

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, August 25, 2023

North Central Texas Council of Governments

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

1:30 – 1:35 1. Approval of July 28, 2023, Minutes

☒ Action ☐ Possible Action ☐ Information Minutes: 5

Presenter: Walter Shumac, III, STTC Chair

Item Summary: Approval of the July 28, 2023, meeting minutes contained in [Electronic Item 1](#) will be requested.

Background: N/A

1:35 – 1:40 2. Consent Agenda

☒ Action ☐ Possible Action ☐ Information Minutes: 5

2.1. Endorsement of Local Match for Traffic Signals

Presenter: Natalie Bettger, NCTCOG

Item Summary: Surface Transportation Technical Committee endorsement of the Regional Transportation Council (RTC) action to utilize RTC local funds to support the local match requirements for the Regional Traffic Signal Enhancement Program is being requested.

Background: 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 is requesting 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. [Electronic Item 2.1](#) contains the proposed action.

Performance Measure(s) Addressed: Administrative, Air Quality

2.2. Transportation Paid Education Campaigns for Fiscal Year 2024

Presenter: Amanda Wilson, NCTCOG

Item Summary: Staff will seek the Committee's support for the Regional Transportation Council's (RTC) recommendation to the North Central Texas Council of Governments (NCTCOG) Executive Board for the approval of funding up to \$1,540,750 for Transportation Paid Education Campaigns that will initiate in Fiscal Year (FY) 2024.

Background: Since 2014, 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 including 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 High Occupancy Vehicle (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 a specialized public meeting series that may need notifications posted. Efforts will be funded in 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 funds, Environmental Protection Agency funds, RTC Local funds, and RTC Transportation Development Credits (TDCs) in lieu of cash match. Education campaigns will be in multiple languages and may be presented through out-of-home advertising, print, screen, online, audio, and social media mediums. [Electronic Item 2.2](#) provides more detail.

Performance Measure(s) Addressed: Administrative, Air Quality

2.3. Application to the Environmental Protection Agency Diesel Emissions Reduction Act 2024 Program

Presenter: Jason Brown, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval to open a Call for Partners to public and private fleets and pursue funding from the Environmental Protection Agency (EPA) Diesel Emissions Reduction Act (DERA) Program.

Background: To address medium/heavy-duty diesel vehicle emissions and protect public health, EPA is authorized under DERA to offer funding assistance to accelerate the upgrade, retrofit, and turnover of the legacy diesel fleet. Eligible activities include the retrofit or replacement of existing diesel engines, vehicles, and equipment with EPA and California Air Resources Board (CARB) certified engine configurations and verified retrofit and idle-reduction technologies. This program will offer funding up to \$3 million per application. 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. For the past several years, NCTCOG has successfully applied for and been

awarded funding for replacing and updating diesel vehicles and equipment like school buses, fire trucks, refuse trucks, terminal tractors, and airport support equipment to cleaner diesel and alternative fuel vehicles and equipment. 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 to EPA. The application packet is due to EPA by December 1, 2023. If NCTCOG is awarded the funding, 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 2.3](#) provides additional details.

Performance Measure(s) Addressed: Air Quality

1:40 – 1:50

3. **Policy Bundle Round 5**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Amy Johnson, NCTCOG

Item Summary: A recommendation for Regional Transportation Council approval of Transportation Development Credits (TDCs) to successful participants in the fifth round of the Metropolitan Transportation Plan (MTP) Policy Bundle will be requested.

Background: The MTP Policy Bundle Program was created to encourage entities such as local governments, school districts, and transportation agencies to voluntarily adopt at least a minimum of 50 percent of the list of policies identified in the Mobility 2045 Update. By voluntarily adopting these policies, participating entities will receive TDCs to offset local funds for federal transportation projects. Recommendations in the Mobility 2045 Update consist of policies, programs, and projects reflecting the region's priorities and support Mobility 2045 goals. As construction of infrastructure projects alone cannot achieve the goals of the plan, a voluntary list of policies available for adoption by local agencies was designed to encourage the development of alternative, strategic solutions. By voluntarily adopting fifty percent of these policies, participating agencies receive TDCs to offset local funds for federal transportation projects. MTP Policy Bundle applications have been reviewed, and staff will request action for distributing TDCs to successful entities. [Electronic Item 3](#) includes a draft recommendation for TDC distribution for successful policy bundle participants.

Performance Measure(s) Addressed: Air Quality, Transit

1:50 – 2:00

4. **Fiscal Year 2023 Reconnecting Communities and Neighborhoods Program**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenters: Karla Windsor and Michael Morris, NCTCOG

Item Summary: Staff will provide the Committee with information on the Reconnecting Communities and Neighborhoods (RCN) Program and request the Committee's recommendation for the Regional Transportation Council (RTC) approval to apply for candidate projects. Applications are due to the United States Department of Transportation (USDOT) by September 28, 2023.

Background: On July 5, 2023, USDOT announced a Notice of Funding Opportunity (NOFO) to solicit applications for RCN funding. This \$3.353 billion program combines Reconnecting Communities Pilot (RCP) Program funds through the Bipartisan Infrastructure Law (BIL) with Neighborhood Access and Equity (NAE) Program funds through the Inflation Reduction Act (IRA). Funding amounts are set aside for the following purposes: (1) Community Planning Grants - \$188 million, (2) Capital Construction Grants - \$2.718 billion, and (3) Regional Partnership Challenge Grants - \$450 million. Eligible entities (as lead applicant) may submit no more than three applications for Community Planning Grants, two for Capital Construction Grants, and one for Regional Partnership Challenge Grants. Funds will be awarded on a competitive basis for a project that removes, retrofits, or mitigates transportation facilities which create mobility, accessibility, and/or economic development barriers to community connectivity and vitality. Available at <https://www.transportation.gov/grants/rcnprogram>, the RCN NOFO describes the application requirements, selection and evaluation criteria, applicable program and federal requirements. Staff will present a proposal 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. The request for the Committee's action is based on coordinated and strategic efforts among partners to optimize success for the candidate projects. Assuming the projected timing for application development, requests to receive a letter of support from the RTC, by agencies submitting their own applications, should be submitted to Nicholas Allen by Thursday, September 14, 2023, at nallen@nctcog.org.

Performance Measure(s) Addressed: Roadway, Safety

2:00 – 2:15

5. Director of Transportation Report on Selected Items

☐ Action ☐ Possible Action ☒ Information Minutes: 15

Presenter: Michael Morris, NCTCOG

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

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

1. Changing Mobility ([Electronic Item 5.1](#))
2. Denton County Transit Study Recommendations ([North Central Texas Council of Governments - Denton County Transit Study \(nctcog.org\)](#))
3. Latest Regional Transportation Comments on Unified Transportation Program ([Electronic Item 5.2](#))
4. Federal Communications Commission Waiver Request Letter ([Electronic Item 5.3](#))
5. High Speed Rail in Texas: Recent News ([Electronic Item 5.4](#))
6. Amtrak Service Between Dallas-Fort Worth and Atlanta
7. Getting Projects to Letting

Performance Measure(s) Addressed: Administrative

2:15 – 2:25

6. 2022 Transportation Safety Performance Report

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Michael Misantonis, NCTCOG

Item Summary: Staff will provide an update on items included in the 2022 Safety Program Performance Measures Report.

Background: The North Central Texas Council of Governments (NCTCOG) Safety Program Performance Measures Report provides an annual report on the performance of various NCTCOG safety programs, projects, and statistics such as regional crash and fatality data, top 10 contributing factors for regional crashes, county-level crash rates, attendance statistics for Traffic Incident Management and Photogrammetry Training courses, Roadside Assistance Program statistics, an update on the Regional Roadway Safety Plan development, as well as updates on the Texas Department of Transportation, Metropolitan Planning Organization Task Force, and Friends of the Safety Committee. Also included in the performance report are updates on requirements to develop Safety Performance Targets. Staff will give a presentation at the Surface Transportation Technical Committee meeting.

Performance Measure(s) Addressed: Safety

2:25 – 2:35

7. Texas Electric Vehicle Registration Update

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Savana Nance, NCTCOG

Item Summary: Staff will give an update on the number of registered electric vehicles (EV) in Texas and North Texas and provide updates on upcoming EV-related programs and events.

Background: The North Central Texas Council of Governments has been the host organization for Dallas-Fort Worth Clean Cities (DFWCC), a United States Department of Energy (DOE) initiative to reduce total energy impacts in the transportation sector since 1994. As part of this effort, DFWCC purchases electric vehicle registration data from the Department of Motor Vehicles and makes this information available online for stakeholders at www.dfwcleancities.org/evsintexas. This data is essential to the region's ability to prepare for vehicle electrification and associated infrastructure. Additionally, staff will give an update on upcoming programs and events, including the Texas Electric Vehicle Infrastructure Plan, Oncor's EVolution, and National Drive Electric Week (NDEW). NDEW is a nationwide celebration to highlight the benefits of EVs, including the important role they play in improving the region's air quality. DFWCC has hosted the Dallas-Fort Worth NDEW event since 2011. [Electronic Item 7](#) provides additional details.

Performance Measure(s) Addressed: Air Quality

2:35 – 2:45

8. **Fast Facts**

☐ Action ☐ Possible Action ☒ Information Minutes: 10
Item Summary: Staff presentations will be provided. Please reference the material provided for each of the following topics.

1. *Nick Allen* – Summary of Approved Transportation and Air Quality Legislation – 88th Texas Legislature ([Electronic Item 8.1](#))
2. *Brian Wilson* – Mobility Matters (Handout)
3. *Ezra Pratt* – Eastern Dallas, Kaufman, and Rockwall Counties Regional Transit Study Public Meeting
4. *Catherine Richardson* – Bicycle and Pedestrian Crash Maps for the DFW Region (<https://nctcog.org/trans/plan/bikeped/bicycle-and-pedestrian-crash-information>)
5. *Nicholas Van Hassen* – 2023 Ozone Season Update ([Electronic Item 8.2](#))
6. *Joslyn Billings* – Air Quality Funding Opportunities for Vehicles (www.nctcog.org/aqfunding)
7. *Joslyn Billings* – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
8. *Jackie Castillo* – July Online Input Opportunity Minutes ([Electronic Item 8.3](#))
9. *Jackie Castillo* – September Public Meeting Notice ([Electronic Item 8.4](#))
10. *Taylor Benjamin* – Public Comments Report ([Electronic Item 8.5](#))
11. Written Progress Reports:
 - Partner Progress Reports ([Electronic Item 8.6](#))

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

10. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on September 22, 2023**.

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE****July 28, 2023**

The Surface Transportation Technical Committee (STTC) met on Friday, July 23, 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: Joe Atwood, Melissa Baker, Bryan Beck, David Boski, Tanya Brooks, Daniel Burnham, Travis Campbell, Lane Cline, Breanna Davis (representing Jackie Culton), Clarence Daugherty, Chad Davis, Arturo Del Castillo, Pritam Deshmukh, Caryl DeVries, Duane Hengst (representing Greg Dickens), Rebecca Diviney, Phil Dupler, Chad Edwards, Eric Fladager, Chris Flanigan, Eric Gallt, Ricardo Gonzalez, Gary Graham, Shannon Hicks, Matthew Hotelling, John D. Hudspeth, Jeremy Hutt, Thuan Huynh, Joseph Jackson, Joel James, Major L. Jones, Gus Khankarli, Clay Lipscomb, Paul Luedtke, Chad Marbut, Alberto Mares, Wes McClure, Brian Moen, Mark Nelson, Jim O'Connor, Kevin Overton, Tim Palermo, Dipak Patel, Martin Phillips, Kelly Porter, Tim Porter, Lauren Prieur, Elizabeth Reynolds, Jeff Kelly (representing David Salmon), James Ryan Sartor, Brian Shewski, Caleb Thornhill, Gregory Van Nieuwenhuize, Nathan Benditz (representing Daniel Vedral), Caroline Waggoner, Jana Wentzel, and Robert Woodbury.

Others present at the meeting were: Valerie Alvarado, Gustavo Baez, Natalie Bettger, Chris Bosco, Jason Brown, Jesse Brown, Jackie Castillo, Aaron Ceder, David Druden, Olivia Dugger, Amber Ellis, Maritza Figy, John Godwin, Christie Gottie, Jamal Harvey, Ernest Huffman, Dhaval Jariwala, Amy Johnson, Dan Kessler, Dan Lamers, James McLane, Michael Morris, Jenny Narvaez, Anthony Padilla, Donald Parker, Catherine Richardson, Gwen Scharilis, Aliyah Shaikh, Toni Stehling, Shannon Stevenson, Helena Studmire, Brendon Wheeler, and Brian Wilson.

1. **Approval of June 23, 2023, Minutes:** The minutes of the June 23, 2023, meeting were approved as submitted in Electronic Item 1. Jim O'Connor (M); Kelly Porter (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda:
 - 2.1. **Endorsement of Department of Energy Grant Proposals:** An endorsement was requested for Regional Transportation Council (RTC) approval to pursue competitive grant opportunities from the Department of Energy (DOE) with the maximum of \$1.5 million federal DOE funds and provide the required twenty percent match (up to \$375,000) using Regional Toll Revenue funds.

A motion was made to recommend Regional Transportation Council approval of Item 2.1 on the Consent Agenda. Kelly Porter (M); Melissa Baker (S). The motion passed unanimously.

3. **Approval and Endorsement of 2024 Unified Transportation Program and Regional 10-Year Plan Update:** Brian Dell and Michael Morris provided background regarding the region's 10-Year Plan update and requested a recommendation for Regional Transportation Council (RTC) approval on the proposed changes to the Regional 10-Year Plan Update, including a funding exchange to advance the IH 30 Canyon project, and endorsement of action taken by the RTC at its July 2023 meeting. Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year plans using performance-based planning and project selection methods, including projects funded with Category 2

(MPO selected), Category 4 (TxDOT District selected), and Category 12 (Texas Transportation Commission [TTC] selected). Principles for the development of the Regional 10-Year Plan include the following: 1) project should be included in the Metropolitan Transportation Plan, 2) focus on “system” versus new, stand-alone projects, 3) fully fund existing projects before funding new projects while focusing on projects letting in the next 2-3 years, 4) ensure equity of county allocations, 5) maintain toll lanes/toll managed lanes on selected corridors, 6) re-fund previously unfunded projects, 7) ensure all RTC projects were approved in 2024 Unified Transportation Program (UTP), (including “placeholders”), and 8) projects must be scored sufficiently to qualify for funding. Historical allocations of Category 2, 4, and 12 funds since 2017 were provided, including some changes that were made since the May draft UTP listings were released to the regional funding allocations for Category 12. There was a \$480 million decrease on two projects, US 380 and Spur 399 in Collin County, bringing the regional total for Category 12 down to \$3.6 billion and total overall allocation funding for Category 2, 4, and 12, down to \$9.4 billion. A proposed Category 2/Category 12 funding exchange introduced at the June 2023 meeting was covered. There is currently too much Category 12 funding slotted statewide in the first few years of the UTP. To help resolve this issue, the region has been asked by TxDOT Headquarters to trade out Category 12 funds on the IH 30 Canyon project in 2024 and replace that funding with Category 2 and 4 funds. An initial trade was proposed by the State, but NCTCOG staff is proposing the following: Category 2 funding would be removed from four projects (SH 199 in Tarrant County [\$70 million], State Highway 360 at Randol Mill in Tarrant County [\$70 million], and United States Highway 380 [\$150 million] and Spur 399 [\$100 million] in Collin County) and placed on the IH 30 Canyon project. Category 12 funds would replace Category 2 removed from those projects. Michael presented the policy elements discussed with the RTC at their July 2023 meeting. It was noted that TxDOT continues to underfund Category 2 and overfund Category 12, which resulted in Legislative hearings in 2023. This UTP was the first time Category 12 exceeded legislative limits in draft UTP. Staff supported the proposed Category 2 and Category 12 trade to maintain commitments (even though it is working against Policy for more Category 2 funding). Michael highlighted the recent loss in revenue from draft to proposed final UTP, noted that staff’s recommendation is to approve the trade and ensure that any projects that were previously funded with Category 2 and are part of Category 2/12 trades do not have Category 12 removed in a future UTP, and stated that the legislative intent of HB 20 will need to be clarified in the future. Maps showing the 10-Year Plan projects, their statuses, as well as other major capacity projects in the region were presented. The 10-Year Plan was under public review in July 2023, and will be brought for action at the August 10, 2023, RTC meeting. TxDOT Public Involvement for the 2024 UTP is occurring in July 2023 and August 2023, and TTC approval of the 2024 UTP is anticipated to occur in August 2023. Electronic Item 3 included additional information about the process. Clarence Daugherty asked for more information on the proposed Category 2/12 trade involving US 380 and Spur 339 and whether it was related to the reduction in Category 12 Clear Lanes funding on those same projects. Michael confirmed that the trade was unrelated to the reduction of Category 12 Clear Lanes funding. It was noted that staff will be providing public comments on the proposed 2024 UTP asking for the Category 12 funding to be increased to the amounts first proposed in May 2023. Clarence asked whether the two projects that had their funding reduced were taken out of the UTP altogether. Brian clarified that they are both still in the UTP with reduced funding amounts.

A motion was made to endorse the Regional Transportation Council’s (RTC) July action directing staff to identify projects that were unfunded between the May 2023 and July 2023 Unified Transportation Program (UTP) draft listings and send a letter to Texas Department of Transportation relaying the RTC’s position that funding should be formula allocated (more

Category 2 and less Category 12). A motion was made to recommend Regional Transportation Council approval of the Regional 10-Year Plan project listing, including the proposed changes to projects that let in 2023, the proposed Category 2/12 funding exchange, and administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents as needed to incorporate these changes. Bryan Beck (M); Kelly Porter (S). Clarence Daugherty voted no; motion passed.

4. **Census Update Federal Transit Administration Designated Recipient:** Ken Kirkpatrick presented a request for favorable recommendation to the Regional Transportation Council (RTC) that North Central Texas Council of Governments (NCTCOG) serve as the Federal Transit Administration (FTA) designated recipient for the McKinney-Frisco Urbanized Area. US Census Bureau updates to urban areas resulted in McKinney-Frisco Urbanized Area being expanded and renamed on December 29, 2022. The Federal Highway Administration (FHWA)/FTA updated transportation management areas on June 5, 2023, for McKinney-Frisco (New), Dallas-Fort Worth-Arlington, and Denton-Lewisville. The McKinney-Frisco urbanized area needs to select a designated recipient by September 30, 2023, for apportionments beginning Fiscal Year 2024, that will be selected by Governor, or designee (TxDOT) in cooperation with public transportation providers and the Metropolitan Planning Organization (MPO). The duties of the designated recipient will have principal authority to administer and provide oversight of FTA funds and make FTA funds available to eligible projects and entities. Staff recommends North Central Texas Council of Governments to serve as the designated recipient. The cities of McKinney and Frisco, by Council action, approved the recommendation that NCTCOG serve as the FTA designated recipient. Electronic Item 4 contained additional details.

A motion was made to recommend Regional Transportation Council approval of staff recommendation that North Central Texas Council of Governments be selected as the designated recipient for Federal Transit Administration funds for the newly designated McKinney-Frisco Urbanized Area. Gary Graham (M); Brian Moen (S). The motion passed unanimously.

5. **Fiscal Year 2023 Multimodal Projects Discretionary Grant Program:** Jeff Neal requested a recommendation for Regional Transportation Council (RTC) approval of projects to be submitted for funding consideration through the Fiscal Year 2023/2024 Multimodal Project Discretionary Grant (MPDG) program. This \$5.575 billion program solicits project applications for three funding opportunities: the National Infrastructure Project Assistance Grants Program (MEGA), the Nationally Significant Multimodal Freight and Highway Projects Grant Program (INFRA), and the Rural Surface Transportation Grant Program (RURAL). The MEGA program will provide \$1.8 billion in funding for major projects too large or complex for traditional funding programs. The INFRA program will provide \$3.1 billion in funding for highway, bridge, freight, rail, intermodal, and marine transportation projects of regional and national significance. The RURAL program will provide \$675 million in funding supporting projects to improve/expand rural area surface transportation infrastructure for increased connectivity and enhanced safety and reliability. Applications are due on August 21, 2023. Three projects will be submitted with a resubmittal of the INFRA and RURAL projects that are identical to last year's project. The second project is a unique and transformative project regarding improved connections to and from the Alliance Intermodal Hub direct connectors with updated funding amounts including more Transportation Development Credits (TDCs) in addition to \$11 million in Regional Toll Revenue (RTR) funds to support the purchase of electric vehicles, contributions on the

federal and non-federal side, and private partners contributing the majority with a new total cost of \$241,350,000. The third project, US 81/287 North Tarrant County Reconstruction Project with MEGA grant funds in addition to funds already identified through 2023/24 Unified Transportation Program (UTP) funds. United States Department of Transportation (USDOT) grant opportunities considerations over multiple programs includes candidate selection impacted by eligible applicants, submittal limits, readiness, merit criteria, and previously submitted projects but making sure to keep the East/West balance going. The anticipated schedule: action will be requested at the Surface Transportation Technical Committee (STTC) meeting on July 28, 2023, and RTC meeting on August 10, 2023; RTC Letter of Support deadline on August 7, 2023, FY2023/2024 MPDG application deadline for Grants.gov on August 21, 2023, and NCTCOG Executive Board endorsement meeting on August 24, 2023. Electronic Item 5 included a presentation summarizing the projects as presented.

A motion was made to recommend Regional Transportation Council (RTC) approval of allocation of previous and new RTC funds: Dallas County Inland Port (DCIP) Multimodal Connectivity Project with \$12,530,000 Surface Transportation Block Grant (STBG) funds (including 4,270,000 TDCs) – same as last year's Fiscal Year 2022 INFRA/RURAL Grant application, Alliance Smart Port Deployment & State Highway (SH) 170 Connections Project with \$11,000,000 Regional Toll Revenue (RTR) funds (Denton County) – Electric hostler vehicles (6) and charging infrastructure with \$20,130,000 STBG funds – Construction, initial 5-year Operations/ Maintenance Plan, & signal optimization \$23,450,000 STBG funds – Engineering/Right-of-Way (ROW/Construction - SH 170) & signal optimization (Intermodal Parkway) 2,690,000 TDCs – Federal match for engineering/ROW (SH 170) & signal optimization (Intermodal Parkway), request for any new funds from local & Texas Department of Transportation (TxDOT) partners, as specified proposed projects to submit for funding consideration through FY23/24 MPDG Program, and administratively amending NCTCOG & State Transportation Improvement Programs (TIP/STIP), as well as other planning/administrative documents, to include proposed projects if selected for FY23/24 MPDG awards. Kelly Porter (M); Chad Edwards (S). The motion passed unanimously.

6. **Director of Transportation Report on Selected Items:** Michael Morris briefly highlighted several items for the Committee. He announced the Fiscal Year 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant project was awarded for the East/West Lancaster project in Fort Worth for \$20 million and a \$25 million RAISE grant was awarded to Dallas Area Rapid Transit (DART) and the Cottonbelt Corridor in partnership with North Central Texas Council of Governments (NCTCOG). Michael noted that NCTCOG doesn't have to put any money into the subsidies for the Amtrak service from Fort Worth to Oklahoma City and will be going to the Legislature to seek State funds in the future. The State Highway 183 Managed Lanes has \$1.3 billion on the table, by Cintra, in order to help with consumer prices related to managed lanes to balance previous commitments. Michael noted the Dallas-Fort Worth ozone nonattainment in the correspondence to and from the Texas Commission on Environmental Quality provided in Electronic Item 6.2. He mentioned the next steps for the Texas Department of Transportation/Metropolitan Planning Organization, we will be commenting on the Unified Transportation Program and the importance of funding project selections.
7. **Federal and State Actions Update:** Jenny Narvaez provided an update on actions taken by the Environmental Protection Agency (EPA) and Texas Commission on Environment Quality (TCEQ) regarding the State Implementation Plan (SIP) and reconsideration of National Ambient Air Quality Standards (NAAQS). Jenny briefly went over the criteria

pollutants that are in attainment, with the exception of the ozone. There is monitoring and increased regulations for the Greenhouse Gas (GHG) Emissions. The EPA has approved the Motor Vehicle Emissions Budgets under the 2008 Ozone Serious Reasonable Further Progress State Implementation Plan. The 2020 Motor Vehicle Emissions Budgets (MVEB) establishes emissions limits for nitrogen oxides and volatile organic compounds for Transportation Conformity. With the approval of 2020 MVEBs, a two-year clock started for the requirement to show a transportation conformity determination before May 2025. The EPA also proposed the disapproval of contingency measures the Texas Commission on Environmental Quality (TCEQ) has traditionally used. These measures are control requirements provided in the State Implementation Plan (SIP) for nonattainment areas that would take effect should the area fail to attain the ozone standard by the applicable attainment date. The final action for the proposed disapproval of the contingency measures in the SIP will be September 30, 2023. The EPA's final disapproval would result in a conformity freeze, however EPA plans to finalize the disapproval with a "protective finding" that avoids the conformity freeze or other immediate conformity consequences. EPA's final disapproval (September 2023) will initiate a second two-year clock, which acts as a warning/grace period for the state to submit approvable contingency measures by September 2025. Another movement by the EPA reevaluates all national standards. The EPA is proposing to reduce the annual mean for fine particulate matter, PM_{2.5}, from 12.0 µg/m³ (microgram per meter cube) to a range of 9 - 10 µg/m³, leaving the secondary and the 24-hour as is. There are two monitors in our region, one in Tarrant County and one in Dallas County, that do exceed the 9 - 10 µg/m³. North Central Texas Council of Governments staff's next steps are to coordinate with the EPA and TCEQ on possibly entering into the Advance Program. Staff has been meeting with the City of Dallas and the City of Fort Worth staff to begin strategic planning and available funding (TCEQ Clean Air Account) to stay in attainment. TCEQ has also released the 2015 Ozone Standard that includes the State Implementation Plan (SIP) revision. Staff reviewed and provided comments, which are included in Electronic Item 7.1. Part of this includes a rulemaking that would remove Ellis, Johnson, Kaufman, Parker, Rockwall, and Wise Counties from the requirement to comply with state's low RVP control requirements for gasoline to implementation of federal RFG requirements. Details and impacts of all of these actions were presented in Electronic Item 7.2. A multipollutant air quality improvement strategies workshop scheduled on August 14, 2023, at 2:30 pm as a Transportation Strategies Hybrid Meeting. Strategy ideas and/or register at www.nctcog.org/aqfunding.

8. **Intermodal Transportation Hubs for Colleges and Universities Study**

Recommendations: Ezra Pratt updated the Committee on the completion and key recommendations from the Intermodal Transportation Hubs for Colleges and Universities Study. The Intermodal Transportation Hubs for Colleges and Universities was launched in March of 2022 to investigate the potential for mobility hubs on and around college and university campuses throughout North Central Texas. The main deliverables were a Regional Mobility Hub Catalog and University of North Texas Mobility Hub Strategy. The study assessed existing and future transportation and demographic conditions around campuses to provide recommendations for mobility hub phasing, funding, and implementation. The project advisory committee held regular meetings from October 4 -6, 2022, on the campuses of the University of Texas in Arlington, Dallas College Cedar Valley Campus, and University of North Texas in Denton for on-campus public engagement. The survey was designed to understand the travel patterns, needs, and experiences on and around campuses, and the opportunities and barriers for mobility hubs with over 1,200 responses from a variety of campus affiliates. The methodology for siting all types of campus mobility hubs on and around campuses includes demographic and travel pattern

data, transportation indicators, such as transit services, bike infrastructure, and parking facilities, and consideration of campus trip generators that could create demand for mobility hubs, such as residence halls, sports facilities, and other student activity centers. Funding and implementing mobility hubs' key principles included partnership, incrementalism, be adaptable to changing conditions, and prioritize equity and affordability. In depth opportunities and recommendations are covered in the Funding Strategies and Implementations report. Next steps include following up with campuses and local governments on potential mobility hub projects, and being available for planning, funding, and implementation coordination and assistance based on study recommendations. Following the presentation, STTC member Tanya Brooks from DART asked if the study recommendations would be useful for their upcoming project to rebuild transit centers in southwest Dallas. For more information: [North Central Texas Council of Governments - Intermodal Transportation Hubs for Colleges and Universities Study \(nctcog.org\)](https://nctcog.org/intermodal-transportation-hubs-for-colleges-and-universities-study). Electronic Item 8 included additional information about the process.

9. **2025-2028 Transportation Improvement Program Development Kickoff:** Cody Derrick briefed the Committee on the 2025-2028 Transportation Improvement Program (TIP) development process, expectations, and upcoming meetings. A new TIP is developed every two years through a cooperative effort between the North Central Texas Council of Governments (NCTCOG), the Texas Department of Transportation (TxDOT), local government, and transportation authorities. The process includes reviewing all existing projects and gather information on additional locally funded projects of regional significance, make needed revisions to existing project scopes, schedules, and/or funding, then send off to TxDOT and Federal Highway Administration (FHWA) for their review and approval. In order to streamline the process, meeting expectations to discuss projects will be staff from appropriate departments, fiscal managers to answer questions about expenditures, agreements, and invoicing, as well as TxDOT staff will be present to help set realistic expectations and answer questions about the process. Cody highlighted that in regards to project status updates, staff will start to request start and end dates in the following format: estimated dates (month and year) if phase has not been started/completed, actual dates (month and year) if phase has been started/completed, and dates provided must be realistic given the realities of project implementation steps as well as provided when the local match will be available. Status of agreements is another area Cody emphasized, that Advance Funding Agreements (AFA) with TxDOT are up to date, interlocal agreements with NCTCOG are reviewed, and invoices are timely. The TIP development is a large modification cycle, being a great venue for requesting changes to project scope or limits, funding changes, and changes to implementing agency. To summarize the process with focus areas: timely implementation of projects, requests for projects to be placed in the first year of the new TIP (FY2025), closing out completed projects with RTR funds, and soliciting information on regionally significant projects being implemented with local funds. The schedule is as follows; meetings with implementing agencies between August through October 2023, development of TIP listings and document between August 2023 through February 2024, draft listings for STTC information in March of 2024, draft listings – RTC information, public meeting, and final listings and document for STTC action in April of 2024, final listings and document for RTC action in May of 2024, submit final document to TxDOT in Summer of 2024, anticipate TxDOT Commission approval for STIP in August/September of 2024, and anticipate federal/state approval for STIP for October/November 2024. Dan Kessler encouraged everyone to take the TxDOT local government contracting course training that is a day and a half.

10. **Metropolitan Transportation Planning Policy Bundle 5:** Amy Johnson briefed the Committee on results from the fifth round of the Metropolitan Transportation Plan (MTP) Policy Bundle, including the plan to distribute available Transportation Development Credits (TDCs). The MPO is a blueprint for the region's transportation system that responds to the region's goals that guides expenditure of federal and state funds with recommendations for programs, policies, and projects. The Policy Bundle takes 20 policies out of the plan, advances regional priorities, and rewards qualifying entities with TDCs. The process is the policies are provided to the agencies, agency approves policies, agencies apply online, North Central Texas Council of Governments (NCTCOG) certifies applications, agencies use TDCs to offset local match funds. Due to the Mobility 2045 Plan being updated, there are new policies included such as Comprehensive Air Quality Action Plan (CAP), Sustainable Tire Recycling, Equity, Asset Management, and Street Connectivity. Scoring has changed, TDCs are now allocated by points, and there are multiple points available for most policies. Key dates for Round 5: Round 5 opened on February 1, 2023, early deadline was on March 31, 2023, and final deadline was on May 31, 2023. There were 17 applicants, and 16 proposed awardees met requirements with a total of 26 million TDCs recommended to award. The schedule is as follows: brought for information at the July 28, 2023, Surface Transportation Technical Committee (STTC) meeting and the August 10, 2023, Regional Transportation Council (RTC) meeting, will be brought for action at the August 25, 2023, STTC meeting and the September 14, 2023, RTC action meeting, and formal notification of awards in September/October. Electronic Item 10 includes a draft recommendation for TDC distribution for successful policy bundle participants.
11. **Unmanned Aircraft Airspace Awareness Pilot Program:** Ernest Huffman presented the North Texas Unmanned Aircraft Airspace Awareness Pilot Program, shedding light on its crucial aspects. The initiative aims to enhance pilot safety and promote transparency by addressing the challenges posed by unmanned aircraft in the region. This comprehensive program offers valuable insights for pilots and provides local governments with free application software and training. The North Central Texas Council of Governments (NCTCOG) has meticulously selected proposals from three distinguished companies: Aloft, Air Space Link, and ATA. These chosen vendors will deliver a sophisticated toolset that empowers residents and businesses to engage in safe aerial activities. The tool offers real-time data on potential risks, local advisories, emergency alerts, and advanced flight planning features. Ernest highlighted that the Federal Aviation Administration (FAA) doesn't govern drone usage directly, prompting the need for this pilot program. NCTCOG's initiative bridges the gap by prioritizing safety and transparency. To achieve this, the vendors' solutions offer browser-based visualization and monitoring of airspace within jurisdictional territories. These tools facilitate the creation and dissemination of localized advisories for various operators, including governmental, commercial, and recreational users. The selected vendors bring with them essential capabilities, including the integration of diverse technology solutions and regional sensor data. This approach ensures a comprehensive platform that not only keeps the community informed about rules, regulations, and potential hazards but also fosters engagement. A significant aspect of this engagement is the incorporation of a live operational map on the official www.northtexasuas.com website, allowing seamless communication with the community. The pilot program spans two years, with a clear roadmap for its phases. In the initial phase, NCTCOG and participating cities will receive licenses for the platforms, enabling them to incorporate Unmanned Aircraft Systems (UAS) operations and promote platform adoption among citizens. The subsequent phase focuses on data sharing among platforms, thereby enhancing the overall airspace management capabilities in the region. For cities to participate, two designated points of contact (POC) are required (please select POC and send contact information to Ernest at

ehuffman@nctcog.org by August 28th). Each city will receive at least one free license from the providers, working closely with them through workshops and training sessions. The immediate next steps include identifying points of contact, attending vendor workshops at the end of August, selecting vendors for each city, obtaining licenses, and undergoing vendor training. Ernest drew attention to the upcoming regulatory change. Starting September 16, 2023, all drone pilots must adhere to the [Remote ID rule](#), requiring the broadcasting of the drone's location data. Recognized Identification Areas (FRIAs) are designated zones where drones can operate without Remote ID equipment. Ernest also announced an informative workshop that he will host on August 11, 2023. This virtual event covers basic rule requirements, compliance strategies for government agency fleets, details about FRIAs, and the application process. Another brief on the subject will be given at the next North Texas UAS Safety and Integration Task Force Meeting on August 29th from 10am to 12pm CST.

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

Aliyah Shaikh noted the deadline for the November Transportation Improvement Program (TIP) Cycle Submittal was July 28, 2023, and there will not be a February 2024 TIP Modification.

Jesse Brown mentioned information regarding the Toll Lane Managed Policy, in particular the High-Occupancy Vehicle lanes (HOV) 2 + Subsidy amount is provided in the Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report in Electronic Item 12.1.

Sydnee Mangini invited everyone to the Pilot Placemaking Training on August 22, 2023, from 10 am to 12 pm. Registration link: <https://forms.office.com/r/fRHG1AyCaN>. Details provided in Electronic Item 12.2. She also highlighted the North Central Texas Council of Governments Community Gardens Public Program Guide with more information provided at: www.nctcog.org/greeninfrastructure.

Nick Van Haasen provided an update on the 2023 Ozone Season Update by mentioning the 2008 standard ≤ 75 ppb (Severe by 2027) and 2015 standard ≤ 70 ppb¹ (Moderate by 2024) with 20 total exceedances. Additional information was provided in Electronic Item 12.3.

Juliana VandenBorn provided information on the Status Reports on Toyota Mobility Foundation is in partnership with Challenge Works and World Resources Institute launched the sustainable cities challenge, which is a two stage, three-year project open to cities across the country with \$9 million in funding with applications due on September 18, 2023. Details provided at: www.nctcog.org/agfunding. Juliana mentioned North Central Texas Council of Governments' (NCTCOG's) Regional and Electric Vehicle (EV) Infrastructure working group will resume monthly meetings starting on August 17, 2023, at 10 am with Melissa Baker, City of Irving. Lastly, the upcoming Dallas-Fort Worth Clean Cities will be hosting a webinar on renewable and natural gas and propane on Wednesday, August 23 at 12 pm. More events are available at: <https://www.dfwcleancities.org/evets>.

Jackie Castillo mentioned that a hybrid public meeting was hosted on Monday, June 12, 2023. Presentations were provided on the Transit Strategic Partnerships, the Automated Transportation System Development Study, EPA Climate Pollution Reduction Grants Program, Regional Scrap Tire Program, Federal Performance for National Highway System Program, and the Fiscal 2024-2024 Unified Planning Work Program. Details and comments provided in Electronic Item 12.4.

Kyle Roy noted that the Public Comments Report, which contained general public comments received from May 20, 2023, through June 19, 2023, was provided in Electronic Item 12.5.

Partner Progress Reports were provided in Electronic Item 12.6.

13. **Other Business (Old or New)**: Brian Shewski expressed great appreciation for everything that the North Central Texas Council of Governments (NCTCOG) staff does for the Regional Transportation Council and Surface Transportation Technical Committee (STTC) meetings and motioned to direct NCTCOG staff not to wear ties during STTC Meetings.
14. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on August 25, 2023.

Meeting was adjourned at 3:29 PM.

Local Match for Traffic Signal Initiatives

Surface Transportation Technical Committee

August 25, 2023

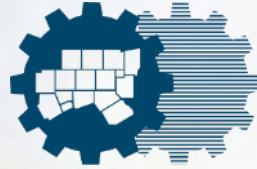
Action Requested

STTC Endorsement of RTC Action:

To utilize up to \$200,000 RTC Local funds to satisfy local match requirements for Traffic Signal initiatives

Administratively amend the Transportation Improvement Program and other planning/administrative documents as appropriate to incorporate these projects

.



NCTCOG PRESENTATION

Transportation Paid Education Campaigns for Fiscal Year 2024

AMANDA WILSON | SURFACE
TRANSPORTATION TECHNICAL COMMITTEE |
AUGUST 25, 2023

THE THREE E'S FOR EDUCATION CAMPAIGNS

Engineer - Develop initiative

Educate - Inform the audience on initiative

Enforce - Make sure initiative is being implemented



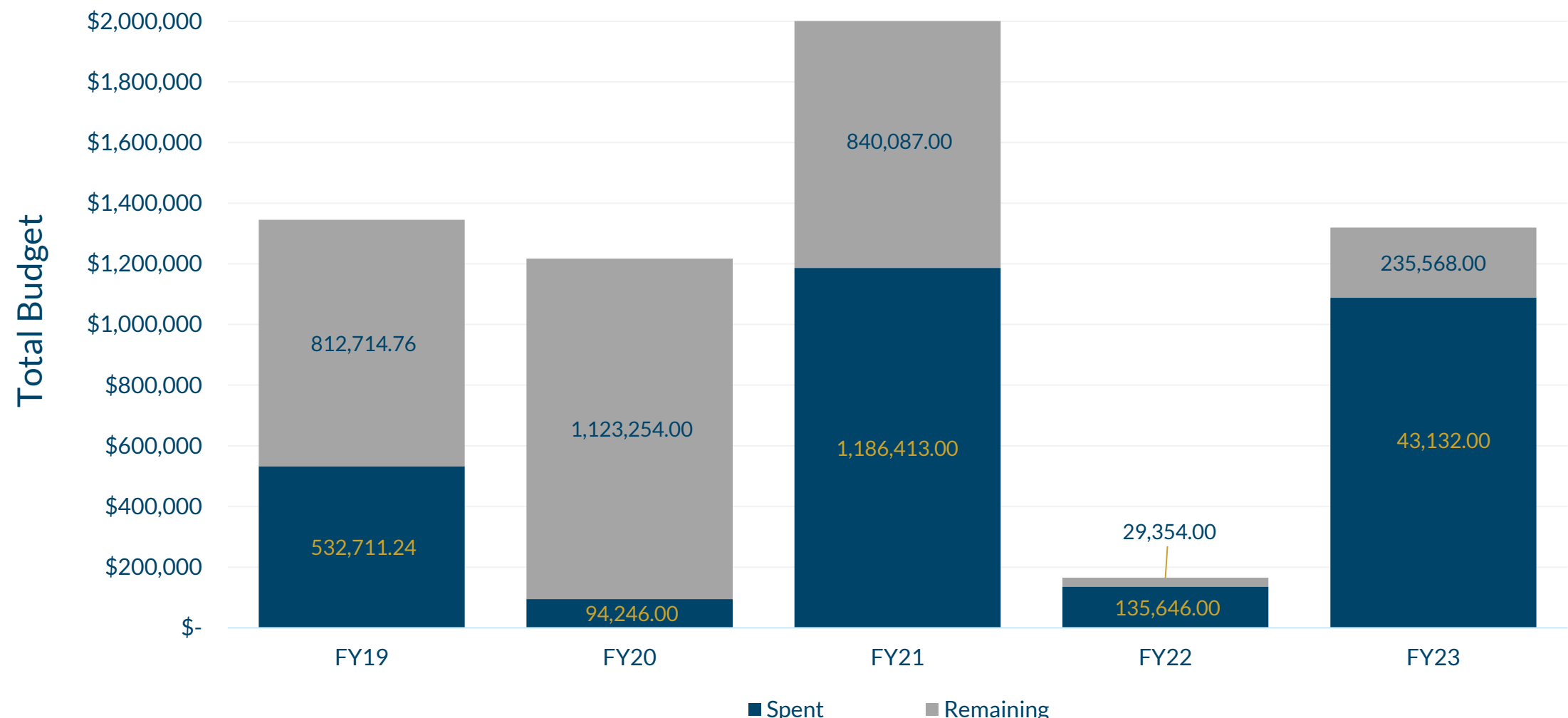
EDUCATION CAMPAIGNS OVERVIEW

Education campaigns for Transportation Initiatives allows for:

- Lower Media Buy Rates
- Increased and Targeted Audience Reach
- Increased Website Traffic and Engagement
- Greater Public Participation
- Cross Communication for Campaigns
- Improved Efficiencies with Media Outlets



EDUCATION CAMPAIGN BUDGET OVERVIEW FROM 2019-2023



EXAMPLE EDUCATION CAMPAIGN PERFORMANCE MEASURES SUMMARY– TRY PARKING IT

Goal: Increase the number of North Texas commuters that visit and create an account on the TPI website. Increase the number of users that actively track their alternative commute information on the TPI website.

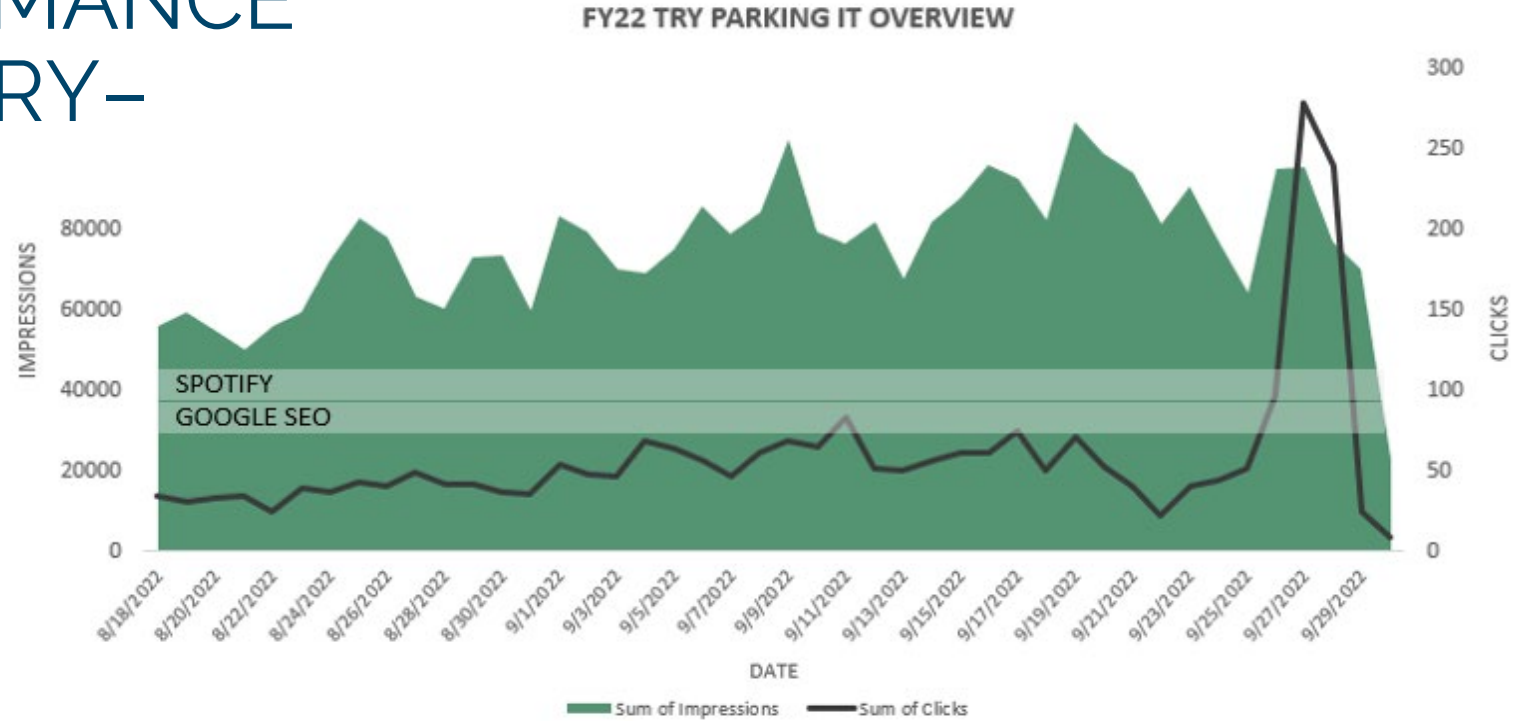
Strategy & Audience Breakdown:

Commuters (drivers and passengers) in North Texas ages 18 and up.

Future Recommendations:

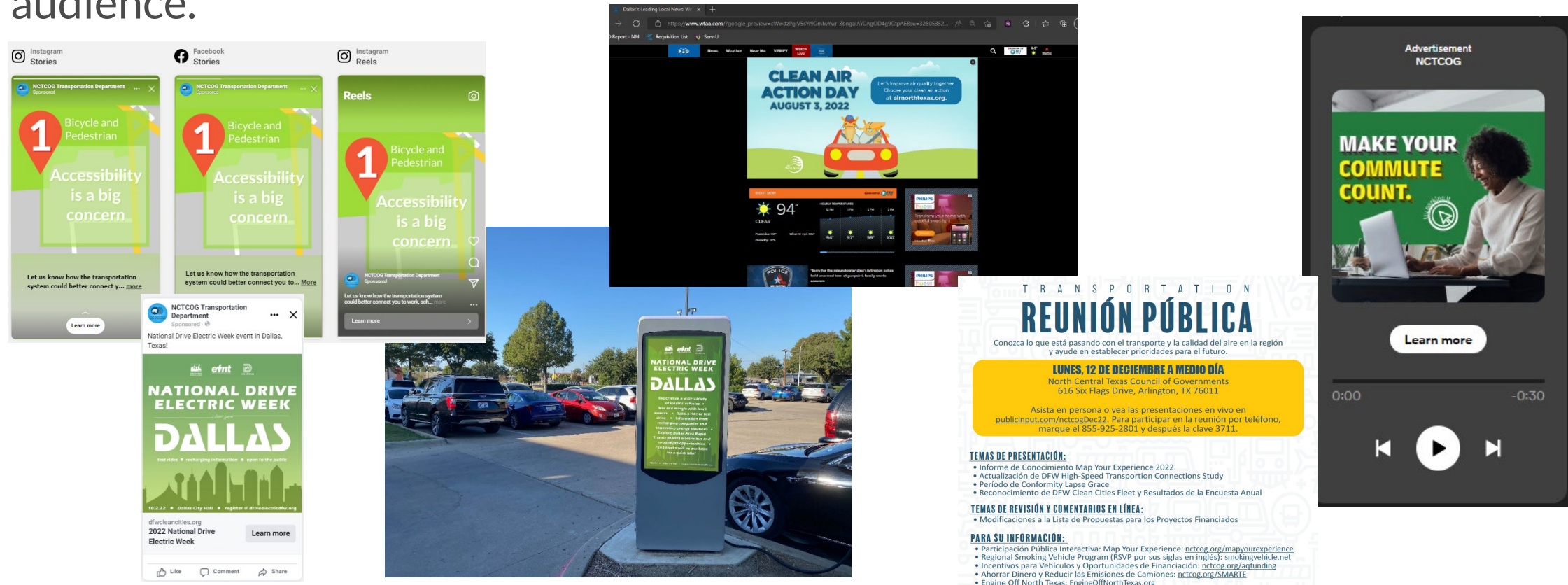
- Encourage TPI team to research with public involvement (PI) staff on chambers of commerce outreach as well as potential chamber memberships
- Continue paid outreach on Spotify to strengthen audience and analytics in FY23. Recommend a three-month minimum for streaming component of the campaign.
- Research opportunities for additional languages to promote Try Parking It.
- Continue improving Google Ads campaign set up for Google SEO and Google display options in advance of FY23 Try Parking It campaign. Set up meeting with a Google Business representative as needed.

FY22 Budget: \$30,000



EDUCATION CAMPAIGN STRATEGY AND EXAMPLES

Media procurements and placements are monitored and adjusted based on the current market environment and a campaign's key message(s) and target audience.



TRANSPORTATION EDUCATION CAMPAIGN OVERVIEW

Purchase and Placement of Education Campaigns for Transportation Initiatives for FY2024					
Program Name	Funding Source	Funding Amount	Match Source	Match Total	Total
Public Involvement	TPF	\$ 236,000	TDCs	44,200	\$ 236,000
Congestion Management Program (Try Parking It, One Day a Week)	STBG	\$ 400,000	TDCs	80,000	\$ 400,000
Drive Aware North Texas	STBG	\$ 300,000	TDCs	60,000	\$ 300,000
Bicycle/Pedestrian Safety (Look Out Texans)	STBG	\$ 80,000	TDCs	16,000	\$ 80,000
RSVP, Car Care Events, Local Air Quality Projects	STBG	\$ 56,000	TDCs	11,200	\$ 56,000
HOV 2+ Incentive Program (GoCarma)	STBG	\$ 75,000	TxDOT	\$18,750	\$ 93,750
Ozone Season Emissions Reduction Campaign (Air North Texas)	CMAQ	\$ 205,000	TDCs	41,000	\$ 205,000
Clean Cities/National Drive Electric Week	STBG	\$ 130,000	TDCs	26,000	\$ 130,000
Flexible Funding*	STBG/CMAQ/ TPF/FTA/RTR/ LOCAL	\$ 40,000	TDCs/TBD	10,000	\$ 40,000
OVERALL TOTAL		\$ 1,522,000		288,400	\$ 1,540,750

*Specific funding source, including match source, will be determined by the project(s) using the Flexible Category, and could also include RTC Local.

Total up to \$1,540,750 to cover paid education campaign expenses for approval. Campaigns in the table above are included in the FY2024 and FY2025 Unified Planning Work Program, which was approved by the RTC and Executive Board.



PROPOSED ACTION

Support an RTC Recommendation to NCTCOG Executive Board to Approve Funding up to \$1,540,750 for Education Campaigns for Transportation Initiatives that will initiate in FY2024 such as:

- Try Parking It and One Day a Week

- Drive Aware North Texas

- Look Out Texans

- HOV 2+ Incentive Program (GoCarma)

- National Drive Electric Week

- Ozone Season Emissions Reduction Campaign (Air North Texas)

- Report Smoking Vehicles Program

- Car Care Events

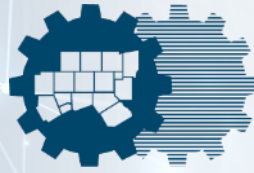


CONTACT US



Amanda Wilson
Senior Program Manager
(817) 695-9284
awilson@nctcog.org





NCTCOG PRESENTATION

Application to the Environmental Protection Agency Diesel Emissions Reduction Act 2024 Program

Surface Transportation Technical
Committee

August 25, 2023

Jason Brown,
Principal Air Quality Planner

Funding Application Summary

Funding Source: Environmental Protection Agency (EPA) National Diesel Emissions Reduction Act Program

Call for Partner	North Texas Diesel Emissions Reduction Call for Partners
Project Types	Replace Onroad and Nonroad Diesel Engines/Vehicles/Equipment; Install Locomotive Shore Power, EPA Verified Idle Reduction (See Slides 3, 4)
Available Funding	Up to \$3 million per EPA application; \$14 million total for EPA Region 6
Call for Partner Applicants	Private Fleets and Companies; Public Entities such as Local Governments
Priority Project Locations	10-County Ozone Nonattainment Area*; Area of Air Toxics Concern**
Clean Fleet Policy	Must Adopt RTC Clean Fleet Policy or Similar

*This includes Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties.

**This includes Dallas, Denton, and Tarrant counties. Source: [2022-2023 DERA Priority County List](#)



Project Eligibility

North Texas Diesel Emissions Reduction Call for Partners

Eligible Activities	Funding Threshold		
<u>Replace Onroad Diesel Vehicles and Engines*</u> <ul style="list-style-type: none"> GVWR: 16,001 and Up; EMY: Older - 2009 (Also EMY 2010 - Newer if Replacing with Zero Emission); Must Operate > 7,000 Miles/Year during 24 Months Prior to Application 	<u>Replacement Type</u>	<u>Vehicles/Equipment</u>	<u>Engines</u>
	New is Zero Emission Powered:	45%	60%
	New is CARB Certified Low-NO _x Powered:	35%	50%
	New is EPA Certified Diesel Powered:	25%	40%
<u>Replace Nonroad Diesel Equipment*</u> <ul style="list-style-type: none"> Must Operate > 500 Hours/Year during 24 Months Prior to Application; Eligible Tiers Vary 	New is Zero Emission Powered:	45%	60%
	New is CARB Certified Low-NO _x Powered:	35%	50%
	New is EPA Certified Diesel Powered:	25%	40%
<u>Locomotive Engine Replacement and Shore Power Installation**</u>	40% Cost Coverage		

*All old vehicles/engines/equipment must be scrapped; other model years eligible on case-by-case basis. California Air Resources Board (CARB); Engine Model Year (EMY); Gross Vehicle Weight Rating (GVWR)

**All equipment and installation must be completed by EPA SmartWay Verified Technology Vendor.



Project Eligibility Continued

North Texas Diesel Emissions Reduction Call for Partners

Eligible Activities	Funding Threshold	
<u>Replacement of Diesel Transport Refrigeration Unit (TRU) Trailer</u> <ul style="list-style-type: none">• TRU trailer Replacement ONLY	<u>Replacement Type</u>	<u>Maximum Funding Level</u>
	New Zero Tailpipe Emission eTRU* Trailer includes Charging Unit	45%
<u>Replacement of Drayage</u> ** <ul style="list-style-type: none">• GVWR: 33,001 and Up;• EMY: Older - 2009 (Also EMY 2010 - Newer if Replacing with Electric);• Operates on or transgresses through port or intermodal rail yard property for the purposes of loading, unloading, or transporting cargo	2017 or Newer: Diesel, Alternative Fuel, Gasoline Powered	50%
	2021 or Newer: Zero-Emission or CARB Certified Low-NOx	
<u>EPA Verified Highway Idle Reduction Technologies</u>	When combined with new or previous installed exhaust aftertreatment retrofit	100%

*New unit will operate solely on grid, battery, or other zero emission power sources

**Drayage truck operator must hold a valid and current vehicle registration and driver's license issued in the United States. Operator must have proof that your existing truck has been covered for primary liability insurance over the last year.



Eligibility and Scoring Criteria

North Texas Diesel Emissions Reduction Call for Partners

Characteristics	Rebate Program Purpose: Reduces administrative burden as compared to a subgrant program.	
	Competitive application process Purpose: Choose the best activities for our region.	
Eligibility	Operate in Required Geographic Area	
	Clean Fleet Policy Adoption Purpose: Reserve Funding for Fleets that are Engaged Beyond Grant Opportunities; Consistent with RTC Adoption of Clean Fleet Policy	
Scoring Criteria	Criteria	% of Total Score
	Cost Per Ton NO_x Emissions Reduced Purpose: Maximize Emissions Reductions	65%
	Rebate Recipient Oversight Criteria Purpose: Balance Project Benefits with Administrative Burden	25%
	Priority Project Location Criteria Purpose: Preference to Projects Operating in Environmental Justice areas and Disadvantaged Communities	5%
	Project Resilience and Workforce Development Criteria Purpose: Preference to Projects with Ability to Protect Funded Investments; Prepare the Workforce for the Project	5%

Schedule

Milestone	Date
STTC Recommendation of RTC Approval	August 25, 2023
RTC Approval	September 14, 2023
Open Call for Partners	September 15, 2023
Call for Partners Applications Deadline	October 20, 2023
Executive Board Approval	November 16, 2023
EPA Application Deadline	December 1, 2023



Action Requested

**Recommend Regional Transportation Council
Approval of NCTCOG to Pursue Funding from the
EPA DERA Program:**

Authorizing Staff to:

1. Open Call for Partners to Public and Private Fleets
2. Submit an EPA Application



Contact Us



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Principal Air Quality Planner

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Chris Klaus
Senior Program Manager

Cklaus@nctcog.org | 817-695-9286



Policy Bundle TDC Recommendations

Entity		2023		Recommended 2023 TDCs*
		Policies	Points	
<u>Cities: Eligibility Requires Adoption of 10 Policies</u>				
City of Arlington	Medium	12	31	2,000,000
City of Dallas	Large	18	49	3,000,000
City of Farmers Branch	Small	10	22	750,000
City of Fort Worth	Large	13	37	3,000,000
City of Frisco	Medium	14	34	2,000,000
City of Garland	Medium	13	33	2,000,000
City of Grand Prairie	Medium	8	--	-
City of Irving	Medium	13	31	2,000,000
City of Lewisville	Small	12	34	1,000,000
City of McKinney	Medium	13	32	2,000,000
City of Mesquite	Small	11	28	750,000
City of North Richland Hills	Small	15	37	1,000,000
City of Plano	Medium	17	45	2,000,000
City of Richardson	Small	12	31	1,000,000
City of Terrell	Small	13	30	1,000,000
<u>Transit: Eligibility Requires Adoption of 5 Policies</u>				
DCTA	Medium	7	12	1,000,000
Trinity Metro	Large	6	11	1,500,000
Total				26,000,000

Legend

- Did not apply
- 2 Applied, but did not meet requirements
- * TDC Allocations based on point tiers beginning in this round

TDC TIERS

AGENCY SIZE	BASLINE EFFORT UP TO 19 POINTS	ADVANTAGE TIER 1 20-29 POINTS	ADVANTAGE TIER 2 30+ POINTS
SMALL pop. up to 200,000	500,000	750,000	1,000,000
MEDIUM up to 800,000	1,000,000	1,500,000	2,000,000
LARGE over 800,000	1,500,000	2,250,000	3,000,000

CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING INNOVATIVE
PROJECTS DURING COVID RECOVERY

August 2023

Michael Morris, P.E.
Director of Transportation

TRAVEL BEHAVIOR BY MODE



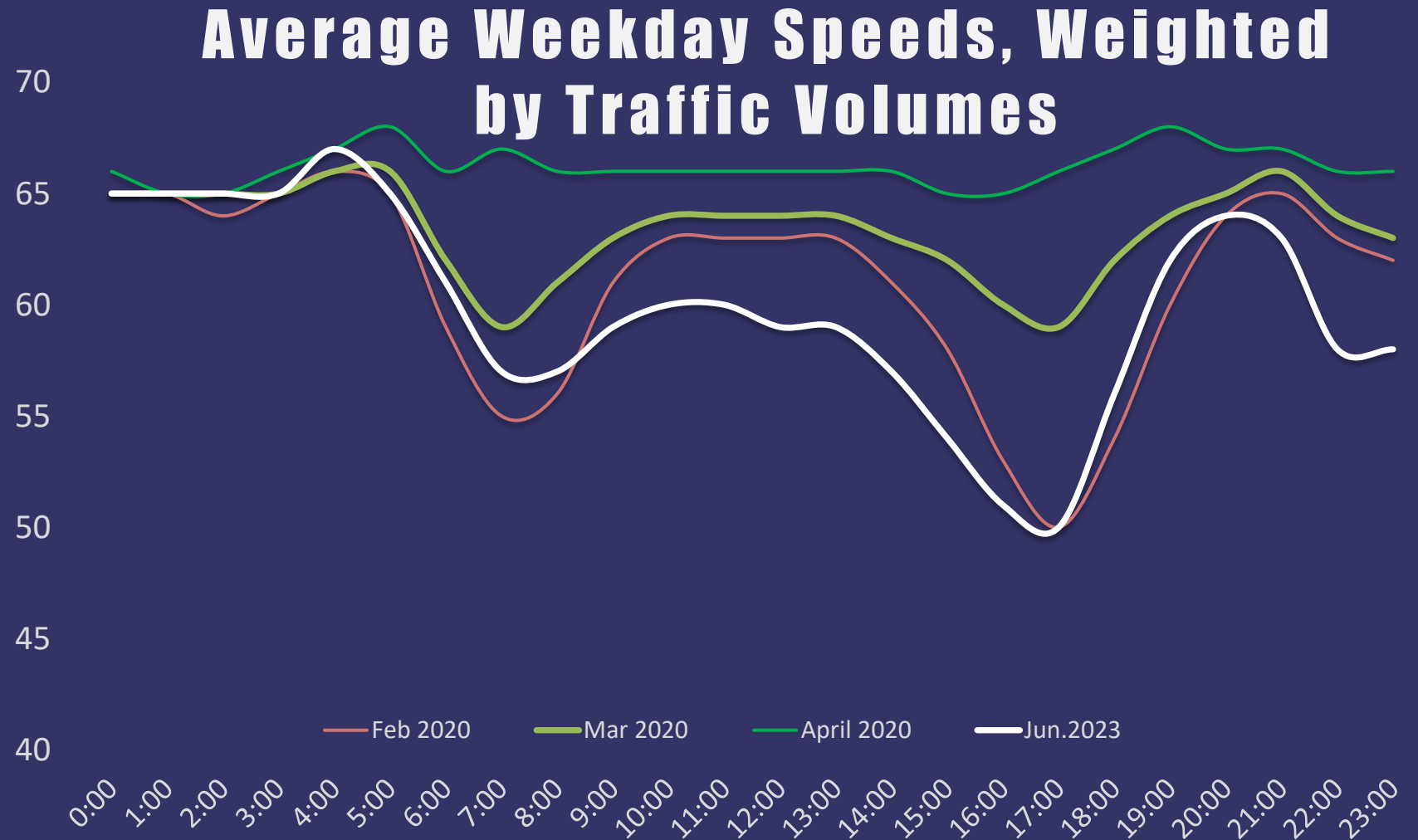
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Transit Ridership (-32%, May)



ROADWAY TRENDS

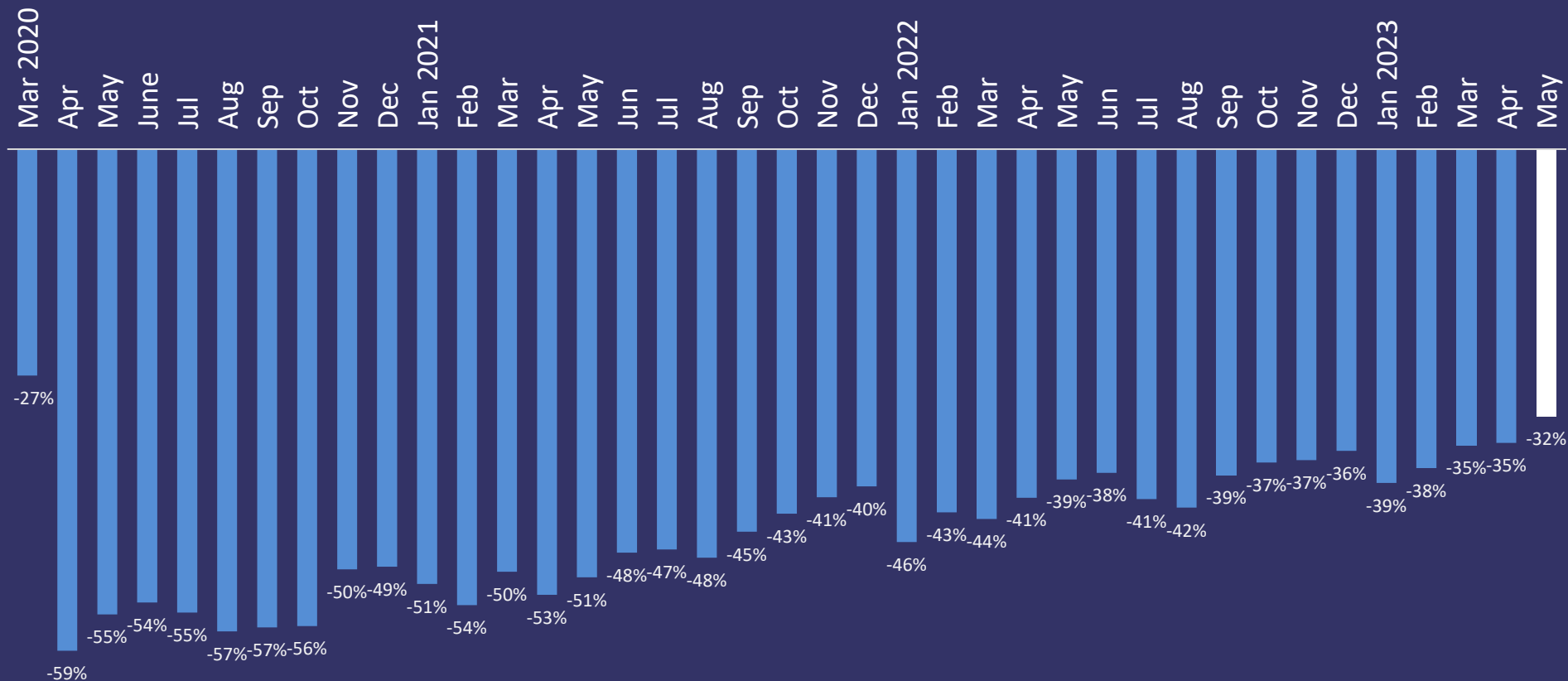
Regional Average
Freeway Speeds



TRANSIT IMPACTS

Weekday
Ridership

Passenger Decrease vs Baseline



Source: DART, DCTA, and Trinity Metro

Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.



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

August 14, 2023

The Honorable J. Bruce Bugg, Jr.
Chairman
Texas Transportation Commission
125 E. 11th Street
Austin, TX 78701

Dear Chairman Bugg:

The Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth (DFW) area, met on August 10, 2023, to consider approval of the Regional 10-Year Plan in connection with TxDOT's draft 2024 Unified Transportation Program (UTP). There was much discussion at the RTC meeting that highlighted the importance of the long-standing positive relationship between the Commission and the RTC on implementing a wide range of improvements to the transportation system in the DFW region.

The RTC took action to approve the 10-Year Regional Plan project listings, which included the Category 12 Clear Lanes amounts under the Commission's selection authority as reflected in the July draft of the 2024 UTP for the following two projects: 1) US 380 (TIP 13070/CSJ 0135-15-002, and 2) Spur 399 (TIP 55287/CSJ 0047-10-002).

In addition to approval of the project listings, the RTC authorized the Chairperson to send an additional communication requesting the Commission express its funding intent regarding the US 380 and Spur 399 projects for future iterations of the UTP in the spirit of the Commission and RTC's partnership to advance projects. This early insight is being requested of the Commission to aid impacted local governments in communicating expectations to their constituents on these two critical projects.

This letter supplements the RTC's previous comments on the draft 2024 UTP. The RTC looks forward to a continued partnership with the Commission and TxDOT to address the transportation needs within the DFW region and the State. Please contact Michael Morris, P.E. at (817) 695-9241 or mmorris@nctcog.org with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Gyna Bivens", written in a cursive style.

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

KK:aa

August 14, 2023

cc: The Honorable W. Alvin New, Commissioner
The Honorable Robert C. Vaughn, Commissioner
The Honorable Alejandro G. Meade III, Commissioner
The Honorable Steven D. Alvis, Commissioner
Marc D. Williams, P.E., Executive Director, TxDOT
Brandye Hendrickson, Deputy Executive Director for Planning and Administration, TxDOT
Brian Barth, P.E., Deputy Executive Director for Program Delivery, TxDOT
Ceason Clemens, P.E., Dallas District Engineer, TxDOT
David M. Salazar Jr., P.E., Fort Worth District Engineer, TxDOT
Noel Paramanantham, P.E., Paris District Engineer, TxDOT
Michael Morris, P.E., Director of Transportation, NCTCOG

**North Central Texas Council of Governments**

July 21, 2023

Ms. Marlene H. Dortch
Secretary
Federal Communications Commission
45 L Street NE
Washington, D.C. 20554

Re: NCTCOG Request for Waiver, ET Docket No. 19-138

Dear Secretary Dortch:

In response to the Public Notice, DA 21-962, released August 6, 2021, the North Central Texas Council of Governments (NCTCOG) submitted a waiver request to permit the deployment and operation of "Cellular Vehicle-to-Everything" (C-V2X) safety technology for on-board units (OBUs) and roadside units (RSUs) in the sixteen-county region served by NCTCOG in and around the Dallas-Fort Worth metroplex. Specifically, NCTCOG requested a waiver of 47 C.F.R. § 2.106, NG160 to allow the use of the 5.905 – 5.925 GHz band for C-V2X safety systems operating in the Intelligent Transportation System radio service.

In the waiver request, NCTCOG listed a series of projects located within our region, and for which NCTCOG provides funding and technical assistance, that anticipate the usage of C-V2X technology to increase safety and improve roadway operations. The enumeration of these projects demonstrated that it is in the public interest for the use of these systems, and therefore has sufficient grounds for approval in accordance with Section 1.925(b)(3)(i).

NCTCOG is pleased to see that the Federal Communications Commission recently granted the waiver request filed by some public and private transportation stakeholders, the C-V2X Joint Waiver Parties, thereby allowing some to move forward with C-V2X technology deployments.

This letter is to confirm that NCTCOG would accept the same conditions under which the waiver granted to the C-V2X Joint Waiver Parties were the request submitted by NCTCOG to also be granted.

NCTCOG is appreciative of the Commission's continued interest in the implementation of C-V2X technology to enhance safety on our Nation's road networks, and requests that the Commission expeditiously grant our pending waiver request. NCTCOG supports the expedient adoption of final rules that will provide regulatory certainty needed for broad C-V2X deployment.

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

Ms. Marlene H. Dortch
Page Two

July 21, 2023

If you need additional information to process this request, please contact me by email at mmorris@nctcog.org, or by phone at (817) 695-9241.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Morris". The signature is fluid and cursive, with a large loop at the end.

Michael Morris, P.E.
Director of Transportation

CM:bw

cc: Marc D. Williams, P.E., Executive Director, Texas Department of Transportation



NEWSRELEASE

FOR IMMEDIATE RELEASE
August 9, 2023

Texas Central and Amtrak Seek to Explore High-Speed Rail Service Opportunities between Dallas and Houston

WASHINGTON - Texas Central Partners ("Texas Central") and Amtrak are seeking opportunities to advance planning and analysis work associated with the proposed Dallas-Houston 205-mph high-speed rail project to further determine its viability. Amtrak has cooperated 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.

"If we are going to add more high-speed rail to this country, the Dallas to Houston Corridor is a compelling proposition and offers great potential," said **Amtrak Senior Vice President of High-Speed Rail Development Programs Andy Byford**. "We believe many of the country's biggest and fastest-growing metropolitan areas, like Houston and Dallas, deserve more high quality high-speed, intercity rail service and we are proud to bring our experience to evaluate this potential project and explore opportunities with Texas Central so the state can meet its full transportation needs."

The proposed approximately 240-mile route would offer a total travel time of less than 90 minutes between two of the top five major U.S. metropolitan areas and would complement future, new and improved corridor and long-distance service in the southern region.

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.

Amtrak has worked with Texas Central since 2016 when it entered into agreements to provide through-ticketing using the Amtrak reservation system and other support services for the planned high-speed rail line.

"This high-speed train, using advanced, proven Shinkansen technology, has the opportunity to revolutionize rail travel in the southern U.S., and we believe Amtrak could be the perfect partner to help us achieve that," said **Texas Central Chief Executive Officer Michael Bui**. "We

[More>>>](#)

appreciate Amtrak's continued collaboration and look forward to continuing to explore how we can partner in the development of this important project."

High-speed rail service with mostly-dedicated and purpose-built rights of way can radically shrink trip times, achieve excellent reliability and provide significant capacity – all things that will drive ridership and help convince people to shift their trips to rail. When complete, this project is forecast to provide significant social, environmental, employment and economic benefits to the people of Texas. As an example, the project is estimated to reduce greenhouse gas emissions by over 100,000 tons per year, saving 65 million gallons of fuel while removing 12,500 cars per day from I-45.

"Dallas is the engine of the fourth largest and fastest growing region in the nation," **Dallas Mayor Eric L. Johnson** said. "It is bold, innovative endeavors like this that will propel Dallas toward an even more prosperous future. A high-speed rail line would revolutionize transportation in our region, serve as a catalyst for economic growth, and enhance connectivity among Texas residents and businesses."

"The collaboration between Texas Central and Amtrak is an important milestone for the City of Houston and this project," said **Mayor Sylvester Turner of Houston**. "Our city is committed to advancing transportation initiatives that support economic growth and enhance quality of life for our residents. The potential partnership of these two companies will accelerate the planning and analysis necessary for the successful implementation of a modern, efficient, and environmentally sustainable rail system connecting Houston and Dallas. I commend all parties involved for their dedication to this transformative project."

Construction and operations of the proposed high-speed rail line would bring significant economic benefits to the region, including thousands of well-paying construction jobs and nearly one thousand long-term, skilled operations and maintenance positions.

"The Ironworkers strongly support the Dallas-to-Houston high speed rail project," said **Jerry Wilson, Iron Workers District Council of Texas and the Mid South States**. "Not only is it safe and green, but it will provide hundreds of highly skilled, good paying jobs for our members as we transport, erect and install the infrastructure."

Byford joined Amtrak in April 2023 to begin developing a team focused on high-speed opportunities throughout the US. In his newly created role, he will develop and lead the execution of Amtrak's long-term strategy for high-speed rail throughout the country.

In addition to current Amtrak service in Texas and planned station improvements, Amtrak submitted grant applications for daily *Sunset Limited* service and the extension of the *Crescent* from Mississippi through Louisiana and Texas. Amtrak supports Kansas DOT's *Heartland Flyer* Extension Corridor Identification and Development (Corridor ID) application that will connect Wichita and communities across Kansas, Oklahoma, and Texas to the Amtrak network. Amtrak also supports Texas DOT's applications for the Texas Triangle (Dallas – Fort Worth – Houston – San Antonio) routes.

About Amtrak®

For more than 50 years, Amtrak has connected America and modernized train travel. Offering a safe, environmentally efficient way to reach more than 500 destinations across 46 states and parts of Canada, Amtrak provides travelers with an experience that sets a new standard. Book travel, check train status, access your eTicket and more through the [Amtrak app](#). Learn more at [Amtrak.com](#) and connect with us on [Twitter](#), [Instagram](#), [Facebook](#) and [LinkedIn](#).

About Texas Central

Texas Central, which includes its operating subsidiaries Texas Central Railroad & Infrastructure, Inc., and Integrated Texas Logistics, Inc., is the company undertaking the development, design, construction, finance, and operation of the innovative new high-speed passenger train line that intends to use the proven Shinkansen HSR technology to connect the fourth and fifth largest economies in the country, North Texas and Greater Houston, in less than 90 minutes, with one stop in the Brazos Valley. Visit [www.texascentral.com](#) to learn more.

###

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Texas Central Media Relations
Media@TexasCentral.com

MICHAEL MORRIS QUOTE – NOT INCLUDED

“High-speed rail has the potential to transform mobility, safety and economic growth in Texas. The North Central Texas Council of Governments has begun project development activities on a segment connecting Dallas, Arlington and Fort Worth, ultimately allowing seamless travel from Fort Worth to Houston. With Amtrak taking the lead in the Dallas-to-Houston segment, there is an opportunity to integrate these two corridors into one common vision – High-Speed Rail Version 2.0.”



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



North Central Texas
Council of Governments



Dallas-Fort Worth
CLEAN CITIES

Texas Electric Vehicle Registration Update

Savana Nance

Surface Transportation Technical Committee

August 25, 2023

Electric Vehicle Registration Data

Dallas-Fort Worth Clean Cities (DFWCC) Receives Electric Vehicle (EV) Registration Data from the Texas Department of Motor Vehicles

- Battery-Electric Vehicle (BEV)
- Plug-in Hybrid Electric (PHEV)

Data is Quality Controlled and Made Available Using Visual Analytic Software (Microsoft Power BI)

- Registration Data by City, County, Zip Code and Interactive Map

Data Used to:

- Identify Regional Needs
- Inform and Educate Local Governments, Utilities, and Stakeholders
- Support EV Infrastructure Planning Efforts

Texas EV Registration Data - www.dfwcleancities.org/evsintexas

North Texas EV Registration Data - www.dfwcleancities.org/evsinnorthtexas



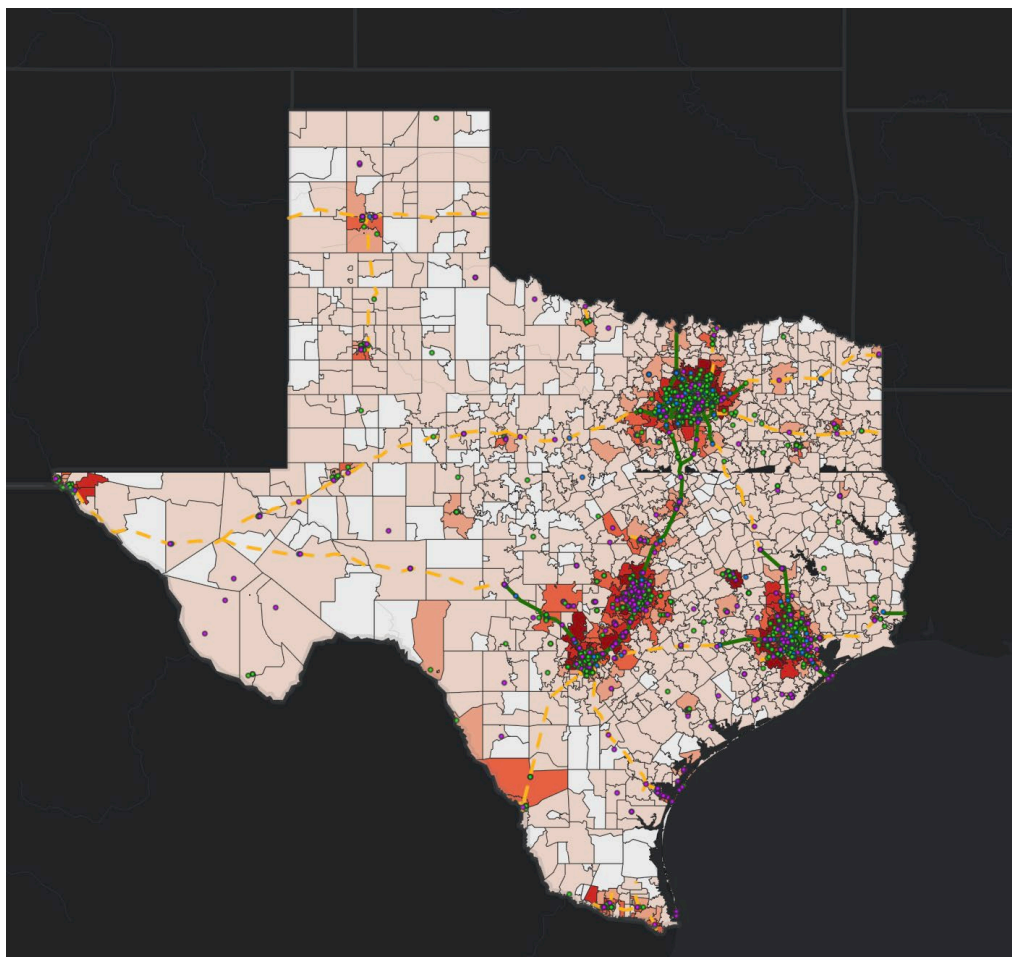
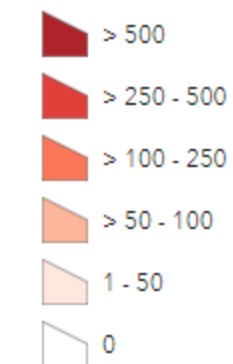
Texas Data And Trends

EV Charging Type

- DC Fast Charge
- Tesla
- Level 2

Zip Code EV Registration

Electric Vehicles



Source: NCTCOG



Texas Electric Vehicle Registration Update

EV Registration Data

Region	August 1, 2022	August 1, 2023	Increase
Texas	140,014	211,055	51%
DFW	49,783	78,045	57%
Austin	29,550	41,823	42%
San Antonio	13,960	20,332	46%
Houston	32,787	50,982	55%

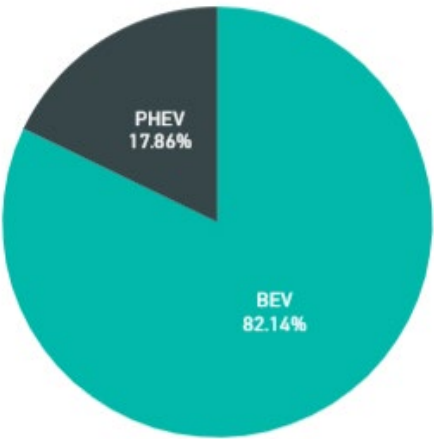
Data Source: TxDOT DMV Registration

Charging Sites Statewide (includes Tesla):

- 2,666 Level 2
- 373 DC Fast

North Texas Data And Trends

EV Technology



Top 5 EV Models

Tesla Model 3	20,304
Tesla Model Y	18,382
Tesla Model S	6,244
Tesla Model X	3,677
Chevrolet Bolt	1,777



EV Registration Data

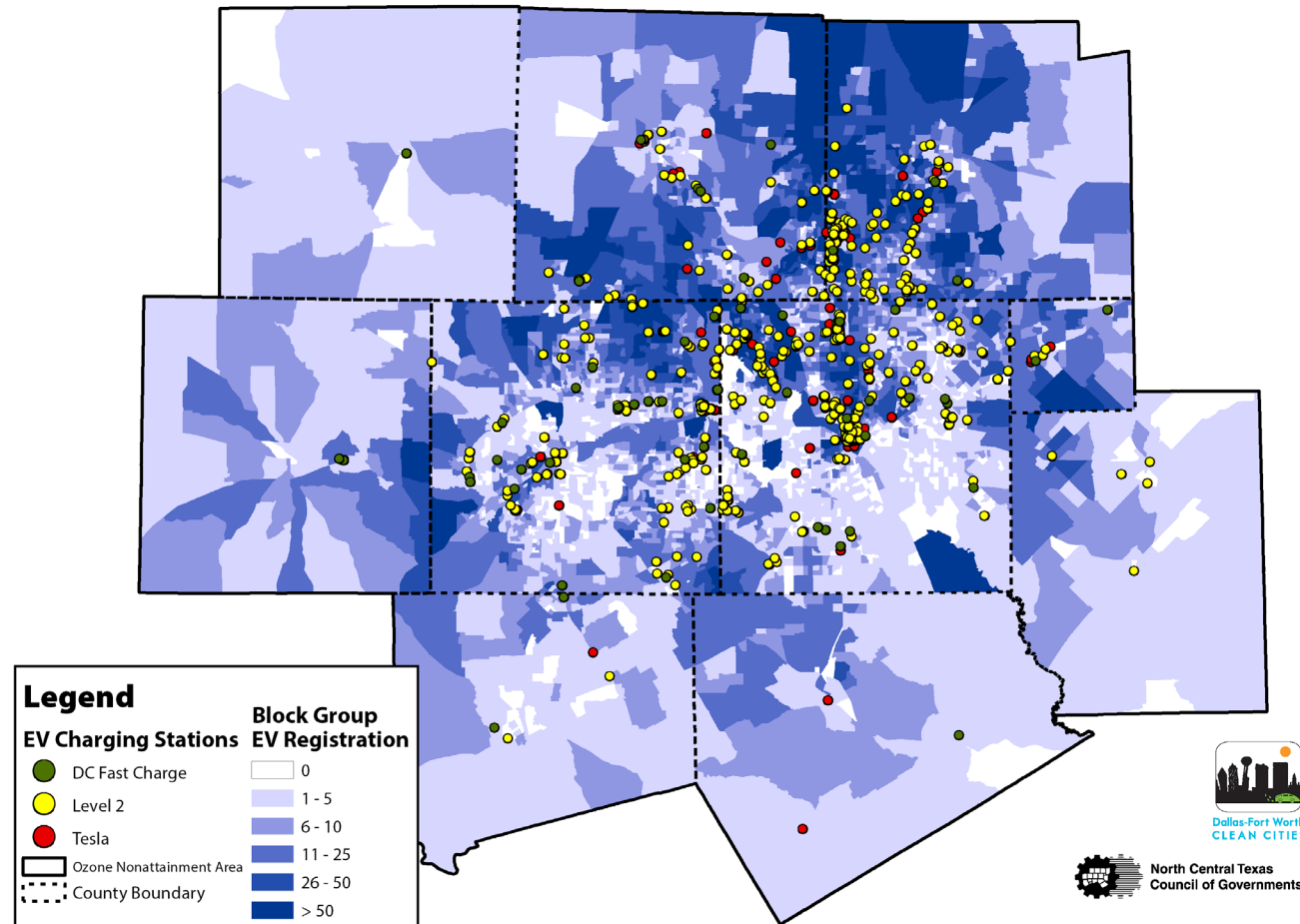
County	August 1, 2022	August 1, 2023	Increase
Collin	12,565	21,274	69%
Dallas	14,747	21,644	48%
Denton	8,942	14,661	64%
Ellis	634	953	50%
Hood	225	305	36%
Hunt	187	269	44%
Johnson	450	658	46%
Kaufman	426	839	97%
Parker	555	852	54%
Rockwall	781	1,133	45%
Tarrant	9,986	15,050	51%
Wise	124	192	55%

EV Adoption and Infrastructure Availability

County	Level 2 Plugs*	DC Fast Charge Plugs*
Collin	238	6
Dallas	574	20
Denton	98	15
Ellis	0	4
Johnson	5	2
Kaufman	12	0
Parker	4	2
Rockwall	9	5
Tarrant	354	26
Wise	2	1

*As of May 2023; Excludes Tesla Stations

EV Registration and EVSE in Ozone Nonattainment Area



National Electric Vehicle Infrastructure Formula Funding Impacts to Texas

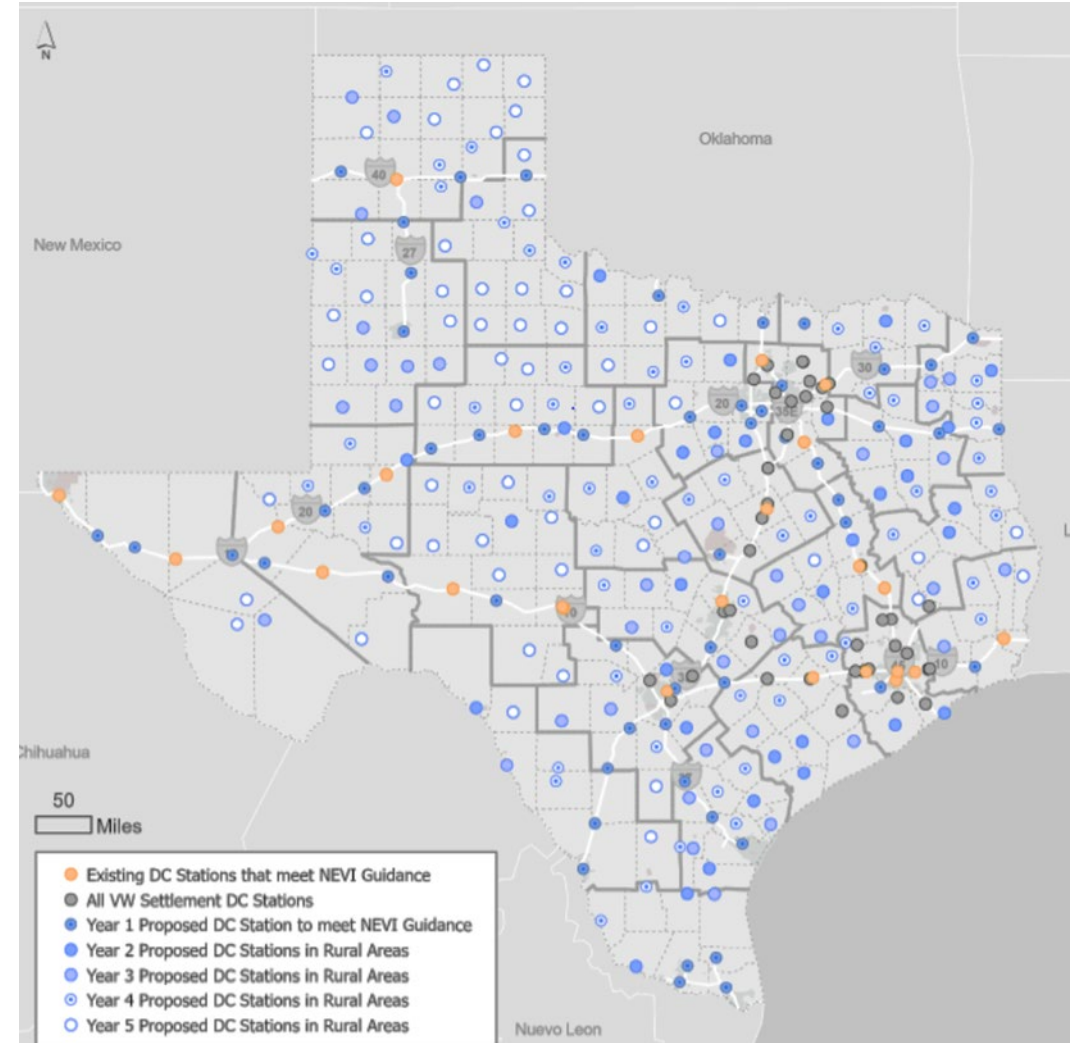
Texas Department of Transportation (TxDOT) to Administer ~\$408 M Over Five years to Deploy EV Charging through Texas via the [Texas EV Charging Plan](#)

Phase 1: Install DC Fast Charging in Recommended Study Areas Along Designated Corridors

- Within One Mile of Designated EV Corridor Exit
- Objective is One Qualifying Station Every 50 miles
- Include at Least Four CCS and NACS DC Fast Charge Connectors, Minimum 150kW Power Output
- Minimum Site Power Capacity 600 kW
- Phase 1 Grant Program Now Open for Applications

Phase 2: Two Parallel Approaches

- Build Infrastructure in Rural Areas, Focused on County Seats
- Work with Metropolitan Planning Organizations to Build Infrastructure in Urbanized Areas



Source: TxDOT



Oncor's Electrification Efforts

Oncor's EVolution Program

- Ensure Adequate Infrastructure Planning for Fleets to Maximize Efficiency and Profitability
 - No Cost to Participate
 - Fleet Managers and Program Partners can Enroll!
 - [EVOLUTION \(oncor.com\)](https://oncor.com/evolution)



Oncor's Managed EV Charging Study

- EVolution Participants are Eligible to Participate
- 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
 - Participants Must Attend Monthly Meetings
- Contact Joshua.Emeter@oncor.com for more information



National Drive Electric Week

National Celebration to Raise Awareness of Benefits of EVs

- Exhibitors
- Electric Vehicle Display and Ride and Drives
- Food, Games, and more

Dallas-Fort Worth National Drive Electric Week

Sunday, October 1, 2023, 2:00 - 5:00pm

Tanger Outlets

15853 North Fwy, Fort Worth, TX 76177

Register and learn more at <https://www.dfwcleancities.org/ndew>



2022 National Drive Electric Week Event



Texas Electric Vehicle Registration Update

Contact Us



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**Dallas-Fort Worth
CLEAN CITIES**



dfwcleancities.org



cleancities@nctcog.org



Texas Electric Vehicle Registration Update

**North Central Texas
Council of Governments**

**Summary of Approved
Transportation and
Air Quality Bills**

88th Texas Legislature



2023



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- 5 SB 784 (Birdwell)- Relating to the exclusive jurisdiction of the state to regulate greenhouse gas emissions in this state and the express preemption of local regulation of those emissions.
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- 12 SB 2144 (Parker)- Relating to advanced air mobility technology.

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- 13 SB 1260 (Creighton)- Relating to certain contracts regarding airports and associated air navigation facilities operated by or on behalf of a local government.
- 13 SB 1716 (Zaffirini)- Relating to term limits for certain contracts regarding airports and associated air navigation facilities operated by or on behalf of a local government.

13 Bicycle/Pedestrian

- 13 HB 1277 (Cain)- Relating to pedestrian use of a sidewalk.
- 13 HB 3558 (Perez)- Relating to the operation of a motor vehicle at an intersection with a stop sign.

13 Broadband

- 13 HB 9 (Ashby)- Relating to the development and funding of broadband and telecommunications services.
- 14 HJR 125 (Ashby)- Proposing a constitutional amendment creating the broadband infrastructure fund to assist in the financing of broadband and telecommunications services projects in the state.
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14 Local Government

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- 15 SB 943 (Kolkhorst)- Relating to the publication of notices by a governmental entity on the Internet websites of a newspaper and Texas Press Association.

15 Rail

- 15 HB 4015 (Thompson)- Relating to the disposition of certain fees collected for the rail safety program.

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- 16 SB 1021 (Nichols)- Relating to the handling of bids on certain contracts for highway projects.
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- 16 SB 1524 (Blanco)- Relating to the Authority of the Texas Department of Transportation to Provide Department Services on Federal Military Property.

16 Safety

- 16 HB 393 (Goldman)- Relating to restitution payments for the support of a child whose parent or guardian is a victim of intoxication manslaughter.
- 16 HB 898 (Stucky)- Relating to the offense of passing certain vehicles on a highway.
- 17 HB 1442 (Johnson)- Relating to the prosecution of certain criminal conduct involving a reckless driving exhibition and to the forfeiture of contraband as a result of a reckless driving exhibition.
- 17 HB 1885 (Canales)- Relating to the authority of the Texas Transportation Commission to establish variable speed limits.
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- 17 HB 4122 (Guillen)- Relating to the operation and movement of motorcycles on a roadway laned for traffic.
- 17 HB 4797 (Romero)- Relating to training on the treatment of toll project roadways during inclement weather.
- 18 SB 1413 (Johnson)- Relating to the authority of a fire department to remove certain personal property from a roadway or right-of-way.

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- 18 HB 2170 (Guerra)- Relating to toll collections by a toll project entity.

18 Vehicles

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- 18 HB 914 (Hefner)- Relating to temporary vehicle tags and the offense of tampering with a government record.
- 18 HB 2195 (Noble)- Relating to wrong, fictitious, altered, or obscured license plates.
- 19 HB 3297 (Harris)- Relating to the elimination of regular mandatory vehicle safety inspections for noncommercial vehicles and the imposition of replacement fees.

19 Water

- 19 HB 3582 (Harris)- Relating to the composition and use of money in the flood infrastructure fund.
- 19 HB 4742 (Lopez, J.)- Relating to a study by the Texas Water Development Board of issues faced by communities with artificial drainage systems.
- 20 SB 28 (Perry)- Relating to financial assistance provided and programs administered by the Texas Water Development Board.
- 20 SJR 75 (Perry)- Proposing a constitutional amendment creating the Texas water fund to assist in financing water projects in this state.



Summary of Approved Transportation and Air Quality Bills

88th Texas Legislature

Air Quality and Energy

HB 3014 (Harris) - Relating to the motor vehicle safety inspection of electric vehicles.

House Bill (HB) 3014 exempts motor vehicles that use electricity as their only source of motor power and are not equipped with an internal combustion engine from vehicle inspection requirements relating to emissions and exhaust systems.

This Act takes effect September 1, 2023.

HB 4885 (Landgraf) - Relating to the Texas Emissions Reduction Plan.

HB 4885 requires the Texas Commission of Environmental Quality (TCEQ) to establish and administer the Texas Hydrogen Infrastructure, Vehicle, and Equipment grant program as part of the Texas Emissions Reduction Plan (TERP).

Under the program, TCEQ must determine eligibility and provide funding for eligible projects to offset the incremental cost of projects that reduce nitrogen emissions from high-emitting sources in nonattainment areas and affected counties of the state. Eligible projects include:

1. Hydrogen infrastructure implementation projects;
2. Purchase or lease of hydrogen vehicles or equipment;
3. Replacement of vehicles or heavy-duty equipment with newer hydrogen vehicles or equipment;
4. Repowering of vehicles or heavy-duty equipment with engines that ran on hydrogen; and
5. Use of hydrogen fuel.

A project would not be eligible if it were required by any state or federal law, regulation, memorandum, or other legally binding document.

TCEQ must develop a simple, standardized application package for grants under the program.

HB 4885 also makes changes to the TERP Fund. The bill revises provisions authorizing uses for the TERP Fund to specify that 8 percent of the fund may be shared between the new Hydrogen Infrastructure, Vehicle, and Equipment grant program and the current New Technology Implementation grant program. A maximum of \$8 million from this percentage may be used for the Hydrogen Infrastructure, Vehicle, and Equipment grant program.

HB 4885 decreases the amount that may be used for the Texas Natural Gas Vehicle grant program from 10 percent to 7.5 percent. The bill changes the cap on funds that may be used by TCEQ for administrative costs from \$16 million to 15 percent of the total TERP fund. HB 4885 decreases the amount that may be used for the Light-Duty Motor Vehicle Purchase or Lease Incentive program from 5 percent to 2.5 percent.

This Act takes effect September 1, 2023.

HB 4932 (Lopez) - Relating to the amount of foreign emissions of air contaminants in nonattainment areas and the required revision of the state implementation plan to account for those emissions.

HB 4932 requires the Texas Commission on Environmental Quality (TCEQ) to request a report from the Environmental Protection Agency (EPA) Administrator that shows the amount of foreign emissions detected or estimated to be present at each federal air quality monitoring site located in each nonattainment area in Texas for each air contaminant for which each respective nonattainment area is designated for any national ambient air quality standards.

If TCEQ does not receive the information requested from the EPA within 180 days of TCEQ's request, HB 4932 requires TCEQ to estimate the amount of foreign emissions. The bill defines foreign emissions as air contaminants emanating from outside Texas. The bill authorizes TCEQ to contract with a third party to conduct the required foreign emissions estimate.

HB 4932 requires TCEQ's Executive Director, using either the information received from the EPA or the TCEQ estimate, to create a recommendation on whether to revise the State Implementation Plan to account for the amount of foreign emissions in each nonattainment area in Texas in any manner permissible under federal law.

This Act took effect June 11, 2023.

The bill's provisions expire September 1, 2027.

SB 784 (Birdwell) - Relating to the exclusive jurisdiction of the state to regulate greenhouse gas emissions in this state and the express preemption of local regulation of those emissions.

Senate Bill (SB) 784 prohibits municipalities and local subdivisions from enacting or enforcing ordinances or measures that directly regulate greenhouse gas emissions to include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. It would also establish the preemption of the state in such regulation to the degree not preempted by federal law.

This Act takes effect September 1, 2023.

SB 1001 (Schwertner) - Relating to the regulation of electric vehicle supply equipment.

SB 1001 defines "electric vehicle supply equipment" as a device or equipment used to dispense electrical energy to an electric vehicle. An "electric vehicle supply provider" means an owner or operator of electric vehicle supply equipment that's available and accessible to the public to provide electrical energy through a commercial transaction, including any sale or exchange for compensation of electrical energy through a digital network. A "digital network" means an online application, website, or system used by an electric vehicle supply provider that allows users to enter into a commercial transaction to dispense electrical energy from electric vehicle supply equipment to an electric vehicle.

The bill allows the Texas Commission on Licensing and Regulations (TCLR) to adopt rules to regulate electric vehicle supply equipment in operation before January 1, 2024, that: (1) was not equipped with metering systems capable of measuring electricity transferred from the charging station to the vehicle; or (2) was not capable of measuring the time elapsed while actively charging a vehicle and calculating a fee for the charging session.

Pursuant to SB 1001, TCLR may set fees to cover the costs of administering the bill. The Texas Department of Licensing and Regulations (TDLR) may contract with third parties to perform its electric vehicle supply equipment duties.

TCLR may enact rules to exempt electric vehicle supply equipment from a requirement if:

1. TCLR determines that imposing or enforcing a requirement was not cost-effective for TDLR;
2. Enforcing the requirement is not feasible with current resources or standards; or
3. The requirement would not substantially benefit or protect consumers.

Electric vehicle supply equipment may also be exempt from requirements if, per TCLR rule, the electric vehicle supply equipment was:

1. Installed in a private residence for noncommercial use;
2. Provided for the exclusive use of an individual or a group of individuals; or
3. Provided by a business for use at no charge.

TDLR's Executive Director is required to establish a method to address complaints. TDLR could periodically or, in response to a complaint, inspect electric vehicle supply equipment to verify compliance with registration requirements and standards.

Unless electric vehicle supply equipment is exempt or removed from service, electric vehicle supply providers must have electric vehicle supply equipment inspected and maintain the equipment. Additionally, electric vehicle supply providers must register each charging unit with TDLR before any transaction may occur.

The Texas Commission on Licensing and Regulations (TCLR) and the Texas Department of Transportation (TxDOT) must adopt standards requiring electric vehicle supply equipment to feature standard electric vehicle charging connectors or plug types that are widely compatible with as many types of electric vehicles as practicable. Specifications and tolerances for electric vehicle supply equipment must follow the National Institute of Standards and Technology recommendations.

Electric vehicle supply providers must display fee calculation methods, applicable surcharges, a certificate that TDLR regulated the electric vehicle supply equipment, and instructions on how to file a complaint with TDLR concerning electric vehicle supply equipment.

Before the user begins charging, the electric vehicle supply provider must disclose the rate at the time of the transaction and a list of applicable surcharges. After a reasonable time, at a user's request, the electric vehicle supply provider must transmit a summary with transaction information.

Electric vehicle supply providers must remove damaged equipment from the electric vehicle supply provider's digital network listing of available charging units. If TDLR determines that electric vehicle supply equipment poses a safety risk, TDLR must indicate that the equipment is out of order. Electric vehicle supply providers may only return electric vehicle supply equipment to operation once the equipment is repaired per manufacturer specifications and TCLR rule.

Electric vehicle supply equipment installed in Texas would have to be operated in compliance with manufacturer specifications and TCLR rules:

1. By March 1, 2028, if the equipment was installed before the bill's effective date.
2. By March 1, 2025, if the equipment was installed between the bill's effective date and March 1, 2025.
3. When the equipment began operating, if the equipment was installed on or after March 1, 2025.

This Act took effect June 18, 2023.

SB 1002 (Schwertner) - Relating to the operation of electric vehicle charging stations.

SB 1002 establishes a regulatory framework to promote a neutral electric vehicle charging marketplace and encourage private investment in meeting the growing charging demand.

The bill distinguishes requirements between: (1) the areas directly served by and outside the Electric Reliability Council of Texas' service regions; (2) Transmission and Distribution Utilities (TDUs) subject to direct regulation by the Public Utilities Commission; and (3) private energy providers not subject to direct regulation.

TDUs outside ERCOT's service region may provide direct EV charging services to consumers subject to certain conditions. Those conditions include a right of first refusal clause for private providers, a market rate scheme, and conflict of interest protections. TDUs within ERCOT's service region are prohibited from providing direct consumer service but may maintain affiliation with private providers not directly regulated by the PUC. This affiliation would be subject to certain other conditions aimed at market neutrality.

This Act takes effect September 1, 2023.

SB 1017 (Birdwell) - Relating to the authority of a political subdivision to regulate an energy source or engine.

SB 1017 prohibits political subdivisions from enacting or enforcing any ordinance, regulation, or other measure that limits access to, use of, or provision of infrastructure for any specific energy source. This prohibition does not preclude political subdivisions from regulating or enforcing regulations that do not prohibit the use or supply of an energy source, guide zoning, or in any area not preempted by state and federal law.

SB 1017 also prohibits enacting or enforcing regulations that prohibit or restrict the use, sale, or lease of a mechanical engine based on its fuel source. The bill does not preclude political subdivisions from regulating or enforcing regulations that do not prohibit or restrict the use of engines, implements an agreement with the Texas Commission on Environmental Quality regulating vehicle idling, or applies only to engines owned by the political subdivision and is included in the State Implementation Plan, or is necessary for compliance with federal Clean Air Act.

SB 1017 does not preclude political subdivisions from adopting regulations encouraging the use of, or providing rebates for, alternative fuel sources. This authority is provided that such regulation or enforcement does not ban, restrict, or prohibit energy sources or engines based on their fuel source.

This Act takes effect September 1, 2023.

SB 1364 (Alvarado) - Relating to weight limitations for certain natural gas or electric vehicles.

SB 1364 allows an electric semitruck to exceed the applicable gross weight limitation by up to 2,000 pounds, provided the vehicle's maximum gross weight cannot exceed 82,000 pounds. SB 1364 revises the Texas Transportation Code to correspond with federal laws.

This Act takes effect September 1, 2023.

SB 1732 (Hancock) - Relating to standards for certain electric vehicle charging stations.

SB 1732 directs that all subject electric vehicle charging stations installed after December 1, 2024, feature a universal-type connector or plug compatible with as many electric vehicle types as possible. Chargers subject to this act are those made after the effective date, available for public use, and have received funding from public grants or a state rebate. The bill also directs the Texas Department of Licensing and Regulation to adopt and promulgate any standards pursuant to this end by the effective date.

This Act takes effect September 1, 2023.

SB 1860 (Hughes) - Relating to the adoption of a climate policy in a municipal charter.

SB 1860 prohibits a home-rule municipality from holding an election for voter approval of a proposed climate charter unless the legislature adopts a resolution approving the proposed charter. The bill establishes that a climate charter adopted by a municipality before the bill's effective date will remain valid and enforceable until January 1, 2026. A city that adopted a climate charter before the effective date must receive an approval resolution from the legislature before January 1, 2025.

This Act takes effect September 1, 2023.

Appropriations and Revenue

HB 1 (Bonnen) - General appropriations bill.

HB 1 totals \$321.3 billion for the Fiscal Year 24-25 biennium. See Table 1 next page.

Table 1: HB 1 by Method of Finance

Method of Finance Type (in millions)	FY 2022-23	HB 1 FY 2024-25	Biennial Change	% Change
General Revenue Funds	\$130,403.6	\$144,130.4	\$13,726.8	10.53%
General Revenue-Dedicated Funds	\$8,024.2	\$6,833.7	(\$1,109.5)	(14.84%)
Federal Funds	\$117,301.4	\$102,286.3	(\$15,015.1)	(12.80%)
Other Funds	\$47,567.1	\$68,087.2	\$20,520.1	43.14%
All Funds	\$303,296.3	\$321,337.6	\$18,041.3	5.95%

Source: Legislative Budget Board

Article VI – Natural Resources

Texas Commission on Environmental Quality

Article VI increased 5.68 percent over the last biennium. Total funding for the Texas Commission on Environmental Quality (TCEQ) is \$731.5 million for the FY24-25 biennium.

Budget riders of interest include:

- **Air Quality Planning**

(a) Amounts appropriated above include \$4,500,000 out of the General Revenue-Dedicated Clean Air Account No. 151 in Strategy A.1.1, Air Quality Assessment and Planning, for air quality planning activities to reduce ozone in “affected counties” (as defined in Health and Safety Code, Section 386.001(2)) not designated as nonattainment areas for the O3 National Ambient Air Quality Standards (NAAQS) as of September 1, 2023, and other areas at significant risk of being designated nonattainment for the O3 NAAQS in the future as approved by the Texas Commission on Environmental Quality (TCEQ). These activities may be carried out through interlocal agreements.

Expenditure of these funds is limited to inventorying emissions, monitoring pollution levels, and program administration. TCEQ shall allocate a base amount of \$281,250 to each state planning region containing such areas and the remaining funds proportionally to each region with a combined population of affected counties in excess of 350,000. Grants issued from appropriations identified in this rider should require that no more than 10 percent of the allocation be used for administrative purposes and prohibit the expenditure of the following: marketing and outreach activities, bicycle use programs, carpooling awareness, environmental awareness campaigns, and locally enforceable pollution reduction programs. The grant recipients shall channel the funds to those projects most useful for the State Implementation Plan (SIP).

For informational purposes, the affected counties that are not designated “nonattainment” for the O3 NAAQS as of September 1, 2023, include Bastrop, Caldwell, Comal, Gregg, Guadalupe, Hardin, Harrison, Hays, Henderson, Hood, Hunt, Jefferson, Nueces, Orange, Rusk, San Patricio, Smith, Travis, Upshur, Williamson, and Wilson counties. Additional “attainment/unclassifiable” areas may also be added by TCEQ to this grant program based on their status as being part of a core-based statistical area (CBSA) with O3 design values in excess of 60 parts per billion (ppb).

(b) Amounts appropriated above include \$2,500,000 out of the General Revenue-Dedicated Clean Air Account No. 151 in Strategy A.1.1, Air Quality Assessment and Planning, for air quality planning activities to reduce fine particulate matter (PM2.5) in “affected counties” (as defined in Health and Safety Code, Section 386.001(2)) not designated as nonattainment areas for PM2.5 National Ambient Air Quality Standards (NAAQS) as of September 1, 2023, and other areas at significant risk of being designated nonattainment for PM2.5 NAAQS in the future as approved by the TCEQ. These activities may be carried out through interlocal agreements.

Expenditure of these funds is limited to: inventorying emissions, monitoring of pollution levels, air pollution and data analysis; modeling pollution levels; and administration of the program. The TCEQ may allocate a base amount of up to \$118,750 to each state planning region containing such areas and the remaining funds proportionally to each state planning region with a combined population of affected counties more than 350,000. Grants issued from appropriations identified in this rider should require that no more than 10 percent of the allocation be used for administrative purposes and prohibit the expenditure of the following: marketing and outreach activities, bicycle use programs, carpooling awareness, environmental awareness campaigns, and similar locally enforceable pollution reduction programs. The grant recipients shall channel the funds to those projects most useful for the SIP.

Additional “attainment/unclassifiable” areas may be added by TCEQ to this grant program contingent on available resources based on their status as being part of a core-based statistical area (CBSA) with an annual PM2.5 design value in excess of 8 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$), or 24-hour PM2.5 design value in excess of 25 $\mu\text{g}/\text{m}^3$.

Article VII – Business and Economic Development

Texas Department of Transportation

Total funding for the Texas Department of Transportation (TxDOT) includes \$37.23 billion for the FY24-25 biennium. This is an increase of funding to TxDOT for highway planning and design, right-of-way acquisition, and construction and maintenance of approximately \$5.0 billion, including \$2.5 billion in Federal Funds and \$2.5 billion in the State Highway Fund. Propositions 1 and 7 remain separate budget strategies. New riders of interest for the North Texas region include:

- **Southern Gateway Deck Park**

Out of amounts appropriated, TxDOT shall make available during the 2024-25 biennium \$10,000,000 in Federal Funds administered by the Department of Transportation for the Southern Gateway Deck Park Project if the project meets federal funding requirements. The Legislature intends that funds appropriated above would cover the Phase II Infrastructure of the Southern Gateway Deck Park Project. The U.S. Department of Transportation, Federal Highway Administration shall approve any project expenditures using Federal Funds.

- **Evaluation of Medium-Duty and Heavy-Duty Vehicle Charging Infrastructure and Capacity**

(a) The Legislature intends that TxDOT, using funds appropriated above, develop, and implement an interagency task force designed to evaluate how to deploy zero-emission medium-duty and heavy-duty vehicle charging infrastructure to best support growth in that market, recognizing the unique needs of each of these diverse classes of vehicles. The evaluation shall, at a minimum:

- (1) consider federal, state, and local laws and regulations that may impact the manufacturing, operations, and public and private investments in the development of medium-duty and heavy-duty vehicle charging infrastructure in Texas, including regional differences in infrastructure planning, regulation, and implementation;
 - (2) identify opportunities to facilitate the exchange of information between utilities, stakeholders, and private entities regarding fleet charging profiles and projected energy needs in the coming decade to improve load growth projections and generation allocations across Electric Reliability Council of Texas (ERCOT) regions; and
 - (3) examine how statewide oversight and collaboration can complement and coordinate existing efforts to study and expand the state's medium-duty and heavy-duty vehicle charging infrastructure.
- b) The Legislature intends that TxDOT convene and coordinate four quarterly meetings with the Public Utility Commission, Texas Commission on Environmental Quality, and ERCOT, as well as utility, private entity, university, community, and local government stakeholders. As soon as the task force evaluation is completed, but no later than October 1, 2024, the task force shall submit to the Legislature its findings, along with recommendations regarding any statutory or regulatory considerations the Legislature or agencies should consider to maximize competitiveness, innovation, and efficiency, while also maintaining the integrity and cost-effectiveness of the Texas grid.
- **McKinney National Airport**
In addition to amounts appropriated elsewhere in this Act, TxDOT is appropriated \$5,000,000 in General Revenue for the state fiscal biennium beginning September 1, 2023, for the purpose of funding a hangar facility project at the McKinney National Airport for use by the Department of Public Safety.

HB 2230 (Canales) - Relating to the determination of the sufficient balance of the economic stabilization fund for the purpose of allocating certain constitutional transfers of money to that fund and the state highway fund.

HB 2230 extends the expiration date of Proposition 1 from 2034 to 2042. This is estimated to be \$16.9 billion over eight years.

Under Proposition 1, a portion of oil and gas severance taxes are deposited into the State Highway Fund and may only be used for constructing, maintaining, and acquiring rights-of-way for public roadways other than toll roads.

This Act takes effect September 1, 2023.

HB 3444 (Canales) - Relating to the classification of transportation districts by the Texas Transportation Commission.

HB 3444 requires the Texas Transportation Commission (TTC) to create criteria for the classification of each TxDOT district as metropolitan, urban, or rural. The TTC rules must classify a district with a population of more than one million people as metropolitan.

This Act takes effect September 1, 2023.

SB 505 (Nichols) - Relating to imposing an additional fee for the registration of an electric vehicle.

SB 505 imposes a \$400 registration fee for new electric vehicles and \$200 for electric vehicle registration renewal. This fee structure only applies to electric motor vehicles that weigh 10,000 pounds or less. Hybrid vehicles are not subject to SB 505. SB 505 does not apply to autocycles, mopeds, motorcycles, or neighborhood electric vehicles. All fees collected for this purpose will be remitted to the State Highway Fund. This is estimated to be an additional \$985 million over the first five years.

This Act takes effect September 1, 2023.

SCR 2 (Nichols) - Extending the duty of the comptroller of public accounts under Section 7-c, Article VIII, Texas Constitution, to deposit certain tax revenue to the state highway fund.

Senate Concurrent Resolution (SCR) 2 reauthorizes and extends the transfer of the sales and use tax portion of Proposition 7 until 2042 and the motor vehicle sales or rental tax portion until 2039. This is estimated to be \$43.9 billion over ten years.

Proposition 7 requires the Texas Comptroller to deposit \$2.5 billion of the net revenue from the state sales and use tax that exceeds the first \$28 billion of that revenue coming into the state treasury into the State Highway Fund each fiscal year. Additionally, if state motor vehicle sales and rental tax revenue exceeds \$5 billion in a fiscal year, 35 percent of the amount above \$5 billion will be directed to the State Highway Fund.

This Act took effect immediately.

Automated Vehicles/Technology/Unmanned Aircraft

HB 3075 (Kacal) - Relating to the operation of an unmanned aircraft over a correctional facility or detention facility.

HB 3075 makes the operation of unmanned aircraft over a correctional facility or detention facility an offense. The bill does not retain the exception for an operator of an unmanned aircraft used for a commercial purpose. HB 3075 provides an additional exception for a person who has the prior written consent of the owner or operator of the correctional facility or detention facility. The bill assigns a Class B misdemeanor penalty, a Class A misdemeanor for a subsequent conviction of the offense, and a state jail felony if the actor used the unmanned aircraft to introduce contraband into the facility.

This Act takes effect September 1, 2023.

SB 423 (Paxton) - Relating to the use of unmanned aerial vehicles by the Texas military forces.

SB 423 approves any branch of the Texas military forces to capture images using an unmanned aircraft in State airspace during operations, exercises, and missions. It defines Texas military forces as the Texas National Guard, Texas State Guard, or any other force organized under state law.

This Act took effect May 19, 2023.

SB 1308 (Hancock) - Relating to the operation of an unmanned aircraft over an airport or military installation.

SB 1308 establishes that a person commits an offense if the person intentionally or knowingly: (1) operated an unmanned aircraft over an airport or military installation; (2) allowed an unmanned aircraft to make contact with an airport or military installation; or (3) operated an unmanned aircraft in a manner that interfered with the operations of or caused a disturbance to an airport or military installation.

It would be a defense to prosecution if certain individuals or entities, including a law enforcement agency or a governmental entity, engaged in this conduct.

This Act takes effect September 1, 2023.

SB 2144 (Parker) - Relating to advanced air mobility technology.

SB 2144 directs the Texas Transportation Commission to appoint an advisory committee to review current state law and recommend any necessary changes to state law to facilitate the implementation of advanced air mobility (AAM) technology. The advisory committee will comprise representatives from diverse geographic regions of the state, state and local law enforcement, the AAM industry, transportation experts, commercial airports, vertical takeoff and landing operators and vertiport operators, local governments, and the general public.

The advisory committee must hold public meetings, solicit public comments, and submit a report of findings to the Commission and Legislature no later than November 1, 2024. The advisory committee will be abolished, and this section will expire on January 1, 2025.

SB 2144 defines AAM as an aviation transportation system that uses highly automated aircraft to operate and transport passengers or cargo at lower altitudes for commercial, public service, private, or recreational purposes.

The bill directs TxDOT to:

1. Review existing aviation standards, airport facility planning, and compatibility guidance for application to AAM;
2. Designate a TxDOT employee as a liaison to the Federal Aviation Administration for such support;
3. Support the development of federal and industry standards for advanced air mobility technology that prioritize safety as the technology develops;
4. Develop a statewide plan or update the Texas Airport System Plan with specific locations for vertiports for integration of AAM technology; and
5. Provide support and resources to local governments, regional councils of government, transportation planning organizations, the AAM industry, and other stakeholders for the purpose of deconflicting government implementation with a community vision to integrate AAM technology.

TxDOT, Texas Education Agency, Texas Higher Education Coordinating Board, and the Texas State Technical College System must collaborate with school districts, universities, and other stakeholders to identify educational opportunities associated with AAM technology.

This Act takes effect September 1, 2023.

Aviation

SB 1260 (Creighton) - Relating to certain contracts regarding airports and associated air navigation facilities operated by or on behalf of a local government.

SB 1260 prohibits a local government, or a local government's agent, operating an airport from entering into contracts with entities deemed by a federal court to have misappropriated intellectual property or with entities wholly or partially owned by the Chinese government. This prohibition would extend to any company connected to, entered into an agreement with, or indebted to the entity.

The bill also provides that a company contracting for this purpose must provide an affidavit that they will comply with the requirements of SB 1260. The bill only applies to contracts for providing, maintaining, and the associated operations of airport bridging equipment.

This Act took effect May 9, 2023.

SB 1716 (Zaffirini) - Relating to term limits for certain contracts regarding airports and associated air navigation facilities operated by or on behalf of a local government.

SB 1716 increases the term limit during which a local government, by contract, lease, or other agreement, may authorize a qualified person to operate an airport owned, leased, or controlled by the local government as an agent of the local government from 40 years to 50 years.

SB 1716 also increases the term limit for an airport lease or lease renewal if, at the time of the lease, the property is used as nonaeronautical property and is located in an airport on which there are active federal government aircraft operations on the federal property from 40 years to 50 years.

This Act takes effect September 1, 2023.

Bicycle/Pedestrian

HB 1277 (Cain) - Relating to pedestrian use of a sidewalk.

HB 1277 requires a pedestrian walking along and on a highway (with no sidewalk) to walk on the left side of the roadway or the shoulder facing oncoming traffic, unless the left side of the roadway or the shoulder of the highway facing oncoming traffic is obstructed or unsafe.

This Act takes effect September 1, 2023.

HB 3558 (Perez) - Relating to the operation of a motor vehicle at an intersection with a stop sign.

HB 3558 provides that, in the absence of a crosswalk at an intersection, the vehicle operator must stop at the place nearest the intersecting roadway where the operator has a view of approaching traffic on the intersecting roadway.

This Act takes effect September 1, 2023.

Broadband

HB 9 (Ashby) - Relating to the development and funding of broadband and telecommunications services.

HB 9 creates the Broadband Infrastructure Fund (BIF) and allocates \$1.5 billion to the fund. The bill is accompanied by HJR 125, which proposes a constitutional amendment that requires voter approval to create the fund.

The BIF may only be used for:

1. Purposes related to the Broadband Development Office;
2. Providing funding for 9-1-1 and next generation 9-1-1 services;
3. Supporting the Texas Broadband Pole Replacement Program;
4. Providing matching funds for federal money provided for the federal Broadband Equity, Access, and Deployment Program; and
5. Expanding access to broadband service in economically distressed communities to support increased connectivity needs in those areas.

The Comptroller of Public Accounts will also make a one-time transfer in the amount of \$155,200,000 from the BIF to the Next Generation 9-1-1 Service Fund and make a one-time transfer in the amount of \$75,000,000 from the BIF to the Broadband Pole Replacement Fund. The Comptroller must transfer the funds no later than September 15, 2024.

This Act takes effect January 1, 2024, if the constitutional amendment creating the BIF is approved.

HJR 125 (Ashby) - Proposing a constitutional amendment creating the broadband infrastructure fund to assist in the financing of broadband and telecommunications services projects in the state.

House Joint Resolution (HJR) 125 amends the Texas Constitution to establish the Broadband Infrastructure Fund (BIF) to be administered by the Comptroller of Public Accounts to provide financing for projects to develop and improve broadband and telecommunications services. Projects include the construction, reconstruction, and expansion of broadband and telecommunications infrastructure or services, the operation of broadband and telecommunications infrastructure, and the provision of such services, as determined by the comptroller and the Public Utility Commission.

The ballot shall read, "The constitutional amendment creating the Broadband Infrastructure Fund to expand high-speed broadband access and assist in the financing of connectivity projects."

This Act is effective if approved at the election on November 7, 2023.

SB 1238 (Nichols) - Relating to broadband development.

SB 1238 revises the administration of the Broadband Development Office, the development of the state broadband development map, and the state's Broadband Development Program that were created by the 87th Texas Legislature.

SB 1238 updates the definition of broadband access and adopts standards for what constitutes served, underserved, and unserved locations for broadband access. Metrics utilized for the creation of the state's broadband map have also been revised.

The Broadband Development Office is now authorized to award grants, low-income loans, and other financial incentives to applicants to deploy eligible broadband infrastructure projects in unserved and underserved areas, and certain parts of served areas, as well as award grants to applicants to deploy non-broadband infrastructure projects that expand the adoption, accessibility, or affordability, of broadband service.

This Act takes effect September 1, 2023.

Local Government

HB 2127 (Burrows) - Relating to state preemption of certain municipal and county regulations.

HB 2127 preempts local regulations in Texas Agriculture Code, Business & Commerce Code, Finance Code, Insurance Code, Labor Code, Local Government Code, Natural Resources Code, Occupations Code, and Property Code. A municipality may adopt, enforce, or maintain an ordinance or rule only if the ordinance is consistent with the laws of the State.

The bill allows a person, or a trade association representing a person, to take legal action against a municipality, county, or official, after providing a city with at least three months' notice, to sue for adopting or enforcing an ordinance preempted under HB 2127. It also allows citizens to recover legal relief and associated legal costs.

The bill does not preempt city regulations related to:

1. Building or maintaining a road, imposing a tax, or carrying out any authority expressly authorized by statute;
2. A home-rule city from providing the same services and imposing the same regulations that a general-law city is authorized to provide or impose;
3. The control, care, management, welfare, or health and safety of animals;
4. Conducting a public awareness campaign;
5. Negotiating the terms of a collective bargaining agreement with city employees;
6. Policies related to city employees; or
7. Repealing or amending an existing ordinance for the limited purposes of bringing the ordinance into compliance with the bill.

HB 2127 preempts a city from adopting or enforcing the following types of regulations:

1. An ordinance, order, or rule regulating conduct in a field of regulation that is occupied by a provision of the Agriculture Code;
2. An ordinance, order, or rule regulating conduct in a field of regulation that is occupied by a provision of the Business and Commerce Code;
3. An ordinance, order, or rule regulating conduct in a field of regulation that is occupied by a provision of the Finance Code, except that a city may enforce or maintain an ordinance regulating a credit services organization or a credit access business if the city adopted the ordinance before January 1, 2023;
4. An ordinance, order, or rule regulating conduct in a field of regulation that is occupied by a provision of the Insurance Code;
5. An ordinance, order, or rule regulating conduct in a field of regulation that is occupied by a provision of the Labor Code; including employment leave, hiring practices, breaks, employment benefits, scheduling practices, and any other terms of employment that exceed or conflict with federal or state law for employers other than the city;
6. An ordinance, order, or rule regulating conduct in a field of regulation that is occupied by a provision of the Local Government Code;
7. Regulations involving the breeding, care, treatment, or sale of animals or animal products; including a veterinary practice, or the business's transactions if the person operating the business holds a state or federal license to perform such actions or services; or the retail sale of dogs or cats, except that a city may enforce or maintain an ordinance or rule adopted before April 1, 2023, that restricts, regulates, limits, or otherwise impedes the retail sale of dogs or cats until the state adopts statewide regulations for the retail sale of dogs or cats, as applicable;
8. An ordinance, order, or rule regulating conduct in a field of regulation that is occupied by a provision of the Natural Resources Code;
9. An ordinance, order, or rule regulating conduct in a field of regulation that is occupied by a provision of the Occupations Code, excluding massage establishments; or
10. An ordinance, order, or rule regulating conduct in a field of regulation that is occupied by a provision of the Property Code; including an ordinance regulating evictions or otherwise prohibiting, restricting, or delaying delivery of notice to vacate or filing a suit to recover possession of the premises.

This Act takes effect September 1, 2023.

Open Meetings and Public Information

[SB 943 \(Kolkhorst\) - Relating to the publication of notices by a governmental entity on the Internet websites of a newspaper and Texas Press Association.](#)

HB 943 requires a newspaper that publishes a legal notice to publish that notice on the newspaper's public Internet website and requires that notice to also be published in a database maintained by the Texas Press Association.

This Act takes effect September 1, 2023.

Rail

[HB 4015 \(Thompson\) - Relating to the disposition of certain fees collected for the rail safety program.](#)

HB 4015 directs that any fees collected for the Rail Safety Program be deposited in the State Highway Fund and be used only for the express purpose of the Rail Safety Program. The current statute deposits such fees into the General Revenue Fund.

This Act takes effect September 1, 2023.

Roadways and Projects

SB 1021 (Nichols) - Relating to the handling of bids on certain contracts for highway projects.

SB 1021 grants the Texas Department of Transportation the authority to accept bids on contracts estimated to involve less than \$1 million dollars (up from \$300 million), and their consideration by the pertinent district engineer, provided they are not building construction contracts. The bill also directs that any proposed building construction contract be filed with the Department's pertinent division director and read at a public meeting.

This Act took effect May 24, 2023.

SB 1023 (Nichols) - Relating to the establishment and posting of the maximum loads permitted on certain bridges.

SB 1023 gives the Texas Department of Transportation the authority to post a load limit notice on bridges under the jurisdiction of a county or municipality. The notice must be posted in accordance with federal law.

This Act took effect May 19, 2023.

SB 1524 (Blanco) - Relating to the Authority of the Texas Department of Transportation to Provide Department Services on Federal Military Property.

SB 1524 grants TxDOT the authority to enter into contracts with the U.S. Department of Defense, or another responsible federal entity, to provide all TxDOT services on federal military installations. These services include road maintenance, improvement, relocation, and extension services.

This Act took effect May 23, 2023.

Safety

HB 393 (Goldman) - Relating to restitution payments for the support of a child whose parent or guardian is a victim of intoxication manslaughter.

HB 393 requires a defendant convicted of intoxication manslaughter to pay restitution to a child whose parent or guardian was the victim of intoxication manslaughter. A court must determine the monthly amount to support the child until the child turns 18 or graduates high school, whichever is later. The defendant is not required to pay restitution to an individual who is 19 or older.

This Act takes effect September 1, 2023.

HB 898 (Stucky) - Relating to the offense of passing certain vehicles on a highway.

HB 898 increases penalties for violating the current Move Over, Slow Down law. Specifically, HB 898 makes passing certain first responder and roadside worker vehicles on a highway a misdemeanor punishable by a \$500 to \$1,250 fine. If a person violates Move Over, Slow Down again (within five years of the first offense), the penalty would be a misdemeanor punishable by a \$1,000 to \$2,000 fine. The violation becomes a class A misdemeanor (up to one year in jail and/or a maximum fine of \$4,000) if the offense results in serious bodily injury to another or a state-jail felony (180 days to two years in a state jail and an optional fine of up to \$10,000) for a second or subsequent offense that resulted in serious bodily injury of another.

This Act takes effect September 1, 2023.

HB 1442 (Johnson) - Relating to the prosecution of certain criminal conduct involving a reckless driving exhibition and to the forfeiture of contraband as a result of a reckless driving exhibition.

HB 1442 increases the penalty for the offense of obstructing a highway while operating a motor vehicle and engaging in a reckless driving exhibition if the offense is committed while engaging in organized criminal activities such as a “street takeover.”

This Act takes effect September 1, 2023.

HB 1885 (Canales) - Relating to the authority of the Texas Transportation Commission to establish variable speed limits.

HB 1885 authorizes the Transportation Commission (TTC) to establish a variable speed limit program that allows the temporary lowering of a prima facie speed limit to address inclement weather, congestion, construction, or other conditions that affect safe and orderly traffic movement.

A speed limit established under the program:

1. Must be based on an engineering and traffic investigation;
2. Could be effective for all or a portion of the highway for any period of day or night;
3. Could not be less than 10 miles per hour below the existing speed limit on the road; and
4. Would be effective only when posted.

A speed limit cannot be altered to divert traffic towards a toll road to increase toll revenue.

This Act takes effect September 1, 2023.

HB 2899 (Plesa) - Relating to the impoundment of a vehicle used in the commission of the offense of racing on a highway.

HB 2899 requires law enforcement to have a motor vehicle used to race on a highway impounded, regardless of whether the violation results in an accident with property damage or personal injury. Previously, law enforcement could only impound a vehicle used in street racing or “street takeovers” if the driver’s conduct resulted in property damage or injury.

This Act took effect June 2, 2023.

HB 4122 (Guillen) - Relating to the operation and movement of motorcycles on a roadway laned for traffic.

HB 4122 authorizes a motorcycle rider to operate the motorcycle two abreast in a single lane with another motorcycle. The bill prohibits motorcycle operators from riding more than two abreast in a single lane with other motorcycles. HB 4122 prohibits operating the motorcycle between lanes of traffic moving in the same direction. The bill also prohibits a motorcyclist from passing a motor vehicle while in the same lane as the vehicle being passed. These prohibitions do not apply to a police officer in performing the officer's official duties.

This Act takes effect September 1, 2023.

HB 4797 (Romero) - Relating to training on the treatment of toll project roadways during inclement weather.

HB 4797 requires toll road employees and contractors who develop and supervise a plan for roadway treatment to complete training in the same manner as a TxDOT employee who treats roadways during inclement weather. TxDOT must make training courses available and adopt rules to implement the bill.

This Act takes effect September 1, 2023.

SB 1413 (Johnson) - Relating to the authority of a fire department to remove certain personal property from a roadway or right-of-way.

SB 1413 grants fire departments the authority to remove personal property that blocks the roadway or endangers public safety from a roadway or right-of-way. SB 1413 requires a city that has a fire department to develop and implement policies concerning the fire department, consulting with law enforcement agencies regarding removing personal property from a roadway or right-of-way.

This Act takes effect September 1, 2023.

Tolling

HB 2170 (Guerra) - Relating to toll collections by a toll project entity.

HB 2170 requires toll project entities to notify the customer that payment by credit or debit card was declined or could not be processed. When a toll project entity sends a notice or an invoice of unpaid tolls, it must be sent by first class mail and indicate on the outside of the envelope that the document enclosed is a bill, and the recipient is expected to pay the amount stated. HB 2170 allows toll project entities to provide an invoice or notice to a motorist by text instead of mailing or emailing the notice if the motorist opts in.

This Act takes effect September 1, 2023.

Vehicles

HB 718 (Goldman) - Relating to the issuance of temporary tags and license plates by a motor vehicle dealer.

HB 718 requires a motor vehicle dealer to issue metal license plates obtained from the Texas Department of Motor Vehicles (TxDMV) for vehicles sold by the dealer and eliminate the issuance of temporary paper buyer's tags. The bill requires TxDMV to ensure that a dealer may obtain sufficient license plates in advance to continue selling vehicles without unreasonable business disruption. A one-time fee of \$10 for the issuance of a dealer's temporary license plate is also established.

HB 718 requires TxDMV to establish rules by December 1, 2024, to set the maximum number of license plates that a dealer may obtain and to monitor the number of plates obtained by the dealer.

Aside from provisions that outline deadlines for certain rulemakings, the bill would take effect on July 1, 2025.

HB 914 (Hefner) - Relating to temporary vehicle tags and the offense of tampering with a government record.

HB 914 allows offenders to be charged with tampering with a governmental record for falsifying a vehicle temporary tag issued by the Texas Department of Motor Vehicles. It would establish this crime as a Class A misdemeanor.

This Act takes effect September 1, 2023.

HB 2195 (Noble) - Relating to wrong, fictitious, altered, or obscured license plates.

HB 2195 increases penalties if a person attaches or displays a license plate that has a coating, covering, protective substance, or other material that alters or obscures the letters, numbers, or color of the license plate.

This Act takes effect September 1, 2023.

HB 3297 (Harris) - Relating to the elimination of regular mandatory vehicle safety inspections for noncommercial vehicles and the imposition of replacement fees.

HB 3297 repeals provisions mandating vehicle safety inspections for noncommercial vehicles and associated fees but retains safety inspections for commercial vehicles and vehicle emission inspections in political subdivisions requiring emission inspections.

HB 3297 requires a \$7.50 fee at the time of initial registration or renewal of registration of a motor vehicle, trailer, semi-trailer, pole trailer, or mobile home in addition to other fees imposed at registration. Applicants must also pay a one-time fee of \$16.75 if the application was for the initial registration of a passenger car or light truck that was sold or purchased, had not been previously registered in any state, and the vehicle is less than two years old. A person that pays this one-time fee is not required to pay the annual fee for the next registration year for the same vehicle.

The bill requires the Comptroller to deposit the established annual fees collected during registration and deposit \$3.50 to the Texas Mobility Fund, \$2 to General Revenue, and \$2 to the Clean Air Account. After the Comptroller receives the \$16.75 one-time fee for an applicant's initial registration, \$12.75 will be deposited to the Texas Mobility Fund, \$2 to General Revenue, and \$2 to the Clean Air Account.

This Act takes effect January 1, 2025.

Water

HB 3582 (Harris) - Relating to the composition and use of money in the flood infrastructure fund.

HB 3582 amends current law relating to the composition and use of money in the Flood Infrastructure Fund (FIF).

The 86th Texas Legislature created the FIF and the Texas Infrastructure Resiliency Fund (TIRF) to provide financial assistance to municipalities for flood projects, and the Texas Water Development Board (TWDB) was directed to establish a State Flood Plan by September 1, 2024.

The bill designates the FIF as the recipient of the remaining Hurricane Harvey Account funds, and revises provisions relating to the use of the FIF. The Flood Plan Implementation subaccount of the TIRF is eliminated and any remaining balance will be transferred to the FIF on September 31, 2031.

After the adoption of the first State Flood Plan, the FIF may only be used to provide financing for flood projects included in the Plan or may be awarded to eligible political subdivisions for a single project. The bill also allows for, at, or below market interest rate grants or loans administered by the TWDB for FIF projects serving rural political subdivisions.

Finally, a "rural political subdivision" is defined as a municipality: (1) with a population of 10,000 or less in which no part of the service area is in an urban area with a population of 50,000 or more, or (2) located in a county in which no urban area has a population of more than 50,000.

This Act takes effect September 1, 2023.

HB 4742 (Lopez, J.) - Relating to a study by the Texas Water Development Board of issues faced by communities with artificial drainage systems.

HB 4742 authorizes the Texas Water Development Board to complete a study by January 1, 2025, on issues faced by communities with artificial drainage systems and prepare a written report that contains possible recommendations relating to addressing the identified issues facing those communities.

The bill also defines an artificial drainage system as a system to remove floodwater in a community that lacks topographic relief, slope, and naturally defined floodways.

This Act takes effect September 1, 2023.

SB 28 (Perry) - Relating to financial assistance provided and programs administered by the Texas Water Development Board.

SB 28 amends current law relating to financial assistance provided and programs administered by the Texas Water Development Board.

SB 28 establishes the New Water Supply for Texas Fund and requires the Texas Water Development Board (TWDB) to finance projects through the new fund that will lead to seven million acre-feet of new water supplies by December 31, 2033. The New Water Supply for Texas Fund may be used to provide financial assistance to political subdivisions and wholesale water providers to develop water supply projects that create new water sources for the State. Projects include desalination projects, produced water treatment projects, aquifer storage and recovery projects, and the development of infrastructure to transport water made available by a qualified project.

The bill also establishes the Texas Water Fund and requires the TWDB to use the Texas Water Fund to transfer money to various water funds administered by TWDB, including the New Water Supply for Texas Fund.

The bill requires the TWDB to ensure that a portion of the money transferred from the fund is used for:

- 1) water infrastructure projects, prioritized by risk or need, for rural political subdivisions and cities with a population of less than 150,000;
- 2) projects for which all required state or federal permitting has been substantially completed;
- 3) the statewide water public awareness program;
- 4) water conservation strategies; and
- 5) water loss mitigation projects.

Finally, the bill creates the Statewide Water Public Awareness Account to develop, administer, and implement the Statewide Water Public Awareness Program.

The Texas Water Development Board must adopt rules no later than January 1, 2024.

This Act takes effect September 1, 2023. The Section of the Act creating the Texas Water Fund takes effect January 1, 2024, but only if approved at the November 7, 2023 election.

SJR 75 (Perry) - Proposing a constitutional amendment creating the Texas Water Fund to assist in financing water projects in this state.

SJR 75 amends the Texas Constitution to establish the Texas Water Fund (TWF) to be administered by the Texas Water Development Board (TWDB).

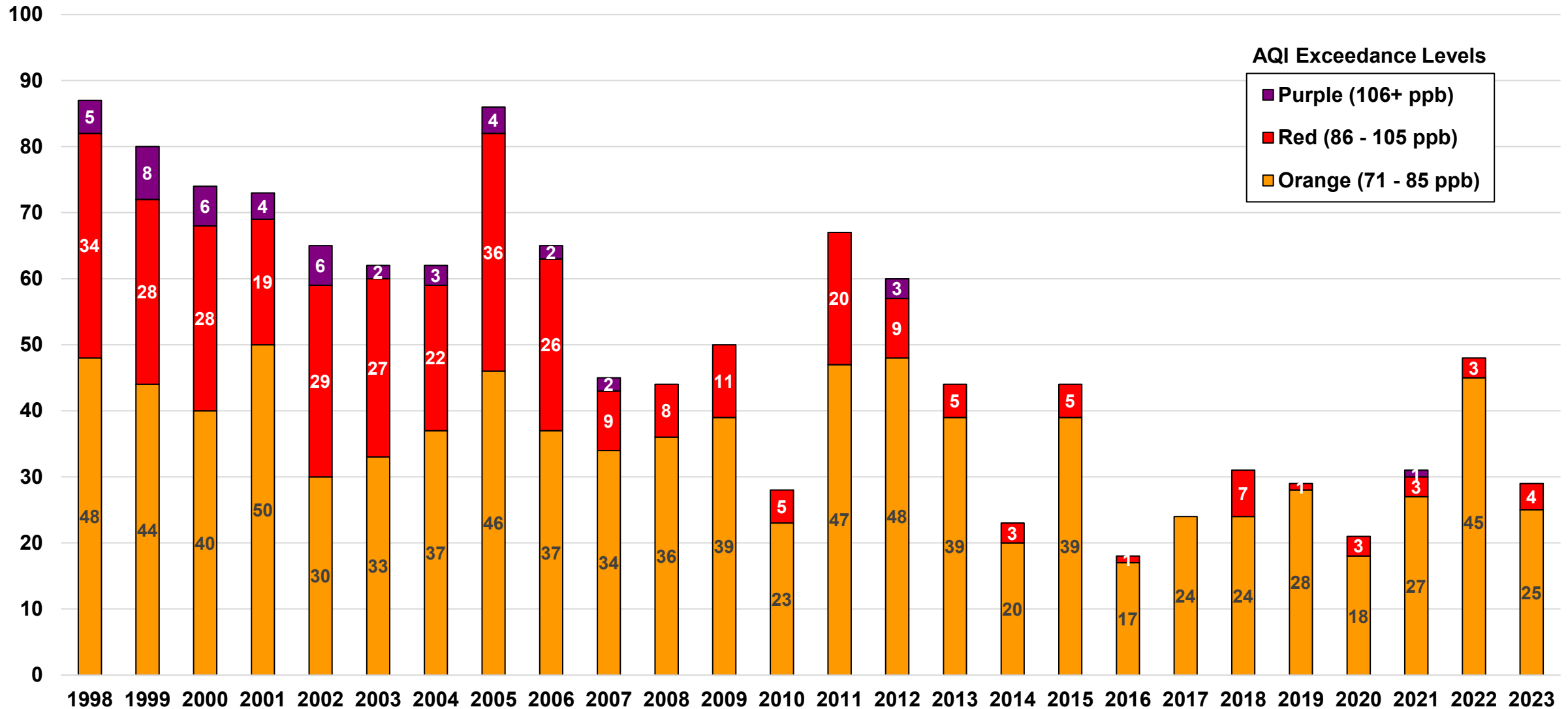
The Texas Water Fund will be a special fund in the state treasury outside the General Revenue Fund and can only be used to transfer money to other funds or accounts administered by TWDB, including the Water Assistance Fund, the New Water Supply for Texas Fund, the Rural Water Assistance Fund, or the Statewide Water Public Awareness Account. At least twenty-five percent of the money initially appropriated to the TWF would be required to be transferred to the New Water Supply for Texas Fund.

The proposed constitutional amendment will be submitted to voters at an election to be held November 7, 2023. The ballot will read, "The constitutional amendment creating the Texas Water Fund to assist in financing water projects in this State."

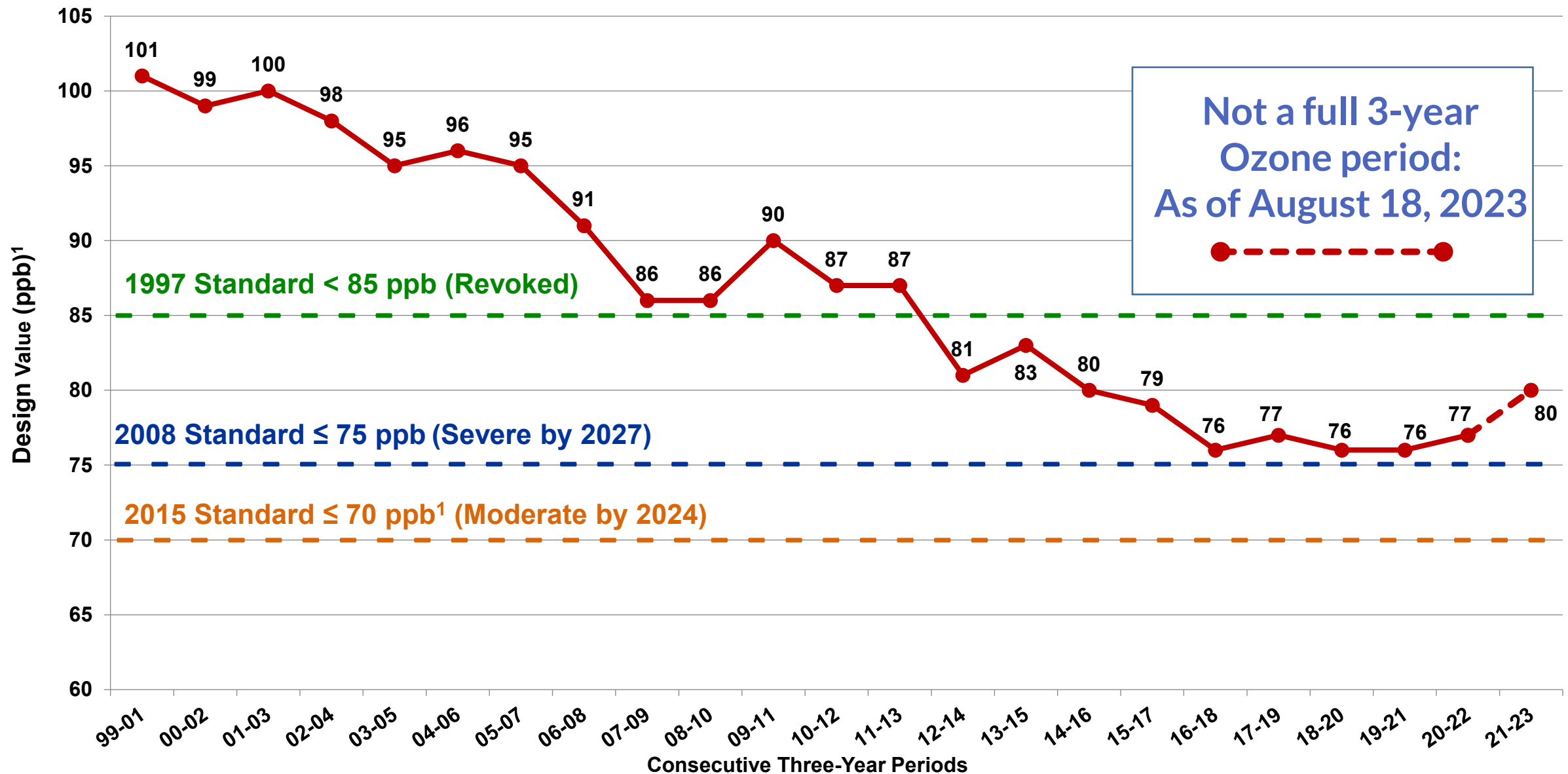
Effective, if approved, at the November 7, 2023 election.

8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of August 18, 2023)



8-HOUR OZONE NAAQS HISTORICAL TRENDS



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

FOR MORE INFORMATION

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

MINUTES

REGIONAL TRANSPORTATION COUNCIL ONLINE PUBLIC INPUT OPPORTUNITY

Regional 10-Year Plan Update

Local Clean Air Projects Showcase and Funding Opportunities

DFW Discovery Trail Update

Community Gardens Program Guide

Online Public Input Opportunity Dates

Monday, July 10 - Tuesday, August 8, 2023 – The North Central Texas Council of Governments (NCTCOG) posted information at www.publicinput.com/nctcogJuly23 for public review and comment.

Purpose and Topics

The online public input opportunity was provided 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 November 8, 2018. Staff posted information regarding:

1. Regional 10-Year Plan Update
2. Local Clean Air Projects Showcase and Funding Opportunities
3. DFW Discovery Trail Update
4. Community Gardens Program Guide

The NCTCOG online public input opportunity was provided to inform and seek comments from the public. Comments and questions were submitted by email at nctcogJuly23@publicinput.com, online at www.publicinput.com/nctcogJuly23, by mail at PO Box 5888, Arlington, TX 76005 and by fax at 817-640-3028. Printed copies of the online materials were also made available by calling 817-695-9255 or emailing jcastillo@nctcog.org.

Summary of Presentations

Regional 10-Year Plan Update presentation: <https://www.nctcog.org/getmedia/a06c734f-bf0a-4b92-9a03-4d5d44e534b8/Regional-10-Year-Plan-Update.pdf>

2023 Regional 10-Year Plan Project List: <https://www.nctcog.org/getmedia/e8f9713f-5c2f-4697-b5fc-a827b95fceed/2023-10-Year-Plan-Project-List-Let-and-Completed-Public-Involvement.pdf>

2023 Draft Regional 10-Year Plan Project List: <https://www.nctcog.org/getmedia/e8f9713f-5c2f-4697-b5fc-a827b95fceed/2023-10-Year-Plan-Project-List-Let-and-Completed-Public-Involvement.pdf>

Metropolitan Planning Organizations (MPO) are required by law to develop 10-year plans using performance-based planning and project selection methods. A regional 10-Year Plan was first

approved by the Regional Transportation Council (RTC) in December 2016 and includes projects selected by NCTCOG, the Texas Department of Transportation (TxDOT) and the Texas Transportation Commission (TTC). This plan is updated annually in conjunction with the development of TxDOT's Unified Transportation Program (UTP).

While reviewing projects for the 10-Year Plan, staff focused on the following principles:

- Projects should be included in the Metropolitan Transportation Plan
- Focus on the "system" versus new, stand-alone projects
- Fully fund existing projects before funding new projects
- Ensure equity of county allocations
- Maintain toll lanes/toll managed lanes on selected corridors
- Refund previously unfunded projects (when possible)
- Ensure all RTC projects are approved in the 2024 UTP
- Projects must be scored and should have a score sufficient to qualify for funding

Currently, there is too much Category 12 funding slotted Statewide in the first few years of the UTP. A proposed resolution, requested from TxDOT Headquarters, is to trade out Category 12 funds on the IH 30 Canyon project in 2025 and replace that funding with Category 2 funds. An initial trade was proposed by the State, but NCTCOG staff is proposing the following:

- Category 2 funding would be removed from four projects and placed on the IH 30 Canyon project:
 - SH 199 in Tarrant County - \$70M
 - SH 360 at Randol Mill in Tarrant County - \$70M
 - US 380 in Collin County - \$100M
 - Spur 399 in Collin County - \$150M
- Category 12 funds would replace the Category 2 funds removed from those projects.

The RTC will take action on the 10-Year Plan update on August 10, 2023, and the TTC will take action on the 2024 UTP in August 2023.

Local Clean Air Projects Showcase and Funding Opportunities presentation:

<https://www.nctcog.org/getmedia/fa956a72-faa7-45df-b6e4-0dfa8c65b03f/Local-Clean-Air-Project-Spotlight-July-2023-Public-Meeting.pdf>

NCTCOG has developed several Calls for Projects, including Clean Fleet North Texas (CFNT) and the North Texas Emissions Reduction (NTER) project. These funding opportunities assist businesses and organizations in purchasing cleaner light-duty and heavy-duty vehicles. For more information and a detailed overview of available funding opportunities, visit www.nctcog.org/aqfunding.

DFW Discovery Trail Update presentation: <https://www.nctcog.org/getmedia/fd3593df-5eee-4acf-96ba-c5901d83128d/DFW-Discovery-Trail-Update.pdf>

The DFW Discovery Trail is a 66-mile paved bicycle and pedestrian trail that runs through the cities of Fort Worth, Arlington, Grand Prairie, Irving, and Dallas. The project, which is expected to be fully completed by early 2024, will help build regional consensus for the trail's marketing and operations as well as provide recommendations for supporting infrastructure.

NCTCOG staff has completed the trail's branding and wayfinding project goals, which included:

- Creating a unified branding and signage package with cobranding of local trails
- Recommendations for infrastructure to hold major regional and national events
- Integrating regional 911 signage system and lighting recommendations
- Electronic message boards and real-time display trail counters recommendations
- Building consensus for ongoing marketing and operations

For more information about the DFW Discovery Trail and to review the final report, visit www.nctcog.org/dfwdiscoverytrail.

Community Gardens Program Guide presentation:

<https://www.nctcog.org/getmedia/997fd13f-4d93-463a-8715-989b112d3735/Community-Gardens-Program-Guides.pdf>

The Community Gardens Program Guide provides solutions for addressing issues related to food deserts and food access. It also offers a framework for creating publicly led community garden programs, encourages potential garden site locations on public land near transportation infrastructure and acts as a resource for conversations between local governments and community stakeholders.

The guide promotes the creation of plot gardens throughout the region to improve quality-of-life and site criteria and includes the following:

- Site must be publicly owned property (city, county, transit agency, non-profit organization, school district, etc.)
- Site must be located within 0.5 miles of a transit station and biking/walking facilities
- Site must have less than 10 percent slope

To review the Community Gardens Program Guide and the research, recommendations and challenges identified, visit www.nctcog.org/greeninfrastructure.

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

Website

Ryan Becker, Citizen

What is being done to eliminate (or repair) vehicles on the road that have been illegally modified to remove their cat converters, consequently spewing out toxic emissions 100x what a compliant vehicle does? I have personally submitted multiple reports via the "Report a Smoking Vehicle" program, but it is unclear as to whether the violator is required to take any action whatsoever.

While it is impossible to reach anyone on the phone to inquire on this program, I have emailed jbrown@nctcog.org, amoffa@nctcog.org, cklaus@nctcog.org and have never received a response. North Texas has more people than ever, and the residents would like to be able to breathe clean air.

Scott, Citizen

We must invest more in other forms of transportation. Transit and rail are so crucial. What are we doing to invest in these modes?

Paul McManus, Citizen

As the Dallas-Fort Worth area continues to grow rapidly, it's absolutely critical that the NCTCOG Transportation Department continues to work with Regional Transportation Council (RTC) members, local government entities, as well as DART, Trinity Metro and DCTA to get transit agency non-member cities to begin receiving transit services and also promote/market these agencies' current transit services to help reduce car traffic, road congestion and air pollution!

TRANSPORTATION

PUBLIC MEETING

SEPT. 11 • NOON • 616 SIX FLAGS DR. ARLINGTON, TX 76011

PRESENTATIONS

North Texas Airspace Awareness Pilot Program

NCTCOG staff will present on the North Texas Aircraft Airspace Awareness Pilot program. This program includes details impacting pilots and how local governments can receive free application software and training. Staff will also provide information on selected proposals to provide a tool that will enable residents and businesses to fly safely and receive live data on potential risks, advisories for local events or emergencies, and other flight planning features.

Transit Strategic Partnerships Program

The Transit Strategic Partnerships Program, formerly known as Transit Call for Projects, is a competitive grant program that funds innovative transit projects supporting services for seniors, persons with disabilities, and low-income populations from public agencies looking to directly implement service and those seeking partnership with an existing transit provider. Proposed projects must be in the Dallas-Fort Worth-Arlington and Denton-Lewisville Urbanized areas. The May 2023 Cycle for proposal submission has closed, and staff has reviewed and evaluated each proposal by their ability to address: needs of transit dependent populations, strategic value, sustainability, stakeholder collaboration, and recommendations from existing plans and studies.

FY23 Public Transportation Funding: Program of Projects

NCTCOG staff will present proposed transit projects funded by the Federal Transit Administration through the final award of Fiscal Year 2023 funds for the following four programs: Urbanized Area Formula, Enhanced Mobility of Seniors and Individuals with Disabilities, State of Good Repair, and Bus and Bus Facilities. This input opportunity meets the federal requirement for public participation in Programs of Projects. Please note DART hosts their own public meeting and can be contacted directly for more information.

Texas Electric Vehicle Registration Update

As the host agency for Dallas-Fort Worth Clean Cities, the North Central Texas Council of Governments purchases electric vehicle (EV) registration data from the Department of Motor Vehicles and makes this information available online for stakeholders at www.dfwcleancities.org/evsintexas. Staff will give an update on the state of EV registration in Texas and North Texas as well as an update on upcoming programs and events related to EVs.

ONLINE REVIEW & COMMENT (NO PRESENTATION)

Dallas-Fort Worth High-Speed Rail: Entering the Environmental Stage
publicinput.com/nctcogSept23

Proposed Modifications to the List of Funded Projects
publicinput.com/nctcogSept23

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

*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.*

Attend in person, watch the presentations live at publicinput.com/nctcogSept23, or participate via phone by dialing 855-925-2801 then code 1577.



RESOURCES & INFORMATION

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

Regional Smoking Vehicle Program (RSVP):
smokingvehicle.net

Vehicle Incentive & Funding Opportunities:
nctcog.org/aqfunding

Engine Off North Texas (EONT):
engineoffnorthtexas.org

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 Tuesday, Jun. 20 through Wednesday, Jul. 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email, online and in person at the monthly RTC meeting.




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

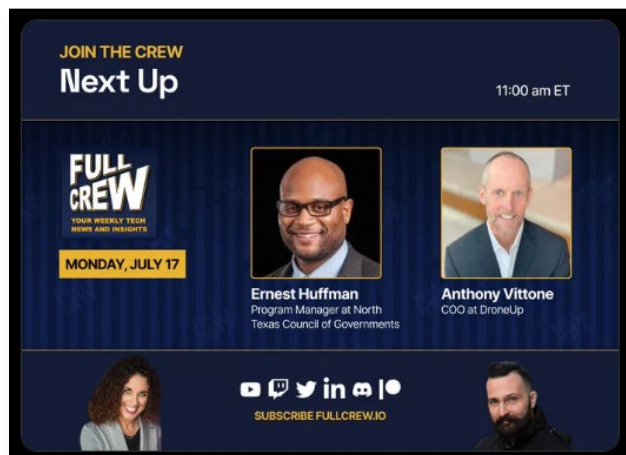
In addition, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. The tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received 59 new comments related to roadways, transit and bicycle and pedestrian needs. You can view these new comments as well as past comments by visiting

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

Aviation

Twitter –

1.  Next up:  Full Crew with Ernest Huffman of @NCTCOGtrans and Anthony Vittone of @godroneup  [https://youtube.com/live/ AcUdHiycBA](https://youtube.com/live/AcUdHiycBA)
#drones #uas #aam #uas #technews



Bicycle/Pedestrian/Sustainable Development

Twitter –

1. I just filled out this Deep Ellum Parking District Study Survey. @DEF_Texas @NCTCOGtrans <https://publicinput.com/deparkingstudy> — Jennifer Grantham (@jen_grantham)

Facebook –

1. Have experience with parking in Deep Ellum? Take this short survey to share your travel and parking feedback: www.NCTCOG.org/DEParkingStudy — NCTCOG Transportation Department



Plus, riding DART's Green Line light rail to Deep Ellum Station or bus routes 1, 214, or 249 make for terrific and relaxing ways to help reduce car traffic, road congestion, air pollution, and parking hassles! — Paul McManus

Instagram –

1. Have experience with parking in Deep Ellum? Take this short survey to share your travel and parking feedback. See the link in our bio (Deep Ellum Parking Study). #DeepEllum #DFW #survey #dallas #parking — nctcogtrans



Plus, riding DART's Green Line light rail to Deep Ellum Station or bus routes 1, 214, or 249 all make for terrific and relaxing ways to help reduce car traffic, road congestion, air pollution, and parking hassles! — paul.mcmanus.10

Freight

Facebook –

1. 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



I mean what is drunk? — Jason Renshow

2. Train Tracks: Not for Walking — NCTCOG Transportation Department



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

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



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

Roadways

Facebook –

1. 📍 The North Tarrant Express 35W #AllianceConnector completes the connection between central #FortWorth and Alliance Texas in North Tarrant and Denton Counties, improving the infrastructure along the interstate to facilitate safer, faster, and more reliable movement of people, goods, and services.

Missed out on opening day? Check out the recap 📌
<https://www.youtube.com/watch?v=fUfK1q6jQFk>

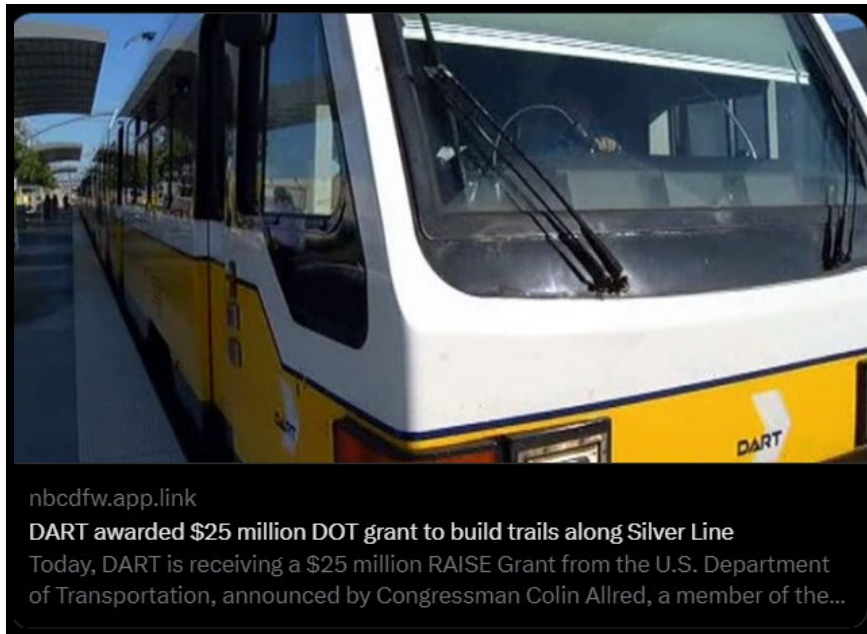
Texas Department of Transportation NCTCOG Transportation Department Cintra Ferrovia
Hillwood Development North Texas Commission

#KeepTexasMoving — TEXpress Lanes

Transit

Twitter –

1. Thank you to all the nearby HOAs, @NDCC & @NCTCOGtrans for writing letters of support to accompany this application to build the Cotton Belt trail from #D12 Meandering Way to Plano. — Cara Mendelsohn (@caraathome)



That's great news! Is there a planned timeline for when the D12 section of that trail will open? — David Gouldin (@dgouldin@mastodon.social) (@dgouldin)

No, DART said at last week's community meeting they are at 60% design. — Cara Mendelsohn (@caraathome)

2. "Fort Worth, Texas, is already America's fastest-growing major city. Now, it is becoming a new commercial real estate boomtown." — Mayor Mattie Parker (@MayorMattie)

That is great! We need more public transit. — Ale Checka (@plainy)

Agreed! @TrinityMetro leadership is partnered with @CityofFortWorth and @NCTCOGtrans we focus on big projects including:

- Expand @TEXRAIL1 to the Medical District
- Revamp of our bus stops across the city
- Revitalizing corridors like East Lancaster with public transit options — Mayor Mattie Parker (@MayorMattie)

Good! Love the new bike paths in Riverside (wish it connected to Race street). Would love to see some improved bus routes/public transit connected us in Riverside to the rest of the city. Lots of exciting stuff going on in FTW — Ale Checka (@plainy)

In cities where riding the bus isn't synonymous with poor, there's a wider (class of) ridership, greater equity for riders and a real value for the buck. — Jody Britt Wasson (he/him/his) (@jodybrittwasson)

3. Do we track ridership projections v actual ridership of DFW transit agencies? Also, I question how ridership is counted. My house to city hall takes 2 buses & 2 trains. Why am I counted as 4 riders? Is that how all agencies count? Should look into this. @NCTCOGtrans — Cara Mendelsohn (@caraathome)



Ps- DART confirmed a person would be counted as 4 riders in their ridership count using that example. If DART counts linked rides, they don't share that info. How do other agencies count ridership? — Cara Mendelsohn (@caraathome)

You wouldn't be counted 4 times because you'd buy a single pass, linking all your connecting trips. Also, if u really don't like idea of taking a bus *and* train, you can always park & ride at station of your choice. — Hexel (@hexel_co)

Why so many HOV in all highways I'm sure they did the math already or just a way to spend our tax dollars and wasteful spending with kickbacks. — Joe (@Joe93070859)

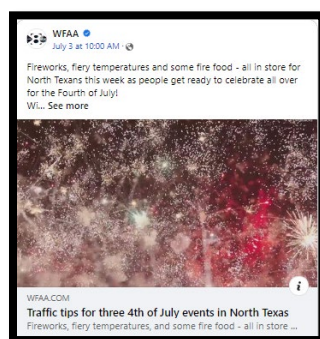
Ridership is tracked using unlinked trips i.e. number of individuals using an individual transit vehicle. Linked trips would be hard to measure (I think?) DART is almost certainly tracking projected vs actual ridership but doesn't publish this comparison. — Nathaniel Barrett (@ncoxbarrett)

What you should look into is how DART's routes don't actually serve the people who use the service. We need to quit funding it like it's an option for people who have cars, and start treating it like the primary mode of transportation it is for so many Dallasites. — Ry ✖ (@ryrysomeguy)

Only bad things will come from the continued underfunding of public transportation in major metros likes DFW. — Ry ✖ (@ryrysomeguy)

Facebook –

1. Here's some traffic info as you plan your Fourth of July activities!



Plus, for everybody reading this post, riding DART's, Trinity Metro's, and/or DCTA's trains, buses, and/or on-demand services wherever possible to these events make for terrific and relaxing ways to help reduce car traffic, road congestion, air pollution, and parking hassles! — Paul McManus

DALLAS DISTRICT PROGRESS

Monthly Report on Dallas District Projects and Topics

★★★

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

S.M. WRIGHT PARKWAY TAKING SHAPE



A \$79 million project to replace one of Dallas County's major highways with a boulevard is gaining momentum as its late 2024 completion date draws closer.

Progress abounds on phase 2 of the S.M. Wright Project, which replaces the current State Highway 310/S.M. Wright Freeway with a six-lane, street-level boulevard with traffic signals. Many of the project's structural elements are in place. Freeway overpasses are being removed, and the new boulevard with landscaping and sidewalks is taking shape.

At the project's north end, the area around Al Lipscomb Way is coming to life as pavement work is completed. The project will transform existing freeway connections between I-45 and SH 310 to diamond interchanges with new access to Martin Luther King Jr. (MLK) Boulevard and Al Lipscomb Way. SH 310 also will connect directly with Cesar Chavez Boulevard. Farther south, most of the paving is already completed all the way to U.S. Highway 175.

The reconfiguration incorporates pedestrian and bicycle improvements, including sidewalks and shared-use bicycle lanes. Those improvements will help create a continuous network between SH 310, MLK Boulevard, Al Lipscomb Way and



Photo credit: TxDOT



Above: Looking northwest on S. M. Wright Frwy., just south of C. F. Hawn Frwy., the overpass wall design aesthetic, bicycle paths and landscaping elements are seen. **At left:** Looking north of the C.F. Hawn/S.M. Wright Freeway intersection, just past Elise Faye Heggins Street.

Good Latimer Expressway.

The new S.M. Wright Parkway also features enhanced community gateways to help promote neighborhood identity and local connections, while also helping spur community investment, development, and rejuvenation.

Most of the traffic that used the old S. M. Wright Freeway has been accommodated by a previous project that built a direct highway connection from US 175 to Interstate 45 in the area of the former Bexar Street curve.

● **MORE ON BACK PAGE** ●

JULY 2023 LET PROJECTS

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	+/- (%)	CONTRACTOR
1	0009-12-219	I-30	SH 205 to W of FM 2642 (Hunt C/L)	Widen road/add lanes	\$354.77	\$342.87	-3.35%	Williams Brothers Constr. Co., Inc.
2	0047-06-174	US 75	Valley Creek Trail to Grayson C/L	Repair roadway	\$1.21	\$1.49	24.24%	O. Trevino Construction, LLC
3	0048-01-069	SH 342	Belt Line Rd. to Ellis C/L	Rehabilitate existing roadway	\$8.77	\$7.86	-10.44%	Foutsco Paving Company, LLC
4	0197-03-078	US 175	From E and W of FM 148 bypass	Interchange improvement	\$54.21	\$56.90	4.97%	Granite Construction Company
5	0197-05-059	US 175	Henderson C/L to FM 1895	Rehabilitate existing roadway	\$35.92	\$36.85	2.59%	Texas Materials Group, Inc.
6	0918-47-359	FD 701260	On N/S Spine Rd. to within Cedar Hill State Park	Rehabilitate existing roadway	\$1.73	\$2.22	28.04%	FNH Construction, LLC
7	1159-02-037	FM 879	I-45 to W of FM 1722	Rehabilitate existing roadway	\$7.47	\$8.15	9.14%	Ed Bell Construction Company
8	1311-01-060	FM 1171	At FM 2499 (Long Prairie Rd.)	Intersection improvements with right and/or left turn lanes	\$0.75	\$0.85	12.79%	Sema Construction, Inc.
---	0918-47-438*	VA	Various locations in Dallas Co.	Reflectorized pavement markings and markers	\$4.88	\$3.96	-18.90%	Stripe-A-Zone, LLC
EST. JULY 2023 TOTALS					\$469.71	\$461.15	5%	
DISTRICT FY CUMULATIVE LETTINGS					\$743.00	\$681.63		
DALLAS DISTRICT FY LETTING VOLUME CAP					\$1,301,360,000**			

* Unmapped.

¹ Indicates project is an A+B bidding project.

** District FY 2022 Letting Cap includes the following:

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

Note: Accumulative Letting/Obligations decreased due to bid

rejection of Klyde Warren Deck Park Extension CSJ 0196-07-034 and IH 35E Frankford Rd CSJ 0196-02-132.

AUGUST 2023 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
1	0009-04-074	SH 66	At Ben Payne Rd.	Highway improvement	\$2.73
2	0047-06-158	US 75	I-635 to SH 121	Highway improvement	\$54.48
3	0081-06-042	US 377	U.S. 380 to Grayson C/L	Mill & inlay, pavement repair and markings	\$7.48
4	0092-02-135	I-45	I-30 to South of Malloy Bridge Rd.	Fdcr, flex pav rep, & bridge scour rep	\$8.54
5	0092-07-061	SH 356	W of Jamestown Dr. to N Story and at Las Colinas Blvd.	Landscape development	\$0.62
6	0092-14-104	I-45	Overton Rd. to I-20	Hazard elimination & safety	\$3.14
7	0095-05-064	US 80	East of FM 354 to west of FM 2728	Install median barrier	\$0.88
8	0172-05-124	US 287	FM 664 to BUS 287 S	Hazard elimination & safety	\$1.92
9	0260-02-051	US 67	Ward Rd. to Johnson C/L	Hazard elimination & safety	\$1.08
10	0281-01-037	SH 78	BS 78F to US 380 in Collin Co.	Intersection improvement	\$4.61
---	0918-46-327*	VA	Various locations in Dallas and Denton Counties	Traffic signal improvements	\$2.35
12	1139-01-048	FM 813	Sioux Dr. to Sapphire Ln.	Intersection improvement	\$0.75
13	1567-02-037	FM 423	North of Oak St. to SH 121	Landscape development	\$0.24
14	1724-03-009	FM 2930	FM 55 East to FM 1126 North in Cryer Creek	Reconstruct existing roadway	\$10.89
15	2351-02-017	FM 2478	FM 1461 to FM 455	Hazard elimination & safety	\$9.38
16	2374-02-164	I-635	Old Seagoville Rd. to SH 352	Hazard elimination & safety	\$3.79
17	2979-01-013	FM 2931	North of SL 288 to Milam Rd.	Highway improvement	\$4.62
ESTIMATED TOTAL					\$117.50 M

* Unmapped.

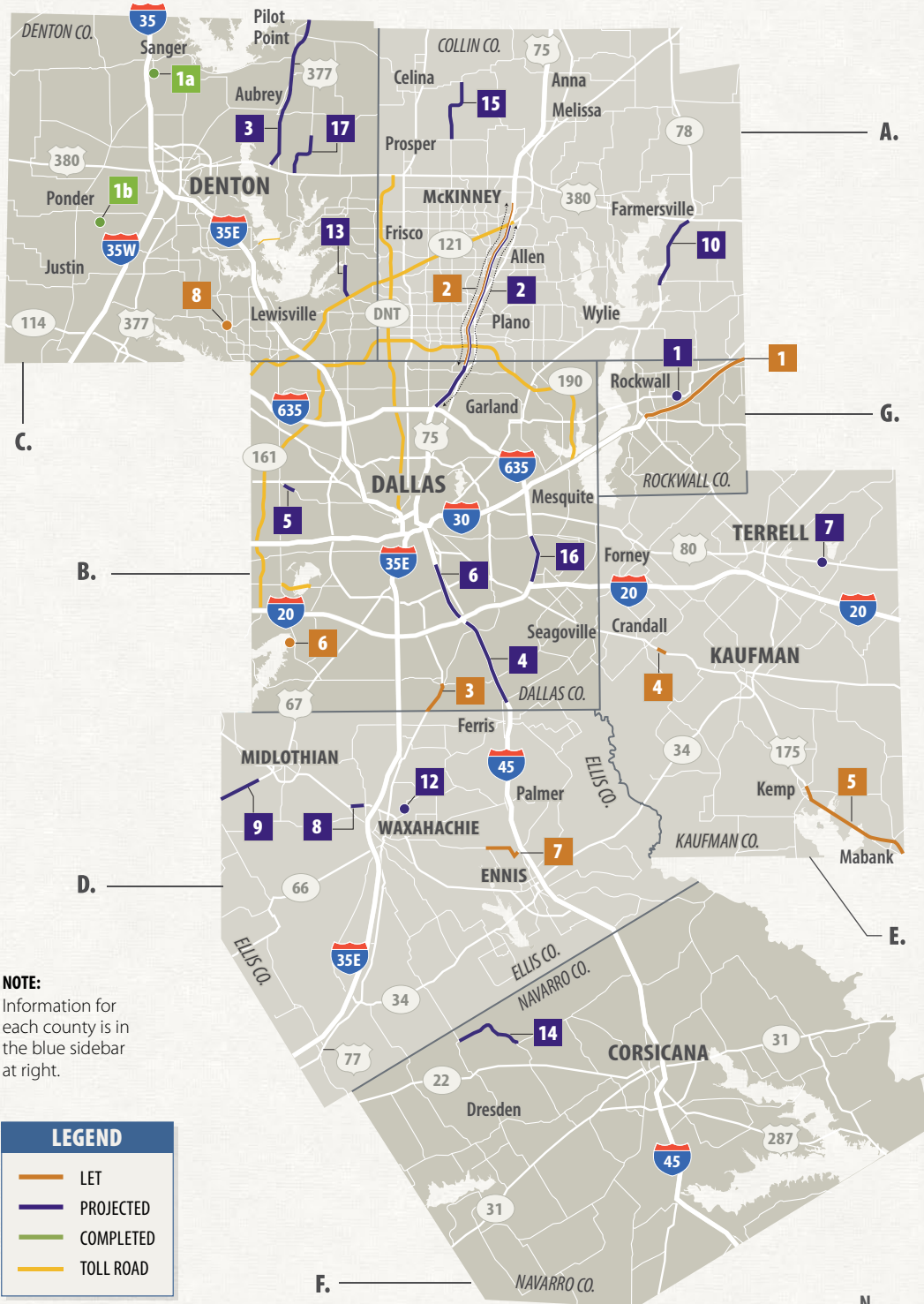
COMPLETED CONSTRUCTION PROJECTS (FROM JULY 1-31, 2023)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1a	0918-46-299	Cowling Rd.	At Clear Creek	Replace bridge and approaches	\$2.85	7/31/2023
1b		Seaborn Rd.	At Hog Branch			
---	0918-47-398*	VA	In Dallas County	Reflectorized pavement markings & markers	\$1.68	7/11/2023
ESTIMATED TOTAL					\$4.53 M	

* Unmapped.

DALLAS DISTRICT PROJECTS MAP

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



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

LEGEND

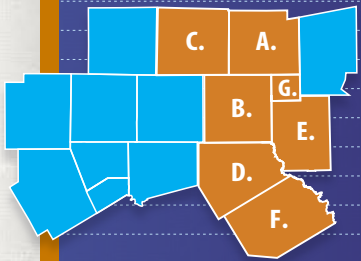
LET

PROJECTED

COMPLETED

TOLL ROAD

SOURCE: TxDOT research
*POPULATION ESTIMATE: NCTCOG



2023 DALLAS DISTRICT ESTIMATE TOTALS

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

A. | COLLIN COUNTY

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

B. | DALLAS COUNTY

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

C. | DENTON COUNTY

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

D. | ELLIS COUNTY

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

E. | KAUFMAN COUNTY

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

F. | NAVARRO COUNTY

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

G. | ROCKWALL COUNTY

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



Photo credit: TxDOT

At top: Looking northwest on S. M. Wright Frwy., under construction; At bottom: Girders are nearing final installation on a new section of S. M. Wright Frwy.



Credit: TxDOT graphic

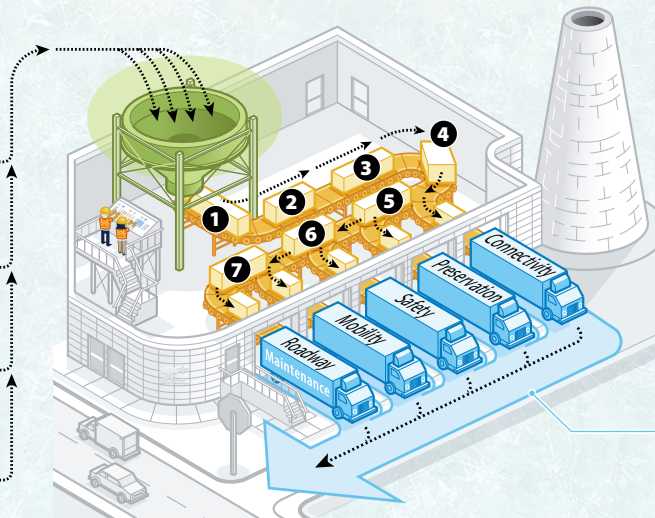
A VISIONARY LOOK AT THE BUSINESS OF BUILDING ROADWAYS

A factory-themed metaphorical take on the business of how TxDOT builds roadways:

1. FUNDING SOURCES



SOURCE: TxDOT



2. ADVANCED PLANNING

1. Public Involvement
2. Feasibility Analysis
3. Environmental
4. Engineering
5. Right of Way
6. Utility Adjustment
7. Contractor Procurement

3. MOBILITY AND MAINTENANCE PROJECTS

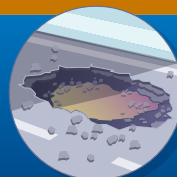
TxDOT graphic by DEAN HOLLINGSWORTH/Information Specialist

DALLAS DISTRICT | PROGRESS



TEXAS DEPARTMENT OF
TRANSPORTATION
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REPORT A POTHOLE:

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