified Planning Work Program (UPWP) and other planning and administrative documents with TIP-related changes.  
Background: November 2023 revisions to the 2023-2026 TIP are provided as [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.

Performance Measure(s) Addressed: Roadway, Transit

3.2. **Transit Strategic Partnerships Program: Selected Projects from the May 2023 Cycle**

Presenter: Shannon Stevenson, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval to provide funding for projects selected through the Transit Strategic Partnerships Program May 2023 Cycle.

Background: As part of the Transit Strategic Partnerships Program, staff is recommending projects for Federal Transit Administration (FTA) funding under two programs: Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program and Section 5307 Urbanized Area Formula's Job Access/Reverse Commute Program. From the May 2023 Cycle of applicants, three projects have been selected for funding: Dynamic Direct Route pilot in the City of Arlington; Mobility Management in/to Collin County by Denton County Transportation Authority; and Transit On-Demand Service provided by Trinity Metro in the City of Forest Hill. These selected projects all align with regional goals set forth in Mobility 2045, Access North Texas, and completed transit studies in Collin and Tarrant counties. Staff is requesting RTC approval to utilize existing Transit Strategic Partnerships Program funding in an amount not to exceed \$2,313,693 for the three selected projects. Please see [Electronic Item 3.2](#) for more information.

Performance Measure(s) Addressed: Administrative, Transit

1:20 – 1:30

4. **Partnerships for Regional Events: Arlington Entertainment District Partnership**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 10

Presenter: Karla Windsor, NCTCOG

Item Summary: Staff will request approval of funds to support planning and infrastructure for upcoming regional events. Special guests will be recognized.

Background: The Dallas-Fort Worth area has national and international events coming to the region. In 2024, the Texas Rangers will host the Major League Baseball All-Star Game. The region has also been selected to participate in the North American FIFA World Cup in 2026. Both events will be held in the Arlington Entertainment District. There are also regionally significant partners in need of assistance in preparing for an event that will affect transportation systems in an area with constrained access. The Naval Air Station Joint Reserve Base (NAS JRB) in Fort Worth will be hosting the "Wings Over Cowtown" Air Show featuring the Blue Angels in April 2024 and is expecting 150,000–180,000 spectators daily to access their facility off State Highway 183. All events will bring significant economic development to various parts of the region but also present transportation challenges. Staff met with event representatives and stakeholders to determine a list of needs. For events occurring within the

Arlington Entertainment District, projects were identified in the categories of operations, transit, and streetscape/safety. The amount of funds requested is \$17.5 million. Due to the timing of needed infrastructure, the City of Arlington has agreed to “swap” \$17.5 million in local funds currently allocated for improvements to Randol Mill Road for \$17.5 million in federal funds to construct the project. Those local funds can go towards improvements identified by the City and Event/Entertainment District Stakeholders. Staff will request an allocation of \$17.5 million in Surface Transportation Block Grant (STBG) Program funds, matched with Regional Transportation Development Credits be programmed to the City of Arlington in exchange for an equal amount of City local funds to be allocated for the projects identified. Additionally, \$3.8 million in Regional Toll Revenue funds will be requested for interim improvements to Randol Mill Road, including overlay and sidewalk repairs/modifications in specific portions of the corridor. Also, \$750,000 of STBG funds with Regional Transportation Development Credits to match will be requested for the North Central Texas Council of Governments and Texas Department of Transportation to purchase regional dynamic message signs. Likewise, through conversations with NAS JRB representatives, needs have been identified to assist with parking, traffic analysis, and increased transit support. Staff will request a total of \$250,000 Regional Transportation Council (RTC) Local funds to assist with transportation needs for the event. An overview of the proposed funding request is contained in [Electronic Item 4](#).

Performance Measure(s) Addressed: Roadway, Transit

1:30 – 1:45

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

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 15  
 Presenter: Michael Morris, NCTCOG

1. North Central Texas Council of Governments Executive Board Action on Advertising and Introduction of Risk Analysis
2. Metropolitan Planning Organization Revolver Fund: Receipt of \$10 Million from Dallas Area Rapid Transit
3. Texas Innovation Alliance 2023 Invitational Award Winner
4. Correspondence on High-Speed Rail  
([Electronic Item 5.1](#))
5. Professional Services Agreement with Sandra Wesch
6. City of Irving Environmental Career Symposium - November 11, 2023 ([Electronic Item 5.2](#))
7. Fall 2023 Traffic Incident Management Executive Level Course Announcement – November 2, 2023: ([North Central Texas Council of Governments - TIM Training Program \(nctcog.org\)](#)) and ([Electronic Item 5.3](#))

8. 2023 Crash Responder Safety Week – November 13 – 14, 2023 ([Crash Responder Safety Week \(CRSW\) November 13-17, 2023 - FHWA \(dot.gov\)](#))
9. 2023 Ozone Season Update ([Electronic Item 5.4](#))
10. Local Clean Air Spotlight ([Electronic Item 5.5](#))
11. Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
12. Air Quality Funding Opportunities for Vehicles ([www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding))
13. October Public Meeting Notice ([Electronic Item 5.6](#))
14. September Public Meeting Minutes ([Electronic Item 5.7](#))
15. Public Comments Report ([Electronic Item 5.8](#))
16. Recent Correspondence ([Electronic Item 5.9](#))
17. Recent News Articles ([Electronic Item 5.10](#))
18. Recent Press Releases ([Electronic Item 5.11](#))

1:45 – 2:45

6. **Workshop on Texas Department of Transportation Proposed Rules for Category 5 and Category 7**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 60

Presenters: Christie Gotti and Michael Morris, NCTCOG

Item Summary: Staff will brief the Regional Transportation Council (RTC) on Texas Department of Transportation (TxDOT's) proposed policy/rule change for Metropolitan Planning Organization (MPO) selected funding categories. Staff will present a range of options for RTC consideration. Approval by the RTC and comments submitted to TxDOT will occur next month.

Background: On September 11, 2023, TxDOT Headquarters staff briefed MPO partners statewide on its proposed policy to change allocation practices and limit carry over funding on certain MPO-selected categories, including Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Block Grant (STBG) Program, and Category 2 - Metro Corridor funding. The result of this proposal is that MPOs will only have access to a portion of carryover funds. After carryover funds reach a certain percentage, the amount over the limit will be reallocated to Districts in other nonattainment areas (in the case of CMAQ) or other Districts (in the case of STBG, but through the Category 2 funding program, and those funds would be selected by TxDOT Districts, not by MPOs). The same policy change proposal was presented at the September 28, 2023, Texas Transportation Commission (TTC) meeting, in which the TTC took action to send the proposed rule change through the public review and comment process. MPOs were not asked their opinion on the option but were told the schedule for rule change. Comments are due by November 13, 2023. Staff will brief the RTC on the discussion from the September 11, 2023, meeting, discuss transportation ramifications, and propose a policy response. [Electronic Item 6.1](#) contains a portion of the slideshow TxDOT provided at the September 11 meeting. [Electronic Item 6.2](#)



provides additional information on current RTC funding utilization.

Performance Measure(s) Addressed: Air Quality, Roadway

2:45 – 2:55

7. **Regional Transit Version 2.0: Planning for Year 2050**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) action to initiate a comprehensive transit study focused on advancing transportation authority city communication on common concerns, greater transportation authority collaboration between agencies and additional attention on expanding transit services to areas with transit needs, therefore, the consideration of Transit Version 2.0.

Background: It is being suggested that the RTC initiate a comprehensive transportation partnership initiative that addresses seven programs:

- More aggressive transit legislative program.
- Increased membership.
- Three agency collaboration between systems.
- Creating in-fill development.
- Transit Board teamwork.
- Transit fare rewards programs.
- Budget understanding.

[Electronic Item 7](#) contains the proposed action.

Performance Measure(s) Addressed: Administrative, Transit

2:55 – 3:05

8. **2023 Transportation Conformity and Mobility 2050**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 10

Presenters: Jenny Narvaez and Brendon Wheeler, NCTCOG

Item Summary: Staff will provide an overview of efforts on a 2023 Transportation Conformity analysis and development of the next Metropolitan Transportation Plan, Mobility 2050.

Background: On April 24, 2023, the Environmental Protection Agency (EPA) published a Notice of Adequacy for the 2020 Motor Vehicle Emissions Budgets for the purpose of transportation conformity, with an effective date of May 24, 2023. This adequacy determination requires transportation conformity to be performed within two years of the effective date. Staff will present draft emission results from the analysis. The current regional Metropolitan Transportation Plan (Mobility 2045 Update) was not updated for this analysis. Currently under development is a new multi-modal transportation plan, Mobility 2050. A draft timeline for this next plan will be highlighted. Additional information is provided in [Electronic Item 8](#).

Performance Measure(s) Addressed: Air Quality, Transit

9. **Progress Reports**

☐ Action      ☐ Possible Action      ☒ Information

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

- RTC Attendance ([Electronic Item 9.1](#))
- STTC Attendance and Minutes ([Electronic Item 9.2](#))

10. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
11. **Future Agenda Items:** This item provides an opportunity for members to bring items of future interest before the Council.
12. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm on November 9, 2023, in the Transportation Council Room.***

**MINUTES****REGIONAL TRANSPORTATION COUNCIL  
September 14, 2023**

The Regional Transportation Council (RTC) met on September 14, 2023, at 1:00 pm in the Transportation Council Room. The following members or representatives were present: Bruce Arfsten, Steve Babick, Adam Bazaldua, Gyna Bivens, Tandy Boroughs (representing Daniel Alemán Jr.), Roy Brooks (representing Gary Fickes), Joel Burns (representing Raj Narayanan), Ceason Clemens, Jorga Clemson (representing Ron Jensen), Dianne Costa, Michael Crain, Theresa Daniel, Andy Eads, Michael Evans, George Fuller, Raul Gonzalez, Barry Gordon, Lane Grayson, Clay Lewis Jenkins, Cara Mendelsohn, Ed Moore, John Muns, Tito Rodriguez (representing Jeff Davis), Jim Ross, David Salazar, Chris Schulmeister, Jeremy Tompkins, Oscar Trevino Jr., William Tsao, and Michele Wong Krause.

Others present at the meeting included: Vickie Alexander, Melissa Baker, Jay Barksdale, Natalie Bettger, Alberta Blair, Stephanie Boardingham, David Boski, Jack Carr, Molly Carroll, Angie Carson, Curt Cassidy, Jeff Coulter, Dawn Dalrymple, Clarence Daugherty, Bob Dubey, Chris Dyer, Jorquis Escalante, Andrew Fortune, Gypsy Gavia, Rebekah Gongora, Tom Hammons, Tony Hartzel, Irlenia Hermosillo, Amy Hodges, Ernest Huffman, Joel James, Zalhay Jayah, Amy Johnson, Dan Kessler, Gus Khankarli, Ken Kirkpatrick, Andy Kissig, Chris Klaus, Sonya Landrum, Dee Leggett, Eron Linn, Paul Luedtke, Stanford Lynch, Dillon Maroney, Kit Marshall, Bill Medina, Erin Moore, Michael Morris, Jeff Neal, Mark Nelson, Donald Parker, Brinton Payne, Michelle Peters, Greg Porter, Kelly Porter, James Powell, Ezra Pratt, Vercie Pruitt-Jenkins, BJ Putman, Maggie Quinn, Abbas Rastandeh, Zahqa Ricketts, Josh Rivers, Randy Skinner, Gary Slagel, Toni Stehling, Jonathan Toffer, Brian Wilson, Casey Wright, 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 Gyna Bivens asked if there were any public comments. No members of the public chose to speak at the meeting or provide written comments.
2. **Approval of August 10, 2023, Minutes:** The minutes of the August 10, 2023, meeting were approved as submitted in Electronic Item 2. Michael Crain (M); Theresa Daniel (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 3.1. **Transportation Paid Education Campaigns for Fiscal Year 2024:** Regional Transportation Council (RTC) approval was requested to recommend North Central Texas Council of Governments (NCTCOG) Executive Board approval of funding up to \$1,540,700 for Transportation Paid Education Campaigns that will initiate in Fiscal Year 2024. The NCTCOG Executive Board has been authorizing annual large-scale advertising purchase and placement initiatives for the Transportation Department. The education campaigns are for Public Involvement for multiple projects, the Congestion Management Program, Drive Aware North Texas, Look Out Texans, the Regional Smoking Vehicle Program (RSVP), Car Care Awareness, Local Air Quality Projects, the HOV 2+ Incentive Program (GoCarma), Air North Texas, and Clean Cities/National Drive Electric Week (NDEW). Flexible Funding for Public Involvement/Notifications is for possible unanticipated costs that may arise, such as specialized public meeting

series that may need notifications posted. Efforts will be funded by a combination of Surface Transportation Block Grant (STBG) Program funds, Transportation Planning Funds (TPF), Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds, Federal Transit Administration (FTA) funds, Environmental Protection Agency funds, Regional Transportation Council (RTC) Local funds, and RTC Transportation Development Credits (TDCs) in lieu of a cash match. Additional details were provided in Electronic Item 3.1.

3.2. **Application to the Environmental Protection Agency Diesel Emissions Reduction Act 2024 Program:**

Regional Transportation Council (RTC) approval was requested to open a Call for Partners to public and private fleets and submit an application to pursue funding from the Environmental Protection Agency (EPA) Diesel Emissions Reduction Act (DERA) Program. The DERA program will offer funding up to \$3 million per application from Region 6. The North Central Texas Council of Governments (NCTCOG) will apply on behalf of public agencies and private fleets in the Dallas-Fort Worth nonattainment region. Upon approval of RTC, staff will open a Call for Partners for private sector and public agency fleets with the intent to develop a public-private partnership proposal for submittal to EPA. The application packet is due to EPA by December 1, 2023. If approved, recipients will be funded through a rebate reimbursement. This initiative is an extension of clean vehicle efforts listed as Weight-of-Evidence in the current State Implementation Plan. Electronic Item 3.2 contained additional details.

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

4. **Orientation to Agenda/Director of Transportation Report:** Michael Morris expressed appreciation for the Texas Department of Transportation (TxDOT) for their strong support. He also highlighted the Denton County Transit study recommendations provided at [North Central Texas Council of Governments - Denton County Transit Study \(nctcog.org\)](https://www.nctcog.org/nctcog.org). NCTCOG staff has been in Eastern Dallas and Kaufman and Rockwall Counties to participate in public meetings on the Eastern Dallas, Kaufman, and Rockwall Counties Transit Study. More information on these meetings can be found at [Eastern Dallas, Kaufman, and Rockwall Counties Transit Study - PublicInput](https://www.easterndallas.com/EasternDallasKaufmanandRockwallCountiesTransitStudy-PublicInput). Michael noted that public comments on funding issues related to lane use indicator signage, street lighting, and entrance ramp metering signage received during the August Regional Transportation Council meeting have been discussed with TxDOT and progress is being made on these items. Comments regarding the Unified Transportation Program and other correspondence were provided in Electronic Item 4.1. The North Central Texas Council of Governments (NCTCOG) recently held a public meeting on Forest Hill Drive. An upcoming public meeting is scheduled for 6 pm, September 21, 2023, at the South Dallas Cultural Center to discuss a study of multimodal transportation links connecting Downtown Dallas through Deep Ellum to Fair Park. Details on the Fair Park public meeting and project are provided at [www.publicinput.com/fairparklinks](https://www.publicinput.com/fairparklinks). Electronic Item 4.2 contained correspondence transmitted to the Federal Transit Administration requesting to initiate the environmental review process for the Dallas-Fort Worth High-Speed Transportation Connections project. Regional Transportation Council (RTC) Policy 21-01 (Policy Support to Advance the Dallas-Fort Worth High-Speed Transportation Connections Study in Phase 2) and a presentation on high-speed rail from the February 2022 RTC meeting were distributed to members at the meeting. Michael also reminded RTC that high-speed rail would run from Houston to Dallas (with a connection to Dallas

Love Field), Dallas to the Entertainment District in Arlington (with a connection to Dallas Fort Worth International Airport), and on to Fort Worth. Adam Bazaldua, Councilmember, City of Dallas explained that some stakeholders in the City of Dallas have expressed concern regarding potential high-speed rail alignments and requested to “pump the brakes” before moving forward in order to further discuss the potential alignments so that the City of Dallas can fully support the alignment once it has to take action. Michael Morris noted that NCTCOG staff has met with representatives from the Dallas Convention Center as the City readies to unveil the new convention center. Staff have also met with Dallas County representatives concerning alignments that may impact its jails, and the Cities of Grand Prairie and Arlington and Downtown Fort Worth. Michael noted that the only concern he has received and discussed is how to avoid, mitigate or enhance the ability of developing a win-win situation. He added that most of the conversation regarding the alignment will occur during the environmental phase and staff would like to work with all parties in Dallas to reach consensus on how to best meet, avoid, mitigate or enhance their interests along the corridor. Councilmember Bazaldua noted that the City does not want to move too fast because there have been conversations about the number of alignments below grade and at-grade and starting the environmental phase could prohibit any necessary amendments. Michael explained that going into the environmental phase permits review of various options. He requested that any parties within the City of Dallas with concerns submit their names to staff to ensure that they are participating in the process. He added that “pumping the brakes” would require an action by the Regional Transportation Council since it took action in February 2022 instructing staff to get through the feasibility study and advance to the environmental process so that final alignment decisions could be made. If the City of Dallas would like to do anything other than to proceed into the environmental process, it would need to request that an item be placed on the RTC agenda for consideration. Councilmember Bazaldua asked to excuse his verbiage of “pumping the brakes” because his intent is not to stall the project but to make sure that it’s understood that some conversation is still needed. Cara Mendelsohn, Councilmember, City of Dallas also noted that the City of Dallas is investing billions of dollars into properties north of downtown Dallas and its Council is concerned about how those properties would be impacted by the rail project. She further expressed concern about funding if the project would need to be below grade. She noted that though the Regional Transportation Council is a regional committee, she hoped that there is acknowledgement that Dallas has been a good regional partner by supporting projects in other areas and there is no interest by the City to be harmed by high-speed rail. Councilmember Mendelsohn added that the item will be placed on the Dallas Transportation Committee agenda for discussion and requested that Michael attend and provide a briefing. Michael responded that he would be happy to attend if he does not have a prior commitment. Also, Michael noted that he had not previously heard of a subway section until the comments from Councilmembers Bazaldua and Mendelsohn during the meeting. The project is meeting the current high-speed rail station that is in the environmental stage coming from Houston to Dallas at 68 feet off the ground. Michael noted that he is not aware of any option that could get 68 feet off the ground and a subway section at any acceptable grade to high-speed rail. He added that he was not sure where the desire is coming from to have a subway section. Councilmember Mendelsohn responded that it is coming from the desire to not have a train bisect a piece of land in downtown Dallas. She further explained that everyone should understand that the project has a problem in Dallas if the concerns cannot be worked out. Michael said that it was the first time in six years that he has heard of a problem in Dallas, and he reiterated that a meeting should be scheduled as quickly as possible between NCTCOG staff and City of Dallas representatives to resolve all questions. Councilmember Mendelsohn noted that it would be a problem if the City

cannot find out how rail would intercept with downtown. Michael explained that he has to legally meet a 68 feet station in order to build high-speed rail to Houston. Councilmember Bazaldua added there is a lot of support for the project in Dallas but there seems to be a disconnect when it comes to the alignment. Michael asked if the City of Dallas would give him what they need to stay on course with the project. In regard to getting transportation projects to let, Michael reminded RTC members that it's crucial for them to remind their staff to get funded projects to construction as soon as possible. The remaining items under the Director's Report were not presented.

5. **2023 Reconnecting Communities and Neighborhoods Program:** Karla Windsor presented information on the Reconnecting Communities and Neighborhoods (RCN) Program and requested approval to apply for candidate projects. Applications are due to the United States Department of Transportation (USDOT) by September 28, 2023. FY23 combined the Notice of Funding Opportunity (NOFO) for the RCN. One application can get in two grant programs combined in RCN: Reconnecting Communities Pilot (RCP) and Neighborhood Access and Equity (NAE). Klyde Warren Park – Phase 2.0 was previously submitted to the RCP program. Under this program are three ways to access funds: grant # 1 - Capital Construction Grants through NAE and RCP giving out \$2.71 billion, grant # 2 - Community Planning Grants through NAE and RCP giving out \$185 million; and grant # 3 - Regional Partnerships Challenge Grant through NAE only giving out \$450 million but only three to five applications awarded. Staff highlighted the approval in August of the Multimodal Projects Discretionary Grant (MPDG) Program. Staff proposed to submit one application to pursue funding for four pedestrian caps: Klyde Warren Park (Phase 2), Southern Gateway (Phase 2), Interstate Highway 30 Farmers Market: Three Fingers, and McKinney State Highway 5 (SH 5). The menu of options invites the federal government to be a partner with the North Central Texas Council of Governments (NCTCOG). Within these options, there are suburban and urban; freeway and arterial; over and under; partial and complete; environmental justice and less so, and phased and new. The additional criteria for advancing a NAE grant is there is no minimum or maximum amounts, forty percent of the funds for the NAE program must be spent within Disadvantaged/Underserved Communities (\$1.02 billion), minimum 20 percent local match unless within a disadvantaged community, and strong focus on projects/transportation facilities that address barriers to community connectivity. The table with the specific funding amounts requested of the grant for each project was reviewed: McKinney SH5 requested \$15 million, for Klyde Warren Park – Phase 2.0 is \$20 million, for Southern Dallas Gateway is \$35 million, and for IH 30 Farmers Market: Three Fingers is \$25 million. As part of the application, the overall program has to have no more than 80 percent of federal funds and how the application is structured brings the federal total to 70 percent additional funds were needed: \$12.85 million Surface Transportation Block Grant (STBG) to be requested of RTC for McKinney SH 5, \$5 million Regional Toll Revenue (RTR) to be requested of RTC, \$7 million STBG committed by RTC (to be confirmed) for Southern Gateway 2.0, and \$6 million new Category 2 funds (NCTCOG) to be requested by Regional Transportation Council (RTC). The RCN Grant application submittal deadline is September 28, 2023, and endorsement from the NCTCOG Executive Board will be requested at the September 28, 2023, meeting. Electronic Item 5 contained more details.

A motion was made to approve submittal of the bundle of four pedestrian cap projects for funding consideration through the Reconnecting Communities & Neighborhoods (RCN) Program, allocation of \$19.85 million in Surface Transportation Block Grant funds, \$5 million in Regional Toll Revenue, and \$6 million in Category 2 funds to advance the projects, and to administratively amend Transportation Improvement Programs (TIP) and



Statewide TIP, as well as other planning and administrative documents to include the proposed project(s) if selected for an RCN Grant award. Cara Mendelsohn (M); Theresa Daniels (S). The motion passed unanimously.

6. **Metropolitan Transportation Plan Policy Bundle Round 5:** Amy Johnson briefed the Council on the Metropolitan Transportation Plan Policy Bundle and results from the Round 5 funding opportunity. The MTP is a blueprint for the region's transportation system that responds to the region's goals, guides expenditure of federal and state funds to recommend programs, policies, projects, and rewards qualifying entities with Transportation Development Credits (TDCs). Another round will be coming up in a few years in the 2025 timeframe. Amy described the steps of policy bundle process: 1) agencies approve the policies, 2) agencies apply online, 3) North Central Texas Council of Governments (NCTCOG) certifies applications, and 4) agencies use TDCs to offset local match funds. Resources and information are available at [www.nctcog.org/policybundle](http://www.nctcog.org/policybundle). There were seventeen applicants, with sixteen proposed awardees that totaled 26 million TDCs during Round 5. The remaining schedule includes the formal notification of awards in September or October. Additional details and the scoring matrix were provided in Electronic Item 6.1. Additional details were provided in Electronic Item 6.2. Amy requested approval of Transportation Development Credits (TDCs) to successful participants in the MTP Policy Bundle Round 5.

A motion was made to approve the distribution of 26,000,000 Transportation Development Credits to successful Policy Bundle applicants as detailed in Electronic Item 6.1. Ed Moore (M); Oscar Trevino Jr. (S). The motion passed unanimously.

7. **Strengthening Mobility and Revolutionizing Transportation Grant Program:**  
**Approval of North Central Texas Council of Governments Applications:** Ernest Huffman presented information on the Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program and staff's request to submit applications. In October 2022, staff briefed the Council on the Notice of Funding Opportunity (NOFO) under the SMART program. The purpose of the grant is to demonstrate projects using technology interventions to solve real-world challenges, build data, technology capacity, and expertise in the public sector for funding of up to \$100 million per year. The first year will have 30-50 planning grants with \$2 million as a maximum grant with no local match. In later years, there will be implementation grants of up to \$15 million. Ernest refreshed the Council with the status of the three projects from 2022: project 1 – North Texas Micro-Weather Infrastructure for Advanced Air Mobility pivoted to a 2023 submission with all Autonomous Vehicles as the focus and the City of Fort Worth as the applicant; project 2 – Flooded Roads Information System, NCTCOG to pursue another funding mechanism; and project 3 – Traffic Signal Technology and Deploying AI based Autonomous Traffic Management Systems (ATMS) Platforms, Texas Department of Transportation (TxDOT) pursuing via another mechanism. The 2023 proposed application submission on the North Texas Minimum Viable Unmanned Traffic Management Infrastructure is a feasibility study to determine the viability of a regional solution for minimum viable Unmanned Traffic Management (UTM) Infrastructure to integrate into Federal Aviation Administration (FAA) UTM key site locations regionwide. The grant award is for \$2 million with no local match. The benefits include regionally owned and managed infrastructure that is required for drone operations to scale up to efficient Beyond Visual Line of Sight (BVLOS) Services. The item will be presented at the Surface Transportation Technical Committee (STTC) meeting on September 22, 2023, and the Executive Board meeting on September 28, 2023. The application submittal deadline is October 10, 2023.

A motion was made to approve the submittal of North Texas Minimum Viable Unmanned Traffic Management Infrastructure for funding consideration through the FY23 Strengthening Mobility and Revolutionizing Transportation (SMART) Program for \$2 million, and to administratively amend the Transportation Improvement Program (TIP) and State Transportation Improvement Programs (STIP), as well as other planning and administrative documents, to include the project if selected for an FY23 SMART Grant award. Jim Ross (M); Adam Bazaldua (S). The motion passed unanimously.

8. **Regional Transit Version 2.0: Planning for Year 2050:** Michael Morris introduced Regional Transit Version 2.0, Planning for Year 2050. Michael met with selected transportation authority cities concerned that cities often take their local transit issues to the Texas Legislature, therefore bypassing opportunities closer to home for resolution. Staff recommended that the Regional Transportation Council (RTC) initiate a proposed comprehensive transit study focused on advancing transportation authority collaboration between agencies and additional attention on expanding transit services to areas with transit needs. Proposed goals of the program are to focus on future demographic growth and location, solve misunderstandings at home, and develop new partnerships based on new information and collaboration. Michael explained the general conditions in the transit authority/member city paradox. Seven work tasks and lead agencies were proposed: 1) a more aggressive transit legislative program (RTC), 2) increased membership (transit authorities), 3) three agency cost savings (transit authorities), 4) creation of in-fill development (cities), 5) transit board teamwork (cities within transit authorities), 6) transit fare rewards program (transit authorities), and 7) budget understanding (Paradox) (cities within transit authorities). The upcoming schedule includes action at the October 12, 2023, RTC meeting. The RTC will be requested to use around \$1 million in Regional Transportation Council Local funds to hire a consultant to address the seven work tasks described above. NCTCOG Executive Board will be asked to approve a consultant in November 2023 or January 2024. The final report is anticipated by January 2025. NCTCOG/transportation authority reports will be available and should lower consultant costs. Electronic Item 8.1 contained correspondence from cities following the meeting with the NCTCOG Transportation Director. Electronic Item 8.2 contained the draft white paper laying out the intent of the effort. Several members expressed support for the proposed study.
9. **North Texas Electric Vehicle Update:** Amy Hodges briefed the Council on the number of registered electric vehicles (EV) in Texas and North Texas and on upcoming EV-related programs and events. Dallas-Fort Worth Clean Cities (DFWCC) receives EV registration data from the Texas Department of Motor Vehicles for all vehicles, including battery-electric (BEV) and plug-in hybrid electric (PHEV) vehicles. Data is quality controlled and made available using visual analytic software (Microsoft Power BI) to identify regional needs, inform, educate local governments, utilities, and stakeholders, and support EV Infrastructure planning efforts. Texas EV registration data is available at [www.dfwcleancities.org/evsintexas](http://www.dfwcleancities.org/evsintexas) and North Texas EV registration data is available at: [www.dfwcleancities.org/evsinnorthtexas](http://www.dfwcleancities.org/evsinnorthtexas). There has been a 51 percent increase in EVs registered in Texas from August of 2022 to August 2023. Dallas-Fort Worth (DFW) has seen the most growth with a 57 percent increase. North Texas has about 80,000 EVs registered with 80 percent of EVs being battery electric and 20 percent are plug-in hybrid electric vehicles. Two-thirds of all EVs are Teslas. Collin, Dallas, and Tarrant counties have the highest number of EVs registered, but the Collin, Denton, and Kaufman counties have seen the most growth over the past year. There is an expectancy for more infrastructure due to federal investments. The National Electric Vehicle Infrastructure formula funding will provide the Texas Department of Transportation (TxDOT) \$408 million

to administer over five years to deploy EV charging throughout Texas via the [Texas EV Charging Plan](#). Phase 1 of the plan is to install DC fast charging in recommended study areas along designated corridors within one mile of an exit and for each station to include at least four Combined Charging System (CCS) and North American Charging Standard (NACS) DC fast charge connectors with a minimum of 150kW power output. The Phase 1 grant program is now open for applications. Phase 2 has two parallel approaches to build infrastructure, building a station in each county seat to ensure access in rural counties and working with Metropolitan Planning Organizations to build infrastructure in urbanized areas. TxDOT has an interactive map online where the public can nominate locations for an EV station. To help support all of the electrification efforts, Amy highlighted ~~one of the~~ programs by Oncor. Oncor's EVolution program is to ensure adequate infrastructure planning for fleets to maximize efficiency and profitability with no cost to participate, fleet managers and program partners can enroll at [EVOLUTION \(oncor.com\)](#). EVolution participants are eligible to participate in Oncor's EV charging study which provides up to \$25,000 for commercial fleets to work with Oncor on peak demand shifting and other energy efficiency objectives. Participants must have at least 5 EV chargers or at least 2 medium-heavy duty EVs and attend monthly meetings. Anyone interested in the charging study can contact [Joshua.Emeter@oncor.com](mailto:Joshua.Emeter@oncor.com) for more information. Finally, the 2023 Dallas-Fort Worth (DFW) National Drive Electric Week (NDEW) event is coming soon. NDEW is a national celebration to raise awareness of the benefits of EVs and will feature exhibitors, electric vehicle display, ride and drives, food, games, and more. The DFW National Drive Electric Week event is Sunday, October 1, 2023, 2-5 pm at Tanger Outlets, 15853 North Fwy, Fort Worth, TX 76177. To register and learn more, go to <https://www.dfwcleancities.org/ndew>. Electronic Item 9 provided more details.

10. **2023 Ozone Season Update:** Chris Klaus briefed the Council on the status of the 2023 ozone season including exceedance days, current design values, and future impacts facing the region. The Dallas-Fort Worth (DFW) nonattainment area is currently classified as "moderate" for the 2015 ozone standard with an attainment deadline in 2024 based on 2021, 2022, and 2023 monitor data. From a historical standpoint, 2016 had the lowest number of exceedance days that the region had recorded, with an increasing trend of annual exceedance days over the last 10 years. Preliminary monitor data indicates the area has failed to attain the 2015 standard and will likely be reclassified to "serious" in the future, referencing a current ozone design values of 81 parts per billion as compared to the standard to be at or below  $\leq 70$  ppb. Thus, an air quality plan revision is currently under development by the Texas Commission of Environmental Quality (TCEQ). Latest air chemistry modeling is significantly underpredicting emissions as compared to observed levels recorded at monitors in the region, suggesting computer modeling concerns. The state has suggested local assistance for additional emission reductions in order for computer models to show future ozone standard compliance. Chris highlighted many initiatives beneficial to DFW air quality, including the Regional Transportation Council (RTC's) \$150 million in 2024–2026 for RTC Management, Operations, Air Quality, and Safety Program. Electronic Item 10 included additional information. Theresa Daniel presented a Dallas County Resolution to Chris Klaus for "International Day of Clean Air for Blue Skies".
11. **2022 Transportation Safety Performance Report:** Sonya Landrum provided an update on items included in the 2022 North Central Texas Council of Governments (NCTCOG) Safety Program Performance Measures Report. The annual report provides performance on various safety programs, projects, and statistics such as regional crashes and fatality data, county-level crash rates, top ten contributing factors for regional crashes, Traffic Incident Management Training Program attendance statistics, and the regional Roadside

Assistance Patrol Program. The roadway safety performance targets are based on a five-year rolling average. The 2023 fatality target of 590.4 and fatality rate of 0.767 include a 3.4 percent reduction from the original trend line. The 2023 serious injury target of 3,711.5 and serious injury rate of 4.615 include a two percent reduction from the original trend line. The 12-county planning area experienced 125,530 total crashes in 2022, a 0.51 percent reduction from 2021. The region experienced 864 fatalities in 2022, down from the 921 fatalities in 2021. Speeding remained the number one contributing factor for serious injury and fatal crashes on limited access facilities. The contributing factor that saw the largest increase in 2022 was driver related factors, which includes distracted driving and other negative driver behavior. The region's Drive Aware North Texas campaign aims to reduce these types of negative behavior. The regional crash rate for 2022 was 69.33, a major decrease from 2021. Ms. Landrum briefly covered the attendance for the Traffic Incident Management Training Program. 3,559 students have attended the First Responders training, which is offered six times a year and 1,173 students have attended the Executive Level training, which is offered twice a year. The regional Roadside Assistance Patrol Program saw an increase in total assists recorded in 2022 with 144,371 combined assists. The Regional Roadway Safety Plan was approved by the RTC in March 2023. The six goals of the Plan include 1) eliminating fatal crashes by 2050, 2) prioritizing safety in the project selection process, 3) funding and implementing equitable projects, 4) fostering a culture of safety on area roadways, 5) identifying safety problems before they occur, and 6) working with first responders and traffic management professionals to improve quick clearance strategies. The safety plan's emphasis areas include speeding, distracted driving, impaired driving, intersection safety, bicyclist and pedestrian safety, roadway and lane departures, occupant protection, and motorcycles. Additional areas of concern include wrong-way driving, crashes occurring at night, younger drivers, and older road users (65+). The Plan is available at [www.nctcog.org/trans/quality/safety/transportation-safety/roadway-safety-plan](http://www.nctcog.org/trans/quality/safety/transportation-safety/roadway-safety-plan). The Statewide Texas Department of Transportation (TxDOT) and Metropolitan Planning Organization (MPO) Safety Task Force developed a five-year statewide safety proposal that includes recommendations and best practices to reduce highway crashes and fatalities. TxDOT has committed \$50,000 to each MPO across the state to support these safety efforts. The Friends of the Safety Committee, which includes both public and private sector agencies, will continue the work started by the Statewide Task Force. Anyone interested in joining the Friend of the Safety Committee should contact Sonya Landrum at [slandrum@nctcog.org](mailto:slandrum@nctcog.org) or Natalie Bettger at [nbettger@nctcog.org](mailto:nbettger@nctcog.org). The table presented in Electronic Item 11, identifies performance measures that TxDOT and MPOs will report on annually.

12. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 12.1 and Surface Transportation Technical Committee attendance in Electronic Item 12.2.
13. **Other Business (Old or New):** There was no discussion on this item.
14. **Future Agenda Items:** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for 1 pm, Thursday, October 12, 2023, in the Transportation Council Room of the North Central Texas Council of Governments.

The meeting adjourned at 2:32 p.m.

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

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

**TIP Code:** 11461      **Facility:** SH 289      **Location/Limits From:** AT INTERSECTION OF PLANO PARKWAY      **Modification #:** 2017-0004

**Implementing Agency:** PLANO

**County:** COLLIN      **CSJ:** 0091-05-053

**City:** PLANO      **Desc:** INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; INTERSECTION WILL BE NORMALIZED AND SOUTHERN SIGNAL WILL BE REMOVED

**Request:** REVISE LIMITS TO SH 289 FROM VENTURA DR TO 500 FEET WEST OF BURNHAM DRIVE AND ON PRESTON ROAD FROM ALLIANCE BLVD TO DEXTER DRIVE; REVISE SCOPE TO INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; RECONSTRUCT ALLIANCE BLVD INTERSECTION; ADD SIDEWALKS; INCREASE ENGINEERING FUNDING IN FY2015 AND DELAY TO FY2017; INCREASE CONSTRUCTION FUNDING IN FY2017

### CURRENTLY APPROVED:

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

### REVISION REQUESTED:

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



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



## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 53051.1	<b>Facility:</b> FM 551	<b>Location/Limits From:</b> SH 66	<b>Modification #:</b> 2023-0434
<b>Implementing Agency:</b> TXDOT-DALLAS		<b>Location/Limits To:</b> SH 276	
<b>County:</b> ROCKWALL	<b>CSJ:</b> 1016-01-032		
<b>City:</b> FATE	<b>Desc:</b>	SH 66 TO IH 30: RECONSTRUCT AND WIDEN 2 LANES TO 3 LANES; IH 30 TO SH 276: RECONSTRUCT AND WIDEN 2 LANES TO 4 LANES	
	<b>Request:</b>	ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	1016-01-032	SW PE:	\$0	\$1,966,470	\$0	\$0	\$0	\$1,966,470
2025	ROW	1016-01-032	SW ROW:	\$6,041,138	\$755,142	\$0	\$755,142	\$0	\$7,551,422
<b>Grand Total:</b>				<b>\$6,041,138</b>	<b>\$2,721,612</b>	<b>\$0</b>	<b>\$755,142</b>	<b>\$0</b>	<b>\$9,517,892</b>

<b>TIP Code:</b> 13065	<b>Facility:</b> IH 30	<b>Location/Limits From:</b> FM 2642	<b>Modification #:</b> 2023-0505
<b>Implementing Agency:</b> TXDOT-PARIS		<b>Location/Limits To:</b> FM 1570	
<b>County:</b> HUNT	<b>CSJ:</b> 0009-13-174		
<b>City:</b> VARIOUS	<b>Desc:</b>	WIDEN 4-LANE FREEWAY TO 6-LANE FREEWAY	
	<b>Request:</b>	ADD ROW PHASE TO FY2024 AND INCREASE CONSTRUCTION FUNDING; REVISE SCOPE TO RECONSTRUCT AND WIDEN 4 LANE TO 6 LANE FREEWAY AND 2/6 LANE CONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROAD; REVISE LIMITS TO IH 30 FROM FM 2642 TO MONTY STRATTON PARKWAY	

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	0009-13-174	Cat 12:	\$32,000,000	\$8,000,000	\$0	\$0	\$0	\$40,000,000
<b>Grand Total:</b>				<b>\$32,000,000</b>	<b>\$8,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$40,000,000</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ROW	0009-13-174	SW ROW:	\$0	\$746,400	\$0	\$0	\$0	\$746,400
2027	CON	0009-13-174	Cat 12:	\$76,862,094	\$19,215,524	\$0	\$0	\$0	\$96,077,618
<b>Grand Total:</b>				<b>\$76,862,094</b>	<b>\$19,961,924</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$96,824,018</b>

**Revisions since STTC Meeting:** REVISE REQUEST TO HIGHLIGHT LIMITS CHANGE.

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 53076	<b>Facility:</b> IH 30	<b>Location/Limits From:</b> TARRANT/PARKER COUNTY LINE	<b>Modification #:</b> 2023-0506
<b>Implementing Agency:</b> TXDOT-FORT WORTH		<b>Location/Limits To:</b> LINKCREST RD	
<b>County:</b> TARRANT	<b>CSJ:</b> 1068-01-238		
<b>City:</b> FORT WORTH	<b>Desc:</b>	INSTALLATION OF ITS FIBER OPTIC CABLE AND EQUIPMENT	
	<b>Request:</b>	ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
	<b>Comment:</b>	RELATED TO TIP 13061.1/CSJ 0008-03-133 AND TIP 13062/CSJ 1068-05-014	

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	CON	1068-01-238	Cat 1:	\$491,408	\$122,853	\$0	\$0	\$0	\$614,261
<b>Grand Total:</b>				<b>\$491,408</b>	<b>\$122,853</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$614,261</b>

<b>TIP Code:</b> 53074	<b>Facility:</b> US 81	<b>Location/Limits From:</b> WISE/TARRANT COUNTY LINE	<b>Modification #:</b> 2023-0507
<b>Implementing Agency:</b> TXDOT-FORT WORTH		<b>Location/Limits To:</b> AVONDALE HASLET ROAD	
<b>County:</b> TARRANT	<b>CSJ:</b> 0014-15-087		
<b>City:</b> FORT WORTH	<b>Desc:</b>	RECONSTRUCT 4 TO 4 LANE FREEWAY; CONSTRUCT/RECONSTRUCT/RESTRIPE 4 LANE 2 WAY DISCONTINUOUS TO 4 LANE 1 WAY CONTINUOUS FRONTAGE ROADS	
	<b>Request:</b>	ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
	<b>Comment:</b>	RELATED TO TIP 13063/CSJ 0014-15-078; CSJ 0014-15-076 IS THE SCHEMATIC CSJ FOR THE ULTIMATE PROJECT; CSJ 0014-15-087 IS AN INTERIM BREAKOUT PROJECT WITH THE ULTIMATE TO BE BUILT BY 2036	

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0014-15-087	SW PE:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2024	ROW	0014-15-087	SW ROW:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2024	UTIL	0014-15-087	SW ROW:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
<b>Grand Total:</b>				<b>\$4,800,000</b>	<b>\$1,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,000,000</b>

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 53069	<b>Facility:</b> US 81	<b>Location/Limits From:</b> N. OF RAMHORN HILL RD.	<b>Modification #:</b> 2023-0508
<b>Implementing Agency:</b> TXDOT-FORT WORTH		<b>Location/Limits To:</b> S. OF RAMHORN HILL RD.	
<b>County:</b> WISE	<b>CSJ:</b> 0013-08-131		
<b>City:</b> NEWARK	<b>Desc:</b>	RECONSTRUCT 4 TO 4 LANE FREEWAY AND GRADE SEPARATION; CONSTRUCT/RECONSTRUCT/RESTRIPE 4 LANE 2 WAY DISCONTINUOUS FRONTAGE ROAD TO 4 LANE 1 WAY CONTINUOUS FRONTAGE ROAD	
	<b>Request:</b>	ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0013-08-131	SW PE:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2024	ROW	0013-08-131	SW ROW:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2024	UTIL	0013-08-131	SW ROW:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
<b>Grand Total:</b>				<b><u>\$4,800,000</u></b>	<b><u>\$1,200,000</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$6,000,000</u></b>

**Revisions since STTC Meeting:** CHANGED TIP CODE TO 53069.

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 13061.2	<b>Facility:</b> IH 20	<b>Location/Limits From:</b> TARRANT/PARKER COUNTY LINE	<b>Modification #:</b> 2023-0509
<b>Implementing Agency:</b> TXDOT-FORT WORTH		<b>Location/Limits To:</b> MARKUM RANCH ROAD	
<b>County:</b> TARRANT	<b>CSJ:</b> 0008-16-044		
<b>City:</b> ALEDO	<b>Desc:</b> CONSTRUCT NEW IH 20 INTERCHANGE AT MINOR 1/BENTLEY ROAD (INCLUDING AUX LANES)		
	<b>Request:</b> INCREASE CONSTRUCTION FUNDING IN FY2023 TO MATCH LOW BID		
	<b>Comment:</b> REGIONAL 10 YEAR PLAN PROJECT; RELATED TO TIP 13061/CSJ 0008-03-094 AND TIP 13061.1/CSJ 0008-03-133		

### **CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0008-16-044	SW PE:	\$960,000	\$240,000	\$0	\$0	\$0	\$1,200,000
2023	ROW	0008-16-044	SW ROW:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2023	UTIL	0008-16-044	SW ROW:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2024	CON	0008-16-044	Cat 2M:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2024	CON	0008-16-044	Cat 4:	\$12,000,000	\$3,000,000	\$0	\$0	\$0	\$15,000,000
<b>Phase Subtotal:</b>				<b>\$16,000,000</b>	<b>\$4,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000,000</b>
<b>Grand Total:</b>				<b>\$17,400,000</b>	<b>\$4,350,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$21,750,000</b>

### **REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0008-16-044	SW PE:	\$960,000	\$240,000	\$0	\$0	\$0	\$1,200,000
2023	ROW	0008-16-044	SW ROW:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2023	UTIL	0008-16-044	SW ROW:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2023	CON	0008-16-044	Cat 2M:	\$5,500,000	\$1,375,000	\$0	\$0	\$0	\$6,875,000
2023	CON	0008-16-044	Cat 4:	\$15,712,307	\$3,928,077	\$0	\$0	\$0	\$19,640,384
<b>Phase Subtotal:</b>				<b>\$21,212,307</b>	<b>\$5,303,077</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$26,515,384</b>
<b>Grand Total:</b>				<b>\$22,612,307</b>	<b>\$5,653,077</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$28,265,384</b>

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 55294	<b>Facility:</b> IH 35W	<b>Location/Limits From:</b> S OF US 67	<b>Modification #:</b> 2023-0511
<b>Implementing Agency:</b> TXDOT-FORT WORTH	<b>Location/Limits To:</b> CR 401		
<b>County:</b> JOHNSON	<b>CSJ:</b> 0014-04-089		
<b>City:</b> ALVARADO	<b>Desc:</b> RECONSTRUCT AND WIDEN 4 TO 6 LANES WITH DISCONTINUOUS 2/4 LANE TO CONTINUOUS 2/6 LANE ONE WAY FRONTAGE ROADS AND CONSTRUCT SHARED USE PATH  <b>Request:</b> ADD ROW AND UTILITIES FUNDING IN FY2026; REVISE LIMITS TO IH 35W FROM S OF US 67 TO S OF CR 401; INCREASE ENGINEERING FUNDING  <b>Comment:</b> THIS CSJ IS A PART OF A LONGER MTP SEGMENT WITH FRONTAGE ROADS IMPLEMENTED BY 2026 IN ANOTHER SECTION; THIS SECTION IS 2/4 EXISTING		

### **CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0014-04-089	SW PE:	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$5,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000,000</b>

### **REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0014-04-089	SW PE:	\$8,800,000	\$2,200,000	\$0	\$0	\$0	\$11,000,000
2026	ROW	0014-04-089	SW ROW:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2026	UTIL	0014-04-089	SW ROW:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
<b>Grand Total:</b>				<b>\$12,000,000</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,000,000</b>

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 55241	<b>Facility:</b> IH 35W	<b>Location/Limits From:</b> FM 3391	<b>Modification #:</b> 2023-0512
<b>Implementing Agency:</b> TXDOT-FORT WORTH		<b>Location/Limits To:</b> SOUTH OF US 67	
<b>County:</b> JOHNSON	<b>CSJ:</b> 0014-03-098		
<b>City:</b> BURLESON	<b>Desc:</b>	RECONSTRUCT AND WIDEN 4 TO 6 LANES FROM FM 3391/E RENFRO STREET TO SOUTH OF US 67 WITH 2/4 DISCONTINUOUS ONE WAY FRONTAGE ROAD LANES TO 4/6 CONTINUOUS ONE WAY FRONTAGE ROAD LANES	
	<b>Request:</b>	REVISE SCOPE TO RECONSTRUCT AND WIDEN 4 TO 6 LANES WITH 2/4 DISCONTINUOUS ONE WAY FRONTAGE ROAD LANES TO 4/6 CONTINUOUS ONE WAY FRONTAGE ROAD LANES AND ADD SHARED USE PATH; REVISE LIMITS TO IH 35W FROM FM 3391/E RENFRO ST TO SOUTH OF US 67; ADD ROW AND UTILITIES FUNDING TO FY2025; ADVANCE ENGINEERING TO FY2019	

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0014-03-098	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
<b>Grand Total:</b>				<b>\$4,000,000</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000,000</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0014-03-098	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2025	ROW	0014-03-098	SW ROW:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
2025	UTIL	0014-03-098	SW ROW:	\$6,400,000	\$1,400,000	\$0	\$0	\$0	\$7,800,000
<b>Grand Total:</b>				<b>\$12,800,000</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,800,000</b>



## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 55301	<b>Facility:</b> IH 35W	<b>Location/Limits From:</b> SH 174	<b>Modification #:</b> 2023-0513
<b>Implementing Agency:</b> TXDOT-FORT WORTH	<b>Location/Limits To:</b> FM 3391/E RENFRO STREET		
<b>County:</b> JOHNSON	<b>CSJ:</b> 0014-03-106		
<b>City:</b> BURLESON	<b>Desc:</b> RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES WITH CONTINUOUS 4/6 TO 4/6 CONTINUOUS LANE ONE WAY FRONTAGE ROADS		
	<b>Request:</b> REVISE SCOPE TO RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES WITH 4/6 LANE CONTINUOUS TO 4/6 LANE CONTINUOUS LANE ONE WAY FRONTAGE ROADS & SHARED USE PATH; ADD ROW AND UTILITIES FUNDING TO FY2025; ADVANCE ENGINEERING FUNDING TO FY2018		

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0014-03-106	SW PE:	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$5,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0014-03-106	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2025	ROW	0014-03-106	SW ROW:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2025	UTIL	0014-03-106	SW ROW:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
<b>Grand Total:</b>				<b>\$7,200,000</b>	<b>\$1,800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,000,000</b>

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 55208	<b>Facility:</b> IH 35W	<b>Location/Limits From:</b> SOUTH OF ALTAMESA BLVD	<b>Modification #:</b> 2023-0514
<b>Implementing Agency:</b> TXDOT-FORT WORTH		<b>Location/Limits To:</b> SH 174	
<b>County:</b> TARRANT	<b>CSJ:</b> 0014-02-050		
<b>City:</b> FORT WORTH	<b>Desc:</b>	RECONSTRUCT AND WIDEN 6 TO 11 LANES FROM ALTAMESA BLVD TO EVERMAN PARKWAY AND RECONSTRUCT AND WIDEN 6 TO 10 LANES FROM EVERMAN PARKWAY TO SH 174 WITH CONTINUOUS 4/6 TO CONTINUOUS 4/8 LANE ONE WAY FRONTAGE ROADS	
	<b>Request:</b>	REVISE SCOPE TO RECONSTRUCT & WIDEN 6 TO 11 LANES FROM ALTAMESA BLVD TO EVERMAN PKWY, & RECONSTRUCT & WIDEN 6 TO 10 LANES FROM EVERMAN PKWY TO SH 174 WITH 4/6 LANE CONTINUOUS TO 4/8 LANE CONTINUOUS ONE WAY FR & CONSTRUCT 2 LANE NB CD, S OF FM 1187, & SHARED USE PATH; REDUCE FUNDING FOR ENGINEERING AND DELAY TO FY2025; REDUCE FUNDING FOR ROW AND UTILITIES AND DELAY TO FY2025	

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0014-02-050	SW PE:	\$40,000,000	\$10,000,000	\$0	\$0	\$0	\$50,000,000
2024	ROW	0014-02-050	SW ROW:	\$38,560,000	\$9,640,000	\$0	\$0	\$0	\$48,200,000
2024	UTIL	0014-02-050	SW ROW:	\$28,000,000	\$7,000,000	\$0	\$0	\$0	\$35,000,000
<b>Grand Total:</b>				<b>\$106,560,000</b>	<b>\$26,640,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$133,200,000</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0014-02-050	SW PE:	\$29,600,000	\$7,400,000	\$0	\$0	\$0	\$37,000,000
2025	ROW	0014-02-050	SW ROW:	\$13,600,000	\$3,400,000	\$0	\$0	\$0	\$17,000,000
2025	UTIL	0014-02-050	SW ROW:	\$15,200,000	\$3,800,000	\$0	\$0	\$0	\$19,000,000
<b>Grand Total:</b>				<b>\$58,400,000</b>	<b>\$14,600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$73,000,000</b>

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 55255	<b>Facility:</b> IH 35W	<b>Location/Limits From:</b> IH 20	<b>Modification #:</b> 2023-0515
<b>Implementing Agency:</b> TXDOT-FORT WORTH	<b>Location/Limits To:</b> SOUTH OF ALTAMESA BLVD		
<b>County:</b> TARRANT	<b>CSJ:</b> 0014-16-285		
<b>City:</b> FORT WORTH	<b>Desc:</b> RECONSTRUCT AND WIDEN 6 TO 11 LANES WITH 4/6 CONTINUOUS TO 4/6 CONTINUOUS LANE FRONTAGE ROADS		
	<b>Request:</b> REVISE SCOPE TO RECONSTRUCT AND WIDEN 6 TO 11 LANES WITH 4/6 LANE CONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS WITH SHARED USE PATH; ADVANCE UTILITIES TO FY2025 AND DELAY ENGINEERING TO FY2025; DECREASE ROW AND UTILITIES FUNDING		

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0014-16-285	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2025	ROW	0014-16-285	SW ROW:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2027	UTIL	0014-16-285	SW ROW:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
<b>Grand Total:</b>				<b>\$20,000,000</b>	<b>\$5,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000,000</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0014-16-285	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2025	ROW	0014-16-285	SW ROW:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
2025	UTIL	0014-16-285	SW ROW:	\$1,704,000	\$426,000	\$0	\$0	\$0	\$2,130,000
<b>Grand Total:</b>				<b>\$8,104,000</b>	<b>\$2,026,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,130,000</b>

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 16005	<b>Facility:</b> VA	<b>Location/Limits From:</b> SOUTHWEST AIRLINES SURFACE TRANSPORTATION PLANNING STUDY; STEMMONS FREEWAY	<b>Modification #:</b> 2023-0525
<b>Implementing Agency:</b> NCTCOG	<b>Location/Limits To:</b> TO DALLAS NORTH TOLLWAY		
<b>County:</b> VARIOUS	<b>CSJ:</b> 0918-00-424		
<b>City:</b> VARIOUS	<b>Desc:</b> STUDY TO EVALUATE IMPROVEMENTS TO EXISTING ROADWAY AND TRANSIT OPTIONS TO MAXIMIZE ACCESSIBILITY TO LOVE FIELD AIRPORT NOW AND IN THE FUTURE		
	<b>Request:</b> REVISE LIMITS TO LOVE FIELD SURFACE TRANSPORTATION PLANNING STUDY (MOCKINGBIRD) FROM SH 183 TO DALLAS NORTH TOLLWAY AND FROM STEMMONS FREEWAY TO MOCKINGBIRD LANE; ADVANCE IMPLEMENTATION TO FY2024; REMOVE STBG AND TDCS AND ADD RTR 121-DA1 FUNDING; PROJECT GROUPED UNDER CSJ 5000-00-950		
	<b>Comment:</b> REMOVING 15,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS; PROJECT GROUPED UNDER CSJ 5000-00-950		

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	IMP	0918-00-424	Cat 3 - TDC (MPO):	\$0	\$0	\$15,000	\$0	\$0	\$0
2025	IMP	0918-00-424	STBG:	\$75,000	\$0	\$0	\$0	\$0	\$75,000
<b>Phase Subtotal:</b>				<b>\$75,000</b>	<b>\$0</b>	<b>\$15,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$75,000</b>
<b>Grand Total:</b>				<b>\$75,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$75,000</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	IMP	0918-00-424	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$500,000	\$0	\$0	\$500,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>

**Revisions since STTC Meeting:** REVISE REQUEST TO NOTE THAT THIS IS A GROUPED PROJECT.

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 81140	<b>Facility:</b> SH 360	<b>Location/Limits From:</b> US 287	<b>Modification #:</b> 2023-0531
<b>Implementing Agency:</b> NTTA		<b>Location/Limits To:</b> US 67	
<b>County:</b> ELLIS	<b>CSJ:</b> 0000-02-009		
<b>City:</b> MIDLOTHIAN	<b>Desc:</b>	CONSTRUCT 0 TO 4 LANE CONTINUOUS FRONTAGE ROADS (INTERIM)	
	<b>Request:</b>	ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
	<b>Comment:</b>	LOCAL CONTRIBUTION PAID BY NTTA	

### STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>	<b>\$4,000,000</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	0000-02-009	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>

**Revisions since STTC Meeting:** REVISE SCOPE FROM "CONSTRUCT 0 TO 6 LANE TOLLWAY WITH 4 TO 4/6 LANE CONTINUOUS FRONTAGE ROADS (ULTIMATE)" TO "CONSTRUCT 0 TO 4 LANE CONTINUOUS FRONTAGE ROADS (INTERIM)." ADD CSJ 0000-02-009.

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 13054	<b>Facility:</b> IH 20	<b>Location/Limits From:</b> FM 2552	<b>Modification #:</b> 2023-0533
<b>Implementing Agency:</b> TXDOT-FORT WORTH	<b>Location/Limits To:</b> BANKHEAD HIGHWAY		
<b>County:</b> PARKER	<b>CSJ:</b> 0314-07-061		
<b>City:</b> WEATHERFORD	<b>Desc:</b> CONSTRUCT 0 TO 4/6 WESTBOUND AND EASTBOUND FRONTAGE ROADS AND U-TURN BRIDGES		
	<b>Request:</b> REVISE SCOPE TO CONSTRUCT 0 TO 4/6 LANE CONTINUOUS FRONTAGE ROAD		
	<b>Comment:</b> REGIONAL 10 YEAR PLAN PROJECT		

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0314-07-061	SBPE:	\$1,200,000	\$300,000	\$0	\$0	\$0	\$1,500,000
2025	UTIL	0314-07-061	SW ROW:	\$600,000	\$150,000	\$0	\$0	\$0	\$750,000
2029	CON	0314-07-061	Cat 12:	\$24,800,000	\$6,200,000	\$0	\$0	\$0	\$31,000,000
2029	CON	0314-07-061	Cat 4:	\$36,800,000	\$9,200,000	\$0	\$0	\$0	\$46,000,000
<b>Phase Subtotal:</b>				<b>\$61,600,000</b>	<b>\$15,400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$77,000,000</b>
<b>Grand Total:</b>				<b>\$63,400,000</b>	<b>\$15,850,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$79,250,000</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0314-07-061	SBPE:	\$1,200,000	\$300,000	\$0	\$0	\$0	\$1,500,000
2025	UTIL	0314-07-061	SW ROW:	\$600,000	\$150,000	\$0	\$0	\$0	\$750,000
2029	CON	0314-07-061	Cat 12:	\$24,800,000	\$6,200,000	\$0	\$0	\$0	\$31,000,000
2029	CON	0314-07-061	Cat 4:	\$36,800,000	\$9,200,000	\$0	\$0	\$0	\$46,000,000
<b>Phase Subtotal:</b>				<b>\$61,600,000</b>	<b>\$15,400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$77,000,000</b>
<b>Grand Total:</b>				<b>\$63,400,000</b>	<b>\$15,850,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$79,250,000</b>



## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 25107.1	<b>Facility:</b> VA	<b>Location/Limits From:</b> ON FIVE MILE CREEK TRAIL FROM RUGGED DRIVE	<b>Modification #:</b> 2023-0535
<b>Implementing Agency:</b> DALLAS		<b>Location/Limits To:</b> LOOP TRAIL AT SIMPSON STUART	
<b>County:</b> DALLAS	<b>CSJ:</b> 0000-02-012		
<b>City:</b> DALLAS	<b>Desc:</b>	PLANNING, ENVIRONMENTAL, AND ENGINEERING FOR MULTI-USE PATHS AND TRAILS	
	<b>Request:</b>	ADD PROJECT TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
	<b>Comment:</b>	CITY TO CONTRACT DIRECTLY WITH FHWA FOR FY2023 RAISE GRANT WITHOUT TXDOT OVERSIGHT	

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0000-02-012	Cat 10 - RAISE Grant:	\$6,436,263	\$0	\$0	\$1,609,066	\$0	\$8,045,329
<b>Grand Total:</b>				<b>\$6,436,263</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,609,066</b>	<b>\$0</b>	<b>\$8,045,329</b>

<b>TIP Code:</b> 14015.1	<b>Facility:</b> CS	<b>Location/Limits From:</b> HARRY HINES BLVD AT MOCKINGBIRD LANE	<b>Modification #:</b> 2023-0536
<b>Implementing Agency:</b> DALLAS			
<b>County:</b> DALLAS	<b>CSJ:</b> 0918-47-484		
<b>City:</b> DALLAS	<b>Desc:</b>	RECONSTRUCT INTERSECTION	
	<b>Request:</b>	ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
	<b>Comment:</b>	600,000 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 5 TDCS	

### STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$600,000	\$0	\$0	\$0
2024	ENG	N/A	STBG:	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000
<b>Phase Subtotal:</b>				<b>\$3,000,000</b>	<b>\$0</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>
<b>Grand Total:</b>				<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0918-47-484	Cat 3 - TDC (MPO):	\$0	\$0	\$600,000	\$0	\$0	\$0
2024	ENG	0918-47-484	STBG:	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000
<b>Phase Subtotal:</b>				<b>\$3,000,000</b>	<b>\$0</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>
<b>Grand Total:</b>				<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>

**Revisions since STTC Meeting:** ADD CSJ 0918-47-484.

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 53072	<b>Facility:</b> FM 917	<b>Location/Limits From:</b> IH 35W	<b>Modification #:</b> 2023-0542
<b>Implementing Agency:</b> TXDOT-FORT WORTH	<b>Location/Limits To:</b> NORTH OF CR 515		
<b>County:</b> TARRANT	<b>CSJ:</b> 1181-04-047		
<b>City:</b> VARIOUS	<b>Desc:</b> REALIGN & WIDEN ROADWAY 2 TO 4 LANE DIVIDED (ULTIMATE 6 LANES)		
	<b>Request:</b> ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	1181-04-047	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2025	ROW	1181-04-047	SW ROW:	\$6,400,000	\$1,600,000	\$0	\$0	\$0	\$8,000,000
<b>Grand Total:</b>				<b>\$10,400,000</b>	<b>\$2,600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,000,000</b>

**Revisions since STTC Meeting:** REVISE SCOPE FROM "REALIGN & WIDEN ROADWAY 2 TO 4 LANE DIVIDED" TO "REALIGN & WIDEN ROADWAY 2 TO 4 LANE DIVIDED (ULTIMATE 6 LANES)."

<b>TIP Code:</b> 21019	<b>Facility:</b> US 377	<b>Location/Limits From:</b> AT RM 2871	<b>Modification #:</b> 2023-0543
<b>Implementing Agency:</b> TXDOT-FORT WORTH			
<b>County:</b> TARRANT	<b>CSJ:</b> 0080-07-099		
<b>City:</b> BENBROOK	<b>Desc:</b> INTERSECTION IMPROVEMENTS INCLUDING CONSTRUCTION OF NEW DUAL LEFT TURN LANES AND RECONSTRUCTION OF RIGHT TURN LANE ON EB RM 2871, AND TRAFFIC SIGNAL IMPROVEMENTS TO ACCOMMODATE THE ADDITIONAL TURN LANES		
	<b>Request:</b> DELAY CONSTRUCTION TO FY2027; ADD ENGINEERING AND ROW TO FY2024		
	<b>Comment:</b> REGIONAL 10 YEAR PLAN PROJECT; PART OF SE CONNECTOR CAT 2/STBG EXCHANGE		

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	CON	0080-07-099	Cat 2M:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
<b>Grand Total:</b>				<b>\$4,000,000</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000,000</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0080-07-099	SW PE:	\$204,546	\$51,136	\$0	\$0	\$0	\$255,682
2024	ROW	0080-07-099	SW ROW:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2027	CON	0080-07-099	Cat 2M:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
<b>Grand Total:</b>				<b>\$5,004,546</b>	<b>\$1,251,136</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,255,682</b>

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 11898.5	<b>Facility:</b> CS	<b>Location/Limits From:</b> ON AVONDALE-HASLET ROAD	<b>Modification #:</b> 2023-0551
<b>Implementing Agency:</b> TXDOT-FORT WORTH		<b>Location/Limits To:</b> AT BNSF RAIL LINE	
<b>County:</b> TARRANT	<b>CSJ:</b> 0902-90-267, 0902-90-268		
<b>City:</b> HASLET	<b>Desc:</b> CONSTRUCT GRADE SEPARATION		
	<b>Request:</b> ADD UTILITIES AND DELAY ENGINEERING TO FY2024		
	<b>Comment:</b> RELATED TO TIP 11898.5/CSJ 0902-90-268 AND TIP 11898.5/CSJ 0902-90-267; 1,860,000 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 5 TDCS		

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0902-90-268	Cat 3 - TDC (MPO):	\$0	\$0	\$200,000	\$0	\$0	\$0
2023	ENG	0902-90-268	STBG:	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
<b>Phase Subtotal:</b>				<b>\$1,000,000</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>
2027	CON	0902-90-267	STBG:	\$6,000,000	\$0	\$0	\$1,500,000	\$0	\$7,500,000
2027	CON	0902-90-268	Cat 3 - TDC (MPO):	\$0	\$0	\$1,500,000	\$0	\$0	\$0
2027	CON	0902-90-268	STBG:	\$7,500,000	\$0	\$0	\$0	\$0	\$7,500,000
<b>Phase Subtotal:</b>				<b>\$13,500,000</b>	<b>\$0</b>	<b>\$1,500,000</b>	<b>\$1,500,000</b>	<b>\$0</b>	<b>\$15,000,000</b>
<b>Grand Total:</b>				<b>\$14,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500,000</b>	<b>\$0</b>	<b>\$16,000,000</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0902-90-267	SW PE:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2024	ENG	0902-90-268	Cat 3 - TDC (MPO):	\$0	\$0	\$200,000	\$0	\$0	\$0
2024	ENG	0902-90-268	STBG:	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
<b>Phase Subtotal:</b>				<b>\$1,800,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>
2024	UTIL	0902-90-267	SW ROW:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2024	UTIL	0902-90-268	SW ROW:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
<b>Phase Subtotal:</b>				<b>\$1,600,000</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>
2027	CON	0902-90-267	STBG:	\$6,000,000	\$0	\$0	\$1,500,000	\$0	\$7,500,000
2027	CON	0902-90-268	Cat 3 - TDC (MPO):	\$0	\$0	\$1,500,000	\$0	\$0	\$0
2027	CON	0902-90-268	STBG:	\$7,500,000	\$0	\$0	\$0	\$0	\$7,500,000
<b>Phase Subtotal:</b>				<b>\$13,500,000</b>	<b>\$0</b>	<b>\$1,500,000</b>	<b>\$1,500,000</b>	<b>\$0</b>	<b>\$15,000,000</b>
<b>Grand Total:</b>				<b>\$16,900,000</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$1,500,000</b>	<b>\$0</b>	<b>\$19,000,000</b>

**Revisions since STTC Meeting:** REVISE REQUEST TO NOTE ENGINEERING IS BEING DELAYED TO FY2024.

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 13037	<b>Facility:</b> SH 199	<b>Location/Limits From:</b> ROBERTS CUTOFF	<b>Modification #:</b> 2023-0553
<b>Implementing Agency:</b> TXDOT-FORT WORTH		<b>Location/Limits To:</b> WEST FORK OF TRINITY RIVER	
<b>County:</b> TARRANT	<b>CSJ:</b> 0171-05-094		
<b>City:</b> VARIOUS	<b>Desc:</b> RECONSTRUCT AND WIDEN 4 TO 6 LANE DIVIDED URBAN		
	<b>Request:</b> REVISE LIMITS TO NORTH OF WEST FORK OF TRINITY RIVER TO SOUTH OF IH 820		
	<b>Comment:</b> REGIONAL 10-YEAR PLAN PROJECT		

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0171-05-094	SW PE:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2024	ROW	0171-05-094	SW ROW:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2024	UTIL	0171-05-094	SW ROW:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2026	CON	0171-05-094	Cat 2M:	\$54,929,212	\$13,732,303	\$0	\$0	\$0	\$68,661,515
<b>Grand Total:</b>				<b>\$63,729,212</b>	<b>\$15,932,303</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$79,661,515</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0171-05-094	SW PE:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2024	ROW	0171-05-094	SW ROW:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2024	UTIL	0171-05-094	SW ROW:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2026	CON	0171-05-094	Cat 2M:	\$54,929,212	\$13,732,303	\$0	\$0	\$0	\$68,661,515
<b>Grand Total:</b>				<b>\$66,129,212</b>	<b>\$16,532,303</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$82,661,515</b>

# PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 21024	<b>Facility:</b> FM 156	<b>Location/Limits From:</b> AT INDUSTRIAL BLVD	<b>Modification #:</b> 2023-0554
<b>Implementing Agency:</b> TXDOT-FORT WORTH			
<b>County:</b> TARRANT	<b>CSJ:</b> 0718-02-076		
<b>City:</b> VARIOUS	<b>Desc:</b>	CONSTRUCT INTERSECTION IMPROVEMENTS, INCLUDING LEFT AND RIGHT TURN LANES, AND SIDEWALKS	
	<b>Request:</b>	ADD CMAQ FUNDING FOR CONSTRUCTION AND DELAY TO FY2026; ADVANCE ROW AND UTIL TO FY2023	
	<b>Comment:</b>	REGIONAL 10 YEAR PLAN PROJECT; CITY OF SAGINAW TO PAY LOCAL CONTRIBUTION FOR ROW & UTIL; CONSTRUCTION COST INCLUDES 3 YEARS OF INFLATION AT 4% PER YEAR; PART OF 2022 SE CONNECTOR CATEGORY 2/STBG EXCHANGE	

## CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0718-02-076	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$299,108	\$299,108
2025	ROW	0718-02-076	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$139,820	\$139,820
2025	UTIL	0718-02-076	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$110,000	\$110,000
2025	CON	0718-02-076	Cat 2M:	\$2,691,650	\$672,913	\$0	\$0	\$0	\$3,364,563
<b>Grand Total:</b>				<b>\$2,691,650</b>	<b>\$672,913</b>	<b>\$0</b>	<b>\$0</b>	<b>\$548,928</b>	<b>\$3,913,491</b>

## STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0718-02-076	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$299,108	\$299,108
2023	ROW	0718-02-076	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$139,820	\$139,820
2023	UTIL	0718-02-076	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$110,000	\$110,000
2026	CON	0718-02-076	Cat 2M:	\$2,691,650	\$672,913	\$0	\$0	\$0	\$3,364,563
2026	CON	0718-02-076	STBG:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
<b>Phase Subtotal:</b>				<b>\$5,091,650</b>	<b>\$1,272,913</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,364,563</b>
<b>Grand Total:</b>				<b>\$5,091,650</b>	<b>\$1,272,913</b>	<b>\$0</b>	<b>\$0</b>	<b>\$548,928</b>	<b>\$6,913,491</b>

## REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0718-02-076	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$299,108	\$299,108
2023	ROW	0718-02-076	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$139,820	\$139,820
2023	UTIL	0718-02-076	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$110,000	\$110,000
2026	CON	0718-02-076	Cat 2M:	\$2,691,650	\$672,913	\$0	\$0	\$0	\$3,364,563
2026	CON	0718-02-076	Cat 5:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
<b>Phase Subtotal:</b>				<b>\$5,091,650</b>	<b>\$1,272,913</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,364,563</b>
<b>Grand Total:</b>				<b>\$5,091,650</b>	<b>\$1,272,913</b>	<b>\$0</b>	<b>\$0</b>	<b>\$548,928</b>	<b>\$6,913,491</b>

Revisions since STTC Meeting: CHANGE CONSTRUCTION FUNDING FROM STBG TO CMAQ DUE TO FINANCIAL CONSTRAINTS.

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 53071	<b>Facility:</b> RM 2871	<b>Location/Limits From:</b> IH 30	<b>Modification #:</b> 2023-0555
<b>Implementing Agency:</b> TXDOT-FORT WORTH		<b>Location/Limits To:</b> US 377	
<b>County:</b> TARRANT	<b>CSJ:</b> 2855-01-022		
<b>City:</b> VARIOUS	<b>Desc:</b> RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE URBAN DIVIDED		
	<b>Request:</b> ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	2855-01-022	SW PE:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2026	ROW	2855-01-022	SW ROW:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
<b>Grand Total:</b>				<b>\$2,400,000</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>

<b>TIP Code:</b> 25096	<b>Facility:</b> CS	<b>Location/Limits From:</b> ON AT&T WAY FROM SH 180/DIVISION ST	<b>Modification #:</b> 2023-0560
<b>Implementing Agency:</b> ARLINGTON		<b>Location/Limits To:</b> ABRAM ST	
<b>County:</b> TARRANT	<b>CSJ:</b> 0902-90-265		
<b>City:</b> ARLINGTON	<b>Desc:</b> CONSTRUCT 0 TO 6 LANE EXTENSION OF AT&T WAY, INCLUDING A GRADE SEPARATION AT THE UNION PACIFIC MAIN LINE		
	<b>Request:</b> REVISE SCOPE TO CONDUCT A FEASIBILITY STUDY OF THE EXTENSION OF AT&T WAY TO ABRAM ST (0 TO 6 LANES), INCLUDING A GRADE SEPARATION ACROSS THE UNION PACIFIC MAIN LINE AND A CREEK CROSSING; DELAY ENGINEERING TO FY2024		

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0902-90-265	STBG:	\$3,000,000	\$0	\$0	\$750,000	\$0	\$3,750,000
<b>Grand Total:</b>				<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$750,000</b>	<b>\$0</b>	<b>\$3,750,000</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0902-90-265	STBG:	\$3,000,000	\$0	\$0	\$750,000	\$0	\$3,750,000
<b>Grand Total:</b>				<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$750,000</b>	<b>\$0</b>	<b>\$3,750,000</b>

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 21093.2	<b>Facility:</b> IH 20	<b>Location/Limits From:</b> US 180	<b>Modification #:</b> 2023-0562
<b>Implementing Agency:</b> TXDOT-FORT WORTH		<b>Location/Limits To:</b> SS 312	
<b>County:</b> PARKER	<b>CSJ:</b> 0314-07-079		
<b>City:</b> VARIOUS	<b>Desc:</b>	RECONSTRUCT AND WIDEN FROM 4 TO 6 GENERAL PURPOSE LANES AND 2/6 DISCONTINUOUS TO 4/6 CONTINUOUS FRONTAGE ROADS	
	<b>Request:</b>	REVISE LIMITS AS IH 20 FROM SS 312 TO SH 171 AND DELAY CONSTRUCTION TO FY2040; REVISE SCOPE TO RECONSTRUCT AND WIDEN FROM 4 TO 6 GENERAL PURPOSE LANES AND 2/6 DISCONTINUOUS LANE TO 4/6 CONTINUOUS LANE FRONTAGE ROADS; DECREASE CONSTRUCTION FUNDING AND MOVE TO TIP 21093.2/CSJ 0314-07-083	

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0314-07-079	SW PE:	\$3,200,000	\$800,000	\$0	\$0	\$0	\$4,000,000
2035	CON	0314-07-079	STBG:	\$3,200,000	\$800,000	\$0	\$0	\$0	\$4,000,000
<b>Grand Total:</b>				<b>\$6,400,000</b>	<b>\$1,600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,000,000</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0314-07-079	SW PE:	\$3,200,000	\$800,000	\$0	\$0	\$0	\$4,000,000
2040	CON	0314-07-079	STBG:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
<b>Grand Total:</b>				<b>\$4,800,000</b>	<b>\$1,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,000,000</b>

<b>TIP Code:</b> 14082	<b>Facility:</b> CS	<b>Location/Limits From:</b> BROADWAY AVE FROM US 377	<b>Modification #:</b> 2023-0564
<b>Implementing Agency:</b> HALTOM CITY		<b>Location/Limits To:</b> SH 26	
<b>County:</b> TARRANT	<b>CSJ:</b> 0902-90-164, 0902-90-302		
<b>City:</b> HALTOM CITY	<b>Desc:</b>	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS	
	<b>Request:</b>	REVISE SCOPE RECONSTRUCT AND ADD TURN LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS	
	<b>Comment:</b>	1,359,833 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 TDCS; RELATED TO 0902-90-302; CMAQ FOR TURN LANES, INTERSECTION, SIDEWALK, AND SIGNAL IMPROVEMENTS	

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$144,838	\$0	\$0	\$0
2023	ENG	0902-90-164	STBG:	\$724,190	\$0	\$0	\$0	\$0	\$724,190
<b>Phase Subtotal:</b>				<b>\$724,190</b>	<b>\$0</b>	<b>\$144,838</b>	<b>\$0</b>	<b>\$0</b>	<b>\$724,190</b>
2026	ROW	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$8,500	\$0	\$0	\$0
2026	ROW	0902-90-164	STBG:	\$42,500	\$0	\$0	\$0	\$0	\$42,500
<b>Phase Subtotal:</b>				<b>\$42,500</b>	<b>\$0</b>	<b>\$8,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$42,500</b>
2026	UTIL	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$412,107	\$0	\$0	\$0
2026	UTIL	0902-90-164	STBG:	\$2,060,534	\$0	\$0	\$0	\$0	\$2,060,534
<b>Phase Subtotal:</b>				<b>\$2,060,534</b>	<b>\$0</b>	<b>\$412,107</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,060,534</b>
2027	CON	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$697,694	\$0	\$0	\$0
2027	CON	0902-90-164	STBG:	\$3,488,470	\$0	\$0	\$0	\$0	\$3,488,470
2027	CON	0902-90-302	Cat 3 - TDC (MPO):	\$0	\$0	\$96,694	\$0	\$0	\$0
2027	CON	0902-90-302	Cat 5:	\$483,472	\$0	\$0	\$0	\$0	\$483,472
<b>Phase Subtotal:</b>				<b>\$3,971,942</b>	<b>\$0</b>	<b>\$794,388</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,971,942</b>
<b>Grand Total:</b>				<b>\$6,799,166</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,799,166</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$144,838	\$0	\$0	\$0
2023	ENG	0902-90-164	STBG:	\$724,190	\$0	\$0	\$0	\$0	\$724,190
<b>Phase Subtotal:</b>				<b>\$724,190</b>	<b>\$0</b>	<b>\$144,838</b>	<b>\$0</b>	<b>\$0</b>	<b>\$724,190</b>
2026	ROW	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$8,500	\$0	\$0	\$0
2026	ROW	0902-90-164	STBG:	\$42,500	\$0	\$0	\$0	\$0	\$42,500
<b>Phase Subtotal:</b>				<b>\$42,500</b>	<b>\$0</b>	<b>\$8,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$42,500</b>
2026	UTIL	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$412,107	\$0	\$0	\$0
2026	UTIL	0902-90-164	STBG:	\$2,060,534	\$0	\$0	\$0	\$0	\$2,060,534
<b>Phase Subtotal:</b>				<b>\$2,060,534</b>	<b>\$0</b>	<b>\$412,107</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,060,534</b>
2027	CON	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$697,694	\$0	\$0	\$0
2027	CON	0902-90-164	STBG:	\$3,488,470	\$0	\$0	\$0	\$0	\$3,488,470
2027	CON	0902-90-302	Cat 3 - TDC (MPO):	\$0	\$0	\$96,694	\$0	\$0	\$0
2027	CON	0902-90-302	Cat 5:	\$483,472	\$0	\$0	\$0	\$0	\$483,472
<b>Phase Subtotal:</b>				<b>\$3,971,942</b>	<b>\$0</b>	<b>\$794,388</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,971,942</b>
<b>Grand Total:</b>				<b>\$6,799,166</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,799,166</b>



## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 55285	<b>Facility:</b> US 380	<b>Location/Limits From:</b> CR 560	<b>Modification #:</b> 2023-0566
<b>Implementing Agency:</b> TXDOT-DALLAS	<b>Location/Limits To:</b> JCT US 380/AUDIE MURPHY (WEST OF FARMERSVILLE)		
<b>County:</b> COLLIN	<b>CSJ:</b> 0135-04-038		
<b>City:</b> FARMERSVILLE	<b>Desc:</b> RECONSTRUCT AND WIDEN 4 LANE ARTERIAL TO 6 LANE FREEWAY AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS		
	<b>Request:</b> INCREASE ROW FUNDING IN FY2024; ADD CONSTRUCTION TO FY2033; REVISE SCOPE TO CLARIFY THE FRONTAGE ROADS AS CONTINUOUS		

### **CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0135-04-038	SW PE:	\$0	\$945,000	\$0	\$0	\$0	\$945,000
2024	ROW	0135-04-038	SW ROW:	\$6,480,000	\$810,000	\$0	\$810,000	\$0	\$8,100,000
<b>Grand Total:</b>				<b>\$6,480,000</b>	<b>\$1,755,000</b>	<b>\$0</b>	<b>\$810,000</b>	<b>\$0</b>	<b>\$9,045,000</b>

### **REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0135-04-038	SW PE:	\$0	\$945,000	\$0	\$0	\$0	\$945,000
2024	ROW	0135-04-038	SW ROW:	\$11,318,068	\$1,414,758	\$0	\$1,414,759	\$0	\$14,147,585
2033	CON	0135-04-038	Cat 2M:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
<b>Grand Total:</b>				<b>\$12,118,068</b>	<b>\$2,559,758</b>	<b>\$0</b>	<b>\$1,414,759</b>	<b>\$0</b>	<b>\$16,092,585</b>

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 25101.1	<b>Facility:</b> VA	<b>Location/Limits From:</b> ENHANCING MOBILITY WITHIN THE SOUTHERN DALLAS INLAND PORT PROJECT	<b>Modification #:</b> 2023-0567
<b>Implementing Agency:</b> NCTCOG		<b>Location/Limits To:</b> BOUNDED BY ANN ARBOR TO THE NORTH, TRINITY RIVER TO THE EAST, DALLAS/ELLIS CL TO THE SOUTH, & IH 35E TO THE WEST	
<b>County:</b> DALLAS	<b>CSJ:</b> 0918-47-430, 0918-47-437		
<b>City:</b> VARIOUS	<b>Desc:</b>	PURCHASE OF ELECTRIC VEHICLES AND RELATED INFRASTRUCTURE FOR IMPLEMENTATION OF SERVICE; CONSTRUCT SIDEWALKS AND CROSSWALKS NEAR THE VA MEDICAL CENTER AND LIGHT RAIL STATION; TRAFFIC SIGNAL IMPROVEMENTS; PURCHASE OF TRANSIT PASSES	
	<b>Request:</b>	REVISE SCOPE TO PURCHASE OF 8 NEW ELECTRIC VEHICLES AND RELATED CHARGING INFRASTRUCTURE FOR IMPLEMENTATION OF SERVICE; CONSTRUCT SIDEWALKS AND CROSSWALKS NEAR THE VA MEDICAL CENTER AND LIGHT RAIL STATION; TRAFFIC SIGNAL IMPROVEMENTS; REVISE PHASE FOR CMAQ FUNDING TO TRANSFER AND PHASE FOR RTR FUNDING TO IMPLEMENTATION; INCREASE RTR FUNDING	
	<b>Comment:</b>	RELATED TO TIP 25101.2 AND 25101.3 IN THE TRANSIT LISTINGS; RTR FUNDS SERVE AS MATCH TO FY2021 RAISE GRANT FUNDS; REMOVING PURCHASE OF TRANSIT PASSES AS NOT ELIGIBLE FOR FTA MATCH; CMAQ FOR SIDEWALKS AND CROSSWALKS	

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	CON	0918-47-430	Cat 5:	\$1,300,000	\$0	\$0	\$325,000	\$0	\$1,625,000
2024	CON	0918-47-437	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$1,333,560	\$0	\$0	\$1,333,560
<b>Phase Subtotal:</b>				<b>\$1,300,000</b>	<b>\$0</b>	<b>\$1,333,560</b>	<b>\$325,000</b>	<b>\$0</b>	<b>\$2,958,560</b>
<b>Grand Total:</b>				<b>\$1,300,000</b>	<b>\$0</b>	<b>\$1,333,560</b>	<b>\$325,000</b>	<b>\$0</b>	<b>\$2,958,560</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	IMP	0918-47-437	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$1,535,360	\$0	\$0	\$1,535,360
2024	TRANS	0918-47-430	Cat 5:	\$1,300,000	\$0	\$0	\$325,000	\$0	\$1,625,000
<b>Grand Total:</b>				<b>\$1,300,000</b>	<b>\$0</b>	<b>\$1,535,360</b>	<b>\$325,000</b>	<b>\$0</b>	<b>\$3,160,360</b>

<b>TIP Code:</b> 14024	<b>Facility:</b> CS	<b>Location/Limits From:</b> ON MERRITT RD/WOODBRIDGE PKWY FROM PLEASANT VALLEY ROAD	<b>Modification #:</b> 2023-0568
<b>Implementing Agency:</b> SACHSE		<b>Location/Limits To:</b> NORTH OF SACHSE ROAD	
<b>County:</b> DALLAS	<b>CSJ:</b> 0918-47-240		
<b>City:</b> SACHSE	<b>Desc:</b>	RECONSTRUCT AND WIDEN 2 TO 4 LANE DIVIDED URBAN; INTERSECTION, SIGNAL, AND SHARED-USE PATH IMPROVEMENTS ALONG MERRITT ROAD, INCLUDING ILLUMINATION AND MEDIAN LANDSCAPE	
	<b>Request:</b>	INCREASE ENGINEERING FUNDING IN FY2019; INCREASE ROW FUNDING IN FY2022; INCREASE CONSTRUCTION FUNDING AND DELAY TO FY2025	
	<b>Comment:</b>	ENGINEERING LOCAL CONTRIBUTION PAID BY CITY OF SACHSE AND DALLAS COUNTY; ALL OTHER PHASES WITH LOCAL CONTRIBUTION PAID BY CITY OF SACHSE; PLANNING CSJ 0918-47-900	

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENV	0918-47-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$438,967	\$438,967
2019	ENG	0918-47-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$500,000	\$0	\$500,000
2019	ENG	0918-47-240	STBG:	\$1,200,000	\$0	\$0	\$300,000	\$0	\$1,500,000
Phase Subtotal:				<b>\$1,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800,000</b>	<b>\$0</b>	<b>\$2,000,000</b>
2021	UTIL	0918-47-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,002,700	\$1,002,700
2022	ROW	0918-47-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$322,700	\$322,700
2022	ROW	0918-47-240	STBG:	\$800,000	\$0	\$0	\$200,000	\$0	\$1,000,000
Phase Subtotal:				<b>\$800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$322,700</b>	<b>\$1,322,700</b>
2024	CON	0918-47-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$6,312,418	\$6,312,418
2024	CON	0918-47-240	Cat 5:	\$1,201,700	\$0	\$0	\$300,425	\$0	\$1,502,125
2024	CON	0918-47-240	STBG:	\$13,028,626	\$0	\$0	\$3,257,157	\$0	\$16,285,783
Phase Subtotal:				<b>\$14,230,326</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,557,582</b>	<b>\$6,312,418</b>	<b>\$24,100,326</b>
Grand Total:				<b>\$16,230,326</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,557,582</b>	<b>\$8,076,785</b>	<b>\$28,864,693</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENV	0918-47-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$438,967	\$438,967
2019	ENG	0918-47-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$691,433	\$691,433
2019	ENG	0918-47-240	STBG:	\$1,200,000	\$0	\$0	\$300,000	\$0	\$1,500,000
Phase Subtotal:				<b>\$1,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$691,433</b>	<b>\$2,191,433</b>
2021	UTIL	0918-47-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,002,700	\$1,002,700
2022	ROW	0918-47-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,211,700	\$1,211,700
2022	ROW	0918-47-240	STBG:	\$800,000	\$0	\$0	\$200,000	\$0	\$1,000,000
Phase Subtotal:				<b>\$800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$1,211,700</b>	<b>\$2,211,700</b>
2025	CON	0918-47-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$9,412,092	\$9,412,092
2025	CON	0918-47-240	Cat 5:	\$1,201,700	\$0	\$0	\$300,425	\$0	\$1,502,125
2025	CON	0918-47-240	STBG:	\$13,028,626	\$0	\$0	\$3,257,157	\$0	\$16,285,783
Phase Subtotal:				<b>\$14,230,326</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,557,582</b>	<b>\$9,412,092</b>	<b>\$27,200,000</b>
Grand Total:				<b>\$16,230,326</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,057,582</b>	<b>\$12,756,892</b>	<b>\$33,044,800</b>

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11616.1      **Facility:** VA      **Location/Limits From:** REGIONAL TRAFFIC SIGNAL RETIMING PROJECT; DEVELOP & IMPLEMENT TRAFFIC SIGNAL COORDINATION IN THE DFW NONATTAINMENT AREA      **Modification #:** 2023-0569

**Implementing Agency:** NCTCOG

**County:** VARIOUS      **CSJ:** 0000-18-155, 0000-18-156, 0918-00-417

**City:** VARIOUS      **Desc:** 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

**Request:** REMOVE STATE/LOCAL MATCH, ADD TDCS, AND INCREASE FEDERAL CMAQ IN FY2024, FY2025, AND FY2026 TO REDUCE ADMINISTRATIVE BURDEN

**Comment:** 2,217,500 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL (CATEGORY 2 TDCS); PROJECT CAN BE FOUND IN 5.05 CONGESTION MANAGEMENT PLANNING AND OPERATIONS OF THE 2022-2023 UPWP AMENDMENT #5

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	IMP	0918-00-417	Cat 5:	\$2,510,000	\$313,750	\$0	\$313,750	\$0	\$3,137,500
2025	IMP	0000-18-155	Cat 5:	\$2,760,000	\$345,000	\$0	\$345,000	\$0	\$3,450,000
2026	IMP	0000-18-156	Cat 5:	\$3,600,000	\$450,000	\$0	\$450,000	\$0	\$4,500,000
<b>Grand Total:</b>				<b>\$8,870,000</b>	<b>\$1,108,750</b>	<b>\$0</b>	<b>\$1,108,750</b>	<b>\$0</b>	<b>\$11,087,500</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	IMP	0918-00-417	Cat 3 - TDC (MPO):	\$0	\$0	\$627,500	\$0	\$0	\$0
2024	IMP	0918-00-417	Cat 5:	\$3,137,500	\$0	\$0	\$0	\$0	\$3,137,500
<b>Phase Subtotal:</b>				<b>\$3,137,500</b>	<b>\$0</b>	<b>\$627,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,137,500</b>
2025	IMP	0000-18-155	Cat 3 - TDC (MPO):	\$0	\$0	\$690,000	\$0	\$0	\$0
2025	IMP	0000-18-155	Cat 5:	\$3,450,000	\$0	\$0	\$0	\$0	\$3,450,000
<b>Phase Subtotal:</b>				<b>\$3,450,000</b>	<b>\$0</b>	<b>\$690,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,450,000</b>
2026	IMP	0000-18-156	Cat 3 - TDC (MPO):	\$0	\$0	\$900,000	\$0	\$0	\$0
2026	IMP	0000-18-156	Cat 5:	\$4,500,000	\$0	\$0	\$0	\$0	\$4,500,000
<b>Phase Subtotal:</b>				<b>\$4,500,000</b>	<b>\$0</b>	<b>\$900,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,500,000</b>
<b>Grand Total:</b>				<b>\$11,087,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,087,500</b>

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 14015.3      **Facility:** CS      **Location/Limits From:** ON HARRY HINES BLVD/MCKINNON STREET FROM DALLAS NORTH TOLLWAY      **Modification #:** 2023-0571  
**Implementing Agency:** DALLAS      **Location/Limits To:** MOODY STREET  
**County:** DALLAS      **CSJ:** 0918-47-483  
**City:** DALLAS      **Desc:** REHABILITATE ROADWAY WITH SIGNAGE, SIGNAL, AND INTERSECTION IMPROVEMENTS TO ADDRESS SAFETY ISSUES (WRONG WAY DRIVING ON DNT)  
**Request:** ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0918-47-483	Cat 3 - TDC (MPO):	\$0	\$0	\$500,000	\$0	\$0	\$0
2024	ENG	0918-47-483	STBG:	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
<b>Phase Subtotal:</b>				<b>\$2,000,000</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>
<b>Grand Total:</b>				<b>\$2,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>

**Revisions since STTC Meeting:** ADD CSJ 0918-47-483.

**TIP Code:** 55275      **Facility:** BUS 121H      **Location/Limits From:** NORTH OF IH 35E      **Modification #:** 2023-0575  
**Implementing Agency:** TXDOT-DALLAS      **Location/Limits To:** NORTH OF NORTHWOOD MOBILE HOME PARK  
**County:** DENTON      **CSJ:** 0364-03-101  
**City:** LEWISVILLE      **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS  
**Request:** DELAY ENGINEERING AND ROW AND ADD CONSTRUCTION FUNDING TO FY2024

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0364-03-101	SW PE:	\$0	\$300,000	\$0	\$0	\$0	\$300,000
2023	ROW	0364-03-101	SW ROW:	\$10,400,000	\$0	\$0	\$2,600,000	\$0	\$13,000,000
<b>Grand Total:</b>				<b>\$10,400,000</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$2,600,000</b>	<b>\$0</b>	<b>\$13,300,000</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0364-03-101	SW PE:	\$0	\$300,000	\$0	\$0	\$0	\$300,000
2024	ROW	0364-03-101	SW ROW:	\$10,400,000	\$0	\$0	\$2,600,000	\$0	\$13,000,000
2024	CON	0364-03-101	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$5,311,527	\$0	\$0	\$5,311,527
<b>Grand Total:</b>				<b>\$10,400,000</b>	<b>\$300,000</b>	<b>\$5,311,527</b>	<b>\$2,600,000</b>	<b>\$0</b>	<b>\$18,611,527</b>

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 11554.4	<b>Facility:</b> VA	<b>Location/Limits From:</b> LAS COLINAS AUTOMATED TRANSPORTATION SYSTEM (ATS); TOWER 909 STATION (LAKE CAROLYN PKWY)	<b>Modification #:</b> 2023-0576
<b>Implementing Agency:</b> NCTCOG		<b>Location/Limits To:</b> TO BELL TOWER STATION (MANDALAY DRIVE) AND TO URBAN TOWERS STATION (NEAR FULLER DRIVE)	
<b>County:</b> DALLAS	<b>CSJ:</b> 0918-47-482		
<b>City:</b> IRVING	<b>Desc:</b>	ENGINEERING STUDY TO MODERNIZE PORTION OF EXISTING LAS COLINAS AREA PERSONAL TRANSIT GUIDEWAY FOR AUTOMATED TRANSPORTATION SYSTEM OPERATION INCLUDES LAS COLINAS AUTOMATED TRANSPORTATION SYSTEM (ATS), CONSULTANT AND COG STAFF TIME	
	<b>Request:</b>	ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
	<b>Comment:</b>	PROJECT CAN BE FOUND IN 5.11 TRANSPORTATION TECHNOLOGY AND INNOVATION PROGRAM OF THE 2022-2023 UPWP AMENDMENT #5	

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0918-47-482	Cat 3 - TDC (MPO):	\$0	\$0	\$100,000	\$0	\$0	\$0
2024	ENG	0918-47-482	STBG:	\$500,000	\$0	\$0	\$0	\$0	\$500,000
<b>Phase Subtotal:</b>				<b>\$500,000</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>
<b>Grand Total:</b>				<b>\$500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>

**Revisions since STTC Meeting:** ADD CSJ 0918-47-482.

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 20080	<b>Facility:</b> CS	<b>Location/Limits From:</b> WEST LUCAS ROAD FROM COUNTRY CLUB (FM1378)	<b>Modification #:</b> 2023-0577
<b>Implementing Agency:</b> LUCAS		<b>Location/Limits To:</b> ANGEL PARKWAY (FM2551)	
<b>County:</b> COLLIN	<b>CSJ:</b> 0918-24-303		
<b>City:</b> LUCAS	<b>Desc:</b>	RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED	
	<b>Request:</b>	ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
	<b>Comment:</b>	LOCAL CONTRIBUTION PAID FOR BY THE CITY OF LUCAS	

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0918-24-303	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,383,490	\$1,383,490
2020	ROW	0918-24-303	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$826,000	\$826,000
2024	ENG	0918-24-303	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$600,000	\$150,000	\$0	\$750,000
2024	ROW	0918-24-303	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$3,000,000	\$750,000	\$0	\$3,750,000
2024	CON	0918-24-303	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$10,968,360	\$10,968,360
2024	CON	0918-24-303	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$4,000,000	\$1,000,000	\$0	\$5,000,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>	<b>\$1,000,000</b>	<b>\$10,968,360</b>	<b>\$15,968,360</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$7,600,000</b>	<b>\$1,900,000</b>	<b>\$13,177,850</b>	<b>\$22,677,850</b>

**Revisions since STTC Meeting:** ADD CSJ 0918-24-303.

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b>	11554.2	<b>Facility:</b>	VA	<b>Location/Limits From:</b>	PEOPLE MOVER TEST TRACK	<b>Modification #:</b>	2023-0578
<b>Implementing Agency:</b>	NCTCOG						
<b>County:</b>	VARIOUS	<b>CSJ:</b>	0918-00-422				
<b>City:</b>	VARIOUS	<b>Desc:</b>	INCLUDING ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED PEOPLE MOVER LOCATIONS IN THE DFW REGION AND CONNECT THOSE LOCATIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS; INCLUDES PLANO LEGACY AREA AUTONOMOUS TRANSPORTATION SYSTEM				
		<b>Request:</b>	REVISE LIMITS TO PLANO LEGACY AREA AUTOMATED TRANSPORTATION SYSTEM (ATS)				
		<b>Comment:</b>	75,000 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 5 TDCS; PROJECT CAN BE FOUND IN 5.11 TRANSPORTATION TECHNOLOGY AND INNOVATION PROGRAM OF THE 2022-2023 UPWP AMENDMENT #5				

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0918-00-422	Cat 3 - TDC (MPO):	\$0	\$0	\$75,000	\$0	\$0	\$0
2024	ENG	0918-00-422	STBG:	\$375,000	\$0	\$0	\$0	\$0	\$375,000
Phase Subtotal:				\$375,000	\$0	\$75,000	\$0	\$0	\$375,000
Grand Total:				\$375,000	\$0	\$0	\$0	\$0	\$375,000

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0918-00-422	Cat 3 - TDC (MPO):	\$0	\$0	\$75,000	\$0	\$0	\$0
2024	ENG	0918-00-422	STBG:	\$375,000	\$0	\$0	\$0	\$0	\$375,000
Phase Subtotal:				\$375,000	\$0	\$75,000	\$0	\$0	\$375,000
Grand Total:				\$375,000	\$0	\$0	\$0	\$0	\$375,000



## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 13030	<b>Facility:</b> IH 30	<b>Location/Limits From:</b> IH 35E	<b>Modification #:</b> 2023-0579
<b>Implementing Agency:</b> TXDOT-DALLAS	<b>Location/Limits To:</b> IH 45		
<b>County:</b> DALLAS	<b>CSJ:</b> 0009-11-254		
<b>City:</b> DALLAS	<b>Desc:</b> RECONSTRUCT & WIDEN 6 TO 8/12 MAINLANES AND RECONSTRUCT AND WIDEN 0/6 LANE DISCONTINUOUS TO 2/6 LANE DISCONTINUOUS FRONTAGE ROADS  <b>Request:</b> DECREASE ROW AND CAT 12 FUNDING; ADD CAT 2, CAT 4, AND LOCAL CONTRIBUTION FUNDING FOR CONSTRUCTION AS APPROVED BY THE RTC ON AUGUST 10, 2023; ADVANCE CONSTRUCTION TO FY2024; REVISE SCOPE TO IH 35E TO CESAR CHAVEZ BLVD: RECONST AND WIDEN 6 TO 12 GP, RECONST 2/6 LANE DISC TO 2/6 LANE DISC FRTG RDS AND REMOVE 4 WB CD LANES; CESAR CHAVEZ BLVD TO IH 45: RECONSTRUCT AND WIDEN 6 TO 7 GP, RECONST 1 LANE HOV-R AND CONSTRUCT 0 TO 2/4 LANE DISC FRTG  <b>Comment:</b> REGIONAL 10-YEAR PLAN PROJECT; LOCAL CONTRIBUTION PAID BY CITY OF DALLAS		

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
1998	ENG	0009-11-254	SW PE:	\$0	\$18,000,000	\$0	\$0	\$0	\$18,000,000
2021	ROW	0009-11-254	SW ROW:	\$67,500,000	\$7,500,000	\$0	\$0	\$0	\$75,000,000
2025	CON	0009-11-254	Cat 12:	\$361,230,674	\$90,307,668	\$0	\$0	\$0	\$451,538,342
<b>Grand Total:</b>				<b>\$428,730,674</b>	<b>\$115,807,668</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$544,538,342</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
1998	ENG	0009-11-254	SW PE:	\$0	\$18,000,000	\$0	\$0	\$0	\$18,000,000
2021	ROW	0009-11-254	SW ROW:	\$21,600,000	\$2,700,000	\$0	\$2,700,000	\$0	\$27,000,000
2024	CON	0009-11-254	Cat 12:	\$97,230,674	\$24,307,668	\$0	\$0	\$0	\$121,538,342
2024	CON	0009-11-254	Cat 2M:	\$312,000,000	\$78,000,000	\$0	\$0	\$0	\$390,000,000
2024	CON	0009-11-254	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$7,000,000	\$7,000,000
2024	CON	0009-11-254	Cat 4:	\$59,362,813	\$14,840,703	\$0	\$0	\$0	\$74,203,516
<b>Phase Subtotal:</b>				<b>\$468,593,487</b>	<b>\$117,148,371</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,000,000</b>	<b>\$592,741,858</b>
<b>Grand Total:</b>				<b>\$490,193,487</b>	<b>\$137,848,371</b>	<b>\$0</b>	<b>\$2,700,000</b>	<b>\$7,000,000</b>	<b>\$637,741,858</b>

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 25097.4      **Facility:** VA      **Location/Limits From:** ON A TRAIN RAIL LINE FROM THE DOWNTOWN CARROLLTON STATION      **Modification #:** 2023-0580  
**Implementing Agency:** DART      **Location/Limits To:** TRINITY MILLS STATION  
**County:** DALLAS      **CSJ:** 0918-47-481  
**City:** VARIOUS      **Desc:** UPGRADE RAIL TRACKS TO ENABLE A TRAIN AND SILVERLINE TO USE SAME MAINTENANCE FACILITY (COTTON BELT/SILVER LINE PROJECT #14)  
**Request:** ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

### STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	IMP	0918-47-481	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$6,750,000	\$6,750,000
2024	TRANS	0918-47-481	STBG:	\$5,000,000	\$0	\$0	\$1,250,000	\$0	\$6,250,000
<b>Grand Total:</b>				<b>\$5,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,250,000</b>	<b>\$6,750,000</b>	<b>\$13,000,000</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	IMP	0918-47-481	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$6,750,000	\$6,750,000
2026	TRANS	0918-47-481	STBG:	\$5,000,000	\$0	\$0	\$1,250,000	\$0	\$6,250,000
<b>Grand Total:</b>				<b>\$5,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,250,000</b>	<b>\$6,750,000</b>	<b>\$13,000,000</b>

**Revisions since STTC Meeting:** ADD CSJ 0918-47-481. DELAY ALL FUNDING TO FY2026.

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 11554.3	<b>Facility:</b> VA	<b>Location/Limits From:</b> AUTOMATED TRANSPORTATION SYSTEM INITIATIVE	<b>Modification #:</b> 2023-0581
<b>Implementing Agency:</b> NCTCOG			
<b>County:</b> VARIOUS	<b>CSJ:</b> 0918-00-461, 0918-00-462		
<b>City:</b> VARIOUS	<b>Desc:</b> ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED AUTOMATED TRANSPORTATION SYSTEMS (ATS) IN THE DFW REGION AND EVALUATE CONNECTIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS; INCLUDES PROJECT PLANNING AND DEVELOPMENT SUPPORT FOR ATS  <b>Request:</b> ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON JULY 13, 2023; NEW PROJECT REQUIRES PUBLIC INVOLVEMENT  <b>Comment:</b> RELATED TO TIP 11554/CSJ 0902-90-008; PROJECT CAN BE FOUND IN 5.01 REGIONAL TRANSPORTATION STUDIES OF THE 2022-2023 UPWP AMENDMENT #5		

### STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$50,000	\$0	\$0	\$0
2025	ENG	N/A	STBG:	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Phase Subtotal:				\$250,000	\$0	\$50,000	\$0	\$0	\$250,000
2026	ENG	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$50,000	\$0	\$0	\$0
2026	ENG	N/A	STBG:	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Phase Subtotal:				\$250,000	\$0	\$50,000	\$0	\$0	\$250,000
Grand Total:				\$500,000	\$0	\$0	\$0	\$0	\$500,000

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0918-00-461	Cat 3 - TDC (MPO):	\$0	\$0	\$50,000	\$0	\$0	\$0
2025	ENG	0918-00-461	STBG:	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Phase Subtotal:				\$250,000	\$0	\$50,000	\$0	\$0	\$250,000
2026	ENG	0918-00-462	Cat 3 - TDC (MPO):	\$0	\$0	\$50,000	\$0	\$0	\$0
2026	ENG	0918-00-462	STBG:	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Phase Subtotal:				\$250,000	\$0	\$50,000	\$0	\$0	\$250,000
Grand Total:				\$500,000	\$0	\$0	\$0	\$0	\$500,000

**Revisions since STTC Meeting:** ADD CSJS 0918-00-461 AND 0918-00-462.

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 53070	<b>Facility:</b> IH 35W	<b>Location/Limits From:</b> SOUTH OF GARDEN ACRES	<b>Modification #:</b> 2023-0588
<b>Implementing Agency:</b> TXDOT-FORT WORTH		<b>Location/Limits To:</b> SOUTH OF ALSBURY BLVD	
<b>County:</b> TARRANT	<b>CSJ:</b> 0014-02-055		
<b>City:</b> FORT WORTH	<b>Desc:</b> CONSTRUCTION OF NEW INTERCHANGE IH 35W AT FM 1187, WITH 4/6 LANE CONTINUOUS TO 4/8 LANE CONTINUOUS ONE WAY FR, RAMP MODIFICATIONS INCLUDING NEW RAMPS, CONSTRUCT 0 TO 2 NORTHBOUND CD LANES, AND SHARED USE PATH		
	<b>Request:</b> SPLIT FROM TIP 55208/CSJ 0014-02-050 AND ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		
	<b>Comment:</b> RELATED TO TIP TIP 55208/CSJ 0014-02-050		

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0014-02-055	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2025	ROW	0014-02-055	SW ROW:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2025	UTIL	0014-02-055	SW ROW:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
<b>Grand Total:</b>				<b>\$20,000,000</b>	<b>\$5,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000,000</b>

<b>TIP Code:</b> 55295	<b>Facility:</b> SH 174	<b>Location/Limits From:</b> IH 35W	<b>Modification #:</b> 2023-0590
<b>Implementing Agency:</b> TXDOT-FORT WORTH		<b>Location/Limits To:</b> RENFRO ST	
<b>County:</b> JOHNSON	<b>CSJ:</b> 0019-01-149		
<b>City:</b> BURLESON	<b>Desc:</b> RECONSTRUCT 6 TO 4 LANES AND 2 LANE TWO-WAY TO 2 LANE ONE-WAY CONTINUOUS FRONTAGE ROADS AND CONSTRUCT SHARED USE PATH		
	<b>Request:</b> ADD ROW AND UTILITY TO FY2026; REVISE SCOPE TO RECONSTRUCT 6 TO 4 LANES AND 2 LANE TWO WAY CONTINUOUS TO 2 LANE ONE WAY CONTINUOUS ACCESS ROADS AND CONSTRUCT SHARED USE PATH		

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0019-01-149	SW PE:	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$5,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000,000</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0019-01-149	SW PE:	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
2026	ROW	0019-01-149	SW ROW:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2026	UTIL	0019-01-149	SW ROW:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
<b>Grand Total:</b>				<b>\$12,000,000</b>	<b>\$8,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000,000</b>

**Revisions since STTC Meeting:** REVISE SCOPE TO CHANGE "FRONTAGE ROADS" TO "ACCESS ROADS" AS MOBILITY 2045 ONLY LISTS FRONTAGE ROADS ON FREEWAYS OR STAGED FREEWAYS.

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 21093.3	<b>Facility:</b> IH 20	<b>Location/Limits From:</b> SH 171	<b>Modification #:</b> 2023-0593
<b>Implementing Agency:</b> TXDOT-FORT WORTH		<b>Location/Limits To:</b> US 180	
<b>County:</b> PARKER	<b>CSJ:</b> 0314-07-083		
<b>City:</b> WEATHERFORD	<b>Desc:</b>	RECONSTRUCT AND WIDEN FROM 4 TO 6 GENERAL PURPOSE LANES AND 4/6 LANE DISCONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE RDS	
	<b>Request:</b>	ADD PROJECT TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
	<b>Comment:</b>	RELATED TO TIP 21093.2/CSJ 0314-07-079	

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0314-07-083	SW PE:	\$2,000,000	\$500,000	\$0	\$0	\$0	\$2,500,000
2032	CON	0314-07-083	STBG:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
<b>Grand Total:</b>				<b>\$3,600,000</b>	<b>\$900,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,500,000</b>

<b>TIP Code:</b> 21093.4	<b>Facility:</b> IH 20	<b>Location/Limits From:</b> FM 1884	<b>Modification #:</b> 2023-0595
<b>Implementing Agency:</b> TXDOT-FORT WORTH		<b>Location/Limits To:</b> SH 171	
<b>County:</b> PARKER	<b>CSJ:</b> 0314-07-070		
<b>City:</b> WEATHERFORD	<b>Desc:</b>	CONSTRUCT NEW RAMPS AND AUXILIARY LANES, AND PAVEMENT MARKINGS	
	<b>Request:</b>	ADD PROJECT TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0314-07-070	SW PE:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
<b>Grand Total:</b>				<b>\$1,600,000</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 55312	<b>Facility:</b> SH 171	<b>Location/Limits From:</b> US 377	<b>Modification #:</b> 2023-0598
<b>Implementing Agency:</b> TXDOT-FORT WORTH	<b>Location/Limits To:</b> SH 174		
<b>County:</b> JOHNSON	<b>CSJ:</b> 0365-03-050, 0365-03-053		
<b>City:</b> GODLEY	<b>Desc:</b> REHABILITATE 2 TO 2 LANE ROADWAY AND CONSTRUCT TURN LANES		
	<b>Request:</b> CHANGE CAT 11 FUNDING TO CAT 1 UNDER CSJ 0356-03-053 AND INCREASE; ADD CMAQ TO CSJ 0356-03-053 IN FY2025		
	<b>Comment:</b> CMAQ FOR TURN LANES		

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0365-03-050	SW PE:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2025	CON	0365-03-050	Cat 11:	\$12,800,000	\$3,200,000	\$0	\$0	\$0	\$16,000,000
2025	CON	0365-03-050	STBG:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
<b>Phase Subtotal:</b>				<b>\$14,400,000</b>	<b>\$3,600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,000,000</b>
<b>Grand Total:</b>				<b>\$16,000,000</b>	<b>\$4,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000,000</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0365-03-050	SW PE:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2025	CON	0365-03-050	STBG:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2025	CON	0365-03-053	Cat 1:	\$28,000,000	\$7,000,000	\$0	\$0	\$0	\$35,000,000
2025	CON	0365-03-053	Cat 5:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
<b>Phase Subtotal:</b>				<b>\$31,200,000</b>	<b>\$7,800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$39,000,000</b>
<b>Grand Total:</b>				<b>\$32,800,000</b>	<b>\$8,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$41,000,000</b>

**Revisions since STTC Meeting:** REVISE REQUEST TO HIGHLIGHT THE ADDITION OF CSJ 0356-03-053.

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 55263	<b>Facility:</b> FM 546	<b>Location/Limits From:</b> AT FM 3286 INTERSECTION	<b>Modification #:</b> 2023-0601
<b>Implementing Agency:</b> TXDOT-DALLAS			
<b>County:</b> COLLIN	<b>CSJ:</b> 1013-01-038		
<b>City:</b> VARIOUS	<b>Desc:</b> CONSTRUCT INTERSECTION IMPROVEMENTS		
	<b>Request:</b> ADD CONSTRUCTION FUNDING TO FY2023 TO REFLECT LOW BID AMOUNT; PROJECT GROUPED UNDER CSJ 5000-00-957		
	<b>Comment:</b> PROJECT GROUPED UNDER CSJ 5000-00-957		

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	1013-01-038	SW PE:	\$0	\$100,000	\$0	\$0	\$0	\$100,000
2023	ROW	1013-01-038	SW ROW:	\$320,000	\$40,000	\$0	\$40,000	\$0	\$400,000
<b>Grand Total:</b>				<b>\$320,000</b>	<b>\$140,000</b>	<b>\$0</b>	<b>\$40,000</b>	<b>\$0</b>	<b>\$500,000</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	1013-01-038	SW PE:	\$0	\$100,000	\$0	\$0	\$0	\$100,000
2023	ROW	1013-01-038	SW ROW:	\$320,000	\$40,000	\$0	\$40,000	\$0	\$400,000
2023	CON	1013-01-038	Cat 8:	\$3,120,978	\$0	\$0	\$346,776	\$0	\$3,467,754
<b>Grand Total:</b>				<b>\$3,440,978</b>	<b>\$140,000</b>	<b>\$0</b>	<b>\$386,776</b>	<b>\$0</b>	<b>\$3,967,754</b>

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 14071	<b>Facility:</b> FM 1378	<b>Location/Limits From:</b> FM 3286	<b>Modification #:</b> 2023-0605
<b>Implementing Agency:</b> TXDOT-DALLAS	<b>Location/Limits To:</b> SOUTH OF FM 3286		
<b>County:</b> COLLIN	<b>CSJ:</b> 1392-01-044		
<b>City:</b> LUCAS	<b>Desc:</b> CONSTRUCT INTERSECTION IMPROVEMENTS (SIDEWALKS AND TURN LANES)		
	<b>Request:</b> INCREASE CONSTRUCTION FUNDING IN FY2023 TO REFLECT COST INCREASE AT LETTING		
	<b>Comment:</b> RELATED TO TIP 14071.2/CSJ 3476-02-013		

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	1392-01-044	SW PE:	\$0	\$300,000	\$0	\$0	\$0	\$300,000
2020	ROW	1392-01-044	SW ROW:	\$800,000	\$100,000	\$0	\$100,000	\$0	\$1,000,000
2023	CON	1392-01-044	Cat 2M:	\$1,368,548	\$342,137	\$0	\$0	\$0	\$1,710,685
2023	CON	1392-01-044	Cat 5:	\$2,592,492	\$648,123	\$0	\$0	\$0	\$3,240,615
<b>Phase Subtotal:</b>				<b>\$3,961,040</b>	<b>\$990,260</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,951,300</b>
<b>Grand Total:</b>				<b>\$4,761,040</b>	<b>\$1,390,260</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$6,251,300</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	1392-01-044	SW PE:	\$0	\$300,000	\$0	\$0	\$0	\$300,000
2020	ROW	1392-01-044	SW ROW:	\$800,000	\$100,000	\$0	\$100,000	\$0	\$1,000,000
2023	CON	1392-01-044	Cat 2M:	\$1,368,548	\$342,137	\$0	\$0	\$0	\$1,710,685
2023	CON	1392-01-044	Cat 5:	\$3,977,427	\$994,357	\$0	\$0	\$0	\$4,971,784
<b>Phase Subtotal:</b>				<b>\$5,345,975</b>	<b>\$1,336,494</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,682,469</b>
<b>Grand Total:</b>				<b>\$6,145,975</b>	<b>\$1,736,494</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$7,982,469</b>



## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 21048.1	<b>Facility:</b> IH 45	<b>Location/Limits From:</b> DALLAS/ELLIS COUNTY LINE	<b>Modification #:</b> 2023-0608
<b>Implementing Agency:</b> TXDOT-DALLAS		<b>Location/Limits To:</b> SOUTH OF IH 20	
<b>County:</b> DALLAS	<b>CSJ:</b> 0092-02-137		
<b>City:</b> VARIOUS	<b>Desc:</b>	UPGRADE TO FIBER OPTIC DATA TRANSMISSION AND DEPLOYMENT OF ADDITIONAL CCTV	
	<b>Request:</b>	INCREASE CONSTRUCTION FUNDING IN FY2023 TO REFLECT COST INCREASE AT LETTING	
	<b>Comment:</b>	RELATED TO TIP 21048.2/CSJ 0092-14-101	

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0092-02-137	SW PE:	\$0	\$174,249	\$0	\$0	\$0	\$174,249
2023	CON	0092-02-137	Cat 5:	\$2,260,000	\$565,000	\$0	\$0	\$0	\$2,825,000
<b>Grand Total:</b>				<b>\$2,260,000</b>	<b>\$739,249</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,999,249</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0092-02-137	SW PE:	\$0	\$174,249	\$0	\$0	\$0	\$174,249
2023	CON	0092-02-137	Cat 5:	\$3,144,906	\$786,227	\$0	\$0	\$0	\$3,931,133
<b>Grand Total:</b>				<b>\$3,144,906</b>	<b>\$960,476</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,105,382</b>

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 55269	<b>Facility:</b> IH 35E	<b>Location/Limits From:</b> FRANKFORD RD	<b>Modification #:</b> 2023-0610
<b>Implementing Agency:</b> TXDOT-DALLAS		<b>Location/Limits To:</b> CORPORATE DR	
<b>County:</b> DENTON	<b>CSJ:</b> 0196-02-132		
<b>City:</b> VARIOUS	<b>Desc:</b>	CONSTRUCT OPERATIONAL IMPROVEMENTS ON NORTHBOUND MAINLANES	
	<b>Request:</b>	DELAY UNOBLIGATED CONSTRUCTION FUNDING TO FY2023 AND INCREASE TO REFLECT COST INCREASE AT LETTING	

### **CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0196-02-132	SW PE:	\$0	\$300,000	\$0	\$0	\$0	\$300,000
2021	CON	0196-02-132	STBG:	\$8,800,000	\$2,200,000	\$0	\$0	\$0	\$11,000,000
<b>Grand Total:</b>				<b>\$8,800,000</b>	<b>\$2,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,300,000</b>

### **REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0196-02-132	SW PE:	\$0	\$300,000	\$0	\$0	\$0	\$300,000
2021	CON	0196-02-132	STBG:	\$3,498,158	\$874,539	\$0	\$0	\$0	\$4,372,697
2023	CON	0196-02-132	STBG:	\$10,828,782	\$2,707,196	\$0	\$0	\$0	\$13,535,978
<b>Grand Total:</b>				<b>\$14,326,940</b>	<b>\$3,881,735</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,208,675</b>

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 14071.2	<b>Facility:</b> FM 3286	<b>Location/Limits From:</b> FM 1378	<b>Modification #:</b> 2023-0612
<b>Implementing Agency:</b> TXDOT-DALLAS	<b>Location/Limits To:</b> EAST OF FM 1378		
<b>County:</b> COLLIN	<b>CSJ:</b> 3476-02-013		
<b>City:</b> LUCAS	<b>Desc:</b> CONSTRUCT INTERSECTION IMPROVEMENT (SIDEWALK AND TURN LANES)		
	<b>Request:</b> INCREASE CONSTRUCTION FUNDING IN FY2023 TO REFLECT COST INCREASE AT LETTING		
	<b>Comment:</b> 10-YEAR PLAN PROJECT; RELATED TO TIP 14071/CSJ 3476-01-044		

### **CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	3476-02-013	SW PE:	\$0	\$200,000	\$0	\$0	\$0	\$200,000
2020	ROW	3476-02-013	SW ROW:	\$400,000	\$50,000	\$0	\$50,000	\$0	\$500,000
2023	CON	3476-02-013	Cat 2M:	\$1,456,000	\$364,000	\$0	\$0	\$0	\$1,820,000
2023	CON	3476-02-013	Cat 5:	\$2,115,458	\$528,864	\$0	\$0	\$0	\$2,644,322
<b>Phase Subtotal:</b>				<b>\$3,571,458</b>	<b>\$892,864</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,464,322</b>
<b>Grand Total:</b>				<b>\$3,971,458</b>	<b>\$1,142,864</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$5,164,322</b>

### **REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	3476-02-013	SW PE:	\$0	\$200,000	\$0	\$0	\$0	\$200,000
2020	ROW	3476-02-013	SW ROW:	\$400,000	\$50,000	\$0	\$50,000	\$0	\$500,000
2023	CON	3476-02-013	Cat 2M:	\$1,456,000	\$364,000	\$0	\$0	\$0	\$1,820,000
2023	CON	3476-02-013	Cat 5:	\$2,714,390	\$678,598	\$0	\$0	\$0	\$3,392,988
<b>Phase Subtotal:</b>				<b>\$4,170,390</b>	<b>\$1,042,598</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,212,988</b>
<b>Grand Total:</b>				<b>\$4,570,390</b>	<b>\$1,292,598</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$5,912,988</b>

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 55235	<b>Facility:</b> SH 114	<b>Location/Limits From:</b> EAST OF IH 35W	<b>Modification #:</b> 2023-0614
<b>Implementing Agency:</b> TXDOT-DALLAS		<b>Location/Limits To:</b> BUS 114K	
<b>County:</b> DENTON	<b>CSJ:</b> 0353-02-037		
<b>City:</b> ROANOKE	<b>Desc:</b>	CONSTRUCT 0 TO 6 MAIN LANES, RECONSTRUCT AND WIDEN 4 TO 4/6 LANE FRONTAGE ROADS	
	<b>Request:</b>	INCREASE CONSTRUCTION FUNDING IN FY2023 TO REFLECT COST INCREASE AT LETTING; CHANGE CAT 2 FUNDING TO 100% STATE SHARE	
	<b>Comment:</b>	PART OF DENTON COUNTY RTR/RTC FEDERAL FUNDING EXCHANGE; REGIONAL 10-YEAR PLAN PROJECT; LETTING WITH CSJ 0353-09-003	

### **CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0353-02-037	SW PE:	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000
2021	ROW	0353-02-037	SW ROW:	\$20,000,000	\$2,500,000	\$0	\$2,500,000	\$0	\$25,000,000
2023	CON	0353-02-037	Cat 2M:	\$51,981,682	\$12,995,420	\$0	\$0	\$0	\$64,977,102
<b>Grand Total:</b>				<b>\$71,981,682</b>	<b>\$25,495,420</b>	<b>\$0</b>	<b>\$2,500,000</b>	<b>\$0</b>	<b>\$99,977,102</b>

### **REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0353-02-037	SW PE:	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000
2021	ROW	0353-02-037	SW ROW:	\$20,000,000	\$2,500,000	\$0	\$2,500,000	\$0	\$25,000,000
2023	CON	0353-02-037	Cat 2M:	\$0	\$68,192,321	\$0	\$0	\$0	\$68,192,321
<b>Grand Total:</b>				<b>\$20,000,000</b>	<b>\$80,692,321</b>	<b>\$0</b>	<b>\$2,500,000</b>	<b>\$0</b>	<b>\$103,192,321</b>

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 13055	<b>Facility:</b> SH 5	<b>Location/Limits From:</b> SH 121	<b>Modification #:</b> 2023-0616
<b>Implementing Agency:</b> TXDOT-DALLAS	<b>Location/Limits To:</b> NORTH OF COLLIN COUNTY OUTER LOOP		
<b>County:</b> COLLIN	<b>CSJ:</b> 0047-04-031		
<b>City:</b> MELISSA	<b>Desc:</b> RECONSTRUCT AND WIDEN TWO LANE RURAL HIGHWAY TO FOUR LANE URBAN		
	<b>Request:</b> INCREASE CONSTRUCTION FUNDING IN FY2023 TO REFLECT LOW BID AMOUNT		
	<b>Comment:</b> REGIONAL 10-YEAR PLAN PROJECT		

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	CON	0047-04-031	Cat 4:	\$25,359,726	\$6,339,932	\$0	\$0	\$0	\$31,699,658
<b>Grand Total:</b>				<b>\$25,359,726</b>	<b>\$6,339,932</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$31,699,658</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	CON	0047-04-031	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$371,537	\$371,537
2023	CON	0047-04-031	Cat 4:	\$31,583,992	\$7,895,998	\$0	\$0	\$0	\$39,479,990
<b>Phase Subtotal:</b>				<b>\$31,583,992</b>	<b>\$7,895,998</b>	<b>\$0</b>	<b>\$0</b>	<b>\$371,537</b>	<b>\$39,851,527</b>
<b>Grand Total:</b>				<b>\$31,583,992</b>	<b>\$7,895,998</b>	<b>\$0</b>	<b>\$0</b>	<b>\$371,537</b>	<b>\$39,851,527</b>

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 13035.2	<b>Facility:</b> FM 664	<b>Location/Limits From:</b> WEST OF FERRIS ROAD	<b>Modification #:</b> 2023-0623
<b>Implementing Agency:</b> TXDOT-DALLAS		<b>Location/Limits To:</b> IH 45	
<b>County:</b> ELLIS	<b>CSJ:</b> 1051-03-001		
<b>City:</b> FERRIS	<b>Desc:</b>	EXTEND AND REALIGN EXISTING 0/2 LANE RURAL UNDIVIDED ROADWAY TO A 6 LANE URBAN DIVIDED ROADWAY	
	<b>Request:</b>	DELAY CONSTRUCTION TO FY2028, INCREASE CAT 2 FUNDING, AND ADD CAT 4 FUNDING AS APPROVED BY THE RTC ON AUGUST 10, 2023; REVISE SCOPE TO REALIGN AND WIDEN FROM WEST OF FERRIS RD TO N CENTRAL 2 TO 6 LANES; FROM N CENTRAL TO IH 45 CONSTRUCT 0 TO 6 LANES	
	<b>Comment:</b>	REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 13035.1/CSJ 1051-01-051	

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	1051-03-001	SW PE:	\$0	\$2,095,205	\$0	\$0	\$0	\$2,095,205
2020	ROW	1051-03-001	SW ROW:	\$6,800,000	\$850,000	\$0	\$850,000	\$0	\$8,500,000
2026	CON	1051-03-001	Cat 2M:	\$38,586,937	\$9,646,734	\$0	\$0	\$0	\$48,233,671
<b>Grand Total:</b>				<b>\$45,386,937</b>	<b>\$12,591,939</b>	<b>\$0</b>	<b>\$850,000</b>	<b>\$0</b>	<b>\$58,828,876</b>

### STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	1051-03-001	SW PE:	\$0	\$2,095,205	\$0	\$0	\$0	\$2,095,205
2020	ROW	1051-03-001	SW ROW:	\$6,800,000	\$850,000	\$0	\$850,000	\$0	\$8,500,000
2026	CON	1051-03-001	Cat 2M:	\$0	\$0	\$0	\$0	\$0	\$0
2026	CON	1051-03-001	Cat 4:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
2028	CON	1051-03-001	Cat 2M:	\$52,615,605	\$13,153,901	\$0	\$0	\$0	\$65,769,506
2028	CON	1051-03-001	Cat 4:	\$4,800,000	\$1,200,000	\$0	\$0	\$0	\$6,000,000
<b>Phase Subtotal:</b>				<b>\$57,415,605</b>	<b>\$14,353,901</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$71,769,506</b>
<b>Grand Total:</b>				<b>\$64,215,605</b>	<b>\$17,299,106</b>	<b>\$0</b>	<b>\$850,000</b>	<b>\$0</b>	<b>\$82,364,711</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	1051-03-001	SW PE:	\$0	\$2,095,205	\$0	\$0	\$0	\$2,095,205
2020	ROW	1051-03-001	SW ROW:	\$6,800,000	\$850,000	\$0	\$850,000	\$0	\$8,500,000
2028	CON	1051-03-001	Cat 2M:	\$52,615,605	\$13,153,901	\$0	\$0	\$0	\$65,769,506
2028	CON	1051-03-001	Cat 4:	\$4,800,000	\$1,200,000	\$0	\$0	\$0	\$6,000,000
<b>Phase Subtotal:</b>				<b>\$57,415,605</b>	<b>\$14,353,901</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$71,769,506</b>
<b>Grand Total:</b>				<b>\$64,215,605</b>	<b>\$17,299,106</b>	<b>\$0</b>	<b>\$850,000</b>	<b>\$0</b>	<b>\$82,364,711</b>

**Revisions since STTC Meeting:** REMOVE ZERO DOLLAR FUNDING ROWS FOR CONSTRUCTION IN FY2026.

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b>	11929	<b>Facility:</b>	CS	<b>Location/Limits From:</b>	N WHITE CHAPEL BLVD FROM NORTH OF BLUESTEM DR	<b>Modification #:</b>	2023-0627
<b>Implementing Agency:</b>	SOUTHLAKE	<b>Location/Limits To:</b>	SOUTH OF WINGATE LN				
<b>County:</b>	TARRANT	<b>CSJ:</b>	0902-90-249				
<b>City:</b>	SOUTHLAKE	<b>Desc:</b>	RECONSTRUCT BRIDGE AND ROADWAY APPROACHES, AND ADD SIDEWALKS DUE TO FLOODING				
		<b>Request:</b>	INCREASE CONSTRUCTION FUNDING IN FY2023 DUE TO COST OVERRUN AT LETTING				
		<b>Comment:</b>	LOCAL CONTRIBUTION PROVIDED BY CITY OF SOUTHLAKE				

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0902-90-249	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$710,000	\$710,000
2023	CON	0902-90-249	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$3,491,520	\$872,880	\$0	\$4,364,400
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$3,491,520</b>	<b>\$872,880</b>	<b>\$710,000</b>	<b>\$5,074,400</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0902-90-249	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$710,000	\$710,000
2023	CON	0902-90-249	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,757,992	\$1,189,498	\$0	\$5,947,490
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$4,757,992</b>	<b>\$1,189,498</b>	<b>\$710,000</b>	<b>\$6,657,490</b>

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 55074	<b>Facility:</b> SH 205	<b>Location/Limits From:</b> JCT SH 205/JOHN KING (N. GOLIAD ST)	<b>Modification #:</b> 2023-0631
<b>Implementing Agency:</b> TXDOT-DALLAS		<b>Location/Limits To:</b> NORTH OF JOHN KING (COLLIN COUNTY LINE)	
<b>County:</b> ROCKWALL	<b>CSJ:</b> 0451-04-021		
<b>City:</b> ROCKWALL	<b>Desc:</b>	WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED (6 LANE ULTIMATE)	
	<b>Request:</b>	REVISE SCOPE TO RECONSTRUCT AND WIDEN 4 LANE TO 6 LANE ROADWAY; TRANSFER CONSTRUCTION FUNDING TO TIP 55074.1/CSJ 0451-04-025	
	<b>Comment:</b>	REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 55074.1/CSJ 0451-04-025	

### **CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	0451-04-021	SW PE:	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
2014	ROW	0451-04-021	SW ROW:	\$800,000	\$100,000	\$0	\$100,000	\$0	\$1,000,000
2026	CON	0451-04-021	Cat 1:	\$544,433	\$136,108	\$0	\$0	\$0	\$680,541
2026	CON	0451-04-021	Cat 2M:	\$4,420,367	\$1,105,092	\$0	\$0	\$0	\$5,525,459
<b>Phase Subtotal:</b>				<b>\$4,964,800</b>	<b>\$1,241,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,206,000</b>
<b>Grand Total:</b>				<b>\$5,764,800</b>	<b>\$2,541,200</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$8,406,000</b>

### **REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	0451-04-021	SW PE:	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
2014	ROW	0451-04-021	SW ROW:	\$800,000	\$100,000	\$0	\$100,000	\$0	\$1,000,000
2026	CON	0451-04-021	Cat 1:	\$0	\$0	\$0	\$0	\$0	\$0
2026	CON	0451-04-021	Cat 2M:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Grand Total:</b>				<b>\$800,000</b>	<b>\$1,300,000</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$2,200,000</b>

**Revisions since STTC Meeting:** REVISE THE REQUEST TO MORE ACCURATELY REFLECT MODIFICATION.



## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 30000	<b>Facility:</b> VA	<b>Location/Limits From:</b> NTTA SIB LOAN PLACEHOLDER FOR PGBT	<b>Modification #:</b> 2023-0685
<b>Implementing Agency:</b> NCTCOG			
<b>County:</b> DALLAS	<b>CSJ:</b> N/A		
<b>City:</b> VARIOUS	<b>Desc:</b>	PLACEHOLDER FOR THE \$138M NTTA LOAN; ANNL PMNTS APPLIED TO PRINCIPAL BALANCE UNTIL PAID IN FULL; ACCRUED INTEREST ALLOCATED TO EACH ACCT THROUGH RTR RECLASS UPON FULL REPMT OF PRINCIPAL LOAN AMNT (ANTICIPATE INTEREST ALLOCATED STARTING FY2025)	
	<b>Request:</b>	REMOVE PROGRAMMED RTR FUNDING AS SIB LOAN WAS PAID IN FULL OCTOBER 2022	

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	IMP	N/A	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$4,772,906	\$0	\$0	\$4,772,906
2013	IMP	N/A	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$2,707,496	\$0	\$0	\$2,707,496
2013	IMP	N/A	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$25,938,153	\$0	\$0	\$25,938,153
2013	IMP	N/A	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$14,475,516	\$0	\$0	\$14,475,516
2013	IMP	N/A	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,772,905	\$0	\$0	\$4,772,905
2013	IMP	N/A	Cat 3 - RTR 121 - DE2:	\$0	\$0	\$2,707,493	\$0	\$0	\$2,707,493
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$55,374,469</b>	<b>\$0</b>	<b>\$0</b>	<b>\$55,374,469</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$55,374,469</b>	<b>\$0</b>	<b>\$0</b>	<b>\$55,374,469</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	IMP	N/A	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$0	\$0	\$0	\$0
2013	IMP	N/A	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$0	\$0	\$0	\$0
2013	IMP	N/A	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$0	\$0	\$0	\$0
2013	IMP	N/A	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$0	\$0	\$0	\$0
2013	IMP	N/A	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$0	\$0	\$0	\$0
2013	IMP	N/A	Cat 3 - RTR 121 - DE2:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 21086	<b>Facility:</b> SH 5	<b>Location/Limits From:</b> LOUISIANA STREET	<b>Modification #:</b> 2023-0687
<b>Implementing Agency:</b> MCKINNEY		<b>Location/Limits To:</b> VIRGINIA STREET	
<b>County:</b> COLLIN	<b>CSJ:</b> 0918-24-302		
<b>City:</b> MCKINNEY	<b>Desc:</b>	CONCEPTUAL ENGINEERING TO IDENTIFY IMPROVEMENTS TO CONNECT ADJACENT NEIGHBORHOODS IN ORDER TO REKNIT THE COMMUNITY	
	<b>Request:</b>	CHANGE IMPLEMENTING AGENCY FROM MCKINNEY TO TXDOT-DALLAS; DELAY ENGINEERING TO FY2024, INCREASE FUNDING, AND CHANGE CSJ FROM 0047-05-059 TO 0918-24-302; CHANGE FACILITY TO CS; REVISE LIMITS TO ON N MCDONALD STREET FROM VIRGINIA ST TO LOUISIANA ST; CHANGE SCOPE TO CONSTRUCTION OF LOWER SH 5 PEDESTRIAN STRUCTURE; ADD ROW FUNDING IN FY2025	
	<b>Comment:</b>	1,960,000 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CITY OF MCKINNEY MTP POLICY BUNDLE TDCS	

### **CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0047-05-059	Cat 3 - TDC (MPO):	\$0	\$0	\$320,000	\$0	\$0	\$0
2023	ENG	0047-05-059	STBG:	\$1,600,000	\$0	\$0	\$0	\$0	\$1,600,000
<b>Phase Subtotal:</b>				<b>\$1,600,000</b>	<b>\$0</b>	<b>\$320,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,600,000</b>
<b>Grand Total:</b>				<b>\$1,600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,600,000</b>

### **REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0918-24-302	Cat 3 - TDC (MPO):	\$0	\$0	\$600,000	\$0	\$0	\$0
2024	ENG	0918-24-302	STBG:	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000
<b>Phase Subtotal:</b>				<b>\$3,000,000</b>	<b>\$0</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>
2025	ROW	0918-24-302	Cat 3 - TDC (MPO):	\$0	\$0	\$1,360,000	\$0	\$0	\$0
2025	ROW	0918-24-302	STBG:	\$6,800,000	\$0	\$0	\$0	\$0	\$6,800,000
<b>Phase Subtotal:</b>				<b>\$6,800,000</b>	<b>\$0</b>	<b>\$1,360,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,800,000</b>
2025	UTIL	0918-24-302	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$550,000	\$550,000
<b>Grand Total:</b>				<b>\$9,800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$550,000</b>	<b>\$10,350,000</b>

**Revisions since STTC Meeting:** REVISE THE REQUEST TO NOTE THAT ENGINEERING IS BEING DELAYED TO FY2024 AND INCREASING FUNDING AND TO NOTE THAT THE FACILITY IS BEING UPDATED FROM SH 5 TO CITY STREET (CS) AND NOT VARIOUS (VA).

## PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 14023	<b>Facility:</b> CS	<b>Location/Limits From:</b> HARRY HINES FROM MARKET CENTER BLVD	<b>Modification #:</b> 2023-0690
<b>Implementing Agency:</b> DALLAS		<b>Location/Limits To:</b> MOCKINGBIRD LANE	
<b>County:</b> DALLAS	<b>CSJ:</b> 0918-47-278		
<b>City:</b> DALLAS	<b>Desc:</b> HARRY HINES BOULEVARD IMPROVEMENTS		
	<b>Request:</b> ADVANCE ENGINEERING TO FY2025 AND INCREASE LOCAL CONTRIBUTION; ADD \$3M FEDERAL STBG AND 600K TDCS FOR ENGINEERING; REVISE SCOPE TO UPGRADE HARRY HINES TO ADD CONTEXT SENSITIVE ELEMENTS, SAFETY IMPROVEMENTS, AND BICYCLE/PEDESTRIAN IMPROVEMENTS; REVISE LIMITS TO ON HARRY HINES BLVD FROM NORTH OF MARKET CENTER BLVD TO SOUTH OF MOCKINGBIRD LANE		
	<b>Comment:</b> RTC ALREADY APPROVED CONSTRUCTION FUNDS DEPENDENT ON THE REALIZATION OF PRIVATE FUNDS; 600,000 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 5 TDCS		

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2046	ENG	0918-47-278	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,145,120	\$3,145,120
2046	CON	0918-47-278	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$21,911,202	\$21,911,202
2046	CON	0918-47-278	Cat 5:	\$3,000,000	\$0	\$0	\$750,000	\$0	\$3,750,000
2046	CON	0918-47-278	STBG:	\$3,000,000	\$0	\$0	\$750,000	\$0	\$3,750,000
<b>Phase Subtotal:</b>				<b>\$6,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500,000</b>	<b>\$21,911,202</b>	<b>\$29,411,202</b>
<b>Grand Total:</b>				<b>\$6,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500,000</b>	<b>\$25,056,322</b>	<b>\$32,556,322</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0918-47-278	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,295,120	\$3,295,120
2025	ENG	0918-47-278	Cat 3 - TDC (MPO):	\$0	\$0	\$600,000	\$0	\$0	\$0
2025	ENG	0918-47-278	STBG:	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000
<b>Phase Subtotal:</b>				<b>\$3,000,000</b>	<b>\$0</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$3,295,120</b>	<b>\$6,295,120</b>
2046	CON	0918-47-278	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$21,911,202	\$21,911,202
2046	CON	0918-47-278	Cat 5:	\$3,000,000	\$0	\$0	\$750,000	\$0	\$3,750,000
2046	CON	0918-47-278	STBG:	\$3,000,000	\$0	\$0	\$750,000	\$0	\$3,750,000
<b>Phase Subtotal:</b>				<b>\$6,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500,000</b>	<b>\$21,911,202</b>	<b>\$29,411,202</b>
<b>Grand Total:</b>				<b>\$9,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500,000</b>	<b>\$25,206,322</b>	<b>\$35,706,322</b>

# How to Read the Project Modification Listings – Transit Section

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

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS  
**Request:** REFINE FY2015 PROGRAM OF PROJECTS  
**Comment:** 20,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL  
**Apportionment Year:** FY2015 PROGRAM OF PROJECTS  
**Modification #:** 2015-0695  
**UZA:** DALLAS-FORT WORTH-ARLINGTON  
**Funding Source:** TRANSIT SECTION 5310 FUNDS

Currently Approved:

FUNDING TABLE:									
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12644.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2015	CAPITAL	\$105,426	\$0	\$0	\$26,357	0	\$131,783
12678.15	PROGRAM ADMINISTRATION	2015	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885
12752.15	MOBILITY MANAGEMENT	2015	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000
12765.15	OPERATING ASSISTANCE	2015	OPERATING	\$72,000	\$0	\$0	\$72,000	0	\$144,000
TOTAL:				\$599,311	\$0	\$0	\$98,357	20,000	\$697,668

Revision Requested:

FUNDING TABLE:										REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12644.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2016	CAPITAL	\$105,426	\$0	\$0	\$26,357	0	\$131,783	NO CHANGE
12678.15	PROGRAM ADMINISTRATION	2016	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885	NO CHANGE
12752.15	MOBILITY MANAGEMENT	2016	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	NO CHANGE
12765.15	OPERATING ASSISTANCE	2016	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$527,311	\$0	\$0	\$26,357	20,000	\$553,668	

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

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

# PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2023-0574

**Request:** ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Funding Source:** TRANSIT SECTION FUNDS

**Revision Requested:**

		<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED BY PROJECT</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12000.23	FTA BUS AND LOW- AND NO-EMISSION GRANT AWARD -PURCHASE OF NEW VEHICLES (BUSES)	2024	CAPITAL	\$103,000,000	\$0	\$0	\$25,750,000	0	\$128,750,000	ADD PROJECT TO THE TIP/STIP
<b>TOTAL:</b>				<b>\$103,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,750,000</b>	<b>0</b>	<b>\$128,750,000</b>	

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2023-0583

**Request:** ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Funding Source:** TRANSIT SECTION FUNDS

**Revision Requested:**

		<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED BY PROJECT</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12001.23	PURCHASE OF EXPANSION VEHICLES	2024	CAPITAL	\$0	\$0	\$0	263,175,607	0	\$263,175,607	ADD PROJECT TO THE TIP/STIP
<b>TOTAL:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>263,175,607</b>	<b>0</b>	<b>\$263,175,607</b>	

# PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** CITY OF ARLINGTON

**Apportionment Year** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2023-0634

**Request:** REVISE PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Comment:** 133,000 OF TRANSPORTATION DEVELOPMENT CREDITS (POLICY BUNDLE - CAT 6 - TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

## Currently Approved:

### FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12037.20	OPERATING ASSISTANCE	2021	OPERATING	\$1,087,777	\$0	\$0	\$1,087,777	0	\$2,175,554
12904.20	CAPITAL COST OF CONTRACTING-VIA	2021	CAPITAL	\$2,000,000	\$0	\$0	\$500,000	0	\$2,500,000
12906.20	CAPITAL COST OF CONTRACTING-HANDITRAN	2021	CAPITAL	\$480,000	\$0	\$0	\$0	96,000	\$480,000
12907.20	PREVENTIVE MAINTENANCE	2021	CAPITAL	\$185,000	\$0	\$0	\$0	37,000	\$185,000
<b>TOTAL:</b>				<b>\$3,752,777</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,587,777</b>	<b>133,000</b>	<b>\$5,340,554</b>

## Revision Requested:

### FUNDING TABLE:

### REVISION REQUESTED

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12015.20	DYNAMIC DIRECT ROUTE	2024	CAPITAL	\$562,636	\$0	\$0	\$140,659	0	\$703,295	ADD PROJECT TO TIP/STIP
12037.20	OPERATING ASSISTANCE	2021	OPERATING	\$1,087,777	\$0	\$0	\$1,087,777	0	\$2,175,554	NO CHANGE
12904.20	CAPITAL COST OF CONTRACTING-VIA	2021	CAPITAL	\$2,000,000	\$0	\$0	\$500,000	0	\$2,500,000	NO CHANGE
12906.20	CAPITAL COST OF CONTRACTING-HANDITRAN	2021	CAPITAL	\$480,000	\$0	\$0	\$0	96,000	\$480,000	NO CHANGE
12907.20	PREVENTIVE MAINTENANCE	2021	CAPITAL	\$185,000	\$0	\$0	\$0	37,000	\$185,000	NO CHANGE
<b>TOTAL:</b>				<b>\$4,315,413</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,728,436</b>	<b>133,000</b>	<b>\$6,043,849</b>	

# PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** CITY OF ARLINGTON

**Apportionment Year** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2023-0635

**Request:** REVISE PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Comment:** 733,000 OF TRANSPORTATION DEVELOPMENT CREDITS (POLICY BUNDLE - CAT 6 - TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

## Currently Approved:

				<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12904.21	CAPITAL COST OF CONTRACTING - VIA	2022	CAPITAL	\$3,000,000	\$0	\$0	\$0	600,000	\$3,000,000	
12906.21	CAPITAL COST OF CONTRACTING - HANDITRAN	2022	CAPITAL	\$480,000	\$0	\$0	\$0	96,000	\$480,000	
12973.21	OPERATING ASSISTANCE - HANDITRAN	2022	OPERATING	\$1,087,777	\$0	\$0	\$1,087,777	0	\$2,175,554	
12975.21	PREVENTIVE MAINTENANCE - HANDITRAN	2022	CAPITAL	\$185,000	\$0	\$0	\$0	37,000	\$185,000	
<b>TOTAL:</b>				<b>\$4,752,777</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,087,777</b>	<b>733,000</b>	<b>\$5,840,554</b>	

## Revision Requested:

				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12015.21	DYNAMIC DIRECT ROUTE	2024	CAPITAL	\$564,237	\$0	\$0	\$141,059	0	\$705,296	ADD PROJECT TO TIP/STIP
12904.21	CAPITAL COST OF CONTRACTING - VIA	2022	CAPITAL	\$3,000,000	\$0	\$0	\$0	600,000	\$3,000,000	NO CHANGE
12906.21	CAPITAL COST OF CONTRACTING - HANDITRAN	2022	CAPITAL	\$480,000	\$0	\$0	\$0	96,000	\$480,000	NO CHANGE
12973.21	OPERATING ASSISTANCE - HANDITRAN	2022	OPERATING	\$1,087,777	\$0	\$0	\$1,087,777	0	\$2,175,554	NO CHANGE
12975.21	PREVENTIVE MAINTENANCE - HANDITRAN	2022	CAPITAL	\$185,000	\$0	\$0	\$0	37,000	\$185,000	NO CHANGE
<b>TOTAL:</b>				<b>\$5,317,014</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,228,836</b>	<b>733,000</b>	<b>\$6,545,850</b>	

**Implementing Agency:** CITY OF ARLINGTON

**Apportionment Year** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2023-0636

**Request:** ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Comment:** 1,003,861 OF TRANSPORTATION DEVELOPMENT CREDITS (POLICY BUNDLE - CAT 6) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

## Revision Requested:

				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12022.23	CAPITAL COST OF CONTRACTING - HANDITRAN	2024	CAPITAL	\$960,000	\$0	\$0	\$0	192,000	\$960,000	ADD PROJECT TO TIP/STIP (MPO TDCs)
12027.23	CAPITAL COST OF CONTRACTING - VIA RIDESHARE	2024	CAPITAL	\$3,689,305	\$0	\$0	\$0	737,861	\$3,689,305	ADD PROJECT TO TIP/STIP (MPO TDCs)
12037.23	OPERATING ASSISTANCE (SPECIAL RULE)	2024	OPERATING	\$1,824,435	\$341,663	\$0	\$1,482,772	0	\$3,648,870	ADD PROJECT TO TIP/STIP
12907.23	PREVENTIVE MAINTENANCE	2024	CAPITAL	\$370,000	\$0	\$0	\$0	74,000	\$370,000	ADD PROJECT TO TIP/STIP (MPO TDCs)
<b>TOTAL:</b>				<b>\$6,843,740</b>	<b>\$341,663</b>	<b>\$0</b>	<b>\$1,482,772</b>	<b>1,003,861</b>	<b>\$8,668,175</b>	



# PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** CITY/COUNTY TRANSPORTATION

**Apportionment Year** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2023-0637

**Request:** ADD PROJECTS TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Comment:** 18,905 OF TRANSPORTATION DEVELOPMENT CREDITS (SMALL TRANSIT PROVIDER - CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

## Revision Requested:

### FUNDING TABLE:

### REVISION REQUESTED

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12032.23	PROGRAM ADMINISTRATION	2024	CAPITAL	\$42,024	\$0	\$0	\$0	8,405	\$42,024	ADD PROJECT TO TIP/STIP (MPO TDCs)
12154.23	OPERATING ASSISTANCE (SPECIAL RULE)	2024	OPERATING	\$83,194	\$0	\$0	\$83,194	0	\$166,388	ADD PROJECT TO TIP/STIP
12782.23	PREVENTIVE MAINTENANCE	2024	CAPITAL	\$52,500	\$0	\$0	\$0	10,500	\$52,500	ADD PROJECT TO TIP/STIP (MPO TDCs)
TOTAL:				\$177,718	\$0	\$0	\$83,194	18,905	\$260,912	

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2023-0638

**Request:** REVISE PROGRAM OF PROJECTS

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

**Funding Source:** TRANSIT SECTION 5307 FUNDS

## Currently Approved:

### FUNDING TABLE:

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12028.19	SYSTEM PREVENTIVE MAINTENANCE	2020	CAPITAL	\$53,086,090	\$0	\$0	\$13,271,523	0	\$66,357,613
12515.19	ACQUISITION OF SECURITY EQUIPMENT	2020	CAPITAL	\$592,774	\$0	\$0	\$148,194	0	\$740,968
TOTAL:				\$53,678,864	\$0	\$0	\$13,419,717	0	\$67,098,581

## Revision Requested:

### FUNDING TABLE:

### REVISION REQUESTED

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12028.19	SYSTEM PREVENTIVE MAINTENANCE	2024	CAPITAL	\$53,616,942	\$0	\$0	\$13,404,236	0	\$67,021,178	INCREASE FUNDING
12515.19	ACQUISITION OF SECURITY EQUIPMENT	2020	CAPITAL	\$592,774	\$0	\$0	\$148,194	0	\$740,968	NO CHANGE
TOTAL:				\$54,209,716	\$0	\$0	\$13,552,430	0	\$67,762,146	

# PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2023-0639

**Request:** REVISE PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Comment:** 230,475 OF TRANSPORTATION DEVELOPMENT CREDITS (REGIONAL - CAT 5 - TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

## Currently Approved:

				<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12028.23	SYSTEM PREVENTIVE MAINTENANCE	2023	CAPITAL	\$48,323,515	\$0	\$0	\$12,080,879	0	\$60,404,394	
12515.23	ACQUISITION OF SECURITY EQUIPMENT	2023	CAPITAL	\$592,774	\$0	\$0	\$148,194	0	\$740,968	
<b>TOTAL:</b>				<b>\$48,916,289</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,229,073</b>	<b>0</b>	<b>\$61,145,362</b>	

## Revision Requested:

				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12002.23	ACQUISITION OF PASSENGER INFORMATION DISPLAY SYSTEM (PIDS)	2024	CAPITAL	\$1,152,374	\$0	\$0	\$0	230,475	\$1,152,374	ADD PROJECT TO TIP/STIP (MPO TDCs)
12021.23	RISK REDUCTION SAFETY PROJECT	2024	CAPITAL	\$588,477	\$0	\$0	\$147,119	0	\$735,596	ADD PROJECT TO TIP/STIP
12028.23	SYSTEM PREVENTIVE MAINTENANCE	2024	CAPITAL	\$48,323,515	\$0	\$0	\$12,080,879	0	\$60,404,394	NO CHANGE
12515.23	ACQUISITION OF SECURITY EQUIPMENT	2024	CAPITAL	\$592,774	\$0	\$0	\$148,194	0	\$740,968	NO CHANGE
<b>TOTAL:</b>				<b>\$50,657,140</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,376,192</b>	<b>230,475</b>	<b>\$63,033,332</b>	

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2023-0640

**Request:** DELETE PROJECT

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

**Funding Source:** TRANSIT SECTION 5307 FUNDS

## Currently Approved:

				<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12014.19	INLAND PORT SERVICE ENHANCEMENTS	2022	CAPITAL	\$530,852	\$0	\$0	\$132,713	0	\$663,565	
<b>TOTAL:</b>				<b>\$530,852</b>	<b>\$0</b>	<b>\$0</b>	<b>\$132,713</b>	<b>0</b>	<b>\$663,565</b>	

## Revision Requested:

				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12014.19	INLAND PORT SERVICE ENHANCEMENTS	2022	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
<b>TOTAL:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2023-0641

**Request:** ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Funding Source:** TRANSIT SECTION 5310 FUNDS

## Revision Requested:

				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12855.23	OPERATING ASSISTANCE	2024	OPERATING	\$530,852	\$0	\$0	\$530,852	0	\$1,061,704	ADD PROJECT TO TIP/STIP
<b>TOTAL:</b>				<b>\$530,852</b>	<b>\$0</b>	<b>\$0</b>	<b>\$530,852</b>	<b>0</b>	<b>\$1,061,704</b>	

# PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2023-0642

**Request:** INCREASE FUNDING BY \$23,261,111 TOTAL 5337 FUNDS (\$18,608,889 FEDERAL AND \$4,652,222 LOCAL) FOR A TOTAL OF \$54,511,111 5337 FUNDS (\$43,608,889 FEDERAL AND \$10,902,222 LOCAL) IN FY2024

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

**Comment:** CLARIFIED FUNDING SOURCE AS 5337 INSTEAD OF 5307

**Funding Source:** TRANSIT SECTION 5337 FUNDS

## Currently Approved:

FUNDING TABLE:									
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12471.23	RAIL PREVENTIVE MAINTENANCE	2023	CAPITAL	\$25,000,000	\$0	\$0	\$6,250,000	0	\$31,250,000
TOTAL:				\$25,000,000	\$0	\$0	\$6,250,000	0	\$31,250,000

## Revision Requested:

FUNDING TABLE:										REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12471.23	RAIL PREVENTIVE MAINTENANCE	2024	CAPITAL	\$43,608,889	\$0	\$0	\$10,902,222	0	\$54,511,111	INCREASE FUNDING
TOTAL:				\$43,608,889	\$0	\$0	\$10,902,222	0	\$54,511,111	

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2023-0643

**Request:** REVISE PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2023-2026 TRANSPORATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORATION IMPROVEMENT PROGRAM (STIP)

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

**Funding Source:** TRANSIT SECTION 5339 FUNDS

## Currently Approved:

FUNDING TABLE:									
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12730.23	PURCHASE REPLACEMENT VEHICLES	2023	CAPITAL	\$4,000,000	\$0	\$0	\$705,882	0	\$4,705,882
TOTAL:				\$4,000,000	\$0	\$0	\$705,882	0	\$4,705,882

## Revision Requested:

FUNDING TABLE:										REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12084.23	PROGRAM ADMINISTRATION	2024	CAPITAL	\$4,514,645	\$0	\$0	\$1,128,661	0	\$5,643,306	ADD PROJECT TO TIP/STIP
12730.23	PURCHASE REPLACEMENT VEHICLES	2023	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$4,514,645	\$0	\$0	\$1,128,661	0	\$5,643,306	

# PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** DENTON COUNTY TRANSPORTATION AUTHORITY

**Apportionment Year** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2023-0645

**Request:** REVISE PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DENTON-LEWISVILLE

**Funding Source:** TRANSIT SECTION 5307 FUNDS

## Currently Approved:

### FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12354.23	ACQUISITION OF SECURITY EQUIPMENT	2023	CAPITAL	\$1,250,000	\$0	\$0	\$0	0	\$1,250,000
12416.23	SYSTEM PREVENTIVE MAINTENANCE	2023	CAPITAL	\$1,250,000	\$0	\$0	\$0	0	\$1,250,000
12465.23	OPERATING ASSISTANCE (SPECIAL RULE)	2023	OPERATING	\$2,500,000	\$0	\$0	\$2,500,000	0	\$5,000,000
<b>TOTAL:</b>				<b>\$5,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>	<b>0</b>	<b>\$7,500,000</b>

## Revision Requested:

### FUNDING TABLE:

### REVISION REQUESTED BY PROJECT

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12120.23	SAFETY PROGRAM	2024	CAPITAL	\$59,432	\$0	\$0	\$14,858	0	\$74,290	ADD PROJECT TO TIP/STIP
12354.23	ACQUISITION OF SECURITY EQUIPMENT	2023	CAPITAL	\$79,242	\$0	\$0	\$19,810	0	\$99,052	DECREASE FEDERAL FUNDING AND ADD LOCAL MATCH
12356.23	ADA PARATRANSIT SERVICE	2024	CAPITAL	\$792,419	\$0	\$0	\$198,105	0	\$990,524	ADD PROJECT TO TIP/STIP
12416.23	SYSTEM PREVENTIVE MAINTENANCE	2023	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12465.23	OPERATING ASSISTANCE (SPECIAL RULE)	2024	OPERATING	\$6,834,618	\$0	\$0	\$6,834,618	0	\$13,669,236	INCREASE FUNDING
<b>TOTAL:</b>				<b>\$7,765,711</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,067,391</b>	<b>0</b>	<b>\$14,833,102</b>	

**Implementing Agency:** DENTON COUNTY TRANSPORTATION AUTHORITY

**Apportionment Year** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2023-0646

**Request:** ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DENTON-LEWISVILLE

**Funding Source:** TRANSIT SECTION 5310 FUNDS

## Revision Requested:

### FUNDING TABLE:

### REVISION REQUESTED BY PROJECT

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12067.19	COLLIN COUNTY RIDES-OPERATING ASSISTANCE	2024	OPERATING	\$205,359	\$0	\$0	\$205,359	0	\$410,718	ADD PROJECT TO TIP/STIP
<b>TOTAL:</b>				<b>\$205,359</b>	<b>\$0</b>	<b>\$0</b>	<b>\$205,359</b>	<b>0</b>	<b>\$410,718</b>	

**Implementing Agency:** DENTON COUNTY TRANSPORTATION AUTHORITY

**Apportionment Year** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2023-0647

**Request:** ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DENTON-LEWISVILLE

**Funding Source:** TRANSIT SECTION 5310 FUNDS

## Revision Requested:

### FUNDING TABLE:

### REVISION REQUESTED BY PROJECT

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12067.20	COLLIN COUNTY RIDES-OPERATING ASSISTANCE	2024	OPERATING	\$217,527	\$0	\$0	\$217,527	0	\$435,054	ADD PROJECT TO TIP/STIP
<b>TOTAL:</b>				<b>\$217,527</b>	<b>\$0</b>	<b>\$0</b>	<b>\$217,527</b>	<b>0</b>	<b>\$435,054</b>	

# PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** DENTON COUNTY TRANSPORTATION AUTHORITY

**Apportionment Year** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2023-0648

**Request:** ADD PROJECTS TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DENTON-LEWISVILLE

**Funding Source:** TRANSIT SECTION 5310 FUNDS

## Revision Requested:

			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12067.21	COLLIN COUNTY RIDES-OPERATING ASSISTANCE	2024	OPERATING	\$177,114	\$0	\$0	\$177,114	0	\$354,228	ADD PROJECT TO TIP/STIP
12852.21	MOBILITY MANAGEMENT	2024	CAPITAL	\$45,832	\$0	\$0	\$11,458	0	\$57,290	ADD PROJECT TO TIP/STIP
<b>TOTAL:</b>				<b>\$222,946</b>	<b>\$0</b>	<b>\$0</b>	<b>\$188,572</b>	<b>0</b>	<b>\$411,518</b>	

**Implementing Agency:** DENTON COUNTY TRANSPORTATION AUTHORITY

**Apportionment Year** FY2022 PROGRAM OF PROJECTS

**Modification #:** 2023-0649

**Request:** ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DENTON-LEWISVILLE

**Funding Source:** TRANSIT SECTION 5310 FUNDS

## Revision Requested:

			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12852.22	MOBILITY MANAGEMENT	2024	CAPITAL	\$42,169	\$0	\$0	\$10,542	0	\$52,711	ADD PROJECT TO TIP/STIP
<b>TOTAL:</b>				<b>\$42,169</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,542</b>	<b>0</b>	<b>\$52,711</b>	

**Implementing Agency:** DENTON COUNTY TRANSPORTATION AUTHORITY

**Apportionment Year** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2023-0650

**Request:** INCREASE FUNDING AND ADD TDCS

**UZA:** DENTON-LEWISVILLE

**Comment:** 638,122 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5337 FUNDS

## Currently Approved:

			<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12909.23	RAIL PREVENTIVE MAINTENANCE	2023	CAPITAL	\$2,500,000	\$0	\$0	\$0	0	\$2,500,000	
<b>TOTAL:</b>				<b>\$2,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>\$2,500,000</b>	

## Revision Requested:

			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12909.23	RAIL PREVENTIVE MAINTENANCE	2024	CAPITAL	\$3,190,609	\$0	\$0	\$0	638,122	\$3,190,609	INCREASE FUNDING AND ADD TDCS
<b>TOTAL:</b>				<b>\$3,190,609</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>638,122</b>	<b>\$3,190,609</b>	

# PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** DENTON COUNTY TRANSPORTATION AUTHORITY

**Apportionment Year** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2023-0651

**Request:** REVISE PROGRAM OF PROJECTS

**UZA:** DENTON-LEWISVILLE

**Funding Source:** TRANSIT SECTION 5339 FUNDS

## Currently Approved:

				<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12726.23	PURCHASE REPLACEMENT VEHICLES	2023	CAPITAL	\$525,000	\$0	\$0	\$0	0	\$525,000		
<b>TOTAL:</b>				<b>\$525,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>\$525,000</b>		

## Revision Requested:

				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>	
12726.23	PURCHASE REPLACEMENT VEHICLES	2023	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12729.23	TRANSIT FACILITY MAINTENANCE AND REPAIRS	2024	CAPITAL	\$447,742	\$0	\$0	\$111,936	0	\$559,678	ADD PROJECT TO TIP/STIP	
<b>TOTAL:</b>				<b>\$447,742</b>	<b>\$0</b>	<b>\$0</b>	<b>\$111,936</b>	<b>0</b>	<b>\$559,678</b>		

**Implementing Agency:** DENTON COUNTY TRANSPORTATION AUTHORITY

**Apportionment Year** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2023-0652

**Request:** ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**UZA:** DENTON-LEWISVILLE

**Funding Source:** TRANSIT SECTION FUNDS

## Revision Requested:

				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>	
12069.23	COLLIN COUNTY RIDES-OPERATING ASSISTANCE	2023	OPERATING	\$0	\$0	\$300,000	\$300,000	0	\$600,000	ADD PROJECT TO TIP/STIP	
<b>TOTAL:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>0</b>	<b>\$600,000</b>		

# PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2023-0653

**Request:** REVISE PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Funding Source:** TRANSIT SECTION 5307 FUNDS

## Currently Approved:

				<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12038.23	SYSTEM PREVENTIVE MAINTENANCE	2023	CAPITAL	\$11,000,000	\$0	\$0	\$0	0	\$11,000,000		
12732.23	ACQUISITION OF SECURITY EQUIPMENT	2023	CAPITAL	\$550,000	\$0	\$0	\$0	0	\$550,000		
<b>TOTAL:</b>				<b>\$11,550,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>\$11,550,000</b>		

## Revision Requested:

				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>	
12038.23	SYSTEM PREVENTIVE MAINTENANCE	2024	CAPITAL	\$16,682,313	\$0	\$0	\$4,170,600	0	\$20,852,913	INCREASE FEDERAL FUNDING AND ADD LOCAL MATCH	
12549.23	ADA PARATRANSIT SERVICE	2024	CAPITAL	\$1,920,000	\$0	\$0	\$480,000	0	\$2,400,000	ADD PROJECT TO TIP/STIP	
12671.23	RISK REDUCTION SAFETY PROJECT	2024	CAPITAL	\$264,388	\$0	\$0	\$66,097	0	\$330,485	ADD PROJECT TO TIP/STIP	
12732.23	ACQUISITION OF SECURITY EQUIPMENT	2023	CAPITAL	\$352,517	\$0	\$0	\$88,129	0	\$440,646	DECREASE FEDERAL FUNDING AND ADD LOCAL MATCH	
<b>TOTAL:</b>				<b>\$19,219,218</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,804,826</b>	<b>0</b>	<b>\$24,024,044</b>		

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2023-0654

**Request:** ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Comment:** 55,000 OF TRANSPORTATION DEVELOPMENT CREDITS (SMALL TRANSIT PROVIDER CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5310 FUNDS

## Revision Requested:

				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>	
12947.23	PURCHASE OF SERVICE-TCTS	2024	CAPITAL	\$275,000	\$0	\$0	\$0	55,000	\$275,000	ADD PROJECT TO TIP/STIP (MPO TDCs)	
<b>TOTAL:</b>				<b>\$275,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>55,000</b>	<b>\$275,000</b>		

# PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2023-0655

**Request:** INCREASE FEDERAL FUNDING AND ADD LOCAL MATCH

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

**Funding Source:** TRANSIT SECTION 5337 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12462.23	RAIL PREVENTIVE MAINTENANCE	2023	CAPITAL	\$2,500,000	\$0	\$0	\$0	0	\$2,500,000		
<b>TOTAL:</b>				<b>\$2,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>\$2,500,000</b>		

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>	
12462.23	RAIL PREVENTIVE MAINTENANCE	2024	CAPITAL	\$6,312,262	\$0	\$0	\$1,578,066	0	\$7,890,328	INCREASE FEDERAL FUNDING	
											AND ADD LOCAL MATCH
<b>TOTAL:</b>				<b>\$6,312,262</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,578,066</b>	<b>0</b>	<b>\$7,890,328</b>		

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2023-0656

**Request:** REVISE PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2023-2026 TRANSPORATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORATION IMPROVEMENT PROGRAM (STIP)

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

**Funding Source:** TRANSIT SECTION 5339 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12728.23	PURCHASE REPLACEMENT VEHICLES	2023	CAPITAL	\$1,200,000	\$0	\$0	\$0	0	\$1,200,000		
<b>TOTAL:</b>				<b>\$1,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>\$1,200,000</b>		

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>	
12033.23	BUS PREVENTIVE MAINTENANCE	2024	CAPITAL	\$2,028,319	\$0	\$0	\$507,080	0	\$2,535,399	ADD PROJECT TO TIP/STIP	
12728.23	PURCHASE REPLACEMENT VEHICLES	2023	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
<b>TOTAL:</b>				<b>\$2,028,319</b>	<b>\$0</b>	<b>\$0</b>	<b>\$507,080</b>	<b>0</b>	<b>\$2,535,399</b>		

**Implementing Agency:** CITY OF GRAND PRAIRIE

**Apportionment Year** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2023-0657

**Request:** ADD PROJECTS TO THE 2023-2026 TRANSPORATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORATION IMPROVEMENT PROGRAM (STIP)

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

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>	
12006.23	PREVENTIVE MAINTENANCE	2024	CAPITAL	\$96,000	\$0	\$0	\$24,000	0	\$120,000	ADD PROJECT TO TIP/STIP	
12044.23	OPERATING ASSISTANCE (JARC)	2024	OPERATING	\$1,800,000	\$0	\$0	\$1,800,000	0	\$3,600,000	ADD PROJECT TO TIP/STIP	
12078.23	REHAB/RENOVATION ADP HARDWARE	2024	CAPITAL	\$160,000	\$0	\$0	\$40,000	0	\$200,000	ADD PROJECT TO TIP/STIP	
12650.23	OPERATING ASSISTANCE	2024	OPERATING	\$262,000	\$0	\$0	\$262,000	0	\$524,000	ADD PROJECT TO TIP/STIP	
12858.23	PURCHASE EXPANSION VEHICLES	2024	CAPITAL	\$595,000	\$0	\$0	\$105,000	0	\$700,000	ADD PROJECT TO TIP/STIP	
<b>TOTAL:</b>				<b>\$2,913,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,231,000</b>	<b>0</b>	<b>\$5,144,000</b>		



# PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** CITY OF GRAND PRAIRIE

**Apportionment Year** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2023-0657

**Request:** ADD PROJECTS TO THE 2023-2026 TRANSPORATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORATION IMPROVEMENT PROGRAM (STIP)

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

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>
12006.23	PREVENTIVE MAINTENANCE	2024	CAPITAL	\$96,000	\$0	\$0	\$24,000	0	\$120,000	ADD PROJECT TO TIP/STIP
12044.23	OPERATING ASSISTANCE (JARC)	2024	OPERATING	\$1,800,000	\$0	\$0	\$1,800,000	0	\$3,600,000	ADD PROJECT TO TIP/STIP
12078.23	REHAB/RENOVATION ADP HARDWARE	2024	CAPITAL	\$160,000	\$0	\$0	\$40,000	0	\$200,000	ADD PROJECT TO TIP/STIP
12650.23	OPERATING ASSISTANCE	2024	OPERATING	\$262,000	\$0	\$0	\$262,000	0	\$524,000	ADD PROJECT TO TIP/STIP
12858.23	PURCHASE EXPANSION VEHICLES	2024	CAPITAL	\$595,000	\$0	\$0	\$105,000	0	\$700,000	ADD PROJECT TO TIP/STIP
<b>TOTAL:</b>				<b>\$2,913,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,231,000</b>	<b>0</b>	<b>\$5,144,000</b>	

**Implementing Agency:** CITY OF MCKINNEY

**Apportionment Year** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2023-0658

**Request:** ADD PROJECTS TO THE 2023-2026 TRANSPORATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORATION IMPROVEMENT PROGRAM (STIP)

**UZA:** MCKINNEY

**Comment:** 9,741 OF TRANSPORTATION DEVELOPMENT CREDITS (POLICY BUNDLE - CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>
12823.23	OPERATING ASSISTANCE	2024	OPERATING	\$4,821,400	\$437,261	\$0	\$4,384,139	0	\$9,642,800	ADD PROJECT TO TIP/STIP
12922.23	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2024	CAPITAL	\$48,702	\$0	\$0	\$0	9,741	\$48,702	ADD PROJECT TO TIP/STIP (MPO TDCs)
<b>TOTAL:</b>				<b>\$4,870,102</b>	<b>\$437,261</b>	<b>\$0</b>	<b>\$4,384,139</b>	<b>9,741</b>	<b>\$9,691,502</b>	

# PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

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

**Apportionment Year** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2023-0660

**Request:** ADD PROJECTS TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Comment:** 642,746 OF TRANSPORTATION DEVELOPMENT CREDITS (SMALL TRANSIT PROVIDER - CAT 1 - TDCS) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

## Revision Requested:

				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12206.23	PROJECT ADMINISTRATION	2024	CAPITAL	\$852,864	\$0	\$0	\$0	170,573	\$852,864	ADD PROJECT TO TIP/STIP (MPO TDCs)
12576.23	PURCHASE REPLACEMENT VEHICLES	2024	CAPITAL	\$1,744,000	\$0	\$0	\$0	261,600	\$1,744,000	ADD PROJECT TO TIP/STIP (MPO TDCs)
12813.23	GENERAL PLANNING	2024	CAPITAL	\$200,000	\$0	\$0	\$0	40,000	\$200,000	ADD PROJECT TO TIP/STIP (MPO TDCs)
12870.23	MOBILITY MANAGEMENT	2024	CAPITAL	\$852,864	\$0	\$0	\$0	170,573	\$852,864	ADD PROJECT TO TIP/STIP (MPO TDCs)
<b>TOTAL:</b>				<b>\$3,649,728</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>642,746</b>	<b>\$3,649,728</b>	

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

**Apportionment Year** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2023-0661

**Request:** ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DENTON-LEWISVILLE

**Funding Source:** TRANSIT SECTION 5307 FUNDS

## Revision Requested:

				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12103.23	SUPPORT URBANIZED AREA TRANSIT SERVICE	2024	CAPITAL	\$158,484	\$0	\$0	\$39,621	0	\$198,105	ADD PROJECT TO TIP/STIP
<b>TOTAL:</b>				<b>\$158,484</b>	<b>\$0</b>	<b>\$0</b>	<b>\$39,621</b>	<b>0</b>	<b>\$198,105</b>	

# PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

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

**Apportionment Year** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2023-0662

**Request:** REVISE PROGRAM OF PROJECTS AND REMOVE PROJECT FROM THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Funding Source:** TRANSIT SECTION 5310 FUNDS

## Currently Approved:

			FUNDING TABLE:						
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12678.18	PROGRAM ADMINISTRATION	2019	CAPITAL	\$354,031	\$0	\$0	\$0	0	\$354,031
12752.18	MOBILITY MANAGEMENT	2020	CAPITAL	\$111,802	\$0	\$0	\$0	22,360	\$111,802
TOTAL:				\$465,833	\$0	\$0	\$0	22,360	\$465,833

## Revision Requested:

			FUNDING TABLE:							REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12678.18	PROGRAM ADMINISTRATION	2019	CAPITAL	\$354,031	\$0	\$0	\$0	0	\$354,031	NO CHANGE
12752.18	MOBILITY MANAGEMENT	2020	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$354,031	\$0	\$0	\$0	0	\$354,031	

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

**Apportionment Year** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2023-0663

**Request:** REVISE PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Funding Source:** TRANSIT SECTION 5310 FUNDS

## Currently Approved:

			FUNDING TABLE:						
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12678.19	PROGRAM ADMINISTRATION	2020	CAPITAL	\$363,942	\$0	\$0	\$0	0	\$363,942
12915.19	SUPPORT ENHANCED MOBILITY TRANSIT SERVICE	2020	CAPITAL	\$0	\$0	\$0	\$0	0	\$0
TOTAL:				\$363,942	\$0	\$0	\$0	0	\$363,942

## Revision Requested:

			FUNDING TABLE:							REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12678.19	PROGRAM ADMINISTRATION	2020	CAPITAL	\$363,942	\$0	\$0	\$0	0	\$363,942	NO CHANGE
12915.19	SUPPORT ENHANCED MOBILITY TRANSIT SERVICE	2024	CAPITAL	\$1,326,120	\$0	\$0	\$331,530	0	\$1,657,650	ADD PROJECT TO TIP/STIP
TOTAL:				\$1,690,062	\$0	\$0	\$331,530	0	\$2,021,592	

# PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

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

**Apportionment Year** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2023-0664

**Request:** REVISE PROGRAM OF PROJECTS AND REMOVE PROJECT FROM THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DENTON-LEWISVILLE

**Funding Source:** TRANSIT SECTION 5310 FUNDS

## Currently Approved:

		<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12677.19	PROGRAM ADMINISTRATION	2020	CAPITAL	\$22,818	\$0	\$0	\$0	0	\$22,818
12808.19	MOBILITY MANAGEMENT	2022	CAPITAL	\$205,359	\$0	\$0	\$0	41,072	\$205,359
<b>TOTAL:</b>				<b>\$228,177</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>41,072</b>	<b>\$228,177</b>

## Revision Requested:

		<b>FUNDING TABLE:</b>								<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12677.19	PROGRAM ADMINISTRATION	2020	CAPITAL	\$22,818	\$0	\$0	\$0	0	\$22,818	NO CHANGE
12808.19	MOBILITY MANAGEMENT	2022	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
<b>TOTAL:</b>				<b>\$22,818</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>\$22,818</b>	

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

**Apportionment Year** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2023-0665

**Request:** REVISE PROGRAM OF PROJECTS AND REMOVE PROJECT FROM THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DENTON-LEWISVILLE

**Funding Source:** TRANSIT SECTION 5310 FUNDS

## Currently Approved:

		<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12677.20	PROGRAM ADMINISTRATION	2021	CAPITAL	\$24,170	\$0	\$0	\$0	0	\$24,170
12808.20	MOBILITY MANAGEMENT	2023	CAPITAL	\$217,527	\$0	\$0	\$0	43,505	\$217,527
<b>TOTAL:</b>				<b>\$241,697</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>43,505</b>	<b>\$241,697</b>

## Revision Requested:

		<b>FUNDING TABLE:</b>								<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12677.20	PROGRAM ADMINISTRATION	2021	CAPITAL	\$24,170	\$0	\$0	\$0	0	\$24,170	NO CHANGE
12808.20	MOBILITY MANAGEMENT	2023	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
<b>TOTAL:</b>				<b>\$24,170</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>\$24,170</b>	

# PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

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

**Apportionment Year** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2023-0666

**Request:** REVISE PROGRAM OF PROJECTS AND REMOVE PROJECT FROM THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DENTON-LEWISVILLE

**Funding Source:** TRANSIT SECTION 5310 FUNDS

## Currently Approved:

		<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12677.21	PROGRAM ADMINISTRATION	2022	CAPITAL	\$24,772	\$0	\$0	\$0	0	\$24,772
12808.21	MOBILITY MANAGEMENT	2023	CAPITAL	\$222,945	\$0	\$0	\$0	0	\$222,945
<b>TOTAL:</b>				<b>\$247,717</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>\$247,717</b>

## Revision Requested:

		<b>FUNDING TABLE:</b>								<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12677.21	PROGRAM ADMINISTRATION	2022	CAPITAL	\$24,771	\$0	\$0	\$0	0	\$24,771	DECREASE FUNDING
12808.21	MOBILITY MANAGEMENT	2023	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
<b>TOTAL:</b>				<b>\$24,771</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>\$24,771</b>	

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

**Apportionment Year** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2023-0668

**Request:** ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Funding Source:** TRANSIT SECTION 5310 FUNDS

## Revision Requested:

		<b>FUNDING TABLE:</b>								<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12678.23	PROGRAM ADMINISTRATION	2024	CAPITAL	\$578,023	\$0	\$0	\$0	0	\$578,023	ADD PROJECT TO TIP/STIP
<b>TOTAL:</b>				<b>\$578,023</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>\$578,023</b>	

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

**Apportionment Year** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2023-0669

**Request:** ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DENTON-LEWISVILLE

**Funding Source:** TRANSIT SECTION 5310 FUNDS

## Revision Requested:

		<b>FUNDING TABLE:</b>								<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12677.23	PROGRAM ADMINISTRATION	2024	CAPITAL	\$38,170	\$0	\$0	\$0	0	\$38,170	ADD PROJECT TO TIP/STIP
<b>TOTAL:</b>				<b>\$38,170</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>\$38,170</b>	

# PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

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

**Apportionment Year** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2023-0670

**Request:** ADD PROJECTS TO THE 2023-2026 TRANSPORATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORATION IMPROVEMENT PROGRAM (STIP)

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

**Comment:** 91,052 OF TRANSPORTATION DEVELOPMENT CREDITS (SMALL PROVIDER CAT 1 - TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5339 FUNDS

## Revision Requested:

				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12736.23	PURCHASE REPLACEMENT VEHICLES	2024	CAPITAL	\$512,000	\$0	\$0	\$0	76,800	\$512,000	ADD PROJECT TO TIP/STIP (MPO TDCs)
12793.23	PROJECT ADMINISTRATION	2024	CAPITAL	\$71,262	\$0	\$0	\$0	14,252	\$71,262	ADD PROJECT TO TIP/STIP (MPO TDCs)
<b>TOTAL:</b>				<b>\$583,262</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>91,052</b>	<b>\$583,262</b>	

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

**Apportionment Year** FY2022 PROGRAM OF PROJECTS

**Modification #:** 2023-0671

**Request:** REVISE PROGRAM OF PROJECTS

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

**Funding Source:** TRANSIT SECTION FUNDS

## Currently Approved:

				<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
25101.20	PURCHASE OF ELECTRIC VEHICLES AND RELATED INFRASTRUCTURE FOR IMPLEMENTATION OF SERVICE; PEDESTRIAN INFRASTRUCTURE CONSTRUCTION AND IMPROVEMENT NEAR THE VA MEDICAL CENTER AND LIGHT RAIL STATION; AND TRAFFIC SIGNAL IMPROVEMENT	2023	CAPITAL	\$6,928,080	\$50,000	\$0	\$519,160	0	\$7,497,240	
25101.30	TRANSIT OPERATIONS	2023	OPERATING	\$1,290,000	\$0	\$0	\$0	0	\$1,290,000	
<b>TOTAL:</b>				<b>\$8,218,080</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$519,160</b>	<b>0</b>	<b>\$8,787,240</b>	

## Revision Requested:

				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
25101.20	PURCHASE OF ELECTRIC VEHICLES AND RELATED INFRASTRUCTURE FOR IMPLEMENTATION OF SERVICE; PEDESTRIAN INFRASTRUCTURE CONSTRUCTION AND IMPROVEMENT NEAR THE VA MEDICAL CENTER AND LIGHT RAIL STATION; AND TRAFFIC SIGNAL IMPROVEMENT	2023	CAPITAL	\$6,928,080	\$0	\$0	\$519,160	0	\$7,447,240	REMOVE STATE FUNDING
25101.30	TRANSIT OPERATIONS	2023	OPERATING	\$1,290,000	\$0	\$0	\$0	0	\$1,290,000	NO CHANGE
<b>TOTAL:</b>				<b>\$8,218,080</b>	<b>\$0</b>	<b>\$0</b>	<b>\$519,160</b>	<b>0</b>	<b>\$8,737,240</b>	

# PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** PUBLIC TRANSIT SERVICES

**Apportionment Year** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2023-0672

**Request:** ADD PROJECTS TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Comment:** 58,200 OF TRANSPORTATION DEVELOPMENT CREDITS (SMALL PROVIDER CAT 1 - TDC ) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

**Revision Requested:**

<b>FUNDING TABLE:</b>										<b>REVISION REQUESTED</b>
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>
12246.23	OPERATING ASSISTANCE (SPECIAL RULE)	2024	OPERATING	\$100,135	\$0	\$0	\$100,135	0	\$200,270	ADD PROJECT TO TIP/STIP
12247.23	PROJECT ADMINISTRATION	2024	CAPITAL	\$20,000	\$0	\$0	\$0	4,000	\$20,000	ADD PROJECT TO TIP/STIP (MPO TDCs)
12666.23	MOBILITY MANAGEMENT	2024	CAPITAL	\$78,000	\$0	\$0	\$0	15,600	\$78,000	ADD PROJECT TO TIP/STIP (MPO TDCs)
12696.23	PREVENTIVE MAINTENANCE	2024	CAPITAL	\$193,000	\$0	\$0	\$0	38,600	\$193,000	ADD PROJECT TO TIP/STIP (MPO TDCs)
<b>TOTAL:</b>				<b>\$391,135</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,135</b>	<b>58,200</b>	<b>\$491,270</b>	

**Implementing Agency:** SPECIAL PROGRAMS FOR AGING NEEDS

**Apportionment Year** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2023-0673

**Request:** ADD PROJECTS TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Comment:** 29,000 OF TRANSPORTATION DEVELOPMENT CREDITS (SMALL PROVIDER CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

**Revision Requested:**

<b>FUNDING TABLE:</b>										<b>REVISION REQUESTED</b>
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>
12375.23	PROJECT ADMINISTRATION	2024	CAPITAL	\$5,000	\$0	\$0	\$0	1,000	\$5,000	ADD PROJECT TO TIP/STIP (MPO TDCs)
12625.23	PREVENTIVE MAINTENANCE	2024	CAPITAL	\$140,000	\$0	\$0	\$0	28,000	\$140,000	ADD PROJECT TO TIP/STIP (MPO TDCs)
<b>TOTAL:</b>				<b>\$145,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>29,000</b>	<b>\$145,000</b>	

# PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** STAR TRANSIT

**Apportionment Year** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2023-0674

**Request:** REVISE PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Comment:** 17,600 OF TRANSPORTATION DEVELOPMENT CREDITS (SMALL PROVIDER CAT 1 - TDC ) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5310 FUNDS

## Currently Approved:

		<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12704.19	PURCHASE OF SERVICE	2020	CAPITAL	\$485,072	\$0	\$0	\$121,268	0	\$606,340
<b>TOTAL:</b>				<b>\$485,072</b>	<b>\$0</b>	<b>\$0</b>	<b>\$121,268</b>	<b>0</b>	<b>\$606,340</b>

## Revision Requested:

		<b>FUNDING TABLE:</b>								<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12089.19	ON-DEMAND SERVICES-ELLIS COUNTY	2024	CAPITAL	\$88,000	\$0	\$0	\$0	17,600	\$88,000	ADD PROJECT TO TIP/STIP (MPO TDCs)
12704.19	PURCHASE OF SERVICE	2020	CAPITAL	\$485,072	\$0	\$0	\$121,268	0	\$606,340	NO CHANGE
<b>TOTAL:</b>				<b>\$573,072</b>	<b>\$0</b>	<b>\$0</b>	<b>\$121,268</b>	<b>17,600</b>	<b>\$694,340</b>	

**Implementing Agency:** STAR TRANSIT

**Apportionment Year** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2023-0675

**Request:** ADD PROJECTS TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Comment:** 354,400 OF TRANSPORTATION DEVELOPMENT CREDITS (SMALL PROVIDER CAT 1 - TDC ) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

## Revision Requested:

		<b>FUNDING TABLE:</b>								<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12151.23	OPERATING ASSISTANCE (SPECIAL RULE)	2024	OPERATING	\$1,080,150	\$0	\$0	\$1,080,150	0	\$2,160,300	ADD PROJECT TO TIP/STIP
12241.23	PROJECT ADMINISTRATION	2024	CAPITAL	\$200,000	\$0	\$0	\$0	40,000	\$200,000	ADD PROJECT TO TIP/STIP (MPO TDCs)
12484.23	ACQUISITION OF SOFTWARE	2024	CAPITAL	\$337,000	\$0	\$0	\$0	67,400	\$337,000	ADD PROJECT TO TIP/STIP (MPO TDCs)
12627.23	PREVENTIVE MAINTENANCE	2024	CAPITAL	\$545,000	\$0	\$0	\$0	109,000	\$545,000	ADD PROJECT TO TIP/STIP (MPO TDCs)
12716.23	ACQUISITION OF SIGNAGE	2024	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000	ADD PROJECT TO TIP/STIP (MPO TDCs)
12717.23	MOBILITY MANAGEMENT	2024	CAPITAL	\$640,000	\$0	\$0	\$0	128,000	\$640,000	ADD PROJECT TO TIP/STIP (MPO TDCs)
<b>TOTAL:</b>				<b>\$2,852,150</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,080,150</b>	<b>354,400</b>	<b>\$3,932,300</b>	



# PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** STAR TRANSIT

**Apportionment Year** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2023-0676

**Request:** ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Comment:** 97,015 OF TRANSPORTATION DEVELOPMENT CREDITS (SMALL PROVIDER CAT 1 - TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5310 FUNDS

**Revision Requested:**

**FUNDING TABLE:**

**REVISION REQUESTED  
BY PROJECT**

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12719.23	PURCHASE OF SERVICE - MESQUITE	2024	CAPITAL	\$485,072	\$0	\$0	\$0	97,015	\$485,072	ADD PROJECT TO TIP/STIP (MPO TDCs)
<b>TOTAL:</b>				<b>\$485,072</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>97,015</b>	<b>\$485,072</b>	

**Implementing Agency:** CITY OF GRAND PRAIRIE

**Apportionment Year** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2023-0677

**Request:** ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Funding Source:** TRANSIT SECTION 5310 FUNDS

**Revision Requested:**

**FUNDING TABLE:**

**REVISION REQUESTED  
BY PROJECT**

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12650.23	OPERATING ASSISTANCE	2024	OPERATING	\$262,000	\$0	\$0	\$262,000	0	\$524,000	ADD PROJECT TO TIP/STIP
<b>TOTAL:</b>				<b>\$262,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$262,000</b>	<b>0</b>	<b>\$524,000</b>	

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2023-0678

**Request:** ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Funding Source:** TRANSIT SECTION 5310 FUNDS

**Revision Requested:**

**FUNDING TABLE:**

**REVISION REQUESTED  
BY PROJECT**

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12108.18	PURCHASE OF SERVICE-FOREST HILL	2024	CAPITAL	\$111,802	\$0	\$0	\$27,951	0	\$139,753	ADD PROJECT TO TIP/STIP
<b>TOTAL:</b>				<b>\$111,802</b>	<b>\$0</b>	<b>\$0</b>	<b>\$27,951</b>	<b>0</b>	<b>\$139,753</b>	

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2023-0679

**Request:** ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Funding Source:** TRANSIT SECTION 5310 FUNDS

**Revision Requested:**

**FUNDING TABLE:**

**REVISION REQUESTED  
BY PROJECT**

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12108.19	PURCHASE OF SERVICE-FOREST HILL	2024	CAPITAL	\$348,279	\$0	\$0	\$87,070	0	\$435,349	ADD PROJECT TO TIP/STIP
<b>TOTAL:</b>				<b>\$348,279</b>	<b>\$0</b>	<b>\$0</b>	<b>\$87,070</b>	<b>0</b>	<b>\$435,349</b>	

# PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2023-0689

**Request:** REVISE PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Comment:** 231,365 OF TRANSPORTATION DEVELOPMENT CREDITS (REGIONAL - CAT 5 - TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

## Currently Approved:

### FUNDING TABLE:

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12009.21	OPERATING ASSISTANCE	2022	OPERATING	\$128,511,228	\$0	\$0	\$0	0	\$128,511,228
12028.21	SYSTEM PREVENTIVE MAINTENANCE	2022	CAPITAL	\$54,219,969	\$0	\$0	\$13,554,992	0	\$67,774,961
12515.21	ACQUISITION OF SECURITY EQUIPMENT	2021	CAPITAL	\$585,161	\$0	\$0	\$146,290	0	\$731,451
<b>TOTAL:</b>				<b>\$183,316,358</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,701,282</b>	<b>0</b>	<b>\$197,017,640</b>

## Revision Requested:

### FUNDING TABLE:

### REVISION REQUESTED

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12002.21	ACQUISITION OF PASSENGER INFORMATION DISPLAY SYSTEM (PIDS)	2024	CAPITAL	\$1,156,825	\$0	\$0	\$0	231,365	\$1,156,825	ADD PROJECT TO TIP/STIP (MPO TDCs)
12009.21	OPERATING ASSISTANCE	2022	OPERATING	\$128,511,228	\$0	\$0	\$0	0	\$128,511,228	NO CHANGE
12028.21	SYSTEM PREVENTIVE MAINTENANCE	2022	CAPITAL	\$54,219,969	\$0	\$0	\$13,554,992	0	\$67,774,961	NO CHANGE
12515.21	ACQUISITION OF SECURITY EQUIPMENT	2021	CAPITAL	\$585,161	\$0	\$0	\$146,290	0	\$731,451	NO CHANGE
<b>TOTAL:</b>				<b>\$184,473,183</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,701,282</b>	<b>231,365</b>	<b>\$198,174,465</b>	

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year** FY2022 PROGRAM OF PROJECTS

**Modification #:** 2023-0690

**Request:** REVISE PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Comment:** 38,160 OF TRANSPORTATION DEVELOPMENT CREDITS (REGIONAL - CAT 5 - TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

## Currently Approved:

### FUNDING TABLE:

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12021.22	RISK REDUCTION SAFETY PROJECT	2023	CAPITAL	\$457,054	\$0	\$0	\$114,263	0	\$571,317
12028.22	SYSTEM PREVENTIVE MAINTENANCE	2023	CAPITAL	\$70,686,148	\$0	\$0	\$17,671,537	0	\$88,357,685
12515.22	ACQUISITION OF SECURITY EQUIPMENT	2023	CAPITAL	\$762,317	\$0	\$0	\$190,579	0	\$952,896
<b>TOTAL:</b>				<b>\$71,905,519</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,976,379</b>	<b>0</b>	<b>\$89,881,898</b>

## Revision Requested:

### FUNDING TABLE:

### REVISION REQUESTED

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12002.22	ACQUISITION OF PASSENGER INFORMATION DISPLAY SYSTEM (PIDS)	2024	CAPITAL	\$190,801	\$0	\$0	\$0	38,160	\$190,801	ADD PROJECT TO TIP/STIP (MPO TDCs)
12021.22	RISK REDUCTION SAFETY PROJECT	2023	CAPITAL	\$457,054	\$0	\$0	\$114,263	0	\$571,317	NO CHANGE
12028.22	SYSTEM PREVENTIVE MAINTENANCE	2023	CAPITAL	\$70,686,148	\$0	\$0	\$17,671,537	0	\$88,357,685	NO CHANGE
12515.22	ACQUISITION OF SECURITY EQUIPMENT	2023	CAPITAL	\$762,317	\$0	\$0	\$190,579	0	\$952,896	NO CHANGE
<b>TOTAL:</b>				<b>\$72,096,320</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,976,379</b>	<b>38,160</b>	<b>\$90,072,699</b>	



# Transit Strategic Partnerships Program

Selected Projects from the  
May 2023 Cycle

Regional Transportation Council

October 12, 2023

Shannon Stevenson, Senior Program Manager

# TRANSIT STRATEGIC PARTNERSHIPS PROGRAM: FEDERAL FUNDING PROGRAMS FOR TRANSIT

Section	Program	Purpose	Match
5307	Urbanized Area Formula (includes Job Access/Reverse Commute projects)	Serve general public including low-income populations	Capital: 80/20 Operating: 50/50
5310	Enhanced Mobility of Seniors and Individuals with Disabilities	Serve needs of the elderly and individuals with disabilities	Capital: 80/20 Operating: 50/50



# TRANSIT STRATEGIC PARTNERSHIPS PROGRAM: FUNDING PROCESS

Federal Transit Administration (FTA) apportions  
Sections 5307 and 5310 funds to our region:

Non-competitive  
(Formula)

~98% available annually to transit  
providers through  
Programs of Projects (POP) process

Competitive  
(Transit Strategic Partnerships Program)

By Regional Transportation Council (RTC)  
policy ~2% set aside for transit projects that  
support long-range mobility plan goals and  
address needs outlined in Access North Texas



# TRANSIT STRATEGIC PARTNERSHIPS PROGRAM: PROGRAM ELEMENTS/ELIGIBILITY

Competitive funding program to support transit project ideas and implement services that address Mobility 2045 Update goals and Access North Texas

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<b>Eligible applicants</b>	Transit authorities Rural providers Non-profits (encourage partnership with an existing transit provider)
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<b>Eligibility</b>	Must be an entity that can receive federal funds
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<b>Project Length</b>	Typically a 2-3 year pilot
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## Project elements

Cannot be used for operating shortfalls

Service must be within the Urbanized Area (UZA)

Encourage partnerships and collaboration between non-service providers (non-profits) and transit providers

Address innovation, Access North Texas, recent transit study recommendations, accessibility, environmental justice, transit dependent populations





# SELECTED PROJECTS FROM MAY 2023 CYCLE

Agency	Project	Description	Local Match <sup>1</sup>	Federal	Total Project Cost
City of Arlington	Dynamic Direct Route Pilot	Dynamic service to CentrePort TRE station during peak hours to address increased demand and to complement on-demand service for a pilot period.	\$281,718	\$1,126,873	<b>\$1,408,591</b>
Denton County Transportation Authority (DCTA)	Mobility Management	Staff support to implement rides to/within Collin County.	\$66,000	\$264,000	<b>\$330,000</b>
Trinity Metro	Forest Hill On-Demand Service	Expansion of Trinity Metro's ZipZone service to the City of Forest Hill.	\$115,021	\$460,081	<b>\$575,102</b>
<sup>1</sup> In lieu of match DCTA may utilize Transportation Development Credits (TDCs) awarded from their policy bundle for a portion of the project.			<b>TOTAL</b>	<b>\$462,739</b>	<b>\$1,850,954</b>
					<b>\$2,313,693</b>

*In October 2022, RTC approved projects in the Eastern region through the previous cycle of the Transit Strategic Partnerships Program*



# TRANSIT STRATEGIC PARTNERSHIPS PROGRAM: PROGRAM FUNDING OVERVIEW

	Dallas-Fort Worth-Arlington UZA		Denton-Lewisville UZA	
	Section 5307	Section 5310	Section 5307	Section 5310
Total Available <sup>1</sup>	\$2,248,803	\$8,735,156	\$633,904	\$717,096
May 2023 Cycle Project Requests	-\$1,126,873	-\$460,081	\$0	-\$264,000
Remaining Funds in Transit Strategic Partnerships Program	\$1,121,930	\$8,275,075	\$633,904	\$453,096

<sup>1</sup> Program funding includes estimated amounts from Federal Transit Administration FY2023 Apportionment set-aside for regional transit projects





# TRANSIT STRATEGIC PARTNERSHIPS PROGRAM: TIMELINE

Milestone	Date
Project Submittal Deadline	May 31, 2023
Evaluation and Finalizing of Projects	June - August 2023
STTC Approval	September 22, 2023
RTC Approval	October 12, 2023
Executive Board Approval	October 26, 2023
Develop Federal and Local Agreements	November 2023 – February 2024



# ACTION REQUESTED

## Regional Transportation Council approval:

To use existing Federal Transit Administration Section 5307 Urbanized Area Formula and Section 5310 Enhancing Mobility of Seniors and Individuals with Disabilities program funds from the Transit Strategic Partnerships Program in an amount not to exceed \$2,313,693 to fund the three selected projects.

To revise and update administrative documents as appropriate to incorporate all projects.



# CONTACT INFORMATION



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Program Email: [TransitSPP@nctcog.org](mailto:TransitSPP@nctcog.org)

<https://www.nctcog.org/strategicpartnerships-transit>



# Partnerships of Regional Events

Arlington Entertainment District:  
Phase 2 (MLB All-Star Game 2024) and Phase 3 (FIFA World Cup 2026)

Naval Air Station Joint Reserve Base Wings Over Cowtown Air Show (April 2024)

Regional Transportation Council

October 12, 2023

**North Central Texas Council of Governments**



# Arlington Entertainment District: Phased Approach for Partnership & Improvements

Expand partnerships/stakeholder coordination

Update needs and priorities

Phase 1 Implementation: National Medal of Honor Museum (**RTC Action – Jan 12, 2023**)

Phase 2 Implementation: Large scale event (Major-League All-Star Game 2024)

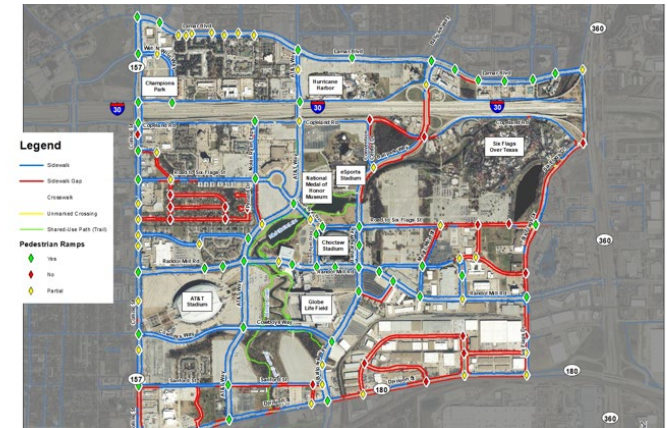
Phase 3 Implementation: Large scale event (World Cup Soccer Game (FIFA) 2026) – including DOT ask

Phase 4 Implementation: Beyond 2026

# Funding Needs and Strategies

- Operations (\$6M): Dynamic Message Signboards, software improvements, traffic signal enhancements, fiber, and TMC modifications
- Transit (\$3M): TRE Station Improvements, bus staging, and enhanced transit capacity
- Streetscape/Safety (\$8M): Sidewalks, Lighting, Crossing Improvements, and Wayfinding/Signage
- Total: \$17.5M

- Funding between NCTCOG and City of Arlington
  - Randol Mill Exchange of Funds
  - Up to \$17.5M in local funds available for exchange of federal funds
  - Interim asphalt overlay needed (\$3.8M) Regional Toll Revenue (RTR)



- Operations for TxDOT/NCTCOG (\$750K): Regional Dynamic Message Signs

# Naval Air Station Joint Reserve Base (NAS JRB)

## Wings Over Cowtown Air Show (April 2024):

Spring 2024 Air Show (Blue Angels confirmed)

Estimated over 150-180K Spectators Each Day Over Two Days

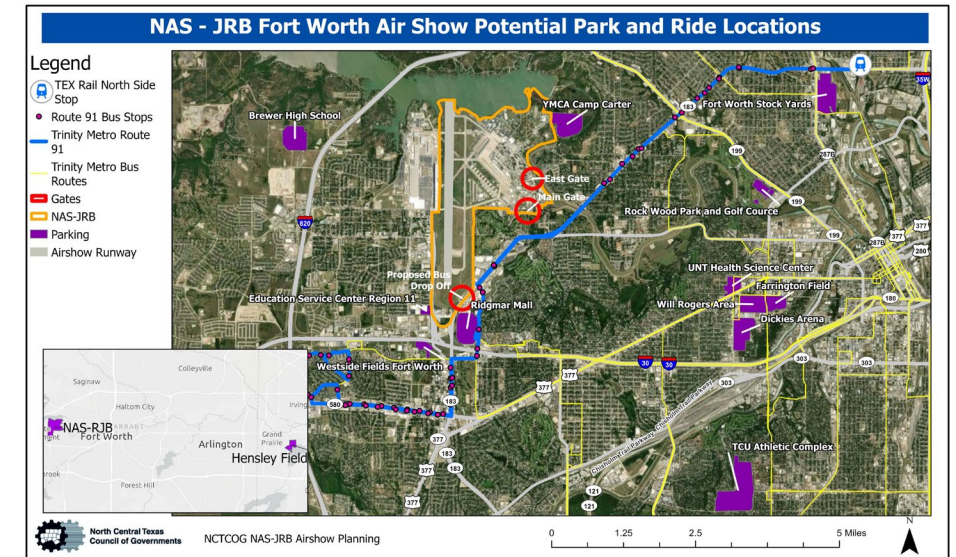
Transportation Challenges with Access of SH 183

Transportation Challenges with Parking

Additional Transit Capacity Needed

# Areas for Assistance

- Parking: On-base; Regional Park and Ride Lots; Ridgmar Mall
- Traffic Analysis: Base Circulation and Security Protocols
- Increased transit support
  - Trinity Metro Route 91 connections to base entrance
  - TexRail North Side Stop
  - TRE downtown (stations)
  - Connections to and from Ridgmar Mall
  - Charter Service/Buses from regional park and ride lots
- Total: \$250,000 estimated costs





# Action Requested

- Support of:
  - A \$17.5M allocation of Surface Transportation Block Grant funds to the City of Arlington, matched with Regional Transportation Development Credits in exchange for \$17.5M of City “local” funds to be applied to projects identified within the Arlington Entertainment District
  - An allocation of \$3.8M Regional Toll Revenue funds to the City of Arlington for interim improvements on Randol Mill Road
  - An allocation of \$750K in federal funds to TxDOT and NCTCOG for regional dynamic message signs
  - An allocation of \$250K Regional Transportation Council local to be allocated for transportation support for the NAS JRB Wings over Cowtown Air Show
  - Administratively amend Transportation Improvement Programs (TIP) and Statewide TIP, as well as other planning and administrative documents, to include the proposed project(s)

# CONTACT INFORMATION

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## **Shannon Stevenson**

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## **Christie Gotti**

Senior Program Manager  
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CGotti@nctcog.org



## **WALLER COUNTY**

**Carbett "Trey" J. Duhon III**  
**County Judge**

August 30, 2023

Ms. Sabrina E. McNeal  
Office of Governmental Affairs  
U.S. Department of Transportation  
Federal Railroad Administration  
1200 New Jersey Avenue, SE  
Washington DC 20590

Re: Proposed Houston to Dallas High Speed Rail Project & Application by North Central Texas Council of Government (NCTCOG) in conjunction with Texas Department of Transportation, Amtrak, and Texas Central Railroad for FRA Corridor Identification and Development Program

Dear Ms. McNeal:

I hope this letter finds you doing well. You may recall we met on February 23, 2023, when you & Administrator Amit Bose visited Houston and the Houston Galveston Area Council (HGAC) to talk about the Infrastructure Investment & Jobs Act. I am currently serving as the Chairman of the Board for HGAC in addition to my primary role as County Judge of Waller County, Texas.

Waller County is one of eight counties between Houston and Dallas that will be adversely impacted by the Houston to Dallas High Speed Rail Project. Unfortunately up to this point, there has been almost no meaningful coordination with local communities in any of these counties regarding the potential impacts this project could have on our respective areas, including but not limited to, drainage and flooding, emergency services, public safety, historical and cultural impacts, school district impacts, economic development and impacts on counties and cities' tax bases, wildlife and endangered species, and environmental justice issues for low income areas. I raised this issue during the meeting, and I spoke with you briefly afterward.

Recently, Amtrak released a statement that they are joining with Texas Central to further the development high speed rail service between Dallas and Houston. This did not come as a surprise to me, because I had become aware that Amtrak was partnering with the NCTCOG and TCR as early as March, when the NCTCOG submitted a grant application to the FRA for the



Corridor Identification and Development Program, identifying the Houston to Dallas corridor along with Dallas to Fort Worth as one corridor. What has become especially troubling and disconcerting to me as County Judge, and as the Chairman of HGAC, is that this was submitted without any notice to the three (3) other Councils of Government that have communities that will be directly impacted by this project, which include the Brazos Valley Council of Government and the Heart of Texas Council of Government, in addition to HGAC. None of these COGs have submitted a letter of support on this grant application, and had they been given an opportunity, they might have chosen to send a letter expressing opposition instead. It is very disappointing that the NCTCOG submitted an application advocating to identify a corridor, the majority of which is outside of their jurisdiction and without notice to counties or COGs that are actually physically impacted.

What is even more distressing is that records recently obtained from the NCTCOG seem to indicate that persons involved with the potential partnership between Amtrak, TCR, and NCTCOG have intentionally kept the relationship out of the public eye, indicating a substantial lack of transparency. Meanwhile, since last year when TCR's CEO Carlos Aguilar abruptly resigned and their board of directors disbanded, it has become increasingly difficult to get TCR to provide the public with any information on who is making decisions for TCR. In the most recent press release by Amtrak, there was a statement attributed to Michael Bui, as the Chief Executive Officer of TCR. Concerned about many of these issues, I met with NCTCOG Executive Director Mike Eastland and Director of Transportation Michal Morris on July 24, 2023 at NCTCOG's offices in Arlington, Texas. Joining me at that meeting were Judge Joe Fauth of Grimes County and Judge Todd Little of Ellis County. When I asked both Mr. Eastland and Mr. Morris if they knew Michael Bui, they both responded that they did not know that name, despite having Texas Central listed on their application to the FRA. Mr. Bui testified earlier this year in front of the Transportation Committee of the Texas House on HB 2357, which is described further below in this letter. You will find Michael Bui's testimony at the following link, along with some scathing comments from Chairman Canales and other Committee members, regarding TCR's lack of transparency, which can be viewed here starting at the 25:00 mark: [https://tlchouse.granicus.com/MediaPlayer.php?view\\_id=78&clip\\_id=24771](https://tlchouse.granicus.com/MediaPlayer.php?view_id=78&clip_id=24771)

Furthermore, myself and many folks between Houston and Dallas are very alarmed in relation to Amtrak's announcement because of the risk to taxpayers. For over ten (10) years now, the Dallas-Houston HSR project has been touted as a "privately financed project" that would not involve any public tax dollars. The entire Environmental Review process conducted by the FRA during this time period was premised on this project being privately financed. On multiple occasions, I and others requested that the FRA take a hard look at the feasibility of this project because we were concerned that the numbers did not make sense, in terms of viability. It should be noted that this was originally proposed as a \$12B project, and that estimate has now grown to somewhere between \$35-40B+. The project did not seem to even cash flow at \$12B, much less at \$35B+. Every time we raised this issue, the response from the FRA was that there was no need to examine feasibility because the project was **privately financed**. Now, with Amtrak involved, public tax dollars are now at risk. Amtrak lost \$2B last year and TCR, until now, has appeared to be defunct, having been delinquent in 2022 and 2023 in paying property taxes on properties they own in the counties between Houston and Dallas. I believe that the FRA

should exercise extreme caution in regards to this project. As has been stated before, if caution is not exercised with this project, it could fail so catastrophically, that it will negatively impact potential HSR projects elsewhere that are feasible and make sense.

I also firmly believe that Amtrak may attempt to make use of the Environmental Impact Statement that was approved and published by the FRA over three (3) years ago. I was personally involved in Waller County's effort to get substantive coordination with the FRA from 2014-2018 through the Waller County Sub-Regional Planning Commission, and I can honestly say that during that time period, the FRA did not engage in any meaningful coordination with any of the counties or communities between Houston and Dallas that were impacted by this project. I have all of this very well-documented. We even provided a complete list of significant impacts and analysis thereof to the Texas Department of Transportation, the only agency that responded and met with County representatives in May of 2016. At that time, TXDOT was listed as a co-lead agency on the Dallas - Houston HSR Project. A copy of a document identifying and discussing impacts to Waller County and the FRA's failure to analyze all potential corridors for the project pursuant to NEPA (a copy of which is attached hereto) was provided to TXDOT and we requested that this information be provided to the FRA, as the FRA had declined our invitation to meet and coordinate. TXDOT subsequently confirmed that this information was provided to the FRA, yet none of the impacts described in our coordination meeting were even referenced in the EIS that was eventually approved, including very real public safety issues not considered. Subsequently, TCR removed TXDOT as a co-lead agency on the project. Presumably because they were complying with Texas law and actually coordinating with Waller County.

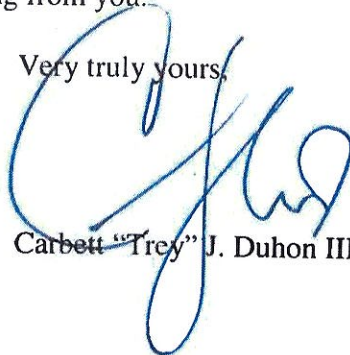
Further, to allow an EIS to be utilized when the basic premise as to the financing of the project has changed (going from privately financed to publicly financed) would be an injustice in and of itself. It is imperative that a new EIS should be performed. Due to the previous environmental review process being premised on private financing, there could be numerous individuals and agencies from throughout the country that may have public comments or feedback on the use of public tax dollars on this venture. Other HSR projects from other areas of the country may have opinions or comments on this project, given the fact that many of them are competing for allocated federal funds for HSR. Further, now that public tax dollars are involved, the FRA should also examine feasibility of this project which should be addressed in a new environmental review process. Waller County is now one of the fastest growing counties in Texas as well. I would further argue that the EIS which was approved well over three (3) years ago is already outdated. Circumstances and development dictate that Amtrak and TCR should begin the process from the beginning, with a programmatic analysis of alternative corridor routes, including but not limited to, right of way along Interstate 45 between Houston and Dallas.

There has been and continues to this day to be, an issue with transparency in regards to this project, despite claims made by TCR otherwise. After failing to get any information from TCR for several months, Rep. Cody Harris introduced House Bill 2357, which would have required TCR to provide the same information to TXDOT that is currently provided to the FRA (information regarding corporate structure, governance, project costs, funding, etc). HB 2357 was passed out of the House Transportation Committee, but was killed by Dallas State Representative Yvonne Davis when the bill was placed on the Consent Calendar. Emails

obtained from the NCTCOG indicate that NCTCOG employees had numerous conversations with Rep. Davis' office in relation to HB 2357, which Rep. Davis later killed. Taxpayers and landowners deserve transparency at all levels of government, and especially with infrastructure projects of this nature. Anything less should not be tolerated.

For these reasons, I would like to travel to Washington DC in the next few weeks and meet with FRA officials, including Administrator Bose, so that I can provide further details and background into issues discussed in this letter. Please feel free to contact me at any time at 979.826.7700 or by email at [t.duhon@wallercounty.us](mailto:t.duhon@wallercounty.us). I very much appreciate your attention and time to this matter and I look forward to hearing from you.

Very truly yours,



Carbett "Trey" J. Duhon III



cc: U.S. Senator Ted Cruz  
U.S. Senator John Cornyn  
U.S. Congressman Jake Ellzey  
U.S. Congressman Michael McCaul  
U.S. Congressman Troy Nehls  
U.S. Congressman Marcus Luttrell  
U.S. Congressman Pete Sessions  
U.S. Congressman Nathaniel Moran  
Mr. Andy Byford, Executive Vice President of Amtrak  
Governor Greg Abbott  
Lt. Governor Dan Patrick  
Texas Speaker of the House Dade Phelan  
Texas State Senator Lois Kolkhorst  
Texas State Senator Joan Huffman  
Texas State Representative Stan Kitzman  
Texas State Representative Cody Harris  
Texas State Representative Kyle Kacal  
Texas State Representative Angelia Orr  
Texas State Representative Trent Ashby  
Texas State Representative Steve Toth  
Texas State Representative Will Metcalf  
Texas State Representative Cecil Bell Jr.  
Texas State Representative Keith Bell  
County Judge Joe Fauth, Grimes County  
County Judge Todd Little, Ellis County  
County Judge Byron Ryder, Leon County  
County Judge Clark Osborne, Madison County  
County Judge Linda Grant, Freestone County  
County Judge H.M. Davenport, Navarro County  
County Judge Richard Duncan, Limestone County  
Mr. Marc Williams, Executive Director of Texas Department of Transportation  
Mr. Russell Devorsky, Executive Director of the Heart of Texas Council of Government  
Mr. Michael Parks, Executive Director of the Brazos Valley Council of Government  
Mr. Chuck Wemple, Executive Director of the Houston Galveston Area Council

STATE OF TEXAS  
HOUSE OF REPRESENTATIVES

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DISTRICT 111

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September 12, 2023

The Honorable Carbett "Trey" Duhon III  
County Judge  
Waller County  
836 Austin Street, Suite 203  
Hempstead, Texas 77445

Dear Judge Duhon:

I received a copy of your recent letter to Ms. Sabrina McNeal, Federal Railroad Administration - U.S. Department of Transportation regarding the proposed Houston to Dallas High Speed Rail Project. In the letter you reference my actions during the Texas House of Representatives consideration of House Bill 2357 during the 88<sup>th</sup> Regular Session of the Texas Legislature.

The purpose of this letter is to address the overly broad mischaracterization of my concerns with the passage of House Bill 2357. As I mentioned during the consideration of the proposed legislation, Texas should actively consider and encourage all modes of transportation to ensure sufficient and sustainable transportation infrastructure as our state continues to grow. I also agreed, Texans deserve transparency as the state considers all potential transportation options to meet the state's current and future needs. However, we should not overregulate the process that would deter or limit future investors and/or options. In my opinion, House Bill 2357 would have drastically limited potential interest and options ever being considered to meet the growing mobility demands of our state.

Finally, you indicated that my actions were the result of conversations with individuals associated with the North Central Texas Council of Governments. As the senior member of the House Transportation Committee, I am keenly aware of the continued need for and the importance of developing a strategic plan to address the safety, reliability, and resiliency of the state's transportation infrastructure – whether that's electric cars, autonomous cars, high speed rail or other modes of transportation. I consider all information received and/or presented when legislation is considered before the Transportation Committee. My consideration of House Bill 2357 was no different!

RECEIVED

SEP 15 2023

TRANSPORTATION



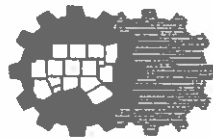
I am available to work with you as well as others to discuss legislation that attempts to address the various challenges as well opportunities before Texas. Please feel free to contact me.

Sincerely,



Yvonne Davis  
State Representative  
District 111

cc: U.S. Senator Ted Cruz  
U.S. Senator John Cornyn  
U.S. Congressman Jake Ellzey  
U.S. Congressman Michael McCaul  
U.S. Congressman Troy Nehls  
U.S. Congressman Marcus Luttrell  
U.S. Congressman Pete Sessions  
U.S. Congressman Nathaniel Moran  
Mr. Andy Byford, Executive Vice President – Amtrak  
Governor Greg Abbott  
Lt. Governor Dan Patrick  
Hon. Dade Phelan, Speaker – Texas House of Representatives  
Texas State Senator Lois Kolkhorst  
Texas State Senator Joan Huffman  
Texas State Representative Stan Kitzman  
Texas State Representative Kyle Kacal  
Texas State Representative Angelia Orr  
Texas State Representative Trent Ashby  
Texas State Representative Steve Toth  
Texas State Representative Will Metcalf  
Texas State Representative Cecil Bell, Jr.  
Texas State Representative Keith Bell  
County Judge Joe Fauth, Grimes County  
County Judge Todd Little, Ellis County  
County Judge Byron Ryder, Leon County  
County Judge Clark Osborne, Madison County  
County Judge Linda Grant, Freestone County  
County Judge H. M. Davenport, Navarro County  
County Judge Richard Duncan, Limestone County  
Mr. Marc Williams, Executive Director of Texas Department of Transportation  
Mr. Mike Eastland, Executive Director of North Central Texas Council of Government  
Mr. Russell Devorsky, Executive Director of the Heart of Texas Council of Government  
Mr. Michael Parks, Executive Director of the Brazos Valley Council of Government  
Mr. Chuck Wemple, Executive Director of the Houston Galveston Area Council



North Central Texas Council Of Governments

September 26, 2023

The Honorable Carbett "Trey" J. Duhon III  
County Judge  
Waller County  
836 Austin Street, Suite 203  
Hempstead, Texas 77445

Dear Judge Duhon:

This letter is in response to your recent correspondence to Ms. Sabrina McNeal, Federal Railroad Administration - U.S. Department of Transportation regarding the proposed Houston to Dallas High Speed Rail Project. It appears you may have inadvertently failed to copy the North Central Texas Council of Governments (NCTCOG), as you made several references to NCTCOG and its activities which are incorrect and NCTCOG wishes to clarify.

First and foremost, your assertion that NCTCOG has collaborated with Texas Central Partners (TCP Holding Company) or Amtrak in private or intentionally kept such discussions out of the public eye is not accurate. With respect to the Corridor Identification and Development Program, it was an application to connect two already well-known High Speed Rail Corridors into one seamless project, with a "one seat ride". The connection was solely in the Dallas-Fort Worth region. NCTCOG's application was presented for action at three (3) separate open meetings in the January 2023 – March 2023 timeframe, including the Surface Transportation Technical Committee, Regional Transportation Council and Executive Board. It was not until after NCTCOG had prepared its submittal that it learned TCP and Amtrak were seeking letters of support for a separate program. NCTCOG is committed to supporting both the Houston to Dallas and Dallas to Fort Worth high speed rail projects, irrespective of what entity or entities build and/or operate them. I encourage you to read the enclosed *High Speed Rail Version 2.0* column by Michael Morris, NCTCOG Director of Transportation for additional context.

NCTCOG, similarly to the Houston Galveston Area Council (HGAC) which you mention you currently serve as Chairman of the Board, has a Memorandum of Understanding (MOU) with TCP for activities related to the Houston to Dallas corridor. The project has also been approved by the respective metropolitan planning organization policy bodies and included in both the NCTCOG and HGAC long-range transportation plans. In each instance, the projects have been publicly presented and discussed numerous times. Lastly, communication with Representative Davis and her staff was focused entirely on providing education and responding to questions on a broad range of transportation related issues as well as other topics, as NCTCOG routinely does with many elected officials. At no time did NCTCOG staff attempt to influence any legislators' vote on a particular piece of pending legislation.

With regard to Amtrak, extensive conversation occurred on maintaining at-grade service between DFW and Oklahoma City and initiating at-grade service between DFW and Atlanta. No conversation occurred on high speed rail. In addition, we do not know Mr. Bui.

September 26, 2023

NCTCOG continues to work with its member governments and stakeholders across the State of Texas to advance transportation options for all Texans in an open, transparent, and data-driven manner. Please do not hesitate to contact me at (817) 695-9101 or [meastland@nctcog.org](mailto:meastland@nctcog.org) should you have questions or wish to discuss further.

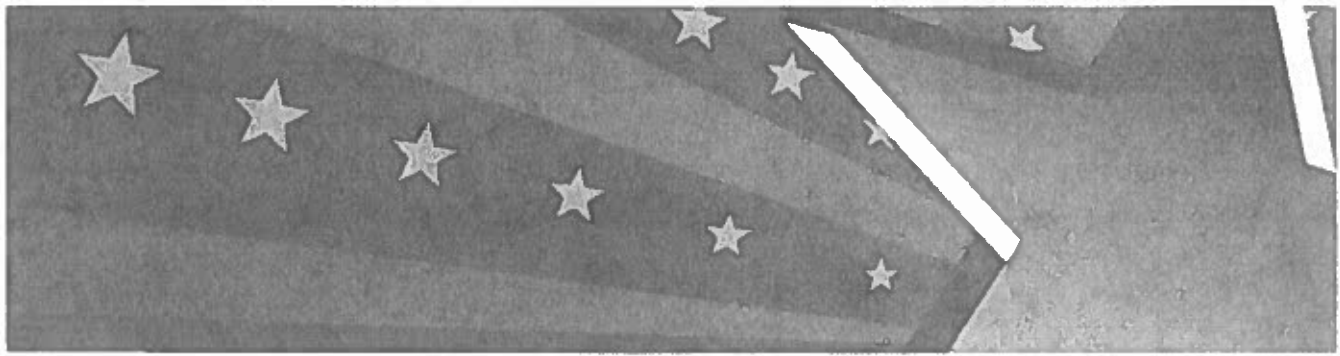
Sincerely,



Mike Eastland  
Executive Director

JP:tmb  
Enclosure

cc: Ms. Sabrina McNeal  
U.S. Senator Ted Cruz  
U.S. Senator John Cornyn  
U.S. Congressman Jake Elzey  
U.S. Congressman Michael McCaul  
U.S. Congressman Troy Nehls  
U.S. Congressman Marcus Luttrell  
U.S. Congressman Pete Sessions  
U.S. Congressman Nathaniel Moran  
Mr. Andy Byford, Executive Vice President – Amtrak  
Governor Greg Abbott  
Lt. Governor Dan Patrick  
Hon. Dade Phelan, Speaker - Texas House of Representatives  
Texas State Senator Lois Kolkhorst  
Texas State Senator Joan Huffman  
Texas State Representative Yvonne Davis  
Texas State Representative Stan Kitzman  
Texas State Representative Kyle Kacal  
Texas State Representative Angelia Orr  
Texas State Representative Trent Ashby  
Texas State Representative Steve Toth  
Texas State Representative Will Metcalf  
Texas State Representative Cecil Bell, Jr.  
Texas State Representative Keith Bell  
County Judge Joe Fauth, Grimes County  
County Judge Todd Little, Ellis County  
County Judge Byron Ryder, Leon County  
County Judge Clark Osborne, Madison County  
County Judge Linda Grant, Freestone County  
County Judge H. M. Davenport, Navarro County  
County Judge Richard Duncan, Limestone County  
Mr. Marc Williams, Executive Director of Texas Department of Transportation  
Mr. Russell Devorsky, Executive Director of the Heart of Texas Council of Governments  
Mr. Michael Parks, Executive Director of the Brazos Valley Council of Governments  
Mr. Chuck Wemple, Executive Director of the Houston Galveston Area Council



# Opinions of Ordinary Texans Needed to Make High-Speed Trains Reality

by Michael Morris

Recent media communication in Texas is trending around the subject of high-speed rail between Houston and Dallas. The question most often raised is what is the status of Texas Central Partners and its proposed high-speed rail project? Perhaps a more important question is, as Texans, what is our interest in continuing to pursue high-speed rail corridors. Can our voices be heard? Whether you are for or against it, your voice is needed now in order to explore the future of high-speed rail under an updated vision. What if the vision eliminated fatalities, mitigated hurricane evacuation challenges and had the public own the right-of-way? What if high-speed rail met your desires?

## High Speed Rail: Existing Version 1.0

In the mid-1980s, Japanese Railway and Japanese bank interests came to Texas to explore high-speed rail between Dallas and Fort Worth but did not pursue it to fruition. Since that

time, federal, state and private sector interests have continued to explore high-speed opportunities in corridors across the country. Frequent studies and analyses have concluded a need for a high-speed rail connection between Dallas and Houston. The Federal Railroad Administration began requesting states to provide high-speed rail plans. In Texas, private-sector interest re-surfaced in 2009 focusing on the Houston to Dallas line. The Japanese reentered the conversation and eventually decided to form Texas Central Partners. Environmental studies have advanced, legal questions appear answered, and private sector ownership of rail right-of-way remains. The very positive aspects of this effort are the proposed development of a world class project that will reduce highway congestion, offer exceptional travel times between the two large metropolitan areas and reduce harmful mobile air emissions.

A limiting factor is a technology that restricts other providers to

use the corridor, which prevents a competitive market from forming. Also, there continues to be a concern that a workable business plan has yet to materialize and right-of-way is still privately owned.

## High Speed Rail: Existing Version 2.0

There have been many new opportunities that have emerged along with many advances in the high-speed rail arena over the past 15 years. A proposed high-speed rail line project between Fort Worth-Arlington-Dallas is entering the environmental review phase. Connecting this line to the Dallas-to-Houston route presents an opportunity to expand rail service from Fort Worth to Houston as a "one seat" ride, no need to transfer. Plus, current planning is underway to look at the feasibility of creating a branch-off point of this line that would connect to Austin and on to San Antonio. By planning for the new connection points now, there is

*continued*

## Opinions of Ordinary Texans Needed to Make High-Speed Trains Reality *continued*

the opportunity to reduce overall long-term costs. This new vision is a major reason for introducing High-Speed Rail Version 2.0 as an alternative to Version 1.0.

Version 2.0 also helps foster the emergence of a megaregion by better connecting the major population centers of Texas and thereby creating super economies and maximizing gross domestic product through the resulting synergy. The concept of megaregions has been around for several years but a new book published in 2022, *Megaregions and America's Future*, gives the reader a deeper understanding of how the economics work to create these better results.

Under this newly proposed version, the rail lines would be publicly owned with the private sector being responsible for providing and operating the vehicles. Rather than one company having exclusive rights to the rail lines, it is envisioned that it would operate more like airports, which allow for many carriers. Thus, the traveling public could benefit from a competitive marketplace.

Below is a list of factors that need to be remembered as you consider your interest in the value of high-speed rail:

It can deliver consistent and reliable travel times compared to the intercity freeway system, which is often affected by congestion, traffic accidents and other automobile related incidents. It can speed up hurricane evacuation operations which are an ever-growing challenge due to the rapidly increasing population of south Texas and an increased frequency of weather events.

Its safety record is much better than that of automobile related travel which produces a staggering number of deaths each year. It also complements the State's Vision Zero Program which is focused on reducing deaths from automobile accidents.

It makes advanced medical services more readily available by providing easier access to specialized care that is being developed and delivered in each of these large metropolitan regions.

It can also be used to move light weight, high-end goods as well as people and, thereby, create more roadway capacity for high-volume freight movement by traditional rail and intercity trucks.

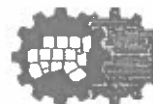
Funding options today are very different than those of the past. New federal legislation provides tax and fee supported funding for which high-speed rail is eligible. Getting our fair share should be an imperative, especially if Texans own the right-of-way.

As referenced, having multiple rail providers in Version 2.0 brings greater competition enhancing consumer protections similar to our airports. In addition, a new business model using latest federal funding tools, and potential State surpluses, creates an opportunity to assist land owners with additional royalty payments.

Agree or disagree with high-speed rail, but don't be silent. However, I believe we have a chance to take ownership of this decision and lead our State and nation to a new future – one where high-speed rail is transformed from concept to reality. What are your ideas?



**Michael Morris, P.E.**  
*Director of Transportation*  
*North Central Texas Council of Governments*  
*Staff Director to the Regional Transportation Council*



**North Central Texas  
Council of Governments**

CITY OF IRVING

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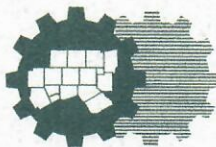
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- **A Day in My Life:** Topics include typical tasks and responsibilities, office vs. field work, skills you need every day and more.

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## North Central Texas Council Of Governments

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

DATE: September 15, 2023

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

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

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

Since February 2003, 133 classes have been offered at the first responder level to 3,574 students in the areas of police, fire, department of public safety, towing, EMS, Mobility Assistance Patrol, transportation agencies, and media representatives. Additionally, since February 2005, 35 classes have been offered at the executive level to 1,322 decision and policy makers. It is important to note that the NCTCOG TIM Training Course is equivalent to the course offered by Federal Highway Administration (FHWA); however, the NCTCOG course content is specific to the North Central Texas region. NCTCOG TIM Training Course participants can also earn continuing education credit for Texas Commission on Law Enforcement (TCOLE), Track Type II Fire, and Texas Department of State Health Services for EMS. For your reference, summaries of the regional attendance levels for the NCTCOG's First Responder and Manager Course and the Executive Level Course can be found on NCTCOG's Traffic Incident Management Training Program web page at [www.nctcog.org/TIMTraining](http://www.nctcog.org/TIMTraining).

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




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

The Executive Level Course provides you with an overview of the two-day First Responder and Manager Course. Additionally, the Executive Level Course also includes updates in accordance with the Strategic Highway Research Program (SHRP2) National Program. Those agencies that have participated in the training prior to 2013 are strongly encouraged to attend again, as major course updates have occurred since then, as well as updates to legislation, ANSI Standards, and best practices. Important to note is that agency attendance from both police and fire agencies at the TIM training will continue to be a scoring component in future NCTCOG incident management-related funding opportunities.

You are invited to attend the Traffic Incident Management Executive Level Course scheduled for Thursday, November 2, 2023, from 10 am to 12 pm. The course will be held in the Transportation Council Room at NCTCOG offices at 616 Six Flags Dr. Arlington 76011. There is no charge for this event.

Please register on our NCTCOG TIM Training Program page at [www.nctcog.org/TIMTraining](http://www.nctcog.org/TIMTraining) or contact Charlene Foster of NCTCOG at [cfoster@nctcog.org](mailto:cfoster@nctcog.org) or 817/608-2330 by Friday, October 27. We look forward to your participation on November 2, 2023.

  
Michael Morris, P.E.

CF:bw

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



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

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Allen	Fire Department	0	City of Cross Roads	Fire Department	0
	Police Department	21		Police Department	3
City of Alvarado	Fire Department	0	City of Dallas	Fire Department	5
	Police Department	2		Police Department	7
City of Amarillo	Fire Department	0	City of Decatur	Fire Department	0
	Police Department	3		Police Department	3
City of Argyle	Fire Department	0	City of Denton	Fire Department	1
	Police Department	3		Police Department	17
City of Arlington	Fire Department	1	City of Desoto	Fire Department	0
	Police Department	32		Police Department	1
City of Aubrey	Fire Department	5	City of Duncanville	Fire Department	0
	Police Department	0		Police Department	3
City of Azle	Fire Department	0	City of Ennis	Fire Department	0
	Police Department	1		Police Department	2
City of Balch Springs	Fire Department	1	City of Euless	Fire Department	1
	Police Department	1		Police Department	4
City of Bedford	Fire Department	0	City of Farmer's Branch	Fire Department	0
	Police Department	3		Police Department	5
City of Benbrook	Fire Department	0	Town of Flower Mound	Fire Department	0
	Police Department	23		Police Department	1
City of Bridgeport	Fire Department	0	City of Forest Hill	Fire Department	0
	Police Department	1		Police Department	7
City of Burleson	Fire Department	0	City of Forney	Fire Department	13
	Police Department	5		Police Department	12
City of Caddo Mills	Fire Department	0	City of Fort Worth	Fire Department	0
	Police Department	1		Police Department	17
City of Carrollton	Fire Department	3	City of Frisco	Fire Department	1
	Police Department	10		Police Department	2
City of Cedar Hill	Fire Department	0	City of Garland	Fire Department	2
	Police Department	2		Police Department	1
City of Celina	Fire Department	0	City of Glenn Heights	Fire Department	2
	Police Department	2		Police Department	10
City of Cleburne	Fire Department	1	City of Granbury	Fire Department	0
	Police Department	6		Police Department	4
City of Colleyville	Fire Department	0	City of Grand Prairie	Fire Department	1
	Police Department	4		Police Department	0
City of Coppell	Fire Department	0	City of Grapevine	Fire Department	1
	Police Department	4		Police Department	7
City of Corinth	Fire Department	0	City of Greenville	Fire Department	0
	Police Department	3		Police Department	3
City of Cresson	Fire Department	1	City of Hickory Creek	Fire Department	0
	Police Department	0		Police Department	5

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

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Highland Park	Fire Department	0
	Police Department	1
City of Hurst	Fire Department	0
	Police Department	15
City of Irving	Fire Department	6
	Police Department	7
City of Joshua	Fire Department	0
	Police Department	2
City of Keene	Fire Department	8
	Police Department	4
City of Keller	Fire Department	0
	Police Department	15
City of Kennedale	Fire Department	0
	Police Department	3
Town of Krum	Fire Department	0
	Police Department	1
Lake Cities	Fire Department	0
	Police Department	4
City of Lake Worth	Fire Department	2
	Police Department	5
City of Lavon	Fire Department	1
	Police Department	0
City of Lewisville	Fire Department	1
	Police Department	10
City of Little Elm	Fire Department	0
	Police Department	3
City of Mansfield	Fire Department	0
	Police Department	2
City of Maypearl	Fire Department	0
	Police Department	1
City of McKinney	Fire Department	1
	Police Department	1
City of Melissa	Fire Department	0
	Police Department	3
City of Mesquite	Fire Department	1
	Police Department	0
City of Midlothian	Fire Department	0
	Police Department	6
City of North Richland Hills	Fire Department	3
	Police Department	27
Town of Northlake	Fire Department	3
	Police Department	27
City of Oak Point	Fire Department	0
	Police Department	2

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Pantego	Fire Department	1
	Police Department	0
City of Plano	Fire Department	0
	Police Department	43
City of Ponder	Fire Department	1
	Police Department	0
City of Princeton	Fire Department	0
	Police Department	4
City of Prosper	Fire Department	1
	Police Department	0
City of Reno	Fire Department	0
	Police Department	1
City of Richardson	Fire Department	0
	Police Department	2
City of Richland Hills	Fire Department	0
	Police Department	6
City of Rio Vista	Fire Department	1
	Police Department	0
City of Roanoke / Marshall Creek	Fire Department	6
	Police Department	0
City of Rockwall	Fire Department	0
	Police Department	4
City of Sachse	Fire Department	0
	Police Department	0
City of Seagoville	Fire Department	1
	Police Department	3
City of Springtown	Fire Department	0
	Police Department	1
Town of Sunnyvale	Fire Department	0
	Police Department	6
City of Terrell	Fire Department	0
	Police Department	3
City of University Park	Fire Department	0
	Police Department	2
City of Venus	Fire Department	0
	Police Department	19
City of Waxahachie	Fire Department	0
	Police Department	16
City of Weatherford	Fire Department	4
	Police Department	7
City of Willow Park	Fire Department	2
	Police Department	1
City of Wilmer	Fire Department	2
	Police Department	13

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

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
<b>COUNTIES</b>			<b>OTHER AGENCIES</b>		
Collin County	Fire Department	0	TxDOT - Dallas District	Mobility Assistance	13
	Sheriff's Department	5			
Dallas County	Fire Department	137	TxDOT - Fort Worth District	Mobility Assistance	20
	Sheriff's Department	9			
Erath County	Fire Department	0	Brownsville	Other	1
	Sheriff's Department	1			
Hunt County	Fire Department	0	Bryan	Police Department	2
	Sheriff's Department	2			
Johnson County	Fire Department	0	Dallas/Fort Worth Int'l Airport	Fire Department	0
	Sheriff's Department	3		Police Department	12
				DPS	2
Rockwall County	Fire Department	0	LBJ Infrastructure Group	Other	7
	Sheriff's Department	9			
Tarrant County	Fire Marshal	0	Lockheed Martin Fire Department	Fire	1
	Sheriff's Department	46			
	Mobility Assistance	42			
Wise County	Fire Department	0	MedStar	EMS	20
	Sheriff's Department	1			
			NTE Mobility Partners	Other	48
			North Texas Tollway Authority	Transportation	99
			Protect Environmental	Other	3

**Freeway Incident Management - Executive Level Course**  
**Agency Attendance: November 2013 - May 2023**

SPONSORING AGENCY City, County, DOT, Transit Agency, other		AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	Nov-13	Apr-14	Nov-14	May-15	Oct-15	May-16	Nov-16	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	5/1/2020 (Cancelled due to COVID- 19 restrictions)	Nov-20	May-21	Nov-21	May-22	Nov-22	May-23	
CITIES/TOWNS																								
Town of Addison	Fire	0					1																	
	Police	1																						
	Public Works	1																			1			
City of Allen	Police	1		1																				
City of Alvarado	Fire	5					2	1							1								1	
	Police	1					1																	
City of Anna	Police	2												1							1	1		
	Transportation	1																						
Town of Argyle	Police	1														1								
	Exec. City Staff	1						1																
City of Arlington	Fire	2				1									1									
	Police	5						4				1												
	Public Works	0																						
	Exec. City Staff	2											2											
City of Azle	Fire	1						1																
	Police	1						1																
City of Balch Springs	Fire	1			1																			
	Police	6			1	2	1								1				1					
	Exec. City Staff	1			1																			
	Other	1			1																			
City of Bedford	Fire	0																						
	Police	5						1							2						2			
	Public Works	1									1													
City of Benbrook	Fire	5					5																	
	Police	2											1		1									
	Exec. City Staff	0																						
City of Burleson	Police	1				1																		
City of Caddo Mills	Fire	0																						
	Police	1																					1	
	Exec. City Staff	1																					1	
City of Carrollton	Fire	2											2											
	Police	2											1								1			
	Public Works	1											1											
City of Cedar Hill	Fire	0				1										1							1	
	Police	3																						
	Public Works	2									1								1					
City of Celina	Fire	1																					1	
City of Cleburne	Fire	1																		1				
	Police	5		1		1						1								1	1			
	Other	1					1																	
City of Cockrell Hill	Fire	1												1										
City of Commerce	Fire	1										1												
City of Coppell	Fire	1							1															
	Police	1																	1					
City of Corinth	Fire	3						3																
City of Crowley	Police	3							1	2														
City of Dallas	Fire	6			1	1	1		1											1	1			
	Police	3			1		1																	
	Public Works	6			1	1								3		1						1		
	Exec. City Staff	3		1	1													1						

**Freeway Incident Management - Executive Level Course**  
**Agency Attendance: November 2013 - May 2023**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	5/1/2020 (Cancelled due to COVID- 19 restrictions)																			
			Nov-13	Apr-14	Nov-14	May-15	Oct-15	May-16	Nov-16	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	Nov-20	May-21	Nov-21	May-22	Nov-22	May-23	
City of Decatur	Fire	1											1									
City of Denton	Fire	0																				
	Police	1																			1	
	Other	1		1																		
City of DeSoto	Fire	1					1															
	Police	1						1														
	Elected Official	0																				
City of Duncanville	Fire	0																				
	Police	1											1									
	Exec. City Staff	1													1							
	Public Works	0																				
Town of Edgecliff Village	Fire	1																1				
City of Ennis	Police	1																1				
	Fire	1															1					
	Exec. City Staff	1																			1	
City of Euless	Fire	10	1		2	2	2							2				1				
	Police	4		2																2		
	Emer. Mgt.	1																		1		
City of Everman	Fire	1									1											
City of Farmersville	Fire	1						1														
	Police	2						1										1				
City of Farmers Branch	Public Works	1									1											
City of Ferris	Fire	5				2		1	1										1			
	Police	2						1	1													
Town of Flower Mound	Police	3					1		1	1							1	1	1			
	Fire	3																				
	FIM Instructor	4							1	1			1	1								
	Engineering	1											1									
City of Forest Hill	Exec. City Staff	4			1						2								1			
City of Forney	Fire	1																1				
City of Fort Worth	Police	8					1	2				3			1			1				
	Public Works	1																			1	
	Exec. City Staff	3			1																	
	FIM Instructor	2					1						1						1			
City of Frisco	Fire	11				1	1		2									4	3			
	Police	13			1						2			2			2		3	2	1	
	Public Works	1												1								
	Strategic Services	1					1															
City of Garland	Fire	3									1			1				1				
	Police	2											2									
	Other	1				1																
City of Glenn Heights	Fire	2															1		1			
	Police	3		1									1				1					
	Public Works	1											1									
City of Granbury	Police	3						1			2											
City of Grand Prairie	Fire	2				1													2			
	Police	1																				
	Transportation	2										1		1								
	Engineering	3													1		1					
City of Grandview	Police	2												2								
City of Grapevine	Fire	3		1		1					1											
	Police	6										1	2	2				1				
	Engineering	2								1							1					

**Freeway Incident Management - Executive Level Course**  
**Agency Attendance: November 2013 - May 2023**

SPONSORING AGENCY City, County, DOT, Transit Agency, other		AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	5/1/2020 (Cancelled due to COVID- 19 restrictions)																		
				Nov-13	Apr-14	Nov-14	May-15	Oct-15	May-16	Nov-16	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	Nov-20	May-21	Nov-21	May-22	Nov-22	May-23
City of Greenville	Fire Police	1 3						2		1			1									
City of Haltom City	Fire	1													1							
City of Hickory Creek	Police	3										1			1			1				
City of Highland Park	Police	1											1									
City of Highland Village	Fire	4							2		2											
	Police	0																				
	FIM Instructor	2				1			1													
City of Hurst	Police	2			1													1				
City of Hutchins	Fire	4			3												1					
	Police	5			3								2									
City of Irving	Fire	4								1			1						1		1	
	Police	4										1	2							1		
	Public Works	2											1									
	FIM Instructor	1												1			1					
City of Joshua	Police	2																	2			
City of Kaufman	Police	4																2	2			
City of Keene	Police	1																		1		
	Fire	2													1				1			
City of Keller	Fire	1																	1			
	Public Works	1											1									
City of Lake Dallas	Police	1									1											
	Fire	1																	1			
	Exec. City Staff	2									1						1					
City of Lake Worth	Exec. City Staff	1			1																	
City of Lancaster	Fire	2																1	1			
	Police	4			2										2							
	Public Works	3											2						1			
City of Lavon	Fire	1										1										
	Police	1										1										
City of Lewisville	Fire	1																				1
	Emergency Mgt.	1																	1			
City of Mansfield	Elected Official	1																				1
City of McKinney	Fire	0																				
	Police	3		1																		
	FIM Instructor	5													1		1	1	2		1	1
	Exec. City Staff	2						2														
City of Mesquite	Fire	2												1	1							
	Police	2													1					1		
	Engineering	2											1		1							
	Emer. Mgt.	2																			2	
City of Midlothian	Police	1															1					
City of Mineral Wells	Police	2												1		1						
	Fire	1												1								
City of Murphy	Police	4									2			1					1			
City of New Fairview	Other	2																	2			
City of North Richland Hills	Fire	1		1																		
	Police	7					3					3		1								
City of Oak Point	Fire	5																		1	1	3
City of Parker	Police	2							1				1									
City of Pilot Point	Police	2											1							1		

**Freeway Incident Management - Executive Level Course**  
**Agency Attendance: November 2013 - May 2023**

SPONSORING AGENCY City, County, DOT, Transit Agency, other		AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	Nov-13	Apr-14	Nov-14	May-15	Oct-15	May-16	Nov-16	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	5/1/2020 (Cancelled due to COVID- 19 restrictions)	Nov-20	May-21	Nov-21	May-22	Nov-22	May-23
City of Plano	Fire		1																		1		1
	Police		4						1												1		1
	Exec. City Staff		1																				
	Elected Official		1		1																1		
	Engineering		1										1										
City of Ponder	Fire		2					1													1		
City of Princeton	Fire		2																	1		1	
City of Prosper	Fire		2		1					1													
	FIM Instructor		3												1					1	1		
City of Red Oak	Fire		4	1															1		2		
	Police		2	2																			
City of Reno	Police		1																		1		
City of Rhome	Police		1																		1		
City of Richardson	Police		6		2		1	1										2					
	Public Works		4																2	2		1	
City of Richland Hills	Fire		1				1																
	Police		2																		1		
	Public Works		1																		1		
City of Roanoke	Fire		1												1								
	Police		2											1									1
City of Rockwall	Fire		1													1							
	Police		4							1									1			2	
City of Rowlett	Public Works		1									1											
City of Royse City	Fire		2																	1	1		
City of Sachse	Fire		1						1														
City of Sanger	Fire		1																				1
City of Sansom Park	Police		2									1	1										
City of Seagoville	Fire		2		1					1													
	Police		3							2				1									
City of Southlake	Police		2			1													1				
	Fire		1																	1			
City of Springtown	Police		1								1												
City of Stephenville	Fire		1																1				
Town of Sunnyvale	Police		2															1			1		
City of Terrell	Police		3		1			1	1														
City of The Colony	Police		2			1	1																
	FIM Instructor		2	1		1																	
	Other		1			1																	
City of University Park	Police		1		1																		
City of Venus	Fire		2							1					1								
	Police		5					1		1											1	1	1
City of Waxahachie	Fire		1												1								
	Police		2				1																1
	Exec. City Staff		0																				

**Freeway Incident Management - Executive Level Course**  
**Agency Attendance: November 2013 - May 2023**

SPONSORING AGENCY City, County, DOT, Transit Agency, other		AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	Nov-13	Apr-14	Nov-14	May-15	Oct-15	May-16	Nov-16	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	5/1/2020 (Cancelled due to COVID- 19 restrictions)	Nov-20	May-21	Nov-21	May-22	Nov-22	May-23	
City of Weatherford	Fire	1				1																		
	Police	0																						
	Other	2			1										1									
Town of Westlake	Fire	2																	2					
City of White Settlement	Police	3										2		1										
City of Willow Park	Fire	2									2													
	Police	2									1							1						
City of Wilmer	Fire	1								1														
City of Wylie	Fire	6																	6					
	Police	3																	2		1			
	Public Works	2																	2					
COUNTIES																								
Collin County	Sheriff	1										1												
	Med. Examiner's Office	1																		1				
Dallas County	Sheriff*	38	3	1	1	4	2	2					2	4	1	5			3	8		1	1	
	Med. Examiner's Office	2				1		1																
	Court Administration	3								1	1					1								
	Public Works	1													1									
	Courtesy Patrol	1																					1	
	FIM Instructor	20	2		2	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1	1	
Denton County	Sheriff	0																						
	Elected Official	1	1																					
	Med. Examiner's Office	0																						
Ellis County	Court Administration	2													1	1								
Erath County	Emergency Management	2																		1		1		
Kaufman County	Emergency Management	2									2													
Rockwall County	Sheriff	7							1										1		4	1		
Tarrant County	Sheriff	1																					1	
	Courtesy Patrol	1																					1	
OTHER AGENCIES																								
Dallas Area Rapid Transit	Police	5	1						2	2														
DFW Airport	Police Dept	1										1												
	Emer. Mgt.	1																			1			
FHWA	Representative	6			1						1		1	1	1	1								
Kimley-Horn Associates	Other	1																	1					
Lee Engineering	Engineering	1																					1	
Methodist Dallas Medical Center	Representative	2	1																1					
NCTCOG	Representative	75	4	4	3	3	5		3	3	2		2	2	2			22	5	3	5	3	4	
	FIM Instructor	30	2	2	2	2	2		2	2			2	2	2			2	2	2	1	2	1	
NTTA	Representative	4			1					2						1								
	FIM Instructor	1																	1					
Protect Environmental	Representative	44	5	3	5	4	2	2	2		1			2	5			9		2			2	
Trinity Metro Services	Operations	3												1				1	1					
TxDOT - Austin	Operations	1											1											
TxDOT - Dallas	Operations	8		1					2		1			1							1	2		
TxDOT - Fort Worth	Operations	34		5		1	7				5			1	8			5	1				1	



**Freeway Incident Management - Executive Level Course**  
**Agency Attendance: November 2013 - May 2023**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	5/1/2020 (Cancelled due to COVID- 19 restrictions)																			
			Nov-13	Apr-14	Nov-14	May-15	Oct-15	May-16	Nov-16	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	Nov-20	May-21	Nov-21	May-22	Nov-22	May-23	
TxDOT - Johnson	Operations	2										1					1					
TxDOT - Waco	Operations	1																		1		
Wrecker Services	FIM Instructor	4	1									1	1				1					
	Representative	0																				
TOTAL ATTENDANCE		754	30	43	37	46	47	29	31	36	26	31	41	42	37	0	56	55	56	47	30	34





# EXECUTIVE LEVEL INCIDENT MANAGEMENT TRAINING OPPORTUNITY

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

**NOVEMBER 2, 2023 | 10AM - 12PM | IN-PERSON MEETING**

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

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

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

## Goals of the Traffic Incident Management Executive Level Course:

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

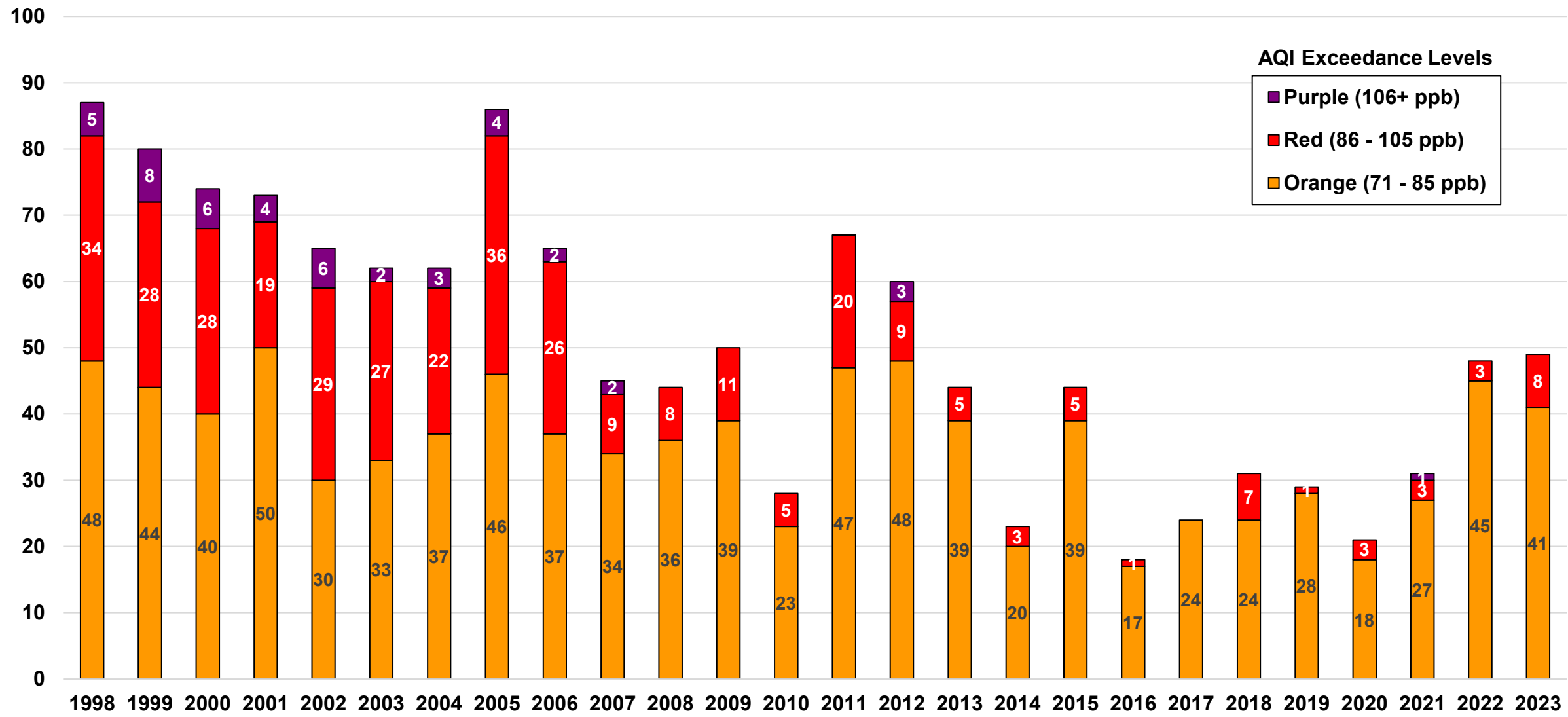
Register at: [www.nctcog.org/TIMTraining](http://www.nctcog.org/TIMTraining)  
Contact: [BWalsh@nctcog.org](mailto:BWalsh@nctcog.org) | 817.695.9245





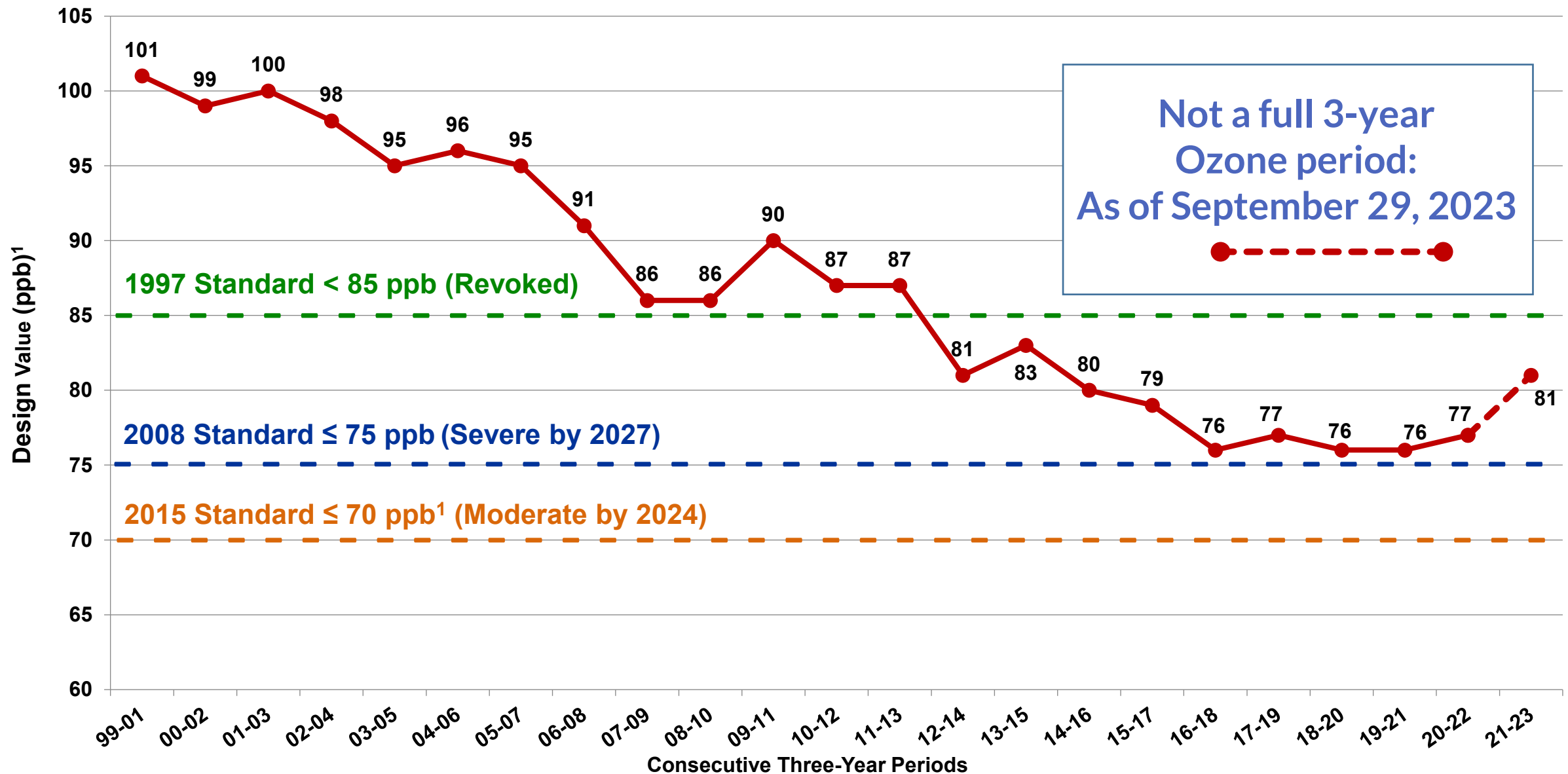
# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on  $\leq 70$  ppb (As of September 29, 2023)



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

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS



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

# FOR MORE INFORMATION

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



NCTCOG PRESENTATION

# Local Clean Air Project Spotlight

Regional Transportation Council

October 12, 2023

North Central Texas Council of Governments

# Project Spotlight – Electric Vehicle Charging Stations

<b>Awarded Projects</b>	14 Electric Vehicle Charging Stations
<b>Project Location</b>	Weatherford College, City of Irving, City of Mesquite, City of Lewisville, DART Facilities (South Dallas and Glenn Heights)
<b>Implementation Date</b>	July 2023
<b>Awarded Amount</b>	\$664,380
<b>Call for Projects</b>	Electric Vehicle Charging Station Call for Projects
<b>Funding Source</b>	Congestion Mitigation and Air Quality Improvement Program



# Project Spotlight – Electric Vehicle Charging Stations

Subrecipient	Number of Stations	Funding Amount
City of Irving	1	\$191,441
City of Lewisville	2	\$63,518
City of Mesquite	3	\$48,758
Weatherford College	6	\$281,190
DART	2	\$79,472
Total	14	\$664,380





# Project Spotlight – Electric Vehicle Charging Stations



DART Glenn Heights Park and Ride



City of Irving



Weatherford College



# Contact Us



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# TRANSPORTATION

## PUBLIC MEETING

**OCT. 9 · NOON · 616 SIX FLAGS DR. ARLINGTON, TX**

### PRESENTATIONS

#### **Mobility 2050: The North Central Texas Metropolitan Transportation Plan**

One of the primary responsibilities of a Metropolitan Planning Organization (MPO) is the development and maintenance of a Metropolitan Transportation Plan (MTP). NCTCOG staff has initiated the development of an update to the current MTP, Mobility 2045 Update, and will provide an overview and proposed timeline for the Plan.

#### **2023 Air Quality Transportation Conformity**

The Environmental Protection Agency (EPA) approved a new emissions ceiling, known as Motor Vehicle Emissions Budgets (MVEBs), for the Ozone precursors of Oxides of Nitrogen (NOX) and Volatile Organic Compounds (VOC) for the DFW Ozone Nonattainment Area. Per the Clean Air Act (CAA), the MPO needs to perform an air quality analysis to determine that the NOX and VOC emissions results related to the MTP are below the established MVEBs. The NCTCOG staff has conducted successful analyses for the required MVEB analysis year, the MTP horizon year, and the interim years and will provide an overview of the results.

#### **The Environmental Protection Agency's Climate Pollution Reduction Grants Program**

NCTCOG has applied for the Environmental Protection Agency's (EPA) Climate Pollution Reduction Grants (CPRG): Planning Grants Program. CPRG will provide funding to develop a plan on behalf of the Dallas-Fort Worth region to reduce greenhouse gases and other harmful air pollutants. After developing a plan, eligible entities will be able to pursue funding from the EPA for implementation. Staff will provide details on the planning grants and how to get involved.

### ONLINE REVIEW & COMMENT

**Proposed Administrative Amendments to Mobility 2045—2022 Update**  
[publicinput.com/nctcogOct23](https://publicinput.com/nctcogOct23)

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

*Need a ride to the public meeting?  
 Request a \$6 roundtrip ride from the DFW CentrePort Station to NCTCOG with the Arlington Transportation app!  
 Download the app at:  
[arlingtontx.gov/ondemand](https://arlingtontx.gov/ondemand).*

*Attend in person, watch the presentations live at [publicinput.com/nctcogOct23](https://publicinput.com/nctcogOct23), or participate via phone by dialing 855-925-2801 then code 2199.*



#### RESOURCES & INFORMATION

**Interactive Public Input: Map Your Experience:**  
[nctcog.org/mapyourexperience](https://nctcog.org/mapyourexperience)

**Regional Smoking Vehicle Program (RSVP):**  
[smokingvehicle.net](https://smokingvehicle.net)

**Vehicle Incentive & Funding Opportunities:**  
[nctcog.org/aqfunding](https://nctcog.org/aqfunding)

**Engine Off North Texas (EONT):**  
[engineoffnorthtexas.org](https://engineoffnorthtexas.org)

**MINUTES**

**Regional Transportation Council  
PUBLIC MEETING**

**North Texas Airspace Awareness Pilot Program**

**Transit Strategic Partnerships**

**FY23 Public Transportation Funding: Programs of Projects**

**Texas Electric Vehicle Registration Update**

**Dallas-Fort Worth High-Speed Rail: Entering the Environmental Stage**

**Proposed Modifications to the List of Funded Projects**

**Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, Sept. 11, 2023 at noon in Arlington. Patrons could attend in person, via phone or view the live stream at [www.publicinput.com/nctcogSept23](http://www.publicinput.com/nctcogSept23). Natalie Bettger, Senior Program Manager, moderated the meeting attended by 48 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:

- North Texas Airspace Awareness Pilot Program – **presented by Ernest Huffman**
- Transit Strategic Partnerships Program – **presented by Gypsy Gavia**
- FY23 Public Transportation Funding: Programs of Projects – **presented by Ke'Ana Jones**
- Texas Electric Vehicle Registration Update – **presented by Savana Nance**

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/nctcogSept23](http://www.publicinput.com/nctcogSept23).

**Summary of Presentations**

***North Texas Airspace Awareness Pilot Program presentation:***

<https://www.nctcog.org/getmedia/63742e52-4c0e-40c2-97c8-3ec7bb63a28c/North-Texas-Airspace-Awareness-Pilot-Program.pdf>



NCTCOG staff has established a pilot program to increase awareness around regional aircraft safety. This pilot aims to improve communication between unmanned aircraft systems (UAS) platform providers, increase safety and enhance community engagement efforts.

Municipalities participating in the pilot will be able to publish public advisories and local rules and regulations related to drone traffic. The pilot is a two-year program, and each city will receive at least one free license from a provider to work on the project. In the second year of the project, participants will focus on the integration of collected data.

In addition to working with municipalities throughout the Dallas-Fort Worth region, NCTCOG staff has also created the UAS Know Before You Fly Your Drone workshop, which includes 21 free videos that aid in teaching North Texans how to safely and efficiently fly drones throughout the metroplex. The series covers a variety of topics, including types of drones as well as educational and networking opportunities.

For more information on the North Texas Airspace Awareness Pilot Program, visit [www.northtexasuas.com](http://www.northtexasuas.com). To view the UAS Know Before You Fly Your Drone workshop videos, visit [www.youtube.com/nctcogtrans](http://www.youtube.com/nctcogtrans).

***Transit Strategic Partnerships Program presentation:***

<https://www.nctcog.org/getmedia/926fc17b-0ae0-4636-a34b-6cf6bb9c9a0a/Transit-Strategic-Partnerships.pdf>

The Transit Strategic Partnerships Program was created as a competitive funding program. Eligible applicants include transit authorities, rural providers and nonprofits collaborating with existing transit providers to avoid duplication of services. The program funds new or expanded services for two to three years and focuses on the needs of low-income populations, elderly individuals and people with disabilities.

The most recent cycle of project evaluations has concluded, and projects being recommended to receive funding include:

- Dynamic Direct Route Service (City of Arlington): \$1,126,873
- Forest Hill On-Demand Service (Trinity Metro): \$460,081
- Mobility Management (DCTA): \$110,000

NCTCOG is currently accepting the next round of Transit Strategic Partnership proposals through November 30, 2023. Proposals will be reviewed and scored in December 2023, projects will be selected in January 2024 and federal approval is expected in September 2024.

For more information, visit [www.nctcog.org/strategicpartnerships-transit](http://www.nctcog.org/strategicpartnerships-transit) or contact [transitSPT@nctcog.org](mailto:transitSPT@nctcog.org).

***FY23 Public Transportation Funding: Programs of Projects presentation:***

[https://www.nctcog.org/getmedia/ef7f6d21-41fb-475c-a87e-67034e33d50b/FY23-Public-Transportation-Funding\\_Program-of-Projects.pdf](https://www.nctcog.org/getmedia/ef7f6d21-41fb-475c-a87e-67034e33d50b/FY23-Public-Transportation-Funding_Program-of-Projects.pdf)

***Section 5307 Handout:***

<https://www.nctcog.org/getmedia/6bbda8a1-9f73-4b5c-af48-18c37d16a597/FY2023-5307-POPs.pdf>

**Section 5310 Handout:**

<https://www.nctcog.org/getmedia/9d09c9f3-2a16-4f15-a8b3-f0edd5f5af5c/FY2023-5310-POPs.pdf>

**Section 5337 Handout:**

<https://www.nctcog.org/getmedia/86b60207-5dcb-4934-b21a-4ba2cc0274c7/FY2023-5337-POPs.pdf>

**Section 5339 Handout:**

<https://www.nctcog.org/getmedia/ed394985-5ce9-4a5f-972f-39752c4f1dec/FY2023-5339-POPs.pdf>

Public transportation is part of a comprehensive transportation system and includes various types of services, such as fixed route, commuter, demand response and rail. Investing in these modes has a positive economic impact within communities, provides access for people with mobility impairments, reduces roadway congestion and improves air quality as well as safety.

Three urbanized areas, Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney, are eligible to receive formula funds through the Programs of Projects. There are four federal funding programs for the aforementioned areas:

- Urbanized Area Formula
- Enhanced Mobility of Seniors and Individuals with Disabilities
- State of Good Repair
- Bus and Bus Facilities

The Dallas-Fort Worth region received approximately \$193.4 million in Federal Transit Administration (FTA) formula funds through the Fiscal Year 2023 award cycle. NCTCOG utilizes two different processes to award these funds. Two percent of the funding is set aside for strategic partnerships. Ninety-eight percent of the funding is available annually through the Programs of Projects process.

Approximately \$156.2 million of the Programs of Projects funding for Fiscal Year 2023 was utilized by transit authorities. Of this \$156.2 million, 64 percent was utilized by Dallas Area Rapid Transit (DART), 20 percent by Trinity Metro and 6 percent by the Denton County Transit Authority (DCTA). The remaining 10 percent of funding was utilized by all other transit providers.

For a complete list of federal funding allocations for transit providers in North Central Texas, visit: [www.publicinput.com/nctcogSept23](http://www.publicinput.com/nctcogSept23).

**Texas Electric Vehicle Registration Update presentation:**

<https://www.nctcog.org/getmedia/e9274e23-df09-418c-84d6-328e5c5a8cd6/Texas-Electric-Vehicle-Registration-Update.pdf>

The Dallas Fort Worth Clean Cities Coalition (DFWCC) is part of a national program that focuses on reducing emissions and energy consumption from transportation. The Coalition receives electric vehicle registration data from the Texas Department of Motor Vehicles, which includes both battery electric and plugin hybrid vehicles. This data is used by local governments, the general public, utilities and the Coalition for infrastructure planning, outreach efforts and

identifying regional needs. The Dallas-Fort Worth region has approximately 80,000 registered electric vehicles (EVs), a 63 percent increase from last year.

The Infrastructure Investment and Jobs Act (IIJA) set aside \$5 billion to create a network of EV charging stations across the United States. The State of Texas has been allocated approximately \$408 million of this funding and is administering the funding through a two-phase effort. The first phase involves installing DC fast chargers every 50 miles along designated corridors. The second phase focuses on building infrastructure in rural areas and working with metropolitan planning organizations (MPOs) to determine where infrastructure is needed within urbanized areas.

Additionally, Oncor Electric Delivery, the largest transmission distribution utility in the State, has created an EVolution program to work with fleets and commercial partners to plan for electric vehicle infrastructure and charging. Signing up with Oncor allows individuals to be eligible for Oncor's EV Charging Study, which provides multiple incentives to offset demand from EV charging stations.

Lastly, each year National Drive Electric Week (NDEW) is held to raise awareness about EVs and provides chances for direct conversation with EV owners as well as test driving opportunities. This year, NDEW activities will take place from Sunday, Oct. 1, at the Tanger Outlets in Fort Worth. For more information and to register for NDEW 2023 activities, visit [www.dfwcleancities.org/ndew](http://www.dfwcleancities.org/ndew).

### **Summary of Online Review and Comment Topics**

#### ***Dallas-Fort Worth High-Speed Rail: Entering the Environmental Stage* *handout:***

<https://www.nctcog.org/getmedia/881ae83f-6e0f-4b37-8b01-62ef5a6d87a1/Dallas-Fort-Worth-High-Speed-Rail-Entering-the-Environmental-Stage.pdf>

The Dallas-Fort Worth High-Speed Transportation Connections (DFWHSTC) Study aims to create more travel options, increase connectivity, decrease roadway demand and improve air quality in the Dallas-Fort Worth metropolitan area. Phase 1 of the project focused on alignments and corridors while Phase 2 is currently focused on engineering and environmental impacts.

To learn more about the Dallas-Fort Worth High-Speed Transportation Connections Study and to stay updated on upcoming public meeting dates, visit [www.nctcog.org/DFW-HSTCS](http://www.nctcog.org/DFW-HSTCS).

#### ***Proposed Modifications to the List of Funded Projects* *handout:***

<https://www.nctcog.org/getmedia/82769e52-610b-4515-972b-9cfb70785f3d/November-2023-Public-Meeting-TIP-Modifications.pdf>

A comprehensive list of funded transportation projects through 2024 is maintained in the TIP. Projects with committed funds from federal, State and local sources are included in the TIP. To maintain an accurate project listing, this document is updated on a regular basis.

The current modification cycle includes project updates and funding adjustments for transportation initiatives in Collin, Dallas, Denton, Ellis, Parker and Tarrant Counties. Additionally, financial adjustments related to public transportation services managed by the Denton County Transportation Authority are also included.

### **COMMENTS RECEIVED DURING THE MEETING**

## **North Texas Airspace Awareness Pilot Program**

### **Evan Reitzell, Citizen**

#### A. Federal remote identification operation requirement

*Comment:* They announced last week that the Federal Aviation Administration's remote identification operation requirement deadline will be postponed. A new timeline has not been announced.

*Summary of response by Ernest Huffman:* Thank you for the clarification. I had not heard that information. I will update our presentation slides.

### **Other**

### **Colin, Citizen**

#### A. Regional transit and high-speed rail

*Comment:* FY23 Public Transportation Funding: Programs of Projects should focus on micro-mobility, buses, bikes and trains both heavy and light rail. Moving away from car centric design in our urbanized areas is critical for economic growth in the next decade.

DFW High-Speed Rail should have the opportunity cost of the construction impacting the environment compared to the millions of miles of emissions saved from cars traveling on I-30 and energy saved from those using the Amtrak rail. Support should be made for those communities between, but the project shouldn't be killed if residents don't want it close to their neighborhood. Keep it close to I-30 so that it will eventually take up part of the space if lanes are reduced on I-30. Hyperloop should not be discussed as it is not something that will ever happen with The Boring Company or Tesla at the helm.

*Summary of response by Natalie Bettger:* We appreciate your comments.

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



## PUBLIC COMMENTS REPORT

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

#### Purpose

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on Nov. 10, 2022.

This report is a compilation of general public comments submitted by members of the public from Sunday, Aug. 20 through Tuesday, Sept. 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 high-speed transportation 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 28 new comments related to roadways, transit and bicycle and pedestrian 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 –

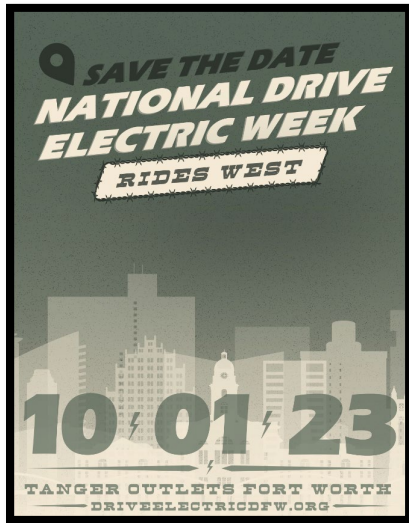
1. #TRBvolunteer Jenny Narvaez of @NCTCOGtrans quoted here also spoke to TRB about her work in #AirQuality <https://nationalacademies.org/trb/blog/address-climate-change-and-breathe-easier-with-research-on-transportation-emissions> — TRB (@NASEMTRB)



## Alternative Fuel Vehicles

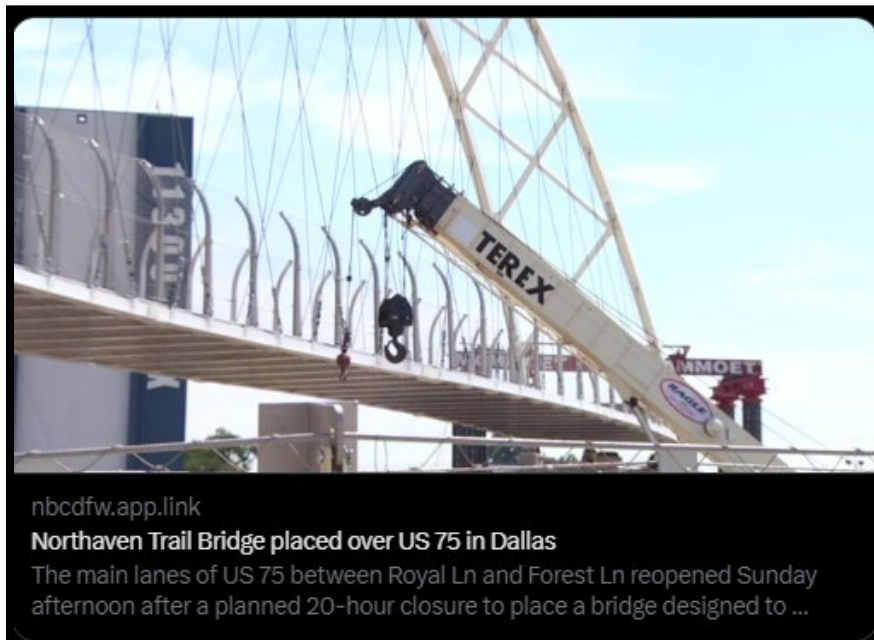
### Twitter –

1. Join DFW Clean Cities & @CityofFortWorth for Drive Electric Week on Oct 1, 2-5 p.m. at @TangerOutlets! Admission is free. Bring your friends & family along for an informative & fun evening. @KFWB\_TX will be there! #texasEV @NCTCOG\_Official @NCTCOGtrans <http://driveelectricdfw.org> — Keep FW Beautiful (@KFWB\_TX)



## Bicycle and Pedestrian

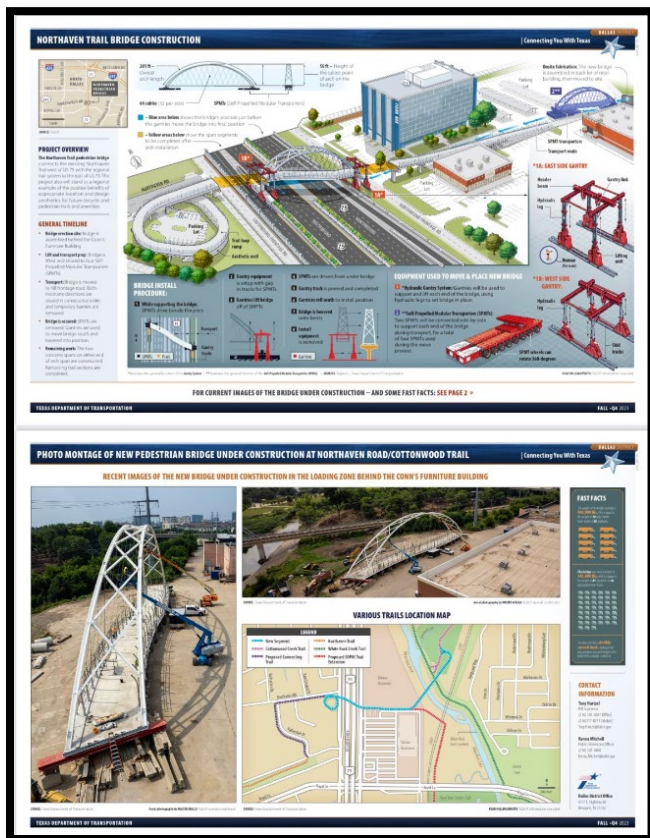
1. @NorthavenTrail @DallasHappiness @DallasParkRec @DallasMayor @TxDOTDallas @NCTCOGtrans @CityOfDallas — Lee M. Kleinman (@LeeforDallas)



2. TxDOT installs pedestrian bridge over US-75 will connect Dallas' existing bike and pedestrian trails, @NorthavenTrail @LeeForDallas @DallasParkRec @DallasMayor @CityOfDallas @NCTCOGtrans @TxDOTDallas — Ministry of Happiness – Dallas (@DallasHappiness)



3. New infographic from @TxDOTDallas on the Bridge Construction! @DallasParkRec @CityOfDallas @NCTCOGtrans – Northaven Trail (@NorthavenTrail)



That graphic is too low res to read. Got a link to full resolution? — Duke T (@DFW\_F1P1)

4. A #ThrowbackThursday to this past weekend... where we're speeding up time! Check out a time lapse of the Northaven Trail pedestrian #bridge moving into place over US 75 in #Dallas! #construction #engineering @CityOfDallas @NCTCOGtrans @DallasCountyTx @NorthavenTrail — TxDOT Dallas (TxDOTDallas)

## Freight

### Facebook –

#### 1. Deliveries Never Stop — NCTCOG Transportation Department



Some of the most arrogant drivers on the road. Period. — John T. Brown

Why is that semi in the passing lane obstructing the flow of traffic? 🧑 — Sebastian Cardenas

So long as THEY follow highway rules too and learn to read the sign "no trucks left lane". We will be great thank you so much. — Armando Garcia

#### 2. Trains are Close and Fast — NCTCOG Transportation Department



My dad famous words! DON 'T GAMBLE WITH YOUR LIFE! — Richard Branaugh

whos the engineer — Ricky Lopez

Unless you're waiting on it. Then its slow as a glacier — Ronald Harder

I got my phone a foot from my face. i don't know how it could be closer, and it doesn't appear to be moving, lol — Joe Dodson

It's getting closer as you move slower so you turn your head and finally you see him... it's shia lebouf — Raistlin Hustead



Don't try to beat the train! — Lisa Herriman

Trains even have right of way over horses — Patrick Schuster

### 3. Train Tracks: Not for Walking — NCTCOG Transportation Department



Amen 🙏 — Bethany Weaver



4. Trains Have the Right of way 100% of the Time. Do not try to beat the gate. — NCTCOG Transportation Department



Maybe it's time to put the gates back about 50 feet from the nearest rail. People might think twice about doing something Darwin after that. — Jason Meeks

Are folks really that stupid? — David Walker

Mass times velocity equals right of way — Pete Storm

Physics. — Salvador Marquez

Except when they don't — Philip Bovis Jr.

Karen in her Subaru begs to differ and is going to wait on these tracks until she sees a manager. — Eric Waern

Really, what in the heck makes u say that lol 😞 because they can run over u . When to school in Alabama didn't we — Kent Roper

I wish it made it law to stop at the end of the trailer and not blocking the sides when we make turns we have it posted make wide turns on the trailer for a reason. — Joe Thornton

The ironclad Law of Gross Tonnage becomes operative. — David Powers

I think the general rule is that you should yield right of way to anything larger than you. — Ian Parberry

5. Trucks Can't Stop on a Dime. Big Rigs Need More Time. Allow for more time and space for truck to come to a halt. — NCTCOG Transportation Department



Drive the speed limit assshoes — Daniel Arredondo Sr.

Then they need to drive slower. — Peter Godey

Then why is he in the #1 lane, clearly obstructing the flow of traffic? — Kyle Garcia

So why are they always tailgating everyone — Jeremy Wells

Then why do they tailgate me going 75? — Kevin Greene

A poet and don't know it !!! — Robert Orozco

I mean what is drunk? — Jason Renshaw

6. Railroad Tracks are not for walking. A train is never too far away. Always use a crossing. — NCTCOG Transportation Department



Tracey Hull they are for running and jumping off of into the Brazos 🤪 — Andrea Pena

Sad but true had a friend son had his ear buds on walking to school never new it rih — John Morales

Railroad crossings have kill more people. Com — Raymond Fierro

That's what is called HOT RAIL ! — Louis Cazares

A men — John Gibson

Yeah they are. You need to watch Stand By Me. — Albert Elrod

Tell that to the Democrats... that Trump Train is coming hard and fast!! — Travis Ward

It's all fun and games till you have a friend that committed via train.. — Jazz Jenkins

.....people from the city also need warning labels on bleach and hot objects..... 👁️👁️ 🧨  
— Chassidy Davis

We used them to get to "motorcycle hill" from our neighborhood. We would have to turn the bikes off, when we got to the Jefferson bridge, so we could tell if a train was approaching and then we would all boogie across it. The early 70's during the summers 🕺  
Good Times — Steve Harvath

Well if a train comes along and takes me away sounds good to me — Ken Surdity

Boots ...now those are made for walking — Andrew A Johnson

Dang train can go around me! — Donald Darr

go to the E.St.Louis riverfront.. tracks for miles... going to no one... ecological nightmare, no development of valuable property. disgusting turn of the head. no cleanup... for decades... be accountable. — William Chris Turley

As a kid in the 60s we would walk for miles on them — Barry Carlisle

As long as they aren't active. Plenty of tracks that are inactive. — Eric M. Lopez

Thanks! — Tim Howard

A sidewalk on a major street is far more dangerous. — Ronald Harder

You've apparently never sat in a siding for 2 hours waiting on Amtrak. — Michael Smith

Correct! They are for smashing pennies! Jk. I know better. 😊 — Chad Hickey

But it's fun! — Kathy Montoya

So true ❤️ — Gayle Turner Bowen

How am I supposed to TRACK my steps then? Get it? TRACK my steps. Like a train track.

I'm sorry I'm going to bed now. — Jeff Spivey



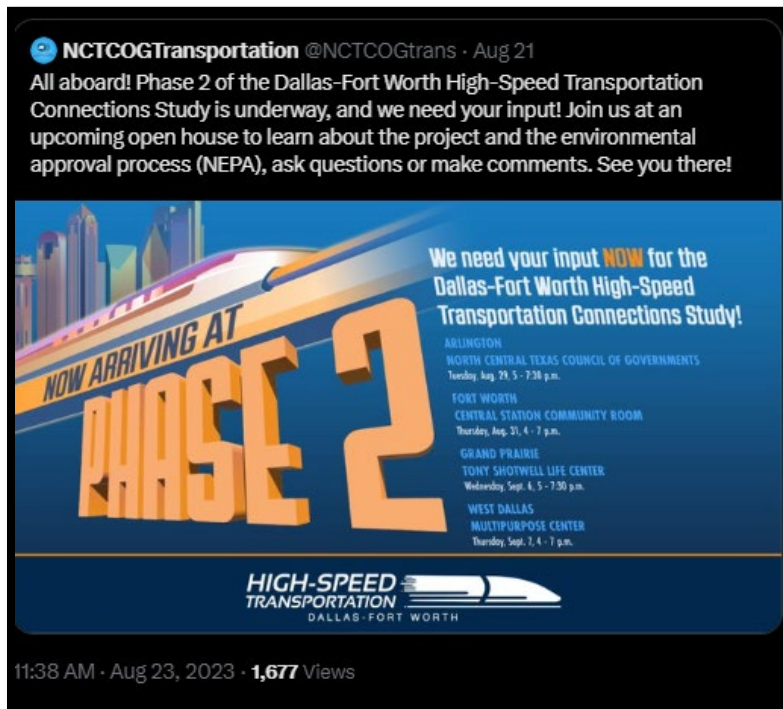
## High- Speed Rail

### Twitter –

1. these projects are boondoggles at best — SarahTexas2005 (@FastAsICould03)



2. See below for upcoming schedule of @NCTCOGtrans open houses. #DFWTraffic #rail #Transportation — TxDOT Dallas (@TxDOTDallas)



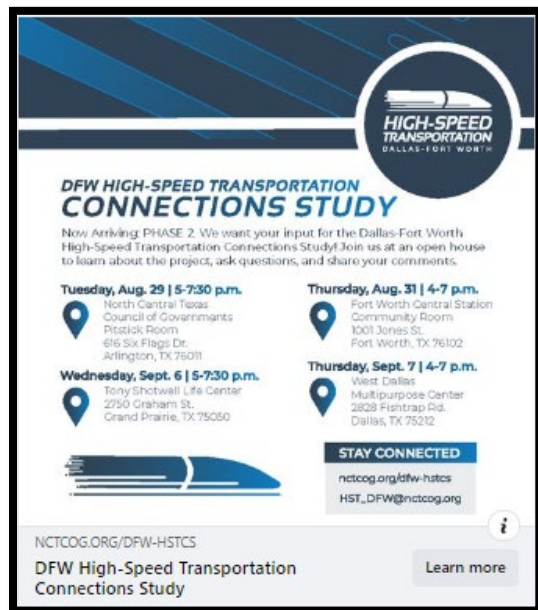
3. Phase 2 of the Dallas-Fort Worth High-Speed Transportation Connections Study is underway, and the North Central Texas Council of Governments (NCTCOG) needs your input.

Join @NCTCOGtrans at an upcoming open house to learn more about the project and the environmental approval process (NEPA), ask questions, and make comments. Visit <http://NCTCOG.org/DFW-HSTCS> for more information. — Senator Nathan Johnson (@NathanForTexas)



## Facebook –

1. Phase 2 of the Dallas-Fort Worth High-Speed Transportation Connections Study is underway, and we need your input. Join us at an upcoming open house to learn more about the project, ask questions, and make comments. See you there!



Step 1. Does this increase taxes on each city? — David Kuchurivsky

Another train no one will ride. — Bill Andrews

NO. NOT WORTH THE MONEY IT WILL COST — Brandon Skilling

Please don't build this. Passenger rail transport is such a dated technology. It takes you from a place you're not at to a place you don't need to go. I prefer a future with self-driving electric cars. — Fred ter Haar

Needed on the south side of I-30 with a stop at Globe life/ATT— Michael McNally

just stop this junk idea now — Chuck Marsh

Boondoggle of resources for arbitrary Old School technology AKA a train no matter if it is high speed or not still goes from point A to point B. no way to access opportunities outside of the point A to point B. Billions of dollars not being utilized correctly and taxes going up for a boondoggle! Go look at the Trinity train in Grapevine to watch how many passengers are on there it is completely a billion dollar waste!!!! Government employees that see opportunity within government agencies are pushing this for their boondoggle and taking the taxes out of business owners — Stephen Chacko

Would rather see Dallas to Houston or Dallas to San Antonio with a stop in Austin, but with the way the Metroplex has grown, high speed Dallas to Ft. Worth could work. Financial and tax stuff is paramount for now. — Clint Brady

Hopefully both cities and the suburbs in between are working on last mile connections, too? It doesn't do much good to have a rail line between them if the suburbs don't have any way to get around without a car. — Ian Lesser

I went Tuesday. Thanks for the posters. — Terry Meza

Shouldn't there be input from McKinney and Collin County? — Laurence Bump

We are so behind here in the DFW area in public transport. Especially in rail. Time to move this forward. — Ed Kelerchian

Step 1. Don't — Chris Wood

Why don't they add a high speed rail lane in the middle of the lanes of I20 and I30 instead of forever adding more lanes to the highway and taking away people's and business's property to do so to only increase traffic congestion. This would create not only less road congestion long term but be better for the environment. Is not the goal to get rid of all the cars and their emissions? — Carlisa Rushin

We need it by any means — Allen T Jones

Meanwhile other countries.. not counties.. countries have had bullet trains for years

🙄🙄 — Momin Farooq

## **Safety**

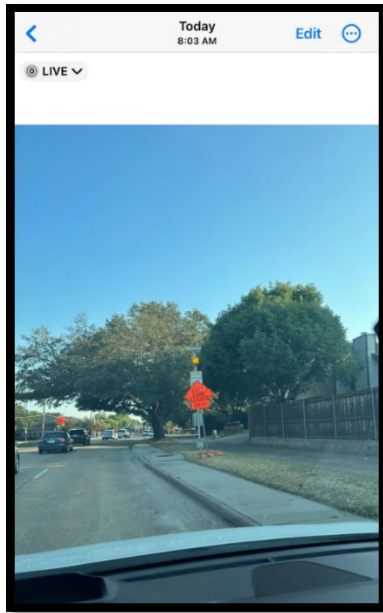
### **Twitter –**

1. See a #safety problem?

The picture on the left is this morning 8/22/23 when @dartmedia covered a school zone with their construction sign. The picture on the right is when they did the same thing a year ago, 8/24/22 at the same location.

What level of safety is or should be enforced for kids walking to school?

@USDOT @USDOTFRA @TxDOT @NCTCOGtrans @Bethvanduyne @collinallredtx  
@SelfForCongress — Cara Mendelsohn (@caraathome)

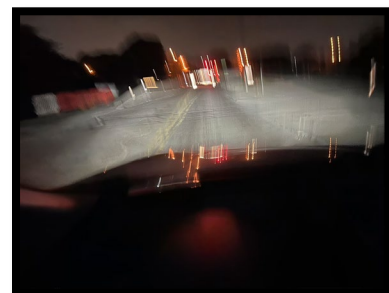
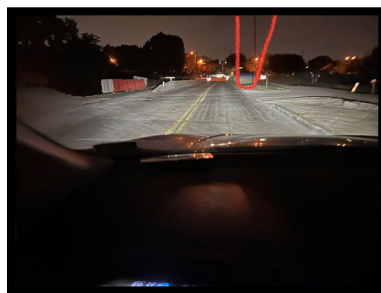
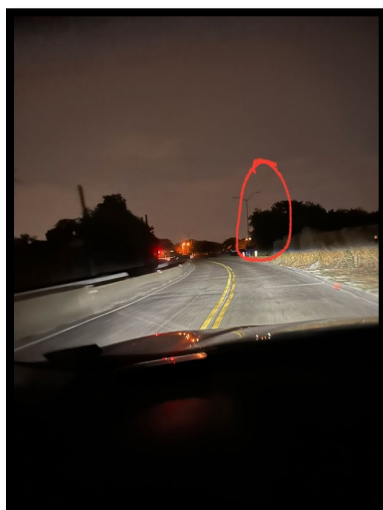


It's seems like common sense unless the City or contractor wants to be financially liable.  
— Joe (@Joe93070859)

The other question is, why was that lane closed for a year? Time is money and the contractors should be held to a reasonable completion date. I know I've seen unreasonable construction times in my neighborhood. — Paul Brancato (@plbrancato)

Please contact the north central station and ask for additional patrol assistance. — Cara Mendelsohn (@caraathome)

2. 3 STREETLIGHTS are OFF along the @dartmedia rail construction site 🤯 right at the bend, plus they removed the cones to delineate north & southbound travel lanes all in SB lanes. Again, Far North Dallas #D12 asks for basic safety measures. @NCTCOGtrans @VisionZeroTexas @FTA\_DOT — Cara Mendelsohn (@caraathome)





Another Dart safety violation in the construction zone on Davenport. This follows a similar issue on Monday on Meandering way. — Cara Mendelsohn (@caraathome)



3. We all need to slow down. Every 5 minutes, a crash in DFW. Every 12 hours, a fatality crash per @NCTCOGtrans #1 cause = vehicle speed — Cara Mendelsohn (@caraathome)

Maybe. But 90% of mva patients I have seen over the past years is due to what seems like a distracted driver. Rear end collisions because someone was on the phone. Speed is secondary. — JohnnyBot 🤖👍 (@Johnyalamo)

2022 Contributing Factors – Serious Injury and Fatal Crashes			
Top Ten Contributing Factors – Limited Access Facilities Only		2021	2022
1	Speeding (Overlimit / Unsafe Speed / Failed to Control Speed)	32.21%	30.56%
2	Driver Related (Driver Inattention / Distraction in Vehicle / Drove Without Headlights / Road Rage / Followed Too Closely / Cell/Mobile Device Use (Talking / Texting / Other [0.28%]))	13.96%	16.24%
3	Impaired Driving (Intoxicated: Alcohol/Drug / Had Been Drinking / Taking Medication / Fatigued or Asleep)	12.10%	11.89%
4	Failed to Drive in Single Lane	10.43%	10.33%
5	Faulty Evasive Action	8.35%	8.00%
6	Changed Lane When Unsafe	7.10%	7.34%
7	Pedestrian Related (Failed to Yield Right of Way to Vehicle)	5.24%	5.56%
8	Disabled in Traffic Lane	5.60%	3.63%
9	Wrong Way Driving (Wrong Way - One Way Road / Wrong Side - Approach or Intersection / Wrong Side - Not Passing)	1.42%	1.78%
10	Ill (Sick)	0.95%	1.14%

— Cara Mendelsohn (@caraathome)

It amazes me that insurance companies have not lobbied a more important & effective campaign against distractive driving. To the point of laws being passed. Or cars being required to audio alert traffic signal changes. like they do in Teslas.

— JohnnyBot 🤖👍 (@Johnyalamo)

I hardly ever see anyone NOT on their phone, and most are going too slow or too fast....there is construction everywhere and especially here off Hillcrest/McCallum the lanes literally change daily. Phone down-drive car-be safe — Connie Worthman (@BerettaMama92FS)

Right sentiment, but the comments here are right. @StrongTowns is a great follow to learn more — George Chandler (@gl\_chandler)

We need alternatives to automobile dependency; robust pedestrian, cycling, and rail infrastructure would save lives. — Mario Roa (@mariohroa)

The #1 cause is actually cars. If you truly cared about stopping these deaths, you would stop fighting DART, parking reform, and highway removal. — Tyler (@trains\_n\_bikes)

Drivers will go the speed they feel comfortable with. The issue is street design and the built environment. — David Gouldin (@dgouldin@mastodon.social) ( @dgouldin)



Central expressway and dallas north tollway (my main routes) have almost a zero police presence. It's insane. I've never seen a dallas radar in either of those roads in forever and ever. And we aren't even discussing the LBJ racetrack yet. — dreamerintexas (@dreamerintexas)

The issue is with the design of our streets and the lack of urgency to fix them. — Krista Nightengale (@Knightengale)

That sounds much more dangerous than say taking DART. — gavin (@theGAVER)

No traffic enforcement anywhere in Dallas. Write tickets, accidents and insurance rates go down & drivers hit the brakes rather than gas at a yellow light. Besides the traffic death and injury count, how much is traffic accidents costing those who have insurance? — Will of Rights (@OurUSA77)

Get cops on the streets — WildWestWarren (@WildWestWarren)

Cars are more deadly than guns, by the numbers. Few will admit this fact. It is a terrifying experience being a pedestrian in Dallas. — Real Texas Radio Podcast (@RTR\_bronin)

What I often see is 2 kinds of drivers: aggressive bats outta hell & clueless drivers driving under speed limit in left lane. Disastrous mix. — Maria Guerrero (@Maria\_NBC5)

DFW has the most reckless drivers. It's insane. — Chesterfield (@TheEmbassad0r)

## Transit

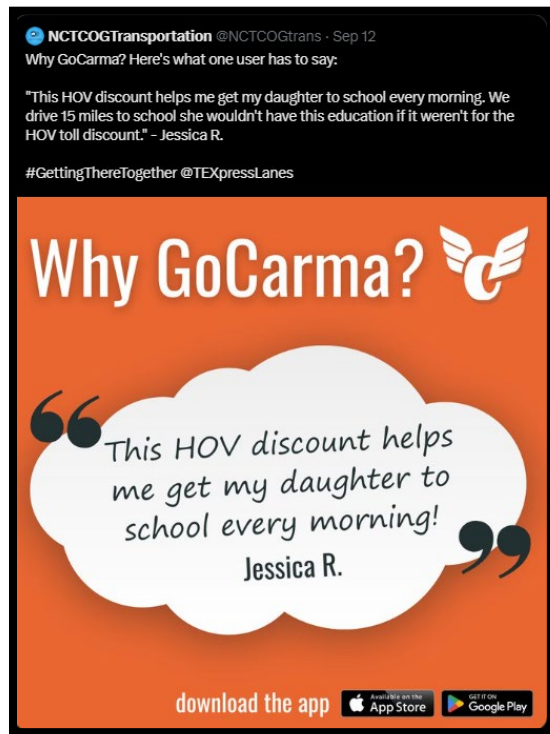
### Twitter –

1. I'm the only one wondering how my city is going to navigate the '26 World Cup without a mass transit system? @CityOfArlington@NCTCOGtrans @TrinityMetro — Hassan Abubakar (@chemabubakar)

## Toll Road/ HOV Lanes

### Twitter –

1. Looking to receive HOV discounts on the LBJ, NTE, NTE 35W TEXpress Lanes? Download the GoCarma app! 📲 — TEXpress Lanes 🚗 (@TEXpressLanes)





**U.S. Department  
of Transportation**

Office of the Secretary  
of Transportation

Under Secretary for Policy

1200 New Jersey Avenue, SE  
Washington, DC 20590

September 14, 2023

Ms. Gyna Bivens  
Chair  
Regional Transportation Council  
P.O. Box 5888  
Arlington, TX 76005

Dear Ms. Bivens:

Thank you for your letter supporting the Richardson Comprehensive Safety Action Plan application for the Safe Streets for All (SS4A) Grant Program.

The deadline for submitting final applications was 5:00 pm Eastern on July 10, 2023, and we anticipate announcing awards in the near future. Please be assured all properly submitted applications will receive full and careful consideration.

Thank you for your support of this program and for your partnership as we work to strengthen our nation's infrastructure.

Sincerely,

A handwritten signature in blue ink, appearing to read 'C. Monje, Jr.', with a long horizontal stroke extending to the right.

Carlos A. Monje, Jr.





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

September 26, 2023

The Honorable Kay Granger  
U.S. Representative  
The Office of Representative Kay Granger  
1026 Longworth House Office Building  
Washington, DC 20515

Dear Representative Granger:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, and the North Central Texas Council of Governments (NCTCOG), thank you for your continued leadership on transportation issues in the United States Congress. The RTC expresses concern for funding in the Fiscal Year 2024 (FY24) House Transportation, Housing and Urban Development (THUD) appropriations bill and urges Congress to come to an agreement to keep the federal government funded.

As the House and Senate continue to debate FY24 appropriations, the RTC requests Congress to work together and pass a Continuing Resolution to avoid a government shutdown. Additionally, as you move forward to finalize the details in the FY24 THUD appropriations bill, we ask that you maximize transportation revenue to every extent possible. We understand the nation is debating how much debt is acceptable, but the continued development of our nation's transportation infrastructure is at risk.

The House version of the FY24 THUD bill cuts several critical grant programs, including the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants, National Infrastructure Project Assistance (Mega) grants, and Consolidated Rail Infrastructure and Safety Improvement (CRISI) grants. If grant programs are going to be cut, please consider returning unused funds to MPOs through formula funding. Recalculating these funds back to MPOs through formula allocation will help to advance critical transportation projects in urbanized areas throughout the nation.

The RTC appreciates your attention to this matter and your ongoing commitment to representing the nation's interests. If you have any questions, please contact Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241 or [mmorris@nctcog.org](mailto:mmorris@nctcog.org).

Sincerely,

A handwritten signature in black ink, appearing to read "Gyna Bivens". The signature is fluid and cursive, with the first name "Gyna" being more prominent than the last name "Bivens".

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

RG:kw

cc: North Central Texas Congressional Delegation  
Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments

# Waxahachie Independent School District

*Excellence in Education*

*Dr. Jerry Hollingsworth-Superintendent*

[jhollingsworth@wisd.org](mailto:jhollingsworth@wisd.org)

411 North Gibson St., Waxahachie, Texas 75165

Phone: (972) 923-4631 Fax: (972) 923-4759

'OUR VISION IS TO BE A DISTRICT WHERE INNOVATION THRIVES AND GROWTH IS LIMITLESS'



September 20, 2023

Mr. Michael Morris

North Central Texas Council of Governments

616 Six Flags Dr., Ste 200

Arlington, TX 76011

RE: Waxahachie ISD-Comprehensive High School #2

Dear Mr. Morris:

Thank you very much for your continued support and consideration of our efforts to ensure appropriate traffic flow and access for our second comprehensive high school to be built east of IH-35E at the Waxahachie Crossing overpass. Currently, we are working with our architects and are in the beginning stages of the design of our building. As a result, we do not yet have the layout of the new high school. That stated, we can anticipate that the main building will face south directly toward the proposed new roadway, also known as Spur 394.

We do not currently have the attendance zones drawn for our new high school, nor have we conducted a traffic impact study. We do have an ongoing contract and relationship with Zonda Demographics, a company that works regularly with school districts throughout Texas. With our demographer's help, we should be able to provide NCTCOG with some estimates regarding overall numbers of attending students and resulting traffic.

As another note, please be aware that the new roadway will intersect our property, dividing it with 134 acres on the north side for our second comprehensive high school, and 40 acres on the south side, where we plan to construct our fourth junior high school (to be funded by a future bond).

Please let me know if we may answer any questions or provide further clarification.

Sincerely,

A handwritten signature in black ink, appearing to read "Jerry D. Hollingsworth".

Jerry D. Hollingsworth, Ed.D.

Superintendent of Schools

**NEWS RELEASE****FOR IMMEDIATE RELEASE**

September 25, 2023

Micah Flores

916-715.5396 (c)

[micah.flores@hsr.ca.gov](mailto:micah.flores@hsr.ca.gov)

## **High-Speed Rail Authority Receives Nearly \$202 Million from Federal Government**

***Largest grant to the Authority under Biden-Harris Administration will fund 6 structures***

**SACRAMENTO, Calif.** – In the strongest show of a continued partnership, the California High-Speed Rail Authority (Authority) announced today receiving nearly \$202 million from the U.S. Department of Transportation to expand construction of high-speed rail by completing six grade separations.

The grant was made through the federal 2022 Consolidated Rail Infrastructure and Safety Improvements (CRISI) program and is the largest award the Authority has received since the passage of the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law, in November 2021.

“This grant is the latest evidence that my Administration and the Biden-Harris Administration are in lock-step when it comes to building innovative, clean transportation projects for the future,” said Governor Gavin Newsom. “These dollars signal our shared strong commitment to advance clean, electrified high-speed rail into the heart of some of the largest and fastest growing cities in California by the end of this decade. I welcome the federal government’s continued support for this major infrastructure project for Californians.”

The grant will fund the design, right-of-way purchases and construction of the following six grade separations in the city of Shafter (Kern County) that will separate car and pedestrian traffic from current freight trains and future high-speed rail trains:

- Poplar Avenue
- Fresno Avenue
- Shafter Avenue
- Central Avenue
- Lerdo Highway
- Riverside Street

These grade separations are the first to be funded outside of active construction underway along 119 miles in the Central Valley, signaling a strong federal commitment to advance the

nation's first 220 mph electrified high-speed rail operating segment between Merced, Fresno and Bakersfield.

"With the southernmost 22-mile stretch of active construction due to be complete this fall, this latest federal commitment represents a major step forward in our effort to deliver passenger service in California," said Authority CEO Brian Kelly. "We look forward to this continued partnership with the Biden-Harris Administration."

Today's announcement follows on the heels of Rail Safety Week and efforts to encourage Californians to make safe decisions around railroad tracks to reduce the number of crashes and injuries. The grade separations receiving funding will eliminate street-level crossings at intersections along a busy freight rail corridor, preparing communities for future 220 mph high-speed train service and improving safety, air quality and mobility.

Construction on these grade separations is anticipated to start in August 2025 and be completed in August 2028.

Read the CRISI grant factsheet here: <https://hsr.ca.gov/wp-content/uploads/2023/09/CRISI-Grant-Applications.pdf>

The Authority has begun advanced design work to extend the 119 miles under construction to 171 miles of future electrified high-speed rail from Merced to Bakersfield. The high-speed rail project has created more than 11,000 good-paying jobs since the start of construction, 70% of those going to Central Valley residents, and there are more than 25 active construction sites. The Authority has also environmentally cleared 422 miles of the high-speed rail program from the Bay Area to the Los Angeles Basin.

For more on construction, visit [www.buildhsr.com](http://www.buildhsr.com).

The following link contains photos and recent videos, animations, press center resources, and latest renderings: <https://hsra.app.box.com/s/vyvjv9hckwl1dk603ju15u07fdfir2q8>

These files are all available for free use, courtesy of the California High-Speed Rail Authority.

You can find this news release online here: <https://hsr.ca.gov/2023/09/25/news-release-high-speed-rail-authority-receives-nearly-202-million-from-federal-government/>

Una versión en español del comunicado de prensa está disponible en línea aquí: <https://hsr.ca.gov/es/2023/09/25/news-release-high-speed-rail-authority-receives-nearly-202-million-from-federal-government/>

Tenga en cuenta esta traducción fue hecha automáticamente por servicios de tecnología y puede tener errores o faltar de sentidos culturales.

###

SEE MORE AT [WWW.HSR.CA.GOV](http://WWW.HSR.CA.GOV)

**California High-Speed Rail Authority**

770 L Street, Suite 620

Sacramento, CA 95814

[info@hsr.ca.gov](mailto:info@hsr.ca.gov)

(916) 322-1422

## Four deck parks may get new life with federal funding

Southern Gateway Park over 1-35E plans to apply to the Reconnecting Communities and Neighborhoods grant along with three other projects

By Dallas Morning News Editorial

Dallas' freeway grid might have effectively connected the region, but it has proved a concrete divider for our city's neighborhoods, with highways like Interstates 30 and 45 choking off areas like southern Dallas from the urban core.

Deck parks have been held up as a way to stitch neighborhoods back together and make them more pedestrian-friendly. Klyde Warren Park that connects Uptown with downtown over 12 lanes of bustling traffic on Woodall Rodgers freeway has been the poster child for the benefits of these projects and the enormous economic development they can generate.

As you can imagine, though, these projects are expensive. The last time we [wrote](#) about the Southern Gateway Park, a proposed 5-acre green space over Interstate 35E near the Dallas Zoo, we were impressed by the project's goal of revitalizing southern Dallas, even as we worried that there was too little civic and philanthropic commitment to its completion.

That's why it's encouraging that the North Central Texas Council of Governments, the region's advisory group on transportation issues, plans to apply for a federal grant to fund infrastructure for four deck parks, including Southern Gateway.

NCTCOG is applying to the U.S. Department of Transportation's [Reconnecting Communities and Neighborhoods grant](#). Now in its second year, the grant offers \$2.7 billion in funding for projects across the country that help address harm from past infrastructure projects and that increase access to jobs, housing and grocery stores. Forty percent of this funding is meant for projects in historically marginalized communities. This makes Southern Gateway an ideal candidate as it will knit parts of Oak Cliff back together and improve quality of life in an area that has historically not had this kind of investment.

[NCTCOG is angling for \\$95 million](#) in Reconnecting Communities grants. That includes funds for the second phase of the Southern Gateway and funding for a planned 1.7-acre extension of Klyde Warren Park to the west.

It also includes two new projects — a planned deck park over Interstate 30 near the Dallas Farmers Market that will reconnect the Cedars to downtown as well as a park under State Highway 5 in McKinney.

The total amount applied for would account for 41% of the total funding needed to build infrastructure, including beams and the decks for all four parks. It would not cover the cost of park amenities like trees, sod or playgrounds, things that are commonly funded through either local taxes or philanthropic funds.

This decision to apply for funding as a region is wise. Karla Windsor, senior program manager at NCTCOG, who presented the proposal to pursue this grant funding at the Council's Surface Transportation Technical Committee meeting last week, told us that the federal government is looking to distribute funds across the states. If these deck park projects had applied independently, they'd effectively be competing against one another.

“We’re trying to present the federal government with a menu of options,” Windsor said. This makes sense, because even if federal reviewers cannot award our region the entire \$95 million, they will be aware of our needs and can think about how to prioritize the projects depending on available funds.

NCTCOG expects its Regional Transportation Council to approve the plan to apply at its meeting on Sept. 14. The federal grant applications are due Sept. 28, and the Department of Transportation will announce the awards in the spring of next year.

For Southern Gateway Park securing this grant would help bring its second phase, stretching from Lancaster Avenue to Marsalis Avenue, to life. The deck for the first phase, from Ewing Avenue to Lancaster, is built.

NCTCOG is requesting \$35 million of the \$95 million total for Southern Gateway, which is just over half of the infrastructure cost for phase two.

The remainder of the infrastructure costs could be covered through city bond funds and state transportation dollars. Construction of amenities for the first phase of the park will begin in November, but park supporters still need to raise millions in private funds for phase two amenities that will make the deck a park. The hope is that the entire park will be open by spring 2025.

It’s hard to overstate the importance that parks like Klyde Warren, Southern Gateway and the eventual I-30 deck can have on the fabric of our city. Interstates and highways created great opportunities for growth. But they came at great cost to our neighborhoods and to the way we live.

Binding them back together is a step toward re-creating parts of the city we lost through progress.

## **TEXAS GOVERNMENT ORGANIZATION SEEKS PUBLIC INPUT ON POSSIBLE HIGH-SPEED RAIL P3**

By Eugene Gilligan

The North Central Texas Council of Governments (NCTCOG) has launched a series of public meetings on the Dallas to Fort Worth high-speed rail project, which could have some level of private financing.

The public sessions, which began yesterday and will conclude on 7 September, are being held to hear what potential users of the line think in advance of the start of the National Environmental Policy Act (NEPA) review process, which will begin next month, according to a recent NCTCOG statement.

NCTCOG has not decided yet on a funding strategy for the project, according to Dan Lamers, NCTCOG's senior program manager, metropolitan transportation planning.

"We have not decided or evaluated any particular funding or financing strategies yet," Lamers said in an email. "It is likely that private financing will be included."

The project gaining environmental approval could be a key factor in attracting interest from the private sector, according to Lamers.

"We have had discussions with a few potential private rail developers, who have expressed interest in this corridor, but no specific funding discussions have occurred," Lamers said. "We have been told they would be willing to have further discussions once we get the corridor cleared environmentally, as the time and expense of environmental clearance is a big risk element to them."

In the first phase of the project review process, planners evaluated 43 different alignments and a series of high-speed transportation alternatives among Dallas, Arlington and Fort Worth.

Phase two of the evaluation process, now underway, is focused on a single corridor and identified station locations, with the goal of "evaluating potential social and environmental impacts along the corridor," according to the statement.

Planners have identified the preferred route to be located along Interstate Highway 30 between downtown Dallas and downtown Fort Worth with a stop in the Arlington Entertainment District.

The rail line would provide connections with local transportation systems and link to future high-speed services, such as Texas Central Partners' (TCP) planned Dallas-to-Houston high-speed rail line.

That project made news earlier this month, when TCP and Amtrak announced they were currently evaluating a potential partnership to study and advance the project.

The Dallas-Fort Worth metro region has a population of 8 million and is projected to add an additional 3 million people by 2045.

"Implementation of high-speed rail technology will help alleviate the increase in highway congestion that is expected to occur because of the population growth," the statement says.



In 2020, NCTCOG hired HNTB as a procurement consultant for the project.

NCTCOG is a voluntary association of local governments. NCTCOG's Regional Transportation Council serves as the Metropolitan Planning Organization (MPO) for regional transportation planning for the 12 county Dallas-Fort Worth region.

## DART board extends Collin County Rides program by 4 months

By [Colby Farr](#) | 8:00 AM Sep 4, 2023 CDT

[Dallas Area Rapid Transit](#) plans to continue operating the [Collin County Rides program](#) for an additional four months after Oct. 1 when services were initially slated to expire.

### The gist

DART's [board of directors](#) approved a resolution to execute agreements with Allen, Fairview and Wylie for extending the program during an [Aug. 22 meeting](#). Under the agreements, DART will provide services through January before the [Denton County Transportation Authority](#) is expected to take over the program.

The extension will be funded by the three municipalities receiving service, according to a staff presentation.

### How we got here

Staff from DART, DCTA and [North Central Texas Council of Governments](#) have been working since July to ensure service continuation.

On July 13, the Regional Transportation Council approved up to [\\$1.8 million for DCTA](#) to continue the program in Allen and Fairview. Wylie is evaluating different transit options and was not included in the DCTA's program proposal.

The DCTA [board of directors discussed next steps](#) for assuming control of the program during a July 27 meeting. DCTA's program proposal plans up to three years of service in Allen and Fairview, which is estimated to cost \$1.6 million.

During the meeting, [DCTA CEO Paul Cristina](#) said the agency could assume control of the service no later than Feb. 1.

“When this first came up, the message was, ‘Hey this’ll go very quickly; all these pieces are in place,’” Cristina said. “The dominoes will just start to fall, and we’re looking at an Oct. 1 start date. As we start to have these conversations we say, ‘This is a little more complex than we were thinking.’”

### **By the numbers**

The Collin County Rides program is available for seniors age 65 and older or those with a qualifying disability, according to DART’s website. In order to qualify for the program, they must be a permanent resident of Allen, Fairview or Wylie.

Under the program, users can travel anywhere within Collin County as long as the origin or destination of the trip is within their resident city.

More than 400 users were registered with the program as of April.

# DART embraces sustainability with new EV charging stations

John Donovan, Community Contributor

Posted Fri, Sep 1, 2023 at 5:49 pm CT

Dallas, Texas – In a move emphasizing its dedication to environmental sustainability, the [Dallas Area Rapid Transit \(DART\)](#) has launched [electric vehicle \(EV\) charging stations at two DART Rail locations](#) which previously lacked such facilities.

This enhancement was realized in collaboration with the North Central Texas Council of Governments. It addresses the pressing need for EV charging infrastructure at the selected sites, namely Glenn Heights Park & Ride and Illinois Station.

The stations are equipped with Blink Series 8 Dual Port Level 2 Chargers, providing a charging period of 4 to 8 hours. This ensures that EV users can comfortably integrate charging into their daily schedule. Commuters can park and charge their vehicles while they make use of DART's rail services. When they return, their vehicles will be ready for use.

These chargers have the added benefit of a dual-port feature, allowing two vehicles to charge concurrently. As an added incentive, DART has announced that the charging stations will be free of charge until August 31, 2024. This provision allows users to embrace sustainable energy without the associated costs, encouraging a shift toward eco-friendly transportation.

Funding for this initiative, amounting to \$79,472, was provided through a grant from the North Central Texas Council of Governments' [Electric Vehicle Charging Station Call for Projects](#). The project was backed by Congestion Mitigation and Air Quality (CMAQ) funds, emphasizing the dual goals of improving air quality and reducing traffic congestion.

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These charging stations also serve as a testbed for DART, allowing them to gather data on the effectiveness, cost-effectiveness, and broader advantages of such sustainable ventures. The insights obtained will guide future expansion across DART's network.

On the topic, Glenn Heights interim city manager Keith Moore remarked, “With the purchase of electric vehicles on the rise due to consumer preferences, auto industry trends, and potential requirements set by governing bodies – local governments will have to begin to think about how to make their cities EV ready.”

Credit: [DART](#), [Dallas Metro News](#), [North Central Texas Council of Governments](#)

# For Texas, the light at the end of the tunnel is high speed rail

John Bleasby September 5, 2023

Canada.constructconnect.com

Texas has been a notable holdout for HSR development. In fact, Gov. Greg Abbott signed Senate Bill 977 into law that specifically forbids any state funds being used for any private entity that seeks to build a rail system operating at speeds over 110 mph.

On the other hand, there is plenty of state funding available for roads and highways. Under the [2024 Unified Transportation Program](#), over \$100 billion has been allocated to address congestion and to improve or otherwise preserve roadways across Texas.

That isn't to say passenger rail lines in Texas aren't undergoing expansion. For example, the 26-mile [DART Silver Line](#) will connect Plano and the Dallas-Fort Worth airport, with seven stops in between. Service is expected to begin in mid-2026.

HSR is not just another commuter rail line, however.

Texas Central Partners, LLC, is proposing an HSR network, estimated to cost as much as \$30 billion, linking Dallas-Fort Worth with Houston using the same lightweight [Shinkansen](#), or "Bullet trains," seen in Japan. Trains would run on 240 miles of dedicated tracks at speeds over 200 mph. And although limited in number, stations and terminals would not be simply light rail or commuter rail platforms, but economic drivers for retail and hotel development in the immediate area.

However, Texas Central Partners is a private entity. Under SB977, its HSR proposal cannot receive state financial support, only assistance with co-ordinating public/stakeholder engagement, and with the review of planning and environmental issues through the Federal Railroad Administration.

Advocating for improved rail across the entire United States is the non-profit national organization called the High Speed Rail Alliance. It [identifies](#) the Dallas-Fort Worth to Houston route as, "a key building block in the reinvention of the U.S. transportation system" that could attract as many as six million passengers annually by 2029.

"The electrified trains will run at maximum speeds of 205 mph and the trip will take 90 minutes. That's two hours less than driving and about an hour less than flying, including airport terminal time. The trains will run 18 hours per day, with departures every half hour during peak periods."

The concept of HSR in Texas has been discussed for decades, facing political pushback and opposition from landowner interests along the way. However, Texas Central's HSR environmental impact statement was approved in 2020. Combined with

the granting of eminent domain authority in June last year needed to acquire land for the route, the door is now open for multi-level public-private funding efforts to begin. A further boost was recently provided by Amtrak, which joined Texas Central in August to develop the HSR program.

“Amtrak has co-operated with Texas Central on various initiatives since 2016 and the two entities are currently evaluating a potential partnership to further study and potentially advance the project,” Amtrak said in a [media release](#).

“Texas Central and Amtrak have submitted applications to several federal programs in connection with further study and design work for the potential Dallas to Houston segment, including the Consolidated Rail Infrastructure Safety and Improvements (CRISI) grant program, the Corridor Identification and Development program, and the Federal-State Partnership for Intercity Passenger Rail (FSP-National) grant program.”

Now that a HSR system between Dallas-Fort Worth and Houston is starting to move ahead, Austin wants to be included too.

“A high-speed passenger rail system connecting the largest communities in our state could create economic growth, address affordability issues, and promote a safer and more environmentally responsible way to travel for everyone,” Travis County Judge Andy Brown told local media. “This is an investment in our future and an investment in the people who live in our communities.”

Key to HSR interconnection within Texas and throughout the country is the minimizing or eliminating of transfers between trains as passengers travel to their final destination.

“High speed rail only works if it’s a one seat ride and if transfers are easy, seamless and frequent,” said Brendon Wheeler, metropolitan transportation plan manager at North Central Texas Council of Governments, during a recent webinar. “We really think this needs to be an integrated corridor.”

That means the State of Texas will need to do more than sit at the siding, said Wheeler.

“The state needs to be engaged with the various entities regarding what high-speed rail in Texas should look like and to co-ordinate that with other states. State-wide planning is very important to ensure we are moving forward correctly.”

[For Texas, the light at the end of the tunnel is high speed rail - constructconnect.com](https://constructconnect.com)

## **2 miles of road. 3 Tarrant County cities. One big mess. Will this work provide relief?**

By Jess Hardin

For parents in the 6,000-person city of Everman, school pick-up on Forest Hill Drive has become a “nightmare,” with people spending up to 45 minutes stuck in traffic, said Mayor Ray Richardson.

Roger E. Souder Elementary and Uplift Ascend Preparatory sit a tenth of a mile apart on the road, which narrows to one lane in each direction just north of the schools at LonStephenson Road.

“With all schools reporting at the same time and dismissing at the same time, it’s created a lot of congestion for us,” said Richardson.

A plan to widen the road and improve drainage should bring relief.

The North Central Texas Council of Governments will spend \$3 million to study, survey and develop plans for a two-mile segment of Forest Hill Drive between Shelby Road and LonStephenson Road, which passes through Fort Worth, Forest Hill and Everman. In addition to the schools, the two-mile stretch includes a post office, a church, two gas stations, a doughnut shop, a tool manufacturer and a feed store.

The council of governments is an association of local governments established to assist in regional planning. It has already begun collecting information about the area through site visits, measurements, traffic counts and meetings with leaders. It is also seeking ideas from people who would be affected by changes to the roadway. It is hosting a meeting at 8 p.m. Wednesday at the Forest Hill Convention Center, 6901 Wichita St.

“This section down to Shelby Road has quite a bit of development and anticipated development and so they were seeing a need to make it less of a rural road,” said Jody Loza, a project manager at the council of governments.

The project will eventually widen the road to two lanes in each direction with a turning lane, shared use path on the west side of the street and a sidewalk on the east. Upgrading the road’s stormwater infrastructure will also be part of the project.

The yearlong roadway study coincides with a long-awaited flood study that’s being conducted by Tarrant County and the city of Fort Worth. It’s expected to be completed by early 2024.

The city is prone to flooding because of increased development around Everman, the city’s lack of stormwater infrastructure and nearby Chambers Creek.

Just last month, the City Council approved a zoning change that will allow for 357 homes to be built at 10181 Forest Hill Everman Road, less than three miles from Souder Elementary.

The city’s worst flood in recent history sent waters surging up to six feet in 2018. About 70 homes and 20 businesses were damaged.



The stretch of Forest Hill Drive that the study will assess includes the intersection of Chambers Creek at Forest Hill Drive, which is considered a Special Flood Hazard Area by the Federal Emergency Management Agency.

“If you look at the Fort Worth section, their stormwater system it’s all concreted in. It’s real nice. It’s large and holds a lot of water. And it feeds into these little bitty creeks that run through our city,” said Richardson.

Everman resident Jerry Mims, whose home backs up to Chambers Creek, is doubtful the project will help his small city.

“That’s all Fort Worth,” Mims said about the project. “They’re doing it to improve Fort Worth. I hate to say it but that’s what I think.”

He’d like to see changes along Shelby Road and Wichita Street as well. Children who attend Everman schools often walk to school. When the weather is bad, they walk on the streets.

Mims suggested sidewalks to improve safety for schoolchildren.

## **DART board decision: Collin County Rides program remains active**

Dallas, Texas - In a clear show of commitment to public transportation, the Dallas Area Rapid Transit (DART) has extended the Collin County Rides program for an additional four months, Dallas Metro News reported. Initially set to end on October 1, the program will now continue until the end of January. DART's governing board approved this extension during a meeting on August 22, formalizing agreements with the cities of Allen, Fairview, and Wylie to keep the service running.

The financial responsibility for the extended service will fall on these three cities, as outlined in a detailed staff presentation. This arrangement highlights the spirit of cooperation among local authorities and stakeholders, aiming to maintain an essential local transportation service.

Before this decision, a joint team made up of staff from DART, the Denton County Transportation Authority (DCTA), and the North Central Texas Council of Governments had been working together since July. Their clear goal was to ensure a smooth transition of management and operational tasks to prevent any temporary service interruptions.

It's worth mentioning that on July 13, the Regional Transportation Council gave a financial boost to these transit efforts by approving a funding package of up to \$1.8 million. This funding is specifically designated for the Denton County Transportation Authority (DCTA)'s ongoing operations in Allen and Fairview. Wylie is notably missing from DCTA's funding plan, as the city is currently exploring a range of tailored transit options to meet its unique needs.

In a meeting on July 27, DCTA's board of directors discussed key logistical aspects of the transition, including a detailed look at the projected budget. DCTA plans to operate in Allen and Fairview for three years, with an estimated budget of around \$1.6 million. Paul Cristina, DCTA's Chief Executive Officer, emphasized at the meeting that the agency is ready to take over the program's management by February 1 of next year at the latest.

"When this first came up, the message was, 'Hey this'll go very quickly; all these pieces are in place,'" Cristina said. "The dominoes will just start to fall, and we're looking at an Oct. 1 start date. As we start to have these conversations we say, 'This is a little more complex than we were thinking.'"

Designed specifically for senior citizens aged 65 and over, as well as individuals with qualifying disabilities, the Collin County Rides program serves as a model for inclusive public transit. According to DART's official website, to be eligible for the service, users must be permanent residents of one of the three participating cities—Allen, Fairview, or Wylie.

The program offers users a wide range of travel options throughout Collin County. However, it's important to note that either the starting point or the destination must be within the user's city of residence.

Recent data as of April shows that the program has grown to include over 400 registered participants. This significant number not only expands the program's impact in the community but also strengthens its importance in the larger regional transportation network.

## **Texas' booming population and economic growth leads to record \$100 billion transportation plan**

Since my appointment in March of 2023 by Texas Governor Greg Abbott to the Texas Transportation Commission, I've gained a greater appreciation about the Texas Department of Transportation and how vital the 10-year Unified Transportation Program (UTP) process is to Texans and the economy by guiding the development of transportation work across the state.

I'm thankful to Governor Abbott for appointing me to the Commission as Texas and the Greater Houston community continues to see unprecedented growth. It is of the utmost importance to meet the demand with historic funding that will help TxDOT deliver on its commitment to ensure that people and goods can move safely and efficiently in the state by improving transportation safety, addressing congestion, and helping maintain roadways across the state.

For the first time in its history, TxDOT's 10-year UTP has surpassed \$100 billion in future projects. It also estimates \$34.2 billion in development costs and \$7.5 billion in routine maintenance contracts for a total investment of \$142 billion.

That eye-catching amount reflects the rapid growth and booming economic activity touching every corner of the Lone Star State. It's also \$15 billion more than last year and shows a major investment in our infrastructure when compared to the UTP a decade ago when it was \$34.3 billion. In the Houston area alone, TxDOT has more than \$14.2 billion in projects slated in the next 10 years.

These figures represent real improvements for all Texans that will help improve quality of life and bring economic benefits. The average \$10.6 billion a year in the UTP over the next decade is expected to yield an estimated \$18.8 billion per year in economic benefits, according to the Texas A&M Transportation Institute.

TxDOT has planned, and will continue to plan, for this growth and play a critical role in providing the needed infrastructure to help move people and products. That's where our Unified Transportation Program comes in.

The benefits go far beyond just congestion — these projects benefit everyone. Improvements to our roadways provide Texans with best-in-class infrastructure not only for drivers, but for bicyclists and pedestrians as well. From improving HOV lanes and public transit to enhancing the movement of freight, the projects we fund in the UTP provide multi-modal options to get people and products where they need to go.

The UTP will include major projects in the Houston District such as some of the work on I-10 in Fort Bend County, the Grand Parkway in Brazoria, and Galveston Counties, and help clear the way for future portions of the North Houston Highway Improvement Project (NHHIP). The NHHIP is the planned reconstruction of I-45 north Freeway between Houston's downtown and the North Sam Houston Tollway, also known as Beltway 8. The NHHIP not only brings these roadways up to current standards, it also prepares for the future by improving resiliency to weather events, providing safer, more efficient travel for motorists and handling the increasing trade that is moved through the Port of Houston.

In my first year as a Texas Transportation Commissioner, I am extremely proud to play a part in this historic 10-year transportation plan. We'll see the benefits from this plan for years to come as we continue to drive our economy and the state to new heights.

With this historic investment, we're showing our commitment to keeping Texans safe on Texas roads and connecting the people and places that matter most in current and innovative ways.

Texans deserve the best, and they can rest assured that Governor Abbott and Texas transportation leaders are fulfilling our promise to provide them with a safe and reliable transportation system.

Get the full UTP at <https://ftp.txdot.gov/pub/txdot/tpp/utp/utp-2023.pdf>.

[Unprecedented Investment in Safety, Mobility and Connectivity is Driving the Texas Economy Forward - Forward Times](#)

Murphy Monitor

## **EVs charging ahead in a green revolution**

By Bob Wieland

Collin County ranks fourth statewide in the number of electric vehicles (EV) registered, according to Dallas-Fort Worth Clean Cities and the North Central Texas Council of Governments (NCTCOG).

Overall, Texas had 217,000 EVs registered as of Aug. 22.

## New NASA images reveal Dallas is a pollution hotspot

In addition to North Texas, San Antonio and Houston have high levels of nitrogen dioxide, the maps show.

By Sahrah Bahari

New images released by NASA show Dallas is among the nation's hotspots for air pollution, largely driven by the region's tangle of highways and [relentless traffic](#).

The images come from a new instrument in space that will provide hourly updates on air pollution across North America. The satellite, called TEMPO, tracks nitrogen dioxide and other pollutants on an hourly basis.

Researchers last month released the first images, which depict changes in nitrogen dioxide over the course of a day. Detailed views show high concentrations of nitrogen dioxide over a number of U.S. regions, including Dallas-Fort Worth, Houston and San Antonio. High concentrations were also detected over New Orleans, Los Angeles and the I-95 corridor between New York and Washington, D.C.

Maps show high levels of nitrogen dioxide over major highways in [Dallas](#) and other cities in the morning and late afternoon, coinciding with spikes in rush-hour traffic, according to NASA, which captured the data Aug. 2.

Nitrogen dioxide has been linked to cardiovascular problems, lung cancer and respiratory issues, such as asthma. The poisonous gas comes from the burning of fossil fuels, with traffic one of the biggest contributors. It also comes from wildfires and fertilizer application .

The data falls within a summer of [near-record heat in Texas](#) and elsewhere and numerous warnings for poor air quality as a result of [wildfires in Canada](#).

TEMPO will be able to track air pollution at a resolution of just a few square miles, enabling researchers to study the health effects of pollutants and develop air pollution maps by neighborhood, [NASA said in a news release](#). That can help policymakers better understand disparities in air quality within a community.

Jenny Narvaez, program manager for the North Central Texas Council of Governments, said the maps could help city and transportation planners pinpoint problem areas and identify additional sources of air pollution. The first set of images did not reveal anything particularly surprising for the Dallas region, Narvaez added.

"Our cars have gotten significantly cleaner over the years, but they do still emit nitrogen dioxide," she said. "And we have a lot of cars on our roads, particularly in the early morning and late afternoon."

Earlier this year, [Dallas-Fort Worth ranked No. 18](#) for worst ozone pollution in the U.S., faring better than Houston, Los Angeles and Las Vegas.

TEMPO will begin full operations in October. The instrument measures sunlight reflected and scattered off Earth's surface, clouds and atmosphere, according to NASA. Gases in the atmosphere absorb the sunlight, and the resulting spectra depict concentrations of pollutants.

In addition to nitrogen dioxide, the instrument measures ozone, formaldehyde, aerosols, water vapor and several trace gasses.

## Public meetings on Panther Island project begin tonight

By Marice Richter

A series of community meetings about plans for the \$1.16 billion Panther Island project in Fort Worth will begin today (Sept. 7).

This evening's meeting – the first of five that will take place throughout September – is scheduled for 6 p.m. at Artes de la Rosa, 1440 North Main St. The meetings are targeted to residents and businesses adjacent to the long-delayed Panther Island development but are open to all.

Partners participating in the Panther Island project, including the city of Fort Worth and the Tarrant Regional Water District, have hired the consulting firm of HR&A Advisors to update a long-term development plan originally adopted by the city in 2004.

HR&A recently released a [preliminary report](#) on the project, the first of three the consulting firm will produce to shape the vision and development strategy for the 800-acre island that will be located north of the Tarrant County Courthouse.

The critical reason for the project, officials say, is flood control. The U.S. Army Corps of Engineers will use federal and local funds to design and dig a channel that will allow rerouting of a 1.5-mile section of the Trinity River to prevent future flooding.

The channel will carve out the Island, ushering in the opportunity for waterfront development of commercial, retail and multi-family properties.

The consulting firm's final report is expected to be completed by December.

Other meetings scheduled in Fort Worth this month are:

- 6 p.m. Sept. 14 at Tarrant County College, Trinity River Campus, 300 Campus Circle.
- 6 p.m. Sept. 19 at Tarrant County College, Trinity River Campus, 300 Campus Circle.
- 6 p.m. Sept. 26, virtual.
- 6 p.m. Sept. 28, Tarrant County College, Trinity River Campus, 300 Campus Circle.
- 10 a.m. Sept. 30, Artes de la Rosa, 1440 North Main St.

Residents are encouraged to [RSVP](#) and participate in a survey.

A Spanish translator will be present at this evening's meeting and at the Sept. 30 meeting. Information for Spanish-speaking residents is available [online](#).



KTBX

## **Texans Against High-Speed Rail to host meeting on proposed high-speed train**

"They are picking the pocket of Texas taxpayers, taxpayers all over the country cause it's Amtrak. Whether you're along the route or not, like I've always said, this may not go through your backyard but it may go through your pocketbook."

By Donnie Tuggle

MADISONVILLE, Texas (KBTX) -Opponents of the 240-mile Texas Central high-speed train project linking Houston and Dallas, with potential stops in the Brazos Valley, are gathering for a meeting Monday.

Texans Against High-Speed Rail, a coalition of more than 70 property owners, stakeholders and local leaders is hosting the meeting.

The event, titled "Madison County, Northern Grimes County, Leon County: High-Speed Rail Update Meeting," takes place on September 11 at the Kimbro Center 111 W Trinity St, Madisonville, TX 77864.

This meeting follows the recent announcement of a potential partnership between Texas Central Partners and Amtrak.

While the meeting is open to the public, Texans Against High-Speed Rail representatives have emphasized that it is not open to employees, agents, consultants, contractors, or supporters of the proposed high-speed rail project.

Waller County Judge Trey Duhon, who serves as the president of Texans Against High-Speed Rail, emphasized the significance of this meeting.

"We're gonna be having a meeting basically for landowners so we can kind of bring them up to speed on the latest developments with the high-speed rail," Duhon said.

Duhon highlighted Amtrak's recent partnership with Texas Central and the North Central Texas Council of Governments as a significant development. He stressed the importance of keeping landowners and stakeholders informed because the fight to protect property rights continues.

"As you know, recently, Amtrak has announced that they are now partnering with Texas Central and North Central Texas Council of Governments to try to further develop the high-speed rail route between Houston and Dallas. And so we've uncovered quite a bit of information in that regard and we wanna make sure all our landowners and stakeholders are aware because the fight continues," said Duhon.

Judge Duhon is urging anyone who could be impacted to attend Monday's meeting.

"I just hope people will come out and realize there's still a fight on our hands and that we still got a long way to go. We know it's been a long road, but we cannot stop now. We've got to make sure we continue to protect private property rights in Texas," Duhon added.

Doors open at 6:00 p.m., and speakers begin at 6:30 p.m. For more information or to [RSVP click here.](#)

## CLOCK TICKING FOR STATES TO REPLACE DWINDLING GAS TAXES

They are a key source of funding for transportation infrastructure, but have been shrinking for years. Two new reports explore possible alternatives.

By Jared Brey

### In Brief:

- Gas taxes, a key source of funding for transportation infrastructure, will generate less revenue as more drivers switch to electric vehicles.
- States have begun charging annual registration fees for EVs, and are exploring additional fees based on vehicle miles traveled.
- A national pilot program to collect VMT fees in place of gas taxes is expected in the next few years.

This month, electric vehicle drivers in Texas will [start paying](#) an additional fee of \$200 per year to register their cars.

While that may sound like a vindictive measure from a conservative state aimed at extending the primacy of fossil fuels, it's in fact an increasingly common tool used by states of every stripe, as they face down the question of how to replace dwindling revenue from gas taxes. More than half of U.S. states, including Michigan, Washington, Wyoming and California, have similar fees on the books, according to a recent report from the MIT Mobility Initiative. The fees range widely in scale, but most aren't high enough to replace the revenue the average driver pays in state gas taxes each year, according to the report.

As more drivers switch to electric vehicles, incentivized by [provisions](#) of the Inflation Reduction Act and other federal laws, states will see gas tax revenue continue to shrink. While many leaders have embraced the transition to electric vehicles, neither the states nor the federal government have yet figured out a perfect way to replace their gas taxes, which have traditionally been a critical source of funding for transportation infrastructure. The sooner alternatives are put in place, the better, says Jim Aloisi, a lecturer of transportation policy and planning at MIT and former secretary of transportation for Massachusetts.

"The one thing you don't want to do is spring this on people at the very end of the process," Aloisi says. "People need to know that a consequence of this transition is that we need to find a replacement for the one revenue source we've relied on since the 20th century, and that's the gas tax."

### New Funding Model Needed

As Aloisi and his co-authors wrote in their July report, [Replacing the Gas Tax](#), gas taxes have been "the mainstay of transportation funding for most states since the early decades of the 20th century, and for the federal government since enactment of the Interstate Highway Act of 1956." But they've been inadequate for years. The federal gas tax was last raised in 1993, and hasn't

kept pace with inflation. Fewer than half of states have tied their own gas taxes to inflation, according to the [National Conference of State Legislatures](#). The federal Highway Trust Fund is currently solvent for the first time in over a decade because of funding from the Infrastructure Investment and Jobs Act, but won't stay that way for long, the MIT report notes.

The need to replace the gas tax is also a chance to build a “more rational transportation funding system,” the report says — one that accounts for all the ways that cars wear on infrastructure and the environment, whether they're electric or gas-powered. The group lays out a framework to help policymakers design possible alternatives, including more sophisticated measures than registration fees.

Some key considerations include making such programs easy to administer, tough for drivers to evade, stable and fair, the report says. They should also be able to address traffic congestion, road wear and tear, safety and emissions, it says. People are also more willing to accept taxes and fees that they don't have to think about every day, Aloisi says, like the way cash tolls used to anger motorists.

“It's not too early to start thinking about this,” Aloisi says. “If a state wanted to take it slow and say, ‘We're going to pilot something, try it out, have a dialog with the voters’ — whatever they want to do, that takes time.”

### **States Test Fuel Tax Alternatives; National Pilot Expected**

Advocates and researchers have been talking for years about moving from a gas tax to a user charge based on vehicle miles traveled (VMT), and some states already have pilot VMT programs in place. Concerns about the gas tax long predate the rise of electric vehicles, says Garrett Shrode, a policy analyst at the Eno Center for Transportation and lead author of a recent [report](#) on national alternatives to the gas tax.

“If you look at the numbers over the last two decades, we've been losing revenue to fuel-efficiency gains in internal combustion engines,” Shrode says.

The first state to pilot a VMT fee was Oregon in 2006; that program became permanent in 2015, and allows drivers to opt in and pay a 1.8-cents-per-mile fee and get a credit against gas taxes paid. Lawmakers have discussed making it [mandatory](#) in coming years. Other states with permanent, voluntary programs include Utah, Virginia and Hawaii, while many other states have pilot programs in place. There's no consensus on the best way to monitor each driver's vehicle miles traveled yet, but options include manual reporting of odometer readings, onboard devices and mobile phone apps.

“The pilots have been pretty good at answering some questions we needed answered” about administration and logistics, Shrode says.

States have introduced pilot programs in a revenue-neutral way, to test out methods for measuring and collecting fees, but haven't begun leaning on them to generate funds on the

scale of the gas tax. At the national level, the IIJA requires the Department of Transportation to run a pilot of its own to “test the design, acceptance, implementation and financial sustainability” of VMT fees, according to the Eno Center report.

Shrode says the department has been “dragging its feet” on that pilot. Given the experimentation that’s already being done at the state levels, he says, the national pilot should focus on simplicity, and on finding ways for federal and state VMT programs to overlap.

It’s likely that states will end up with a range of approaches to collecting VMT fees, Shrode says. But as the U.S. edges closer to mass adoption of EVs, the urgency of finding an alternative to gas taxes will only grow.

“It really looks like a patchwork of revenue mechanisms are going to be needed and there’s not going to be one clear solution,” Shrode says. “So states, in order to set themselves up for success now, should really be exploring multiple potential avenues.”

## FORT WORTH'S LANCASTER AVENUE IS LOOKING FOR A DETOUR FROM DERELICTION

By Matthew Sgroi

George Crittenden has seen the highs and lows of Lancaster Avenue in east Fort Worth.

The 98-year-old remembers thousands of cars driving hastily along the street, and people walking to the nearest shops or neighborhood grocery stores.

He also remembers what he calls the “unexpected desertion.” The “For Sale” signs. The boarded-up doors. Tents outnumbering businesses. And the cars that never returned.

“Fort Worth wouldn’t be what it is today without the early days of Lancaster,” said Crittenden, who’s lived in Fort Worth his entire life and preached at a Baptist ministry close to Lancaster Avenue for 35 years.

East Lancaster Avenue’s history dates back to the city’s earliest days when horses and buggies were more common than automobiles.



*A stop sign at the intersection of Poplar Street and East Lancaster Avenue sits in front of one of Union Gospel Mission’s buildings. (Matthew Sgroi | Fort Worth Report)*

The street has had a number of names during its history, often at one time, Linda Barrett, a librarian at the Fort Worth History Center, said.



In 1916, the street was extended and became part of Bankhead Highway, the first coast-to-coast highway in the United States. Other maps show it as Dixie Overland Highway. In Texas, it was officially State Highway 1.

All this traffic transformed the street into a bustling center of culture and commerce in the early-to-mid 1990s, but desertion then led it to a desolate, crime-ridden neighborhood in the late-20th century. Now, [a greater effort to revitalize the street is underway](#).

“Lancaster Avenue and its residents have seen it all,” Crittenden said.



*In the Near East Side, abandoned buildings are prevalent. This one, on 1521 E. Lancaster Ave., is boarded up. (Matthew Sgroi | Fort Worth Report)*

### **Increase in homelessness**

Since the early 1990s, East Lancaster Avenue has significantly catered to more homeless than commercial visitors. Walk down the avenue today, and you'd be certain to pass by three or four encampments and, some days, as many as 50 to 60 unhoused persons.

Data specific to Lancaster Avenue isn't available from the city of Fort Worth or homeless shelters and missions on the street.

The latest numbers from [Tarrant County Homeless Coalition](#) showed a 22% increase in homelessness across the county compared to 2020. [According to the report](#), 2,700 individuals are unhoused in Tarrant County.



*A homeless woman lays in front of one of Union Gospel Mission's shelters, on 1321 E. Lancaster Ave., Fort Worth, waiting for a vacant room. (Matthew Sgroi | Fort Worth Report)*

In a specific half-mile block on East Lancaster Avenue, where the street intersects Interstate 30, every single building caters to the homeless community.

The Art of Living, 1505 E. Lancaster Ave., and Union Gospel Mission of Tarrant County, 1321 E. Lancaster Ave., often see lines out their doors.

Don Shisler, President and CEO of Union Gospel Mission of Tarrant County, says his organization provides a variety of resources to enrich the lives of families and individuals experiencing homelessness and empower them.

At Art of Living, a line stretches out the door on days the nonprofit provides assistance, and art therapy, to East Lancaster's unhoused children, said founder Bryan Walsh.

On a late Spring day, with blankets and plastic bags in hand, about 20 people stood outside Union Gospel Mission of Tarrant County's shelter doors, waiting and hoping for a room to become vacant.

The goal of the two organizations? To empower Fort Worth's homeless to seek out opportunities that allow them to get themselves off the streets.

"If we can do this, opportunities will open up for everyone," Shisler said.

All this to say: revitalization is imminent, Shisler said. Money is in place to fund the revitalization so many wish for, but how quickly – or whether – measurable change is imminent remains to be seen.





*A sign declares “Light Improvements” on East Lancaster Avenue are to be had. (Matthew Sgroi | Fort Worth Report)*

## **The future of East Lancaster Avenue**

The Fort Worth City Council adopted the Near East Side Plan in Dec. 2007. It’s still very much in effect, even with a new administration, according to the Fort Worth city website.

Revitalization is not a new effort.

But, most recently, the city has been working on the [Eastside Transportation Plan](#), which is the most comprehensive plan to date with the highest possibility of bringing actual change, said Shisler.

In 2022, the plan was allocated \$823,571 from the city to undertake community-driven planning activities and public improvements.

The aim of the Eastside Transportation Plan has been to improve infrastructure, attract new businesses and promote economic development in the area.

In the four years since the Eastside Transportation Plan’s adoption, the focus has been on investing in new sidewalks, streetlights, and other public improvements, like street art and murals, according to the [master plan](#).





*The Fort Worth Sister Cities mural welcomes visitors, passersby and unhoused persons into the Near East Side district. (Matthew Sgroi | Fort Worth Report)*

Walking around the area, it's clear that some efforts are being made, Linda Barrett, a librarian at the Fort Worth History Center said. Murals around the district and other public art installations have made the area more appealing, she said.

Sidewalks and street lights have also been recently improved.

Still, more work is needed.

"When the area is cleaned up further and the issue of homelessness is a bit more contained then Lancaster might once be what it was," Barrett said, optimistically.

Shisler emphasized the need to get unhoused persons around the area out of tent communities.

"Camping's a big problem... that's when you begin to see unhoused people with health problems," he said.

Like Barrett, Shisler believes the Eastside Transportation plan can bring Lancaster Avenue back to its "glory days." Others, like Crittenden, aren't so optimistic.

"It will never be what it once was," Crittenden said. "They can doll-it-up, and make it look all pretty, but it will never be that commercial hub again."

But — the city wants to listen to residents like Crittenden, and leaders like Shisler, while cleaning up East Lancaster.

The city is currently collecting feedback from residents about the plan to help determine recommendations, said Kelly Porter, assistant director of [transportation and public works](#) for the city of Fort Worth.

“This is where we can come together and figure out what happens. There’ve been a lot of things in the past that have been said about what’s going to happen. This is the process we have to go through to get to the point where we’re trying to figure out what it’s going to be,” Porter told the Fort Worth Report earlier this year. “This is going to be hopefully us buying into a vision – a shared vision – but it’s going to be data-driven.”



*Part of the “Community in Harmony” mural on the Texas Can Academy – Fort Worth Lancaster building. (Matthew Sgroi | Fort Worth Report)*

### **Years before the transportation revolution**

In 1947, the Majestic Theater, located at the corner of Commerce Street and E. 10th St., just two blocks off of Lancaster Avenue, often would have a line of vaudeville showgoers stretching down the block.

The theater attracted visitors from as far as Dallas.

For many years, Fort Worthians welcomed many from Dallas into their ever-growing cattle town. Before the days of Interstates 30 and 20, and even Texas Highway 121, the only way into Fort Worth from Dallas was by way of the street that is known as Lancaster Avenue today.

“Lancaster was, really, Fort Worth’s first major highway,” Barrett said.

The state designation made East Lancaster Avenue part of the primary automobile route to Dallas until the late 1950s.

“The traffic coming from Dallas did help to grow Lancaster and its surrounding area,” Crittenden said, adding the crowds of visitors helped his parishioner base at his old ministry flourish.

But – [the construction of I-30](#) siphoned all the traffic from Lancaster.



*A For Lease sign is plastered on 1324 E. Lancaster Ave., Fort Worth, as the building is preparing to turn into apartment-style lofts. (Matthew Sgroi | Fort Worth Report)*

## **The demise of East Lancaster Avenue**

The year is now 1957.

Traffic subsided. Commuters stopped driving on Lancaster Avenue in favor of I-30. Businesses were shuttered and went elsewhere.

The construction of I-30 siphoned about 17,000 cars a day off East Lancaster Avenue, according to Advancing East Lancaster. The city effort hopes to develop a plan to increase accessibility and create opportunities for economic development along the avenue.

The commercial businesses that once catered to commuters were now supporting the small number of nearby residents. But they didn't survive for long, according to newspaper archives at the Fort Worth History Center.

The Majestic Theater shut down in 1973. Multiple restaurants and motor hotels followed, accelerating Lancaster Avenue's decline.

“Once businesses left, it was a perfect opportunity for those who ultimately had nowhere to go,” Barrett said. “Once the cars, and the commuters, switched routes to I-30, Lancaster [Avenue] became a sort of no-man’s-land.”

Still, as leaders within Union Gospel Mission and The Art of Living attest, many continue to hold hope for the avenue’s revitalization. And efforts once staggered appear poised to gain cohesion and focus with the influx of the grant money.

The avenue, and highway, that once changed the city of Fort Worth is ready to become part of another change, a cleaner and safer era.

## **NORTHAVEN TRAIL BRIDGE PLACED OVER US 75 IN DALLAS**

The 201-foot arch bridge will provide connectivity for trails on the west and east sides of 75

By David Goins

The main lanes of US 75 between Royal Ln and Forest Ln reopened Sunday afternoon after a planned 20-hour closure to place a bridge designed to improve connectivity for thousands of pedestrians and cyclists.

The Northaven Trail Bridge is a \$9.3 million project between the city of Dallas, TXDOT and the North Central Texas Council of Governments (NCTCOG).

Heavy equipment and crews began working to place the bridge structure, which was assembled nearby, over the main lanes of northbound and southbound 75 beginning on Saturday evening.

Dallas District 11 councilmember Jaynie Schultz says the placement of the bridge over the weekend is the culmination of efforts years in the making.

"It's so exciting and it's a once-in-a-lifetime opportunity to see engineering, partnership, the future all in one moment," Schultz said.

Work on the bridge is projected to start [in June 2021](#).

Scott Carnes serves on the board of [Friends of Northaven Trail](#), the non-profit working with the city and TXDOT to help connect the trail on the west of 75 to two other prominent trails, [Cottonwood Creek Trail](#) and [White Rock Creek Trail](#) on the east side.

"This is a huge asset for the city and for all of the people that live in the city," Carnes said.

"We're so excited to have this in place."

With the 201-foot arch pedestrian bridge in place, crews will spend the next six weeks tying it into the trail ahead of an expected late October opening.

[Northaven Trail Bridge placed over US 75 in Dallas – NBC 5 Dallas-Fort Worth \(nbcdfw.com\)](#)



# U.S. 81/287 reconstruction to tackle northwest Tarrant County population boom

by [Sandra Sadek](#) September 11, 2023 5:23 pm

When Harsha Nagaraj moved to Haslet in 2018, he could drive to Costco, two miles from his home in the Berkshire neighborhood, in just five minutes.

However, that's not the case anymore. Nagaraj has found that his trips now take much longer, whether he is running errands or trying to get to Interstate 35W for work.

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The main culprit for the slowdown? Increased congestion along U.S. Highway 81/U.S. Highway 287.

"We end up not even getting on 287 and go on local roads now," Nagaraj said. "It's horrible."

A proposed reconstruction of that corridor — [U.S. 81/U.S. 287](#) from Avondale-Haslet Road to I-35W — could help alleviate traffic in one of Tarrant County's [fastest-growing areas](#).

Haslet saw a 31% increase in its population since 2022, the [second largest percentage increase](#) in population in North Texas.

The project is about to be fully environmentally cleared, and it recently received a major boost in state funding as part of TxDOT's [2024 Unified Transportation Plan](#). Funding adjustment opened up an

additional \$74.6 million. However, \$115 million in funding still needs to be acquired.

The total price tag for the corridor reconstruction is \$344 million.

### **Safety, bottlenecks and flow**

When Berkshire resident Jacqui Pawlowski moved to far north Fort Worth with her husband and baby in 2020, she expected construction as the area was being built out. But she knew that work would pay off in the end.

However, traffic got hectic — very quickly.

“It was very difficult to get anywhere on the other side of 287 and I-35, to get to Heritage Trace Parkway if I wanted to go to a particular shop,” Pawlowski said.

For many residents in the area, it’s all about finding the right time to head out to avoid peak congestion.

“I only really go out to do errands if I have to — only because of the traffic,” Pawlowski said.

In addition to the ongoing development bringing in more cars to this part of Tarrant County, residents have concerns about the layout of the road network.

U.S. 81/ U.S. 287 is currently a four-lane state highway, with two lanes going in each direction. Many of the adjacent roads have either roundabouts or stop signs to slow traffic instead of signal lights. And in places where there are lights, Pawlowski said they are not properly timed.

When it comes to safety, residents say the on- and off-ramps are not strategically placed, which can make merging onto the highway dangerous. There is also no direct connection between U.S. 81/U.S. 287 and I-35W going northbound. Heritage Trace Parkway on either side of the road does not connect.

That disconnect creates an issue for commuters trying to go to work in Denton, Alliance or surrounding communities.

“Even the local routes to get onto I-35 have (seen) more traffic without that access on 287,” Nagaraj said.

### **New lanes, ramps and funding**

The Texas Department of Transportation is looking to add one main lane in each direction to the road, bringing the total number of lanes up to six. Continuous frontage roads in each direction and adding some bike and pedestrian paths are also part of the plan. Some ramps will also be relocated to better accommodate traffic and address safety.

The goal is to complete work along this corridor in one go, improving mobility and safety in the long run, Jeff Neal, senior program manager at the North Central Texas Council of Governments, said.

In order to do that, the agency has applied to receive a [Mega Grant](#) to close the gap on the missing \$115 million to fully fund the project.

“It gives us, really, in many cases, the rare opportunity to be able to build a fully environmentally clear project at one time. Go in the corridor, build what has to be done and get out,” Neal said. “And we hope that by doing that, there’s a lot greater chance of being able to accommodate future traffic for a longer period of time.”



Construction along U.S. 81/U.S. 287 is set to start in 2026 and be completed in 2030. Neal said large-scale projects like this one are developed with an area's future needs in mind rather than present traffic demand. To accomplish that, 20 to 30-year projections are used.

"We believe that (this plan) has enough capacity to account for the traffic to our best projections possible," Neal said.

According to TxDOT, the average annual daily traffic on that roadway was nearly 63,000 in 2022.

But residents like Nagaraj think a targeted completion in 2030 is too far out.

"That might be another, like, 10,000 or 20,000 people," Nagaraj said. "There are new neighborhoods coming up."

The city of Haslet is expected to double its population by 2050. Nearby cities like Saginaw and Blue Mound are also expected to grow their population by 21% and 33.5% respectively between 2020 and 2050.

Other projects taking place alongside the U.S. 81/U.S. 287 undertaking include work being done on Heritage Trace Parkway and improvements to rail crossings at Bonds Ranch Road, in the Haslet-Fort Worth-Saginaw corridor.

Timing, so as to avoid creating more bottlenecks in an already fast-growing area of Tarrant County, is key, Neal said.

The impact of the project is so significant that it's considered the second highest priority project in TxDOT's Fort Worth district behind the billion-dollar Southeast Connector project.

“That area is going to see some tremendous improvement over these next several years, particularly if we can get the (U.S.) 287 project fully funded,” Neal said. “The benefits in that area would be terrific in terms of new mobility, reliability, accessibility, and for multiple modes as well.”

*Sandra Sadek is a Report for America corps member, covering growth for the Fort Worth Report. You can contact her at [sandra.sadek@fortworthreport.org](mailto:sandra.sadek@fortworthreport.org) or on Twitter at [@ssadek19](https://twitter.com/ssadek19).*

## **EPA GRANT PROGRAM COULD PROVIDE FUNDING TO HELP DFW AIR QUALITY**

NCTCOG working with local governments to develop plan to reduce greenhouse gases

By Staff

Sept. 11, 2023 (Arlington, TEXAS) – Air quality is an ongoing issue in North Texas, where 10 counties are currently in nonattainment for ground-level ozone. The North Central Texas Council of Governments (NCTCOG) manages several programs that empower the public and private sectors, along with individuals, to play an active role in improving ozone levels and overall air quality in the region.

To continue efforts to improve air quality and reduce greenhouse gases and other harmful air pollutants, including ozone precursors and particulate matter, NCTCOG has been awarded a grant through the Environmental Protection Agency's (EPA) Climate Pollution Reduction Grants (CPRG) program.

The CPRG program has two phases. The first phase, the CPRG planning grants, provides funding to develop regional plans to improve air quality. The Dallas-Fort Worth area has received \$1 million from the CPRG planning grants. With help from local partners, NCTCOG is leading the development of the Dallas-Fort Worth Air Quality Improvement Plan (DFW AQIP). The DFW AQIP is a comprehensive plan to improve air quality, enhance sustainability, prevent and mitigate effects from climate change, and promote equity.

The measures in the DFW AQIP could be implemented in the CPRG Phase 2, which provides \$4.6 billion in funding to implement regional plans developed under CPRG planning grants. Local governments interested in applying for the \$4.6 billion in funding from Phase 2 of the CPRG program are encouraged to participate in the development of the DFW AQIP to ensure projects of interest to their communities are included and made eligible for Phase 2 funding.

"We appreciate our valued local partners for their longstanding commitment to cleaner air and look forward to working with them on this new partnership with the EPA," Senior Program Manager Chris Klaus said. "With their cooperation and the input of the public, we are confident we can develop a meaningful multipollutant plan and implement its principles to protect the health of the region for generations."

To learn more about the CPRG program, attend an upcoming meeting and stay updated about NCTCOG's efforts, visit [www.publicinput.com/nctcog-cprg](http://www.publicinput.com/nctcog-cprg). NCTCOG plans to host public meetings throughout the region beginning this fall.

### **About the North Central Texas Council of Governments:**

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

NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central

Texas, which is centered in the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 228 member governments including 16 counties, 169 cities, 19 school districts and 27 special districts. For more information on the Transportation Department, visit [www.nctcog.org/trans](http://www.nctcog.org/trans).

## 2023 shows 63% increase in registered electric vehicles in Dallas-Fort Worth

By [Colby Farr](#) | 8:30 AM Sep 13, 2023 CDT

The number of registered electric vehicles in north Texas has increased by 63% between August 2022 and August 2023, according to data from the [North Central Texas Council of Governments](#).

### The big picture

Staff from the council of governments are expected to present the data at an upcoming [Regional Transportation Council](#) meeting Sept. 14 along with updates on upcoming programs and events related to electric vehicles.

Data is collected by the [Dallas-Fort Worth Clean Cities](#) initiative which was [started by the U.S. Department of Energy in 1995](#) and is managed by the council of governments. The initiative aims to reduce total energy impacts in the transportation sector, according to the Regional Transportation Council's Sept. 14 agenda.

As part of the initiative, Dallas-Fort Worth Clean Cities requests electric vehicle registration data from the [Texas Department of Motor Vehicles](#) and makes the information available online. The data breaks down electric vehicles by county, city and ZIP code.

### By the numbers

Electric vehicles registered with the DMV have increased by 56% across the state. The Dallas-Fort Worth region has more electric vehicles than Austin, San Antonio and Houston, according to the staff presentation.

[A Flourish chart](#)

About 17% of all electric vehicles registered in Dallas-Fort Worth are hybrid vehicles, meaning they can operate on gasoline once the battery is depleted. The other 83% is made up of all-electric cars that need to be

charged once the battery is depleted.

Electric vehicles make up about 1.21% of all registered vehicles in the Dallas-Fort Worth region, according to [Dallas-Fort Worth Clean Cities](#).

Collin, Dallas, Denton and Tarrant Counties reported increases of more than 50% in registered electric vehicles, according to the presentation.

[A Flourish chart](#)

Collin, Dallas, Denton and Tarrant Counties also have the most electric vehicle chargers. Chargers listed are split into [two types](#):

- Level 2 plugs are charging equipment commonly used in residential and public spaces. Equipment can provide up to 25 miles of range per one hour of charging.
- Direct-current fast charge plugs are charging equipment that enable rapid charging. Equipment can provide up to 200 miles or more per 30 minutes of charging.

# North Texas and the way forward toward a smart region: Hamblen

By **Matt Hamblen** Sep 13, 2023

The North Texas Innovation Alliance is working with 40 groups in Dallas and nearby governments, as well as the business and education sectors to connect disparate tech efforts. (NTXIA)

The idea of creating a smart city was never going to be easy.

As many tech startups and even some large corporations in the private sector have realized, getting a city to adopt technology to boost digital inclusion or reduce traffic deaths or lower street crime or improve urban air quality is just as much about getting elected officials and the body politic to align on what matters.

There's a yawning space between the data-quantified results of vendor X's hardware and software "solution" (a regrettable term, usually, because these so-called solutions are often just concepts or tech trials when the city first hears of them) and what one neighborhood wants in a city of many neighborhoods. There are departments within cities that don't agree (public works versus police versus economic development), much less the battles between mayoral staff and elected councils. Battles between cities and counties and states! Battles between Chambers of Commerce and preservationists. The list never ends.

How to sort through this morass? One party to the process recently told me that many cities may want to become a smart city or to deploy groundbreaking tech, but simply don't know how to do it. Maybe not even how to start.

Even before contract bidding for a smart city project is started, cities may need to have a sit-down. Many sit-downs. And it helps to have guidance with all the big players while remaining mostly in listening mode. This kind of work has been going on for decades, even centuries, by learned planners in some cities (ancient Athens comes to mind), but the mandate to use the latest tech is intensifying as processors, sensors, systems and networks have grown much more sophisticated and complex, even in the last 15 years, in parallel with the creation of the rank of Chief Innovation Officer in various cities and their various think tanks.

## **NTXIA in the mix**

One non-profit in North Texas seems to have a handle on where to start. The North Texas Innovation Alliance (NTXIA) is a consortium of 40 municipalities, agencies, corporations and academic institutions across North Texas. The group bills itself as using leadership and insight to bridge previously siloed groups across government and private industry. "NTXIA brings together groups that may not have thought or known how to work together to drive innovation across the region," a spokesperson said. "NTXIA acts as the connector."

Its mission: "to create the most connected, smart and resilient region in the country." Appropriately, on its [website](#), NTXIA features an old-fashioned postcard with a rodeo cowboy riding the back of a four-rotor drone.

Members of the Alliance include big players: the City of Dallas, the Fort Worth Chamber, the North Central Texas Council of Governments and Texas Research Alliance, amid a number of smaller players. Cisco, Accenture and Verizon are also partners.

NTXIA focuses on six key areas that seem very encompassing: digital infrastructure (including broadband), mobility and transportation, economic development & entrepreneurship, built environment, education & workforce and sustainability and resilience. In just one example, Dallas has implemented smart streetlight projects in 10 priority neighborhoods for Wi-Fi access. In another example, Dallas Fort Worth Airport is focused on a private 5G network.

In transportation, NTXIA features the city of Arlington's work with partners on an autonomous on-demand shuttle deployment, which relies on a grant from the Federal Transit Administration. There are many other examples. But what is NTXIA's primary role?

### **Broadband a core challenge**

"Broadband and digital infrastructure is a core challenge that cross cuts everything from city operations to human impact if we're not doing that right," Jennifer Sanders, executive director and co-founder of NTXIA told me.

"The fact is that cities are in dramatically different states of readiness so it's a matter of how to make sure we're not jumping too far ahead. Upgrading an ERP system to get a centralized data platform—that concept is one of the biggest barriers."

NTXIA was involved in a drone and robotics demonstration day in June open to various agencies in Dallas County. Part of the discovery was "we don't know enough yet," Sanders said. Ideally, one investment would be used to address multiple needs across public safety, emergency response, warehouse management, building inspections and illegal dumping.

NTXIA also has supported Freight North Texas and the North Central Texas Council of Governments in finding ways to improve vital freight traffic movements in Dallas-Fort Worth. The primary result has been a signal optimization program to improve efficiency, as well as safety and air quality. A five-year program started in 2022 will identify traffic signals across as many as 10 North Texas cities that would benefit from freight flow optimization. An engineering and design firm based in Virginia, Kimley-Horn, is a key player in the project, using connected vehicle technology linked to cloud software, according to the [Freightpriority website](#).

North Texas broadly and Dallas particularly is also facing a massive question of how to handle pedestrian traffic and related concerns when the 2026 World Cup comes to 16 cities, including Dallas. "Cities are overwhelmed getting ready," she said. "They wonder whatever investments for the global stage will have an impact beyond the event and what does that look like." Concerns include crowd handling and drop off, but also the environmental heat island that will be created, the need for shade structures. Even the potential for violence.

Sanders is well aware of how mushrooming technology innovations and growth demands on North Texas cities operate within a continuum of long-term planning, even zoning. "We have a 2050 plan, but the challenge is to pace out the execution of it," she said. "Urban planners know what they want, but there's pushback and is there political will? We know we need better care for pedestrians but a lot comes down to political will and whether it's OK to take a car lane for a



bike lane. Cities need help with public engagement because the public doesn't always show up for hearings and then gets cranky later."

And, of course, beyond public engagement, cities are constantly facing the need for funds, especially for futuristic projects. "Government funds for broadband are incredible now, and that's not even close to what's needed for everybody to be connected," she said.

[North Texas and the way forward toward a smart region: Hamblen | Fierce Electronics](#)

## 10 CITIES WITH THE MOST EXPENSIVE COMMUTE

In one city, daily commutes equal nearly \$13,000 in lost wages each year.

By Alex Valdes

The days of quieter freeways and nary a traffic jam are long since gone, a remnant of our COVID-19 pandemic past. We're back to bottlenecks, fender benders, stranded cars and angry motorists.

People are once again spending hours of their lives going to and from work, but exactly how much time *are* we spending on the roads? The website ChamberofCommerce.org [looked at many cities](#) across the U.S. to see how many minutes we are commuting on average and how much money it's costing us.

To attach a dollar figure to our commutes, the website analyzed the median earnings for full-time workers who live in the 170 most populous cities and also analyzed the average round-trip commute times. With a few more calculations, the website figured out how much our trips to work are costing us in lost wages as we sit stewing in traffic.

Take a ride through this slideshow to see which commutes are the costliest.

### 10. HUNTINGTON BEACH, CALIFORNIA

**Estimated average cost of commuting in this city:** \$9,463.59 per year

**Average round-trip commute here:** 53.4 minutes

**Median full-time pay here:** \$85,066 per year

It makes sense that folks would want to live here, especially if they are into the [limitless possibilities of the beach life](#) that is Surf City USA. It also makes sense that residents will brave the commute to a lucrative job to be able to afford housing in a market that features [a median home price of \\$1.3 million](#).

### 9. FRISCO, TEXAS

**Estimated average cost of commuting in this city:** \$10,093.28 per year

**Average round-trip commute here:** 52.6 minutes

**Median full-time pay here:** \$92,106.00 per year

The Regional Transportation Council of the North Central Texas Council of Governments — of which Frisco is a member — [adopted a resolution in June 2021](#) to reduce the amount of solo commuters and encourage carpooling.

## 8. SUNNYVALE, CALIFORNIA

**Estimated average cost of commuting in this city:** \$10,354.08 per year

**Average round-trip commute here:** 39.6 minutes

**Median full-time pay here:** \$125,504.00 per year

Residents in this Silicon Valley city of 156,317 apparently aren't stressed out by the nearly 40-minute commute. [It's the most relaxed city in America](#), according to one analysis, with high rankings for mental and physical well-being and less social stressors.

## 7. SEATTLE

**Estimated average cost of commuting in this city:** \$10,361.54 per year

**Average round-trip commute here:** 52.6 minutes

**Median full-time pay here:** \$94,554.00 per year

While many Seattleites are making the time-consuming trek to work, some aren't making any kind of trek, except maybe to their refrigerators. According to the most recent data from the U.S. Census Bureau, the Emerald City had the [second-highest percentage of remote workers](#) in the nation.

## 6. SANTA CLARITA, CALIFORNIA

**Estimated average cost of commuting in this city:** \$10,743.52 per year

**Average round-trip commute here:** 66.4 minutes

**Median full-time pay here:** \$77,664.00 per year

The median price of homes in Los Angeles County's third-largest city is [well over \\$700,000](#), according to real estate platform Zillow. To make mortgage payments, residents are commuting more than an hour a day, on average.

## 5. NEW YORK CITY

**Estimated average cost of commuting in this city:** \$10,831.74 per year

**Average round-trip commute here:** 79.6 minutes

**Median full-time pay here:** \$65,317.00 per year

Commuting isn't the only cost that takes a bite out of Big Apple residents. Prices for housing, transportation and utilities all help drive the New York City cost of living well above the national average, [according to website Best Places](#). NYC commutes are also the longest, according to ChamberofCommerce.org.

#### 4. JERSEY CITY, NEW JERSEY

**Estimated average cost of commuting in this city:** \$10,903.23 per year

**Average round-trip commute here:** 68.0 minutes

**Median full-time pay here:** \$76,964.00 per year

Workers in New Jersey's second-largest city obviously aren't skittish about traveling over an hour to get to work, but they're also into commuting by transit. Jersey City says that [nearly half of all residents](#) use public transit to get to work.

#### 3. WASHINGTON, D.C.

**Estimated average cost of commuting in this city:** \$11,067.07 per year

**Average round-trip commute here:** 56.6 minutes

**Median full-time pay here:** \$93,855.00 per year

If District of Columbia residents are able to find a remote gig and ditch the commute, they could be pleasantly rewarded. The seat of U.S. government has one of the "[10 Best City Cultures for Remote Workers](#)," thanks to its diversity, wealth of museums and musical offerings.

#### 2. FREMONT, CALIFORNIA

**Estimated average cost of commuting in this city:** \$12,048.32 per year

**Average round-trip commute here:** 55.2 minutes

**Median full-time pay here:** \$104,768.00 per year

Thanks to high ratings for mental, physical and financial well-being, this city between San Jose and Oakland is one of the "[15 Most Relaxed Cities in America](#)."

#### 1. SAN FRANCISCO

**Estimated average cost of commuting in this city:** \$12,650.66 per year

**Average round-trip commute here:** 58.4 minutes

**Median full-time pay here:** \$103,978.00 per year

As if San Franciscans weren't losing enough money by commuting to work, there's also the high cost of living in the City by the Bay. Investopedia rates San Francisco as the [third-most-expensive city in the U.S.](#), with a median home price higher than \$1.6 million.

## WHY SUSTAINABLE TRANSPORTATION ADVOCATES NEED TO TALK ABOUT LONG COVID

Covid-19 transformed many U.S. cities' approach to sustainable transportation forever. But how did it transform the lives of sustainable transportation advocates who developed lasting symptoms from the disease?

Covid-19 transformed many U.S. cities' approach to sustainable transportation forever. But how did it transform the lives of sustainable transportation advocates who developed lasting symptoms from the disease?

A lot of ink has been spilled on the long-term impact of Covid-19 on American transportation. But less has been spilled on the impact of long Covid on individual people who walk and bike — and what happens when the disease makes active transportation impossible.

On today's episode of "The Brake," Kea Wilson talks with John Bolecek, who built his career in bicycle and pedestrian planning for the state of Virginia before a Covid-19 infection picked up from his son's daycare changed his life, despite the fact that he was "fit, vaccinated, and boosted." That initial infection eventually led to [myalgic encephalomyelitis/chronic fatigue syndrome](#) that forces him to get around mostly by car — but it didn't lead to him questioning his commitment to building great places to bike and walk.

Tune in below, on Apple Podcasts, Spotify, or anywhere else you listen, and check out the article that inspired this story at the [Virginia Mercury](#).

*The following excerpt has been edited for clarity and length.*

**Kea Wilson:** What sparked your interest in bicycle and pedestrian issues, initially? I'm just curious what your personal connection to it is.

**John Bolecek:** In college, I rode my bike around everywhere. It wasn't super serious; I just loved just the ability and the freedom to just ride everywhere and explore things and see things at a slower pace. That's what drew me to it.

**Wilson:** So I know that your plans changed recently. And first, I just want to say I am so sorry for the experience that you've had. It sounds really, really challenging and our hearts are with you. But if you don't mind getting a little personal, why don't you just tell me a little bit about when you contracted long Covid, and how did that change your life and the way that you think about this field?

**Bolecek:** I got Covid in January of 2022. There was a big Omicron wave going on, and my youngest son picked it up at daycare and brought it home and the whole family got it. And it wasn't that bad — the acute phase, at least. I had a runny nose and a cough for about a week. And I thought, you know, 'wow, this isn't going to be a big deal ... This is easier than I thought.'

But then around a week after my cold symptoms went away, I started waking up feeling like I hadn't gone to sleep. Like, I would sleep in the bed, totally fine, for eight hours, and then I woke up just with this horrible fatigue, just completely unrefreshed. And that feeling has never gone away. It's just gotten worse over time. I noticed, when I stood up, my heart would race; I noticed

that I couldn't exercise the way I used to anymore. Something was terribly wrong with my muscles and how my body was working.

I had to take medical leave from my job, and it's really just changed everything. I have to be very, very careful on how much I exert so that I don't crash. It's hard, because I have a family; I have things I have to do every day.

**Wilson:** It struck me as I was reading your column, and as I'm hearing you talk, about how many parallels there are between the policy response to long Covid and the policy response to the epidemic of traffic violence. You talk in your article about how neither issue has a dedicated federal office devoted to finding solutions. Both problems struggled to find funding, even though they have this massive impact on lots of people and huge segments of the community. I'm curious if you see those parallels, too; has your advocacy for people who bike and walk shaped your approach to advocating for yourself and other people who are struggling with this disease?

**Bolecek:** That's a great parallel. Some similarities I can think of is [that] you need you need strong leadership at the top of local governments, and other governments; you need state laws, federal laws, local laws, all to to make the system work so people care about implementing safer bike networks and safer pedestrian networks. You need a real nuanced conversation with a lot of advocacy and a lot of people that really understand the issue.

And I think the same thing is true for long Covid. I think a lot of people think that long Covid is just gonna go away. I've seen reports where people [said] we didn't need to do clinical trials, because [they believed] that before they got the trials up and running, everybody with long Covid will have gotten better by that point. And it's just not true.

I hope that, over time, and through things like sharing my story and all these other people sharing their stories, we can get to a point where people doing the research can devote a lot more resources to treatment and figuring out what the physiology of long Covid is, so that whatever's causing the problem can be targeted.

## CRASH RATES, FATALITIES RISE IN SOME NORTH TEXAS COUNTIES IN 2022

By Colby Farr

The [North Central Texas Council of Governments](#) reported rising automobile crash rates and fatalities in parts of North Texas, according to its [annual 2022 safety performance report](#).

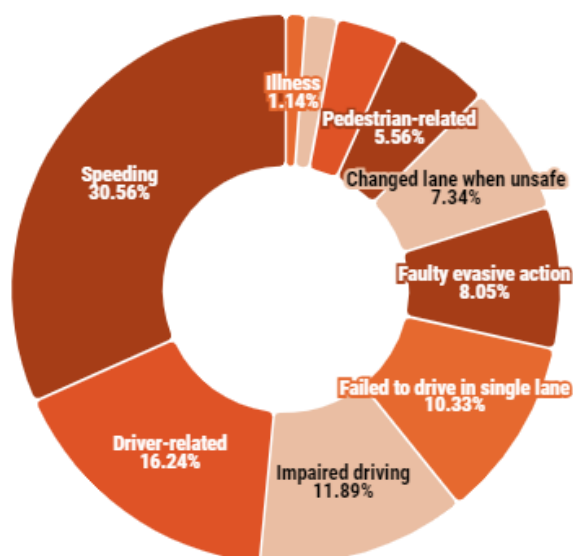
Staff presented the report's findings to the [Regional Transportation Council](#) during a Sept. 14 meeting as efforts get underway to improve traffic safety in Dallas-Fort Worth. The [Roadway Safety Plan](#), approved by the council in March, aims to eliminate fatal crashes from all transportation modes by 2050.

### In a nutshell

Speeding was listed as a top contributing factor in crashes involving serious injury or fatalities in North Texas during 2022. It was listed as a contributing factor in about 30.56% of crashes in 2022.

## Top 10 contributing factors in crashes involving serious injuries or fatalities in North Texas

Speed was the top contributing factor in crashes involving injury or death in 2022. Top factors are measured across the North Central Texas Council of Governments' 12-county region.



Source: [North Central Texas Council of Governments/Community Impact](#)

Other factors listed include:

- Driver-related (inattention, distraction in vehicle, drove without headlights, road rage, followed too closely, cell/mobile device usage)
- Impaired driving (intoxicated driving, fatigued or asleep)



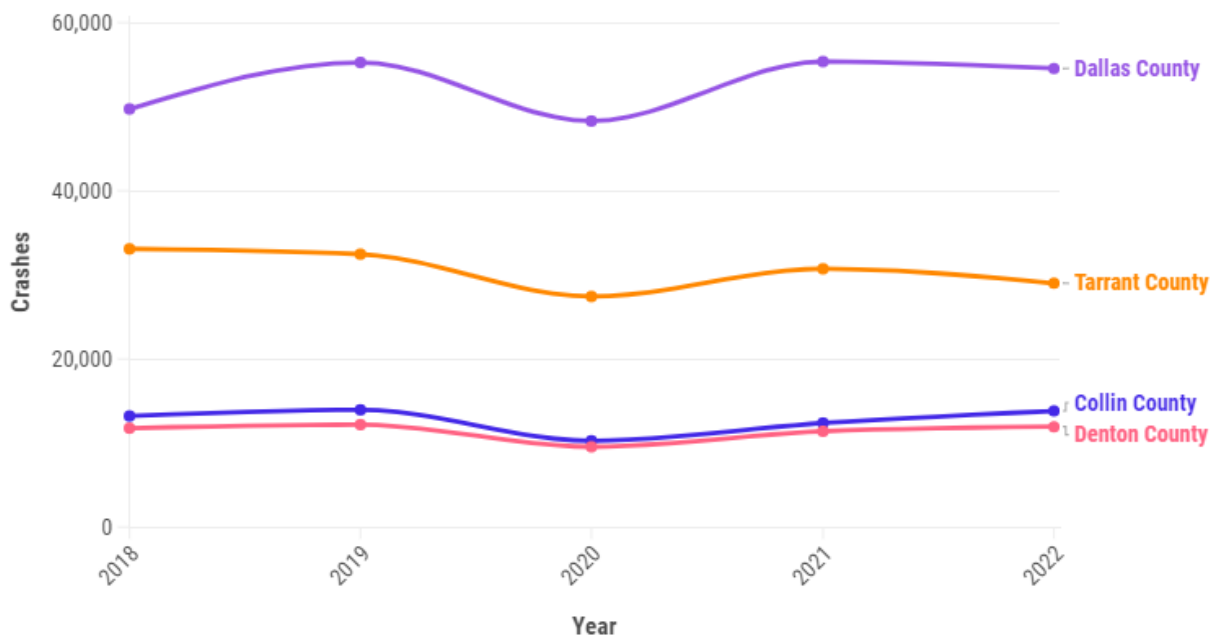
- Failed to drive in a single lane
- Faulty evasive action
- Changed lanes when unsafe
- Pedestrian-related (failed to yield right-of-way to vehicle)
- Disabled in traffic lane
- Driving in the wrong way
- Illness

## By the numbers

The 12-county region saw about a 6% decrease in fatalities overall with about 864 deaths reported in 2022, according to the report. Crashes saw a 0.5% decline with about 125,530 incidents reported.

## Car crashes reported in Dallas-Fort Worth counties over four years

Some counties, including Dallas and Tarrant counties, reported a decrease in crashes between 2021-22. Collin and Denton counties reported increases.



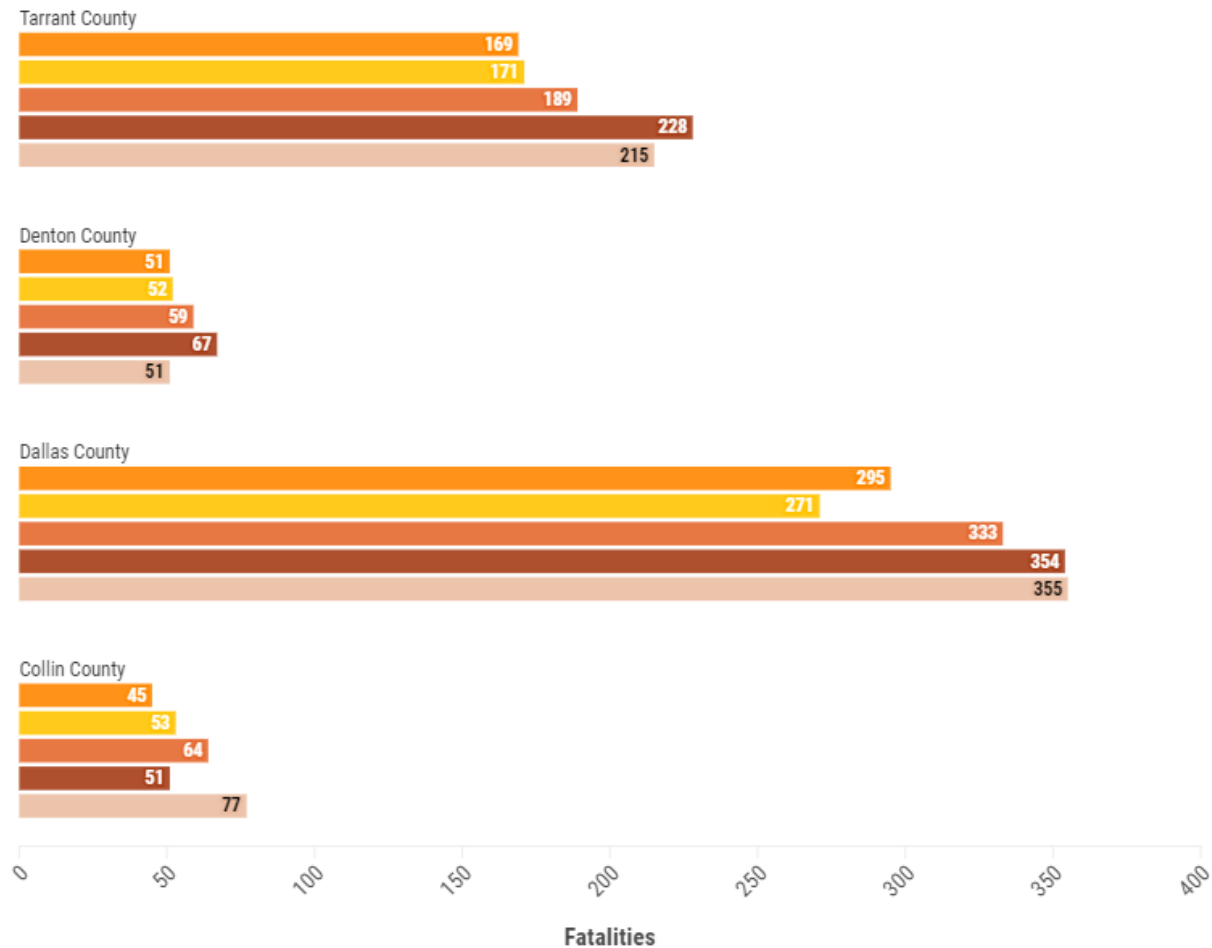
Source: [North Central Texas Council of Governments/Community Impact](#)

Collin County saw an 11.63% increase in crashes and about a 50.98% increase in fatalities during 2022. Tarrant County saw a decrease in crashes and fatalities.

The council of governments has made the full report available [online](#) along with a 2022 crash report fact sheet. The report includes crash and fatality statistics for the entire 12-county region.

## Fatalities caused by car crashes in Dallas-Fort Worth counties

Tarrant and Denton counties saw decreases in fatalities in 2022. Dallas and Collin counties saw increases.



Source: [North Central Texas Council of Governments/Community Impact](#)

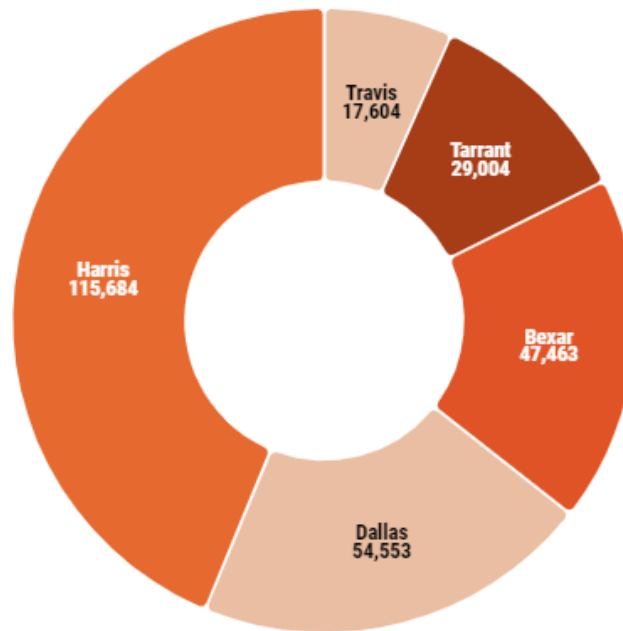
### Put in perspective

For comparison, about 115,684 crashes occurred in Harris County during 2022, according to the [Texas Department of Transportation's Crash Records Information System](#). Harris County is also the most populated of any Texas county. Nearly 4.8 million people were estimated to live there in 2022, according to the [U.S. Census Bureau](#).

About 2.6 million people were estimated to live in Dallas County, and about 2.1 million people were estimated to live in Tarrant County. Both counties are also counted among Texas' top five counties in reported crashes.

## Number of crashes in top five Texas counties

In 2022, more crashes were reported in Harris County than any other Texas county. Dallas and Tarrant counties are also included in the state's top five counties.



Source: [Texas Department of Transportation/Community Impact](#)

### Looking ahead

The council of governments plans to use the Roadway Safety Plan to curb fatalities, according to its [website](#). The plan, which is accessible via the council of governments' website, identifies roads with the highest histories of fatal and serious injury crashes.

Eight emphasis areas were identified as part of the plan with strategies for reducing fatalities and serious injuries:

- Speeding
- Distracted driving
- Impaired driving
- Intersection safety
- Bicyclist and pedestrian safety
- Roadway and lane departures
- Seatbelts
- Motorcycles

The council of governments' current safety efforts include managing the [Drive Aware North Texas campaign](#), the [Traffic Incident Management training program](#) and the [Mobility Assistance Patrol Program](#).

## STUDY: HOW LOW-INCOME PEOPLE REALLY USE MICROMOBILITY

Shared bikes and scooters are meeting low-income people's basic mobility needs — but they're not being subsidized like it.

By Kea Wilson

Low-income people are using shared micromobility a lot like they use public transit, a new study finds — and researchers think cities should thoroughly embrace (and subsidize) the mode as part of the larger ecosystem of buses and trains.

Researchers at Monash University, using survey data from micromobility giant Lime users across all income levels in the U.S., Australia, and New Zealand, dug deeper into how low-income people uniquely use the company's vehicles.

Participants in the Lime Access program, which grants discounts of around "70 or 80 percent" to riders who qualify, were significantly more likely to list essential reasons like "shopping" for groceries (35 percent) and "commuting" (31 percent) than non-Access riders, 11 and 21 percent of whom rode to complete errands or go to work, respectively.

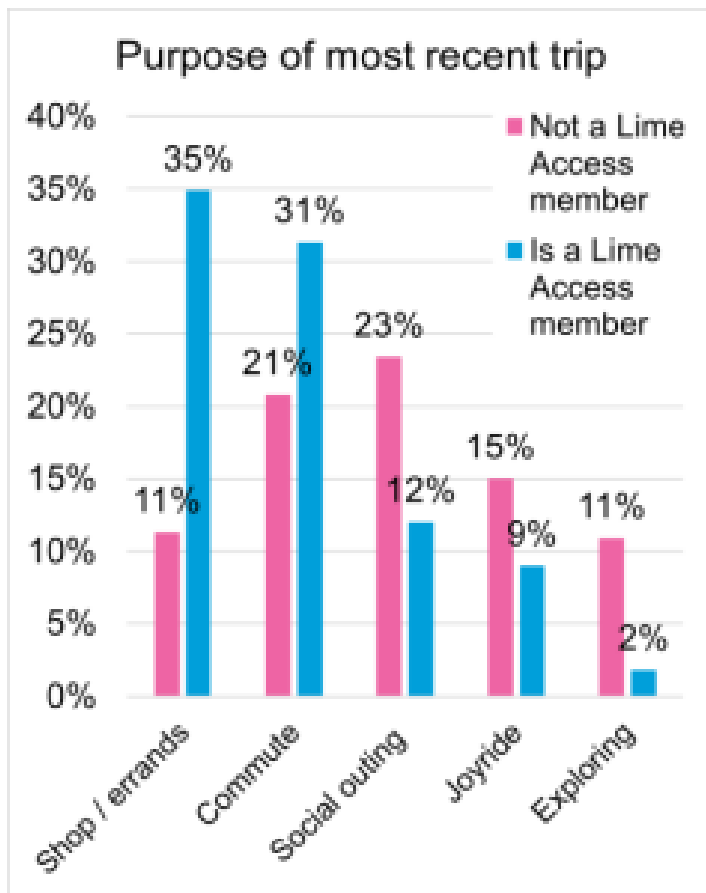
The discount recipients were also highly *unlikely* to go use bikes and scooters for non-essential reasons like social outings (12 percent), "joy-riding" (9 percent) or exploring (2 percent), quashing the stereotype that all micromobility trips are spontaneously generated. And a whopping 44 percent of their trips connected to a traditional transit ride, compared to just 23 percent of people who paid full price.

Perhaps the most surprising findings, though, were riders' *qualitative* responses about what micromobility meant to them, and how their lives were made better by having access to affordable ways to get around without a car. Calvin Thigpen — director of policy research for Lime and co-author of the report — says he was particularly moved by the number of riders with invisible disabilities who said Lime Access helped them get where they needed to go, even when local transit schedules didn't meet their needs.

"Something that really shone through in some of these quotes ... was how much people really needed this program, and really came to rely on it," said Thigpen. "It's easy for people to think of Lime and other shared scooter options like they're just toys that people just use for fun. And that's just really not the case. People are using this to get around for pivotal trips; they are heavy, often daily users."

About 62 percent of cities with micromobility programs today require operators to meet at least one equity requirement in order to run fleets, and discount programs like Lime Access have become an increasingly popular way for them to do it; on the south and west sides of Chicago alone, Lime has offered roughly million discounted rides so far this year, and saved participants a staggering \$1.1 million.

And according to the new analysis, all that money is buying something valuable: better daily mobility for the people who are least likely to own private cars.



*Figure 3 Purpose of riding Lime during the most recent trip*

Those inspiring benefits, though, come at a cost that micromobility companies' razor-thin margins can't always afford. [Houston's B-Cycle](#) and [Minneapolis's Nice Ride](#) are just a few of the prominent bikeshare outfits to shut down in the wake of recent financial difficulties, and the researchers say the entire micromobility industry is grappling with "potentially existential risks to [their] ongoing operations" while working to expand access to the riders who rely on them most.

The roughly \$7 million that Lime handed out in equity-focused discounts in 2022 didn't stop the company from achieving its [first full profitable year](#). But Thigpen said the company could do a lot more for low-income Americans if cities simply recognized the impact shared micromobility has on their lives — and treated it as an important component of the transit universe.

"I think that's something that would be very valuable," Thigpen added. "It's something that transit agencies already do when they contract out to private bus operators, or even private train operators. This would not be some novel thing; it will just be a new mode, being integrated into transit. ... At the end of the day that's really our goal, right? Our mission is to achieve a future of transportation that's shared, affordable, and sustainable; I think [making micromobility] a bigger part of transit is a really, really valuable approach."

### **What the transitification of micromobility might look like**

Enhancing public support for scooter and bikeshare, Thigpen stressed, can take many forms. Cities like Denver have completely waived program fees for micromobility operators in exchange for them meeting robust equity benchmarks and building parking corrals to keep scooters off sidewalks, while others, like Washington, D.C., offers them scaled refunds on that fee based on how what percentage of miles low-income riders travel compared to the overall rider pool.

He also suggests that the [growing list of U.S. cities offering residents rebates to buy their own e-bikes](#) could expand their programs to offer e-bikeshare memberships to low-income riders —

particularly for people who have no secure, convenient place to store an e-cycle of their own, don't want to lug a heavy e-scooter up a set of apartment stairs, or can't afford the expense of fixing an e-vehicle when it breaks.

"It seems like every city and state is getting on board with e-bike rebates these days," Thigpen added. "And I think it's worth asking the question: Are they meeting the needs of everyone, and is there a space for shared programs [to participate]? Could [offering shared e-mobility memberships] meet the needs of lower income riders, disabled riders, people who live in places where they can't securely lock up a vehicle? That's my speculation, but it's definitely worth further study."

Thigpen acknowledged that cost is far from the only barrier to micromobility that low-income riders face, and that Lime *and* cities can do more to help.



*Figure 5 Selected challenges faced when riding with Lime (multiple responses allowed)*

Most Access riders (54 percent) reported frustration with not being able to find a vehicle when they needed it, suggesting that cities may need to relax fleet caps, and that operators may need to do a better job of reshuffling bikes and scooters into the neighborhoods where people need them most. More than a third of them (36 percent) said that they couldn't always take micromobility to the places they needed to go, thanks to slow- and no-ride zones that automatically throttle vehicle speeds when they passed invisible digital borders called "geofences."

And 75 percent of Lime riders had never even *heard* of Access, including some who qualified for the program, but hadn't signed up. Others struggled to sign up —

something the company says it's addressing with targeted awareness campaigns through companies like [Propel](#) and a newly streamlined, "near-instantaneous" application process. (The researchers didn't ask about whether fear of traffic violence or lack of bike lanes were significant barriers for Access riders, but other analysis has found that's [definitely a factor](#) for would-be micromobility users on the whole.)

However cities move forward, Thigpen stressed that it's critical that they continue to study how micromobility can work for residents who are poor, living with mobility challenges, or simply sick and tired of waiting for buses that never come.

"Lime is are essentially another transit option," he added. "We're not a bus; we are not a train. But people use us in the same fashion that you would a bus or a train."

## **LAWS HAVE CHANGED AROUND PARKING FOR DISABLED TEXANS OVER THE YEARS. HERE'S HOW IT LOOKS TODAY.**

How have new laws changed accessible parking? How are violations enforced? Here's what you need to know about parking for people with disabilities.

By Neelam Bohra

For millions of disabled Texans, accessible parking is vital to navigating daily life.

A lasting impact of the Americans with Disabilities Act [passed in 1990](#), the blue signage and crosshatches between spots have become more common than ever. They make it possible for people with a range of disabilities — some visible, some not — to access everything from hospitals and clinics to movie theaters and amusement parks.

In Texas, almost 28% of people have a disability, according to a [2021 report](#) from the Centers for Disease Control and Prevention. The Texas Department of Motor Vehicles issued 325,966 permanent ADA placards in 2022, including renewals, according to agency spokesperson Adam Shaivitz.

But some advocates feel the system can still improve, as these spots need to be maintained and available when disabled people need them — even when there are crowds. Advocates also say rules around people without disabilities parking in them need to be enforced better.

“They're abused a lot,” said Chase Bearden, director of advocacy for the Coalition of Texans with Disabilities. “They're a lifeline for those of us who need it. But at the end of the day, we need good enforcement and regulation of those spots.”

Over the years, lawmakers have introduced laws to tweak the system and address these concerns. Here's everything to know about what parking for disabled Texans looks like today.

### **What is accessible parking?**

These parking spots “must be located on the shortest accessible route to the accessible entrance,” according to [federal guidelines](#).

Building owners have to set aside a certain number of parking spaces for disabled individuals that have a width and length in accordance with federal law. They have to include access aisles, usually marked by crosshatches, so there's space for people who use wheelchairs to get out of their cars or vans.

“Most people have no idea what the rules are about accessible parking,” Bearden said. “So, they might park at an angle halfway across the crosshatch mark, and not realize that they actually just made the other spot unusable for someone in a power chair that needs to unload.”

A state law passed in 2019 also requires that new spots are clearly designated with a sign marked with the International Symbol of Access, also known as the wheelchair symbol.

### **Am I eligible for accessible parking?**

To qualify for these parking spaces, a person must have a medical condition that meets the state's legal definition of disability. This can include people who are blind and people with



mobility issues caused by a number of conditions, including lung disease or arthritis, according to the state's DMV [website](#).

Texas also offers temporary placards, which are red, for people who might have broken bones or muscle conditions that they don't expect to last longer than six months.

If you qualify, you can [apply](#) for a placard through your local county tax assessor-collector's office. A doctor or health care provider has to fill out part of the application.

When applying, you can get a set of blue placards or a license plate with the wheelchair symbol to show this qualification. One of these must be visible when parking in these spots, and has to be used by either the disabled person or the person driving them, according to the website.

### **How have new Texas laws changed accessible parking?**

In 2019, state Sen. [Drew Springer](#), a North Texas Republican, introduced a [law](#) to ensure people could recognize an accessible parking spot, requiring multiple signs including the wheelchair symbol and a "no parking" warning for the crosshatches so people wouldn't park there.

Springer's wife, Lydia Springer, was in a diving accident more than 20 years ago and uses a wheelchair.

"When my wife now goes to a new building and they've got the new sign that says 'no parking' on it, it just makes her happy because she knows it's one fewer place that she's gonna have to deal with: 'Is somebody going to squeeze next to my car where there's literally six inches between and I've got a 31-inch wheelchair,'" Springer said.

Although advocates worked with Springer to pass that law at the time, it created an unintended consequence. Parking spots that weren't updated to follow the new rules were considered "out of compliance" with the state because they didn't have the correct signage. So when officers tried to ticket able-bodied people when they parked in designated spots, the tickets would get dropped and no consequences would follow.

"Judges were dismissing these cases. Therefore, cops weren't writing any more tickets because they were just getting dismissed," Springer said.

To fix this loophole, Springer worked this year to pass [SB 904](#), a bill that would ensure people would still receive citations for parking in a disabled parking spot where signage had not been updated. That lack of sign compliance could no longer be used as a defense.

Another [separate law](#) in 2021 changed the eligibility of who could use these parking spaces.

Anyone with a [disabled veteran's](#) license plate could park in these spots before 2022, but the law now requires a medical sign-off to either get a placard or wheelchair symbol in addition to their license plate.

Thirty percent of veterans in Texas are disabled, according to a [report](#) from Every Texan, a nonprofit that advocates for access.

### **How are violations of accessible parking laws enforced?**

Texans who misuse disabled parking placards or park in spaces without appropriate signs can be fined up to \$1,250 and given up to 50 hours of community service, according to the [state](#). Law enforcement officers can also seize a placard they believe to be counterfeit.

But law enforcement doesn't necessarily catch them all, said Mack Marsh, the project director for Parking Mobility, an Austin-based nonprofit that works to combat accessible parking violations in multiple states. The [Parking Mobility app](#) allows people to report offenses they see. The information is then forwarded to the city, which tickets the vehicle.

In 2013, Marsh said he tracked offenses and quickly found they were "everywhere, all the time," with few consequences. Conversations with law enforcement revealed that judges were dismissing cases because they felt high fines were "punitive," Marsh said.

As an alternative, Marsh developed a class that educates people "why those spaces are important, teaches them the rules and encourages them not to repeat offend," Marsh said.

Springer said it still might not be enough.

"Sometimes, people justify in their own mind: 'I'm running in here for 30 seconds. I've been to this parking lot 200 times. I've never seen anybody in any of these 10 spots.' So, they think it's OK," Springer said. "But when you repeatedly keep doing that, I think the penalty should look at potentially rising."

### **Where can I get more information?**

The Governor's Committee on People with Disabilities held a training session on accessible parking earlier this month and you can view it [here](#).

Find the application for a placard or license plate symbol [here](#).

More information from the state's DMV website can be found [here](#).

DALLAS FREE PRESS

## PLANNED DALLAS-FORT WORTH HIGH-SPEED TRAIN WILL CUT THROUGH WEST DALLAS NEIGHBORHOOD

By Michaela Rush



The Lone Star Baptist Church, on West Main Street, would be one property affected by the currently planned route for the Dallas-Fort Worth high-speed train.

Lifelong West Dallas resident Paula Hutchison is worried that [a new high-speed train](#) may go right through her home on West Main Street.

“They’ll have all the justification that they need to say, ‘You’ve got to go,’” Hutchison says. “I asked what they’ll offer people, and she said, ‘Market value,’ and I said, ‘Market value? No market value is not going to be enough to get another home.’”

Hutchison was one of about 50 people attending the [North Central Texas Council of Government](#) (NCTCOG)’s meeting discussing [phase one of the planned rail](#) to connect Dallas and Fort Worth. Neighbors met at the [West Dallas Multipurpose Center](#) and were able to talk directly with NCTCOG staff members.

NCTCOG is made up of various North Central Texas city and county governments, as well as school districts, to allow for cities to more easily coordinate on long-term projects. NCTCOG launched this project in spring 2020, and is looking at how this project may connect with plans for future rail projects from Houston to Dallas and Fort Worth to Laredo.

NCTCOG senior planning manager Dan Lamers says a priority during the first phase was identifying the stations and routes for the train, and how it would interact with existing infrastructure, particularly I-30. NCTCOG identified 27 potential routes for the rail as it passes through West Dallas but settled on an alignment on top of West Main Street that then rejoins I-30.

Across the entire route, they estimate 15 to 20 homes and businesses may be affected.

[\[PDF: NCTCOG URBAN CONNECTIONS DALLAS\]](#)

Hutchison's neighborhood is sparse — made up of a handful of homes and some empty lots.

"You're talking about folks who've been in their homes for 40, 50, 60 years ... a home that was passed down through generations," Hutchison says. "That jumped out at me, if you asked me what I got out of this project, what was the main issue for me? Displacement, and the disadvantages that it's going to cause so many people."

If NCTCOG chooses this path, they would be able to claim the land using eminent domain, because the train is for public use. Homeowners would be compensated for the "fair market value" of their properties, and NCTCOG also would cover a variety of relocation costs.

Lamers says that narrowing down these routes was determined by existing major roads, but that hearing concerns from neighbors in West Dallas was the purpose of the meeting, so plans could be revised if needed.

He noted that NCTCOG's recommended route includes a small fraction of total land — roughly 15% — that would need to be acquired via eminent domain.

"All of the other alignments require much more greenfield development, groundfield development where we would be taking other private land," Lamers says. "I'm gonna estimate that to be about 85% of the alignment is within the public right of way."

District 6 Councilman Omar Narvaez says that because the rail has to go through West Dallas, he wants to ensure that residents will benefit from the train in some way. He also proposed a stop in West Dallas at the new [Harold Simmons Park](#).

"One of the things we've already noticed is having a 30-foot-high elevated train going above the [Eagle Ford neighborhood](#), which everyone here is not happy about," Narvaez said at the meeting. "I think it's important to figure out how we can get that done, because it's going to be so beneficial not just to West Dallas, but to the City of Dallas for the extra economic impact."

A key factor in planning was travel time, which is estimated to be 23 minutes from downtown Dallas to downtown Fort Worth with one stop in Arlington. The Dallas station would be located at the intersection of Cadiz and South Austin, which Lamers says was chosen based on collaboration between NCTCOG and the Texas Railroad Commission, to allow for the DFW rail and a future Houston to Dallas rail to work compatibly.

Gloria Jimenez, a West Dallas neighbor and staff member at [Brother Bill's Helping Hand](#), says she wonders how helpful this rail would be for her neighbors, and how expansive the project will be.

“With this project, how much more land is going to be acquired to build this?” Jimenez says. “When I think about the clientele we work with, and who will really benefit from the high-speed train, I don’t think it’s going to be people we consider our neighbors.”

According to Jimenez, West Dallas neighbors are more concerned with issues like local transportation and affordable housing.

“My biggest concern is with the gentrification in the neighborhood,” Jimenez says. “Since 2016, we have seen how folks have been affected by homes being taken ... to be knocked down with improvements or [turned into] apartments. What is so hurtful, in my opinion, is that there is no affordable housing for the clientele we serve.”

NCTCOG communications manager Rebekah Gongora says the study is continuing to collect community feedback, which can be given during their in-person meetings or [on their website](#). The next step for the project is to complete the National Environmental Protection Act, or NEPA, studies, which should be completed within 12 months.

## THE AGONY OF THE SCHOOL CAR LINE

It's crazy-making and deeply inefficient.

By Angie Schmitt

For parents across America, the school car line is a daily punishment. The stern, annoyed command from some poor teacher or volunteer to “pull all the way forward, please!” The breakdown of the whole process when someone inevitably doesn’t. The long minutes spent idling, spewing exhaust. The cones, and walkie-talkies, and little signs hung from rearview mirrors that help deliver so many kids, individually, right to their school’s doorstep.

Car lines are a classic tragedy-of-the-commons problem: Every parent acting in their perceived self-interest—*Oh I’ll just drop him off again; it’ll only take a minute*—makes us collectively worse off in the form of dirtier air, increased traffic, less human connection, and more frustration.

This soul-sucking system is sadly the norm. But it doesn’t have to be this way.

A few generations ago, in 1969, nearly [one in two](#) kids walked or biked to school. Now only about one in 10 kids gets to school those ways. And only about a third of children who live within *just one mile* of school walk or bike there. School buses—a onetime rite of passage for American children—have been supplanted as the leading vehicle for getting kids to school. According to the most recent national data, a solid majority of kids—[54 percent](#)—are driven to school.

[Read: Everyone has ‘car brain’](#)

Many school sites now are designed to accommodate [winding](#) drop-off lanes, which, although they may improve efficiency, also make accessing the school by foot more difficult and entrench the whole mess. As Seattle’s School Traffic Safety Committee [puts it](#), “Creating new private car infrastructure inequitably favors more affluent families while also setting up the expectation that families will be able to easily drive to and from the school at arrival and departure times.”

I’ve long been a (smug) car-line conscientious objector. Either my kids take the bus to their school in Cleveland, or we bike. When my kids take the bus, I marvel at how much time I save, and I suspect that if the U.S. did not have a long tradition of busing children to school, we wouldn’t provide this service now. (Likewise, if a progressive representative or governor introduced the idea of public libraries now for the first time, people would say the idea was too radical.) When we bike, we have to exercise extreme vigilance in navigating the roads. But that vigilance is worthwhile. I love rolling past all the cars and pulling right up to the front gate, where I can interact with the few other parents who have opted out.

I understand why driving is the default. Most American adults hop in the car to go to work anyway, and figure they can swing by the school. But the more parents who choose this option, the worse it works.

I also understand that I’m lucky and privileged to live close enough to school (1.25 miles) to make biking an option. School is just too far away for many kids to access by foot or bike. The number of students living within one mile of their school has declined by about a quarter over the past few decades, as local officials have gravitated toward cheaper land at the periphery of their district for new school sites.



Of course, some parents who *could* send their kid to a neighborhood school within walking distance choose a private or charter school farther away, motivated (very reasonably) by school quality. My kids attend a city charter school that's close to us but that draws students from outlying counties. The car line, for some parents, is part of a larger investment in their kids' future.

Another concern is traffic safety; the U.S. has [not done a good job](#) creating safe environments for pedestrians or cyclists of any age, especially in the [past decade](#). Many parents I know say they'd allow their kids to walk or bike to school, except for one dangerous street. I speak from personal experience when I say that securing changes to a problem intersection requires enormous initiative and effort. Success is far from assured.

As a culture, we refuse to impose reasonable restrictions on drivers so children can safely cross the street. Even though school-related traffic accounts for some [30 percent](#) of rush-hour congestion, U.S. transportation planning has never dedicated much attention to caregiving trips. The key federal program that facilitates school trips—Safe Routes to School—receives just a pittance of federal spending.

Less understandable, and therefore perhaps more alarming, than the decline of walking and biking is the decline in using the bus.

[Read: The absurd primacy of the automobile in American life](#)

Granted, school starts early and the morning rush to get out of the house is intense. Buses aren't always the reliable option they once were. Pandemic-related disruptions continue to weigh on education, leading to severe bus-driver [shortages](#) for the second year in a row. The problem became so acute in Baltimore that the city [offered parents](#) \$250 if they agreed to drive their kids to school.

For the most part, though, bus service is available for the taking, and it's a more socially responsible option than the car line. The average parent who drives their kids to school puts 3,600 extra miles a year on their car—a significant environmental cost. Those extra daily trips also impose costs on neighborhoods, creating sometimes dangerous traffic that may discourage other kids from walking. And I think parents underestimate what children are losing when they forgo that independent time with the friends they would find on the bus.

Young people are having a [mental-health crisis](#) right now. Both sedentary behavior and isolation are probable contributors. Even as our culture has become less community-minded, children have become less independent. The replacement of healthy, active, or communal modes of transportation to school with the every-family-for-themselves car line is a symptom of wider dysfunctions affecting all aspects of American life, but young people especially.

I'm not calling for a ban on the car line—in part because no one would heed my call. But a lot of good can come from a nudge here and there to encourage alternatives: permission to cut the line for carpools, school-sponsored "[bike buses](#)," even just emails stressing that bus service is easy and available. Perhaps the best argument is the most self-interested: The car line would be much more efficient for families who really need it if families who didn't really need it took the bus instead.

[Angie Schmitt](#) is a Cleveland-based planner and writer. She is the author of [Right of Way: Race, Class, and the Silent Epidemic of Pedestrian Deaths in America](#).

WBAP

## **TRANSPORTATION LINKS FROM FAIR PARK TO DOWNTOWN DALLAS**

The North Central Texas Council of Governments is hosting a public meeting Thursday evening at 6 p.m. at the South Dallas Cultural Center to discuss transportation needs in Fair Park.

In collaboration with local community partners NCTCOG has been evaluating the transportation issues facing the historic area. The scheduled public meeting is a chance for residents to learn and comment about the potential solutions being considered for the area.

This study of multimodal transportation links connecting downtown Dallas through Deep Ellum to Fair Park will consider how these areas are linked while examining potential new designs for Interstate Highways 30 and 345.

Director of Transportation Michael Morris says “we are reknitting or bridging the communities that were bifurcated 50,70 years ago to reestablish these economic connections and neighborhood social connections.”

[Transportation Links From Fair Park to Downtown Dallas | News Talk WBAP-AM](#)



## NEW TOOL SAYS DALLAS-FORT WORTH RANKS THIRD IN THE WORLD FOR TRANSPORTATION-RELATED GREENHOUSE-GAS EMISSIONS

By Zayna Syed | Public Health Watch

At COP27, a [prominent climate change conference](#) held in Egypt last November, former Vice President Al Gore showed off a new tool that can identify the climate miscreants most responsible for the planet's warming.

In the transportation sector, the Los Angeles and New York metropolitan areas, unsurprisingly, ranked first and second. But the Dallas metro area came in third, ahead of smog-choked Guangzhou in China and traffic-clogged Houston.

The tool, called [Climate Trace](#), uses satellites and artificial intelligence to calculate greenhouse gas emissions. It estimates that cars, trucks and other vehicles in the Dallas metro — which covers parts of Collin, Dallas, Denton, Rockwall and Tarrant counties — produced about 23.8 million tons of carbon dioxide in 2021. Transportation in the Houston metro area, by comparison, yielded an estimated 20.4 million tons.

The Dallas area has about 11,500 miles of traffic lanes, with vehicles logging nearly 77.5 million miles each day, according to [data](#) from the Texas Department of Transportation. In some parts of the region, highways can stretch to 10 lanes and interchanges can stack up to three levels. The city [estimates](#) that only 3.8 percent of Dallas commuters use public transportation; the percentage is even lower for commuters in nearby suburbs.

The Climate Trace data adds to research showing a persistent air-quality problem that endangers public health in the fast-growing North Texas region. Urban sprawl encourages the use of more and more automobiles. Clean-air advocates say stronger measures are needed to promote urban density, which would lead to shorter commutes and facilitate a more robust public transportation system.

Although the Climate Trace findings have yet to receive the peer-review stamp of approval from the scientific community, the results echo similar analyses, the authors say.

"It did surprise me how high of a ranking we are," said Chris Klaus, a senior program manager for the transportation department of the North Central Texas Council of Governments, which coordinates regional projects in Dallas and 15 nearby counties. The council, he said, would "look into it and see the assumptions [Climate Trace is] based on."

Climate Trace is different from other data sources in that it doesn't rely on industries to report their own emissions; doesn't have the two- to five-year lag that official reports often do; names names instead of presenting aggregated data and shows how specific sources around the world compare to one another.

A [team](#) of more than 100 people — mostly academic researchers and workers at nonprofits including the Johns Hopkins University Applied Physics Laboratory and RMI, formerly the Rocky Mountain Institute — has been building Climate Trace since 2019.

Scientists have used the tool to analyze emissions from the world's largest oil and gas fields, power plants, cars and trucks in major cities and more — some 80,000 sources across 10 sectors. Transportation from the Dallas area alone ranks [59th in the world](#) for all these sources combined.

Climate change driven by greenhouse gases already has acted as a disruptor, exacerbating everything from heat waves in Texas to wildfires in Canada and floods in Pakistan. Research shows that the destruction will become much worse if the world doesn't reduce emissions significantly and fast.

"Our central theory of change is that if you want impact, you need to have data to support it," said Lekha Sridhar, a policy analyst for the environmental nonprofit [WattTime](#) who worked on Climate Trace. "The benefit of this dataset for people, not just in Dallas but anywhere, is that we now have a foundation of data to base interventions on."

### **Calculating emissions**

The Climate Trace researchers calculated their estimate for the Dallas-area transportation sector by multiplying the [amount of traffic](#) on the roads by the country's average greenhouse-gas emission for each type of vehicle – from motorcycles to trucks. The former is estimated using a deep-learning algorithm that is fed satellite imagery, maps and population data. The tool differentiates between gasoline and electric-powered vehicles.

It's not an exact science. But members of the Climate Trace team say their estimate for the Dallas area lines up well with emissions inventories that use different methods, like [EDGAR](#), [Carbon Monitor](#) and the [Energy Information Administration](#).

Climate Trace continues to add data, including emissions from buildings, smaller industrial sources and transportation from 10,000 more cities, which the team plans to release before COP28, this year's climate conference, which will be held in Dubai in November.

The team decided to publish its research before it underwent peer review. Kevin Gurney, a professor at Northern Arizona University who served as an adviser on the transportation calculations, said that any data that hasn't undergone such scrutiny should be taken with a grain of salt, though its consistency with other emissions inventories suggests it's generally accurate.

Researchers "pressed on getting results first, and then doing things like the peer-review process, which is lengthy," Gurney said. "I think it's a promising technique, and the initial results look broadly correct. But I think for more specifics, we need to do analysis of the results that have been produced."

The city of Dallas developed its own emissions inventory and found that transportation produced about 7.1 million tons of greenhouse gases in 2019 – about 38% of emissions from all sectors, including buildings, homes and landfills. The North Central Texas Council of Governments will release an inventory this year.

A key difference between the city's report, which estimates about two-thirds less pollution than Climate Trace, is that its measurements were limited to Dallas proper, whereas Climate Trace measures emissions from the entire metro area. The city's data has Dallas as the seventh-biggest emitter of greenhouse gases in North America, behind New York City, Mexico City, Chicago, Los Angeles, Houston and Guadalajara.

Dallas' population is about 1.3 million, census data shows, significantly lower than, say, [New York's](#) 8.3 million and [Los Angeles'](#) 3.8 million.

### **Ozone and fine-particle pollution**

In the transportation sector, greenhouse gases are only part of the problem. Tailpipe emissions also contribute to the formation of ozone, created when two pollutants, nitrogen oxides (NOx) and volatile organic compounds (VOCs), interact with sunlight and heat. Ozone can aggravate lung diseases such as asthma, emphysema and chronic bronchitis.

The American Lung Association gave Dallas County an “[F](#)” for its ozone problem this year and ranked the metro area as the [18th most polluted](#) in the country, though air quality has improved significantly in the past two decades. More than 41,000 children and 161,000 adults have asthma in the county, a condition that makes them more vulnerable to ozone's effects, according to the group.

The Clean Air Act amendments of 1990 tightened standards for how much ozone is legally allowed. Since then, the U.S. Environmental Protection Agency has determined that Dallas-Fort Worth is over the limit of [70 parts per billion \(ppb\)](#).

Klaus, of the council of governments, said the metro area's air quality has improved since 1990, but hasn't kept up with EPA standards, which were updated in 1997, 2008 and 2015.

The Dallas-Fort Worth ozone average exceeds both the 2008 and 2015 standards. Last year, the region became a “[severe](#)” violator of the 2008 standard. Industries most responsible for the pollution, such as power plants and cement manufacturers, may have to pay [\\$45 million in fines](#) if ozone levels don't meet standards by the end of 2026, according to the Fort Worth Report.

Ozone also contains harmful particulate matter, the most dangerous form of which, known as PM2.5, can go deep into the lungs and enter the bloodstream, causing health problems ranging from throat irritation to heart attacks. Dallas-Fort Worth meets the federal PM2.5 standard, but [data](#) from Dallas County shows that spikes in the pollutant align with more emergency-room visits by asthmatics. The EPA has proposed a [tightening](#) of the standard by up to 25 percent, from 12 micrograms per cubic meter to between 9 and 10 micrograms per cubic meter.

Dr. Cesar Termulo, a pediatrician at Parkland Health in Dallas, said [studies](#) have shown that people who live closer to highways experience more asthma symptoms than those who live farther away. But air quality “is usually not part of a medical history,” Termulo said. “Providers, unless they're living in an area surrounded by factories ... might not really be aware of particulate matter.”

Klaus said the council of governments has taken steps to reduce ozone, like launching anti-idling campaigns to try to get vehicles to stop running when parked and securing more than \$81 million in transit-related grants from the federal government over the past five years.

“The program is specifically for ozone, but reducing tailpipe emissions also helps with particulate matter and greenhouse gases,” he said.

**‘All just rhetoric’**

Misti O'Quinn began organizing for clean air in the Dallas-Fort Worth area after she discovered the link between PM2.5 and the severe asthma two of her children experience. O'Quinn, who works for the Texas chapter of the Sierra Club and [Downwinders at Risk](#), a local environmental group, said that addressing this form of pollution may have the side benefit of combating the climate crisis, which can seem abstract.

"You're not going to get people on board for something that they don't see or understand how it tangibly affects their life," she said. "People are just trying to pay bills, buy groceries and live, generally speaking."

Jim Schermbeck, the director of Downwinders at Risk, said the council of governments isn't doing enough. "It's all just rhetoric," he said. The anti-idling campaign, for example, is voluntary and therefore unenforceable. "What is needed is to integrate this kind of thinking into actual policy — not just try to clean up the mess after you make it but to actually restructure the place so that you're not dependent on car culture."

Dallas released a [climate plan](#) in 2020 after holding hundreds of [community meetings](#) and receiving more than 9,000 suggestions from residents. It aims to achieve net-zero emissions by 2050, in line with the [Paris Climate Agreement](#), meaning that for every unit of greenhouse gas the city puts into the atmosphere, it pledges to remove the same amount by, for example, planting trees or creating green spaces, both of which absorb carbon. By the city's own estimate, however, the plan will only reduce emissions by 66% by 2050.

Transportation is responsible for about a third of Dallas' greenhouse-gas emissions, most of which come from motor vehicles. More than three-quarters of Dallas workers commute alone, according to the city's climate plan. About 11% carpool, 4% use public transportation and 2% walk. Less than half a percent cycle. Two percent are also "super commuters," meaning their drive to work takes more than 90 minutes.

Dallas' sprawl has been a major contributor to the problem. "Despite having the longest light rail system in the nation, unsustainable land development patterns continue to promote the use of private vehicles," the city's climate plan reads. "Solutions are aimed at shifting the dominant commuting mode away from single-occupancy, gasoline-powered vehicles. These actions have high potential to reduce overall emissions, reduce rush hour congestion, and improve air quality."

Activists have criticized the plan for its lack of concrete deadlines and what they describe as vague goals. "Most are without imagination or timelines, meaning that even the most milquetoast-like recommendations being made will have to be fought for tooth and nail to be done in a timely manner," Schermbeck wrote in a [blog post](#).

Hope Endrenyi, an organizer for the Dallas chapter of the Sunrise Movement, a youth-led climate advocacy group, said the plan has some positive elements — emphasizing the need for more affordable housing near public-transit hubs, for example, and more charging stations for electric vehicles.

But she and other activists say it could go further by encouraging density in development through zoning. Increased density is one of the most important factors in making communities more walkable, boosting the use of public transportation and cutting transit times by car.

A coalition of eleven local groups has created its own plan, called the [Dallas People's Climate Action Plan](#). It recommends building sidewalks and bike lanes throughout the city, discouraging the city from selling land to the Texas Department of Transportation for additional highway construction and creating a public utility that uses 100% renewable energy by 2030, among other things.

"Having a climate action plan is great, so kudos to the city for pursuing it," Endrenyi said. But "it's not ambitious enough, it's not fast enough, and a lot of the things in the plan are not enforceable." She and other activists are pushing for wider use of public transportation instead of focusing only on electric vehicles – city planners' preferred solution. Even with government subsidies, Endrenyi said, the battery-powered vehicles are expensive and require the environmentally destructive mining of scarce minerals like lithium and cobalt.

[Dallas Area Rapid Transit](#) (DART), a private company that operates buses, light rail, streetcars and a ride-hailing service in Dallas and 12 surrounding cities, has seen flat or declining ridership over the past decade. In 2012, the system recorded 66.3 million rides. In 2019, the last year before the COVID-19 pandemic, it logged 66.7 million. Ridership fell off substantially from 2020 through 2022 but has shown signs of improvement this year.

Schermbeck dismissed the idea that public transportation is a hard sell in North Texas. He points to the popularity of the electric [Texas Interurban Railway](#) system that operated from the 1910s to 1940s and carried riders from Sherman to Waco and Dallas to Fort Worth.

"We have a history of appreciating and using public transportation," he said. "It's because that's been denigrated over time in favor of the car that we don't have that kind of infrastructure anymore."



FORT WORTH REPORT

## NUMBERS OF HOMELESS FAMILIES IN TARRANT COUNTY GROWS AS SUPPORT FUNDS ARE DEPLETED — OR DIVERTED

By Sandra Sadek and Miranda Suarez (KERA)



Families experiencing homelessness cover their Salvation Army shelter beds with blankets Wednesday, Sept. 13, 2023, in Fort Worth.

On a slightly overcast Thursday evening, Melaina Carnell waits in line, a stroller by her side, with a dozen other people in front of Broadway Baptist Church on Fort Worth's south side.

In the stroller is her child, 4-month-old Noah.

Carnell and her partner, Jeremy Brooks, have been living in a motel for about two years, paying about \$280 a week. But bad credit, phone bills and low income have prevented them from moving into a permanent space like a house or an apartment.

Their situation mirrors a growing trend for many families across Tarrant County.

"It's been stressful, but we're getting through it," Carnell said.

A few minutes later, Carnell, Brooks and Noah enter Broadway Baptist Church to partake in the [Agape Meal](#) service, which has been taking place every week for the past 28 years. They take their seats, and the church's youth group serves them a meal of meat and mashed potatoes. Noah starts crying amid the chatter of the hall.

Tarrant County has been grappling with a [huge increase in family homelessness](#), a problem that has been growing since 2022 and is now hitting rates not seen since 2018, said Lauren King, executive director of the [Tarrant County Homeless Coalition](#).

In August 2023, the coalition's outreach team identified 45 families living in their cars. That's 170 adults and children on the streets, King said.

The average age of a child living in a car was 8 years old.

"That's not a population that (the outreach team is) accustomed to seeing outside, so it's taking a real mental and emotional toll on them," she said. "That is more than we've ever had. It's more than we've ever known about."

The need for resources is higher than ever as officials point to rising costs of living and federal funding running dry or being diverted away from housing.

### **A system under pressure**

Nearly 3,000 people are considered homeless in Tarrant County, [according to coalition numbers](#). That's a 22% increase from 2020.

The increase has strained current resources in Tarrant County. And as long as people keep flowing in, it doesn't matter how well the system functions if it simply can't accommodate more people, King said.

"More and more people are coming into homelessness. And we actually have less resources than we've had in the past few years," King said. "Those numbers just don't add up."

Tarrant County shelters have been over capacity for more than a year. The [Salvation Army's Mabee Social Service Center](#) has been serving two to four times its normal capacity, said Deborah Bullock, director of adult and family services at the shelter.

To accommodate the demand, Salvation Army staff turned the center's old gym into more space for people to sleep.

"When we began to go over capacity, this was the first thing that we opened up. At one point, this entire room was full of cots," Bullock said while touring the facility. "We upgraded to beds to make it a little bit more comfortable. As you can tell, the floors have been worn (out)."

The Salvation Army shelter is set for renovations as homelessness in Tarrant County is at an all-time high Wednesday, Sept. 13, 2023, in Fort Worth.

Now, with renovations underway at the center since Sept. 18, families have to be relocated for at least the next four months. But the center's other services like the cafeteria and food pantry will remain open.

"For the last three months, we've stopped intakes because we knew we were getting ready for the renovations. We've diverted individuals to other locations," Bullock said.

As of Sept. 13, the Salvation Army was housing 19 families or 71 individuals. Of those 71 individuals, two-thirds were children, Bullock said.

The improvements to the center, which include reconfiguring certain areas to improve safety, create more privacy and increase bed capacity, are now underway thanks to federal funding, Bullock said.

The Salvation Army's Mabee Center is often the first point of contact for families seeking a place to stay. Single men and women are sent to the Union Gospel Mission of Tarrant County and Presbyterian Night Shelter in Fort Worth.

The city and homeless organizations are working to open up two temporary shelters to house families. One is Broadway Baptist Church, which will house up to 25 families.

"Trying to transform a space that works, especially for families, is difficult," King said. "The city does come in and provide a lot of resources as far as costs and different kinds of basic-needs things that we need to rent shelters. And then we have partners who are willing to step up and run the shelter."

### **Factors that can force a family into homelessness**

Lauren King, executive director of the Tarrant County Homeless Coalition, says the combination of the following factors creates "the perfect storm" for families battling homelessness.

1. **End of the eviction moratorium:** Six months after the pandemic eviction moratorium ended in March 2021, the number of families entering Tarrant County's homeless system per month doubled from 20 to 40 (September 2021).
2. **End of emergency rental assistance:** Federal emergency rental assistance was available in 2021 but was almost gone by March 2022. As families reached their max rental assistance, more entered homelessness.
3. **Rent increases:** Rent for affordable properties has increased by 35% since 2018. In the past rent would increase by 1% to 6% per year. But between 2022 and 2023, it increased by 13%. Estimates show rent will jump an additional 10% in 2024. Families report that it's not evictions that force them into homelessness but their landlord raising the rent by \$300-\$500 per month at lease renewal time.
4. **Increase in evictions:** Over the past few months, Tarrant County has seen the [highest numbers of evictions](#) since before the pandemic, including one week when over 950 evictions were filed.
5. **Shelters are at capacity:** Unsheltered homeless families were previously not common in Fort Worth. In August, the coalition's outreach teams served 45 families who were living in cars, totaling 170 people. In September, 11 families entered homelessness. Eight of them were seen by the outreach teams but not given access to a shelter because of capacity concerns; three were able to get into a shelter immediately.

*Source: Tarrant County Homeless Coalition*

While the city and organizations can open shelters, another issue is the duration of a family's stay.

Pre-COVID-19, the average stay for a family in a homeless shelter was 23 to 30 days. Now, it's four to six months.



Longer stays mean resources and space are tied up longer, creating more pressure on an already strained system.

“It’s really important that these families are connected to services because we don’t want them to be in a shelter for a long time. We want to figure out how we can get them out and get them housed again, and hopefully get them on their way and more stable and back to doing life,” King said.

### **The impact of investment**

An influx of federal funds into homeless resources during the pandemic offered King a glimpse of having enough investment to see homeless numbers drop.

At that time, the federal government pumped money into local governments to help with COVID-19 recovery. Between the CARES Act and the American Rescue Plan Act, Tarrant County’s homeless service system received \$45 million.

\$27 million was used for rental assistance, and that investment cut homelessness by 43%, King said.

“We will often want to make it a very complex problem, (and) there are lots of societal structures that lead people to homelessness,” King said. “However, I think that (funding) showed that when you’re able to keep people housed and provide them with stable housing, homelessness does go down. So that was significant for us.”

But the federal cash could soon be running out.

Now, rental assistance funding is back to pre-pandemic levels, which amounts to less than \$1 million a year, King said.

And on Sept. 5, Tarrant County Commissioners [cut about \\$14.6 million](#) from its previously allocated ARPA dollars for affordable housing. Housing advocates criticized the move, including King.

“If we are going to invest millions of dollars in a building, it needs to be in housing,” King said. “That is a solution to homelessness.”

Other federal funds, such as CARES Act dollars, have already been exhausted. The city of Fort Worth used [over \\$6.8 million](#) in federal funds to offer emergency rental assistance, assist shelters and provide [rapid re-housing services](#) that include identifying housing and offering rent and move-in assistance, as well as case management.

The influx of federal dollars during the pandemic allows the city to invest in major housing projects otherwise unattainable that helped families and residents dealing with homelessness, Fort Worth Mayor Mattie Parker said.

“I think our city staff, especially led by neighborhood services, have been very proactive in understanding those were one-time dollars,” Parker said. “Let’s utilize them for important projects we otherwise wouldn’t have had money to fund, which we did.”

The city is allocating funding for [homelessness services in its 2024 budget](#). That includes \$8.7 million for the neighborhood services department, which houses the city’s homelessness program, Directions Home. The Homeless Rapid Exit Program, which is overseen by Directions

Home, received an additional \$500,000 to its existing \$3 million budget. It also includes \$2 million for the city's [priority repair program](#), which helps homeowners with repairs to their houses, keeping them in their current homes.

The code compliance department also received \$583,000 to add three officers and new equipment to its homeless outreach team. The police department also will add four new officers to its [HOPE team](#), at a cost of about \$433,000.

Investing in these programs allows the city to address family homelessness at its root and prevent people from falling off the edge in the first place, Parker said.

"At a high level, you can't solve homelessness without housing," Parker said.

The city will still find ways to fund long-term housing projects, even without a flood of federal cash, she added.

"We always have done that. We were incredibly smart, this council and the council before us, in making sure we were funding projects that were the right affordable housing models," Parker said.

For King, investing in housing is not just about taking people off the streets — it's an investment in Fort Worth's growth.

"The investments we choose to make today are going to impact the future. ... What is the domino effect of us either addressing it or not addressing it and how can you address it?" King said. "You're asking us to solve big social problems that our community faces. However, we're expected to do it on a zero-based budget."

[Numbers of homeless families in Tarrant County grows as support funds are depleted — or diverted | Fort Worth Report](#)

## **PUBLIC INVITED TO ATTEND TRANSPORTATION MEETING, PARTICIPATE IN SURVEY**

By Kent Miller

Residents, commuters, employers invited to attend Sept. 26 meeting, participate in online survey

A public meeting to allow feedback from residents, commuters and employers concerning the development of a comprehensive public transportation plan for eastern Dallas, Kaufman and Rockwall counties is slated for next Tuesday.

The meeting, hosted by the North Central Texas Council of Governments' Regional Transportation Council, will begin at 6 p.m. at the Mesquite Arts Center located at 1527 N. Galloway Ave.

Those unable to attend the meeting will still be able to convey their ideas and feelings through an online survey. You can access the survey at [www.publicinput.com/edkrsurvey](http://www.publicinput.com/edkrsurvey). Feedback is currently being accepted and submissions are due by Oct. 13.

The meeting in Mesquite will include a brief presentation followed by an interactive mapping activity to help planners better understand travel patterns in the study area. The meeting will also allow attendees to voice their opinions about the study area's transit needs.

The Eastern Dallas, Kaufman and Rockwall Counties Transit Study aims to develop a comprehensive public transportation plan for cities in eastern Dallas County that are not members of Dallas Area Rapid Transit. The study will also look at additional transportation choices to complement the existing STAR Transit system in Kaufman and Rockwall counties. Additionally, the study will identify transit options, funding and implementation strategies, and potential community impacts. A transit vision will develop goals and objectives to guide the planning process, recommendations and implementation.

Population and employment are projected to grow substantially by 2045 in each of the counties involved in this study. According to NCTCOG's long-term forecast, Rockwall (82%) and Kaufman (81%) counties will lead the region in growth by percentage through 2045.

## FORT WORTH MAYOR MATTIE PARKER ON SUSTAINABLE URBAN GROWTH

The Texas city could soon become one of the 10 largest in the United States

By Anna Staropoli

Fort Worth has met the changes in both population and environment with the [Open Space Conservation Program](#), which incentivizes businesses that move to or expand within Fort Worth with the opportunity to also conserve land. The program essentially allows Fort Worth companies to purchase parcels of open space equal to their building's footprint.

The resilience program is designed to benefit the environment from a biodiversity standpoint, while simultaneously improving the quality of life for Fort Worth residents.

In light of the city's commitment to conservation, Commercial Observer spoke with Fort Worth Mayor Mattie Parker on Sept. 12 about expansion, land and, of course, heat.

*This interview has been edited for length and clarity.*

### **Commercial Observer: What makes Fort Worth so well equipped for an initiative like the Open Space Conservation Program?**

**Mattie Parker:** Just to give you an idea, the data supports the fact that we're the fastest-growing city in the country — but we're growing at a speed four times the speed of Austin. And we think if that trend holds, then we'll surpass them in population by the end of this year. And we also know that we're fortunate that we are a large-sprawl city, 350 square miles, and we still have just shy of 75,000 acres to be developed in the city.

Because we are rapidly growing, it takes a moment to just say: What do we want to be? What do we want to do with that 75,000 acres? And how do we preserve our open space and green space for future generations? And I think all those reasons really equipped us for this initiative to not only be the right thing to do, but also to get the attention of our partners across the community to make it happen.

### **How can this program have both an environmental and a social impact on the city?**

Well, I hope, for most people, they recognize they're absolutely intertwined, and that we have to preserve these areas of our community so we can enjoy the city together as friends and family spending quality time outdoors and protecting our ecosystems, our wildlife and everything that makes Fort Worth so special.

When I talk about these issues, you just break it down to simplicity. Like, do you enjoy going to the park with your kids or grandchildren? Absolutely. Do you want a tree canopy in your neighborhood? Yes, I do. And those are just the basics. And then you can connect the dots for all these other reasons why, environmentally, it's incredibly important to focus on sustainability in the city.

### **Given that so much of this program is about land, how have businesses — particularly the commercial real estate industry and developers — reacted?**

So far, really positively. We have some major developers, landowners and longtime families in Fort Worth that are a great example. You've got the Alliance Development led by Hillwood and Ross Perot Jr. They have always been excellent stewards of land and have been for the last 30 years. You have the Clearfork and Edwards Ranch property. Preservation of green space has been included in their long-term development plan. You also have the Walsh Ranch and the Walsh family as they develop Walsh Ranch to the west of Fort Worth. And so we had a good baseline to start with.

And, then, in addition, we needed to look at what open space incentives for businesses we needed to create. We have in Fort Worth a one-to-one incentive that gives companies the opportunity to help preserve the land, even outside of their own property, that has been identified by the city of Fort Worth as high-priority areas for conservation.

Candidly, that allows a company to preserve a large amount of land that looks like their footprint, which is exciting to them. But, additionally, urban campuses across the country are now looking a lot different. No longer are companies really interested in a high-rise solution; they also want a campus where the concept of live, work, play is included. I think the best example I can give you is the Crandall Campus [American Airlines](#) headquarters in the city of Fort Worth.

**Like most of the world, the Dallas-Fort Worth area saw record high temperatures this year. How does the heat factor into what you're doing and your climate-related priorities?**

It goes without saying that if you're focused on greening your urban space, that is positive for the environment. And we've been doing that in everything from our tree planting programs, our partnership with the Trust Republic Land and Urban Open Space, ensuring that we are not — I always say this to be simple — paving paradise. And that absolutely contributes to extreme weather, especially our heat wave that we've seen over the summer. That's why you've seen these heat domes in urban areas across the United States.

Our environmental master plan, our open space plan, our urban forestry master plan all work together to consider how heat impacts development as a city. Dallas-Fort Worth is a very large, rapidly growing region, and we work together with other cities, but also with organizations like the North Central Texas Council of Governments, as we consider how development and growth and transportation infrastructure could impact our climate as well. And those partnerships are incredibly important because even if Fort Worth does all the right things, we have to make sure that other cities, including Dallas, Arlington and beyond, are doing that as well.

**Given that so much of your expansion hinges on development, has your approach to development changed with the heat?**

No, I wouldn't say it has. I know there's been an immense focus on the heat in Texas, and understandably so. I think most articles say that Fort Worth is about two degrees warmer over the summer than it has been in the past in totality. But Texans are used to hot summers, and that just goes with the territory in the southern United States.

I think, moving forward, you can't change what is here, but we can be really intentional about the type of development that we permit and the type of companies that we're bringing here.

## **THIS SUMMER WAS DEADLY FOR FORT WORTH'S HOMELESS. 'HOW ARE WE DOING TO RESPOND?'**

By Ciara McCarthy

When Fatimah Robinson went looking for Gary Randle, she would often clamber over tree roots and up small hills, yelling out his nickname loud enough so he could hear her.

"Twin! Twiii-in!" she would call.

Robinson, an outreach worker with DRC Solutions, visited with Randle at least once a month. Randle was homeless, and camped outdoors in a wooded area off of U.S. 287, near the Historic Southside neighborhood of Fort Worth. Sometimes, he would wander from his campsite, or be talking with one of his neighbors, and Robinson would have to belt his nickname a few times before they found each other.

Robinson and Randle referred to the other as "twin" because of their similar personalities.

On a Tuesday in August, Robinson got a voicemail from someone she didn't know. It was a cousin of Randle's. She told Robinson that her twin had died.

"They said 'I want you to know, Gary passed away,'" Robinson said. "I don't want you going out there and yelling 'Twin!'"

Randle is one of multiple people living unsheltered who have died this summer, part of a worrying trend for the doctors, social workers, and other service providers who work primarily with Fort Worth's homeless. Joel Hunt, the director of the street medicine team at JPS Health Network, said at least 40 people who were unsheltered have died since July 1, according to his team's data. About 80 or 90 homeless people die in Tarrant County in a typical year, Hunt said.

"I've never experienced this much death repeatedly, and not knowing the reasons why," Hunt said.

What's causing the unusual surge in deaths is unclear, and even the exact number of homeless people who have died is still unknown. Hunt and his team have relied on data from the Tarrant County Medical Examiner's Office, but some death reports are delayed as the office attempts to notify family members of the deceased. For people living unsheltered, who might be out of touch with their family, those notifications can take weeks.

Lauren King, the executive director of the Tarrant County Homeless Coalition, has also noticed the rise in deaths.

Both are waiting for more information about what might be driving this increase, to learn how they and other organizations can better respond to the homeless community's needs.

"It is alarming," Hunt said. "If our future is these kinds of summers, is this going to be the norm? How are we doing to respond?"

**Summer outreach during extreme heat**

The Star-Telegram wrote about Robinson and Randle and their bond in a July 14 article that detailed how DRC Solutions was working to reach out to hundreds of unhoused people during the extreme summer heat.

Randle died about three weeks after the article was published. The Tarrant County Medical Examiner's Office has not determined Randle's cause of death, but Randle's neighbors and those who worked with him at DRC Solutions have speculated that he died from extreme heat.

On Aug. 5, the day Randle died, he had been out looking for one of his dogs, Robinson said. He and a neighbor had spent the morning searching for the dog, who had wandered away from Randle's campsite. After hours of searching, Robinson had gone into his tent to rest. He died later that day, Robinson said.

The high on Aug. 5 was 107.

Normally, Randle would cope with the heat by sitting in a creek next to his tent, he told the Star-Telegram in July. He said he had probably passed out from the heat multiple times over his years living outside. In July, he said the constant heat of Texas summers was often exhausting. Some days it felt hard to breathe, he said.

Randle and Robinson had known each other for almost a decade. They first met when Robinson worked security at Union Gospel Mission, a nonprofit that works with people experiencing homelessness. Over time, they developed a bond, and recognized in each other a similar willfulness.

Randle moved to Texas as a refugee from Louisiana after Hurricane Katrina. He told Robinson that most of his relatives had perished in the storm or its aftermath.

Robinson had lived on the streets for years. He had trouble staying in shelters, Robinson said, likely because of post-traumatic stress disorder. At one point, he had built a small shack by the railroad tracks. After the shack was destroyed, he moved to a nearby wooded area, where he built a small campsite. He lived there for at least a year before he died, Robinson said.

Randle did what he could to make the campsite a home: He hung a clothesline, where he and his neighbors could hang their clean laundry. He created a makeshift bathroom stall, so neighbors could have a little privacy. He checked on his neighbors and doted on the dogs that lived in his tent with him.

### **Fatality review committee**

Joel Hunt, the leader of the street medicine team, treated Randle along with hundreds of other people living outdoors this summer. Hunt leads a four-person team that focuses on treating unsheltered people throughout Fort Worth and Tarrant County.

Unsurprisingly, people living outside typically grapple with a range of diseases and conditions. On average, someone experiencing homelessness has a life expectancy of about 20 years less than someone with stable housing.

Facing such odds, Hunt said he and his colleagues focus on building relationships with their patients and trying to find ways to reduce their suffering, even as they face the constant crisis of living without shelter.



Understanding exactly how living outdoors or in unstable housing can affect someone's health can be difficult to determine, but some municipalities have tried. In Los Angeles County, local researchers found that the mortality rate among the homeless population was 2.3 times greater than the rate in the general population. The average age of death among homeless LA County residents was 51, compared to 73 in the general population, according to the report.

"Put simply, being homeless in LA County is becoming increasingly deadly," the report concluded.

Tarrant County providers will restart a fatality review committee that had paused during the COVID pandemic, King said. The committee, which will resume meeting this year, will likely be made of representatives from the homeless coalition, JPS Health Network, Tarrant County Public Health.

The committee previously found that the average age of death in the homeless community was 52, she added. Past reviews from the committee have found that the leading cause of death among the homeless is heart disease, King said, similar to the general population. But chronic diseases typically kill people living outside much sooner than their general population. The homeless also experience high rates of homicide, suicide, accidents, and drug overdoses.

Once the committee resumes its work, both King and Hunt said they hope to have clearer answers about why more people living outside have died this summer.

"Part of the point of fatality review is to really look and see: Were there gaps in services somewhere where this person could have been caught before?" King said.

A few weeks after he died, Robinson was ready to make the first trip back to Randle's campsite without him there. Randle's neighbors are still living there, and have kept all his things in order. They gave Robinson a Dallas Cowboys jersey that had belonged to Randle. She hated the Cowboys, and every game day Randle would tease her about the team in his adopted hometown.

"Every time he wore a Dallas Cowboys jersey, I told him, 'I can't serve you today,'" Robinson joked.

But of course, she always did.

## WOULD COLLIN COUNTY, D-FW GROWTH SUPPORT A RAIL, REGIONAL TRANSPORTATION?

One issue: High growth cities such as those Collin County are outside of public transportation areas.

By Susan McFarland

As the D-FW Metroplex continues substantial growth, transportation planners and city leaders want to evaluate the current public transit system and what it should look like for the next 40 years.

Could there be more efficiency if the three transit systems — Dallas Area Rapid Transit (DART), Trinity Railway Express (TRE) and Denton County Transportation Authority (DCTA) — work together to lower transit costs and increase ridership? Could rail operation contracts be bundled for greater efficiency?

These are some of the things Michael Morris, executive director of the Regional Transportation Council (RTC), says need to be studied.

“When there’s conversations about high speed rail or transit, it’s not looking out our windshield, it’s looking out over the next 20 to 25 years and what we should be doing,” Morris said.

Recently, 11 D-FW mayors agreed with Morris and signed a letter to the RTC asking for such a study.

During the council’s Sept. 14 meeting, Morris presented the [letter and information via a white paper](#) that he wrote, asking for support for the RTC to hire a consultant for the study.

Another issue, most of the growth is outside of the current transportation areas.

Census data shows [Collin County ranking fourth in the state](#) for growth of new housing, but public transportation is lacking in the county.

The DART rail system ends at the [southern border of the county in Plano](#). The county has the [Collin County Rides program](#), but users must meet criteria of being low income, 65 or older or have a qualifying disability.

The white paper written by Morris laying out the need for the study, said current projections forecast an influx of four million new residents to the region and an additional three million jobs.

“I think we need to restart our philosophy on transit,” Morris told the Council. “I think everything in your mind, I’d ask you to erase it and then start a whole new partnership with new information and new collaboration on what is the best path forward to prepare our region for 11 and a half million people.”

Morris said to be successful, a combination of innovation needs to occur because not all communities are successful on an all roadway system.

“I’m suggesting the three agencies, you know they are all involved in vanpool programs, all run regional rail systems, all have bus systems, is there an opportunity for the three agencies to get together and develop innovative partnerships and agreements to reduce their costs by greater economies of scale?”

During Collin County's Commissioners Court meeting Sept. 18, Commissioner Duncan Webb discussed the need for the study.

"This is big. I suspect this study will take a year to year and a half," Webb said. "And it has far reaching results because you have the city of Dallas that has a majority of DART positions it controls, and you have the Tarrant County transit agencies controlled primarily by Fort Worth. You could have major changes, and then I think what would happen is this would go down to the legislature if it requires any legislative changes."

If the RTC approves the study, the consultant selected will likely have no ties to the D-FW area, so it will be completely independent.

"Whatever comes out of this will become a major impediment, a restructuring of the system because as everyone knows and I've said numerous times, most all the growth in D-FW is in non-transit communities. And so we have to find a solution to bring transit to the fastest growing communities in the Metroplex. So that's a big, huge thing."

The item is expected to be presented for a vote during the Oct. 12 RTC meeting. If the item moves forward, the executive board will select a consultant to be approved in November or January, and the final report will be out in December 2024 or January 2025.

## HOW METRO OFFICIALS COULD PLANT A TREE AT EVERY BUS STOP IN HOUSTON

A pilot study from Houston Public Media found that bus shelter shade was on average half as effective at cooling riders as tree shade — a potential solution for METRO and the City of Houston as climate change makes the heat worse for transit riders.

By Sara Willa Ernst & Katie Watkins (Houston Public Media)

From [Houston Public Media](#):

*This is the second of a two-part investigation into the impact of extreme heat on Metro riders. Read [part one of the investigation](#) or listen to [the podcast](#), Hot Stops: How Houston Bus Stops Get Dangerously Hot.*

Barbara Quattro has been planting trees in Alief for over 20 years.

Down the street from her house is a METRO bus stop — a pole with a sign attached. There was no bus shelter or tree offering shade nearby. She noticed riders waiting in the sun.

“People are standing out there in this god-awful heat all the time, my God it’s miserable,” Quattro said. “That’s why I decided to plant (a tree) because it makes a difference.”

Quattro is now planning to plant five more trees to develop a larger shade canopy for riders.

This is one of the ways that trees show up at bus stops in Houston — community members stepping up to address the problem. METRO, the public transit agency in Houston, is not systematically planting trees along its transit lines and more than 9,000 bus stops, according to interviews with officials.

[A pilot study](#), conducted by Houston Public Media, shows that tree shade is an effective and consistent form of cooling for transit riders. After taking temperatures at 21 bus stops in July and August, we found that bus shelters inconsistently provided protection against the heat:

- They often reached temperatures that pose an “extreme threat” of heat illness.
- In some cases, bus shelters were hotter than standing in direct sunlight.

Tree shade on the other hand was on average twice as cool as bus shelter shade, and tree shade never made the heat worse.

“I really think that the tree part is very, very important, especially in an urban city like Houston,” said Matt Lanza, a meteorologist at Space City Weather. “You’ve just taken extreme heat and made it more tolerable. That’s a very big deal.”

Climate change is exacerbating the impact of extreme heat on bus riders. Trees are increasingly being looked at by cities as a way to mitigate heat. Cities like Tempe, Arizona and Brisbane, Australia have programs dedicated to planting trees at bus stops. Other cities like [Los Angeles](#) and [Miami](#) have pursued smaller-scaled solutions that increase the number of trees near bus stops.

The main way that METRO is trying to shade riders is through bus shelters. The agency is investing [millions of dollars](#) into new shelters and rolling out 2,000 over the next five years.



*On average, tree shade was twice as effective at cooling as bus shelters, according to temperature readings from the pilot study.*

The new designs are based on the most common shelter type in Houston, which has clear panels on three sides. These types of shelters are where we observed hotter temperatures inside than in direct sunlight.

We asked METRO whether they were aware of this greenhouse-like effect. In [a statement](#), Spokesperson Tracy Jackson didn't acknowledge the findings of our study. She wrote:

"Without independent verification that your findings are accurate, it wouldn't be prudent to comment on the temperature readings you provided in an email. Because we don't know what kind of device was used to measure the climate inside a shelter or any of the other variables that could impact the readings, your methodology and spreadsheet would not bear any significance."

Urban Planner Bonnie Richardson said it's common knowledge in the architecture world that clear panels on three sides creates this greenhouse-like effect.

"It's pretty well known by people who design bus shelters," said Richardson, who works in the transportation department for the City of Tempe. "If you have heat, those become an oven when the sun is shining on any kind of glass or transparent-type solid enclosure. You're cooking people in there."

METRO says the new shelters cost around \$22,000 each. Planting a tree costs around \$400. This estimate includes buying and planting a 15-gallon tree, as well as watering it for two years and pruning it for 10 years, according to Trees for Houston.

We reached out to METRO to ask if the agency would support an effort to plant trees near bus stops and on major transit streets. METRO failed to respond to this email before our deadline.

In a previous interview, agency officials said METRO doesn't often plant trees because they can damage the concrete and sidewalks.

“I don’t know that we have planted trees on our local route corridors,” said Kenneth Brown, METRO’s Director of Service Enhancements. “We usually try to avoid them as much as possible because they can have an impact on the (bus) pad.”

Officials pointed to METRO’s [Urban Design Manual](#), which includes recommendations for planting street trees near bus stops when executing new projects. However, Metro officials gave no details about specific plans in place and emphasized that the Urban Design Division is in its “infancy.”

Press Officer Tracy Jackson said the agency is “looking at all opportunities to provide a better walk, a better stop and a better ride” to customers.

Planting trees near bus stops is something that cities across the world are looking into. Since [launching a program](#) in 2021, Brisbane, Australia has planted more than 1,200 trees next to roughly 550 bus stops.

“Providing tree shade is actually better than a bus shelter in some ways because it cools the surrounding area,” said Bonnie Richardson with the city of Tempe, Arizona.

Tempe has pledged to have a tree or a different form of shade at every bus stop in their system.

“We are at a stage where we really need to have every possible implementation in place to cool the environment around a bus stop,” said Richardson.

#### A tree planting initiative

Carrying out a countywide tree planting initiative at bus stops and key transit streets is possible, according to urban planners and tree experts. The biggest challenges are finding space for trees, getting funding, and overcoming bureaucracy.

The first step is to make a map identifying all the bus stops with enough nearby space to support a tree.

“That would be pretty easy to do,” said Mac Martin, an urban forester with Texas A&M Forest Service. “We’re foresters not rocket scientists,” he said.

Martin and a team of five people [did an inventory](#) of potential tree-planting spaces in Gulfton this March. It took them about half a day.

He said his team would train anybody – city workers, community groups, volunteers – who want to do this work. Ultimately it comes down to using a tape measure and writing down how big the public right of way is. A tree needs around 3 to 5 feet of planting space. There also can’t be utility lines overhead.

Once a map is made of where trees can be planted, the next step is to get funding for the trees. After reading our investigation, Barry Ward with the non-profit Trees for Houston said it’s an initiative he would be willing to fund.

“I will pay for every one. I will put a tree at no cost to the city or METRO at every bus stop in the city of Houston,” he said. “Doesn’t mean it would be easy. Doesn’t mean I could do it overnight.”

However, the next step, which Ward argues is the most difficult one, is getting public officials all on the same page working towards a shared goal.

“It’s gonna take a certain amount of will,” he said. “There just has to be the bureaucratic willpower to say, ‘how do we make this work’? Instead of saying, ‘no, that’s too hard.’ It really is that simple.”

This type of initiative would require buy-in and coordination between METRO and the city of Houston.

Houston Parks and Recreation indicated that it would support a tree inventory and planting initiative, after we shared the temperature readings from the pilot study. This city department is responsible for granting permits for any tree planted on public property, such as bus stops.

“We would need additional staff to perform the inventory ourselves, but if METRO has an opportunity to inventory potential planting spaces, the Parks & Recreation Department will provide as much support as we can,” Jeremy Burkes, the City Forester, wrote in an email.

Burkes implied that METRO would need to take the lead.

Other departments like Public Works, The Planning Department and the Mayor’s Office of Sustainability and Resilience may need to step in as partners too.

This wouldn’t be the first time that METRO and the city have worked on a big project together, said Christof Spieler, a transportation expert and former METRO board member. He pointed to a [recent program](#) to make all bus stops compliant with federal disability standards as an example of successful coordination.

“The fact that METRO has been able to make so many stops accessible in a relatively quick period of time was only possible because the City played a big role in streamlining that process,” Spieler said.

He said agencies failing to collaborate and address the issue of heat means riders will continue to suffer.

“Ultimately, riders shouldn’t have to care about that,” Spieler said. “It’s not fair to say it’s too much work to have them work with each other. That’s utterly irrational. They all ought to get their act together and work together.”

Millions and millions of trees

The City of Houston already has a massive tree planting initiative underway, as part of [its plans](#) to address climate change. In 2020, officials set the goal of planting 4.6 million trees in the next decade, as a way to offset carbon emissions and cool the neighborhoods most affected by heat.

[A city-wide heat mapping](#) in 2020 study found that Gulfton, in Southwest Houston, [was the hottest neighborhood](#) by up to 17 degrees. Temperatures were the highest in neighborhoods with more concrete and fewer trees.

A big motivation behind this city-led tree goal is to reduce these heat inequities, also known as the urban heat island effect. The city is [1.5 million trees into the goal](#), which includes trees planted by outside organizations and government partners. These trees have largely been planted in parks, bayous and medians, according to interviews with partner organizations and [a records request](#) from the Parks & Recreation Department.



However, these trees are sorely needed on sidewalks, major transit streets and bus stops — areas where pedestrians are walking or transit riders are waiting.

The mayor's office is coordinating the tree planting, but three years into the goal and there's still no heat strategy. Only this year did the city [launch an online tool](#) to track where trees are planted.

Priya Zachariah, the Chief Resilience and Sustainability Officer, said developing a strategy around where to plant trees is the next step.

"We're in the process of doing that outreach and education to all of our partners to have those conversations on where does it make sense when you're thinking about heat impacts and heat islands," she said.

Deborah January-Bevers with Houston Wilderness, one of the major planting partners, said she isn't aware of these conversations happening yet.

"I don't know anyone that's trying to facilitate a Harris County region-wide urban heat plan," she said.

For a mass tree planting initiative to be an effective tool to reduce heat, it needs the right strategy and resources behind it, according to Brian Stone, an urban climate researcher at Georgia Tech. When it comes to a goal of this magnitude, he said officials need to think of trees as crucial city infrastructure.

"It's like a storm sewer system, and if you don't treat it and fund it like a storm sewer system, you're not serious about it," Stone said. "I hope Houston is serious about it."

#### Making space for trees

Even if METRO and the city do work together to plant trees, there are other barriers to shading riders. A sizable number of bus stops don't have enough space to accommodate trees or bus shelters.

About a third of stops are next to stormwater ditches, according to METRO. On top of that, there are often competing utility lines both overhead and underground, and frequently, the public right of way isn't big enough to plant a tree.

There always is the possibility of expanding the public right of way to make more room for trees and pedestrians. Several experts said there's an opportunity to do that when streets are repaved or redevelopment occurs.

"We can make streets narrower, not even less (car) lanes, but narrower lanes, and by doing that you can make some spaces for trees," said Donna Kacmar, an architect and professor at the University of Houston. "You think that the built environment is fixed, but it is evolving and changing."

Former METRO Board Member Christof Spieler agreed that making less room for cars, which can be [a controversial issue](#), means more shade is possible.

"If you put the curb six feet from the property line, you will never have good shade in that space," said Spieler. "If you have a 15-foot sidewalk, now you've got room for a whole row of

street trees and you've got plenty of room for your bus shelter. That's what we ought to be designing streets for."

City officials have also been working on initiatives to make Houston more walkable.

"We need to make sure that transit riders have, in addition to shade, good ways to get to and from the bus stop itself," said City Council Member Sallie Alcorn.

[Two new ordinances](#) – the Walkable Places Ordinance and Transit Oriented Development – require that some new projects and redevelopments include larger sidewalks and a bigger buffer where trees can go.

### **Building a better bus shelter**



*Cities around the world are updating their bus shelters to better protect riders from heat as climate change is warming the planet. This shelter in Tempe, Arizona has vines growing on an open screen to allow air flow and transpiration to cool the shelter. Courtesy of Tempe*

With plans to roll out thousands of shelters in the coming years, METRO has an opportunity to rethink its bus shelter design with a focus on shade.

Tempe, Arizona [has redesigned](#) its bus shelter with heat as the number one priority.

"Designing bus shelters has been one of the hardest things I've ever had to do," said Bonnie Richardson, who is heading the redesign.

Unlike METRO shelters in Houston, this design did undergo heat tests that ensured the structures were helping cool riders.

The design is notable for its ability to provide shade regardless of the angle of the sun and the time of day. The new bus shelters will have seating on all sides, providing somewhere shaded to sit at all times.

Beyond trees and bus shelters, other solutions are being piloted in cities across the world.

Several municipalities, including Tempe, are testing out a film developed by 3M that penetrates the ozone layer and reflects heat into deep space. [Bangkok](#) and [Miami](#) have launched air-conditioned bus stops at key transit hubs. METRO in Houston has also developed a prototype for a shelter with a solar-powered fan.

Riders will be increasingly affected by extreme heat as climate change makes longer heatwaves and hotter temperatures the new normal in Houston.

“I think (heat) has become such a serious challenge during climate change,” Richardson said. “As we see the foreseeable future presenting more and more problems, the cost of not preparing is big as well.”

## NORTHAVEN TRAIL BRIDGE IN NORTH DALLAS SET FOR OCTOBER OPENING

By Cecilia Lenzen

The Northaven Trail Bridge, a pedestrian bridge meant to improve mobility options in north Dallas by connecting Northaven Trail over North Central Expressway, is set to open for use in October.

### The overview

The overpass will join the Northaven Trail on the west side of North Central Expressway to the Cottonwood Creek and White Rock Creek trails on the east side. It will provide an arched 201-foot-long bridge across the highway for pedestrians and cyclists, according to the Texas Department of Transportation's [website](#).

Construction on the project began in June 2021, and the bridge itself was constructed last spring, TxDOT spokesperson Tony Hartzel said. The project construction company, Ragle Construction Inc., assembled the bridge behind the Conn's Home Plus store at the northeast corner of North Central Expressway and Royal Lane.

The bridge was [installed](#) over the freeway during the weekend of Sept. 9-10. As of late September, TxDOT workers have been completing adjustments, such as securing safety cables and paving the areas that connect to the trails.

"We're still working on the finishing touches to connect the trail and to finish the remaining portions of the bridge over the frontage roads," Hartzel said in late September. "We expect to have all that completed by the end of October."

### The cost

The project's budget is \$9.3 million, with the majority of funding coming from Dallas County, the city of Dallas and the North Central Texas Council of Governments, Hartzel said.

### Who's it for

Hartzel said the project will provide a "gateway and centerpiece" for the north Dallas area while providing a focal point for pedestrians and cyclists. It's meant to improve recreational opportunities in the area while also reducing barriers to transportation options.

Currently, those looking to cross North Central Expressway on bike or foot have to veer north from Northaven Trail to a trail that goes underneath the highway, which can be challenging, Hartzel said. The pedestrian bridge is expected to fix that problem.

"This is a much better option for those bicyclists and pedestrians," he said. "They've been looking for this for a long time, and we're really excited to get this completed."

**Stay tuned**

Hartzel said an exact opening date for the project has not been set. [Friends of the Northaven Trail](#), a nonprofit organization dedicated to the trail's maintenance and support, is expected to host a ribbon-cutting ceremony.

## **FTA AND FHWA HOST A PEER EXCHANGE ON INTEGRATING ASSET MANAGEMENT INTO THE TRANSPORTATION PLANNING PROCESS**

The Federal Transit Administration sent this bulletin at 09/26/2023 02:06 PM EDT

The Federal Highway Administration (FHWA) and FTA are hosting two virtual peer exchanges focused on integrating asset management into planning and programming as part of a research study on this topic.

These exchanges will provide an opportunity for State DOTs, MPOs, and transit agencies interested in strengthening the relationship between asset management and their planning and programming practices to share and discuss their practices and challenges with peer agencies.

The first exchange, which will be held in October 23-24, will focus on the integration of transit asset management. The event will include presentations from Washington DOT, Washoe County RPC, Southeastern Pennsylvania Transportation Agency (SEPTA), Atlanta Regional Commission, and the North Central Texas Council of Governments.

The second exchange, to be held November 1-2, will focus on highway asset management integration. Participants will hear from West Virginia DOT, Iowa DOT, Southeast Michigan Council of Governments, Colorado DOT, Delaware DOT, and the Delaware Valley Regional Planning Commission. With space limited, we encourage State DOTs, MPOs and transit agencies interested in playing an active role in discussions and able to attend both days to register now. Please limit registrations from your agency to two people.

Summaries of the exchanges will be available following the events. Next winter, we will host a national webinar covering integrating asset management into planning and programming.

### **Links:**

[October peer exchange](#)

[November peer exchange](#)

## **OFFICIALS PREPARE FOR PROJECTED GROWTH IN ROCKWALL, KAUFMAN COUNTIES**

By Alan Scaia

The North Central Texas Council of Governments has a meeting Tuesday evening on preparation for additional population growth in the eastern part of the Dallas-Fort Worth metroplex. The NCTCOG said Rockwall County's population is expected to grow 82% and Kaufman County will grow 81% by 2045.

[\[PODCAST: When will construction be done on Interstate 35?\]](#)

NCTCOG is holding a meeting on the future of transportation at 6 p.m. Tuesday at the Mesquite Arts Center.

People can participate [in a survey here](#). They can also give their opinions on future transit needs.

NCTCOG is looking to create a transportation plan for Kaufman and Rockwall Counties, which are not currently served by DART. At the meeting, the organization says it hopes to "better understand travel patterns in the study area."

"This public meeting will serve as a chance for those who live, work, and frequently travel through or within this area to make their voices heard," NCTCOG wrote in an email.

Details about the meeting and study are available [here](#).



## ARLINGTON, REGIONAL OFFICIALS CONSIDER LOCAL FUNDS TO PAY FOR WORLD CUP IMPROVEMENTS

By Sandra Sadek

The Mexico fans from Tyler have made the trip to Arlington seven times to support their team. And Sanchez plans to keep it up here, in Houston and Mexico City, traveling as needed to watch one of the largest sporting events in the world: the 2026 FIFA World Cup.

While the journey from Tyler to Arlington and to the stadium itself was fairly easy, she did note more signage in other languages — including Spanish — could be helpful for visitors as would be increased transportation options and better communication across the entertainment district.

“That would be very helpful for a lot of people,” Sanchez said.

The fast-moving timeline for North Texas to make improvements in and around Arlington’s Entertainment District before the start of the 2026 World Cup is forcing officials to seek immediate funding.

The North Central Texas Council of Governments, a regional planning organization, and the city of Arlington are exploring temporarily redirecting \$17.5 million in bond funding from a Randol Mill Road widening project slated to start in late 2024 toward improvements of streets, sidewalks and signage around AT&T Stadium.

The city would make temporary improvements to the stretch of road between Cooper and Collins Streets before 2026, and NCTCOG would work with the city to secure federal funding for the Randol Mill Road project instead.

The funding exchange would clear the way for improvements around the stadium without federal funding — a process that could take longer than the cities have allotted to gear up for the international event, Keith Brooks, Arlington’s public works director, said.

If approved by NCTCOG and the city, Randol Mill could be repaved with asphalt before the World Cup, while construction, as laid out in the bond, would occur after the event.

“We would kind of have a mess out there, and that’s not something we wanted to present to the world. ... The World Cup came along and it’s like, ‘OK, we need to kind of rethink how we implement this project,’” Brooks said.

The [Regional Transportation Committee](#) will likely vote on the proposal Oct. 12, according to Brian Wilson, communications supervisor for the council’s transportation department.

### A four-phased approach to ‘Jerry World’ improvements

The North Central Texas Council of Governments has laid out four phases for improvements to the entertainment district. The first phase already was awarded nearly [\\$2 billion for sidewalks, trees and amphitheater space](#) relating to the National Medal of Honor Museum.

Improvements related to the [2024 MLB All-Star Game](#) and the [2026 FIFA World Cup](#) comprise phases two and three.

Karla Windsor, senior program manager for sustainable development with the council of governments, said some improvements necessary for the All-Star Game will be prioritized, but all \$17.5 million in improvements in the district will be completed by 2026 – in time for the World Cup.

“The city (of Arlington) then will be the implementer of these items so they will start sort of dividing and conquering,” she said. “Not all of the improvements will be in by the All-Star Game next year, but a handful of them are critical to it, and those are probably the ones who’ll get started with first.”

The council is expected to use the \$17.5 million exchanged with the city of Arlington to address operations, transit, streetscapes and safety needs ahead of both major events. The \$17.5 million for improvements in the entertainment district includes:

- \$6 million to add dynamic message sign boards, improve software and enhance traffic signals;
- \$3 million to improve the TRE Centerpoint Station, create bus staging sites and other transit enhancements; and
- \$8 million to improve sidewalks, lighting and crosswalks near the stadium as well as add wayfinding signage.

Under the proposal, NCTCOG would receive an additional \$750,000 for signs around the stadium from the Texas Department of Transportation.

Windsor described transit enhancements as anything from pickup and drop-off zones at the TRE Station and additional bus capacity from the station to the entertainment district to training for additional drivers.

“That will be flushed out in the near future, but it’s just creating more efficient transit points between the different locations to get to the stadium,” she said.

Those infrastructure needs were identified by the council of governments’ [three subcommittees formed ahead of the global event](#).

The council of governments considers planning beyond 2026 “phase four.”

Currently, the closest transit station to Arlington’s Entertainment District is about 8 miles away by car. For Houston resident and soccer fan Giann Leandri, having a transit option similar to the trains in his home country of Australia would allow spectators to safely attend games.

“You don’t have to drive in. You don’t have to worry about having a skipper or someone who’s staying sober or something like that. It just makes it so much easier,” he said while in Arlington to watch his team play in the friendly.

Others remain satisfied with what is already available around AT&T Stadium.

Edith and Princeton Herron parked a mile up the road at Copeland Parking to attend the Mexico versus Australia game Sept. 9. They paid \$40 to park — a discounted rate — and have quick highway access. It’s cheaper than a round trip using rideshare companies like Uber, which can be exorbitantly more expensive after events.

All things considered, the experience was smooth, Princeton Herron said.

"I honestly think everything's great. Jerry's done a pretty good job at Jerry World," he said of Dallas Cowboys owner Jerry Jones.

### **Interim Randol Mill maintenance**

While the city of Arlington waits to see whether it will be awarded the grant to widen Randol Mill Road, interim maintenance will continue. That includes smoothing out rough spots.

"It's not necessarily the full project – just (enough) to make sure that we have a nice roadway to present for the World Cup. Then we would take the actual bond project that would now be federalized and start it after the World Cup," Brooks said.

The swap of funds will not need to go before voters. All that is needed is an authorization between the city of Arlington and the council of governments to exchange the money, Brooks said.

This exchange gives Arlington twice as much money to get improvements around the city completed, Windsor said.

"At the end of the day, instead of just having \$17.5 million, the city has that times two that will be invested," Windsor said.

Construction on Randol Mill Road – which received [\\$17 million](#) from a 2021 county bond package and \$35 million from a [2023 city bond package](#) – was slated to begin in 2024 and would likely have been still underway during the World Cup, Brooks said.

In exchange, NCTCOG will provide Arlington with \$3.8 million from regional toll revenue funds for Randol Mill Road's temporary improvements. The council will also direct \$17.5 million in Surface Transportation Block Grant Funds, if awarded, to the city and match it with Regional Transportation Credits, to fund the proposed widening as voted on in the 2023 bond package.

"Our understanding was (NCTCOG) felt very, very certain that they would be able to get this. And so that's why we were looking at the potential of moving forward with this type of situation," Brooks said.

## **NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS CALLS FOR PARTICIPATION IN EPA GRANT PROPOSAL**

By Staff

The North Central Texas Council of Governments (NCTCOG) plans to submit a proposal for funding to reduce its carbon footprint. The group is conducting a call for partners to identify specific activities and seek projects to be part of the NCTCOG grant proposal.

The goal of the [Diesel Emissions Reduction Act](#) (DERA) is to reduce pollution caused by diesel engines, according to the Department of Energy. This act includes regulations for clean diesel engines and programs for existing diesel fleets. DERA also includes grant and funding opportunities, up to an [estimated \\$115 million](#) in total, for businesses to begin reducing their emissions as quickly as possible.

The proposal will aid in projects that reduce emissions for fleets currently using diesel vehicles or equipment in airports, terminals, distribution centers, or rail yards, which the EPA identified as focus areas, and the projects must address activities associated with goods movement.

According to the United States Environmental Protection Agency, activities for grant funding include “the replacement or retrofit of existing diesel engines, vehicles, and equipment with EPA and California Air Resources Board-certified configurations and verified retrofit and idle reduction technologies.”

Sources eligible for grant funding include:

- Class 5-Class 8 highway vehicles
- Non-road engines, vehicles, or equipment used in construction, mining, agriculture, handling of cargo (such as ports or airports), or energy production
- School buses
- [SmartWay](#)-verified idle reduction technology for highway vehicles
- Locomotive engines

Companies interested in partnering with NCTCOG in the proposal must operate diesel vehicles, equipment, or engines in the 10-county NCTCOG nonattainment region (Rockwell, Ellis, Denton, Kaufman, Tarrant, Parker, Johnson, Wise, Collin, and Dallas counties) and/or within the counties identified as areas of air toxics concern, which, [according to the EPA](#), are air pollutants that cause or may cause cancer or other serious health defects.

To be included in the proposal, partners must submit a letter of commitment for grant-required matching funds that range from 0 to 75% of total project cost, depending on individual projects submitted. Additional requirements and information can be found on [NCTCOG's website](#).

## STATE OF DOWNTOWN: HOMELESSNESS GOAL, AFFORDABLE HOUSING, OFFICE SPACE KEY TOPICS AT EVENT

City Manager T.C. Broadnax said the city's proposed \$1 billion bond package could help add more affordable housing to Dallas' pipeline.

By Everton Bailey, Jr.

A [two-year Dallas area effort to help 2,700 homeless people into apartments by the end of September](#) may fall just short of its goal but should still be deemed a success, a top local housing advocate said Thursday.

Peter Brodsky, board chair of homeless service provider nonprofit [Housing Forward](#), said during the annual State of Downtown event that the Dallas R.E.A.L. Time Rapid Rehousing program has helped more than 2,600 people into homes since October 2021.

"So I'm going to round up and say we hit our mark," Brodsky said, while sitting alongside Dallas City Manager T.C. Broadnax and real estate developer Lucy Burns for a panel discussion moderated by the president and publisher of *The Dallas Morning News*, Grant Moise. "I think it went well. One year after being housed, well over 95% of the people that we housed are still housed. So it is providing solutions for people."

Brodsky's assessment of the \$72 million initiative comes [one month after city officials acknowledged to \*The News\* that homelessness remains a widespread issue](#) despite the efforts.

The [program's online dashboard](#) said as of Thursday morning that 2,639 people have been housed, while Brodsky told the crowd gathered in downtown Dallas' Moody Performance Hall that he believed the latest number was closer to 2,658. Thursday's event was hosted by nonprofit [Downtown Dallas Inc.](#)

Housing Forward oversees the Rapid Rehousing program, which has \$25 million in funding each from Dallas and Dallas County via federal coronavirus relief money and at least \$10 million in private money.

Related: [Dallas' homeless housing program hits halfway goal despite tough market, discrimination](#)

More than 700 people experiencing homelessness in Dallas and Collin counties are enrolled in the program and still waiting for an apartment, according to data from the program's online dashboard. City and Housing Forward officials have said there are plans to continue the program and revise its goal to [get 6,000 people into homes by 2025](#).

Brodsky, who is also a developer, mentioned the Dallas area has been getting more federal grant money now than in recent years to help address homelessness because of the work that is being done. He pointed to the U.S. Department of Housing and Urban Development giving [a three-year, \\$22.8 million grant in February](#) and a [separate \\$9 million grant announced last week](#) to help people without stable shelter in Dallas and Collin counties.

Brodsky, Broadnax and Burns said they believed boosting the amount of housing in the city was important. Burns noted many older downtown Dallas buildings and [tons of square feet of office space are slated to be converted to housing](#).

The latest deal happened Wednesday when the Dallas City Council approved the city providing [up to \\$41 million in economic incentives to turn the vacant historic Cabana Hotel on the edge of downtown into an 160-unit apartment complex](#). About 40% of the units are planned to be affordable rental units and the rest offered at market rate.

Burns suggested redevelopment as one way to help revitalize downtown Dallas.

“A lot of the office (space) that exists there today is just old and becoming more and more irrelevant,” she said. Burns also said she believes downtown needs to add new office space to continue to attract businesses to the city, particularly ones relocating from other parts of the country.

Broadnax said the city’s [proposed \\$1 billion bond package](#) could help with adding more affordable housing to Dallas’ pipeline, as well as preserving the homes of longtime residents. But he said he believed the focus should be outside of downtown.

“The next big wave of investment and redevelopment in my mind and in everybody’s eyes is really South Dallas,” the city manager said. “And so we’ve got to find ways to both enhance and deal with our infrastructure issues there, as well as preserve housing and rehabilitation efforts to make sure that people that live in the southern part of our city are not moved out just because progress is finally coming.”



North Central Texas  
Council of Governments

**PRESS RELEASE**

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**EPA Grant Program Could Provide Funding to Help DFW Air Quality**

NCTCOG working with local governments to develop plan to reduce greenhouse gases

**Sept. 11, 2023** (Arlington, TEXAS) – Air quality is an ongoing issue in North Texas, where 10 counties are currently in nonattainment for ground-level ozone. The North Central Texas Council of Governments (NCTCOG) manages several programs that empower the public and private sectors, along with individuals, to play an active role in improving ozone levels and overall air quality in the region.

To continue efforts to improve air quality and reduce greenhouse gases and other harmful air pollutants, including ozone precursors and particulate matter, NCTCOG has been awarded a grant through the Environmental Protection Agency's (EPA) Climate Pollution Reduction Grants (CPRG) program.

The CPRG program has two phases. The first phase, the CPRG planning grants, provides funding to develop regional plans to improve air quality. The Dallas-Fort Worth area has received \$1 million from the CPRG planning grants. With help from local partners, NCTCOG is leading the development of the Dallas-Fort Worth Air Quality Improvement Plan (DFW AQIP). The DFW AQIP is a comprehensive plan to improve air quality, enhance sustainability, prevent and mitigate effects from climate change, and promote equity.

The measures in the DFW AQIP could be implemented in the CPRG Phase 2, which provides \$4.6 billion in funding to implement regional plans developed under CPRG planning grants. Local governments interested in applying for the \$4.6 billion in funding from Phase 2 of the CPRG program are encouraged to participate in the development of the DFW AQIP to ensure projects of interest to their communities are included and made eligible for Phase 2 funding.

"We appreciate our valued local partners for their longstanding commitment to cleaner air and look forward to working with them on this new partnership with the EPA" Air Quality Management and Operations Senior Manager Chris Klaus said. "With their cooperation and the input of the public, we are confident we can develop a meaningful multipollutant plan and implement its principles to protect the health of the region for generations."

To learn more about the CPRG program, attend an upcoming meeting and stay updated about NCTCOG's efforts, visit [www.publicinput.com/nctcog-cprg](http://www.publicinput.com/nctcog-cprg). NCTCOG plans to host public meetings throughout the region beginning this fall.

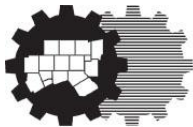


**About the North Central Texas Council of Governments:**

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Council of Governments

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## **Public Meeting Provides Chance to Contribute Feedback on Transit Needs in Eastern Dallas, Kaufman and Rockwall Counties**

Residents, commuters, employers invited to attend Sept. 26 meeting,  
participate in online survey

**Sept. 21, 2023** (ARLINGTON, Texas) – The effort to develop a comprehensive public transportation plan for eastern Dallas, Kaufman and Rockwall counties is moving forward. The North Central Texas Council of Governments wants to hear from those who live and work in the area about how transit may enhance their transportation experience. Residents and other stakeholders have two opportunities to provide feedback: a public meeting and a survey.

The public meeting will take place at 6 p.m. Tuesday, Sept. 26 at the Mesquite Arts Center. This meeting will include a brief presentation followed by an interactive mapping activity to help planners better understand travel patterns in the study area. The meeting will also allow attendees to voice their opinions about the study area's transit needs.

To participate in the survey visit [www.publicinput.com/edkrsurvey](http://www.publicinput.com/edkrsurvey). Feedback is currently being accepted, and submissions are due Oct. 13.

The Eastern Dallas, Kaufman and Rockwall Counties Transit Study aims to develop a comprehensive public transportation plan for cities in eastern Dallas County that are not members of Dallas Area Rapid Transit. The study will also look at additional transportation choices to complement the existing STAR Transit system in Kaufman and Rockwall Counties. Additionally, the study will identify transit options, funding and implementation strategies, and potential community impacts. A transit vision will develop goals and objectives to guide the planning process, recommendations, and implementation.

Population and employment are projected to grow substantially by 2045 in each of the counties involved in this study. According to NCTCOG's long-term forecast, Rockwall (82%) and Kaufman (81%) counties will lead the region in growth by percentage through 2045.

This public meeting will serve as a chance for those who live, work, and frequently travel through or within this area to make their voices heard.

To learn more about the project visit, [www.publicinput.com/nctcogEDKR](http://www.publicinput.com/nctcogEDKR).

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

Public Meeting Details
6 p.m. Tuesday, Sept. 26 Mesquite Arts Center 1527 N. Galloway Ave. Mesquite, TX 75149

**About the North Central Texas Council of Governments:**

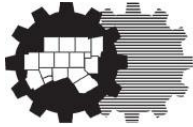
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**About the Regional Transportation Council:**

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at [www.nctcog.org](http://www.nctcog.org).

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## **NCTCOG Meeting Provides Public a Chance to Address Transportation Needs in Fair Park Area**

Residents' participation encouraged to help shape historic area's future

**Sept. 18, 2023** (Arlington, TEXAS) – The North Central Texas Council of Governments (NCTCOG) is hosting a public meeting at 6 p.m. Thursday, Sept. 21 at the South Dallas Cultural Center, 3400 S. Fitzhugh Ave., to discuss the future of transportation in the Fair Park area.

In collaboration with local community partners NCTCOG has been evaluating the transportation issues facing the historic area. The scheduled public meeting is a chance for residents to learn and comment about the potential solutions being considered for the area.

Stakeholders, including the City of Dallas and the Texas Department of Transportation, have met and shared their thoughts about transportation improvements that could help improve mobility during large-scale events and throughout the year. Now, it is the public's turn to share thoughts about what transportation enhancements could benefit the area.

This study of multimodal transportation links connecting downtown Dallas through Deep Ellum to Fair Park will consider how these areas are linked while examining potential new designs for Interstate Highways 30 and 345.

The Fair Park area is a historic part of Dallas known for hosting the State Fair of Texas each fall and other iconic events such as the Red River Rivalry game between the University of Texas and University of Oklahoma in the Cotton Bowl. But Fair Park is busy throughout the year, hosting concerts, theatrical performances and other events. Improvements to the localized transportation system and infrastructure will enhance access to events while boosting transportation reliability throughout the year.

Sign up for updates, learn more about the project and share your opinions about what improvements are needed at [www.publicinput.com/fairparklinks](http://www.publicinput.com/fairparklinks). For special accommodations due to a disability or for language interpretation, contact Amanda Wilson at 817-695-9284 or [awilson@nctcog.org](mailto:awilson@nctcog.org).

<b>Public Meeting Details</b>
6 p.m. Thursday, Sept. 21, 2023 South Dallas Cultural Center 3400 S. Fitzhugh Ave. Dallas, TX 75210

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## **PRESS RELEASE**

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# **TEXpress Lanes Offer Better Reliability, Peak-Period Discounts on Some DFW Roadways**

TEXpress drivers who sign up through GoCarma smartphone app can receive a 50% discount when carpooling during peak hours

**Sept. 20, 2023** (Arlington, Texas) – School is back in session across the Dallas-Fort Worth area and families are adjusting to their fall schedules. As parents take their kids to school, sports practices or make their way home to attend an after-school function, they may have options for reaching their destinations faster.

The TEXpress Managed Lane System offers drivers more reliability in some of the most congested corridors throughout the region.

The system was established to enable users of some of the region's most highly traveled roadways to bypass congestion. In corridors such as the North Tarrant Express (Interstate Highway 35W/State Highway 183/121) and LBJ Express (IH 35E and 635), drivers can either choose to pay a variable toll for the ability to travel at least 50 mph on the TEXpress Lanes, or they can use the general-purpose lanes for no additional charge.

Motorists who share a ride during the morning and afternoon peak periods can even save 50% on their tolls. The Regional Transportation Council established policies that provide a toll discount for High Occupancy Vehicles on TEXpress Lanes during weekday peak periods (6:30-9:00 a.m. and 3:00-6:30 p.m.)

The discount is implemented through the GoCarma smartphone app. To receive the HOV discount on the region's TEXpress Lanes, simply install the app on your phone once. Once the app is installed, you are ready to start receiving the discount. You do not need to open it again.

If at least two people in the car have the GoCarma app, you will be eligible for the HOV 50% toll discount. (An optional non-trackable, Bluetooth occupant pass is available for people without smartphones.)

To date, the GoCarma app has been used by more than 65,000 daily commuters in Dallas-Fort Worth and verified more than 1.9 million HOV transactions. From 2021-22, the number of North Texans who downloaded the app increased 18%.

GoCarma is available for FREE in the App Store and on Google Play. For more information, visit [www.gocarma.com/dfw](http://www.gocarma.com/dfw).

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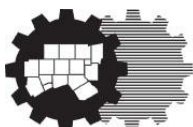
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## **Celebrate National Drive Electric Week Oct. 1 in Fort Worth**

Come learn about and test drive EVs in a fun, low-pressure environment

**Sept. 25, 2023** (Arlington, TEXAS) -- If you have ever wanted to know what it feels like to get behind the wheel of an electric vehicle, your chance to drive one – or several – is fast approaching.

The Dallas-Fort Worth Clean Cities Coalition (DFWCC) will host the region's annual celebration of National Drive Electric Week (NDEW) beginning at 2 pm. Sunday, Oct. 1 at the Tanger Outlets in Fort Worth.

The outdoor mall has plenty of parking and will offer attendees ample space to experience various makes, models, and price points of electric vehicles. Additionally, the NDEW celebration will offer "ride and drive" opportunities for those who want to take one of these vehicles for a spin.

The region's National Drive Electric Week event, which is returning to Tarrant County after being held at Dallas City Hall last year, is one of hundreds taking place across the nation during the nationwide celebration, which began Sept 22. The purpose of these events is to inform, educate and normalize the use of electric vehicles.

Enjoy food, play games, and engage with community members and industry professionals involved with sustainability, electric vehicles, and more to get important questions answered in a low-stress environment. Owners of electric vehicles are encouraged to register to display their vehicles and speak with community members about their experience owning and operating an electric vehicle.

Electric vehicles continue to grow in popularity throughout North Texas, as the region is now home to more than 80,000 EVs, according to DFWCC's electric vehicle registration data, available at [www.dfwcleancities.org/evsinnorthtexas](http://www.dfwcleancities.org/evsinnorthtexas). Efforts are underway to add more charging stations throughout Texas to support electric vehicle adoption and enable their travel across the state. The Texas Department of Transportation has received \$408 million in funding from the National Electric Vehicle Infrastructure Program to implement the Texas EV Charging Plan, which will build charging stations across the state. For more information on the Texas EV Charging Plan, go to [https://txdot.mysocialpinpoint.com/tx\\_ev\\_plan](https://txdot.mysocialpinpoint.com/tx_ev_plan).

To learn more about the Dallas-Fort Worth National Drive Electric Week, EVs in the region, and to register visit, [www.driveelectricdfw.org](http://www.driveelectricdfw.org). Space will be limited for those interested in displaying their vehicles, so make sure to sign up if you want to be part of the festivities.

Event Details
2-5 pm Sunday, Oct. 1 Tanger Outlets 15853 North Freeway Fort Worth, TX 76177

**About the North Central Texas Council of Governments:**

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 19 school districts, and 27 special districts. For more information on the NCTCOG Transportation Department, visit [www.nctcog.org/trans](http://www.nctcog.org/trans).

**About the Dallas-Fort Worth Clean Cities Coalition:**

In 1995, the Dallas-Fort Worth (DFW) Clean Cities became one of the first Clean Cities coalitions under the Energy Policy Act's provision for an organization that promotes the use of alternative fuels to lessen America's dependence on foreign sources of petroleum. Dallas-Fort Worth Clean Cities is a locally based, public/private partnership that seeks to advance energy security, protect environmental and public health, and stimulate economic development by promoting practices and decisions to reduce transportation energy impacts and improve air quality, primarily in the transportation sector.

###



North Central Texas  
Council of Governments

**MEDIA ADVISORY**  
Contact: Brian Wilson  
(817) 704-2511  
[bwilson@nctcog.org](mailto:bwilson@nctcog.org)

## **Celebrate Active Transportation Oct. 4 by Walking to School**

Almost 100 area schools plan to participate in annual event

**Sept. 27, 2023** (Arlington, TEXAS) – North Texans who drive through school zones on the way to work may see more foot traffic around campuses Oct. 4. That is when schools throughout the area will celebrate Walk to School Day. Approximately 100 schools across the region have registered to participate in this effort to persuade more students of the benefits of finding an active way to get to school.

The annual event, which began in 1997, highlights the benefits of students walking, bicycling and rolling to school. Active commutes to school can help students strengthen their friendships with one another, but there are also health benefits, including increased physical activity, better air quality and improved safety. Additionally, events can lead to lasting changes in host communities. In 2021, 65% of Walk to School Day event organizers nationally indicated that their event led to planned or completed policy or engineering enhancements. According to WalkBikeToSchool.org., almost 40% of organizers used their events to highlight the need for roadway safety improvements, according to the website.

Some students may live too far to walk to school. There are still opportunities for them to participate if they get creative. [WalkBikeToSchool.org](https://www.walkbiketoschool.org) offers a few examples, such as parking at a location near a school where students can meet and walk or roll together. They could also hold a parade and have students meet close to school and take a celebratory stroll to school. Involving others, such as local officials or even the band, could draw more attention.

Last year, elementary and middle schools from across the region participated, and the North Central Texas Council of Governments directly coordinated with 20 campuses to distribute promotional materials and host a bike raffle. Almost 1,000 entries were received for the four bikes raffled off.

This year, NCTCOG is coordinating with 24 campuses to help with their Walk to School Day events. There is still time to organize an event if your student attends a school that is not officially sponsoring an event. NCTCOG makes resources available to help plan events at [www.nctcog.org/saferoutestoschool](https://www.nctcog.org/saferoutestoschool), including steps on how to plan an event in seven days.

**About the North Central Texas Council of Governments:**

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# # #



September 2023

## FY 2023 MPO Federal Program Balances



	CMAQ	STP MM
FY23 Apportionment	\$190.1	\$440.4
Prior FY Apportionment Carryover	\$304.4	\$427.0
Total Apportionment	\$494.5	\$867.4
<b>Less Est. Obligations</b>	<b>(\$81.6)</b>	<b>(\$302.1)</b>
<b>Remaining Appn Balance</b>	<b>\$412.9</b>	<b>\$565.3</b>
Remaining as % of FY23 Appn	217%	128%

### CMAQ

- FY23 estimated obligations are currently
- Estimated carryover is approximately 2.17 years of apportionment

### STP MM

- STP MM swaps & MPO project lettings have increased obligations
- Estimated carryover is approximately 1.25 years of apportionment
- IJA increased annual apportionment levels by ~\$50M

Apportionment as 9/6/2023

September 2023

8

## FY 2023 MPO Allocation Utilization



### CMAQ

	FY23 Revised Allocation	FY23 Scheduled	Allocation Remaining	% Scheduled to Allocation
AAMPO	\$37.32	(\$4.37)	\$32.95	11.7%
El Paso MPO	\$16.27	(\$2.53)	\$13.74	15.6%
HGAC MPO	\$330.93	(\$61.01)	\$269.92	18.4%
NCTCOG MPO	\$132.06	(\$121.45)	\$10.60	92.3%
<b>Total</b>	<b>\$516.58</b>	<b>(\$189.36)</b>	<b>\$327.21</b>	<b>36.7%</b>

### STP MM

	FY23 Revised Allocation	FY23 Scheduled	Allocation Remaining	% Scheduled to Allocation
AAMPO	\$152.95	(\$25.16)	\$127.79	16.4%
CAMPO	\$125.08	(\$15.01)	\$110.07	12.0%
Corpus Christi MPO	\$24.77	\$0.01	\$24.78	0.0%
El Paso MPO	\$62.24	(\$20.45)	\$41.79	32.9%
HGAC	\$577.96	(\$158.41)	\$419.55	27.4%
KTUTS	\$24.75	(\$11.08)	\$13.67	44.8%
Laredo MPO	\$55.42	\$0.00	\$55.42	0.0%
Lubbock MPO	\$17.10	(\$21.62)	-\$4.52	126.4%
NCTCOG	\$227.07	(\$172.83)	\$54.24	76.1%
RGV MPO	\$109.44	\$0.58	\$110.02	-5.0%
<b>Total</b>	<b>\$1,376.78</b>	<b>(\$423.97)</b>	<b>\$952.81</b>	<b>30.8%</b>

- Allocations include federal plus state/local match
- Revised Allocations include prior fiscal year carryover
- Cat 7 allocations are higher than STP MM apportionments due to timing of STP MM swaps
- Negative % are due to credits from PE/ROW and Federal Adjustments

Allocation as of 9/6/2023

September 2023

9

## Summary of Proposed TAC Revisions



- **Objective:** Help optimize the use of federal funds.
- **Proposed Revisions to:**
  - Unified Transportation Program (UTP) funding categories 2 and 5 formula allocations to provide additional flexibility and allow the department to redistribute if there is a significant carryover associated with categories 5 and 7.
  - The definition of a “major change” to enable the redistribution to be performed administratively with TxDOT Executive Leadership approval.

September 2023

15

## Detailed Schedule for TAC Rules: 2023-2024

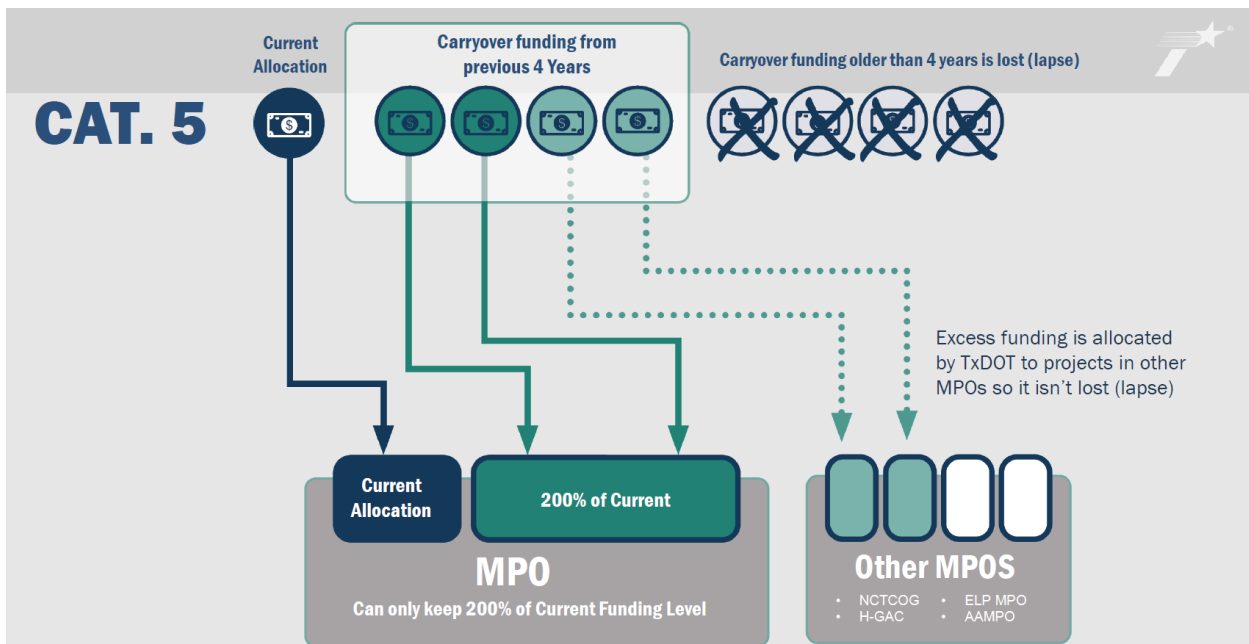


Required public involvement	
Thurs., September 28th	Commission meeting present/propose Draft rules
Thurs., September 28th	Coordinate Texas Register Notice Posting
Fri., October 13th	Texas Register Notice Posts & Open Public Comment
Thurs., October 26th	Commission meeting
Friday, November 3rd	Public Hearing
Thurs., November 16th	Commission meeting
Mon., November 13th	Close Public Comment
Tues., December 12th	Commission meeting
Tues., Nov. 14th - Fri, Dec 22nd	Public comment consolidation & rule revision review
Mon., Dec 25 - Mon., Jan 1st	Holidays
Tues., Jan 2nd - Fri., Jan 5th	Final review of public comments & rule changes
Mon., Jan 8th - Fri., Jan 12th	TxDOT Administration/Chairman briefing of comments/changes
Mon., Jan 15th - Wed. Jan 24th	Commission review of comments
Thurs., January 25th	Commission meeting Final Rule adoption

5.62 in

September 2023

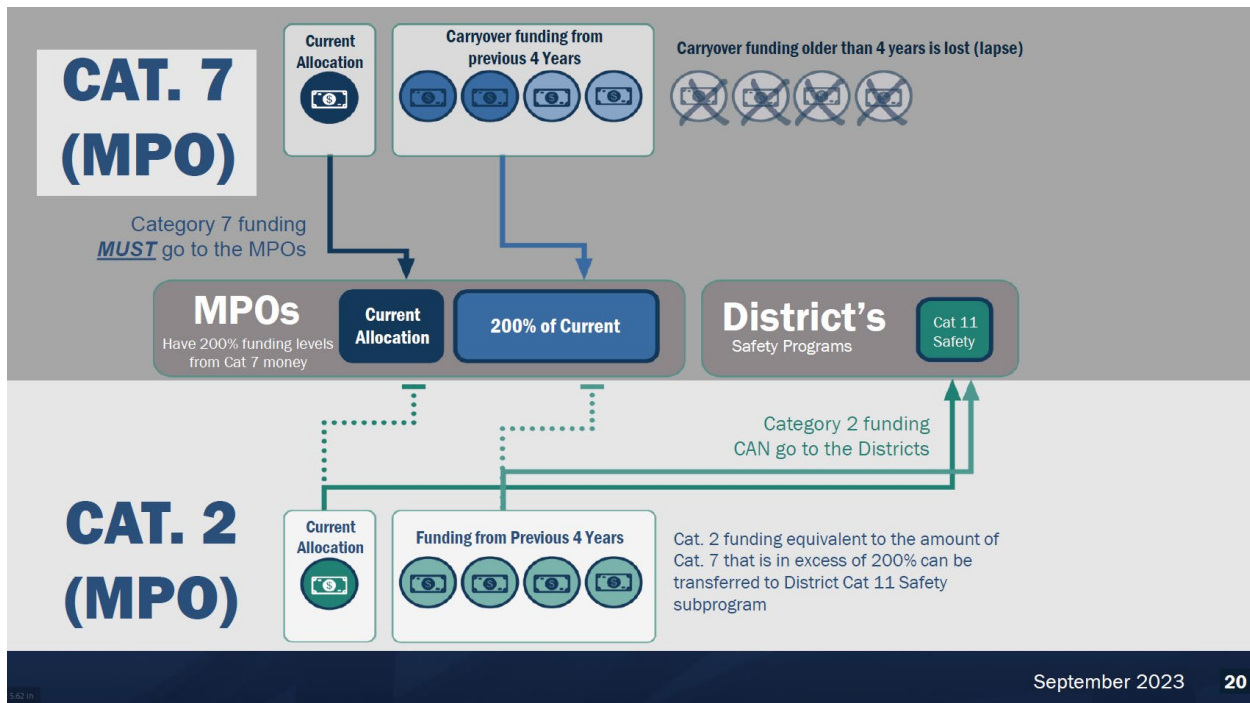
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5.62 in

September 2023

19



## Category 5: Implementing Carryover Provisions

### Cat 5 (CMAQ)

MPO	a			b		c	d = b - c	d/a	
	FY23 Allocation	FY22 Carryover	FTR adjs	FY23 Revised Allocation	Total Used	Remaining Allocation		Remaining Allocation as % of FY23 Allocation	Amount Subject to TAC Rule*
NCTCOG	100.38	31.67	0.00	132.05	121.45	10.60		11%	0.00
HGAC	94.45	236.48	0.00	330.93	61.01	269.92		286%	81.02
El Paso	9.61	6.66	0.00	16.27	2.53	13.74		143%	0.00
Alamo	22.30	15.02	0.00	37.32	4.37	32.95		148%	0.00
<b>Total</b>	<b>226.74</b>	<b>289.83</b>	<b>0.00</b>	<b>516.57</b>	<b>189.36</b>	<b>327.21</b>			<b>81.02</b>

- Based on the proposed 200% TAC rule, HGAC carryover would be considered to potentially shift CMAQ funds to another eligible non-attainment area.
  - Depending on the overall impacts to HGAC's conformity

Data as of 9/6/2023



## Category 7: Implementing Cat 2 Carryover Provisions



Cat 7 (STP MM)

MPO	a			b		c	d = b - c
	FY23 Allocation	FY22 Carryover	FTR adjs	FY23 Revised Allocation	Total Used	Remaining Allocation	
Alamo Area	59.63	93.32	0.00	152.95	25.16	127.79	
CAMPO	46.21	78.87	0.00	125.08	15.01	110.07	
Corpus Christi	10.86	13.92	0.00	24.78	(0.01)	24.79	
El Paso	26.20	36.05	0.00	62.24	20.45	41.79	
HGAC	175.83	402.14	0.00	577.97	158.41	419.56	
Killeen-Temple	7.38	17.37	0.00	24.75	11.08	13.67	
Laredo	7.99	47.42	0.00	55.41	0.00	55.41	
Lubbock	8.05	9.05	0.00	17.10	21.62	(4.52)	
NCTCOG	186.13	40.94	0.00	227.07	172.83	54.24	
RGVMPO	32.10	77.35	0.00	109.45	(0.58)	110.03	
<b>Total</b>	<b>560.38</b>	<b>816.43</b>	<b>0.00</b>	<b>1,376.80</b>	<b>423.97</b>	<b>952.83</b>	

\* Estimated impact of proposed TAC Rule change based on FY2023 projected allocation usage as of 9/6/2023

% Remaining		200%
d/a		
Remaining Allocation as % of FY23 Allocation	Amount Subject to TAC Rule*	
214%	8.53	
238%	17.65	
228%	3.07	
160%	0.00	
239%	67.90	
185%	0.00	
693%	39.43	
-56%	0.00	
29%	0.00	
343%	45.83	
	182.41	

- Based on the 200% proposed TAC rule change, AAMPO, CAMPO, CRPMPO, HGAC, LWCMPO, LRDMPO and RGVMPO would be considered to potentially shift Category 2 funds to Category 11 Safety

Data as of 9/6/2023

# STATUS OF MPO-SELECTED FUNDS IN DALLAS-FORT WORTH MPO

FY 2023 (\$ in Millions)

	Carryover from Prior Year	FY 2023 Annual Apportionment	Total Apportionment	Obligated (Total Used)	Balance	Carryover Percentage
Congestion Management and Air Quality (CMAQ)	\$44.63	\$84.15	\$128.78	\$97.09	\$31.69	24%
Surface Transportation Block Grant (STBG)	\$18.42	\$149.52	\$167.94	\$123.79	\$44.15	26%
Transportation Alternative Set Aside (TASA)	\$36.71	\$16.98	\$53.69	\$14.83	\$38.86	72%

Source: Monthly TxDOT CMAQ, STBG, TASA Obligation Reports through August 31, 2023, plus obligations shown in FHWA's Fiscal Management Information System for September 2023.

# Regional Transit Version 2.0: Planning for Year 2050

## GOAL

Future Demographic Growth and Location Requires Focus

Solve Misunderstanding at Home

New Partnerships Based on New Information and Collaboration



# Seven Proposed Work Tasks

	<u>LEAD AGENCY</u>
1. More Aggressive Transit Legislative Program	RTC
2. Increased Membership	Transportation Authorities (TA)
3. Three Agency Collaboration Between Systems	TA
4. Creating In-Fill Development	Cities
5. Transit Board Teamwork	TA – Cities
6. Transit Fare Rewards Program	TA
7. Budget Understanding (Paradox)	TA – Cities



# Draft Action for October

Regional Transportation Council (RTC) Funds Study (\$1M+) in RTC Local and is Policy Subcommittee for 12 Counties

Addresses 7 Areas

RTC Requests NCTCOG Executive Board Funding Approval in October 2023

RTC Requests NCTCOG Executive Board Consultant Selection in January of 2024

Recommended Consultant by NCTCOG /City/TA Staffs

Legislative Findings August/September 2024

Final Report January 2025

NCTCOG/Transportation Authority Reports Will Be Available Lowering Consultant Cost





# 2023 TRANSPORTATION CONFORMITY

## AND MOBILITY 2050

REGIONAL TRANSPORTATION COUNCIL  
OCTOBER 12, 2023

# 2023 TRANSPORTATION CONFORMITY ANALYSIS

## PURPOSE

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

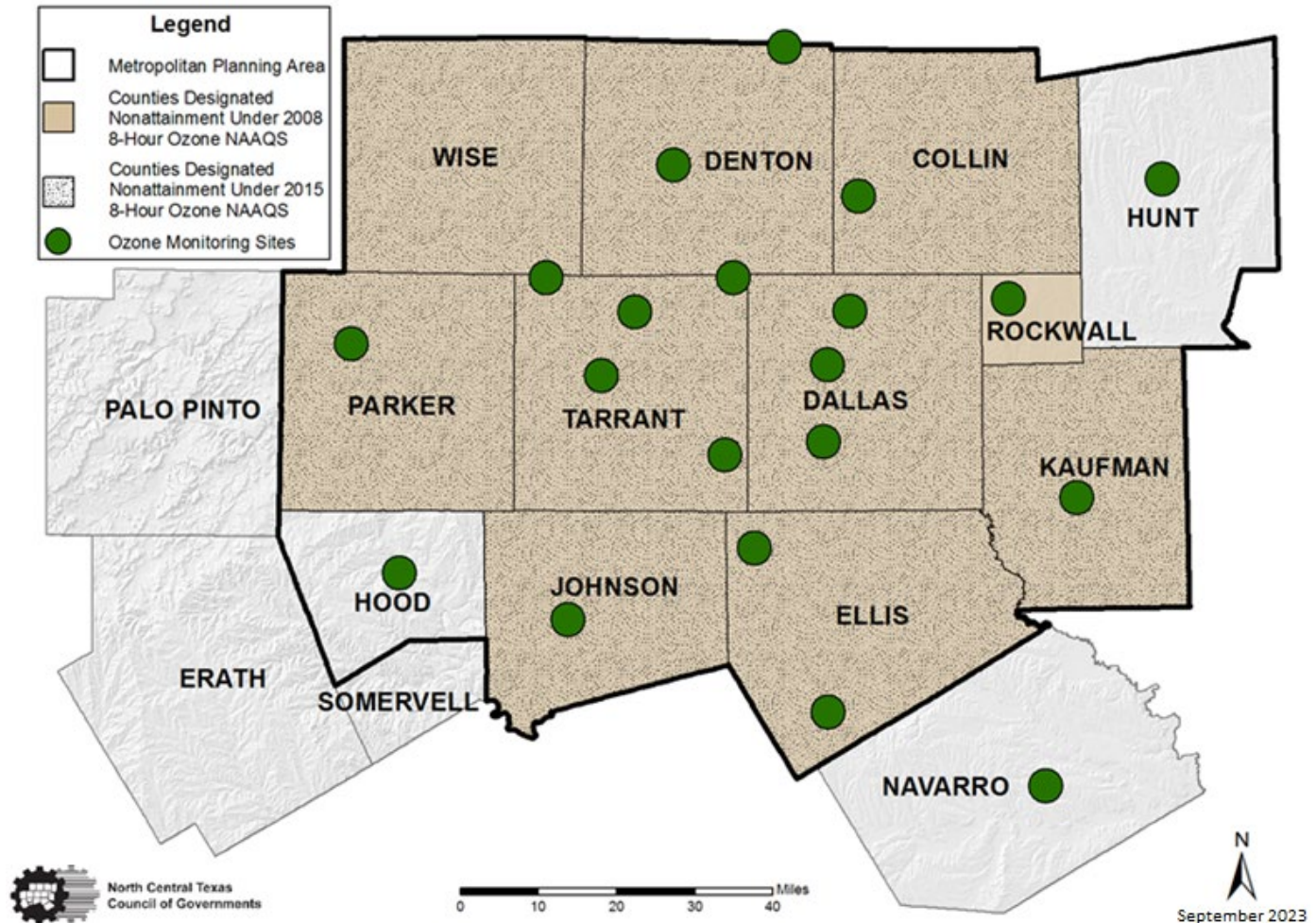
Ensures federal funding and approval is applied to transportation projects that are consistent with air quality planning goals





# 2023 TRANSPORTATION CONFORMITY ANALYSIS

Nonattainment  
Areas  
Under the  
8-Hour Ozone  
Standards





# 2023 TRANSPORTATION CONFORMITY ANALYSIS

## Reason

On April 24, 2023, the Environmental Protection Agency (EPA) approved new Motor Vehicle Emissions Budgets for the purpose of transportation conformity, with an effective date of May 24, 2023.

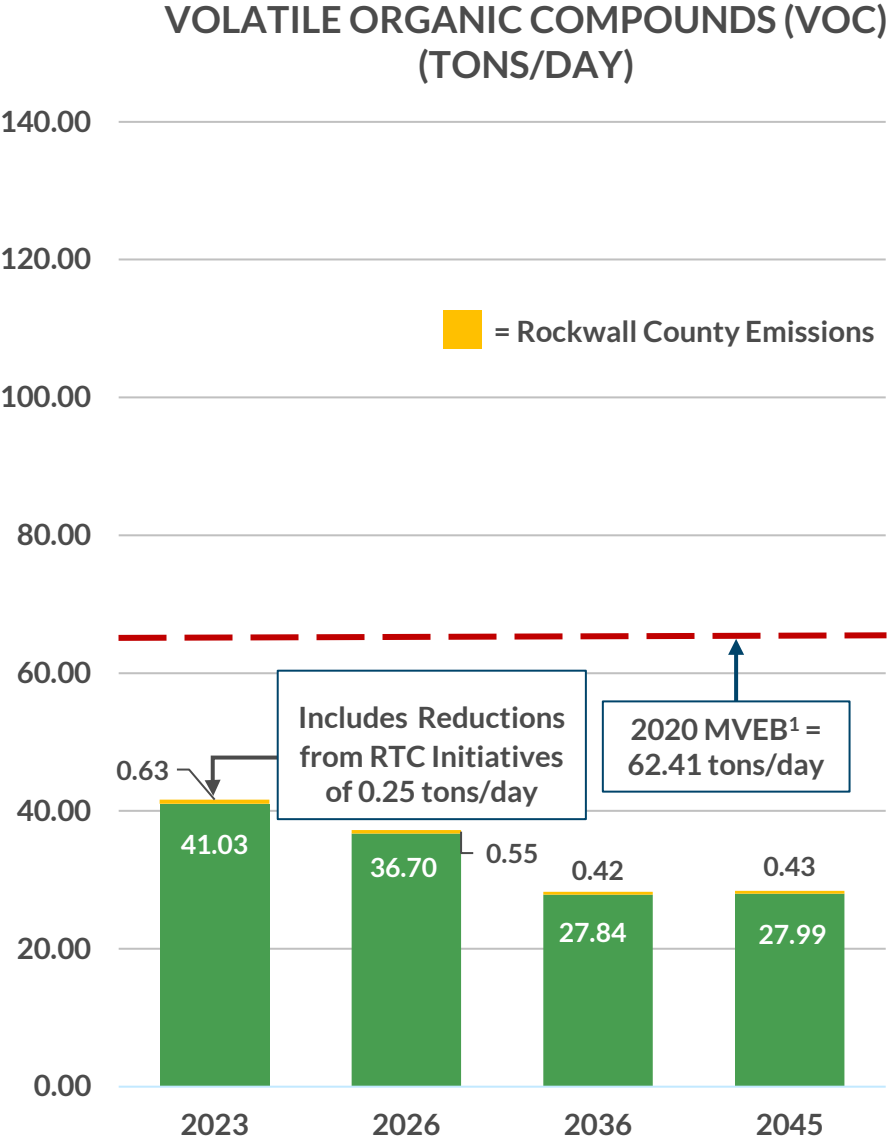
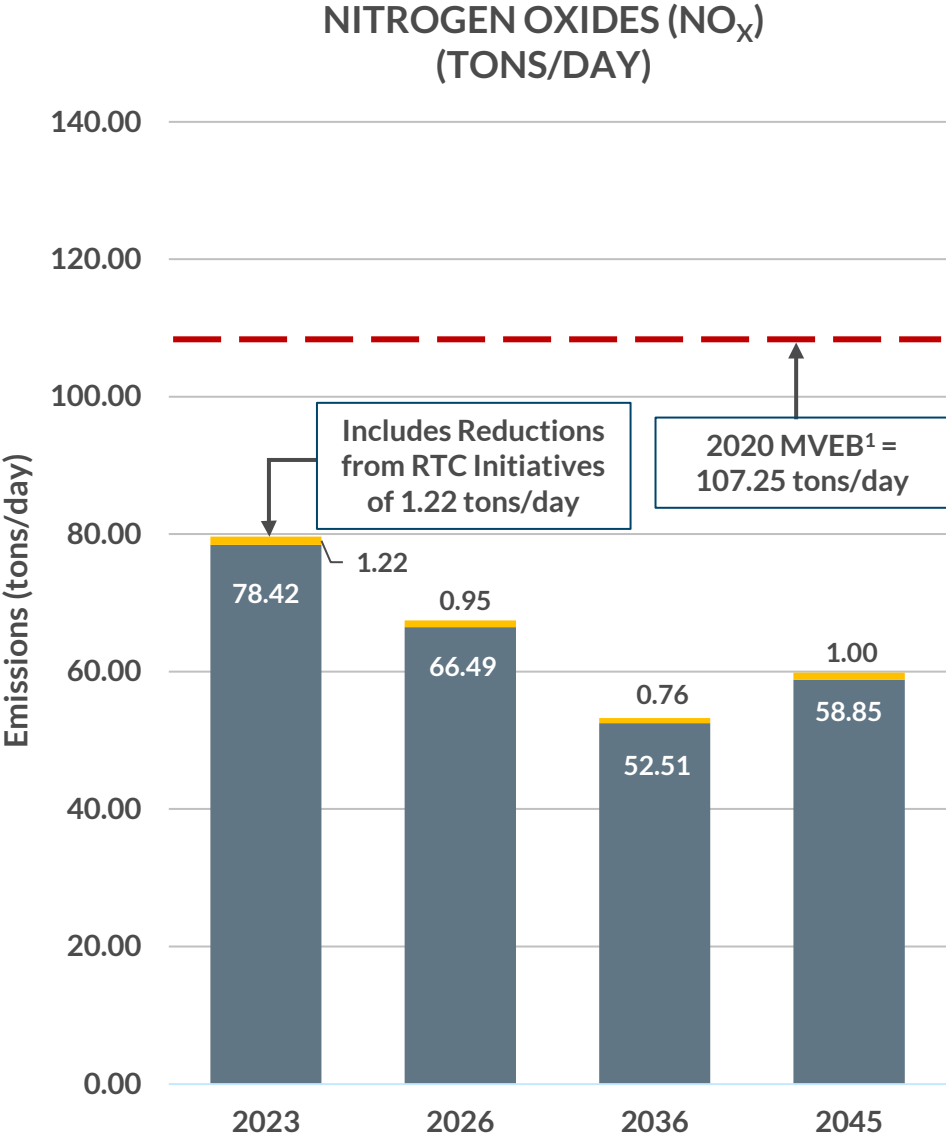
	NO <sub>x</sub> Tons/Day	VOC Tons/Day
Old	130.77	64.91
New	107.25	62.41

This approval requires transportation conformity to be performed within two years of the effective date.

Strategic Analysis against new emission budgets only (no network/project changes to the current Mobility 2045 Update).



# 2023 TRANSPORTATION CONFORMITY RESULTS (DRAFT)



<sup>1</sup>Air Plan Approval; Texas; Reasonable Further Progress Plan for the Dallas-Fort Worth Ozone Nonattainment Area, [88 FR 24693](#)

# TIMELINE

DATE	ACTIVITY
September 2023	Pre-Analysis Consensus Plan
September 22, 2023	Surface Transportation Technical Committee (STTC) – Information
October 9, 2023	Public Meeting (Start of Comment Period)
October 12, 2023	RTC – Information
October 27, 2023	STTC – Action (Endorsement of 2023 Transportation Conformity and Recommendation for RTC Approval)
November 9, 2023	RTC – Action (Endorsement of 2023 Transportation Conformity) (End of Public Comment Period November 8, 2023)
November 16, 2023	Executive Board – Action (Endorsement of 2023 Transportation Conformity)
November 2023	2023 Transportation Conformity Documents Sent to Partners (Starts Interagency Consultation Review)
March 2024	Anticipated United States Department of Transportation (USDOT) Conformity Determination
May 2025	Required USDOT Conformity Determination



# CURRENT MOBILITY PLAN

Mobility 2045 – 2022 Update

Adopted by RTC June 9, 2022

Conformity determination  
received December 2022

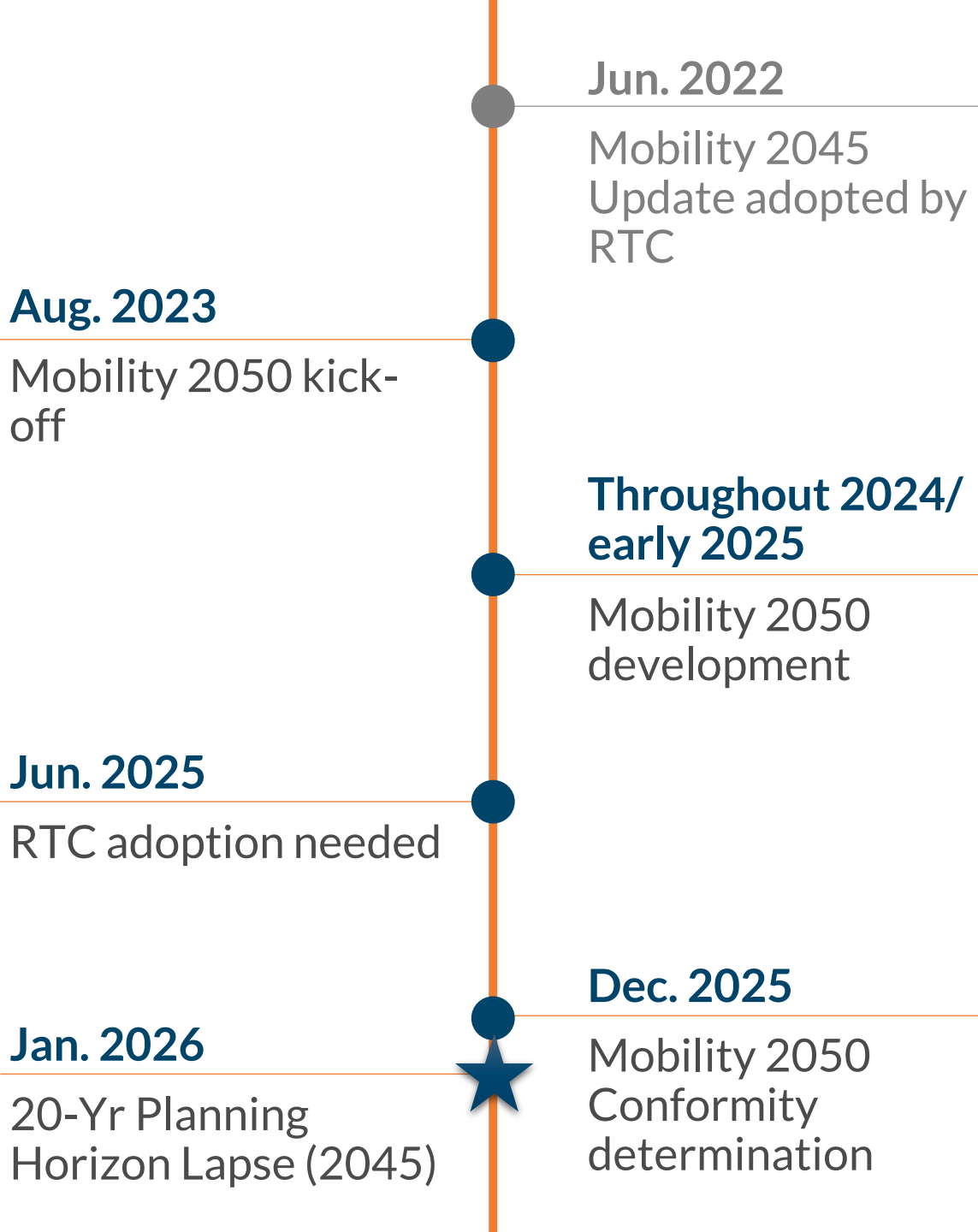
NCTCOG staff have been  
implementing Projects and  
Programs



# DRAFT TIMELINE

A new plan must be developed, and a conformity determination achieved at least every four years.

The plan horizon must extend at least 20 years into the future.



# CONTACT US



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Program Manager

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Brendon Wheeler

Program Manager

[bwheeler@nctcog.org](mailto:bwheeler@nctcog.org) | 682-433-0478



**Regional Transportation Council Attendance Roster**  
**October 2022 - September 2023**

RTC MEMBER	Entity	10/13/22	11/10/22	12/08/22	1/12/23	2/9/23	3/9/23	4/13/23	5/11/2023	6/8/2023	7/13/2023	8/10/2023	9/14/2023
Daniel Alemán Jr (01/22)	Mesquite	P	E	P	P	E(R)	P	E(R)	P	P	P	E	E(R)
Arfsten, Bruce (07/23)	Addison	-	-	-	-	-	-	-	-	-	P	P	P
Steve Babick (06/22)	Carrollton	A	P	P	P	P	E	P	P	P	P	A	P
Dennis Bailey (02/21)	Rockwall County	P	P	A	P	P	P	P	P	P	E(R)	P	A
Rick Bailey (07/22)	Johnson County	P	P	P	P	P	P	P	P	P	P	P	E
Adam Bazaldua (09/21)	Dallas	A	E(R)	P	P	P	E	P	P	P	E	P	P
Elizabeth M. Beck (08/21)	Fort Worth	A	P	P	A	P	P	A	P	P	P	P	A
Gyna Bivens (08/21)	Fort Worth	P	P	E(R)	P	P	P	P	P	P	P	P	P
Alan Blaylock (03/23)	Fort Worth	-	-	-	-	-	P	P	P	P	P	P	A
J. D. Clark (07/22)	Wise County	P	P	P	P	P	A	P	E(R)	P	A	P	A
Ceason Clemens (10/22)	TxDOT, Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Dianne Costa (10/19)	DCTA	P	P	E(R)	A(R)	P	P	E(R)	P	P	P	P	P
Michael Crain (06/22)	Fort Worth	P	P	E(R)	P	P	P	P	A	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	A(R)	P	P	P	P	P	A	E	E	P	P	A
Andy Eads (1/09)	Denton County	P	P	P	P	P	E	P	E	P	E	P	P
Michael Evans (2/23)	Mansfield	--	--	--	--	P	P	A	P	P	P	E(R)	P
Gary Fickes (12/10)	Tarrant County	P	P	P	P	P	P	E	P	P	E(R)	P	E(R)
George Fuller (07/17)	McKinney	A	P	P	P	E	P	E	P	P	P	P	P
Raul H. Gonzalez (09/21)	Arlington	P	P	P	E(R)	P	P	P	P	P	E(R)	P	P
Barry L. Gordon (12/20)	Duncanville	P	P	E(R)	P	P	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	P	P	P	P	P	P	P	P	P	E	E	P
Mojy Haddad (10/14)	NTTA	P	P	P	E	P	P	P	P	P	P	P	E
Clay Lewis Jenkins (04/11)	Dallas County	P	P	E	P	P	P	E	E(R)	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	E(R)	P	E(R)	P	P	A	P	P	E(R)
Brandon Jones (05/21)	Lewisville	P	P	P	P	A	P	P	P	P	P	P	A
John Keating (12/19)	Frisco	P	A	E	E(R)	A	A	P	A	E	A	A	A
Brad LaMorgese (07/22)	Irving	E	E	E	P	E(R)	E	P	P	E	P	A	E
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	E(R)	P
Ed Moore (07/22)	Garland	P	E	P	P	P	P	P	E	P	E(R)	P	P
John Muns (6/23)	Plano	-	-	-	-	-	-	-	-	P	A	P	P
Raj Narayanan (03/23)	DFW Airport	--	--	--	--	--	P	P	P	P	E	E	E(R)
Omar Narvaez (09/21)	Dallas	P	E	P	P	E	P	E	E(R)	P	E	P	E
Manny Ramirez (1/23)	Tarrant County	--	--	--	P	A	P	P	P	E(R)	P	P	E
Jim R. Ross (07/21)	Arlington	P	A	P	P	E(R)	E(R)	P	P	P	P	P	P
David Salazar (10/22)	TxDOT, FW	P	E(R)	P	E(R)	P	P	P	P	P	E(R)	P	P

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency,  
jury duty, business necessity, or fulfillment  
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster**  
**October 2022 - September 2023**

<b>RTC MEMBER</b>	<b>Entity</b>	<b>10/13/22</b>	<b>11/10/22</b>	<b>12/08/22</b>	<b>1/12/23</b>	<b>2/9/23</b>	<b>3/9/23</b>	<b>4/13/23</b>	<b>5/11/2023</b>	<b>6/8/2023</b>	<b>7/13/2023</b>	<b>8/10/2023</b>	<b>9/14/2023</b>
Chris Schulmeister (07/20)	Allen	P	P	P	P	P	P	P	E(R)	P	A(R)	P	P
Jeremy Tompkins (10/19)	Euless	P	P	P	P	P	P	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	P	A(R)	P	P	P	P	A(R)	A(R)	P	P
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	E(R)	P	P
Watts, Chris (12/22)	Denton	--	--	E	P	P	E	E	P	P	P	P	E
Duncan Webb (6/11)	Collin County	P	P	P	P	P	P	P	P	P	E(R)	E(R)	P
Chad West (11/22)	Dallas	-	P	P	A	P	P	A	A	A	E	P	A
Michele Wong Krause	DART	P	E	P	E(R)	P	P	P	E	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)



**MINUTES****SURFACE TRANSPORTATION TECHNICAL COMMITTEE****August 25, 2023**

The Surface Transportation Technical Committee (STTC) met on Friday, August 25, 2023, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Melissa Baker, David Boski, Shon Brooks, Daniel Burnham, Travis Campbell, Lane Cline, John Cordary, Jr., Jackie Culton, Chad Davis, Arturo Del Castillo, Pritam Deshmukh, Caryl DeVries, Duane Hengst (representing Greg Dickens), Rebecca Diviney, Phil Dupler, Chad Edwards, Eric Fladager, Chris Flanigan, Ricardo Gonzalez, Gary Graham, Tom Hammons, Barry Heard, Wilson KaKembo (representing Shannon Hicks), Matthew Hotelling, John D. Hudspeth, Thuan Huynh, Joseph Jackson, Joel James, William Janney, Major L. Jones, Gus Khankarli, Alonzo Liñán, Eron Linn, Alison Smith (representing Clay Lipscomb), Paul Luedtke, Stanford Lynch, Chad Marbut, Alberto Mares, Wes McClure, Brian Moen, Daniel Herrig (representing Mark Nelson), Jim O'Connor, Kevin Overton, Tim Palermo, Dipak Patel, John Polster, Kelly Porter, Tim Porter, Lauren Prieur, Elizabeth Reynolds, Jahor Roy, Greg Royster, Jeff Kelly (representing David Salmon), James Ryan Sartor, Brian Shewski, Walter Shumac, III, Randy Skinner, Cheryl Taylor, Jennifer VanderLaan, Gregory Van Nieuwenhuize, Daniel Vedral, and Jana Wentzel.

Others present at the meeting were: Vickie Alexander, Nathan Bendits, Taylor Benjamin, Aaron Billings, Chris Bosco, Jason Brown, Jackie Castillo, Aaron Cedor, David Dryden, Amber Ellis, Rebekah Gongora, Lyneil Harris, Alan Hendrix, Duane Hengst, Irlenia Hermosillo, Amy Hodges, Brian Jahn, Amy Johnson, Zachary Joseph, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Dan Lamers, Sonya Landrum, James Malone, Angela Mathew, Michael Misantonis, Vickie Morris, Savana Nance, Jeff Neal, Anthony Padilla, Donald Parker, Parth Patel, Ezra Pratt, Maggie Quinn, Toni Stehling, Shannon Stevenson, Nick Van Haasen, Brendon Wheeler, Brian Wilson, Karla Windsor, and Susan Young.

1. **Approval of July 28, 2023, Minutes:** The minutes of the July 28, 2023, meeting were approved as submitted in Electronic Item 1. Kelly Porter (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda:
  - 2.1. **Endorsement of Local Match for Traffic Signals:** An endorsement was requested for Regional Transportation Council (RTC) approval to utilize RTC local funds to support the local match requirements for the Regional Traffic Signal Enhancement Program. Transportation Improvement Program (TIP) Project 11616 supports traffic signal initiatives and is funded with federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds. State and local funds fulfill the match requirement. Local governments have provided some local match to support location-specific signal projects. The North Central Texas Council of Governments' staff requested use of RTC Local funds in the amount of \$200,000 to support additional local match needs, including support for the region-wide traffic signal equipment inventory, and to administratively amend the Transportation Improvement Program and other administrative/planning documents as needed. Some of this funding will be used to cover costs previously incurred.

2.2 **Transportation Paid Education Campaigns for Fiscal Year 2024:** North Central Texas Council of Governments (NCTCOG) staff requested the Committee's support for the Regional Transportation Council (RTC) recommendation to the NCTCOG Executive Board for the approval of funding up to \$1,540,750 for Transportation Paid Education Campaigns that will initiate in Fiscal Year 2024.

2.3 **Application to the Environmental Protection Agency Diesel Emissions Reduction Act 2024 Program:** An approval to open a Call for Partners to public agencies, private fleets, and pursue funding from the Environmental Protection Agency (EPA) Diesel Emissions Reduction Act (DERA) Program with intent to develop a public-private partnership proposal to EPA. The EPA is authorized under DERA to offer funding assistance to accelerate the upgrade, retrofit, and turnover of the legacy diesel fleet. This program will offer funding up to \$3 million per application, with applications due to EPA by December 1, 2023.

A motion was made to recommend Regional Transportation Council approval of Items 2.1, 2.2, and 2.3 on the Consent Agenda. Kelly Porter (M); Gus Khankarli (S). The motion passed unanimously.

3. **Policy Bundle Round 5:** Amy Johnson requested a recommendation for Regional Transportation Council (RTC's) approval of Transportation Development Credits (TDCs) to successful participants in the fifth round of the Metropolitan Transportation Plan (MTP) Policy Bundle. The MTP is a blueprint for the region's transportation system that responds to the region's goals, guides expenditure of federal and state funds to recommend programs, policies, projects, and rewards qualifying entities with Transportation Development Credits (TDCs). Another round will be coming up in a few years in the 2025 timeframe. Amy mentioned the policy bundle process is agencies approve the policies, agencies apply online, North Central Texas Council of Governments (NCTCOG) certifies applications, and agencies use TDCs to offset local match funds. Resources and information are available at [www.nctcog.org/policybundle](http://www.nctcog.org/policybundle). There were seventeen applicants, with sixteen proposed awardees that totaled 26 million TDCs during Round 5. The remaining schedule: action requested at the Surface Transportation Technical Committee (STTC) meeting on August 25, 2023; the Regional Transportation Council (RTC) meeting on September 14, 2023, and the formal notification of awards in the September/October months. Additional details and the scoring matrix were provided in Electronic Item 3.

A motion was made to recommend Regional Transportation Council approval of staff recommendation for distributing 26,000,000 Transportation Development Credits to successful Policy Bundle applicants. Melissa Baker (M); Gus Khankarli (S). The motion passed unanimously.

4. **Fiscal Year 2023 Reconnecting Communities and Neighborhoods Program:** Karla Windsor requested a recommendation for Regional Transportation Council (RTC's) approval to apply for candidate projects. Applications are due to the United States Department of Transportation (USDOT) by September 28, 2023. For FY23 the Office of the Secretary of Transportation (OST) is combining the Notice of Funding Opportunity (NOFO) for the Reconnecting Communities Pilot (RCP) and Neighborhood Access and Equity (NAE) grant programs. The United States Department of Transportation (USDOT) has combined these two programs into a single NOFO to provide a more efficient application process. They remain separate programs for the purposes of an award, the programs share many common characteristics, including aiming to improve access to daily needs such as jobs, education,

healthcare, food, and recreation while fostering equitable development and restoration. There are three grant types under one combined NOFO; grant 1 – Capital Construction Grants for \$2.718 billion funds for reconnecting-focused projects, grant 2 – Community Planning Grants for \$185 million funds for planning activities to support future construction projects, and grant 3 – Regional Partnerships Challenge Grants (NAE) for \$450 million with only three to five applicants awarded funds for projects to encourage regional collaboration and innovation among partners to address regional challenges (vs. one facility). The candidate projects for NAE include Klyde Warren Park (Phase 2), Southern Gateway (Phase 2), Interstate Highway 30: Farmers Market/Three Fingers, and McKinney State Highway 5. Advancing a Neighborhood Access and Equity (NAE) Grant, there's no minimums or maximum amounts. Forty percent of the funds for the NAE program must be spent within disadvantaged/underserved communities, and a minimum twenty percent local match unless within a disadvantaged community, with a strong focus on projects/transportation facilities that address barriers to community connectivity. McKinney SH5 - \$15M in funds will be requested from the program. \$1.6 million (STBG) is already committed by RTC to begin design, \$550,000 City local funds for utilities, and \$12.85 million STBG to be requested of RTC. Klyde Warren 2.0 - \$20M in funds will be requested from the program. \$36.8 million (STBG) is committed by RTC, \$7.9 million of city funds existing plus \$5 million in future funds totaling \$12.9 million, \$1.3 million in funds from Dallas County, and \$8.8 in private funds are available. Southern Gateway 2.0 - \$35M in funds will be requested from the program. \$5 million from Senator West budget riders/TxDOT federal funds, \$15 million in funds from the City of Dallas (2024 bond funds) exist on the project, \$5 million Regional Toll Revenue to be requested of RTC, and \$7 million (STBG) committed by RTC, to be confirmed. I-30 (Farmers Market/Three Bridges) - \$25M in funds to be requested from the program. \$2 million (STBG) is committed by RTC for design, \$27 million from the City of Dallas, and \$6 million new Category 2 funds (NCTCOG) to be requested by RTC. The Grant ask is forty one percent of the total costs and federal funds make up seventy-two percent of the projects. The schedule is to bring RCN for action at the August 25, 2023, STTC meeting and the September 14, 2023, RTC meeting, RCN Grant applications submittal deadline and endorsement from the Executive Board is September 28, 2023. Electronic Item 4 contained additional details.

A motion was made to recommend Regional Transportation Council approval of submittal of the bundle of four pedestrian cap projects for funding consideration through the Reconnecting Communities and Neighborhoods (RCN) Program, allocation of \$19.85 million of Surface Transportation Block Grant (STBG) funds, \$5 million Regional Toll Revenue (RTR) and \$6 million of Category 2 funds to advance the projects, administratively amend Transportation Improvement Programs (TIP) and Statewide TIP, as well as other planning, and administrative documents to include the proposed project(s) if selected for an RCN Grant award. Gus Khankarli (M); Gary Graham (S). The motion passed unanimously.

5. **Director of Transportation Report on Selected Items:** Michael Morris briefly highlighted several items for the Committee. He presented the insights to the Changing Mobility quarterly report (Electronic Item 5.1) for the performance measures on the transportation system post COVID, and the induced roadway demand by returning to pre-COVID congestion levels. He mentioned there is information for the Denton County Transit Study Recommendations provided at: ([North Central Texas Council of Governments - Denton County Transit Study \(nctcog.org\)](https://www.nctcog.org/Portals/0/Files/2022/06/2022-06-20%20Denton%20County%20Transit%20Study%20Recommendations.pdf)). Michael briefed the Committee on the latest Regional Transportation Council comments on the Unified Transportation Program for the two projects on US 380 and SPUR 199 as the values were reduced resulting in constrained business relationships between Texas Department of Transportation Headquarters and

North Central Texas Council of Governments (NCTCOG) (Electronic Item 5.2). We received correspondence from the Federal Communications Commission's Waiver request regarding reserved capacity for safety and transportation technologies (Electronic Item 5.3). Michael announced High Speed Rail is advancing with the request being submitted to the Federal Transit Administration from Dallas to Fort Worth, with a stop in Arlington, hopefully starting in September (Electronic Item 5.4). There have been many conversations regarding Amtrak's service between Fort Worth and Oklahoma City with considering extending service to Kansas City, and East Texas to Atlanta. Amtrak had a press release to Japan to implement the high-speed rail between Houston and Dallas. Michael reminded everybody that with all of our projects being looked at, to focus on getting projects completed.

6. **2022 Transportation Safety Performance Report:** Michael Misantonis provided an update on items included in the 2022 Safety Program Performance Measures Report. The North Central Texas Council of Governments (NCTCOG) Safety Program Performance Measures Report provides an annual report on the performance of various safety programs, projects, and statistics such as regional crashes and fatality data, county-level crash rates, top ten contributing factors for regional crashes, attendance statistics for Traffic Incident Management and Photogrammetry Training courses, Roadside assistance programs. The safety performance targets presented for 2022 and 2023 for the Texas Department of Transportation (TxDOT) include a new 50 percent reduction by 2035 targets for fatalities and fatality rate only. Crash statistics from 2022 show six counties had a reduction in crashes with a total of 51 percent overall reduction in crashes throughout the twelve counties. Nine counties saw a reduction in fatality statistics by 6.19 percent. The contributing factors such as speeding, driver related, and impaired driving, from 2022 haven't changed much. The 2022 overall crash rate for the region decreased from 2021 to 69.33. Michael briefly went over the attendance for the Traffic Incident Management First Responders training attendees that is provided six times a year and the Executive Level training is provided twice a year. First Responder struck-by fatality stats: 47 nationwide, 6 statewide, and 1 regionwide. There has been a decrease in hazmat incidents from 2021 to 2022, from 15 to 9. There were 144,371 overall regional roadside assistance patrols in the Dallas-Fort Worth area. The Regional Roadway Safety plan was approved in March of 2023 with goals to eliminate fatal crashes from all modes of travel by 2050 and prioritize safety in roadway project selection, provide guidance on countermeasure development to partner agencies, fund and implement safety projects and policies equitably to ensure safe transportation access for all road users, work with partners to foster a culture of safety that utilizes the safe systems approach; and develop behavioral and educational countermeasures to address dangerous driving behaviors, implement a proactive approach to roadway safety to identify problems before they occur, and work with police to effectively enforce traffic rules and traffic management professionals to improve quick clearance strategies. The safety plan's emphasis areas include speeding; distracted driving; impaired driving; intersection safety; bicyclist and pedestrian safety; roadway and lane departures; occupant protection; and motorcycles; and additional areas of concern - wrong way driving; crashes occurring at night; younger drivers; and older road users (65+). Plan available at: [www.nctcog.org/trans/quality/safety/transportation-safety/roadway-safety-plan](http://www.nctcog.org/trans/quality/safety/transportation-safety/roadway-safety-plan). Statewide TxDOT and Metropolitan Planning Organization (MPO) safety task force with TxDOT committed \$50,000 to each MPO across the state to support safety efforts, the Friends of the Safety Committee will continue to carry the initiative forward as the task force wraps up, the table presented identifies performance measures that TxDOT and MPOs will report on annually.

7. **Texas Electric Vehicle Registration Update:** Savana Nance updated the Committee on the number of registered electric vehicles (EV) in Texas and North Texas and on upcoming EV-related programs and events. Dallas-Fort Worth Clean Cities (DFWCC) receives EV registration data from the Texas Department of Motor Vehicles for all vehicles, including battery-electric (BEV) and plug-in hybrid electric (PHEV) vehicles. Data is quality controlled and made available using visual analytic software (Microsoft Power BI) to identify regional needs, inform, educate local governments, utilities, and stakeholders, and support EV Infrastructure planning efforts. Texas EV registration data is available at: [www.dfwcleancities.org/evsintexas](http://www.dfwcleancities.org/evsintexas) and North Texas EV registration data is available at: [www.dfwcleancities.org/evsinnorthtexas](http://www.dfwcleancities.org/evsinnorthtexas). There has been a 51 percent increase in EVs registered in Texas from August of 2022 to August 2023. Dallas-Fort Worth (DFW) has seen the most growth with a 57 percent increase. North Texas has about 80,000 EVs registered with 80 percent of EVs being battery electric and 20 percent are plug-in hybrid electric vehicles. Two-thirds of all EVs are Teslas. Collin, Dallas, and Tarrant counties have the highest number of EVs registered, but the Collin, Denton, and Kaufman counties have seen the most growth over the past year. Each county within the region has at least one charging station for EVs. There is an expectancy for more infrastructure due to federal investments. The National Electric Vehicle Infrastructure formula funding will provide the Texas Department of Transportation (TxDOT) to administer \$408 million over five years to deploy EV charging through Texas via the [Texas EV Charging Plan](#). Phase 1 of the plan is to install DC fast charging in recommended study areas along designated corridors within one mile of designated EV corridor exit, objective is to have one qualifying station every 50 miles, and for each station to include at least four Combined Charging System (CCS) and North American Charging Standard (NACS) DC fast charge connectors with a minimum of 150kW power output. Phase 1 grant program is now open for applications. Phase 2 has two parallel approaches to build infrastructure, building a station in each county seat to ensure access in rural counties and working with Metropolitan Planning Organizations to build infrastructure in Urbanized Areas. TxDOT has an interactive map online where the public can nominate locations for an EV station. To help support all of the electrification efforts, Savana highlighted one of the programs by Oncor. Oncor's Evolution program is to ensure adequate infrastructure planning for fleets to maximize efficiency and profitability with no cost to participate, fleet managers and program partners can enroll at [EVOLUTION\(oncor.com\)](http://EVOLUTION(oncor.com)). Evolution participants are eligible to participate in Oncor's EV charging study participants which provides up to \$25,000 for commercial fleets to work with Oncor on peak demand shifting and other energy efficiency objectives. Participants must have 5 EV chargers or at least 2 medium-heavy duty EVs and attend monthly meetings. Anyone interested in the charging study can contact [Joshua.Emeter@oncor.com](mailto:Joshua.Emeter@oncor.com) for more information. Finally, the 2023 Dallas-Fort Worth (DFW) National Drive Electric Week (NDEW) event is coming soon. NDEW is a national celebration to raise awareness of the benefits of EVs and will feature exhibitors, electric vehicle display, ride and drives, food, games, and more. DFW National Drive Electric Week is Sunday, October 1, 2023, 2:00 pm – 5:00 pm at the Tanger Outlets, 15853 North Fwy, Fort Worth, TX 76177. To register and learn more at: <https://www.dfwcleancities.org/ndew>.

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

Nick Allen highlighted the completion of the Summary of Approved Transportation and Air Quality Legislation – 88th Texas Legislature report provided in Electronic Item 8.1.

Brian Wilson mentioned that the most recent Mobility Matters was handed out for each Committee member. He highlighted this issue with focus on the progress of the DFW



discovery trail and Commissioner Duncan Webb as the spotlight. Mobility Matters is online at: [www.nctcog.org/mobilitymatters](http://www.nctcog.org/mobilitymatters).

Ezra Pratt announced the Eastern Dallas, Kaufman, and Rockwall Counties Regional Transit Study's Public Meeting is scheduled for September 26, 2023, at 6:00 pm, at the Mesquite Art Center.

Karla Windsor presented for Catherine Richardson on the five year window of data for the Bicycle and Pedestrian Crash Maps for the DFW Region at: <https://nctcog.org/trans/plan/bikeped/bicycle-and-pedestrian-crash-information>).

Nicholas Van Hassen provided an update on the 2023 Ozone Season by mentioning we are underneath two ozone standards with 34 exceedances with five being red and 81 parts per billion. The most up-to-date information was provided in Electronic Item 8.2.

Joslyn Billings provided information on the Texas Volks Wagon Environmental Mitigation Program is accepting applications until August 31, 2025, or until funds are expended for replacement or repower of eligible heavy-duty diesel vehicles or equipment or installation of refueling infrastructure. The Department of Energy is accepting applications to the energy future grants program that will provide a total of \$37 million in funding to support innovative clean energy planning that supports disadvantaged communities. The Energy Future Grants program is accepting applications until September 30, 2023. For more information regarding Air Quality Funding Opportunities for Vehicles: [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding). Joslyn also provided an update for the Regional Electric Vehicle Infrastructure Working Group will host the meeting in person at the North Central Texas Council of Governments offices on Wednesday, September 20, 2023, at 2:00 pm – 3:30 pm. More information for upcoming Dallas-Fort Worth Clean Cities events available at: <https://www.dfwcleancities.org/events>.

Jackie Castillo mentioned that an online public input opportunity was held on Monday, June 10, 2023, to Tuesday, August 8, 2023, on the Regional 10-year plan. Details provided in Electronic Item 8.3. Jackie Castillo also announced a Public Meeting Notice is scheduled for September 16, 2023, at 12:00 pm. Details provided in Electronic Item 8.4.

Taylor Benjamin noted that the Public Comments Report, which contained general public comments received from June 20, 2023, through July 19, 2023, was provided in Electronic Item 8.5.

Written Progress Reports were provided in Electronic Item 8.6.

9. **Other Business (Old or New):** There was no discussion on this item.
10. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on September 22, 2023.

Meeting was adjourned at 2:21 PM.

Surface Transportation Technical Committee Attendance Roster  
September 2022 - September 2023

STTC MEMBERS	Entity	9/23/22	10/28/22	12/02/22	01/27/23	2/24/23	3/24/23	4/28/23	5/26/23	6/23/23	7/28/23	8/25/23	9/22/2023
Joe Atwood	Hood County	A	A	A	P	A	A	A	P	P	P	A	A
Melissa Baker	Irving	P	A	P	P	P	E	P	R	P	P	P	R
Micah Baker	Dallas County	A	A	A	A	A	A	A	A	A	A	A	A
David Boski	Mansfield	P	P	P	P	A	A	P	A	P	P	P	P
Shon Brooks	Waxahachie	P	P	A	P	A	P	P	A	A	A	P	P
Tanya Brooks	DART	P	P	P	P	A	A	P	R	A	P	A	A
Daniel Burnham	Arlington	--	--	--	--	--	P	P	R	R	P	P	P
Travis Campbell	TxDOT Dallas	--	--	--	--	--	--	--	--	--	P	P	P
Layne Cline	Coppell	--	--	--	--	--	--	A	A	P	P	P	P
Robert Cohen	Southlake	A	A	A	A	A	A	A	A	A	A	A	A
John Cordary, Jr.	TxDOT FW	P	P	P	A	P	P	E	E	A	E	P	P
Jackie Culton	Duncanville	A	P	A	P	R	P	P	P	A	R	P	R
Clarence Daugherty	Collin County	P	P	P	P	P	P	P	P	P	P	R	P
Chad Davis	Wise County	A	P	P	P	P	P	A	A	P	P	P	A
Arturo Del Castillo	Dallas	P	P	P	A	P	P	E	E	P	P	P	A
Pritam Deshmukh	Richardson	--	--	--	--	--	--	P	R	P	P	P	P
Caryl DeVries	Grand Prairie	P	A	P	P	P	P	A	A	P	P	P	P
Greg Dickens	Hurst	A	A	A	A	P	A	A	A	A	R	P	A
Rebecca Diviney	Denton	P	P	E	P	A	P	P	P	E	P	P	P
Phil Dupler	Trinity Metro	P	P	P	P	P	P	P	P	P	P	P	P
Chad Edwards	Trinity Metro	P	P	A	P	P	P	P	P	P	P	P	E
Claud Elsom	Rockwall County	P	P	A	P	P	P	P	P	A	A	A	A
Eric Fladager	Fort Worth	P	P	A	P	P	A	P	P	A	P	P	P
Chris Flanigan	Allen	P	P	P	P	P	A	P	P	P	P	A	A
Ricardo Gonzalez	TxDOT FW	P	P	A	P	P	P	P	P	P	P	P	P
Gary Graham	McKinney	P	P	A	P	A	P	P	A	A	P	P	P
Tom Hammons	Carrollton	P	P	P	P	P	A	P	P	A	A	P	P
Ron Hartline	The Colony	P	A	A	A	P	A	A	A	P	A	A	A
Barry Heard	Kaufman County	--	--	--	--	P	P	P	P	A	A	P	P
Shannon Hicks	Addison	A	A	A	A	P	P	A	R	R	P	A	A
Matthew Hotelling	Flower Mound	P	P	P	P	P	P	P	R	P	P	P	P
John Hudspeth	TxDOT Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Jeremy Hutt	Cleburne	P	P	A	P	P	P	P	P	A	P	A	P
Thuan Huynh	McKinney	A	P	P	P	P	P	P	P	A	P	P	P
Joseph Jackson	Tarrant County	--	--	--	P	P	P	P	P	P	P	P	P
Joel James	NTTA	P	A	P	P	P	P	P	P	A	P	P	P
William Janney	Frisco	--	--	--	--	--	P	P	R	P	A	P	P

P=Present    A=Absent    R=Represented    E=Excused (personal illness, family emergency, jury duty, business necessity)

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Kelly Johnson	NTTA	P	A	P	A	P	A	P	A	P	A	A	P
Major L. Jones	Euless	--	A	P	A	P	P	P	P	P	P	P	P
Gus Khankarli	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Alonzo Liñán	Keller	A	A	A	A	A	A	A	A	A	A	P	A
Eron Linn	DART	E	P	P	P	P	P	E	A	P	E	P	P
Clay Lipscomb	Plano	A	P	A	P	P	A	P	P	P	P	P	A
Paul Luedtke	Garland	A	P	E	P	P	P	P	P	P	P	P	P
Stanford Lynch	Hunt County	A	P	E	P	A	A	A	A	A	A	P	R
Chad Marbut	Weatherford	P	P	P	A	P	P	P	P	P	P	P	P
Alberto Mares	Ellis County	P	P	P	A	P	P	P	P	P	P	P	P
Wes McClure	Mesquite	P	P	P	P	P	P	P	A	R	P	P	P
Brian Moen	Frisco	P	P	A	P	P	P	P	P	A	P	P	P
Mark Nelson	Richardson	P	E	P	P	P	P	E	E	P	P	R	P
Jim O'Connor	Irving	P	P	P	P	P	A	P	P	P	P	P	P
Cintia Ortiz	Parker County	--	--	--	A	A	A	A	A	A	A	A	A
Eric Oscarson	Burleson	A	A	A	A	A	A	A	A	A	A	A	A
Tim Palermo	DCTA	A	P	P	P	P	P	P	P	P	P	P	P
Dipak Patel	Lancaster	P	A	A	A	P	P	A	A	P	P	P	A
Martin Phillips	Fort Worth	--	P	P	A	P	P	P	P	P	P	R	E
John Polster	Denton County	P	P	A	A	A	P	P	P	A	A	P	P
Kelly Porter	Fort Worth	P	E	P	P	E	P	P	P	P	P	P	P
Tim Porter	Wylie	P	A	P	P	P	P	P	P	P	P	P	P
Lauren Prieur	Fort Worth	--	P	P	A	E	P	P	A	P	P	P	E
Elizabeth Reynolds	Grapevine	--	--	--	--	--	--	--	--	--	P	P	P
Jahor Roy	Mesquite	--	--	--	--	--	--	--	--	--	--	P	P
Greg Royster	DFW Int. Airport	P	A	P	P	P	P	P	A	P	A	P	P
Kathryn Rush	Dallas	A	P	P	P	P	A	A	A	A	A	A	P
David Salmon	Lewisville	A	P	P	P	A	P	P	A	P	R	P	R
Ryan Sartor	Farmers Branch	--	--	--	P	A	P	P	A	P	P	P	A
Brian Shewski	Plano	P	P	P	P	P	P	P	P	P	P	P	P
Walter Shumac, III	Grand Prairie	E	P	P	P	E	P	P	P	P	E	P	P
Randy Skinner	Tarrant County	P	P	P	P	P	P	P	P	P	A	P	P
Cheryl Taylor	Bedford	--	--	--	--	P	A	P	P	A	A	A	A
Caleb Thornhill	Plano	P	A	A	A	A	A	P	P	P	P	A	R
Dave Timbrell	Garland	A	A	A	A	A	A	A	A	A	A	A	A
Press Tompkins	Greenville	A	A	A	A	A	A	A	A	A	A	A	A
Jennifer VanderLaan	Johnson County	--	--	--	P	P	A	P	P	P	A	A	P
Gregory Van	Haltom City	P	A	P	P	P	P	P	P	P	P	P	P
Daniel Vedral	Irving	P	P	P	P	P	E	E	P	P	R	P	R
Caroline Waggoner	North Richland	A	P	A	P	A	P	P	P	P	P	A	A
Jana Wentzel	Arlington	--	--	--	--	--	P	P	P	P	R	P	P
Robert Woodbury	Cedar Hill	P	P	A	P	P	P	A	P	P	P	P	P

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Larry Wright	Colleyville		A	A	A	A	A	A	A	A	A	A	A
Jamie Zech	TCEQ	A	A	A	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.