

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, September 23, 2022

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 August 26, 2022, Minutes**
☒ Action ☐ Possible Action ☐ Information Minutes: 5
Presenter: Ceason G. Clemens, STTC Chair
Item Summary: Approval of the August 26, 2022, 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. **Transportation Improvement Program Modifications**
Presenter: Rylea Rodrick, NCTCOG
Item Summary: A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2023-2026 Transportation Improvement Program (TIP) will be requested, along with the ability to amend the Unified Planning Work Program (UPWP) and other planning documents with TIP-related changes.
Background : November 2022 Revisions to the 2023-2026 TIP are provided as [Electronic Item 2.1](#) for the Committee's consideration. These modifications have been reviewed for consistency with the Mobility Plan, the Air Quality Conformity Determination, and financial constraint of the TIP. Modifications for projects on US 75 to convert existing high occupancy vehicle (HOV) lanes to technology lanes are included in this modification cycle in order to facilitate Federal Highway Administration approval.

Performance Measure(s) Addressed: Roadway, Transit

- 1:40 – 1:45** 3. **Access North Texas 2022 Update**
☒ Action ☐ Possible Action ☐ Information Minutes: 5
Presenter: Gypsy Gavia, NCTCOG
Item Summary: Staff will give an overview of developed regional goals and request a recommendation for Regional Transportation Council approval of the 2022 Access North Texas update. The draft 2022 Access North Texas final document, including appendices, is available at www.accessnorthtexas.org and additional details are available in [Electronic Item 3](#).
Background: Access North Texas is the regional public transportation coordination plan for the North Central Texas region. Federal

guidelines require this region to update the plan every four years. The North Central Texas Council of Governments is the lead agency in developing this plan for the 16-county region and on March 8, 2018, the Regional Transportation Council (RTC) adopted the previous version of the plan. The purpose of the Access North Texas plan is to identify the public transportation needs of older adults, individuals with disabilities, low-income individuals, and others with transportation challenges. The plan also outlines goals and strategies to address identified transit needs, eliminate gaps in service, and avoid duplication of transit services. Additionally, regional projects funded through the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program must align with strategies in this locally developed plan. Staff sought stakeholder and public comments on the plan during public meetings in August and September. The RTC is expected to take final action on the document in October 2022.

Performance Measure(s) Addressed: Administrative, Transit

1:45 – 1:55

4. **Management, Operations, Air Quality, and Safety Program**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will brief the Committee on the latest efforts to extend existing and fund new Regional Transportation Council (RTC) Management, Operations, Air Quality, and Safety projects and programs. A recommendation for RTC approval of the proposed projects and programs will be requested.

Background: Staff has reviewed the region's ongoing Management and Operations projects and programs that provide funding to improve the region's air quality and management and operation of the transportation system. A determination is needed regarding which projects should be continued and which new projects/programs should be considered. To this end, NCTCOG staff is recommending the extension of many of these programs into the Fiscal Year 2024-2026 timeframe and creation of several new ones. Staff will also provide details and recommend a regionwide safety funding program intended to address a variety of transportation safety issues. [Electronic Item 4.1](#) includes additional information on the funding program. [Electronic Item 4.2](#) contains the proposed list of projects and programs for the Management, Operations, Air Quality, and Safety program.

Performance Measure(s) Addressed: Air Quality, Safety

1:55 – 2:05

5. **Fiscal Year 2022 Railroad Crossing Elimination Program**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will provide the Committee information on the Fiscal Year 2022 (FY22) Railroad Crossing Elimination Program (RCEP) and request endorsement to apply for a candidate project. Applications are due to US DOT by October 4, 2022.

Background: In July 2022, the United States Department of Transportation (US DOT) announced a Notice of Funding Opportunity (NOFO) to solicit applications for FY22 RCEP funding. This \$573.3 million program includes certain funding amounts set-aside for the following purposes: (1) Planning - \$18 million; (2) Rural or Tribal Grade Crossing Improvement Projects - \$114.7 million; and (3) Urban Grade Crossing Improvement Projects - \$440.6 million. Applications for each funding category are due to US DOT by October 4, 2022, and eligible entities are limited to a maximum three applications per solicitation. Funds will be awarded on a competitive basis for a project (or group of projects) improving the safety/mobility of people and goods through: (1) grade separation or closure; (2) track relocation; (3) improvement/installation of protective devices, signals, signs, or other measures, provided such activities are related to (1) or (2); and (4) innovative solutions via technology, education, and/or other means. Available at <https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/railroad-crossing-elimination-grant-program>, the FY22 RCEP NOFO describes the application requirements, selection and evaluation criteria, applicable program and federal requirements, and available technical assistance during the grant solicitation period. Highlighted in [Electronic Item 5](#), staff will provide details regarding collaboration with partners and the evaluation process undertaken to identify and select available candidate projects. The request for the Council's action is based on coordinated and strategic efforts among partners to optimize success for candidate projects both individually and collectively, as will be explained.

Performance Measure(s) Addressed: Goods Movement, Roadway

2:05 – 2:15

6. **Fiscal Year 2022 Reconnecting Communities Pilot Program**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide the Committee information on the Fiscal Year 2022 (FY22) Reconnecting Communities Pilot Program (RCP) and request action to apply for a candidate project. Applications are due to US DOT by October 13, 2022. Additional action will also be presented.

Background: In June 2022, the United States Department of Transportation (US DOT) announced a Notice of Funding Opportunity (NOFO) to solicit applications for FY22 RCP funding. This

\$195 million program includes certain funding amounts set-aside for the following purposes: (1) Planning Grants - \$50 million, and (2) Capital Construction Grants - \$145 million. Applications for each funding category are due to US DOT by October 13, 2022, and eligible entities are limited to a maximum three applications per solicitation (as lead applicant) 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/sites/dot.gov/files/2022-06/RCP_NOFO_FY22.pdf, the FY22 RCP NOFO describes the application requirements, selection and evaluation criteria, applicable program and federal requirements, and available technical assistance during the grant solicitation period. Staff will provide details regarding collaboration with partners and the evaluation process undertaken to identify and select available candidate projects. The recommended projects:

- Klyde Warren Park; Phase 2 (RTC submittal, existing funding plus \$23.6M RCP Grant plus \$9M private sector)
- Southern Gateway Deck Park Phase 2 (City of Dallas)
- IH 30 City Park/Farmers Market (Engineering only – existing Surface Transportation Block Grant Funds \$2M). The request for the Committee’s action is based on coordinated and strategic efforts among partners to optimize success for candidate projects.

Performance Measure(s) Addressed: Roadway, Safety

2:15 – 2:25

7. Director of Transportation Report on Selected Items

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Michael Morris, NCTCOG

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

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

1. Follow up on High-Speed Rail
2. DART Board Approval - \$214 Million Distribution of Unallocated Funds To Service 13 Area Cities
3. New District Engineers
4. Traffic Signal Program
5. Getting Projects Through The Process
6. Cancellation of Weatherford Downtown Bypass Loop Project (\$21 Million)
7. Need for Second Financial Revolver
8. Fast Facts

Performance Measure(s) Addressed: Administrative, Transit

2:25 – 2:35

8. **Strengthening Mobility and Revolutionizing Transportation Grant Briefing and Need for Local Match**

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Thomas Bamonte, NCTCOG

Item Summary: Staff will provide a briefing on the Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program and request funds for local match to support successful applicants from the region.

Background: The SMART Program; (<https://www.transportation.gov/grants/SMART>) is a \$500 million grant program (\$100 million/year) established by the Infrastructure Investment and Jobs Act. The program is designed to support demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety. A SMART grant may be used to carry out a project that has at least one of the following elements: (i) Coordinated Automation; (ii) Connected Vehicles; (iii) Intelligent, Sensor-Based Infrastructure; (iv) Systems Integration; (v) Commerce Delivery and Logistics; (vi) Leveraging Use of Innovative Aviation Technology; (vii) Smart Grid; and (viii) Smart Technology Traffic Signals. The legislation allocates SMART funding as follows: Large Communities (40 percent); Mid-sized Communities (30 percent); Rural Communities and Regional Partnerships (30 percent). [Electronic Item 8.1](#) is USDOT's SMART Fact Sheet. USDOT expects to issue the Notice of Funding Opportunity in September with applications due in November. The grants in this first year are expected to be limited to planning grants up to \$2 million each. SMART grants in later years will fund implementation of projects delivered by planning grant awardees. Staff will brief the Committee on the SMART program. [Electronic Item 8.2](#) is staff's summary, including background on regional outreach efforts to date.

Performance Measure(s) Addressed: Roadway, Safety

2:35 – 2:45

9. **Environmental Protection Agency Reclassification Dallas-Fort Worth Nonattainment Area**

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Nicholas VanHaasen, NCTCOG

Item Summary: Staff will provide an update on ozone standard reclassifications for the Dallas-Fort Worth (DFW) nonattainment area.

Background: Based on monitored ozone data between 2018-2020, the region failed to reach attainment for both the 2008 and 2015 ozone National Ambient Air Quality Standards by the 2021 deadline. As a result, the Environmental Protection Agency (EPA) proposed to reclassify the area for each of these standards. On September 15, 2022, the EPA signed the final

action for reclassification and 30 days after this action, the reclassification will become effective. Staff continues to coordinate with staff from the Texas Commission on Environmental Quality (TCEQ) and the EPA on impacts this action will have to the region and next steps towards reaching attainment of both ozone standards.

Performance Measure(s) Addressed: Air Quality

2:45 – 2:45

10. **Fast Facts**

☐ Action ☐ Possible Action ☒ Information Minutes: 0

Item Summary: Staff presentations will not be made. Please reference the material provided for each of the following topics.

1. East/West Equity Update ([Electronic Item 10.1](#))
 2. North Texas Center for Mobility Technologies Project Tracking ([Electronic Item 10.2](#))
 3. Air Quality Funding Opportunities for Vehicles (www.nctcog.org/aqfunding)
 4. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
 5. 2022 Ozone Season Update ([Electronic Item 10.3](#))
 6. National Drive Electric Week ([Electronic Item 10.4](#))
 7. Local Clean Air Project Spotlight ([Electronic Item 10.5](#))
 8. Car Care Awareness Community Partnerships ([Electronic Item 10.6](#))
 9. August Public Meeting Minutes ([Electronic Item 10.7](#))
 10. October Public Meeting Notice ([Electronic Item 10.8](#))
 11. Public Comments Report ([Electronic Item 10.9](#))
 12. Written Progress Reports:
 - Partner Progress Reports ([Electronic Item 10.10](#))
11. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on October 28, 2022.**

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE****August 26, 2022**

The Surface Transportation Technical Committee (STTC) met on Friday, August 26, 2022, at 1:30 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Melissa Baker, Bryan Beck, David Boski, Shon Brooks, Tanya Brooks, Ceason Clemons, John Cordary Jr., Clarence Daugherty, Arturo Del Castillo, Caryl DeVries, Rebecca Diviney, Phil Dupler, Chad Edwards, Chris Flanigan, Ann Foss, Eric Gallt, Ricardo Gonzales, Gary Graham, John D. Hudspeth, Jeremy Hutt, Thuan Huynh, Joel James, Gus Khankarli, Clay Lipscomb, Stanford Lynch, Chad Marbut, Alberto Mares, Wes McClure, Brian Moen, Jim O'Connor, Kevin Overton, Tim Palermo, Dipak Patel, Matt Phillips, Shawn Poe, John Polster, Kelly Porter, Tim Porter, Greg Royster, David Salmon, Kay Shelton, Brian Shewski, Walter Shumac III, Randy Skinner, Caleb Thornhill, Gregory Van Nieuwenhuize, Daniel Vedral, and Caroline Waggoner.

Others present at the meeting were: Soria Adibi, Vickie Alexander, Julie Anderson, Martin Bate, Jason Brown, Stan Burnette, Garrett Colony, Charles Covert, Kevin Feldt, Rebekah Gongora, Duane Hengst, Rachel Jenkins, Kessler, Ken Kirkpatrick, Chris Klaus, James McClane, Brian Moen, Michael Morris, Jenny Narvaez, Jeff Neal, Ezra Pratt, Vercie Pruitt-Jenkins, Dan Bill Smith, Toni Stehling, Shannon Stevenson, and Aurelia Witt.

1. **Approval of July 22, 2022, Minutes:** The minutes of the July 22, 2022, meeting were approved as submitted in Electronic Item 1. Daniel Vedral (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Air Quality Funding Recommendations Related to the Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program:** Staff requested Committee approval of funding recommendations for the North Texas Clean Diesel Project 2021 Call for Projects. The North Central Texas Council of Governments opened the North Texas Clean Diesel Project 2021 Call for Projects (CFP) through an Environmental Protection Agency National Clean Diesel Funding Assistance Program award. The CFP award grants funds for replacements of on-road diesel vehicles and engines, nonroad diesel equipment, diesel transport refrigeration unit trailers, diesel drayage trucks, locomotive engines, and locomotive shore power installation in North Central Texas. One application was received by the CFP deadline of July 15, 2022. Staff completed review, quantified emissions, and developed project funding recommendations. This initiative is an extension of clean vehicle efforts listed as Weight-of-Evidence in the current State Implementation Plan. Electronic Item 2.1.1 contained an overview of the call for projects and staff recommendations. Electronic Item 2.1.2 provided detailed project listings.
 - 2.2. **Transit Strategic Partnership Program: Summer 2022 Projects:** Staff requested Surface Transportation Technical Committee (STTC) recommendation for Regional Transportation Council approval to provide funding to STAR Transit for expanded transit service to the Cities of Cedar Hill and Duncanville through the Transit Strategic Partnerships Program. In 2021, the Southern Dallas County

Transit Study was finalized, focusing on the strategic implementation of transit and mobility services in an area of the North Texas region that has limited access to existing transit services. As recommended in the study, the North Central Texas Council of Governments (NCTCOG) began facilitating discussions in 2021 between STAR Transit and the Cities of Cedar Hill and Duncanville on potential expansion of transit service to each municipality. Each city submitted a proposal to NCTCOG's Transit Strategic Partnerships program requesting funding to be awarded to STAR Transit for the purpose of introducing pilot transit service that prioritizes seniors and individuals with disabilities. Requested funding will support a combination of demand response and STARNow same-day service for a pilot period of two years. Staff requested STTC approval to utilize existing Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program funds from the Transit Strategic Partnerships Program in an amount not to exceed \$1,260,000 to support STAR Transit's expansion of services to the Cities of Cedar Hill and Duncanville. Additional details were provided in Electronic Item 2.2.1.

A motion was made to approve Item 2.1, and Item 2.2 on the Consent Agenda. Kelly Porter (M); Tanya Brooks (S). The motion passed unanimously.

3. **FY22 Bridge Investment Program (BIP):** Jeff Neal provided the Committee information on the Fiscal Year 2022 (FY22). Bridge Investment Program (BIP) and requested approval for Regional Transportation Council (RTC) action to submit applications on candidate projects under the Bridge Projects funding category. In June 2022, the United States Department of Transportation (US DOT) announced a Notice of Funding Opportunity (NOFO) for the solicitation of applications for FY22 BIP funding. This \$2.36 billion program includes three categories of BIP funding opportunities: (1) Planning; (2) Bridge Projects (eligible costs equal to/less than \$100 million); and (3) Large Bridge Projects (eligible costs greater than \$100 million). A total of \$20 million in FY22 BIP funds are available for planning opportunities. These funds will be awarded on a competitive basis for planning, feasibility analysis, and revenue forecasting associated with development of a project that would subsequently be eligible for BIP funding under either the Bridge Projects or Large Bridge Projects funding categories. Planning applications are due to US DOT by July 25, 2022, but North Central Texas Council of Governments (NCTCOG) plans to not submit applications under this category this year. A total of \$2.34 billion in FY22 BIP funds are available for the Bridge Projects and Large Bridge Projects opportunities. Funds will be awarded on a competitive basis for bridge replacement, rehabilitation, preservation, and protection projects that: (1) improve the safety, efficiency, and reliability of people/goods movement over bridges; and (2) improve the condition of U.S. bridges by reducing (a) the number of bridges (and total person-miles traveled over bridges) in poor condition, or at risk of falling into poor condition, within the next three years, or (b) the number of bridges (and total person-miles traveled over bridges) not meeting current geometric design standards or load/traffic requirements typical of the regional transportation network. Available at <https://www.fhwa.dot.gov/bridge/bip/index.cfm>, the FY22 BIP NOFO describes the application requirements, selection and evaluation criteria, applicable program and federal requirements, and available technical assistance during the grant solicitation period. Large Bridge Project applications are due to US DOT by August 9, 2022. RTC action on August 18, 2022 – “Bridge Grant”. Executive Board Endorsement – “Bridge” Grant on August 25, 2022, and STTC Endorsement on August 26, 2022. “Bridge” Grant application submittal deadline is due to US DOT by September 8, 2022. Electronic Item 3 lists regional bridges currently rated in poor condition according to 2021 National Bridge Inventory (NBI)

data. Regional agencies submitting projects must complete the www.grants.gov registration process, usually requiring two-four weeks for completion, prior to submitting applications. There are 9,265 bridges in our region with ten in poor condition, one of the ten is the bridge at State Highway 121 and Sylvania Avenue in Fort Worth.

A motion was made to approve of the submittal of Ultimate IH 35W/SH121 Interchange Phase One- Sylvania Avenue Bridge for funding consideration through the FY22 Bridge Investment Program and administratively amend NCTCOG and State Transportation Improvement Programs (TIP/STIP), as well as other planning and administrative documents, to include the proposed project if selected for an FY22 BIP Grant award. Tanya Brooks (M); Kelly Porter (S). The motion passed unanimously.

4. **Safe Streets and Roads for All Regional Grant Application:** Julie Anderson requested a recommendation for Regional Transportation Council approval of a regional implementation project submittal to the Fiscal Year 2022 (FY22) Safe Streets and Roads for All (SS4A) Grant program. The Bipartisan Infrastructure Law passed and approved by Congress earlier this year established several new grant and discretionary funding programs. There are several Notice of Funding Opportunities (NOFO) open currently and several that North Central Texas Council of Governments (NCTCOG) staff has already submitted. The SS4A was recently announced and has \$1 billion in funding available. There is no maximum or minimum award amount; however, the NOFO provides expected minimum and maximum ranges for applicant consideration. NCTCOG will be submitting a SS4A FY22 Implementation Grant for Martin Luther King Jr. Blvd./Cedar Crest Blvd. in south Dallas. The proposed project will implement safety countermeasures to address safety for all modes of travel and will include complete street retrofit and reconstruction, upgraded Dallas Area Rapid Transit (DART) bus stops/shelters, and technology upgrades. Anticipated budget for the project is \$22 million, with the federal request being \$17.6 million. The 80 percent match will be provided by the City of Dallas and DART. These budget amounts will change as the project is refined with the City of Dallas. SS4A was presented to the Surface Transportation Technical Committee at its July 22, 2022, meeting, and to the Regional Transportation Council for information on August 18, 2022. The application will be presented to RTC for action on September 8, 2022, and to the NCTCOG Executive Board for endorsement on September 28, 2022.

A motion was made to approve the recommendation for Regional Transportation Council approval of a regional implementation project grant application for the Martin Luther King Jr. Blvd./Cedar Crest Blvd. project submittal to the Fiscal Year (FY22) Safe Streets and Roads for All (SS4A) Discretionary Grant Program. G. "Gus" Khankarli (M); Daniel Vedral (S). The motion passed unanimously.

5. **Transportation Infrastructure Certification TransPod and JPods:** Brendon Wheeler introduced two applicant technologies as an initial step in implementing the Transportation Infrastructure Certification Program: TransPod and JPods. Both technologies follow the requirements established by the Regional Transportation Council (RTC) as defined in Policy Position P22-02, Policy Support to Develop Process for the Innovative Transportation Technology Infrastructure Certification Program, including the utilization of the initial certification track or pilot corridor for eventual commercial service that fulfills a transportation need identified by the Mobility 2045 Update. He outlined the next steps for these two technologies within the Certification Program and requested action to recommend RTC advance these proposals to interested local governments that may want to submit locations for the technology providers to consider. The purpose of RTC Policy P22-02 is to provide a

transparent process for RTC coordination with providers and to ensure a level playing field for providers and local governments, along with periodic solicitation/opportunity for new technology applicants. The guiding principles of the Certification Program are: 1) potential projects must serve a long-range transportation need as identified in the Metropolitan Transportation Plan (MTP); 2) the technology developer is solely responsible for navigation certification process; 3) the North Central Texas Council of Governments will facilitate mutual cooperation between local governments and transportation entities where potential projects limits extend across multijurisdictional boundaries; if the proposed technology is implemented and fails to perform as intended, or the certification process ends or fails, and the project-sponsoring local government must have verifiable assurances that the transportation need identified will still be appropriately addressed (it is encouraged that this contingency be included in any technology infrastructure proposal); and 4) local governments will consider contingency needs, implementation timeframe, and public use goals and expectations. Brendon provided an overview of the process for the Transportation Infrastructure Certification Program as identified in Policy Position P22-02: 1) NCTCOG staff will ensure technology solution conforms to policy guidance and long-range transportation need (MTP), 2) NCTCOG staff will brief RTC and RTC will take action on initiating the process, 3) Local government interest will be sought in submitting potential locations, and 4) the technology provider will determine the preferred location to pursue, and 5) RTC will initiate development activities; NCTCOG staff to provide support. TransPod is developing a hyperloop system for longer-range travel of people and goods that is fully electric, can incorporate solar panels on top, pursuing certification in Canada and Europe, and is advancing a 185-mile project in Alberta with private financing with a sophisticated contingency plan in place (revert to high-speed rail). JPods is a personal rapid transit (PRT) system using overhead gondola-like pods (4 seats/pod) that is envisioned as a low-speed, grid network running along/within existing public right-of-way, is a fully electric and solar-powered system, is advancing technology in several states with private funding, and proposes revenue-sharing agreement with local governments (up to 5% of gross revenue). Next steps include RTC considering action on initiating Step three on September 8, 2022. Step three allows local governments to submit potential sites for either technology; staff is available for questions or to discuss opportunities on locations that may traverse multiple jurisdictions, will arrange for pre-submittal meeting with NCTCOG, cities, and technology provider to address detailed questions, and will develop a Submittal Package for interested local governments. Specific details were provided in Electronic Item 5.

A motion was made to recommend the Regional Transportation Council initiate Step 3 of RTC Policy P22-02 to allow local governments to submit potential locations of interest for TransPod or JPods to consider. Clarence Daugherty (M); Tim Palermo (S). The motion passed unanimously.

6. **Federal Performance Measures Update:** James McLane and Ezra Pratt requested Surface Transportation Technical Committee (STTC) endorsement of new targets on federally required performance measures. Observed progress for the measures was provided as well as proposed targets for the next reporting period. The targets are set in cooperation and coordination with the Texas Department of Transportation (TxDOT). The performance measures were originally introduced in the Moving Ahead for Progress in the 21st Century Act (MAP-21), was signed into law in the Fixing America's Surface Transportation (FAST) Act and carried through in the Infrastructure Investment and Jobs Act (IIJA). An update was provided on progress for System Performance, Freight, and Congestion Mitigation and Air Quality (CMAQ) measures, commonly known as PM3, and Transit Asset Management. Rulemaking PM3 and Transit Asset Management are

anticipated for Regional Transportation Council (RTC) action on September 8, 2022, PM3's upcoming measures milestone require metropolitan planning organizations to submit Planning Management Forms to TxDOT by September 19, 2022. Transit Asset Management's upcoming measures milestone require MPOs to provide targets to TxDOT and the Federal Transit Administration in October 2022. Regarding the PM3 schedule, the RTC is expected to adopt targets for 2024 and 2026 in 2022, adjust or reaffirm 2026 targets in 2024, and adopt targets for 2028 and 2030 in 2026. James provided an update on the individual performance measures for PM3 including interstate reliability or the percentage of travel on interstates in the Metropolitan Planning Area meeting the federal threshold for reliability measures predictability of travel times. For interstate reliability, higher values indicate improvement. Somewhat impacted by the COVID-19 pandemic, this measure has been steadily improving over time, with 2021 values returning to near normal. The RTC continues to implement policies and programs aimed at maximizing the existing system capacity, reducing demand through implementation of travel demand management strategies, and strategically adding new interstate capacity. As for non-interstate reliability or the percentage of travel on non-interstates in the MPA meeting the federal threshold for reliability, higher values indicate improvement, measures predictability of travel times. This measure has been steadily improving over time and was more significantly impacted by the COVID-19 pandemic. The 2021 values remain high but are expected to return to normal patterns over time similarly to interstates. The RTC continues to implement policies and programs aimed at increasing traffic flow through signal timing coordination, implementing travel demand management strategies, and strategically adding new arterial street capacity. Peak hour excessive delay or hours of "excessive" delay experienced per capita on the National Highway System in an urbanized area are now required for Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney Urbanized Areas (2010 boundaries). With less data and stability for newer reporting areas for Peak-Hour Excessive Delay, lower values indicate improvement. This measure has been slightly improving over time. Strongly impacted by the COVID-19 pandemic, 2021 values remain lower but analysis of 2022 data to date indicates a return to previous trends for Dallas-Fort Worth-Arlington. The RTC continues to implement policies and programs such as robust incident management during peak hours as well as providing other travel options such as express managed lanes, regional rail, and express bus service. Ezra Pratt provided an update on the Transit Asset Management regional performance and recommended target updates. Transit Asset Management (TAM), a business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair. As required, regional targets were set in coordination with providers, RTC adopted initial regional TAM targets on December 14, 2017. Regional targets need to be either reaffirmed or updated. Targets need to be adopted for FY2023-2026. NCTCOG is actively working with providers to meet targets through the Cooperative Vehicle Procurement Program. Providers in the region employ a variety of methods to set targets and measure performance, most set targets based on overall performance of each individual asset category and type and use a mix of FTA and custom definitions for Useful Life Benchmarks. TXDOT (Transit Division) Group Plan contains 15% targets. In 2021, the Bipartisan Infrastructure Law added that USDOT now requires project sponsors for Fixed Guideway Capital Investment Grant applications to have made progress toward TAM targets. This is also a consideration for State of Good Repair Grant rail vehicle replacement applications. TAM targets for large agencies recommend maintaining previous targets for all asset categories and types, except equipment, for FY2023-2026. Goals for maintained targets continue the consistent approach from the original adopted targets, encourage continued improvement for individual providers and the overall region, and provide an aspirational goal to guide regional coordination and assistance in keeping critical transit assets and infrastructure in a State of Good Repair.

TAM targets for small providers recommend new targets for all asset categories and types be adopted for FY2023-2026. Goals for proposed targets are to maintain strong performance in infrastructure and facilities asset categories, provide targets that are closer to regional performance while still encouraging continued improvement for individual providers, and reflect the challenges transit providers face in replacing vehicles at or past Useful Life Benchmark amidst supply chain and operational struggles. A Public Transportation Agency Safety Plan (PTASP) Annual Progress Update was also provided. The targets have a four-year time horizon, adopted in 2021 by RTC and to be met by 2025. The most recent year of available data (FY 2020, "Year 1") has been calculated to determine progress toward the targets. Additional details and presented charts are located in the presentations for the August 26, 2022, STTC meeting on the NCTCOG webpage: www.nctcog.org/sttc.

A motion was made to recommend Regional Transportation Council approval of 2024 and 2026 targets as presented for the PM3 (System Performance, Freight, and CMAQ) measures: Interstate Reliability, Non-Interstate Reliability, Peak Hour Excessive Delay, Truck Travel Time Reliability, Percent Non-SOV Travel, Total Emissions Reductions (NOx and VOC) and FY2023 – 2026 targets as presented for Transit Asset Management (TAM) measures: Rolling Stock (Transit Vehicles), Equipment (Support Vehicles), Infrastructure (Rail Track), and Facilities (Buildings, Stations, Park, and Rides). Kelly Porter (M); Walter Shumac, III (S). The motion passed unanimously.

7. **Director of Transportation Report on Selected Items:** Michael Morris provided an update on items on the Director's Report. Michael highlighted an editorial he authored on high-speed rail (Electronic Item 7.1). He noted the 2nd Conference of Scenario Planning Conference, September 19-21, 2022, in Washington, DC. (Brochure provided as a handout). Michael congratulated the DART Board on its recent distribution of \$214 million in unallocated funds to service 13 area cities. The High Occupancy Vehicle Quarterly Report was provided in Electronic Item 7.2. NCTCOG staff is working on updated Rules for Public Comments at RTC meetings (Electronic Item 7.4). Michael announced that the Regional Transportation Council approved the US 75 Technology Lane in partnership with local governments and the Texas Department of Transportation by advancing \$57 million, adding green vehicles (alternative fuel and electric) to peak periods, and opening weekends to all vehicles. The project was endorsed by the Cities of Dallas, Richardson, Plano, Allen, and McKinney. An update was provided on the Parking Garage Funding Policy that was approved at the August 18, 2022, Regional Transportation Council meeting (Electronic Item 7.3). Michael proudly displayed his RTC Safety vest and mentioned the vests will be distributed to RTC primary members at the September 8, 2022, RTC meeting. The FY2024-2026 Management, Operations, and Safety (MOS) Funding Program purpose and program overview were briefly described (Electronic Item 7-DR).
8. **Status Report on Electric Vehicles/National Drive Electric Week:** Soria Adibi provided an update on the status of electric vehicle (EV) adoption in North Texas. Upcoming National Drive Electric Week events were highlighted. North Central Texas Council of Governments encourages EV adoption as a strategy to improve local air quality by reducing transportation system emissions. As the industry matures, availability and adoption of this technology continues to grow in both passenger vehicle and heavy-duty sectors. EV registration data as of August 10, 2022: 140 thousand EVs in Texas and 49 thousand in the NCTCOG region. As of August 10, 2022, there are 2,491 chargers statewide. Staff has begun planning for the annual National Drive Electric Week (NDEW) events to showcase EVs to the public and fleets between September 23–October 2, 2022. The main event hosted by NCTCOG/DFW

Clean Cities and City of Dallas: EV Showcase and Food trucks on October 2, 2022, from 3:00 pm–6:00 pm at Dallas City Hall to promote and join in a public celebration of all things electric. For local government/fleet staff to assist with promotion and outreach for this event, a partner outreach toolkit is coming soon. Webinars, tailored to a variety of audiences, will also be held during NDEW and for more information, please visit www.driveelectricdfw.org.

9. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
 1. Walk to School Day Promotion 2022 (Electronic Item 9.1)
 2. Comments to FHWA on National Electric Vehicles Infra Plan (Electronic Item 9.2)
 3. Regional Vanpool (Electronic Item 9.3)
 4. North Texas Center for Mobility Technologies Project Tracking (Electronic Item 9.4)
 5. Air Quality Funding Opportunities for Vehicles
(www.nctcog.org/aqfunding)
 6. Dallas-Fort Worth Clean Cities Events
(<https://www.dfwcleancities.org/events>)
 7. 2022 Ozone Season Update (Electronic Item 9.5)
 8. September Public Meeting Notice (Electronic Item 9.6)
 9. Public Comments Report (Electronic Item 9.7)
 10. Written Progress Reports:
 - Partner Progress Reports (Electronic Item 9.8)
10. **Other Business (Old or New):** There was no discussion on this item.
11. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on September 23, 2022.

Adjourned at 2:45 PM.

How to Read the Project Modification Listings - Roadway Section

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

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

Implementing Agency: PLANO

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

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

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

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

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 21056.2 **Facility:** VA **Location/Limits From:** LIMESTONE TRAIL; SEGMENT 2 FROM BRYAN PLACE TO TRAIL BRIDGE #6; **Modification #:** 2023-0013

Impementing Agency: MIDLOTHIAN **Location/Limits To:** SEGMENT 3: FROM SHADY GROVE TO PLAINVIEW ROAD

County: ELLIS **CSJ:** 0918-22-168

City: MIDLOTHIAN **Desc:** DESIGN TWO SEGMENTS OF NEW SHARED-USE PATH; PART OF LARGER MIDLOTHIAN TO WAXAHACHIE TRAIL

Request: REVISE SCOPE AS DESIGN TWO SEGMENTS OF NEW SHARED-USE PATH AND CONSTRUCT SEGMENT 2 (PART OF LARGER MIDLOTHIAN TO WAXAHACHIE TRAIL); INCREASE ENGINEERING FUNDING IN FY2024 AND ADD CONSTRUCTION FUNDING IN FY2025 OFFSET BY A DECREASE ON TIP 21056.1/CSJ 0918-22-167

Comment: RELATED TO TIP CODE 21056.1/CSJ 0918-22-167

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|------------------|------------|------------|------------------|-------------|------------------|
| 2024 | ENG | 0918-22-168 | Cat 5: | \$560,000 | \$0 | \$0 | \$140,000 | \$0 | \$700,000 |
| Grand Total: | | | | \$560,000 | \$0 | \$0 | \$140,000 | \$0 | \$700,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|------------|------------|------------------|-------------|--------------------|
| 2024 | ENG | 0918-22-168 | Cat 5: | \$720,000 | \$0 | \$0 | \$180,000 | \$0 | \$900,000 |
| 2025 | CON | 0918-22-168 | Cat 5: | \$1,600,000 | \$0 | \$0 | \$400,000 | \$0 | \$2,000,000 |
| Grand Total: | | | | \$2,320,000 | \$0 | \$0 | \$580,000 | \$0 | \$2,900,000 |

TIP Code: 21056.1 **Facility:** VA **Location/Limits From:** LIMESTONE TRAIL SEGMENT 1 FROM MIDLOTHIAN PARKWAY **Modification #:** 2023-0014

Impementing Agency: MIDLOTHIAN **Location/Limits To:** US 287

County: ELLIS **CSJ:** 0918-22-167

City: MIDLOTHIAN **Desc:** CONSTRUCT NEW SHARED-USE PATH; PART OF LARGER MIDLOTHIAN TO WAXAHACHIE TRAIL

Request: CANCEL PROJECT DUE TO RIGHT-OF-WAY CONSTRAINTS AND TRANSFER FUNDING TO TIP 21056.2/CSJ 0918-22-168

Comment: RELATED TO TIP CODE 21056.2/CSJ 0918-22-168

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|------------|------------|------------------|-------------|--------------------|
| 2024 | ENG | 0918-22-167 | Cat 5: | \$160,000 | \$0 | \$0 | \$40,000 | \$0 | \$200,000 |
| 2025 | CON | 0918-22-167 | Cat 5: | \$1,600,000 | \$0 | \$0 | \$400,000 | \$0 | \$2,000,000 |
| Grand Total: | | | | \$1,760,000 | \$0 | \$0 | \$440,000 | \$0 | \$2,200,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|------------|------------|------------|------------|-------------|------------|
| 2024 | ENG | 0918-22-167 | Cat 5: | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 2025 | CON | 0918-22-167 | Cat 5: | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grand Total: | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

| | | | |
|-----------------------------------|-------------------------|---|----------------------------------|
| TIP Code: 21083 | Facility: CS | Location/Limits From: LAKE JUNE ROAD | Modification #: 2023-0015 |
| Impementing Agency: DALLAS | | Location/Limits To: AT US 175 | |
| County: DALLAS | CSJ: 0918-47-390 | | |
| City: DALLAS | Desc: | RECONSTRUCT STRUCTURE AND APPROACH ROADWAYS; SIGNAL RECONSTRUCTION; AND CONVERT PARTIAL CLOVER LEAF TO A CONVENTIONAL DIAMOND INTERSECTION | |
| | Request: | CHANGE IMPLEMENTING AGENCY FROM CITY OF DALLAS TO TXDOT-DALLAS; ADVANCE ENGINEERING PHASE TO FY2023 AND ADD CONSTRUCTION FUNDING IN FY2024 THEREBY ADDING PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); INCREASED CONSTRUCTION FUNDING OFFSET BY DECREASED ENGINEERING FUNDING; REVISE LIMITS TO ON LAKE JUNE ROAD FROM US 175 TO GILLETTE STREET; REVISE SCOPE TO RECONSTRUCT 4 TO 3 LANE ROADWAY TO INCLUDE BIKE LANES, SIDEWALKS, LIGHTING, AND TRAFFIC SIGNAL AT GILLETTE AND LAKE JUNE INTERSECTION | |

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|------------|------------|------------------|-------------|--------------------|
| 2026 | ENG | 0918-47-390 | STBG: | \$2,400,000 | \$0 | \$0 | \$600,000 | \$0 | \$3,000,000 |
| Grand Total: | | | | \$2,400,000 | \$0 | \$0 | \$600,000 | \$0 | \$3,000,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|------------|------------|------------------|-------------|--------------------|
| 2023 | ENG | 0918-47-390 | STBG: | \$240,000 | \$0 | \$0 | \$60,000 | \$0 | \$300,000 |
| 2024 | CON | 0918-47-390 | STBG: | \$2,160,000 | \$0 | \$0 | \$540,000 | \$0 | \$2,700,000 |
| Grand Total: | | | | \$2,400,000 | \$0 | \$0 | \$600,000 | \$0 | \$3,000,000 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 20277.1 **Facility:** CS **Location/Limits From:** ON DALLAS PARKWAY FROM LEBANON RD **Modification #:** 2023-0018
Impementing Agency: FRISCO **Location/Limits To:** ELDORADO PKWY
County: COLLIN **CSJ:** 0918-24-207
City: FRISCO **Desc:** WIDEN NORTHBOUND AND SOUTHBOUND DALLAS PARKWAY FROM 2/3 LANES IN EACH DIRECTION TO 3 LANES IN EACH DIRECTION
Request: DELAY CONSTRUCTION PHASE TO FY2023 THEREBY ADDING PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); INCREASE LOCAL CONTRIBUTION FOR CONSTRUCTION IN FY2023
Comment: LOCAL CONTRIBUTION PAID FOR BY CITY OF FRISCO; COST OVERRUNS ARE THE CITY'S RESPONSIBILITY

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|-----------------------------|------------|------------|--------------------|------------------|--------------------|--------------------|
| 2014 | ENG | 0918-24-207 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$67,000 | \$67,000 |
| 2014 | ENG | 0918-24-207 | Cat 3 - RTR 161 - CC2: | \$0 | \$0 | \$786,400 | \$196,600 | \$0 | \$983,000 |
| Phase Subtotal: | | | | \$0 | \$0 | \$786,400 | \$196,600 | \$67,000 | \$1,050,000 |
| 2022 | CON | 0918-24-207 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$3,198,000 | \$3,198,000 |
| 2022 | CON | 0918-24-207 | Cat 3 - RTR 121 - CC1: | \$0 | \$0 | \$1,041,600 | \$260,400 | \$0 | \$1,302,000 |
| Phase Subtotal: | | | | \$0 | \$0 | \$1,041,600 | \$260,400 | \$3,198,000 | \$4,500,000 |
| Grand Total: | | | | \$0 | \$0 | \$1,828,000 | \$457,000 | \$3,265,000 | \$5,550,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|-----------------------------|------------|------------|--------------------|------------------|--------------------|---------------------|
| 2014 | ENG | 0918-24-207 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$67,000 | \$67,000 |
| 2014 | ENG | 0918-24-207 | Cat 3 - RTR 161 - CC2: | \$0 | \$0 | \$786,400 | \$196,600 | \$0 | \$983,000 |
| Phase Subtotal: | | | | \$0 | \$0 | \$786,400 | \$196,600 | \$67,000 | \$1,050,000 |
| 2023 | CON | 0918-24-207 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$9,158,400 | \$9,158,400 |
| 2023 | CON | 0918-24-207 | Cat 3 - RTR 121 - CC1: | \$0 | \$0 | \$1,041,600 | \$260,400 | \$0 | \$1,302,000 |
| Phase Subtotal: | | | | \$0 | \$0 | \$1,041,600 | \$260,400 | \$9,158,400 | \$10,460,400 |
| Grand Total: | | | | \$0 | \$0 | \$1,828,000 | \$457,000 | \$9,225,400 | \$11,510,400 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 21016.1 **Facility:** VA **Location/Limits From:** REGIONAL DATA HUB - DFW MPO BOUNDARY **Modification #:** 2023-0022
Impementing Agency: NCTCOG **Location/Limits To:** DEPLOYMENT AND ADAPTATION OF THE CALTRANS TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS DATA ENGINE

County: VARIOUS **CSJ:** 0000-00-000, 0918-00-371
City: VARIOUS **Desc:** TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S ROADWAYS BY INTEGRATING DATA SOURCES, INCLUDING REGIONAL 511 AND OTHER TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYSTEMS, AND FACILITATING DATA SHARING WITHIN THE REGION; INCLUDES NCTCOG STAFF TIME
Request: ADD ENGINEERING FUNDING TO FY2023; INCREASE OFFSET BY DECREASE ON TIP 21016.2/CSJ 0918-00-364
Comment: 280,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS; RELATED TO TIP 21016.2/CSJ 0918-00-364

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|--------------------|------------------|------------|------------------|------------|-------------|------------------|
| 2022 | ENG | 0918-00-371 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$120,000 | \$0 | \$0 | \$0 |
| 2022 | ENG | 0918-00-371 | STBG: | \$600,000 | \$0 | \$0 | \$0 | \$0 | \$600,000 |
| Phase Subtotal: | | | | \$600,000 | \$0 | \$120,000 | \$0 | \$0 | \$600,000 |
| Grand Total: | | | | \$600,000 | \$0 | \$0 | \$0 | \$0 | \$600,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|-------------------------------------|--------------------|------------|------------------|------------|-------------|--------------------|
| 2023 | ENG | 0000-00-000 | Cat 3 - RTR 121 - East Set Aside 2: | \$0 | \$0 | \$200,000 | \$0 | \$0 | \$200,000 |
| 2023 | ENG | 0918-00-371 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$280,000 | \$0 | \$0 | \$0 |
| 2023 | ENG | 0918-00-371 | STBG: | \$1,400,000 | \$0 | \$0 | \$0 | \$0 | \$1,400,000 |
| Phase Subtotal: | | | | \$1,400,000 | \$0 | \$480,000 | \$0 | \$0 | \$1,600,000 |
| Grand Total: | | | | \$1,400,000 | \$0 | \$200,000 | \$0 | \$0 | \$1,600,000 |

TIP Code: 13061.3 **Facility:** IH 30 **Location/Limits From:** E OF WALSH RANCH PKWY **Modification #:** 2023-0028
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** TARRANT COUNTY LINE

County: PARKER **CSJ:** 1068-05-017
City: VARIOUS **Desc:** RECONSTRUCT FRONTAGE ROAD FROM 2 LANES TO 2 LANES, CONSTRUCT RAMPS, AUXILIARY LANES AND SHARED USE PATH EAST OF WALSH RANCH
Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|------------|-------------|---------------------|
| 2023 | ENG | 1068-05-017 | SW PE: | \$4,000,000 | \$1,000,000 | \$0 | \$0 | \$0 | \$5,000,000 |
| 2023 | ROW | 1068-05-017 | SW ROW: | \$8,000,000 | \$2,000,000 | \$0 | \$0 | \$0 | \$10,000,000 |
| 2023 | UTIL | 1068-05-017 | SW ROW: | \$8,000,000 | \$2,000,000 | \$0 | \$0 | \$0 | \$10,000,000 |
| Grand Total: | | | | \$20,000,000 | \$5,000,000 | \$0 | \$0 | \$0 | \$25,000,000 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

| | | | |
|---|-------------------------|---|----------------------------------|
| TIP Code: 13061.4 | Facility: IH 30 | Location/Limits From: TARRANT/PARKER CL | Modification #: 2023-0029 |
| Impementing Agency: TXDOT-FORT WORTH | | Location/Limits To: LINKCREST DRIVE | |
| County: TARRANT | CSJ: 1068-01-220 | | |
| City: FORT WORTH | Desc: | CONSTRUCT RAMPS, RECONSTRUCT EXISTING 3 TO 3 MAINLANES AND 2 TO 2 LANES FRONTAGE ROAD | |
| | Request: | ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) | |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|------------|-------------|---------------------|
| 2023 | ENG | 1068-01-220 | SW PE: | \$4,000,000 | \$1,000,000 | \$0 | \$0 | \$0 | \$5,000,000 |
| 2023 | ROW | 1068-01-220 | SW ROW: | \$8,000,000 | \$2,000,000 | \$0 | \$0 | \$0 | \$10,000,000 |
| 2023 | UTIL | 1068-01-220 | SW ROW: | \$8,000,000 | \$2,000,000 | \$0 | \$0 | \$0 | \$10,000,000 |
| Grand Total: | | | | \$20,000,000 | \$5,000,000 | \$0 | \$0 | \$0 | \$25,000,000 |

| | | | |
|---|-------------------------|---|----------------------------------|
| TIP Code: 55296 | Facility: SS 557 | Location/Limits From: US 80 | Modification #: 2023-0035 |
| Impementing Agency: TXDOT-DALLAS | | Location/Limits To: IH 20 | |
| County: KAUFMAN | CSJ: 0495-01-081 | | |
| City: TERRELL | Desc: | RECONSTRUCT AND WIDEN 4 TO 6 MAIN LANE AND RECONSTRUCT 2/4 LANE DISCONTINUOUS TO 4/6 DISCONTINUOUS FRONTAGE ROAD AND RECONSTRUCT IH 20 AND US 80 INTERCHANGES | |
| | Request: | ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) | |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|---------------------|------------|--------------------|-------------|---------------------|
| 2023 | ENG | 0495-01-081 | SW PE: | \$0 | \$13,500,000 | \$0 | \$0 | \$0 | \$13,500,000 |
| 2023 | ROW | 0495-01-081 | SW ROW: | \$48,000,000 | \$6,000,000 | \$0 | \$6,000,000 | \$0 | \$60,000,000 |
| Grand Total: | | | | \$48,000,000 | \$19,500,000 | \$0 | \$6,000,000 | \$0 | \$73,500,000 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55241 **Facility:** IH 35W **Location/Limits From:** FM 3391 **Modification #:** 2023-0038
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SOUTH OF US 67
County: JOHNSON **CSJ:** 0014-03-098
City: BURLESON **Desc:** RECONSTRUCT AND WIDEN 4 TO 6 LANES FROM FM 3391/E RENFRO STREET TO SOUTH OF US 67 WITH CONTINUOUS 2 LANE ONE WAY FRONTAGE ROADS TO CONTINUOUS 4/6 LANE ONE WAY FRONTAGE ROADS
Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

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

TIP Code: 55183 **Facility:** SH 183 **Location/Limits From:** SAM CALLOWAY ROAD **Modification #:** 2023-0039
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** IH 30
County: TARRANT **CSJ:** 0094-05-067
City: RIVER OAKS **Desc:** RECONSTRUCT 4 TO 4/6 MAIN LANES
Request: REVISE LIMITS TO SH 183 FROM SH 199 TO IH 30; REVISE SCOPE TO RECONSTRUCT AND WIDEN 4 TO 4/6 MAIN LANES

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|------------|--------------------|------------|------------|-------------|--------------------|
| 2023 | ENG | 0094-05-067 | SW PE: | \$0 | \$3,000,000 | \$0 | \$0 | \$0 | \$3,000,000 |
| Grand Total: | | | | \$0 | \$3,000,000 | \$0 | \$0 | \$0 | \$3,000,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|------------|--------------------|------------|------------|-------------|--------------------|
| 2023 | ENG | 0094-05-067 | SW PE: | \$0 | \$3,000,000 | \$0 | \$0 | \$0 | \$3,000,000 |
| Grand Total: | | | | \$0 | \$3,000,000 | \$0 | \$0 | \$0 | \$3,000,000 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55026.1 **Facility:** US 81/287 **Location/Limits From:** TARRANT/WISE COUNTY LINE **Modification #:** 2023-0046
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SOUTH OF AVONDALE-HASLET ROAD
County: TARRANT **CSJ:** 0014-15-076
City: VARIOUS **Desc:** RECONSTRUCT 4 TO 4 LANE FREEWAY AND GRADE SEPARATION; RECONSTRUCT EXISTING 2 LANE/TWO-WAY FRONTAGE ROADS TO 2 LANE/ONE-WAY FRONTAGE ROADS IN EACH DIRECTION (4 LANES TOTAL)
Request: REVISE SCOPE TO RECONSTRUCT 4 LANE RURAL TO 6 LANE FREEWAY AND GRADE SEPARATION; RECONSTRUCT EXISTING 4 LANE DISCONTINUOUS FRONTAGE ROADS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS
Comment: RELATED TO TIP 55026/CSJ 0013-08-111

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------------|-------------------------|-------------------|-------------------|-------------------|---------------------------|
| 2023 | ENG | 0014-15-076 | SW PE: | \$2,400,000 | \$600,000 | \$0 | \$0 | \$0 | \$3,000,000 |
| Grand Total: | | | | <u>\$2,400,000</u> | <u>\$600,000</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$3,000,000</u> |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------------|-------------------------|-------------------|-------------------|-------------------|---------------------------|
| 2023 | ENG | 0014-15-076 | SW PE: | \$2,400,000 | \$600,000 | \$0 | \$0 | \$0 | \$3,000,000 |
| Grand Total: | | | | <u>\$2,400,000</u> | <u>\$600,000</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$3,000,000</u> |

TIP Code: 55255 **Facility:** IH 35W **Location/Limits From:** IH 20 **Modification #:** 2023-0047
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SOUTH OF ALTAMESA BLVD
County: TARRANT **CSJ:** 0014-16-285
City: FORT WORTH **Desc:** RECONSTRUCT AND WIDEN 6 TO 11 LANES WITH CONTINUOUS 4/6 TO 4/6 LANE FRONTAGE ROADS
Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); ADD UTILITIES TO APPENDIX D OF THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 21060 **Facility:** US 80 **Location/Limits From:** ON MOORE AVENUE (US 80) FROM BRADSHAW STREET **Modification #:** 2023-0049
Impementing Agency: TERRELL **Location/Limits To:** BURCH STREET
County: KAUFMAN **CSJ:** 0095-05-062
City: TERRELL **Desc:** RESTRIPIING 4 TO 4 LANES WITH PEDESTRIAN IMPROVEMENTS INCLUDING CONSTRUCTION OF PEDESTRIAN/ADA RAMPS AND CROSSWALKS, BULB OUTS AT INTERSECTIONS, AND TRAFFIC SIGNAL IMPROVEMENTS
Request: REVISE LIMITS TO US 80 ON MOORE AVE (US 80) WEST FROM BROOKSHIRES DRIVE TO BRADSHAW STREET; REVISE SCOPE TO PEDESTRIAN IMPROVEMENTS INCLUDING CONSTRUCTION OF PEDESTRIAN/ADA RAMPS AND CROSSWALKS, AND MINOR LANDSCAPING
Comment: 240,000 OF TRANSPORATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CITY OF TERRELL MTP POLICY BUNDLE TDCS; LOCAL CONTRIBUTION PAID BY CITY OF TERRELL

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|-----------------------------|--------------------|------------|------------------|------------|------------------|--------------------|
| 2022 | ENG | 0095-05-062 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$120,000 | \$120,000 |
| 2024 | CON | 0095-05-062 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$240,000 | \$0 | \$0 | \$0 |
| 2024 | CON | 0095-05-062 | Cat 5: | \$600,000 | \$0 | \$0 | \$0 | \$0 | \$600,000 |
| 2024 | CON | 0095-05-062 | STBG: | \$600,000 | \$0 | \$0 | \$0 | \$0 | \$600,000 |
| Phase Subtotal: | | | | \$1,200,000 | \$0 | \$240,000 | \$0 | \$0 | \$1,200,000 |
| Grand Total: | | | | \$1,200,000 | \$0 | \$0 | \$0 | \$120,000 | \$1,320,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|-----------------------------|--------------------|------------|------------------|------------|------------------|--------------------|
| 2022 | ENG | 0095-05-062 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$120,000 | \$120,000 |
| 2024 | CON | 0095-05-062 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$240,000 | \$0 | \$0 | \$0 |
| 2024 | CON | 0095-05-062 | Cat 5: | \$600,000 | \$0 | \$0 | \$0 | \$0 | \$600,000 |
| 2024 | CON | 0095-05-062 | STBG: | \$600,000 | \$0 | \$0 | \$0 | \$0 | \$600,000 |
| Phase Subtotal: | | | | \$1,200,000 | \$0 | \$240,000 | \$0 | \$0 | \$1,200,000 |
| Grand Total: | | | | \$1,200,000 | \$0 | \$0 | \$0 | \$120,000 | \$1,320,000 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

| | | | |
|------------------------------------|-------------------------|---|----------------------------------|
| TIP Code: 21061 | Facility: SS 226 | Location/Limits From: ON VIRGINIA STREET (SS 226) FROM BRIN STREET | Modification #: 2023-0050 |
| Impementing Agency: TERRELL | | Location/Limits To: ROCHESTER STREET | |
| County: KAUFMAN | CSJ: 0918-11-107 | | |
| City: TERRELL | Desc: | RESTRIPING 2/4 TO 2/4 LANES WITH PEDESTRIAN IMPROVEMENTS INCLUDING CONSTRUCTION OF PEDESTRIAN/ADA RAMPS AND CROSSWALKS, BULB OUTS AT INTERSECTIONS, AND TRAFFIC SIGNAL IMPROVEMENTS | |
| | Request: | REVISE SCOPE TO PEDESTRIAN IMPROVEMENTS INCLUDING CONSTRUCTION OF PEDESTRIAN/ADA RAMPS AND CROSSWALKS, AND MINOR LANDSCAPING | |
| | Comment: | 40,000 OF TRANSPORATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CITY OF TERRELL MTP POLICY BUNDLE TDCS | |

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|--------------------|------------------|------------|-----------------|------------|-------------|------------------|
| 2024 | CON | 0918-11-107 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$40,000 | \$0 | \$0 | \$0 |
| 2024 | CON | 0918-11-107 | Cat 5: | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$200,000 |
| Phase Subtotal: | | | | \$200,000 | \$0 | \$40,000 | \$0 | \$0 | \$200,000 |
| Grand Total: | | | | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$200,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|--------------------|------------------|------------|-----------------|------------|-------------|------------------|
| 2024 | CON | 0918-11-107 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$40,000 | \$0 | \$0 | \$0 |
| 2024 | CON | 0918-11-107 | Cat 5: | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$200,000 |
| Phase Subtotal: | | | | \$200,000 | \$0 | \$40,000 | \$0 | \$0 | \$200,000 |
| Grand Total: | | | | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$200,000 |

| | | | |
|---|-------------------------|---|----------------------------------|
| TIP Code: 55302 | Facility: US 81 | Location/Limits From: NORTH OF WISE/TARRANT COUNTY LINE | Modification #: 2023-0052 |
| Impementing Agency: TXDOT-FORT WORTH | | Location/Limits To: WISE/TARRANT COUNTY LINE | |
| County: WISE | CSJ: 0013-08-147 | | |
| City: VARIOUS | Desc: | RECONSTRUCT 4 TO 4 LANE FREEWAY AND GRADE SEPARATION; CONSTRUCT/RECONSTRUCT/RESTRIPE 2 LANE, 2 WAY FRONTAGE ROADS TO 2 LANE, ONE WAY FRONTAGE ROADS IN EACH DIRECTION | |
| | Request: | ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) | |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|--------------------|------------|------------|-------------|--------------------|
| 2023 | ENG | 0013-08-147 | SW PE: | \$4,000,000 | \$1,000,000 | \$0 | \$0 | \$0 | \$5,000,000 |
| 2024 | ROW | 0013-08-147 | SW ROW: | \$400,000 | \$100,000 | \$0 | \$0 | \$0 | \$500,000 |
| 2024 | UTIL | 0013-08-147 | SW ROW: | \$1,600,000 | \$400,000 | \$0 | \$0 | \$0 | \$2,000,000 |
| Grand Total: | | | | \$6,000,000 | \$1,500,000 | \$0 | \$0 | \$0 | \$7,500,000 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 14088 **Facility:** CS **Location/Limits From:** ON LAS VEGAS TRAIL FROM QUEBEC DRIVE **Modification #:** 2023-0054
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** IH 820
County: TARRANT **CSJ:** 0902-90-176
City: FORT WORTH **Desc:** WIDEN FROM 2 LANES TO 4 LANES WITH SIDEWALKS, INTERSECTION IMPROVEMENTS, AND TRAFFIC SIGNALS
Request: REVISE SCOPE TO WIDEN FROM 2 LANES TO 4 LANES WITH SIDEWALKS AND INTERSECTION IMPROVEMENTS
Comment: LOCAL CONTRIBUTION PAID BY THE CITY OF FORT WORTH AND THE CITY OF WHITE SETTLEMENT; CMAQ IS FOR SIDEWALKS AND INTERSECTION IMPROVEMENTS ONLY

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|-----------------------------|--------------------|------------------|------------|------------------|--------------------|--------------------|
| 2021 | ENG | 0902-90-176 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$712,400 | \$712,400 |
| 2023 | ROW | 0902-90-176 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$100,000 | \$100,000 |
| 2025 | CON | 0902-90-176 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$780,000 | \$780,000 |
| 2025 | CON | 0902-90-176 | Cat 5: | \$1,300,000 | \$211,250 | \$0 | \$113,750 | \$0 | \$1,625,000 |
| 2025 | CON | 0902-90-176 | STBG: | \$3,500,000 | \$568,750 | \$0 | \$306,250 | \$0 | \$4,375,000 |
| Phase Subtotal: | | | | \$4,800,000 | \$780,000 | \$0 | \$420,000 | \$780,000 | \$6,780,000 |
| Grand Total: | | | | \$4,800,000 | \$780,000 | \$0 | \$420,000 | \$1,592,400 | \$7,592,400 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|-----------------------------|--------------------|------------------|------------|------------------|--------------------|--------------------|
| 2021 | ENG | 0902-90-176 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$712,400 | \$712,400 |
| 2023 | ROW | 0902-90-176 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$100,000 | \$100,000 |
| 2025 | CON | 0902-90-176 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$780,000 | \$780,000 |
| 2025 | CON | 0902-90-176 | Cat 5: | \$1,300,000 | \$211,250 | \$0 | \$113,750 | \$0 | \$1,625,000 |
| 2025 | CON | 0902-90-176 | STBG: | \$3,500,000 | \$568,750 | \$0 | \$306,250 | \$0 | \$4,375,000 |
| Phase Subtotal: | | | | \$4,800,000 | \$780,000 | \$0 | \$420,000 | \$780,000 | \$6,780,000 |
| Grand Total: | | | | \$4,800,000 | \$780,000 | \$0 | \$420,000 | \$1,592,400 | \$7,592,400 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

| | | | |
|---|-------------------------|---|----------------------------------|
| TIP Code: 55288 | Facility: SH 5 | Location/Limits From: STACY ROAD | Modification #: 2023-0056 |
| Impementing Agency: TXDOT-DALLAS | | Location/Limits To: INDIAN SPRINGS RD | |
| County: COLLIN | CSJ: 0047-09-037 | | |
| City: FAIRVIEW | Desc: | RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED ROADWAY (ULTIMATE 6 LANES) AND INTERSECTION IMPROVEMENTS | |
| | Request: | REVISE LIMITS TO SH 5 FROM STACY ROAD (FM 2786) TO SOUTH OF FM 1378; REVISE SCOPE TO STACY TO INDIAN SPRINGS: RECONSTRUCT AND WIDEN 2 LN UNDIVIDED TO 4 LN DIVIDED (ULTIMATE 6) AND INT IMP; INDIAN SPRINGS TO S OF FM 1378: WDN 2 LN UNDIVIDED TO 4 LN DIVIDED | |

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|--------------------|------------|------------------|-------------|---------------------|
| 2023 | ENG | 0047-09-037 | SW PE: | \$0 | \$1,935,000 | \$0 | \$0 | \$0 | \$1,935,000 |
| 2023 | ROW | 0047-09-037 | SW ROW: | \$6,880,000 | \$860,000 | \$0 | \$860,000 | \$0 | \$8,600,000 |
| Grand Total: | | | | \$6,880,000 | \$2,795,000 | \$0 | \$860,000 | \$0 | \$10,535,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|--------------------|------------|------------------|-------------|---------------------|
| 2023 | ENG | 0047-09-037 | SW PE: | \$0 | \$1,935,000 | \$0 | \$0 | \$0 | \$1,935,000 |
| 2023 | ROW | 0047-09-037 | SW ROW: | \$6,880,000 | \$860,000 | \$0 | \$860,000 | \$0 | \$8,600,000 |
| Grand Total: | | | | \$6,880,000 | \$2,795,000 | \$0 | \$860,000 | \$0 | \$10,535,000 |

| | | | |
|---|-------------------------|---|----------------------------------|
| TIP Code: 55297 | Facility: FM 407 | Location/Limits From: EAST OF IH 35W | Modification #: 2023-0059 |
| Impementing Agency: TXDOT-DALLAS | | Location/Limits To: WEST OF IH 35W | |
| County: DENTON | CSJ: 1310-01-050 | | |
| City: ARGYLE, NORTHLAKE | Desc: | WIDEN AND RECONSTRUCT FROM A 2 LANE URBAN UNDIVIDED TO 6 LANE URBAN DIVIDED | |
| | Request: | ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) | |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|--------------------|------------|------------------|-------------|--------------------|
| 2023 | ENG | 1310-01-050 | SW PE: | \$0 | \$1,000,000 | \$0 | \$0 | \$0 | \$1,000,000 |
| 2023 | ROW | 1310-01-050 | SW ROW: | \$3,600,000 | \$450,000 | \$0 | \$450,000 | \$0 | \$4,500,000 |
| Grand Total: | | | | \$3,600,000 | \$1,450,000 | \$0 | \$450,000 | \$0 | \$5,500,000 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 14098.1 **Facility:** IH 45 **Location/Limits From:** SH 34 **Modification #:** 2023-0060
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** NORTH OF SH 34
County: ELLIS **CSJ:** 0092-04-078
City: ENNIS **Desc:** RECONSTRUCT INTERCHANGE AND OPERATIONAL IMPROVEMENTS
Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|--------------------|-------------|---------------------|
| 2023 | ENG | 0092-04-078 | SW PE: | \$0 | \$1,421,000 | \$0 | \$0 | \$0 | \$1,421,000 |
| 2023 | ROW | 0092-04-078 | SW ROW: | \$10,800,000 | \$1,350,000 | \$0 | \$1,350,000 | \$0 | \$13,500,000 |
| Grand Total: | | | | \$10,800,000 | \$2,771,000 | \$0 | \$1,350,000 | \$0 | \$14,921,000 |

TIP Code: 14089.3 **Facility:** IH 45 **Location/Limits From:** SH 34 **Modification #:** 2023-0061
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** FM 85
County: ELLIS **CSJ:** 0092-05-053
City: ENNIS **Desc:** RAMP REVERSAL, RECONSTRUCT 2/6 TO 2/6 FRONTAGE ROAD LANES, RECONSTRUCT BRIDGE AT FM 1181
Request: ADVANCE ENGINEERING TO FY2023 AND ADD ROW TO FY2023 THEREBY ADDING PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: RELATED TO TIP 14089/CSJ 0092-04-077 AND TIP 14089.1/CSJ 0092-04-075

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|------------|------------------|------------|------------|-------------|------------------|
| 2045 | ENG | 0092-05-053 | SW PE: | \$0 | \$882,000 | \$0 | \$0 | \$0 | \$882,000 |
| Grand Total: | | | | \$0 | \$882,000 | \$0 | \$0 | \$0 | \$882,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|--------------------|-------------|---------------------|
| 2023 | ENG | 0092-05-053 | SW PE: | \$0 | \$882,000 | \$0 | \$0 | \$0 | \$882,000 |
| 2023 | ROW | 0092-05-053 | SW ROW: | \$13,200,000 | \$1,650,000 | \$0 | \$1,650,000 | \$0 | \$16,500,000 |
| Grand Total: | | | | \$13,200,000 | \$2,532,000 | \$0 | \$1,650,000 | \$0 | \$17,382,000 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55299 **Facility:** FM 428 **Location/Limits From:** DALLAS PARKWAY **Modification #:** 2023-0062
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** CR 55
County: COLLIN **CSJ:** 2678-01-011
City: CELINA **Desc:** WIDEN FROM 2 LANE RURAL UNDIVIDED TO 4/6 LANE URBAN DIVIDED
Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|--------------------|------------|------------------|-------------|--------------------|
| 2023 | ENG | 2678-01-011 | SW PE: | \$0 | \$1,617,000 | \$0 | \$0 | \$0 | \$1,617,000 |
| 2023 | ROW | 2678-01-011 | SW ROW: | \$5,280,000 | \$660,000 | \$0 | \$660,000 | \$0 | \$6,600,000 |
| Grand Total: | | | | \$5,280,000 | \$2,277,000 | \$0 | \$660,000 | \$0 | \$8,217,000 |

TIP Code: 13010 **Facility:** SH 5 **Location/Limits From:** INDIAN SPRINGS ROAD **Modification #:** 2023-0063
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** SPUR 399
County: COLLIN **CSJ:** 0047-09-034
City: MCKINNEY **Desc:** RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED ROADWAY TO 4 LANE DIVIDED URBAN ROADWAY
Request: REVISE LIMITS SH 5 FROM SS 399 TO SOUTH OF FM 1378
Comment: REGIONAL 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|------------------|-------------|---------------------|
| 2023 | ENG | 0047-09-034 | SW PE: | \$0 | \$1,500,000 | \$0 | \$0 | \$0 | \$1,500,000 |
| 2023 | ROW | 0047-09-034 | SW ROW: | \$6,400,000 | \$800,000 | \$0 | \$800,000 | \$0 | \$8,000,000 |
| 2027 | CON | 0047-09-034 | Cat 2M: | \$8,000,000 | \$2,000,000 | \$0 | \$0 | \$0 | \$10,000,000 |
| Grand Total: | | | | \$14,400,000 | \$4,300,000 | \$0 | \$800,000 | \$0 | \$19,500,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|------------------|-------------|---------------------|
| 2023 | ENG | 0047-09-034 | SW PE: | \$0 | \$1,500,000 | \$0 | \$0 | \$0 | \$1,500,000 |
| 2023 | ROW | 0047-09-034 | SW ROW: | \$6,400,000 | \$800,000 | \$0 | \$800,000 | \$0 | \$8,000,000 |
| 2027 | CON | 0047-09-034 | Cat 2M: | \$8,000,000 | \$2,000,000 | \$0 | \$0 | \$0 | \$10,000,000 |
| Grand Total: | | | | \$14,400,000 | \$4,300,000 | \$0 | \$800,000 | \$0 | \$19,500,000 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 13075 **Facility:** SH 5 **Location/Limits From:** SOUTH OF SH 121 **Modification #:** 2023-0065
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** SOUTH OF MELISSA ROAD
County: COLLIN **CSJ:** 0047-04-029
City: MELISSA **Desc:** RECONSTRUCT AND WIDEN 2/4 LANE UNDIVIDED ROADWAY TO 4 LANE DIVIDED URBAN ROADWAY (ULTIMATE 6)
Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|------------------|------------------|------------|------------------|-------------|--------------------|
| 2023 | ROW | 0047-04-029 | SW ROW: | \$800,000 | \$100,000 | \$0 | \$100,000 | \$0 | \$1,000,000 |
| Grand Total: | | | | \$800,000 | \$100,000 | \$0 | \$100,000 | \$0 | \$1,000,000 |

TIP Code: 21083.2 **Facility:** US 175 **Location/Limits From:** 2ND AVENUE **Modification #:** 2023-0066
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** SOUTH OF LAKE JUNE ROAD
County: DALLAS **CSJ:** 0197-02-135
City: DALLAS **Desc:** REPLACE BRIDGE AND APPROACHES AT LAKE JUNE ROAD; CONSTRUCT PEDESTRIAN BRIDGE WITH TRAIL CONNECTIONS TO EXISTING TRAIL
Request: CLARIFY SCOPE AS REPLACE BRIDGE AND APPROACHES AT LAKE JUNE ROAD, CONSTRUCT PEDESTRIAN BRIDGE WITH TRAIL CONNECTIONS TO EXISTING TRAIL AT DART STATION; DECREASE ROW FUNDING IN FY2023; ADD CONSTRUCTION FUNDING IN FY2024
Comment: LOCAL CONTRIBUTION PAID FOR BY DALLAS COUNTY; CMAQ IS FOR BICYCLE/PEDESTRIAN IMPROVEMENTS ONLY; CATEGORY 10 IS FOR A 2021 RAISE GRANT (THE LOOP: UNITING NEIGHBORHOODS WITH URBAN TRAILS PROJECT)

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|--------------------|------------|------------------|-------------|--------------------|
| 2023 | ENG | 0197-02-135 | SW PE: | \$0 | \$1,575,000 | \$0 | \$0 | \$0 | \$1,575,000 |
| 2023 | ROW | 0197-02-135 | SW ROW: | \$5,600,000 | \$700,000 | \$0 | \$700,000 | \$0 | \$7,000,000 |
| Grand Total: | | | | \$5,600,000 | \$2,275,000 | \$0 | \$700,000 | \$0 | \$8,575,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|-----------------------------|---------------------|--------------------|------------|------------------|--------------------|---------------------|
| 2023 | ENG | 0197-02-135 | SW PE: | \$0 | \$1,575,000 | \$0 | \$0 | \$0 | \$1,575,000 |
| 2023 | ROW | 0197-02-135 | SW ROW: | \$800,000 | \$100,000 | \$0 | \$100,000 | \$0 | \$1,000,000 |
| 2024 | CON | 0197-02-135 | Cat 10: | \$12,000,000 | \$3,000,000 | \$0 | \$0 | \$0 | \$15,000,000 |
| 2024 | CON | 0197-02-135 | Cat 11: | \$7,693,600 | \$1,923,400 | \$0 | \$0 | \$0 | \$9,617,000 |
| 2024 | CON | 0197-02-135 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$5,000,000 | \$5,000,000 |
| 2024 | CON | 0197-02-135 | Cat 5: | \$3,846,800 | \$961,700 | \$0 | \$0 | \$0 | \$4,808,500 |
| 2024 | CON | 0197-02-135 | STBG: | \$3,846,800 | \$961,700 | \$0 | \$0 | \$0 | \$4,808,500 |
| Phase Subtotal: | | | | \$27,387,200 | \$6,846,800 | \$0 | \$0 | \$5,000,000 | \$39,234,000 |
| Grand Total: | | | | \$28,187,200 | \$8,521,800 | \$0 | \$100,000 | \$5,000,000 | \$41,809,000 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

| | | | |
|-----------------------------------|-------------------------|---|----------------------------------|
| TIP Code: 21089 | Facility: VA | Location/Limits From: REGIONWIDE ON-ROAD VEHICLE EMISSIONS PROJECT | Modification #: 2023-0071 |
| Impementing Agency: NCTCOG | | Location/Limits To: ESTABLISH MOBILE EMISSIONS ENFORCEMENT AND VEHICLE EMISSIONS DATA COLLECTION | |
| County: VARIOUS | CSJ: 0918-00-373 | | |
| City: VARIOUS | Desc: | TASK FORCE TO COMBAT FRAUD TEMP REGISTRATIONS, INSPECTION IN LIGHT & MED DUTY VEHICLES, & EMISSIONS COMPONENT TAMPERING; COLLECT TAILPIPE EMISSIONS DATA FROM MED & HEAVY-DUTY VEHICLES TO DEVELOP AQ PLANNING STRATEGIES AND FOR EMISSIONS MODELING COMPARISON | |
| | Request: | CANCEL PROJECT DUE TO FEDERAL ELIGIBILITY QUESTIONS AND PURSUE AIR QUALITY STATE FUNDING | |

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|--------------------|--------------------|------------|------------------|------------|-------------|--------------------|
| 2023 | ENG | 0918-00-373 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$500,000 | \$0 | \$0 | \$0 |
| 2023 | ENG | 0918-00-373 | STBG: | \$2,500,000 | \$0 | \$0 | \$0 | \$0 | \$2,500,000 |
| Phase Subtotal: | | | | \$2,500,000 | \$0 | \$500,000 | \$0 | \$0 | \$2,500,000 |
| Grand Total: | | | | \$2,500,000 | \$0 | \$0 | \$0 | \$0 | \$2,500,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|--------------------|------------|------------|------------|------------|-------------|------------|
| 2023 | ENG | 0918-00-373 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 2023 | ENG | 0918-00-373 | STBG: | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Phase Subtotal: | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grand Total: | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 14071 **Facility:** FM 1378 **Location/Limits From:** FM 3286 **Modification #:** 2023-0075
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** SOUTH OF FM 3286
County: COLLIN **CSJ:** 1392-01-044
City: LUCAS **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS (SIDEWALKS AND TURN LANES)
Request: CONVERT STBG FUNDING TO CATEGORY 2M FUNDING FOR CONSTRUCTION PHASE IN FY2023 AS APPROVED BY THE RTC ON AUGUST 18, 2022; INCREASE CMAQ FUNDING FOR CONSTRUCTION PHASE IN FY2023 AFTER RTC APPROVAL DUE TO COST INCREASE
Comment: RELATED TO TIP 14071.2/CSJ 3476-02-013

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|----------------|--------------------|--------------------|------------|------------------|-------------|--------------------|
| 2018 | ENG | 1392-01-044 | SW PE: | \$0 | \$300,000 | \$0 | \$0 | \$0 | \$300,000 |
| 2020 | ROW | 1392-01-044 | SW ROW: | \$800,000 | \$100,000 | \$0 | \$100,000 | \$0 | \$1,000,000 |
| 2023 | CON | 1392-01-044 | Cat 5: | \$1,660,000 | \$415,000 | \$0 | \$0 | \$0 | \$2,075,000 |
| 2023 | CON | 1392-01-044 | STBG: | \$1,368,548 | \$342,137 | \$0 | \$0 | \$0 | \$1,710,685 |
| Phase Subtotal: | | | | \$3,028,548 | \$757,137 | \$0 | \$0 | \$0 | \$3,785,685 |
| Grand Total: | | | | \$3,828,548 | \$1,157,137 | \$0 | \$100,000 | \$0 | \$5,085,685 |

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

| | | | |
|---|---|--|----------------------------------|
| TIP Code: 14071.2 | Facility: FM 3286 | Location/Limits From: FM 1378 | Modification #: 2023-0077 |
| Impementing Agency: TXDOT-DALLAS | | Location/Limits To: EAST OF FM 1378 | |
| County: COLLIN | CSJ: 3476-02-013 | | |
| City: LUCAS | Desc: CONSTRUCT INTERSECTION IMPROVEMENT (SIDEWALK AND TURN LANES) | | |
| | Request: CONVERT STBG FUNDING TO CATEGORY 2 FUNDING FOR CONSTRUCTION PHASE IN FY2023 AS APPROVED BY THE RTC ON AUGUST 18, 2022; INCREASE CMAQ FUNDING FOR CONSTRUCTION PHASE IN FY2023 AFTER RTC APPROVAL DUE TO COST INCREASE | | |
| | Comment: RELATED TO TIP 14071/CSJ 3476-01-044; 10-YEAR PLAN PROJECT | | |

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|----------------|--------------------|------------------|------------|-----------------|-------------|--------------------|
| 2018 | ENG | 3476-02-013 | SW PE: | \$0 | \$200,000 | \$0 | \$0 | \$0 | \$200,000 |
| 2020 | ROW | 3476-02-013 | SW ROW: | \$400,000 | \$50,000 | \$0 | \$50,000 | \$0 | \$500,000 |
| 2023 | CON | 3476-02-013 | Cat 5: | \$744,000 | \$186,000 | \$0 | \$0 | \$0 | \$930,000 |
| 2023 | CON | 3476-02-013 | STBG: | \$1,456,000 | \$364,000 | \$0 | \$0 | \$0 | \$1,820,000 |
| Phase Subtotal: | | | | \$2,200,000 | \$550,000 | \$0 | \$0 | \$0 | \$2,750,000 |
| Grand Total: | | | | \$2,600,000 | \$800,000 | \$0 | \$50,000 | \$0 | \$3,450,000 |

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 54119.6 **Facility:** IH 35E **Location/Limits From:** REESE DRIVE **Modification #:** 2023-0079
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** DALLAS COUNTY LINE
County: ELLIS **CSJ:** 0442-03-044
City: VARIOUS **Desc:** CONSTRUCT INTERCHANGE AT LOOP 9 AND IH 35E
Request: EXCHANGE STBG FUNDING TO CATEGORY 2M FUNDING FOR CONSTRUCTION PHASE IN FY2023 AS APPROVED BY THE RTC ON AUGUST 18, 2022; ADD STBG FUNDING FOR CONSTRUCTION PHASE IN FY2023 AFTER RTC APPROVAL DUE TO COST INCREASE
Comment: REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 54119/CSJ 2964-10-005, 54119.1/2964-10-008, 54119.2/2964-10- 009, 54119.3/2964-12-001, 54119.4/2964-12-002, 54119.5/0442-02-162, & 55249/0092-02-130

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|----------------|---------------------|--------------------|------------|------------|-------------|---------------------|
| 2018 | ENG | 0442-03-044 | SW PE: | \$0 | \$800,000 | \$0 | \$0 | \$0 | \$800,000 |
| 2020 | ROW | 0442-03-044 | SW ROW: | \$3,150,000 | \$350,000 | \$0 | \$0 | \$0 | \$3,500,000 |
| 2024 | CON | 0442-03-044 | Cat 2M: | \$9,598,606 | \$2,399,651 | \$0 | \$0 | \$0 | \$11,998,257 |
| 2024 | CON | 0442-03-044 | STBG: | \$5,320,000 | \$1,330,000 | \$0 | \$0 | \$0 | \$6,650,000 |
| Phase Subtotal: | | | | \$14,918,606 | \$3,729,651 | \$0 | \$0 | \$0 | \$18,648,257 |
| Grand Total: | | | | \$18,068,606 | \$4,879,651 | \$0 | \$0 | \$0 | \$22,948,257 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|----------------|---------------------|--------------------|------------|------------|-------------|---------------------|
| 2018 | ENG | 0442-03-044 | SW PE: | \$0 | \$800,000 | \$0 | \$0 | \$0 | \$800,000 |
| 2020 | ROW | 0442-03-044 | SW ROW: | \$3,150,000 | \$350,000 | \$0 | \$0 | \$0 | \$3,500,000 |
| 2024 | CON | 0442-03-044 | Cat 2M: | \$14,918,606 | \$3,729,651 | \$0 | \$0 | \$0 | \$18,648,257 |
| 2024 | CON | 0442-03-044 | STBG: | \$645,750 | \$161,438 | \$0 | \$0 | \$0 | \$807,188 |
| Phase Subtotal: | | | | \$15,564,356 | \$3,891,089 | \$0 | \$0 | \$0 | \$19,455,445 |
| Grand Total: | | | | \$18,714,356 | \$5,041,089 | \$0 | \$0 | \$0 | \$23,755,445 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

| | | | |
|---|--|---|----------------------------------|
| TIP Code: 55292 | Facility: US 380 | Location/Limits From: TEEL PKWY/CHAMPIONSHIP DRIVE | Modification #: 2023-0081 |
| Impementing Agency: TXDOT-DALLAS | | Location/Limits To: DENTON/COLLIN COUNTY LINE | |
| County: DENTON | CSJ: 0135-10-065 | | |
| City: VARIOUS | Desc: RECONSTRUCT AND WIDEN 4 TO 6 LANE ARTERIAL AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS | | |
| | Request: INCREASE ROW FUNDING IN FY2023 | | |

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|--------------------|------------|--------------------|-------------|---------------------|
| 2023 | ENG | 0135-10-065 | SW PE: | \$0 | \$3,000,000 | \$0 | \$0 | \$0 | \$3,000,000 |
| 2023 | ROW | 0135-10-065 | SW ROW: | \$9,600,000 | \$1,200,000 | \$0 | \$1,200,000 | \$0 | \$12,000,000 |
| Grand Total: | | | | \$9,600,000 | \$4,200,000 | \$0 | \$1,200,000 | \$0 | \$15,000,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|--------------------|-------------|---------------------|
| 2023 | ENG | 0135-10-065 | SW PE: | \$0 | \$3,000,000 | \$0 | \$0 | \$0 | \$3,000,000 |
| 2023 | ROW | 0135-10-065 | SW ROW: | \$35,200,000 | \$4,400,000 | \$0 | \$4,400,000 | \$0 | \$44,000,000 |
| Grand Total: | | | | \$35,200,000 | \$7,400,000 | \$0 | \$4,400,000 | \$0 | \$47,000,000 |

| | | | |
|---|---|--|----------------------------------|
| TIP Code: 55289 | Facility: FM 1378 | Location/Limits From: FM 3286 | Modification #: 2023-0087 |
| Impementing Agency: TXDOT-DALLAS | | Location/Limits To: WEST LUCAS ROAD | |
| County: COLLIN | CSJ: 1392-01-048 | | |
| City: LUCAS | Desc: RECONSTRUCT AND WIDEN 2 LANE RURAL UNDIVIDED TO 4 LANE URBAN DIVIDED ROADWAY | | |
| | Request: INCREASE ROW FUNDING IN FY2023 | | |

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|--------------------|------------|------------------|-------------|--------------------|
| 2023 | ENG | 1392-01-048 | SW PE: | \$0 | \$810,000 | \$0 | \$0 | \$0 | \$810,000 |
| 2023 | ROW | 1392-01-048 | SW ROW: | \$2,880,000 | \$360,000 | \$0 | \$360,000 | \$0 | \$3,600,000 |
| Grand Total: | | | | \$2,880,000 | \$1,170,000 | \$0 | \$360,000 | \$0 | \$4,410,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|--------------------|------------|--------------------|-------------|---------------------|
| 2023 | ENG | 1392-01-048 | SW PE: | \$0 | \$810,000 | \$0 | \$0 | \$0 | \$810,000 |
| 2023 | ROW | 1392-01-048 | SW ROW: | \$8,800,000 | \$1,100,000 | \$0 | \$1,100,000 | \$0 | \$11,000,000 |
| Grand Total: | | | | \$8,800,000 | \$1,910,000 | \$0 | \$1,100,000 | \$0 | \$11,810,000 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

| | | | |
|---|-------------------------|--|----------------------------------|
| TIP Code: 55281 | Facility: US 380 | Location/Limits From: EAST OF SH 289 | Modification #: 2023-0089 |
| Impementing Agency: TXDOT-DALLAS | | Location/Limits To: WEST OF LAKEWOOD DRIVE | |
| County: COLLIN | CSJ: 0135-02-068 | | |
| City: FRISCO | Desc: | RECONSTRUCT 6 LANE ARTERIAL TO 6 LANE FREEWAY AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS | |
| | Request: | INCREASE ROW FUNDING IN FY2024 | |

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|--------------------|-------------|---------------------|
| 2024 | ENG | 0135-02-068 | SW PE: | \$0 | \$4,320,000 | \$0 | \$0 | \$0 | \$4,320,000 |
| 2024 | ROW | 0135-02-068 | SW ROW: | \$15,360,000 | \$1,920,000 | \$0 | \$1,920,000 | \$0 | \$19,200,000 |
| Grand Total: | | | | \$15,360,000 | \$6,240,000 | \$0 | \$1,920,000 | \$0 | \$23,520,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|---------------------|------------|--------------------|-------------|---------------------|
| 2024 | ENG | 0135-02-068 | SW PE: | \$0 | \$4,320,000 | \$0 | \$0 | \$0 | \$4,320,000 |
| 2024 | ROW | 0135-02-068 | SW ROW: | \$48,000,000 | \$6,000,000 | \$0 | \$6,000,000 | \$0 | \$60,000,000 |
| Grand Total: | | | | \$48,000,000 | \$10,320,000 | \$0 | \$6,000,000 | \$0 | \$64,320,000 |

| | | | |
|---|-------------------------|--|----------------------------------|
| TIP Code: 55280 | Facility: US 380 | Location/Limits From: DENTON/COLLIN COUNTY LINE | Modification #: 2023-0091 |
| Impementing Agency: TXDOT-DALLAS | | Location/Limits To: EAST OF SH 289 | |
| County: COLLIN | CSJ: 0135-11-024 | | |
| City: FRISCO | Desc: | RECONSTRUCT 6 LANE ARTERIAL TO 6 LANE FREEWAY AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS | |
| | Request: | INCREASE ROW FUNDING IN FY2024 | |

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|---------------------|------------|--------------------|-------------|---------------------|
| 2024 | ENG | 0135-11-024 | SW PE: | \$0 | \$8,145,000 | \$0 | \$0 | \$0 | \$8,145,000 |
| 2024 | ROW | 0135-11-024 | SW ROW: | \$28,960,000 | \$3,620,000 | \$0 | \$3,620,000 | \$0 | \$36,200,000 |
| Grand Total: | | | | \$28,960,000 | \$11,765,000 | \$0 | \$3,620,000 | \$0 | \$44,345,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|---------------------|------------|---------------------|-------------|----------------------|
| 2024 | ENG | 0135-11-024 | SW PE: | \$0 | \$8,145,000 | \$0 | \$0 | \$0 | \$8,145,000 |
| 2024 | ROW | 0135-11-024 | SW ROW: | \$84,800,000 | \$10,600,000 | \$0 | \$10,600,000 | \$0 | \$106,000,000 |
| Grand Total: | | | | \$84,800,000 | \$18,745,000 | \$0 | \$10,600,000 | \$0 | \$114,145,000 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 13068 **Facility:** US 380 **Location/Limits From:** SH 5 (NEW EXTENSION OF SP 399) **Modification #:** 2023-0092
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** FM 1827
County: COLLIN **CSJ:** 0135-03-053
City: MCKINNEY **Desc:** RECONSTRUCT AND WIDEN 6 LANE ARTERIAL TO 8 LANE FREEWAY AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS
Request: INCREASE ROW FUNDING IN FY2024; REVISE LIMITS TO US 380 FROM JCT US 380/EAST UNIVERSITY (EAST OF MCKINNEY) TO FM 1827
Comment: REGIONAL 10-YEAR PLAN PROJECT

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|------------------|-------------|---------------------|
| 2024 | ENG | 0135-03-053 | SW PE: | \$0 | \$646,200 | \$0 | \$0 | \$0 | \$646,200 |
| 2024 | ROW | 0135-03-053 | SW ROW: | \$3,200,000 | \$400,000 | \$0 | \$400,000 | \$0 | \$4,000,000 |
| 2028 | CON | 0135-03-053 | Cat 2M: | \$12,866,560 | \$3,216,640 | \$0 | \$0 | \$0 | \$16,083,200 |
| Grand Total: | | | | \$16,066,560 | \$4,262,840 | \$0 | \$400,000 | \$0 | \$20,729,400 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|--------------------|-------------|---------------------|
| 2024 | ENG | 0135-03-053 | SW PE: | \$0 | \$646,200 | \$0 | \$0 | \$0 | \$646,200 |
| 2024 | ROW | 0135-03-053 | SW ROW: | \$10,400,000 | \$1,300,000 | \$0 | \$1,300,000 | \$0 | \$13,000,000 |
| 2028 | CON | 0135-03-053 | Cat 2M: | \$12,866,560 | \$3,216,640 | \$0 | \$0 | \$0 | \$16,083,200 |
| Grand Total: | | | | \$23,266,560 | \$5,162,840 | \$0 | \$1,300,000 | \$0 | \$29,729,400 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

| | | | |
|---|---|--|----------------------------------|
| TIP Code: 13070 | Facility: US 380 | Location/Limits From: JCT US 380/WEST UNIVERSITY (WEST OF MCKINNEY) | Modification #: 2023-0093 |
| Impementing Agency: TXDOT-DALLAS | | Location/Limits To: JCT US 380/EAST UNIVERSITY (EAST OF MCKINNEY) | |
| County: COLLIN | CSJ: 0135-15-002 | | |
| City: MCKINNEY | Desc: CONSTRUCT 0 TO 8 LANE FREEWAY AND 0 TO 4/6 LANE FRONTAGE ROADS | | |
| | Request: INCREASE ROW FUNDING IN FY2023; REVISE CONSTRUCTION FUNDING IN FY2028 AS APPROVED BY THE RTC ON AUGUST 18, 2022 | | |
| | Comment: REGIONAL 10-YEAR PLAN PROJECT | | |

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|-----------------|-------|-------------|----------------|----------------------|---------------------|------------|---------------------|-------------|----------------------|
| 2024 | ENG | 0135-15-002 | SW PE: | \$0 | \$36,337,500 | \$0 | \$0 | \$0 | \$36,337,500 |
| 2024 | ROW | 0135-15-002 | SW ROW: | \$129,200,000 | \$16,150,000 | \$0 | \$16,150,000 | \$0 | \$161,500,000 |
| 2028 | CON | 0135-15-002 | Cat 2M: | \$87,997,440 | \$21,999,360 | \$0 | \$0 | \$0 | \$109,996,800 |
| 2028 | CON | 0135-15-002 | Cat 4: | \$83,445,760 | \$20,861,440 | \$0 | \$0 | \$0 | \$104,307,200 |
| Phase Subtotal: | | | | \$171,443,200 | \$42,860,800 | \$0 | \$0 | \$0 | \$214,304,000 |
| Grand Total: | | | | \$300,643,200 | \$95,348,300 | \$0 | \$16,150,000 | \$0 | \$412,141,500 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|-----------------|-------|-------------|----------------|----------------------|----------------------|------------|---------------------|-------------|----------------------|
| 2024 | ENG | 0135-15-002 | SW PE: | \$0 | \$36,337,500 | \$0 | \$0 | \$0 | \$36,337,500 |
| 2024 | ROW | 0135-15-002 | SW ROW: | \$333,600,000 | \$67,250,000 | \$0 | \$16,150,000 | \$0 | \$417,000,000 |
| 2028 | CON | 0135-15-002 | Cat 12: | \$229,210,509 | \$57,302,627 | \$0 | \$0 | \$0 | \$286,513,136 |
| 2028 | CON | 0135-15-002 | Cat 4: | \$83,445,760 | \$20,861,440 | \$0 | \$0 | \$0 | \$104,307,200 |
| Phase Subtotal: | | | | \$312,656,269 | \$78,164,067 | \$0 | \$0 | \$0 | \$390,820,336 |
| Grand Total: | | | | \$646,256,269 | \$181,751,567 | \$0 | \$16,150,000 | \$0 | \$844,157,836 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 13043.2 **Facility:** IH 30 **Location/Limits From:** IH 635 **Modification #:** 2023-0094
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** BASS PRO DRIVE (IN GARLAND)
County: DALLAS **CSJ:** 0009-11-259
City: VARIOUS **Desc:** OPERATIONAL IMPROVEMENTS AND BOTTLENECK REMOVAL
Request: ADD CONSTRUCTION PHASE TO FY2029 AS APPROVED BY THE RTC ON AUGUST 18, 2022; ADD ROW PHASE TO FY2023; REVISE SCOPE TO WIDEN FROM 8 TO 11/12 LANES AND RECONFIGURE RAMP
Comment: RELATED TO TIP 13043/CSJ 0009-11-129; REGIONAL 10-YEAR PLAN PROJECT

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|------------|--------------------|------------|------------|-------------|--------------------|
| 2023 | ENG | 0009-11-259 | SW PE: | \$0 | \$4,000,000 | \$0 | \$0 | \$0 | \$4,000,000 |
| Grand Total: | | | | \$0 | \$4,000,000 | \$0 | \$0 | \$0 | \$4,000,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|---------------------|------------|------------|-------------|---------------------|
| 2023 | ENG | 0009-11-259 | SW PE: | \$0 | \$4,000,000 | \$0 | \$0 | \$0 | \$4,000,000 |
| 2023 | ROW | 0009-11-259 | SW ROW: | \$6,300,000 | \$700,000 | \$0 | \$0 | \$0 | \$7,000,000 |
| 2029 | CON | 0009-11-259 | Cat 12: | \$70,966,330 | \$17,741,582 | \$0 | \$0 | \$0 | \$88,707,912 |
| Grand Total: | | | | \$77,266,330 | \$22,441,582 | \$0 | \$0 | \$0 | \$99,707,912 |

TIP Code: 55283 **Facility:** US 380 **Location/Limits From:** FM 1827 **Modification #:** 2023-0095
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** JCT US 380/UNIVERSITY DRIVE
County: COLLIN **CSJ:** 0135-03-056
City: VARIOUS **Desc:** CONSTRUCT 0 TO 10 LANE FREEWAY AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS
Request: INCREASE ROW FUNDING IN FY2024; REVISE LIMITS TO US 380 FROM FM 1827 TO JCT US 380/WEST PRINCETON DRIVE

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|--------------------|------------|------------------|-------------|--------------------|
| 2024 | ENG | 0135-03-056 | SW PE: | \$0 | \$720,000 | \$0 | \$0 | \$0 | \$720,000 |
| 2024 | ROW | 0135-03-056 | SW ROW: | \$3,840,000 | \$480,000 | \$0 | \$480,000 | \$0 | \$4,800,000 |
| Grand Total: | | | | \$3,840,000 | \$1,200,000 | \$0 | \$480,000 | \$0 | \$5,520,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|--------------------|-------------|---------------------|
| 2024 | ENG | 0135-03-056 | SW PE: | \$0 | \$720,000 | \$0 | \$0 | \$0 | \$720,000 |
| 2024 | ROW | 0135-03-056 | SW ROW: | \$42,400,000 | \$5,300,000 | \$0 | \$5,300,000 | \$0 | \$53,000,000 |
| Grand Total: | | | | \$42,400,000 | \$6,020,000 | \$0 | \$5,300,000 | \$0 | \$53,720,000 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55287 **Facility:** SS 399 **Location/Limits From:** SH 5 **Modification #:** 2023-0096
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** US 380
County: COLLIN **CSJ:** 0047-10-002
City: MCKINNEY **Desc:** CONSTRUCT 0 TO 6/8 LANE FREEWAY AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS
Request: ADD CONSTRUCTION FUNDING IN FY2032 AS APPROVED BY THE RTC ON AUGUST 18, 2022; INCREASE ROW FUNDING IN FY2023 AFTER RTC ACTION
Comment: REGIONAL 10-YEAR PLAN PROJECT

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|---------------------|------------|--------------------|-------------|---------------------|
| 2023 | ENG | 0047-10-002 | SW PE: | \$0 | \$11,430,000 | \$0 | \$0 | \$0 | \$11,430,000 |
| 2023 | ROW | 0047-10-002 | SW ROW: | \$40,640,000 | \$5,080,000 | \$0 | \$5,080,000 | \$0 | \$50,800,000 |
| Grand Total: | | | | \$40,640,000 | \$16,510,000 | \$0 | \$5,080,000 | \$0 | \$62,230,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|----------------------|---------------------|------------|---------------------|-------------|----------------------|
| 2023 | ENG | 0047-10-002 | SW PE: | \$0 | \$11,430,000 | \$0 | \$0 | \$0 | \$11,430,000 |
| 2023 | ROW | 0047-10-002 | SW ROW: | \$96,000,000 | \$12,000,000 | \$0 | \$12,000,000 | \$0 | \$120,000,000 |
| 2032 | CON | 0047-10-002 | Cat 12: | \$101,696,000 | \$25,424,000 | \$0 | \$0 | \$0 | \$127,120,000 |
| Grand Total: | | | | \$197,696,000 | \$48,854,000 | \$0 | \$12,000,000 | \$0 | \$258,550,000 |

TIP Code: 55284 **Facility:** US 380 **Location/Limits From:** JCT US 380/UNIVERSITY DRIVE (WEST OF PRINCETON) **Modification #:** 2023-0097
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** JCT US 380/UNIVERSITY DRIVE (EAST OF PRINCETON)
County: COLLIN **CSJ:** 0135-16-002
City: PRINCETON **Desc:** CONSTRUCT 0 TO 8/10 LANE FREEWAY AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS
Request: INCREASE ROW FUNDING IN FY2024; REVISE LIMITS TO US 380 FROM JCT US 380/WEST OF PRINCETON DRIVE TO JCT US 380/EAST OF PRINCETON DRIVE

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|---------------------|------------|--------------------|-------------|----------------------|
| 2024 | ENG | 0135-16-002 | SW PE: | \$0 | \$19,665,000 | \$0 | \$0 | \$0 | \$19,665,000 |
| 2024 | ROW | 0135-16-002 | SW ROW: | \$69,920,000 | \$8,740,000 | \$0 | \$8,740,000 | \$0 | \$87,400,000 |
| Grand Total: | | | | \$69,920,000 | \$28,405,000 | \$0 | \$8,740,000 | \$0 | \$107,065,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|----------------------|---------------------|------------|---------------------|-------------|----------------------|
| 2024 | ENG | 0135-16-002 | SW PE: | \$0 | \$19,665,000 | \$0 | \$0 | \$0 | \$19,665,000 |
| 2024 | ROW | 0135-16-002 | SW ROW: | \$120,000,000 | \$15,000,000 | \$0 | \$15,000,000 | \$0 | \$150,000,000 |
| Grand Total: | | | | \$120,000,000 | \$34,665,000 | \$0 | \$15,000,000 | \$0 | \$169,665,000 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

| | | | | | | | |
|----------------------------|--------------|----------------------------|--|------------------------------|--------------------------------------|------------------------|-----------|
| TIP Code: | 21016.2 | Facility: | VA | Location/Limits From: | REGIONAL DATA HUB - DFW MPO BOUNDARY | Modification #: | 2023-0098 |
| Impementing Agency: | TXDOT-DALLAS | Location/Limits To: | DEPLOYMENT AND ADAPTION OF THE CALTRANS TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS DATA ENGINE | | | | |
| County: | VARIOUS | CSJ: | 0918-00-364 | | | | |
| City: | VARIOUS | Desc: | TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S ROADWAYS BY INTEGRATING DATA SOURCES, INCLUDING REGIONAL 511 AND OTHER TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYSTEMS, AND FACILITATING DATA SHARING WITHIN THE REGION | | | | |
| | | Request: | CANCEL PROJECT; MOVE FUNDS TO NCTCOG IMPLEMENTED PROJECT (TIP 21061.1/CSJ 0918-00-371) | | | | |
| | | Comment: | RELATED TO TIP 21016.1/CSJ 0918-00-371 | | | | |

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|--------------------|--------------------|------------|------------------|------------|-------------|--------------------|
| 2023 | IMP | 0918-00-364 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$200,000 | \$0 | \$0 | \$0 |
| 2023 | IMP | 0918-00-364 | STBG: | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 |
| Phase Subtotal: | | | | \$1,000,000 | \$0 | \$200,000 | \$0 | \$0 | \$1,000,000 |
| Grand Total: | | | | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|--------------------|------------|------------|------------|------------|-------------|------------|
| 2023 | IMP | 0918-00-364 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 2023 | IMP | 0918-00-364 | STBG: | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Phase Subtotal: | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grand Total: | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

| | | | |
|--------------------------------------|---|---|----------------------------------|
| TIP Code: 55218 | Facility: FM 1171 | Location/Limits From: IH 35W | Modification #: 2023-0101 |
| Impementing Agency: DENTON CO | | Location/Limits To: WEST OF FM 156 | |
| County: DENTON | CSJ: 1311-01-055 | | |
| City: VARIOUS | Desc: CONSTRUCT NEW 0/2 TO 4/6 LANE DIVIDED ARTERIAL | | |
| | Request: INCREASE ROW FUNDING IN FY2023 | | |
| | Comment: LOCAL CONTRIBUTION PAID BY DENTON COUNTY | | |

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|-----------------------------|------------|------------|------------|------------|--------------------|--------------------|
| 2023 | ENG | 1311-01-055 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$1,600,000 | \$1,600,000 |
| 2023 | ROW | 1311-01-055 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$900,000 | \$900,000 |
| 2025 | UTIL | 1311-01-055 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$90,000 | \$90,000 |
| Grand Total: | | | | \$0 | \$0 | \$0 | \$0 | \$2,590,000 | \$2,590,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|-----------------------------|------------|------------|------------|------------|---------------------|---------------------|
| 2023 | ENG | 1311-01-055 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$1,600,000 | \$1,600,000 |
| 2023 | ROW | 1311-01-055 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$9,000,000 | \$9,000,000 |
| 2025 | UTIL | 1311-01-055 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$90,000 | \$90,000 |
| Grand Total: | | | | \$0 | \$0 | \$0 | \$0 | \$10,690,000 | \$10,690,000 |

| | | | |
|---------------------------------|--|---|----------------------------------|
| TIP Code: 14093 | Facility: VA | Location/Limits From: COTTON BELT RAIL LINE FROM DFW AIRPORT STATION | Modification #: 2023-0102 |
| Impementing Agency: DART | | Location/Limits To: SHILOH STATION IN PLANO | |
| County: VARIOUS | CSJ: 0918-00-397 | | |
| City: VARIOUS | Desc: ENGINEERING, ENVIRONMENTAL, AND CONSTRUCTION OF COTTON BELT REGIONAL RAIL PROJECT (COTTON BELT PROJECT #10) | | |
| | Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) | | |
| | Comment: RELATED TO TIP 14005/CSJ 0918-00-291, 14006/0918-00-350, 14013/0918-47-236, 83245/0000-18-072; FEDERAL FUNDING FOR THIS PROJECT IS OFFSET BY REMAINING UNSPENT LOCAL FUNDS (INCLUDING INTEREST) FROM THE LAKE HIGHLANDS STATION PROJECT TIP 11579/CSJ 0918-45-856; NCTCOG/RTC WILL RETAIN THE LOCAL FUNDS & DART WILL RECEIVE FEDERAL FUNDS; PROJECT ALSO KNOWN AS SILVER LINE | | |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|------------------|------------|------------|-----------------|-------------|------------------|
| 2023 | TRANS | 0918-00-397 | Cat 5: | \$245,075 | \$0 | \$0 | \$61,278 | \$0 | \$306,353 |
| Grand Total: | | | | \$245,075 | \$0 | \$0 | \$61,278 | \$0 | \$306,353 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11615.3 **Facility:** VA **Location/Limits From:** REGIONAL AERIAL PHOTOGRAPHY: DATA COLLECTION/PLANNING **Modification #:** 2023-0103

Impementing Agency: NCTCOG

County: VARIOUS **CSJ:** 0902-00-279, 0902-00-341

City: VARIOUS **Desc:** COOPERATIVE DIGITAL AERIAL PHOTOGRAPHY DATA COLLECTION TO IMPROVE TRAVEL DEMAND MODEL, OUTER LOOP PLANNING, AND CORRIDOR ALIGNMENT PLANNING, AND TRACK POPULATION/EMPLOYMENT CHANGES

Request: ADD FUNDING IN FY2023

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------------|-------------------------|-------------------|-------------------|-------------------|---------------------------|
| 2021 | IMP | 0902-00-279 | STBG: | \$1,700,000 | \$425,000 | \$0 | \$0 | \$0 | \$2,125,000 |
| Grand Total: | | | | <u>\$1,700,000</u> | <u>\$425,000</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$2,125,000</u> |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------------|-------------------------|-------------------|-------------------|-------------------|---------------------------|
| 2021 | IMP | 0902-00-279 | STBG: | \$1,700,000 | \$425,000 | \$0 | \$0 | \$0 | \$2,125,000 |
| 2023 | IMP | 0902-00-341 | STBG: | \$800,000 | \$200,000 | \$0 | \$0 | \$0 | \$1,000,000 |
| Grand Total: | | | | <u>\$2,500,000</u> | <u>\$625,000</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$3,125,000</u> |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55207 **Facility:** US 80 **Location/Limits From:** AT SH 205/FM 148 **Modification #:** 2023-0146
Impementing Agency: TXDOT-DALLAS
County: KAUFMAN **CSJ:** 0095-04-069
City: TERRELL **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS (SIDEWALKS AND TURN LANES)
Request: INCREASE CONSTRUCTION FUNDING IN FY2022 DUE COST OVERRUN AT BIDDING
Comment: LOCAL CONTRIBUTION PAID BY KAUFMAN COUNTY

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|-----------------------------|--------------------|--------------------|------------|------------------|--------------------|---------------------|
| 2016 | ENG | 0095-04-069 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$2,000,000 | \$2,000,000 |
| 2016 | ENG | 0095-04-069 | SBPE: | \$0 | \$325,000 | \$0 | \$0 | \$0 | \$325,000 |
| Phase Subtotal: | | | | \$0 | \$325,000 | \$0 | \$0 | \$2,000,000 | \$2,325,000 |
| 2018 | ROW | 0095-04-069 | S102: | \$1,600,000 | \$200,000 | \$0 | \$200,000 | \$0 | \$2,000,000 |
| 2022 | CON | 0095-04-069 | Cat 5: | \$7,479,959 | \$1,869,990 | \$0 | \$0 | \$0 | \$9,349,949 |
| Grand Total: | | | | \$9,079,959 | \$2,394,990 | \$0 | \$200,000 | \$2,000,000 | \$13,674,949 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|-----------------------------|---------------------|--------------------|------------|------------------|--------------------|---------------------|
| 2016 | ENG | 0095-04-069 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$2,000,000 | \$2,000,000 |
| 2016 | ENG | 0095-04-069 | SBPE: | \$0 | \$325,000 | \$0 | \$0 | \$0 | \$325,000 |
| Phase Subtotal: | | | | \$0 | \$325,000 | \$0 | \$0 | \$2,000,000 | \$2,325,000 |
| 2018 | ROW | 0095-04-069 | S102: | \$1,600,000 | \$200,000 | \$0 | \$200,000 | \$0 | \$2,000,000 |
| 2022 | CON | 0095-04-069 | Cat 5: | \$12,000,000 | \$3,000,000 | \$0 | \$0 | \$0 | \$15,000,000 |
| Grand Total: | | | | \$13,600,000 | \$3,525,000 | \$0 | \$200,000 | \$2,000,000 | \$19,325,000 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 14069 **Facility:** FM 544 **Location/Limits From:** AT FM 1378 (COUNTRY CLUB ROAD) **Modification #:** 2023-0147
Impementing Agency: TXDOT-DALLAS
County: COLLIN **CSJ:** 0619-03-061
City: WYLIE **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT AND RIGHT TURN LANES
Request: INCREASE CONSTRUCTION FUNDING IN FY2022 DUE TO COST OVERRUN AT LETTING

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|------------------|------------|-----------------|-------------|--------------------|
| 2019 | ENG | 0619-03-061 | SW PE: | \$0 | \$150,000 | \$0 | \$0 | \$0 | \$150,000 |
| 2020 | ROW | 0619-03-061 | SW ROW: | \$450,000 | \$50,000 | \$0 | \$50,000 | \$0 | \$550,000 |
| 2022 | CON | 0619-03-061 | Cat 5: | \$2,949,938 | \$737,485 | \$0 | \$0 | \$0 | \$3,687,423 |
| Grand Total: | | | | \$3,399,938 | \$937,485 | \$0 | \$50,000 | \$0 | \$4,387,423 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|--------------------|------------|-----------------|-------------|--------------------|
| 2019 | ENG | 0619-03-061 | SW PE: | \$0 | \$150,000 | \$0 | \$0 | \$0 | \$150,000 |
| 2020 | ROW | 0619-03-061 | SW ROW: | \$450,000 | \$50,000 | \$0 | \$50,000 | \$0 | \$550,000 |
| 2022 | CON | 0619-03-061 | Cat 5: | \$4,000,000 | \$1,000,000 | \$0 | \$0 | \$0 | \$5,000,000 |
| Grand Total: | | | | \$4,450,000 | \$1,200,000 | \$0 | \$50,000 | \$0 | \$5,700,000 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

| | | | |
|---|---|---|----------------------------------|
| TIP Code: 30005 | Facility: US 75 | Location/Limits From: IH 635 | Modification #: 2023-0149 |
| Impementing Agency: TXDOT-DALLAS | | Location/Limits To: COLLIN COUNTY LINE | |
| County: DALLAS | CSJ: 0047-07-232 | | |
| City: RICHARDSON | Desc: REMOVE HOV LANES AND ADD TECHNOLOGY LANES | | |
| | Request: REVISE SCOPE TO OPERATIONAL IMPROVEMENTS TO THE EXISTING 2 HOV LANES TO 2 TECHNOLOGY LANES TO INCLUDE VEHICLE ELIGIBILITY/USAGE CONSISTENT WITH 23 U.S.C. 166 DURING 2 HOURS SOUTHBOUND IN THE MORNING AND 2 HOURS NORTHBOUND IN THE AFTERNOON; EXISTING 8 GENERAL PURPOSE LANES REMAIN 8 GENERAL PURPOSE LANES | | |
| | Comment: RELATED TO TIP 30006/CSJ 0047-06-158, TIP 13044/CSJ 0047-06-161, AND TIP 30007/CSJ 0047-06-163; PART OF EASTERN SUBREGION SUPPLEMENTAL PROJECT COMMITMENTS FOR THE TXDOT CONGESTION RELIEF PROGRAM APPROVED BY THE RTC JANUARY 20, 2016; PLEASE REFERENCE OPTION 9 IN FHWA LETTER DATED JANUARY 7, 2019 | | |

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|------------|-------------|---------------------|
| 2023 | ENG | 0047-07-232 | SW PE: | \$0 | \$1,000,000 | \$0 | \$0 | \$0 | \$1,000,000 |
| 2024 | CON | 0047-07-232 | STBG: | \$13,200,000 | \$3,300,000 | \$0 | \$0 | \$0 | \$16,500,000 |
| Grand Total: | | | | \$13,200,000 | \$4,300,000 | \$0 | \$0 | \$0 | \$17,500,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|------------|-------------|---------------------|
| 2023 | ENG | 0047-07-232 | SW PE: | \$0 | \$1,000,000 | \$0 | \$0 | \$0 | \$1,000,000 |
| 2024 | CON | 0047-07-232 | STBG: | \$13,200,000 | \$3,300,000 | \$0 | \$0 | \$0 | \$16,500,000 |
| Grand Total: | | | | \$13,200,000 | \$4,300,000 | \$0 | \$0 | \$0 | \$17,500,000 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

| | | | |
|---|---|---|----------------------------------|
| TIP Code: 30006 | Facility: US 75 | Location/Limits From: DALLAS COUNTY LINE | Modification #: 2023-0150 |
| Impementing Agency: TXDOT-DALLAS | | Location/Limits To: BETHANY DRIVE | |
| County: COLLIN | CSJ: 0047-06-158 | | |
| City: VARIOUS | Desc: REMOVE HOV LANES AND ADD TECHNOLOGY LANES | | |
| | Request: REVISE SCOPE TO OPERATIONAL IMPROVEMENTS TO THE EXISTING 0/2 HOV LANES TO 2 TECHNOLOGY LANES TO INCLUDE VEHICLE ELIGIBILITY/USAGE CONSISTENT WITH 23 U.S.C. 166 DURING 2 HOURS SOUTHBOUND IN THE MORNING AND 2 HOURS NORTHBOUND IN THE AFTERNOON; EXISTING 8 GENERAL PURPOSE LANES REMAIN 8 GENERAL PURPOSE LANES | | |
| | Comment: RELATED TO TIP 30005/CSJ 0047-07-232, TIP 13044/CSJ 0047-06-161, AND TIP 30007/CSJ 0047-06-163; PART OF EASTERN SUBREGION SUPPLEMENTAL PROJECT COMMITMENTS FOR THE TXDOT CONGESTION RELIEF PROGRAM APPORVED BY THE RTC JANUARY 20, 2016; PLEASE REFERENCE OPTION 9 IN FHWA LETTER DATED JANUARY 7, 2019 | | |

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|------------|-------------|---------------------|
| 2022 | ENG | 0047-06-158 | SW PE: | \$0 | \$1,500,000 | \$0 | \$0 | \$0 | \$1,500,000 |
| 2023 | CON | 0047-06-158 | STBG: | \$21,600,000 | \$5,400,000 | \$0 | \$0 | \$0 | \$27,000,000 |
| Grand Total: | | | | \$21,600,000 | \$6,900,000 | \$0 | \$0 | \$0 | \$28,500,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|------------|-------------|---------------------|
| 2022 | ENG | 0047-06-158 | SW PE: | \$0 | \$1,500,000 | \$0 | \$0 | \$0 | \$1,500,000 |
| 2023 | CON | 0047-06-158 | STBG: | \$21,600,000 | \$5,400,000 | \$0 | \$0 | \$0 | \$27,000,000 |
| Grand Total: | | | | \$21,600,000 | \$6,900,000 | \$0 | \$0 | \$0 | \$28,500,000 |

PROPOSED NOVEMBER 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

| | | | |
|---|--|--|----------------------------------|
| TIP Code: 30007 | Facility: US 75 | Location/Limits From: BETHANY DRIVE | Modification #: 2023-0151 |
| Impementing Agency: TXDOT-DALLAS | | Location/Limits To: SH 121 | |
| County: COLLIN | CSJ: 0047-06-163 | | |
| City: ALLEN | Desc: ADD TECHNOLOGY LANES | | |
| | Request: REVISE SCOPE AS RESTRIPE THE EXISTING MAINLANES AND SHOULDERS TO ADD 2 TECHNOLOGY LANES TO INCLUDE VEHICLE ELIGIBILITY/USAGE CONSISTENT WITH 23 U.S.C. 166 DURING 2 HOURS SOUTHBOUND IN THE MORNING AND 2 HOURS NORTHBOUND IN THE AFTERNOON; EXISTING 8 GENERAL PURPOSE LANES REMAIN 8 GENERAL PURPOSE LANES | | |
| | Comment: RELATED TO TIP 30006/CSJ 0047-06-158, TIP 30005/CSJ 0047-07-232, AND TIP 13044/CSJ 0047-06-161; PLEASE REFERENCE OPTION 9 IN FHWA LETTER DATED JANUARY 7, 2019 | | |

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|------------|-------------|---------------------|
| 2022 | ENG | 0047-06-163 | SW PE: | \$0 | \$500,000 | \$0 | \$0 | \$0 | \$500,000 |
| 2023 | CON | 0047-06-163 | STBG: | \$10,800,000 | \$2,700,000 | \$0 | \$0 | \$0 | \$13,500,000 |
| Grand Total: | | | | \$10,800,000 | \$3,200,000 | \$0 | \$0 | \$0 | \$14,000,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|------------|-------------|---------------------|
| 2022 | ENG | 0047-06-163 | SW PE: | \$0 | \$500,000 | \$0 | \$0 | \$0 | \$500,000 |
| 2023 | CON | 0047-06-163 | STBG: | \$10,800,000 | \$2,700,000 | \$0 | \$0 | \$0 | \$13,500,000 |
| Grand Total: | | | | \$10,800,000 | \$3,200,000 | \$0 | \$0 | \$0 | \$14,000,000 |

How to Read the Project Modification Listings – Transit Section

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

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

Currently Approved:

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

Revision Requested:

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

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

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

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: CITY OF ARLINGTON

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0104

Request: REVISE FY2022 PROGRAM OF PROJECTS AND ADD PROJECTS TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 1,366,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

| Revision Requested: | | | FUNDING TABLE: | | | | | | | REVISION REQUESTED |
|----------------------------|--|-----------|-----------------------|--------------------|------------------|-----------------|------------------|------------------|--------------------|--------------------------------------|
| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | BY PROJECT |
| 12037.22 | OPERATING ASSISTANCE (SPECIAL RULE) | 2023 | OPERATING | \$1,040,435 | \$341,663 | \$0 | \$698,772 | 0 | \$2,080,870 | ADD PROJECT TO TIP/STIP |
| 12904.22 | CAPITAL COST OF CONTRACTING- VIA RIDESHARE | 2023 | CAPITAL | \$5,500,000 | \$0 | \$0 | \$0 | 1,100,000 | \$5,500,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| 12906.22 | CAPITAL COST OF CONTRACTING - HANDITRAN | 2023 | CAPITAL | \$960,000 | \$0 | \$0 | \$0 | 192,000 | \$960,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| 12907.22 | PREVENTIVE MAINTENANCE | 2023 | CAPITAL | \$370,000 | \$0 | \$0 | \$0 | 74,000 | \$370,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| TOTAL: | | | | \$7,870,435 | \$341,663 | \$0 | \$698,772 | 1,366,000 | \$8,910,870 | |

Implementing Agency: CITY/COUNTY TRANSPORTATION

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0105

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 32,400 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

| Revision Requested: | | | FUNDING TABLE: | | | | | | | REVISION REQUESTED |
|----------------------------|-------------------------|-----------|-----------------------|------------------|--------------|-----------------|--------------|---------------|------------------|--------------------------------------|
| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | BY PROJECT |
| 12748.22 | ACQUISITION OF SOFTWARE | 2023 | CAPITAL | \$120,000 | \$0 | \$0 | \$0 | 24,000 | \$120,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| 12750.22 | PROJECT ADMINISTRATION | 2023 | CAPITAL | \$42,000 | \$0 | \$0 | \$0 | 8,400 | \$42,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| TOTAL: | | | | \$162,000 | \$0 | \$0 | \$0 | 32,400 | \$162,000 | |

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: COMMUNITY TRANSIT SERVICES

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0106

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 71,400 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

| Revision Requested: | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED |
|----------------------------|-----------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|--------------|---------------|------------------|--------------------------------------|
| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | BY PROJECT |
| 12010.22 | ACQUISITION OF HARDWARE | 2023 | CAPITAL | \$135,000 | \$0 | \$0 | \$0 | 27,000 | \$135,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| 12019.22 | ACQUISITION OF STORAGE SHED | 2023 | CAPITAL | \$7,000 | \$0 | \$0 | \$0 | 1,400 | \$7,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| 12020.22 | ACQUISITION OF SOFTWARE | 2023 | CAPITAL | \$45,000 | \$0 | \$0 | \$0 | 9,000 | \$45,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| 12860.22 | ACQUISITION OF SECURITY EQUIPMENT | 2023 | CAPITAL | \$170,000 | \$0 | \$0 | \$0 | 34,000 | \$170,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| TOTAL: | | | | \$357,000 | \$0 | \$0 | \$0 | 71,400 | \$357,000 | |

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0107

Request: REVISE FY2022 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

| Currently Approved: | | | | FUNDING TABLE: | | | | | | |
|----------------------------|-----------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|---------------------|------------|---------------------|--|
| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | |
| 12028.22 | SYSTEM PREVENTIVE MAINTENANCE | 2023 | CAPITAL | \$48,323,515 | \$0 | \$0 | \$12,080,879 | | \$60,404,394 | |
| 12515.22 | ACQUISITION OF SECURITY EQUIPMENT | 2023 | CAPITAL | \$592,774 | \$0 | \$0 | \$148,194 | | \$740,968 | |
| TOTAL: | | | | \$48,916,289 | \$0 | \$0 | \$12,229,073 | | \$61,145,362 | |

| Revision Requested: | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED |
|----------------------------|-----------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|---------------------|------------|---------------------|---------------------------|
| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | BY PROJECT |
| 12021.22 | RISK REDUCTION SAFETY PROJECT | 2023 | CAPITAL | \$457,054 | \$0 | \$0 | \$114,263 | 0 | \$571,317 | ADD PROJECT TO TIP/STIP |
| 12028.22 | SYSTEM PREVENTIVE MAINTENANCE | 2023 | CAPITAL | \$70,686,148 | \$0 | \$0 | \$17,671,537 | 0 | \$88,357,685 | INCREASE FUNDING |
| 12515.22 | ACQUISITION OF SECURITY EQUIPMENT | 2023 | CAPITAL | \$762,317 | \$0 | \$0 | \$190,579 | 0 | \$952,896 | INCREASE FUNDING |
| TOTAL: | | | | \$71,905,519 | \$0 | \$0 | \$17,976,379 | 0 | \$89,881,898 | |

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0108

Request: REVISE FY2022 PROGRAM OF PROJECTS (SEE ATTACHMENT FOR DETAILS)

UZA: DENTON-LEWISVILLE

Comment: 16,455 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL |
|---------------|-------------------------------------|------|--------------|--------------------|------------|------------|--------------------|----------------|--------------------|
| 12354.22 | ACQUISITION OF SECURITY EQUIPMENT | 2023 | CAPITAL | \$1,250,000 | \$0 | \$0 | \$0 | 250,000 | \$1,250,000 |
| 12416.22 | SYSTEM PREVENTIVE MAINTENANCE | 2023 | CAPITAL | \$1,250,000 | \$0 | \$0 | \$0 | 250,000 | \$1,250,000 |
| 12465.22 | OPERATING ASSISTANCE (SPECIAL RULE) | 2023 | OPERATING | \$2,500,000 | \$0 | \$0 | \$2,500,000 | | \$5,000,000 |
| TOTAL: | | | | \$5,000,000 | \$0 | \$0 | \$2,500,000 | 500,000 | \$7,500,000 |

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED BY PROJECT

| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | |
|---------------|-------------------------------------|------|--------------|--------------------|------------|------------|--------------------|---------------|---------------------|-------------------------|
| 12007.22 | RISK REDUCTION SAFETY PROJECT | 2023 | CAPITAL | \$61,706 | \$0 | \$0 | \$15,427 | 0 | \$77,133 | ADD PROJECT TO TIP/STIP |
| 12354.22 | ACQUISITION OF SECURITY EQUIPMENT | 2023 | CAPITAL | \$82,276 | \$0 | \$0 | \$0 | 16,455 | \$82,276 | REDUCE FUNDING |
| 12356.22 | ADA PARATRANSIT SERVICE | 2023 | CAPITAL | \$822,759 | \$0 | \$0 | \$205,690 | 0 | \$1,028,449 | ADD PROJECT TO TIP/STIP |
| 12416.22 | SYSTEM PREVENTIVE MAINTENANCE | 2022 | CAPITAL | \$0 | \$0 | \$0 | \$0 | 0 | \$0 | DELETE PROJECT |
| 12465.22 | OPERATING ASSISTANCE (SPECIAL RULE) | 2023 | OPERATING | \$6,033,484 | \$0 | \$0 | \$6,033,484 | 0 | \$12,066,968 | INCREASE FUNDING |
| 12534.22 | BUS PREVENTIVE MAINTENANCE | 2022 | CAPITAL | \$1,062,813 | \$0 | \$0 | \$265,703 | 0 | \$1,328,516 | ADD PROJECT TO TIP/STIP |
| TOTAL: | | | | \$8,063,038 | \$0 | \$0 | \$6,520,304 | 16,455 | \$14,583,342 | |

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0109

Request: INCREASE FUNDING; DECREASE FUNDING; ADD PROJECTS TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL |
|---------------|-----------------------------------|------|--------------|---------------------|------------|------------|------------|----------|---------------------|
| 12038.22 | SYSTEM PREVENTIVE MAINTENANCE | 2023 | CAPITAL | \$11,000,000 | \$0 | \$0 | \$0 | 0 | \$11,000,000 |
| 12732.22 | ACQUISITION OF SECURITY EQUIPMENT | 2023 | CAPITAL | \$550,000 | \$0 | \$0 | \$0 | 0 | \$550,000 |
| TOTAL: | | | | \$11,550,000 | \$0 | \$0 | \$0 | 0 | \$11,550,000 |

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED BY PROJECT

| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | |
|---------------|-----------------------------------|------|--------------|---------------------|------------|------------|--------------------|----------|---------------------|-------------------------|
| 12038.22 | SYSTEM PREVENTIVE MAINTENANCE | 2023 | CAPITAL | \$23,203,883 | \$0 | \$0 | \$5,800,971 | 0 | \$29,004,854 | INCREASE FUNDING |
| 12549.22 | ADA PARATRANSIT SERVICE | 2023 | CAPITAL | \$2,644,805 | \$0 | \$0 | \$661,201 | 0 | \$3,306,006 | ADD PROJECT TO TIP/STIP |
| 12732.22 | ACQUISITION OF SECURITY EQUIPMENT | 2023 | CAPITAL | \$342,490 | \$0 | \$0 | \$85,623 | 0 | \$428,113 | DECREASE FUNDING |
| TOTAL: | | | | \$26,191,178 | \$0 | \$0 | \$6,547,795 | 0 | \$32,738,973 | |

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: CITY OF GRAND PRAIRIE

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0110

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:

| | | FUNDING TABLE: | | | | | | | | REVISION REQUESTED |
|-----------------|-------------------------------------|-----------------------|---------------------|------------------|--------------|-----------------|------------------|------------|------------------|---------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> |
| 12008.22 | OPERATING ASSISTANCE (SPECIAL RULE) | 2023 | OPERATING | \$242,114 | \$0 | \$0 | \$242,114 | 0 | \$484,228 | ADD PROJECT TO TIP/STIP |
| TOTAL: | | | | \$242,114 | \$0 | \$0 | \$242,114 | 0 | \$484,228 | |

Implementing Agency: CITY OF MCKINNEY

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0111

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

UZA: MCKINNEY UZA

Comment: 40,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:

| | | FUNDING TABLE: | | | | | | | | REVISION REQUESTED |
|-----------------|------------------------|-----------------------|---------------------|--------------------|------------------|-----------------|--------------------|---------------|--------------------|--------------------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> |
| 12823.22 | OPERATING ASSISTANCE | 2023 | OPERATING | \$4,225,977 | \$477,778 | \$0 | \$3,748,199 | 0 | \$8,451,954 | ADD PROJECT TO TIP/STIP |
| 12837.22 | MOBILITY MANAGEMENT | 2023 | CAPITAL | \$100,000 | \$0 | \$0 | \$0 | 20,000 | \$100,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| 12866.22 | PREVENTIVE MAINTENANCE | 2023 | CAPITAL | \$100,000 | \$0 | \$0 | \$0 | 20,000 | \$100,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| TOTAL: | | | | \$4,425,977 | \$477,778 | \$0 | \$3,748,199 | 40,000 | \$8,651,954 | |

Implementing Agency: CITY OF MESQUITE

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0112

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:

| | | FUNDING TABLE: | | | | | | | | REVISION REQUESTED |
|-----------------|-----------------------------|-----------------------|---------------------|------------------|--------------|-----------------|------------------|---------------|------------------|--------------------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> |
| 12013.22 | OPERATING ASSISTANCE (JARC) | 2023 | OPERATING | \$350,000 | \$0 | \$0 | \$350,000 | 0 | \$700,000 | ADD PROJECT TO TIP/STIP |
| 12026.22 | LONG RANGE PLANNING | 2023 | PLANNING | \$70,000 | \$0 | \$0 | \$0 | 14,000 | \$70,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| 12865.22 | MOBILITY MANAGEMENT | 2023 | CAPITAL | \$75,000 | \$0 | \$0 | \$0 | 15,000 | \$75,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| TOTAL: | | | | \$495,000 | \$0 | \$0 | \$350,000 | 29,000 | \$845,000 | |

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0113

Request: REVISE FY2022 PROGRAM OF PROJECTS AND ADD PROJECTS TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) (SEE ATTACHMENT FOR DETAILS)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 837,885 OF CAT 1 - TDCS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

| | | | | FUNDING TABLE: | | | | | | |
|-----------------|---|-----------|---------------------|-----------------------|--------------|-----------------|---------------------|------------|---------------------|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | |
| 12900.22 | TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS | 2023 | CAPITAL | \$50,000,000 | \$0 | \$0 | \$12,500,000 | | \$62,500,000 | |
| TOTAL: | | | | \$50,000,000 | \$0 | \$0 | \$12,500,000 | | \$62,500,000 | |

Revision Requested:

| | | | | FUNDING TABLE: | | | | | | |
|-----------------|---|-----------|---------------------|-----------------------|--------------|-----------------|--------------|----------------|--------------------|--------------------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>REVISION REQUESTED BY PROJECT</u> |
| 12206.22 | PROJECT ADMINISTRATION | 2023 | CAPITAL | \$552,403 | \$0 | \$0 | \$0 | 110,481 | \$552,403 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| 12576.22 | PURCHASE REPLACEMENT VEHICLES | 2023 | CAPITAL | \$900,000 | \$0 | \$0 | \$0 | 135,000 | \$900,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| 12813.22 | GENERAL PLANNING | 2023 | CAPITAL | \$200,000 | \$0 | \$0 | \$0 | 40,000 | \$200,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| 12870.22 | MOBILITY MANAGEMENT | 2023 | CAPITAL | \$552,403 | \$0 | \$0 | \$0 | 110,481 | \$552,403 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| 12900.22 | TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS | 2023 | CAPITAL | \$2,209,614 | \$0 | \$0 | \$0 | 441,923 | \$2,209,614 | DECREASE FUNDING |
| TOTAL: | | | | \$4,414,420 | \$0 | \$0 | \$0 | 837,885 | \$4,414,420 | |

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0114

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

UZA: DENTON-LEWISVILLE

Comment: 32,910 OF CAT 1 - TDCS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:

| | | | | FUNDING TABLE: | | | | | | |
|-----------------|---|-----------|---------------------|-----------------------|--------------|-----------------|--------------|---------------|------------------|--------------------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>REVISION REQUESTED BY PROJECT</u> |
| 12023.22 | TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS | 2023 | CAPITAL | \$164,552 | \$0 | \$0 | \$0 | 32,910 | \$164,552 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| TOTAL: | | | | \$164,552 | \$0 | \$0 | \$0 | 32,910 | \$164,552 | |

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: PUBLIC TRANSIT SERVICES

Apportionment Year: FY2017 PROGRAM OF PROJECTS

Modification #: 2023-0116

Request: REVISE FY2017 PROGRAM OF PROJECTS AND ADD PROJECT TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) (SEE ATTACHMENT FOR DETAILS)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 53,400 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL |
|---------------|--|------|--------------|------------------|------------|------------|-----------------|---------------|------------------|
| 12122.17 | BUS PREVENTIVE MAINTENANCE | 2018 | CAPITAL | \$138,000 | \$0 | \$0 | \$0 | 27600 | \$138,000 |
| 12246.17 | OPERATING ASSISTANCE | 2018 | OPERATING | \$65,962 | \$0 | \$0 | \$65,962 | 0 | \$131,924 |
| 12247.17 | PROJECT ADMINISTRATION | 2018 | CAPITAL | \$18,000 | \$0 | \$0 | \$0 | 3600 | \$18,000 |
| 12664.17 | ACQUISITION OF HARDWARE | 2018 | CAPITAL | \$56,000 | \$0 | \$0 | \$0 | 11200 | \$56,000 |
| 12766.17 | ACQUISITION OF MISCELLANEOUS EQUIPMENT | 2018 | CAPITAL | \$55,000 | \$0 | \$0 | \$0 | 11000 | \$55,000 |
| TOTAL: | | | | \$332,962 | \$0 | \$0 | \$65,962 | 53,400 | \$398,924 |

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | BY PROJECT |
|---------------|--|------|--------------|------------------|------------|------------|-----------------|---------------|------------------|--------------------------------------|
| 12122.17 | BUS PREVENTIVE MAINTENANCE | 2018 | CAPITAL | \$48,000 | \$0 | \$0 | \$0 | 9,600 | \$48,000 | DECREASE FUNDING |
| 12246.17 | OPERATING ASSISTANCE | 2018 | OPERATING | \$65,962 | \$0 | \$0 | \$65,962 | 0 | \$131,924 | NO CHANGE |
| 12247.17 | PROJECT ADMINISTRATION | 2018 | CAPITAL | \$18,000 | \$0 | \$0 | \$0 | 3,600 | \$18,000 | NO CHANGE |
| 12664.17 | ACQUISITION OF HARDWARE | 2018 | CAPITAL | \$56,000 | \$0 | \$0 | \$0 | 11,200 | \$56,000 | NO CHANGE |
| 12666.17 | MOBILITY MANAGEMENT | 2023 | CAPITAL | \$90,000 | \$0 | \$0 | \$0 | 18,000 | \$90,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| 12766.17 | ACQUISITION OF MISCELLANEOUS EQUIPMENT | 2018 | CAPITAL | \$55,000 | \$0 | \$0 | \$0 | 11,000 | \$55,000 | NO CHANGE |
| TOTAL: | | | | \$332,962 | \$0 | \$0 | \$65,962 | 53,400 | \$398,924 | |

Implementing Agency: PUBLIC TRANSIT SERVICES

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0117

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 20,300 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | BY PROJECT |
|---------------|------------------------|------|--------------|------------------|------------|------------|------------|---------------|------------------|--------------------------------------|
| 12247.22 | PROJECT ADMINISTRATION | 2023 | CAPITAL | \$36,500 | \$0 | \$0 | \$0 | 7,300 | \$36,500 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| 12666.22 | MOBILITY MANAGEMENT | 2023 | CAPITAL | \$30,000 | \$0 | \$0 | \$0 | 6,000 | \$30,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| 12696.22 | PREVENTIVE MAINTENANCE | 2023 | CAPITAL | \$35,000 | \$0 | \$0 | \$0 | 7,000 | \$35,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| TOTAL: | | | | \$101,500 | \$0 | \$0 | \$0 | 20,300 | \$101,500 | |

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: SPECIAL PROGRAMS FOR AGING NEEDS

Apportionment Year: FY2017 PROGRAM OF PROJECTS

Modification #: 2023-0118

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 118,840 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL |
|----------|----------------------------|------|--------------|-----------|-------|----------|-----------|---------|-------------|
| 12150.17 | OPERATING ASSISTANCE | 2018 | OPERATING | \$315,454 | \$0 | \$0 | \$315,454 | 0 | \$630,908 |
| 12372.17 | BUS PREVENTIVE MAINTENANCE | 2018 | CAPITAL | \$300,000 | \$0 | \$0 | \$0 | 60000 | \$300,000 |
| 12711.17 | MOBILITY MANAGEMENT | 2018 | CAPITAL | \$119,200 | \$0 | \$0 | \$0 | 23840 | \$119,200 |
| 12713.17 | ACQUISITION OF SOFTWARE | 2018 | CAPITAL | \$175,000 | \$0 | \$0 | \$0 | 35000 | \$175,000 |
| TOTAL: | | | | \$909,654 | \$0 | \$0 | \$315,454 | 118,840 | \$1,225,108 |

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED BY PROJECT

| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | REVISION REQUESTED BY PROJECT |
|----------|----------------------------|------|--------------|-----------|-------|----------|-----------|---------|-------------|--------------------------------------|
| 12150.17 | OPERATING ASSISTANCE | 2018 | OPERATING | \$315,454 | \$0 | \$0 | \$315,454 | 0 | \$630,908 | NO CHANGE |
| 12372.17 | BUS PREVENTIVE MAINTENANCE | 2018 | CAPITAL | \$300,000 | \$0 | \$0 | \$0 | 60,000 | \$300,000 | NO CHANGE |
| 12632.17 | GENERAL PLANNING | 2023 | PLANNING | \$40,000 | \$0 | \$0 | \$0 | 8,000 | \$40,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| 12711.17 | MOBILITY MANAGEMENT | 2022 | CAPITAL | \$79,200 | \$0 | \$0 | \$0 | 15,840 | \$79,200 | DECREASE FUNDING |
| 12713.17 | ACQUISITION OF SOFTWARE | 2018 | CAPITAL | \$175,000 | \$0 | \$0 | \$0 | 35,000 | \$175,000 | NO CHANGE |
| TOTAL: | | | | \$909,654 | \$0 | \$0 | \$315,454 | 118,840 | \$1,225,108 | |

Implementing Agency: SPECIAL PROGRAMS FOR AGING NEEDS

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0119

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 14,316 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED BY PROJECT

| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | REVISION REQUESTED BY PROJECT |
|----------|------------------------|------|--------------|----------|-------|----------|-------|--------|----------|--------------------------------------|
| 12375.22 | PROJECT ADMINISTRATION | 2023 | CAPITAL | \$6,581 | \$0 | \$0 | \$0 | 1,316 | \$6,581 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| 12711.22 | MOBILITY MANAGEMENT | 2023 | CAPITAL | \$65,000 | \$0 | \$0 | \$0 | 13,000 | \$65,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| TOTAL: | | | | \$71,581 | \$0 | \$0 | \$0 | 14,316 | \$71,581 | |

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: STAR TRANSIT

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0120

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 359,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

| Revision Requested: | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED |
|----------------------------|---|-----------|---------------------|-----------------------|--------------|-----------------|--------------|----------------|--------------------|--------------------------------------|
| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | BY PROJECT |
| 12024.22 | CONSTRUCTION OF PARKING FACILITY | 2023 | CAPITAL | \$500,000 | \$0 | \$0 | \$0 | 100,000 | \$500,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| 12025.22 | REHABILITATION OF TRANSIT REVENUE VEHICLE | 2023 | CAPITAL | \$340,000 | \$0 | \$0 | \$0 | 68,000 | \$340,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| 12627.22 | PREVENTIVE MAINTENANCE | 2023 | CAPITAL | \$380,000 | \$0 | \$0 | \$0 | 76,000 | \$380,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| 12717.22 | MOBILITY MANAGEMENT | 2023 | CAPITAL | \$575,000 | \$0 | \$0 | \$0 | 115,000 | \$575,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| TOTAL: | | | | \$1,795,000 | \$0 | \$0 | \$0 | 359,000 | \$1,795,000 | |

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0121

Request: INCREASE FUNDING

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5337 FUNDS

| Currently Approved: | | | | FUNDING TABLE: | | | | | | |
|----------------------------|-----------------------------|-----------|---------------------|-----------------------|--------------|-----------------|--------------------|------------|---------------------|--|
| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | |
| 12471.22 | RAIL PREVENTIVE MAINTENANCE | 2023 | CAPITAL | \$25,000,000 | \$0 | \$0 | \$6,250,000 | | \$31,250,000 | |
| TOTAL: | | | | \$25,000,000 | \$0 | \$0 | \$6,250,000 | | \$31,250,000 | |

| Revision Requested: | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED |
|----------------------------|-----------------------------|-----------|---------------------|-----------------------|--------------|-----------------|---------------------|------------|---------------------|---------------------------|
| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | BY PROJECT |
| 12471.22 | RAIL PREVENTIVE MAINTENANCE | 2023 | CAPITAL | \$42,754,066 | \$0 | \$0 | \$10,688,517 | 0 | \$53,442,583 | INCREASE FUNDING |
| TOTAL: | | | | \$42,754,066 | \$0 | \$0 | \$10,688,517 | 0 | \$53,442,583 | |

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0122

Request: INCREASE FUNDING

UZA: DENTON-LEWISVILLE

Comment: 669,689 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5337 FUNDS

Currently Approved:

| | | | | FUNDING TABLE: | | | | | | |
|----------|-----------------------------|------|--------------|----------------|-------|----------|-------|-----|-------------|--|
| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | |
| 12909.22 | RAIL PREVENTIVE MAINTENANCE | 2023 | CAPITAL | \$2,500,000 | \$0 | \$0 | \$0 | 0 | \$2,500,000 | |
| TOTAL: | | | | \$2,500,000 | \$0 | \$0 | \$0 | 0 | \$2,500,000 | |

Revision Requested:

| | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED |
|----------|-----------------------------|------|--------------|----------------|-------|----------|-------|---------|-------------|--------------------|
| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | BY PROJECT |
| 12909.22 | RAIL PREVENTIVE MAINTENANCE | 2023 | CAPITAL | \$3,348,447 | \$0 | \$0 | \$0 | 669,689 | \$3,348,447 | INCREASE FUNDING |
| TOTAL: | | | | \$3,348,447 | \$0 | \$0 | \$0 | 669,689 | \$3,348,447 | |

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0123

Request: INCREASE FUNDING

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5337 FUNDS

Currently Approved:

| | | | | FUNDING TABLE: | | | | | | |
|----------|-----------------------------|------|--------------|----------------|-------|----------|-------|-----|-------------|--|
| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | |
| 12462.22 | RAIL PREVENTIVE MAINTENANCE | 2023 | CAPITAL | \$2,500,000 | \$0 | \$0 | \$0 | 0 | \$2,500,000 | |
| TOTAL: | | | | \$2,500,000 | \$0 | \$0 | \$0 | 0 | \$2,500,000 | |

Revision Requested:

| | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED |
|----------|-----------------------------|------|--------------|----------------|-------|----------|-------------|-----|-------------|--------------------|
| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | BY PROJECT |
| 12462.22 | RAIL PREVENTIVE MAINTENANCE | 2023 | CAPITAL | \$6,188,237 | \$0 | \$0 | \$1,547,059 | 0 | \$7,735,296 | INCREASE FUNDING |
| TOTAL: | | | | \$6,188,237 | \$0 | \$0 | \$1,547,059 | 0 | \$7,735,296 | |

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0124

Request: REVISE FY2022 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

| | | | | FUNDING TABLE: | | | | | | |
|----------|-------------------------------|------|--------------|----------------|-------|----------|-------|---------|-------------|--|
| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | |
| 12948.22 | PURCHASE REPLACEMENT VEHICLES | 2022 | CAPITAL | \$3,351,000 | \$0 | \$0 | \$0 | 502650 | \$3,351,000 | |
| TOTAL: | | | | \$3,351,000 | \$0 | \$0 | \$0 | 502,650 | \$3,351,000 | |

Revision Requested:

| | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED |
|----------|-------------------------------|------|--------------|----------------|-------|----------|-----------|--------|-------------|--------------------------------------|
| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | BY PROJECT |
| 12947.22 | PURCHASE OF SERVICE-TCTS | 2023 | CAPITAL | \$275,000 | \$0 | \$0 | \$0 | 55,000 | \$275,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| 12948.22 | PURCHASE REPLACEMENT VEHICLES | 2022 | CAPITAL | \$1,568,332 | \$0 | \$0 | \$276,764 | 0 | \$1,845,096 | DECREASE FUNDING AND REMOVE TDCS |
| TOTAL: | | | | \$1,843,332 | \$0 | \$0 | \$276,764 | 55,000 | \$2,120,096 | STTC Action |

Source: NCTCOG

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September 23, 2022

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: CITY OF GRAND PRAIRIE

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0125

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 60,000 TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

| Revision Requested: | | | FUNDING TABLE: | | | | | | | REVISION REQUESTED |
|----------------------------|-------------------------------|-----------|-----------------------|------------------|------------------|-----------------|-----------------|---------------|------------------|--------------------------------------|
| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | BY PROJECT |
| 12650.22 | OPERATING ASSISTANCE | 2023 | OPERATING | \$262,000 | \$170,584 | \$0 | \$91,416 | 0 | \$524,000 | ADD PROJECT TO TIP/STIP |
| 12962.22 | PURCHASE REPLACEMENT VEHICLES | 2023 | CAPITAL | \$400,000 | \$0 | \$0 | \$0 | 60,000 | \$400,000 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| TOTAL: | | | | \$662,000 | \$170,584 | \$0 | \$91,416 | 60,000 | \$924,000 | |

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2017 PROGRAM OF PROJECTS

Modification #: 2023-0126

Request: REFINE FY2017 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

| Currently Approved: | | | FUNDING TABLE: | | | | | | |
|----------------------------|------------------------|-----------|-----------------------|------------------|--------------|-----------------|--------------|---------------|------------------|
| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL |
| 12678.17 | PROGRAM ADMINISTRATION | 2022 | CAPITAL | \$343,766 | \$0 | \$0 | \$0 | 0 | \$343,766 |
| 12752.17 | MOBILITY MANAGEMENT | 2020 | CAPITAL | \$270,069 | \$0 | \$0 | \$0 | 54014 | \$270,069 |
| TOTAL: | | | | \$613,835 | \$0 | \$0 | \$0 | 54,014 | \$613,835 |

| Revision Requested: | | | FUNDING TABLE: | | | | | | | REVISION REQUESTED |
|----------------------------|------------------------|-----------|-----------------------|------------------|--------------|-----------------|--------------|------------|------------------|---------------------------|
| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | BY PROJECT |
| 12678.17 | PROGRAM ADMINISTRATION | 2022 | CAPITAL | \$343,766 | \$0 | \$0 | \$0 | 0 | \$343,766 | NO CHANGE |
| 12752.17 | MOBILITY MANAGEMENT | 2020 | CAPITAL | \$0 | \$0 | \$0 | \$0 | 0 | \$0 | CANCEL PROJECT |
| TOTAL: | | | | \$343,766 | \$0 | \$0 | \$0 | 0 | \$343,766 | |

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2019 PROGRAM OF PROJECTS

Modification #: 2023-0128

Request: REFINE FY2019 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 352,479 TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

FUNDING TABLE:

| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL |
|----------|------------------------|------|--------------|-------------|-------|----------|-----------|-----|-------------|
| 12678.19 | PROGRAM ADMINISTRATION | 2020 | CAPITAL | \$363,942 | \$0 | \$0 | \$0 | 0 | \$363,942 |
| 12752.19 | MOBILITY MANAGEMENT | 2022 | CAPITAL | \$1,362,397 | \$0 | \$0 | \$340,599 | 0 | \$1,702,996 |
| TOTAL: | | | | \$1,726,339 | \$0 | \$0 | \$340,599 | 0 | \$2,066,938 |

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | BY PROJECT |
|----------|------------------------|------|--------------|-------------|-------|----------|-------|---------|-------------|--------------------------------------|
| 12678.19 | PROGRAM ADMINISTRATION | 2020 | CAPITAL | \$363,942 | \$0 | \$0 | \$0 | 0 | \$363,942 | NO CHANGE |
| 12752.19 | MOBILITY MANAGEMENT | 2022 | CAPITAL | \$1,762,397 | \$0 | \$0 | \$0 | 352,479 | \$1,762,397 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| TOTAL: | | | | \$2,126,339 | \$0 | \$0 | \$0 | 352,479 | \$2,126,339 | |

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2019 PROGRAM OF PROJECTS

Modification #: 2023-0129

Request: REFINE FY2019 PROGRAM OF PROJECTS

UZA: DENTON-LEWISVILLE

Comment: 41,072 TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

FUNDING TABLE:

| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL |
|----------|------------------------|------|--------------|-----------|-------|----------|----------|-----|-----------|
| 12677.19 | PROGRAM ADMINISTRATION | 2020 | CAPITAL | \$22,818 | \$0 | \$0 | \$0 | 0 | \$22,818 |
| 12808.19 | MOBILITY MANAGEMENT | 2022 | CAPITAL | \$205,359 | \$0 | \$0 | \$51,340 | 0 | \$256,699 |
| TOTAL: | | | | \$228,177 | \$0 | \$0 | \$51,340 | 0 | \$279,517 |

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | BY PROJECT |
|----------|------------------------|------|--------------|-----------|-------|----------|-------|--------|-----------|--|
| 12677.19 | PROGRAM ADMINISTRATION | 2020 | CAPITAL | \$22,818 | \$0 | \$0 | \$0 | 0 | \$22,818 | NO CHANGE |
| 12808.19 | MOBILITY MANAGEMENT | 2022 | CAPITAL | \$205,359 | \$0 | \$0 | \$0 | 41,072 | \$205,359 | REMOVE LOCAL FUNDING AND REPLACE WITH TDCS |
| TOTAL: | | | | \$228,177 | \$0 | \$0 | \$0 | 41,072 | \$228,177 | |

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2020 PROGRAM OF PROJECTS

Modification #: 2023-0130

Request: REFINE FY2020 PROGRAM OF PROJECTS AND ADD PROJECT TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 400,351 TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

| Currently Approved: | | | | FUNDING TABLE: | | | | | | |
|----------------------------|---|-----------|---------------------|-----------------------|--------------|-----------------|--------------|----------------|--------------------|--------------------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | |
| 12678.20 | PROGRAM ADMINISTRATION | 2021 | CAPITAL | \$381,093 | \$0 | \$0 | \$0 | 0 | \$381,093 | |
| TOTAL: | | | | \$381,093 | \$0 | \$0 | \$0 | 0 | \$381,093 | |
| Revision Requested: | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED |
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | BY PROJECT |
| 12678.20 | PROGRAM ADMINISTRATION | 2021 | CAPITAL | \$381,093 | \$0 | \$0 | \$0 | 0 | \$381,093 | NO CHANGE |
| 12779.20 | MOBILITY MANAGEMENT - STRATEGIC PARTNERSHIP | 2023 | CAPITAL | \$2,001,768 | \$0 | \$0 | \$0 | 400,351 | \$2,001,768 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| TOTAL: | | | | \$2,382,861 | \$0 | \$0 | \$0 | 400,351 | \$2,382,861 | |

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2020 PROGRAM OF PROJECTS

Modification #: 2023-0131

Request: REFINE FY2020 PROGRAM OF PROJECTS AND ADD PROJECTS TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DENTON-LEWISVILLE

Comment: 43,505 TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

| Currently Approved: | | | | FUNDING TABLE: | | | | | | |
|----------------------------|------------------------|-----------|---------------------|-----------------------|--------------|-----------------|--------------|---------------|------------------|--------------------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | |
| 12677.20 | PROGRAM ADMINISTRATION | 2021 | CAPITAL | \$24,170 | \$0 | \$0 | \$0 | 0 | \$24,170 | |
| TOTAL: | | | | \$24,170 | \$0 | \$0 | \$0 | 0 | \$24,170 | |
| Revision Requested: | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED |
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | BY PROJECT |
| 12677.20 | PROGRAM ADMINISTRATION | 2021 | CAPITAL | \$24,170 | \$0 | \$0 | \$0 | 0 | \$24,170 | NO CHANGE |
| 12808.20 | MOBILITY MANAGEMENT | 2023 | CAPITAL | \$217,527 | \$0 | \$0 | \$0 | 43,505 | \$217,527 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| TOTAL: | | | | \$241,697 | \$0 | \$0 | \$0 | 43,505 | \$241,697 | |

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0132

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 779,991 TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

| Revision Requested: | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED |
|----------------------------|---|-----------|---------------------|-----------------------|--------------|-----------------|--------------|----------------|--------------------|--------------------------------------|
| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | BY PROJECT |
| 12678.22 | PROGRAM ADMINISTRATION | 2023 | CAPITAL | \$564,003 | \$0 | \$0 | \$0 | 0 | \$564,003 | ADD PROJECT TO TIP/STIP |
| 12779.22 | MOBILITY MANAGEMENT - STRATEGIC PARTNERSHIP | 2023 | CAPITAL | \$3,899,953 | \$0 | \$0 | \$0 | 779,991 | \$3,899,953 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| TOTAL: | | | | \$4,463,956 | \$0 | \$0 | \$0 | 779,991 | \$4,463,956 | |

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0133

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

UZA: DENTON-LEWISVILLE

Comment: 65,545 TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

| Revision Requested: | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED |
|----------------------------|---|-----------|---------------------|-----------------------|--------------|-----------------|--------------|---------------|------------------|--------------------------------------|
| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | BY PROJECT |
| 12677.22 | PROGRAM ADMINISTRATION | 2023 | CAPITAL | \$36,414 | \$0 | \$0 | \$0 | 0 | \$36,414 | ADD PROJECT TO TIP/STIP |
| 12737.22 | MOBILITY MANAGEMENT - STRATEGIC PARTNERSHIP | 2023 | CAPITAL | \$327,726 | \$0 | \$0 | \$0 | 65,545 | \$327,726 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| TOTAL: | | | | \$364,140 | \$0 | \$0 | \$0 | 65,545 | \$364,140 | |

Implementing Agency: NORTHEAST TRANSPORTATION SERVICES

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0134

Request: REFINE FY2022 PROGRAM OF PROJECTS AND ADD PROJECTS TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 83,200 TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

| Currently Approved: | | | | FUNDING TABLE: | | | | | | |
|----------------------------|---------------------|-----------|---------------------|-----------------------|--------------|-----------------|--------------|---------------|------------------|--|
| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | |
| 12653.22 | PURCHASE OF SERVICE | 2023 | CAPITAL | \$416,000 | \$0 | \$0 | \$0 | 83,200 | \$416,000 | |
| TOTAL: | | | | \$416,000 | \$0 | \$0 | \$0 | 83,200 | \$416,000 | |

| Revision Requested: | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED |
|----------------------------|----------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|-----------------|---------------|------------------|---------------------------|
| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | BY PROJECT |
| 12653.22 | PURCHASE OF SERVICE | 2023 | CAPITAL | \$416,000 | \$0 | \$0 | \$0 | 83,200 | \$416,000 | NO CHANGE |
| 12965.22 | PURCHASE OF REPLACEMENT VEHICLES | 2023 | CAPITAL | \$361,250 | \$0 | \$0 | \$63,750 | 0 | \$425,000 | ADD PROJECT TO TIP/STIP |
| TOTAL: | | | | \$777,250 | \$0 | \$0 | \$63,750 | 83,200 | \$841,000 | |

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: STAR TRANSIT

Apportionment Year: FY2018 PROGRAM OF PROJECTS

Modification #: 2023-0135

Request: REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECTS TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

| | | | | FUNDING TABLE: | | | | | | |
|-----------------|---------------------|-----------|---------------------|-----------------------|--------------|-----------------|------------------|------------|------------------|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | |
| 12704.18 | PURCHASE OF SERVICE | 2019 | CAPITAL | \$485,072 | \$0 | \$0 | \$121,268 | | \$606,340 | |
| TOTAL: | | | | \$485,072 | \$0 | \$0 | \$121,268 | | \$606,340 | |

Revision Requested:

| | | | | FUNDING TABLE: | | | | | | |
|-----------------|-----------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|------------------|------------|--------------------|--------------------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>REVISION REQUESTED BY PROJECT</u> |
| 12704.18 | PURCHASE OF SERVICE | 2019 | CAPITAL | \$485,072 | \$0 | \$0 | \$121,268 | 0 | \$606,340 | NO CHANGE |
| 12715.18 | PURCHASE OF SERVICE - DUNCANVILLE | 2023 | CAPITAL | \$229,131 | \$0 | \$0 | \$57,283 | 0 | \$286,414 | ADD PROJECT TO TIP/STIP |
| 12718.18 | PURCHASE OF SERVICE - CEDAR HILL | 2023 | CAPITAL | \$499,200 | \$0 | \$0 | \$124,800 | 0 | \$624,000 | ADD PROJECT TO TIP/STIP |
| TOTAL: | | | | \$1,213,403 | \$0 | \$0 | \$303,351 | 0 | \$1,516,754 | |

Implementing Agency: STAR TRANSIT

Apportionment Year: FY2018 PROGRAM OF PROJECTS

Modification #: 2023-0136

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 97,014 TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:

| | | | | FUNDING TABLE: | | | | | | |
|-----------------|--------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|--------------|---------------|------------------|--------------------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>REVISION REQUESTED BY PROJECT</u> |
| 12719.18 | PURCHASE OF SERVICE - MESQUITE | 2023 | CAPITAL | \$485,072 | \$0 | \$0 | \$0 | 97,014 | \$485,072 | ADD PROJECT TO TIP/STIP (TDCS [MPO]) |
| TOTAL: | | | | \$485,072 | \$0 | \$0 | \$0 | 97,014 | \$485,072 | |

Implementing Agency: STAR TRANSIT

Apportionment Year: FY2017 PROGRAM OF PROJECTS

Modification #: 2023-0137

Request: REFINE FY2017 PROGRAM OF PROJECTS AND ADD PROJECTS TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

| | | | | FUNDING TABLE: | | | | | | |
|-----------------|---------------------|-----------|---------------------|-----------------------|-----------------|-----------------|----------------|------------|------------------|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | |
| 12704.17 | PURCHASE OF SERVICE | 2018 | CAPITAL | \$279,646 | \$60,634 | \$0 | \$9,278 | 0 | \$349,558 | |
| TOTAL: | | | | \$279,646 | \$60,634 | \$0 | \$9,278 | 0 | \$349,558 | |

Revision Requested:

| | | | | FUNDING TABLE: | | | | | | |
|-----------------|-----------------------------------|-----------|---------------------|-----------------------|-----------------|-----------------|-----------------|------------|------------------|--------------------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>REVISION REQUESTED BY PROJECT</u> |
| 12704.17 | PURCHASE OF SERVICE | 2018 | CAPITAL | \$279,646 | \$60,634 | \$0 | \$9,278 | 0 | \$349,558 | NO CHANGE |
| 12715.17 | PURCHASE OF SERVICE - DUNCANVILLE | 2023 | CAPITAL | \$270,069 | \$0 | \$0 | \$67,517 | 0 | \$337,586 | ADD PROJECT TO TIP/STIP |
| TOTAL: | | | | \$549,715 | \$60,634 | \$0 | \$76,795 | 0 | \$687,144 | |

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0138

Request: REFINE FY2022 PROGRAM OF PROJECTS AND ADD PROJECTS TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5339 FUNDS

Currently Approved:

| | | | | FUNDING TABLE: | | | | | | |
|-----------------|-------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|--------------|----------------|------------------|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | |
| 12726.22 | PURCHASE REPLACEMENT VEHICLES | 2023 | CAPITAL | \$525,000 | \$0 | \$0 | \$0 | 105,000 | \$525,000 | |
| TOTAL: | | | | \$525,000 | \$0 | \$0 | \$0 | 105,000 | \$525,000 | |

Revision Requested:

| | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED BY PROJECT |
|-----------------|--|-----------|---------------------|-----------------------|--------------|-----------------|------------------|------------|------------------|--------------------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | |
| 12726.22 | PURCHASE REPLACEMENT VEHICLES | 2022 | CAPITAL | \$0 | \$0 | \$0 | \$0 | 0 | \$0 | DELETE PROJECT |
| 12729.22 | TRANSIT FACILITY MAINTENANCE AND REPAIRS | 2023 | CAPITAL | \$465,004 | \$0 | \$0 | \$116,251 | 0 | \$581,255 | ADD PROJECT TO TIP/STIP |
| TOTAL: | | | | \$465,004 | \$0 | \$0 | \$116,251 | 0 | \$581,255 | |

Implementing Agency: CITY OF MCKINNEY

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0140

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

UZA: MCKINNEY

Comment: 29,854 TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5339 FUNDS

Revision Requested:

| | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED BY PROJECT |
|-----------------|-------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|--------------|---------------|------------------|--------------------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | |
| 12992.22 | PURCHASE REPLACEMENT VEHICLES | 2023 | CAPITAL | \$149,270 | \$0 | \$0 | \$0 | 29,854 | \$149,270 | ADD PROJECT TO TIP/STIP (TDCs [MPO]) |
| TOTAL: | | | | \$149,270 | \$0 | \$0 | \$0 | 29,854 | \$149,270 | |

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0141

Request: DECREASE FUNDING BY \$25,945 TOTAL 5339 FUNDS (\$520,756 FEDERAL AND 375,000 TDC [MPO]) FOR A REVISED TOTAL OF \$2,474,055 TOTAL 5339 FUNDS (\$1,979,244 FEDERAL AND \$494,811 LOCAL)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5339 FUNDS

Currently Approved:

| | | | | FUNDING TABLE: | | | | | | |
|-----------------|-------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|------------------|------------|--------------------|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | |
| 12728.22 | PURCHASE REPLACEMENT VEHICLES | 2022 | CAPITAL | \$1,979,244 | \$0 | \$0 | \$494,811 | | \$2,474,055 | |
| TOTAL: | | | | \$1,979,244 | \$0 | \$0 | \$494,811 | | \$2,474,055 | |

Revision Requested:

| | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED BY PROJECT |
|-----------------|-------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|--------------|----------------|--------------------|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | |
| 12728.22 | PURCHASE REPLACEMENT VEHICLES | 2023 | CAPITAL | \$1,200,000 | \$0 | \$0 | \$0 | 240,000 | \$1,200,000 | ADD PROJECT TO NEW TIP (MPO TDCs); DECREASE LOCAL SHARE/TDCs |
| TOTAL: | | | | \$1,200,000 | \$0 | \$0 | \$0 | 240,000 | \$1,200,000 | |

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year: FY2020 PROGRAM OF PROJECTS

Modification #: 2023-0142

Request: REFINE FY2020 PROGRAM OF PROJECTS AND ADD PROJECTS TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5339 FUNDS

Currently Approved:

| | | | | FUNDING TABLE: | | | | | | |
|-----------------|-------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|-----------------|------------|------------------|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | |
| 12726.20 | PURCHASE REPLACEMENT VEHICLES | 2021 | CAPITAL | \$538,298 | \$0 | \$0 | \$94,994 | 0 | \$633,292 | |
| TOTAL: | | | | \$538,298 | \$0 | \$0 | \$94,994 | 0 | \$633,292 | |

Revision Requested:

| | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED |
|-----------------|-------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|------------------|------------|------------------|---------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | BY PROJECT |
| 12726.20 | PURCHASE REPLACEMENT VEHICLES | 2021 | CAPITAL | \$0 | \$0 | \$0 | \$0 | 0 | \$0 | DELETE PROJECT |
| 12745.20 | SWIFTLY TRANSIT PLATFORM | 2023 | CAPITAL | \$538,298 | \$0 | \$0 | \$134,575 | 0 | \$672,873 | ADD PROJECT TO TIP/STIP |
| TOTAL: | | | | \$538,298 | \$0 | \$0 | \$134,575 | 0 | \$672,873 | |

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year: FY2018 PROGRAM OF PROJECTS

Modification #: 2023-0143

Request: REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECTS TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5339 FUNDS

Revision Requested:

| | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED |
|-----------------|-------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|------------------|------------|------------------|---------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | BY PROJECT |
| 12726.18 | PURCHASE REPLACEMENT VEHICLES | 2019 | CAPITAL | \$255,931 | \$0 | \$0 | \$21,921 | 0 | \$277,852 | DECREASE FUNDING |
| 12745.18 | SWIFTLY TRANSIT PLATFORM | 2023 | CAPITAL | \$316,125 | \$0 | \$0 | \$79,031 | 0 | \$395,156 | ADD PROJECT TO TIP/STIP |
| TOTAL: | | | | \$572,056 | \$0 | \$0 | \$100,952 | 0 | \$673,008 | |

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year: FY2017 PROGRAM OF PROJECTS

Modification #: 2023-0144

Request: REFINE FY2017 PROGRAM OF PROJECTS AND ADD PROJECTS TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DENTON-LEWISVILLE

Comment: 60,229 TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MTP]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5339 FUNDS

Currently Approved:

FUNDING TABLE:

| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL |
|----------|--------------------------------------|------|--------------|-----------|-------|----------|----------|--------|-----------|
| 12924.17 | ACQUISITION OF COMMUNICATION SYSTEMS | 2020 | CAPITAL | \$60,000 | \$0 | \$0 | \$15,000 | 0 | \$75,000 |
| 12925.17 | ACQUISITION OF RADIOS | 2020 | CAPITAL | \$25,000 | \$0 | \$0 | \$6,250 | 0 | \$31,250 |
| 12926.17 | ACQUISITION OF SOFTWARE | 2020 | CAPITAL | \$250,000 | \$0 | \$0 | \$0 | 50000 | \$250,000 |
| TOTAL: | | | | \$335,000 | \$0 | \$0 | \$21,250 | 50,000 | \$356,250 |

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | BY PROJECT |
|----------|--------------------------------------|------|--------------|---------|-------|----------|-------|-----|-------|----------------|
| 12924.17 | ACQUISITION OF COMMUNICATION SYSTEMS | 2020 | CAPITAL | \$0 | \$0 | \$0 | \$0 | 0 | \$0 | DELETE PROJECT |
| 12925.17 | ACQUISITION OF RADIOS | 2020 | CAPITAL | \$0 | \$0 | \$0 | \$0 | 0 | \$0 | DELETE PROJECT |
| 12926.17 | ACQUISITION OF SOFTWARE | 2020 | CAPITAL | \$0 | \$0 | \$0 | \$0 | 0 | \$0 | DELETE PROJECT |
| TOTAL: | | | | \$0 | \$0 | \$0 | \$0 | 0 | \$0 | |

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0145

Request: INCREASE FUNDING BY \$506,769 TOTAL 5339 FUNDS (\$405,415 FEDERAL AND \$101,354) FOR A REVISED TOTAL OF \$5,506,769 TOTAL 5339 FUNDS (\$4,405,415 FEDERAL AND \$1,101,354 LOCAL)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5339 FUNDS

Currently Approved:

FUNDING TABLE:

| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL |
|----------|-------------------------------|------|--------------|-------------|-------|----------|-----------|-----|-------------|
| 12730.22 | PURCHASE REPLACEMENT VEHICLES | 2023 | CAPITAL | \$4,000,000 | \$0 | \$0 | \$705,882 | | \$4,705,882 |
| TOTAL: | | | | \$4,000,000 | \$0 | \$0 | \$705,882 | | \$4,705,882 |

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | BY PROJECT |
|----------|-------------------------------|------|--------------|-------------|-------|----------|-----------|-----|-------------|---------------------------------|
| 12730.22 | PURCHASE REPLACEMENT VEHICLES | 2023 | CAPITAL | \$4,000,000 | \$0 | \$0 | \$705,882 | 0 | \$4,705,882 | ADD PROJECT; ADJUST LOCAL SHARE |
| TOTAL: | | | | \$4,000,000 | \$0 | \$0 | \$705,882 | 0 | \$4,705,882 | |

PROPOSED NOVEMBER 2022 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0146

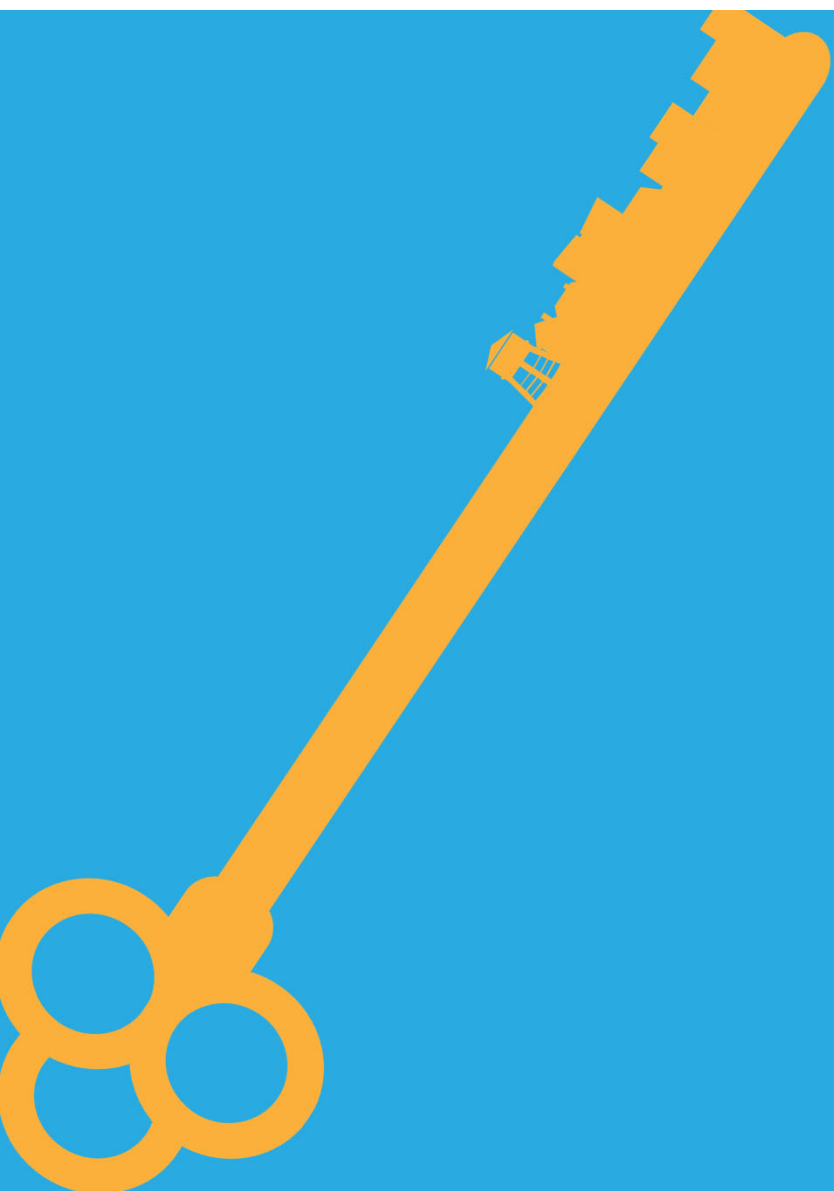
Request: ADD PROJECTS TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 88,908 TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5339 FUNDS

| Revision Requested: | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED |
|----------------------------|-------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|--------------|---------------|------------------|---------------------------|
| TIP Code | DESCRIPTION | FY | PROJECT TYPE | FEDERAL | STATE | REGIONAL | LOCAL | TDC | TOTAL | BY PROJECT |
| 12736.22 | PURCHASE REPLACEMENT VEHICLES | 2023 | CAPITAL | \$500,000 | \$0 | \$0 | \$0 | 75,000 | \$500,000 | ADD PROJECT TO TIP/STIP |
| 12793.22 | PROJECT ADMINISTRATION | 2023 | CAPITAL | \$69,542 | \$0 | \$0 | \$0 | 13,908 | \$69,542 | ADD PROJECT TO TIP/STIP |
| TOTAL: | | | | \$569,542 | \$0 | \$0 | \$0 | 88,908 | \$569,542 | |



Access North Texas 2022 Update

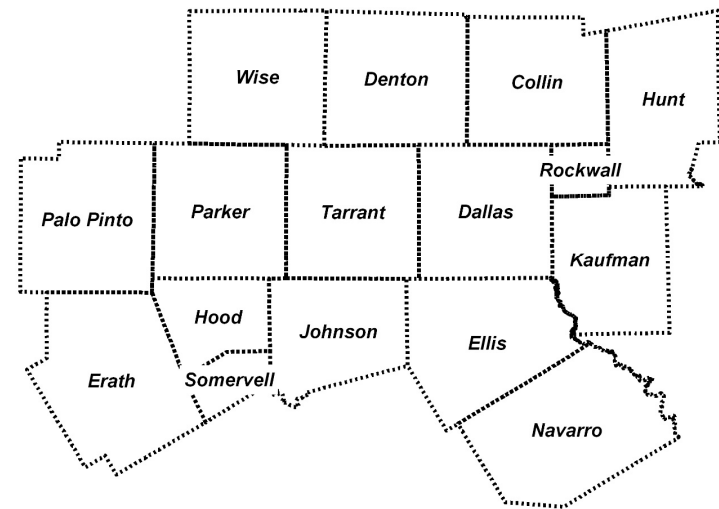
Surface Transportation Technical Committee
September 23, 2022

Gypsy Gavia, Principal Transportation Planner
Transit Management and Planning

Background

Regional public transit-human services transportation plan to:

- Identify the public transportation needs of older adults, individuals with disabilities, low-income individuals and others with transportation challenges
- Specify strategies to:
 - *Address needs and current challenges*
 - *Eliminate gaps in service*
 - *Avoid duplication of transit services*



Meet Federal and State requirements for transit coordination in the 16 counties

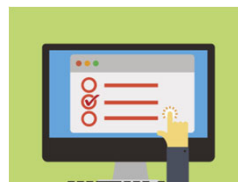
Access North Texas 2022

- Regional Transportation Council adopted the last update in 2018; Updates are required every 4 years for our region
- May be used to guide funding and project implementation decisions
- Differences from the 2018 Access North Texas Plan
 - Created regional Get-A-Ride Guide, identifying existing transportation resources
 - Developed new regional goals and prioritized county strategies
 - Utilized various outreach methods to connect with the public, transit agencies, and stakeholders

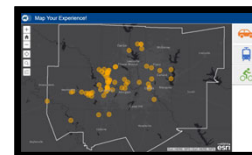
Virtual Meetings



Survey



Map Your Experience



Proposed 2022 Regional Goals

1

PLAN and DEVELOP
Transportation
Options by
Assessing
Community Needs
and Challenges

2

IMPLEMENT
Services by
Enhancing
Transportation
Options and
Expanding Where
Service Gaps Exist

3

COORDINATE with
Transportation
Providers, Public
Agencies, and
Stakeholders to
Increase Efficiencies

4

SUPPORT Public
Transportation
Recovery and
Growth

5

PROMOTE Access
and Information
About Available
Transit

Each chapter includes prioritized strategies for those counties.
To review county-specific strategies visit document at www.AccessNorthTexas.org



ACCESS NORTH TEXAS

Regional Public Transportation Coordination Plan for North Central Texas

PREPARED BY THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS | DRAFT



Public Comment Period

- 1 Draft document was posted online August 5, 2022
- 2 Opportunities to share comments via email or meeting with staff
- 3 Included as part of NCTCOG August and September Public Meetings
- 4 Shared with partners and promoted on social media
- 5 Revisions to Tarrant County's existing transportation section to reflect Trinity Metro service changes

Next Steps



Request Regional Transportation Council approval of Access North Texas and Executive Board endorsement



Transmit document to the Texas Department of Transportation



Staff and regional partners to implement strategies identified in the plan



Monitor progress and if needed, propose amendments to plan



Projects seeking funding under Transit Strategic Partnerships Program should address Access North Texas 2022 Update

Schedule

| Date | Deliverable |
|-----------------------------|--|
| April 19, 2021 | Kick-Off Meeting |
| April 2021 – September 2021 | Public Outreach & Stakeholder Meetings |
| October 2021 – June 2022 | Data Analysis and Plan Development |
| July 22, 2022 | STTC Information |
| August & September 2022 | Public Input & Comments |
| September 8, 2022 | RTC Information |
| September 23, 2022 | STTC Action |
| October 13, 2022 | RTC Action |
| October 27, 2022 | Executive Board Endorsement |
| October 31, 2022 | Transmit Document to TxDOT |

Plan is available at www.AccessNorthTexas.org



Requested Action

Recommend Regional Transportation Council approval of Access North Texas, the region's locally developed, coordinated public transit-human services transportation plan



CONTACT US

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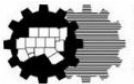
Senior Transportation Planner

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www.AccessNorthTexas.org

FY 2024-2026 MANAGEMENT, OPERATIONS, AIR QUALITY, AND SAFETY PROGRAM

Surface Transportation Technical Committee
September 23, 2022



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- The Regional Transportation Council (RTC) typically considers extending existing and funding new Management and Operations (M&O) projects/programs every few years.
 - Includes many legacy projects that the RTC has funded for several years such as the Vanpool Program, Mobility Assistance Patrol, etc.
- The last full review occurred in 2018-2019 and projects were funded through Fiscal Year (FY) 2022.
- In January 2022, the RTC approved funding for projects/programs that did not have sufficient existing revenues to continue without interruption through FY 2023
- Now, staff is requesting funding for FY 2024-2026 projects and programs

PURPOSE OF THE PROGRAM

- Provides funding in addition to Transportation Planning Funds (TPF) to conduct operations, planning, and implementation activities
- Assigns resources for RTC priorities and air quality initiatives
- Ensures existing programs and projects can be continued without interruption in FY 2024-2026
- Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and regional funds are proposed for the FY 2024-2026 program
- Ensures CMAQ and STBG funding is obligated in a timely manner

REGIONAL SAFETY PROGRAM

- Supports the RTC's policy that not even a single death on the transportation system is acceptable
- \$50M of RTC-selected funds are proposed to be set aside for a regional safety program
- Funding will cover FY 2024-2026
- The following safety categories are proposed:
 - Roadway Operations Engineering and Intercity Connections (\$25M)
 - Bicycle/Pedestrian Engineering (\$10M)
 - Bicycle/Pedestrian Education (\$2M)
 - Speed Enforcement (\$7M)
 - Speed Education (\$2M)
 - Other (\$4M)
- To further support the RTC's policy, safety projects are proposed with 100% federal funds and regional Transportation Development Credits (TDCs) are proposed in lieu of a local match

TOP TEN CONTRIBUTING FACTORS FOR SERIOUS INJURY AND FATAL CRASHES

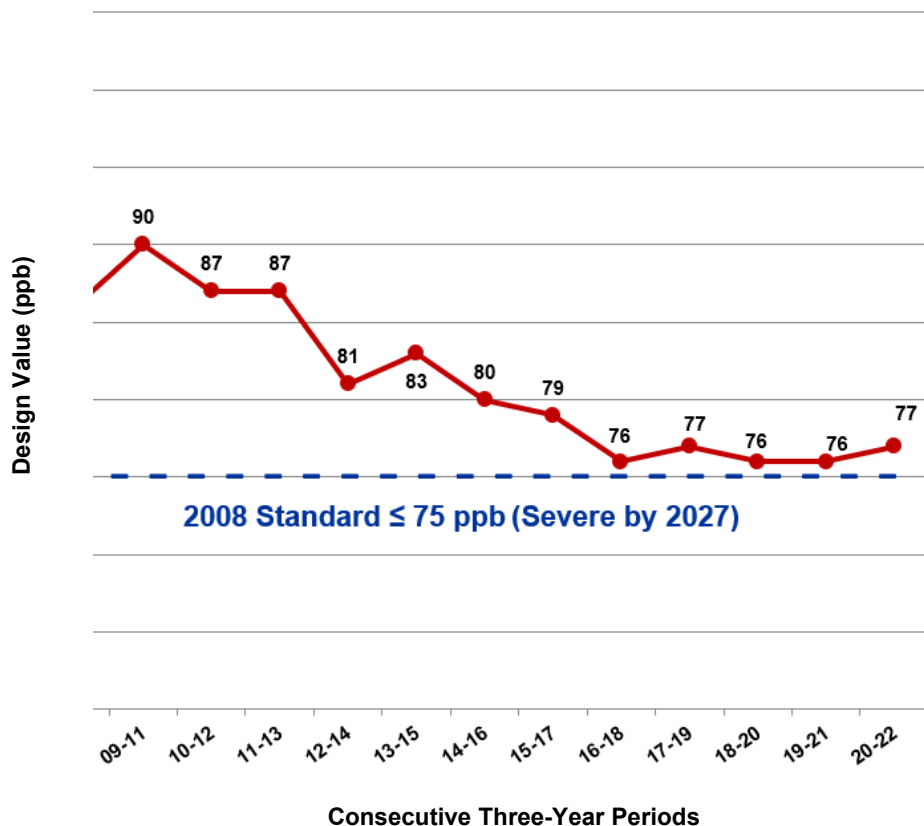
| | Top Ten Contributing Factors | 2021 |
|----|--|--------|
| 1 | Speeding | 32.21% |
| 2 | Driver Related (Distracted and/or Aggressive Driving/Driving Without Headlights) | 13.96% |
| 3 | Impaired Driving | 12.10% |
| 4 | Failed to Drive in Single Lane | 10.45% |
| 5 | Changed Lane When Unsafe | 8.00% |
| 6 | Faulty Evasive Action | 7.54% |
| 7 | Disabled/Parked in Traffic Lane | 4.43% |
| 8 | Pedestrian Failed to Yield Right of Way to Vehicle | 3.37% |
| 9 | Wrong Way Driving | 2.05% |
| 10 | Turned When Unsafe | 1.19% |

Note: Contributing Factor Analysis includes Primary, Secondary, and Tertiary Contributing Factors on limited access facilities.

PROGRAM AND PROJECT TYPES

- **Management & Operations**
 - Mobility Assistance Patrol, Transit Operations, etc.
- **NCTCOG-Implemented**
 - Project Tracking, Planning Efforts, Data Collection, etc.
- **Regional/Air Quality Projects and Programs**
 - Aviation, Employer Trip Reduction, Regional Traffic Signal Retiming, etc.

IMPORTANCE OF REGIONAL AIR QUALITY AND M&O PROJECTS



- Regional ozone design values have previously plateaued and are now increasing
- This three-year funding initiative correlates to ozone data years (2024, 2025, and 2026) used to show attainment
- Emissions reduction benefits for M&O projects will be quantified in support of the State Implementation Plan to demonstrate activities being undertaken to improve air quality in the region

M&O SUMMARY

| Category | RTC Share |
|---|------------------|
| Planning Activities, Data Collection, and Engineering Activities | \$25.24M |
| Air Quality Initiatives | \$11.65M |
| Implementation/Operations Activities (e.g., Auto Occupancy, Special Events, Mobility Assistance Patrol) | \$51.74M |
| Travel Demand Management/Transit | \$6.75M |
| Innovative Technologies | \$10.40M |
| Total Additional Funds Being Requested | \$105.78M |

DETAILS ON PROPOSED FUNDING

- A portion of the requested funding is to be used by NCTCOG staff to implement regional projects and programs.
- The balance will be passed through to other agencies in the region (for projects like the Vanpool Program, Mobility Assistance Patrol, etc.).
- **~66% of funding will be pass-through to transportation entities**

| Category of Expenditure | M&O Funding Amount | Safety Funding Amount |
|---|--------------------|-----------------------|
| NCTCOG-Implemented (staff time) | \$48.06M | \$4.67M |
| Pass-Through to Local Transportation Agencies | \$57.72M | \$45.33M |
| Total | \$105.78M | \$50.00M |

PROPOSED FUNDING DISTRIBUTION

- M&O funding has historically fluctuated between the West and the East
- The program split is currently over in the West
- Most projects in this program will be funded in the East in order to bring the M&O program in closer alignment with the RTC approved East/West funding split of 69% East and 31% West.

| Subregion | Current Funding Split for M&O Program | Resulting Funding Split for M&O Program |
|-----------|---------------------------------------|---|
| East | 54% | 61% |
| West | 46% | 39% |

APPROVAL TIMELINE

| Meeting/Task | Date |
|------------------------|---------------------------|
| STTC Director's Report | August 26, 2022 |
| RTC Information | September 8, 2022 |
| Public Meeting | September 12, 2022 |
| STTC Action | September 23, 2022 |
| RTC Action | October 13, 2022 |

REQUESTED ACTION

- Recommend RTC approval of:
 - The FY 2024-2026 Management, Operations, Air Quality, and Safety program
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amending other planning/administrative documents to incorporate these changes.

CONTACT INFORMATION

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Fiscal Year 2024-2026 Management, Operations, and Air Quality Program
Recommendations

| TIP CODE | PROJECT DESCRIPTION | PROPOSED FUNDING SOURCE | PROPOSED MATCH SOURCE | PROPOSED NEW FUNDING ¹ | | | | COMMENTS | PASS THROUGH VS. STAFF TIME ² | EAST-WEST SHARE |
|-------------|---|-------------------------------|-----------------------------|-----------------------------------|-------------|-------------|-------------|--|---|--------------------|
| | | | | FY 2024 | FY 2025 | FY 2026 | Total | | | |
| | | | | | | | | | | |
| 11622.4 | TRAVEL SURVEY, DATA COLLECTION, MODEL REFINEMENT PROGRAM: TO PROVIDE TRAVEL INFORMATION USED TO CREATE ANALYTICAL TOOLS FOR ALL PLANNING, AIR QUALITY, AND MANAGEMENT PROJECTS IN THE MPA; ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES; INCLUSION OF NON-MOTORIZED TRIPS IN THE REGIONAL TRAVEL MODEL; DEVELOPMENT OF DYNAMIC TRAFFIC ASSIGNMENT MODEL FOR ROADWAY NETWORK ANALYSIS; CONDUCT TRAVEL SURVEYS AND INTERSECTION OPERATIONAL ANALYSES | STBG | TDCs | \$800,000 | \$1,450,000 | \$1,660,000 | \$3,910,000 | Includes funding for Network Model Improvement and the software needed to evaluate the Plano grade separation request. | S | E |
| | | STBG | TDCs | \$1,700,000 | \$1,160,000 | \$1,190,000 | \$4,050,000 | | P | E |
| 16000 | INPUT/OUTPUT ECONOMIC MODEL; SOFTWARE TO PROVIDE ANALYSIS FOR DEMOGRAPHIC FORECASTING, SCENARIO ANALYSIS, AND TRANSPORTATION PROJECT EVALUATION; TECHNICAL SUPPORT FOR COMPLEX INTERACTIONS AMONG TRANSPORTATION BEHAVIORS AND PROVIDE CONNECTIVITY BETWEEN TRANSPORTATION INVESTMENT AND ECONOMIC EFFECTS | STBG | TDCs | \$250,000 | \$250,000 | \$250,000 | \$750,000 | New Project | S | E |
| | | STBG | TDCs | \$250,000 | \$250,000 | \$250,000 | \$750,000 | | P | E |
| 11635.2 | IMPLEMENTATION AND ADMINISTRATION OF AIR QUALITY AND TRANSPORTATION PROJECTS FUNDED WITH RTR FUNDS | RTR | N/A | \$700,000 | \$750,000 | \$800,000 | \$2,250,000 | | S | E |
| 11655.2 | REVENUE AND PROJECT TRACKING SYSTEM (RAPTS) TRACK, MONITOR, AND ASSESS REGIONAL TRANSPORTATION AND AIR QUALITY PROJECTS THROUGH THE RAPTS WEBSITE; INCLUDES SOFTWARE DEVELOPMENT AND NCTCOG STAFF TIME | STBG | TDCs | \$251,000 | \$550,000 | \$515,000 | \$1,316,000 | | S | E |
| 11694.1 | REGIONAL AIR QUALITY INITIATIVES; IDENTIFY AND IMPLEMENT INITIATIVES TO IMPROVE AIR QUALITY AND ATTAIN FEDERAL STANDARDS, INCLUDING STRATEGIES TO SUPPORT INCREASED ADOPTION OF ZERO-EMISSION AND OTHER LOW-EMISSION VEHICLES, IMPLEMENTATION AND EVALUATION OF NEW EMISSIONS-REDUCING TRANSPORTATION TECHNOLOGIES, DEVELOPMENT OF REGIONAL RESOURCES TO ADVANCE EMISSIONS-REDUCING EFFORTS, AND COORDINATION EFFORTS ACROSS LOCAL STAKEHOLDERS | STBG | TDCs | \$3,000,000 | \$3,100,000 | \$3,200,000 | \$9,300,000 | Apply for pass-through funding for Climate Change and Heavy-duty Zero Emission Vehicles (ZEV) via other federal grants | S | E |

1: Funding Shown is the RTC Share (Projects with TDC Match are 100% Federal)
2: P) Pass Through Funds/Non-Staff S) Staff Time

Fiscal Year 2024-2026 Management, Operations, and Air Quality Program
Recommendations

| TIP CODE | PROJECT DESCRIPTION | PROPOSED FUNDING SOURCE | PROPOSED MATCH SOURCE | PROPOSED NEW FUNDING ¹ | | | | COMMENTS | PASS THROUGH VS. STAFF TIME ² | EAST-WEST SHARE |
|-------------|---|-------------------------------|-----------------------------|-----------------------------------|-----------|-------------|-------------|--|---|--------------------|
| | | | | FY 2024 | FY 2025 | FY 2026 | Total | | | |
| 11660 | AIR QUALITY ENERGY EFFICIENCY INITIATIVES; AIR QUALITY INITIATIVES: ENERGY EFFICIENCY [IMPLEMENT PROJECTS TO REDUCE ENERGY USE AND INCREASE ENERGY EFFICIENCY] MEASURES WITHIN THE PUBLIC AND PRIVATE SECTOR TO REDUCE AIR QUALITY IMPACTS; COORDINATE REGIONAL COLLABORATION, EVALUATE IMPACTS, AND DEVELOP RESOURCES ADDRESSING GRID IMPACTS ASSOCIATED WITH ELECTRIFICATION OF TRANSPORTATION, AND DEPLOY STRATEGIC ELECTRIFICATION INFRASTRUCTURE TO ASSESS IMPACTS AND FILL GAPS; INCLUDES NCTCOG STAFF TIME | CRP | TDCs | \$500,000 | \$900,000 | \$950,000 | \$2,350,000 | Apply for pass-through funds via federal discretionary programs | S | E |
| 16001 | REGIONAL SCRAP TIRE ABATEMENT PROGRAM DEVELOPMENT AND IMPLEMENTATION - SCRAP TIRE PUBLIC EDUC, OUTREACH, & AWARENESS CAMPAIGN; PROVIDE TECH SUPPORT TO LOCAL GOVTS, INCL ORDINANCE & MODEL CREATION TO INC REGULATION & ENFORCEMENT; DATABASE FOR ABANDONED TIRE LOCATIONS, HAULERS, DEALERSHIPS, & END USERS IN THE REGION; IDENTIFY & IMPL ADDITIONAL POLICIES FOR REGIONAL IMPROVEMENT; ASSIST LOCAL GOVTS, BUSINESSES, & CITIZENS IN PROJ & PROGRAM IMPL; FURTHER RESEARCH INTO EXISTING & POTENTIAL END USES TO INCL LOCAL SCRAP TIRE UTILIZATION AS A RESOURCE; COLLECTION EVENTS | STBG | TDCs | \$150,000 | \$160,000 | \$180,000 | \$490,000 | New Project | S | E |
| | | STBG | TDCs | \$100,000 | \$100,000 | \$100,000 | \$300,000 | | P | E |
| 11615.3 | REGIONAL GEOSPATIAL IMAGERY: DATA COLLECTION/PLANNING; DATA COLLECTION/PLANNING COOPERATIVE DIGITAL AERIAL PHOTOGRAPHY DATA COLLECTION TO IMPROVE TRAVEL DEMAND MODEL, AND CORRIDOR ALIGNMENT PLANNING, AND TRACK POPULATION/EMPLOYMENT CHANGES, AND SUPPORT VARIOUS ADDITIONAL ANALYTICAL TRANSPORTATION PLANNING ACTIVITIES | STBG | State | \$150,000 | \$0 | \$150,000 | \$300,000 | | S | E |
| | | STBG | State | \$1,000,000 | \$0 | \$1,000,000 | \$2,000,000 | | P | E |
| 11680 | AUDIO/VISUAL EQUIPMENT - NCTCOG OFFICES; REPLACEMENT, UPGRADE , AND MONITORING OF AUDIO/VIDEO EQUIPMENT IN THE TRANSPORTATION COUNCIL ROOM; WEB HOSTING SERVICES | RTC Local | N/A | \$200,000 | \$0 | \$0 | \$200,000 | Will pursue federal and local funding sources to offset RTC Local (TPF and room reservation revenue) | P | E |
| 11634.1 | FHWA MANAGED LANE POOL FUND STUDY; IDENTIFY AND IMPLEMENT RESEARCH REGARDING THE PLANNING AND OPERATION OF MANAGED LANES; DEVELOP NEW STANDARDS FOR MANAGED LANES | RTC Local | N/A | \$15,000 | \$15,000 | \$15,000 | \$45,000 | | P | E |

Fiscal Year 2024-2026 Management, Operations, and Air Quality Program
Recommendations

| TIP CODE | PROJECT DESCRIPTION | PROPOSED FUNDING SOURCE | PROPOSED MATCH SOURCE | PROPOSED NEW FUNDING ¹ | | | | COMMENTS | PASS THROUGH VS. STAFF TIME ² | EAST-WEST SHARE |
|-------------|---|-------------------------------|-----------------------------|-----------------------------------|-----------|-----------|-----------|------------------------|---|--------------------|
| | | | | FY 2024 | FY 2025 | FY 2026 | Total | | | |
| 16002 | MCKINNEY LINE PASSENGER RAIL STUDY; FROM PARKER ROAD STATION IN PLANO TO MCKINNEY NORTH; MCKINNEY LINE PASSENGER RAIL CONCEPTUAL ENGINEERING STUDY INCLUDING ALTERNATIVE ROUTE ANALYSIS AND FUNDING OPTIONS; INCLUDES CONSULTANT AND NCTCOG STAFF TIME | STBG | TDCs | \$125,000 | \$125,000 | \$0 | \$250,000 | New Project | S | E |
| | | STBG | TDCs | \$750,000 | \$0 | \$0 | \$750,000 | | P | E |
| 16003 | MANSFIELD LINE PASSENGER RAIL STUDY; FROM MIDLOTHIAN TO FORT WORTH CENTRAL STATION; MANSFIELD LINE PASSENGER RAIL CONCEPTUAL ENGINEERING STUDY INCLUDING ALTERNATIVE ROUTE ANALYSIS AND FUNDING OPTIONS; INCLUDES CONSULTANT AND NCTCOG STAFF TIME | STBG | TDCs | \$125,000 | \$125,000 | \$0 | \$250,000 | New Project | S | W |
| | | STBG | TDCs | \$750,000 | \$0 | \$0 | \$750,000 | | P | W |
| 11554.1 | PEOPLE MOVER TEST TRACK; INCLUDING ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED PEOPLE MOVER LOCATIONS IN THE DFW REGION AND CONNECT THOSE LOCATIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS; INCLUDES PLANO LEGACY AREA AUTONOMOUS TRANSPORTATION SYSTEM | STBG | TDCs | \$375,000 | \$0 | \$0 | \$375,000 | Same TIP Code, new CSJ | P | E |
| 16004 | NORTHWEST AND SOUTHWEST FORT WORTH SUBAREA STUDIES; NORTHWEST STUDY: BOUNDED BY US 377 TO W, SH 114 TO N, FM 730 TO W, & IH 820 TO S; SOUTHWEST STUDY: IH 20/IH 820 TO N, FM1187 TO W, US 377 TO S, AND CHISHOLM TRAIL TO E; DEVELOP SUB-REGIONAL TRANSPORTATION PLANS TO IDENTIFY NEEDED IMPROVEMENTS AND ESTABLISH A MULTI-MODAL TRANSPORTATION NETWORK WITH ADDITIONAL FOCUS AREAS ON LAND-USE, SAFETY, AND CONGESTION; AREAS OUTSIDE THIS STUDY AREA WILL ALSO BE INCLUDED AS THEY IMPACT TRAVEL WITHIN THE AREA; INCLUDES CONSULTANT AND NCTCOG STAFF TIME | STBG | TDCs | \$0 | \$200,000 | \$100,000 | \$300,000 | | S | W |
| | | STBG | TDCs | \$200,000 | \$400,000 | \$200,000 | \$800,000 | | P | W |
| 16005 | SOUTHWEST AIRLINES SURFACE TRANSPORTATION PLANNING STUDY; STEMMONS FREEWAY TO DALLAS NORTH TOLLWAY; STUDY TO EVALUATE IMPROVEMENTS TO EXISTING ROADWAY AND TRANSIT OPTIONS TO MAXIMIZE ACCESSIBILITY TO LOVE FIELD AIRPORT NOW AND IN THE FUTURE | STBG | TDCs | \$0 | \$75,000 | \$0 | \$75,000 | | S | E |

Fiscal Year 2024-2026 Management, Operations, and Air Quality Program
Recommendations

| TIP CODE | PROJECT DESCRIPTION | PROPOSED FUNDING SOURCE | PROPOSED MATCH SOURCE | PROPOSED NEW FUNDING ¹ | | | | COMMENTS | PASS THROUGH VS. STAFF TIME ² | EAST-WEST SHARE |
|-------------|--|-------------------------------|-----------------------------|-----------------------------------|-------------|-------------|-------------|---|---|--------------------|
| | | | | FY 2024 | FY 2025 | FY 2026 | Total | | | |
| 16006 | ENVIRONMENTAL IMPACT STATEMENT COORDINATION ON REGIONAL PROJECTS; PROVIDE TECHNICAL, PLANNING, ENGINEERING, AND ENVIRONMENTAL ASSISTANCE TO TRANSPORTATION AGENCIES AND THE RTC TO ADVANCE CORRIDORS IDENTIFIED FOR IMPROVEMENT IN, OR BEING EVALUATED FOR, THE METROPOLITAN TRANSPORTATION PLAN (MTP); PROVIDE SUPPORT TO ADVANCE REGIONAL PROJECTS THROUGH THE ENVIRONMENTAL PROCESS; FACILITATE COORDINATION MEETINGS THAT MONITOR AND ENSURE THE CONTINUED PROGRESS OF ENVIRONMENTAL DOCUMENT COMPLETION | STBG | TDCs | \$0 | \$200,000 | \$200,000 | \$400,000 | | S | E |
| 11613.3 | REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES & PLANNING ACTIVITIES IN SUPPORT OF THE REGION'S GOOD MOVMT INCL; NCTCOG STAFF TIME & CONSULTANT ASSISTANCE TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT; MOVMT, DATA COLLECTION & ANALYSIS, SAFETY, COORD WITH PRIVATE SECTOR PARTNERS IN FREIGHT BUSINESS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUCATION | STBG | TDCs | \$1,200,000 | \$1,250,000 | \$2,500,000 | \$4,950,000 | | S | E |
| | | STBG | TDCs | \$125,000 | \$0 | \$125,000 | \$250,000 | | P | E |
| 11650.1 | TECHNICAL ASSISTANCE FOR DEVELOPING, MONITORING, ENVIRONMENTALLY APPROVING, AND IMPLEMENTING CORRIDOR STUDIES/PROJECTS ACCORDING TO CAPITAL ASSET MANAGEMENT PRINCIPLES | STBG | TDCs | \$160,000 | \$700,000 | \$1,800,000 | \$2,660,000 | | S | E |
| 11661 | EXPEDITE SECTION 404 AND 408 PERMITS AND IMPLEMENT REGIONAL MITIGATION BANK | RTR | N/A | \$250,000 | \$250,000 | \$250,000 | \$750,000 | Need new CSJ | P | E |
| 11654.1 | TECHNICAL AND LEGAL SUPPORT FOR INNOVATIVE FINANCING ON TRANSPORTATION AND AIR QUALITY PROJECTS IN THE DALLAS-FORT WORTH REGION; INCLUDING RESEARCHING, DEVELOPING, AND NEGOTIATING LEGAL MECHANISMS TO IMPLEMENT PROGRAMS AND INITIATIVES TO ENSURE COMPLIANCE WITH FEDERAL, STATE, AND POLICY BODY REQUIREMENTS | RTR | N/A | \$135,000 | \$150,000 | \$160,000 | \$445,000 | Need new CSJ; May put all of funding in FY 2024 | S | E |

Fiscal Year 2024-2026 Management, Operations, and Air Quality Program
Recommendations

| TIP CODE | PROJECT DESCRIPTION | PROPOSED FUNDING SOURCE | PROPOSED MATCH SOURCE | PROPOSED NEW FUNDING ¹ | | | | COMMENTS | PASS THROUGH VS. STAFF TIME ² | EAST-WEST SHARE |
|-------------|--|-------------------------------|-----------------------------|-----------------------------------|-------------|-------------|-------------|--|---|--------------------|
| | | | | FY 2024 | FY 2025 | FY 2026 | Total | | | |
| 11633.3 | M&O - PROGRAM OVERSIGHT COORDINATION AND COMPLIANCE, INCLUDING DEPARTMENT STREAMLINING INITIATIVES, PROCUREMENT (EDUCATION, OUTREACH W/ POTENTIAL BIDDERS INCL WEB UPDATES), CONTRACT MGMT, ENHANCEMENT OF RESOURCES & COMPLIANCE W/ BUY AMERICA & DBE PRGM (INCL OUTREACH TO VENDORS, AND DEVELOPMENT OF PARTNERSHIP W/ REGIONAL & STATE CERT AGENCIES), & LEGAL (COORDINATION OF RTC POLICIES, EVALUATION, DEVELOPMENT, REGULATION OF LEGAL INSTRUMENTS TO IMPLEMENT MPO PROJECTS) | STBG | TDCs | \$135,000 | \$150,000 | \$160,000 | \$445,000 | Need new CSJ; May put all of funding in FY 2024 | S | E |
| 11647.2 | LAND USE/TRANSPORTATION AND BIKE/PEDESTRIAN INITIATIVES INCLUDES BICYCLE/PEDESTRIAN PLANNING, TRANSIT ORIENTED DEVELOPMENT, REGIONAL PEDESTRIAN SAFETY PROGRAM, IMPLEMENTATION OF SUSTAINABLE DEVELOPMENT INITIATIVES, REGIONAL WAYFINDING, AND ADA COMPLIANCE; INCLUDES NCTCOG STAFF TIME AND POSSIBLE CONSULTANT ASSISTANCE TO DEVELOP AND IMPLEMENT FUNDING PROGRAMS, COLLECT AND ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL, SAFETY AND EDUCATION | STBG | TDCs | \$150,000 | \$1,170,000 | \$2,090,000 | \$3,410,000 | Transit Technical Assistance, and Veloweb Strategic Priority, ADA Compliance, and Regional Wayfinding; Include Lookout Texans funding here | S | E |
| | | STBG | TDCs | \$0 | \$180,000 | \$100,000 | \$280,000 | | P | E |
| 11692.1 | REGIONAL PARKING MANAGEMENT TOOLS & STRATEGIES PROGRAM; CONDUCT DATA COLLECTION AND/OR PLANNING TO DEVELOP AND IMPLEMENT DATA DRIVEN TOOLS AND STRATEGIES TO SUPPORT PUBLIC SECTOR IN MANAGEMENT OF PARKING AT MULTIMODAL LOCATIONS | STBG | TDCs | \$0 | \$200,000 | \$200,000 | \$400,000 | | S | E |
| | | STBG | TDCs | \$0 | \$0 | \$150,000 | \$150,000 | | P | E |
| 11663.2 | ENTIRE MANAGED LANE SYSTEM; DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE & NCTCOG STAFF TIME | STBG | TDCs | \$100,000 | \$115,000 | \$385,000 | \$600,000 | | S | E |
| | | STBG | TDCs | \$1,673,000 | \$1,685,000 | \$1,703,000 | \$5,061,000 | | P | E |
| 16007 | SPECIAL EVENTS MANAGEMENT; INCLUDING MEASURES SUCH AS EXTENDED TRANSIT SERVICE FOR EVENTS, STAGING OF TOW TRUCKS TO CLEAR INCIDENTS QUICKLY, CLEARING ROADWAYS QUICKLY AFTER INCIDENTS, ETC. TO REDUCE CONGESTION DURING SPECIAL EVENTS; INCLUDES NCTCOG STAFF TIME | STBG | TDCs | \$100,000 | \$100,000 | \$100,000 | \$300,000 | New Project; Previously a part of TIP 11617.1 | S | W |
| | | STBG | TDCs | \$300,000 | \$450,000 | \$500,000 | \$1,250,000 | | P | W |

1: Funding Shown is the RTC Share (Projects with TDC Match are 100% Federal)
2: P) Pass Through Funds/Non-Staff S) Staff Time

Fiscal Year 2024-2026 Management, Operations, and Air Quality Program
Recommendations

| TIP CODE | PROJECT DESCRIPTION | PROPOSED FUNDING SOURCE | PROPOSED MATCH SOURCE | PROPOSED NEW FUNDING ¹ | | | | COMMENTS | PASS THROUGH VS. STAFF TIME ² | EAST-WEST SHARE |
|-------------|---|-------------------------------|-----------------------------|-----------------------------------|-------------|-------------|-------------|--|---|--------------------|
| | | | | FY 2024 | FY 2025 | FY 2026 | Total | | | |
| 11691.1 | IMPLEMENT AND OPERATE TRAVELER INFORMATION SYSTEM; DEVELOP CONCEPT OF OPERATIONS AND DEPLOYMENT OF TRANS SYS MANAGEMENT AND OPERATIONS DATA ENGINE TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S TRANSP NETWORK BY INTEGRATING DATA SOURCES INCL REGIONAL TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYS; ITS DATA UPDATES AND COMPLIANCE; COORDINATION WITH REGIONAL PARTNERS ON INFORMATION SHARING AND AGREEMENT TRACKING; ADMINISTRATION OF MOBILITY ASSISTANCE PATROL; INCLUDES NCTCOG STAFF TIME | STBG | TDCs | \$124,000 | \$400,000 | \$415,000 | \$939,000 | Includes funding from Regional Data Hub, 511 DFW, and ITS Implementation; Dallas and Fort Worth District live operators will be funded in the future by TxDOT | S | E |
| | | STBG | TDCs | \$1,460,000 | \$2,350,000 | \$2,350,000 | \$6,160,000 | | P | E |
| 11618.2 | MOBILITY ASSISTANCE PATROL; MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS (DALLAS AND FORT WORTH DISTRICTS) | STBG | State | \$0 | \$0 | \$5,100,000 | \$5,100,000 | Include staff funding in TIP 11691.1 | P | E |
| 11619.2 | | STBG | State | \$0 | \$0 | \$3,000,000 | \$3,000,000 | | P | W |
| 11616 | REGIONAL TRAFFIC SIGNAL RETIMING PROJECT; DEVELOP AND IMPLEMENT TRAFFIC SIGNAL COORDINATION IN THE DFW NON-ATTAINMENT AREA; INCLUDES IMPROVING SIGNAL OPERATION AND PROGRESSION THROUGH TRAFFIC SIGNAL RETIMING, EQUIPMENT AND IMPLEMENTATION, AND EVALUATION OF THE RESULTANT IMPROVEMENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE | CMAQ | State/Local | \$230,000 | \$250,000 | \$250,000 | \$730,000 | Sections to be funded in M&O per discussion with MM; RTSP staff time; Includes funding for controllers and coordination (50/50 split between FY 2024 and 2025) | S | E |
| | | CMAQ | State/Local | \$2,280,000 | \$2,510,000 | \$3,350,000 | \$8,140,000 | | P | E |
| 11612.3 | REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR); TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.COM; PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE | STBG | TDCs | \$450,000 | \$475,000 | \$500,000 | \$1,425,000 | | S | E |
| | | STBG | TDCs | \$810,000 | \$834,500 | \$860,300 | \$2,504,800 | | P | E |
| 11888.11 | M&O-UNMANNED AIRCRAFT SYSTEM PLANNING AND IMPLEMENTATION (ORDINANCES, LAND NCTCOG VARIOUS AVIATION SUPPORT INTEGRATED SYSTEMS USE SUPPORT, OUTREACH, AND EDUCATION); UNCREWED AIRCRAFT SYSTEM TASK FORCE AND COORDINATION; ADVANCED AIR MOBILITY INTEGRATION; REGIONAL AVIATION SYSTEM PLANNING; AVIATION EDUCATION INITIATIVE | RTC Local | N/A | \$360,000 | \$400,000 | \$440,000 | \$1,200,000 | | S | W |

Fiscal Year 2024-2026 Management, Operations, and Air Quality Program
Recommendations

| TIP CODE | PROJECT DESCRIPTION | PROPOSED FUNDING SOURCE | PROPOSED MATCH SOURCE | PROPOSED NEW FUNDING ¹ | | | | COMMENTS | PASS THROUGH VS. STAFF TIME ² | EAST-WEST SHARE |
|-------------|---|-------------------------------|-----------------------------|-----------------------------------|-------------|-------------|-------------|--|---|--------------------|
| | | | | FY 2024 | FY 2025 | FY 2026 | Total | | | |
| 11657.2 | M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM; IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS | CMAQ | TDCs | \$950,000 | \$1,025,000 | \$1,050,000 | \$3,025,000 | | S | E |
| | | STBG | TDCs | \$950,000 | \$1,025,000 | \$1,050,000 | \$3,025,000 | | S | E |
| 11892.2 | M&O NASJRB; PLANNING, ADMINISTRATION, AND IMPLEMENTATION OF NAVAL AIR STATION JOINT RESERVE BASE JOINT LAND USE DEVELOPMENT STUDY; REGIONAL MILITARY AND COMMUNITY COORDINATION AND IMPLEMENTATION | RTC Local | N/A | \$145,000 | \$185,000 | \$190,000 | \$520,000 | | S | W |
| 11639.1 | DCTA VANPOOL; OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE | STBG | Local | \$750,000 | \$500,000 | \$0 | \$1,250,000 | | P | E |
| 11699 | REGIONAL VANPOOL PROGRAM FOR EASTERN AND WESTERN SUBREGION; OPERATE VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; INCLUDES COST OF VEHICLE LEASING AND PART OF ADMINISTRATIVE COSTS | STBG | TDCs | \$0 | \$0 | \$300,000 | \$300,000 | Pass through reflects 69%/31% funding split for the eastern and western subregions until exact funding amounts are finalized | S | E |
| | | STBG | TDCs | \$0 | \$759,000 | \$1,518,000 | \$2,277,000 | | P | E |
| | | STBG | TDCs | \$0 | \$341,000 | \$682,000 | \$1,023,000 | | P | W |
| 20200 | SUSTAINABILITY FOR TRANSIT; TRANSIT OPERATIONS REGIONAL COORDINATION | RTR | N/A | \$0 | \$500,000 | \$500,000 | \$1,000,000 | Specific projects will come back to the RTC for approval | P | E |
| 25059.2 | TRANSIT PASSES FOR COMMUNITY COLLEGES (EASTERN SUBREGION); PILOT PROGRAM TO PROVIDE TRANSIT PASSES FOR DALLAS COUNTY COLLEGE STUDENTS TO ASSIST WITH STUDENT TRANSPORTATION NEEDS | CRP | TDCs | \$300,000 | \$0 | \$0 | \$300,000 | | P | E |
| 14014 | MCKINNEY AVENUE TRANSIT AUTHORITY M-LINE EXTENSION FROM UPTOWN TO KNOX-HENDERSON NEIGHBORHOOD; CONDUCT A STUDY TO RECOMMEND ALIGNMENTS & STOPS, EVAL THE COST OF IMPL, OPERATION, & MAINTENANCE, PROVIDE TECH ASSIST PRODUCING RIDERSHIP EST & PRELIM ENV ANALYSIS, ID POTENTIAL FUNDING, & DEVELOP TIMELINE; INCL NCTCOG STAFF TIME & MAY INCL CONSULTANT ASST | STBG | TDCs | \$0 | \$100,000 | \$0 | \$100,000 | Same TIP Code, new CSJ; Moved to 2025 based on SS/CG discussion | S | E |
| | | STBG | TDCs | \$0 | \$500,000 | \$0 | \$500,000 | | P | E |

1: Funding Shown is the RTC Share (Projects with TDC Match are 100% Federal)
2: P) Pass Through Funds/Non-Staff S) Staff Time

Fiscal Year 2024-2026 Management, Operations, and Air Quality Program
Recommendations

| TIP CODE | PROJECT DESCRIPTION | PROPOSED FUNDING SOURCE | PROPOSED MATCH SOURCE | PROPOSED NEW FUNDING ¹ | | | | COMMENTS | PASS THROUGH VS. STAFF TIME ² | EAST-WEST SHARE |
|-------------|--|-------------------------------|-----------------------------|-----------------------------------|--------------|--------------|---------------|----------------|---|--------------------|
| | | | | FY 2024 | FY 2025 | FY 2026 | Total | | | |
| 16008 | TECHNOLOGY AND INNOVATION 3.0; STAFF SUPPORT FOR FUTURE PROJECTS FOCUSED ON IMPROVING REGIONAL BROADBAND ACCESS FOR TRANSPORTATION USES, COORDINATING AND SUPPORTING EMERGING MOBILITY TECHNOLOGY DEPLOYMENTS AND CONNECTED VEHICLE/INFRASTRUCTURE IMPROVEMENTS; SUPPORTING WORKFORCE DEVELOPMENT AND RESEARCH INITIATIVES; AND MANAGING ADMINISTRATIVE TASKS TO FACILITATE PROJECTS | STBG | TDCs | \$400,000 | \$500,000 | \$750,000 | \$1,650,000 | | S | E |
| | | STBG | TDCs | \$0 | \$4,500,000 | \$4,250,000 | \$8,750,000 | | P | E |
| | | | Subtotal | \$24,928,000 | \$33,364,500 | \$47,538,300 | \$105,830,800 | | | |
| | | | | | | | | | | |
| 11656 | SOLAR PANEL DEMONSTRATION PROJECT TO REDUCE ELECTRICITY COSTS | RTC Local | N/A | -\$50,000 | \$0 | \$0 | -\$50,000 | Remove funding | P | W |
| | | | Subtotal | -\$50,000 | \$0 | \$0 | -\$50,000 | | | |

| Financial Summary | | | | |
|---|--------------|--------------|--------------|---------------|
| Funding Source | FY 2024 | FY 2025 | FY 2026 | Total |
| Existing Projects Proposed for Additional Funds | | | | |
| CMAQ | \$3,460,000 | \$3,785,000 | \$4,650,000 | \$11,895,000 |
| CRP | \$800,000 | \$900,000 | \$950,000 | \$2,650,000 |
| STBG | \$18,863,000 | \$26,429,500 | \$39,583,300 | \$84,875,800 |
| RTR | \$1,085,000 | \$1,650,000 | \$1,710,000 | \$4,445,000 |
| RTC Local | \$670,000 | \$600,000 | \$645,000 | \$1,915,000 |
| TDCs (Not Calculated in Funding Totals) | 3,742,600 | 5,570,900 | 6,466,660 | 15,780,160 |
| Total M&O Funding Request | \$24,878,000 | \$33,364,500 | \$47,538,300 | \$105,780,800 |
| Pass Through Vs. Staff Time Summary | | | | |
| P- Pass-Through Funds | \$13,238,000 | \$17,284,500 | \$27,193,300 | \$57,715,800 |
| S- Staff Time | \$11,640,000 | \$16,080,000 | \$20,345,000 | \$48,065,000 |
| Total | \$24,878,000 | \$33,364,500 | \$47,538,300 | \$105,780,800 |
| East/West Split | | | | |
| Subregion | FY 2024 | FY 2025 | FY 2026 | Total |
| | | | | |
| East | \$22,948,000 | \$31,163,500 | \$42,326,300 | \$96,437,800 |
| West | \$1,930,000 | \$2,201,000 | \$5,212,000 | \$9,343,000 |
| Total | \$24,878,000 | \$33,364,500 | \$47,538,300 | \$105,780,800 |

1: Funding Shown is the RTC Share (Projects with TDC Match are 100% Federal)
2: P) Pass Through Funds/Non-Staff S) Staff Time

Fiscal Year 2024-2026 Dallas-Fort Worth MPO Safety Program Recommendations

| PROJECT NAME | PROJECT DESCRIPTION | CONTRIBUTING FACTOR | PASS THROUGH VS. STAFF TIME | PROPOSED FUNDING SOURCE ¹ | PROPOSED MATCH SOURCE | 2024 | 2025 | 2026 | TOTAL | COMMENTS |
|--|---|--|-----------------------------|--------------------------------------|-----------------------|-------------|-------------|-------------|--------------|--|
| Bicycle/Pedestrian Education | | | | | | | | | | |
| Look Out Texans Safety Campaign | Public awareness campaign (education and outreach) for targeted areas that have been identified as bicycle/pedestrian safety hotspots | Bicycle and Pedestrian | Staff | STBG | TDCs | \$165,000 | \$165,000 | \$170,000 | \$500,000 | Funding will be added to existing project (TIP 11647.2) |
| | | | Materials/ Advertising | | | \$500,000 | \$500,000 | \$500,000 | \$1,500,000 | |
| Subtotal | | | | | | \$665,000 | \$665,000 | \$670,000 | \$2,000,000 | |
| Bicycle/Pedestrian Engineering | | | | | | | | | | |
| Regional Bicycle Safety Action Plan | Develop a regional bicycle safety plan to identify needed bicycle improvements | Speed, DUI, Bicycle, Pedestrian, Unrestraint and Motorcycles | Staff | STBG | TDCs | \$200,000 | \$300,000 | \$0 | \$500,000 | Funding will be added to existing project (TIP 11647.2) |
| Bicycle/Pedestrian Spot Improvements | Provide funding to local agencies for safety treatments and countermeasures on bike/pedestrian facilities, including lighting/intersection improvements, crosswalk enhancements, on-street bike safety treatments, etc., identified in regional bike or pedestrian safety plans | Bicycle and Pedestrian | Pass-Through | CMAQ | TDCs | \$3,000,000 | \$3,000,000 | \$3,500,000 | \$9,500,000 | Projects to be added to the TIP and implemented by local agencies |
| Subtotal | | | | | | \$3,200,000 | \$3,300,000 | \$3,500,000 | \$10,000,000 | |
| Roadway Operations, Engineering, and Intercity Connections | | | | | | | | | | |
| Regional Data Tools and Analysis | Data tool, collection, and analysis to be used regionwide that combines historical data and vehicle behavior data to identify areas with a high-risk of safety incidents and identify countermeasures that can be applied to improve safety | Speed, DUI, Bicycle, Pedestrian, Unrestraint and Motorcycles | Staff | STBG | TDCs | \$440,000 | \$445,000 | \$450,000 | \$1,335,000 | |
| | | | Vendor/Consultant | | | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$3,000,000 | |
| Roadway Safety Audits | Regionwide roadway safety audit to evaluate various road segments and intersections highlighted in the regional Pedestrian Safety Action Plan, and to identify recommended safety countermeasures that will enhance safety and reduce the number and severity of crashes | Speed, DUI, Bicycle, Pedestrian, Unrestraint and Motorcycles | Consultant | STBG | TDCs | \$1,500,000 | \$0 | \$0 | \$1,500,000 | |
| Implementation of the Roadway Safety Plan | Provide funding for striping, signage, operational changes, technology (advance warnings), etc.; Projects to be implemented by local agencies | Speed, DUI, Bicycle, Pedestrian, Unrestraint and Motorcycles | Pass-Through | STBG | TDCs | \$5,500,000 | \$5,750,000 | \$5,935,000 | \$17,185,000 | Implementation of data project above; Put in an out-year placeholder in the TIP until projects are identified from the safety plan |
| Traffic Incident Management | Freeway/traffic incident management program includes training for agency executives and first responders, quick clearance crash reconstruction training, other training and education to promote strategies to mitigate traffic incidents; Includes NCTCOG staff time and consultant assistance | Crash Response | Staff | STBG | TDCs | \$150,000 | \$160,000 | \$170,000 | \$480,000 | Continue on similar Path; Include in general safety project |
| | | | Vendor/Consultant | | | \$500,000 | \$500,000 | \$500,000 | \$1,500,000 | RFI and Procurement pending. Plan to release RFI in FY 22.; Include in general safety project |
| Subtotal | | | | | | \$9,090,000 | \$7,855,000 | \$8,055,000 | \$25,000,000 | |
| Speed Education | | | | | | | | | | |
| Drive Aware North Texas Safety Campaign | Public awareness campaign (education and outreach) to target driver behaviors to reduce crashes, focus on speeding, and other contributing factors as they emerge | Speed, DUI, Bicycle, Pedestrian, Unrestraint and Motorcycles | Staff | STBG | TDCs | \$100,000 | \$100,000 | \$150,000 | \$350,000 | New effort. May be completed with staff or consultant depending on total effort needed and cost |
| | | | Marketing | | | \$300,000 | \$300,000 | \$300,000 | \$900,000 | |
| Targeted Safety Education Campaign for School Districts and Teen Drivers | Safety campaign using community outreach to schools and organizations to focus on teen driver behavior, safe routes to school, etc. | Speed, DUI, Bicycle, Pedestrian, Unrestraint and Motorcycles | Staff/Consultant | STBG | TDCs | \$250,000 | \$250,000 | \$250,000 | \$750,000 | |
| Subtotal | | | | | | \$650,000 | \$650,000 | \$700,000 | \$2,000,000 | |

1: Funding shown is the Federal amount (100%), Regional TDCs are proposed in lieu of local match

Fiscal Year 2024-2026 Dallas-Fort Worth MPO Safety Program Recommendations

| PROJECT NAME | PROJECT DESCRIPTION | CONTRIBUTING FACTOR | PASS THROUGH VS. STAFF TIME | PROPOSED FUNDING SOURCE ¹ | PROPOSED MATCH SOURCE | 2024 | 2025 | 2026 | TOTAL | COMMENTS |
|--|--|-------------------------|-------------------------------------|--------------------------------------|-----------------------|--------------|--------------|--------------|--------------|----------|
| Speed Enforcement | | | | | | | | | | |
| Strategic Targeting of Aggressive Driving and Road Rage | Partner with enforcement agencies to combat aggressive driving and road rage; Includes personnel and equipment | Speed, DUI, Unrestraint | Direct to Agencies - Program in TIP | STBG | TDCs | \$800,000 | \$2,250,000 | \$3,200,000 | \$6,250,000 | |
| | | | Staff | | | \$200,000 | \$250,000 | \$300,000 | \$750,000 | |
| Subtotal | | | | | | \$1,000,000 | \$2,500,000 | \$3,500,000 | \$7,000,000 | |
| Other | | | | | | | | | | |
| Placeholder Projects and Programs to be Identified in the Future | | TBD | TBD | TBD | TDCs | \$1,250,000 | \$1,250,000 | \$1,500,000 | \$4,000,000 | |
| Subtotal | | | | | | \$1,250,000 | \$1,250,000 | \$1,500,000 | \$4,000,000 | |
| Grand Totals | | | | | | \$15,855,000 | \$16,220,000 | \$17,925,000 | \$50,000,000 | |
| Staff | | | | | | \$1,505,000 | \$1,670,000 | \$1,490,000 | \$4,665,000 | |
| Pass Through | | | | | | \$14,350,000 | \$14,550,000 | \$16,435,000 | \$45,335,000 | |

1: Funding shown is the Federal amount (100%), Regional TDCs are proposed in lieu of local match



NCTCOG PRESENTATION

RAILROAD CROSSING ELIMINATION PROGRAM (RCEP) – 2022

JEFFREY C. NEAL – Senior Program Manager

SURFACE TRANSPORTATION TECHNICAL COMMITTEE (STTC)
– ACTION ITEM

September 23, 2022

RAILROAD CROSSING ELIMINATION PROGRAM (RCEP) – OVERVIEW

Funding Availability

\$18 Million

Planning / NEPA / Design

\$114.7 Million

Rural / Tribal – Construction

\$440.6 Million

Urban – Construction

Minimum / Maximum Award

\$1 Million – Min.

per Project (Construction)

80% of Cost – Max.

per Project (Construction)

\$114.7 Million – Max.

per State (Construction)

Project Eligibility

1. At-grade closure or safety/mobility solutions (technology, education, etc...)
2. Grade separation (via bridge, tunnel, embankment or combination thereof)
3. Track relocation
4. Add/improve devices, signals, signs, or other safety measures (with #2 / #3 above)
5. Group of above-related projects
6. Planning/NEPA/Design (above projects)

Applicant Eligibility (groups included)

1. State Department of Transportation (DOT)
2. Metropolitan Planning Organization (MPO)
3. Local Government
4. Political Subdivision of State/Local Government
5. Public Port Authority
6. Tribal Government



STTC Action (Endorsement) Item –
Railroad Crossing Elimination Program

Preferred Grant Lifecycle / Timeframes



RAILROAD CROSSING ELIMINATION PROGRAM (RCEP) – OVERVIEW *(cont.)*

- Applications due October 4, 2022 (Limit – 3/applicant)
- Program Purpose:
 - Fund highway-rail or pathway-rail grade crossing improvement projects to focus on **enhancing the safety and mobility of people and goods**
 - Preference for grade separations, closure of at-grade crossings through track relocation, and corridor-wide grade crossing improvements
- Evaluation Criteria:
 - Technical Merit
 - Quality of work statement(s) & application materials
 - Readiness/completion of prerequisites
 - Applicant past performance, technical capacity, & funding
 - Private-sector participation
 - Qualifications/experience of key personnel/organizations
 - Consistency with local, regional, & state planning documents (including freight)
 - Project Benefits:
 - Improved highway-rail/pathway-rail safety
 - Proposals to grade-separate, eliminate, or close one or more highway-rail/pathway-rail grade crossings
 - Mobility improvements for both people & goods
 - Environmental protection, emission reductions, & community benefits
 - Access improvements for communities, emergency services, & economic opportunities
 - Optimizing contracting incentives to employ local labor



STTC Action (Endorsement) Item –
Railroad Crossing Elimination Program

RAILROAD CROSSING ELIMINATION PROGRAM (RCEP) – EVALUATION

| Crossing | Location | Candidate Project | Design Status | Funding Status | Evaluation |
|-----------------------|----------------------|-------------------|---------------|------------------|---|
| <i>EAST SUBREGION</i> | | | | | |
| Prairie Creek Rd | Dallas | Yes | In Design | Partially Funded | Proposed RCEP Submittal – NCTCOG |
| BUS US 287 | Ennis | Potentially | In Design | Funded | Scheduled for Construction (FY 2024) |
| Westmoreland Rd | Dallas | Yes | Conceptual | Unknown | Proposed RCEP Submittal – City of Dallas |
| <i>WEST SUBREGION</i> | | | | | |
| Avondale-Haslet Rd | Haslet | Potentially | In Design | Funded | BUILD Grant Timing; RTC Action (April 2022) |
| Blue Mound Rd | Fort Worth | Future | None | None | Regional Rail Study – Needs Environmental / Design |
| Bonds Ranch Rd | Fort Worth | Future | None | None | Regional Rail Study – Needs Environmental / Design |
| Bailey Boswell Rd | Fort Worth / Saginaw | Future | None | None | Regional Rail Study – Needs Environmental / Design |
| Heritage Trace Pkwy | Fort Worth | Yes | Conceptual | Partially Funded | Recent RAISE Submittal – City of Fort Worth Regional Rail Study – Needs Environmental / Design |

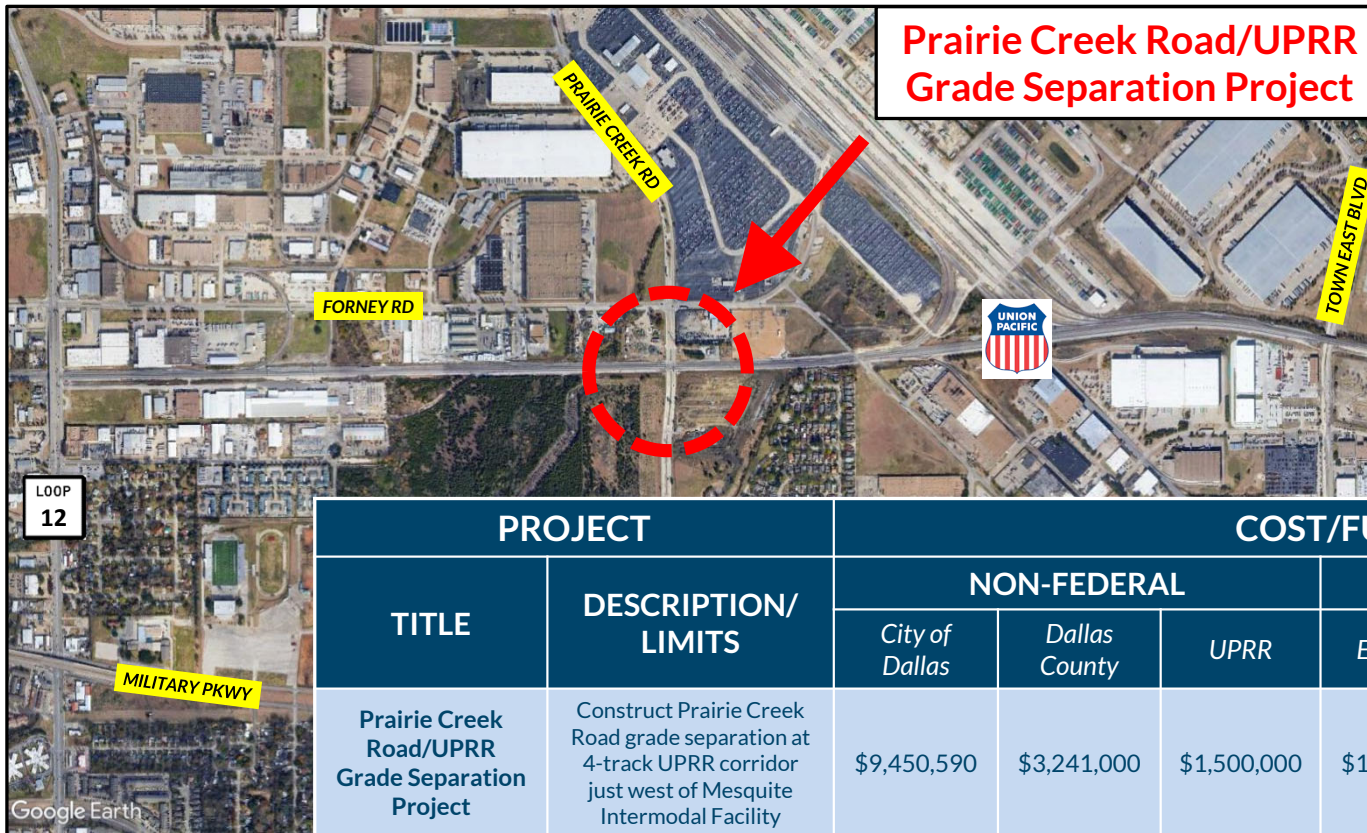
■ East/West Balance – USDOT Grant Opportunities:

- Project selection impacted by eligible applicants, submittal limits, project readiness, & various merit criteria
- Current examples: Bridge Improvement Program (west only), Safe Streets and Roads for All (east only)
- Increased emphasis on coordinating partnerships, advancing environmental/design, & identifying non-federal funding packages will increase project “slotting” capabilities for future solicitations



STTC Action (Endorsement) Item –
Railroad Crossing Elimination Program

RAILROAD CROSSING ELIMINATION PROGRAM (RCEP) – SUBMITTAL



| PROJECT | | COST/FUNDING STATUS | | | | | | |
|--|--|---------------------|------------------|-------------|-------------|-------------|--------------|--------------------------|
| TITLE | DESCRIPTION/ LIMITS | NON-FEDERAL | | | FEDERAL | | | TOTAL PROJECT COST |
| | | City of Dallas | Dallas County | UPRR | Earmark | CMAQ | RCEP Grant | |
| Prairie Creek Road/UPRR Grade Separation Project | Construct Prairie Creek Road grade separation at 4-track UPRR corridor just west of Mesquite Intermodal Facility | \$9,450,590 | \$3,241,000 | \$1,500,000 | \$1,602,360 | \$5,322,653 | \$15,138,299 | \$36,254,902 |



STTC Action (Endorsement) Item –
Railroad Crossing Elimination Program



RAILROAD CROSSING ELIMINATION PROGRAM (RCEP) – SCHEDULE

| | |
|---------------------------|---|
| July 6, 2022 | RCEP Notice of Funding Opportunity (NOFO) |
| September 8, 2022 | RTC Action |
| September 22, 2022 | Executive Board Action |
| September 23, 2022 | STTC Endorsement |
| October 4, 2022 | RCEP Submittal Deadline (Grants.gov) |



STTC Action (Endorsement) Item –
Railroad Crossing Elimination Program

RAILROAD CROSSING ELIMINATION PROGRAM (RCEP) – REQUESTED ACTION

Request STTC approval (endorsement) of:

Submittal of **Prairie Creek Road/Union Pacific Railroad Grade Separation Project** for funding consideration through the FY2022 Railroad Crossing Elimination Program (RCEP)

Administratively amending NCTCOG and State Transportation Improvement Programs (TIP/STIP), as well as other planning and administrative documents, to include the proposed project if selected for a FY2022 RCEP Grant award



STTC ACTION
RAILROAD CROSSING ELIMINATION PROGRAM

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STTC Action (Endorsement) Item –
Railroad Crossing Elimination Program



USDOT Bipartisan Infrastructure Law (BIL): <https://www.transportation.gov/bipartisan-infrastructure-law>

FRA Railroad Crossing Elimination Program (RCEP): <https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/railroad-crossing-elimination-grant-program>



Fact Sheet: The Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program

Overview

Sec. 25005 of the Bipartisan Infrastructure Law (BIL) establishes the Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program to “conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.” The program is appropriated at \$100M annually for fiscal years 2022–2026.

To accomplish the objectives identified in BIL, the SMART Grants Program will fund projects that focus on using technology interventions to solve real-world challenges facing communities today. This will require creativity and local experimentation. The SMART Program will support a range of approaches: new transportation applications of existing and emerging technologies; expanded and systematized use of proven technologies; and deep integration of solutions with existing transportation systems.

SMART funds purpose-driven innovation and discourages investment in technologies that do not provide a clear improvement over the status quo. The program puts [DOT’s Innovation Principles](#) into practice. The Department has outlined these six key, purpose-driven principles established to guide DOT in fostering innovation that serves the Biden-Harris Administration’s policy priorities. Successful projects will seek to build sustainable partnerships across sectors and levels of government and collaborate with industry, academia, and nonprofits.

SMART is a demonstration program. It is not designed to support fundamental research. In general, the systems and technologies demonstrated should be sufficiently developed such that there is good reason to anticipate public benefits from their deployment, but their application in public sector settings is not yet widespread. Proposals seeking funding for systems and technologies which are already well-established and broadly adopted will be less competitive.

SMART focuses on building data and technology capacity and experience for State, local, and Tribal governments. Technology investment is most beneficial when tailored to the needs of the community. SMART recognizes that many public sector agencies are challenged to find the resources and personnel to engage with new technologies. The program bridges this gap by providing a required planning phase, to help communities gain experience with innovative technologies. SMART supports a strong, diverse, and local workforce.



SMART is divided into two stages. The program structure is based on a belief that planning, prototyping, and teambuilding are critical to advancing the state of the practice for data and technology projects in the public sector. DOT anticipates that only recipients of Stage 1 Planning and Prototyping Grants will be eligible for Stage 2 Implementation Grants.

During Stage 1, public sector project leaders should build internal buy-in and partnerships with public, private, academic, nonprofit, and community organizations and community networks to refine and prototype their concepts, and report on results. At the conclusion of Stage 1, awardees should have the information to either create a fully realized implementation plan with robust performance metrics or to make an informed decision not to proceed with the concept. Stage 1 results may uncover previously unknown institutional barriers, technical limitations, or poor performance relative to conventional solutions. The SMART Program hopes to document lessons learned from Stage 1 projects, knowing that these findings will be broadly beneficial to the transportation sector.

Stage 2 implementation projects should result in a scaled-up demonstration of the concept, integrating it with the existing transportation system, and refining the concept such that it could be replicated by others. If demonstration at-scale identifies critical challenges, gaps, or negative impacts, they should be clearly stated and documented so that other communities that take on similar projects can learn from them and adapt.



Program Information

Important Dates (Subject to Change)

- **The SMART Notice of Funding Opportunity** will be issued in September 2022.
- **Applications will be due** in November 2022.

Summary Statutory Parameters

Program Objective: To conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.

Type of Program: Discretionary grant program.

Eligible Entities:

- State
- Political subdivision of a State
- Tribal government
- Public Transit Agency or Authority
- Public Toll Authority
- Metropolitan Planning Organization
- A group comprised of the above 2 or more eligible entities

Geographic Funding Allocation:

| Grantee type | Maximum funding (by Fiscal Year) |
|--|----------------------------------|
| Large communities | Not more than 40% |
| Midsized communities | Not more than 30% |
| Rural communities or regional partnerships | Not more than 30% |

Eligible Projects:

The statute outlines eight technology domains for SMART Grants. Each is complex and includes a wide range of technology inputs, data systems, and integrations with the transportation system. Recipients of SMART Grants are not expected to seek solutions in all eight technology domains through a single project. Teams will be required to identify at least one technology domain for their project, though some projects may naturally address two, three, or even four of the technology domains.

- **Coordinated Automation**—Use of automated transportation and autonomous vehicles while working to minimize the impact on the accessibility of any other user group or mode of travel.
- **Connected Vehicles**—Vehicles that send and receive information regarding vehicle movements in the network and use vehicle-to-vehicle and vehicle-to-everything communications to provide advanced and reliable connectivity.
- **Intelligent, Sensor-based Infrastructure**—Deployment and use of a collective intelligent infrastructure that allows sensors to collect and report real-time data to inform everyday transportation-related operations and performance.
- **Systems Integration**—Integration of intelligent transportation systems with other existing systems and other advanced transportation technologies.
- **Commerce Delivery and Logistics**—Innovative data and technological solutions supporting efficient goods movement, such as connected vehicle probe data, road weather data, or global positioning data to improve on-time pickup and delivery, improved travel time reliability, reduced fuel consumption and emissions, and reduced labor and vehicle maintenance costs.
- **Leveraging Use of Innovative Aviation Technology**—Leveraging the use of innovative aviation technologies, such as unmanned aircraft systems, to support transportation safety and efficiencies, including traffic monitoring and infrastructure inspection.
- **Smart Grid**—Developing a programmable and efficient energy transmission and distribution system to support the adoption or expansion of energy capture, electric vehicle deployment, or freight or commercial fleet fuel efficiency.
- **Smart Technology Traffic Signals**—Improving the active management and functioning of traffic signals, including through:
 - Use of automated traffic signal performance measures;
 - Implementing strategies, activities, and projects that support active management of traffic signal operations, including through optimization of corridor timing; improved vehicle, pedestrian, and bicycle detection at traffic signals; or the use of connected vehicle technologies;
 - Replacement of outdated traffic signals; or
 - For an eligible entity serving a population of less than 500,000, paying the costs of temporary staffing hours dedicated to updating traffic signal technology.

SMART Grant Program: Staff Briefing and Need for Local Match

Surface Transportation Technical Committee

September 23, 2022

Background

Strengthening Mobility and Revolutionizing Transportation Grant Program (SMART), Section 25005 of [IIJA](#) (23 [USC](#) sec. 502)

Purpose: *Secretary shall provide grants to eligible entities to conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.*

Funding: \$500M over five years (\$100M/yr.)

NOFO: Expected in September

USDOT Website: [Strengthening Mobility and Revolutionizing Transportation \(SMART\) Grants Program | US Department of Transportation](#)

Eligibility and Funding Splits

Eligible Entities: State; Political subdivision of State; Tribe; Transit agency; Public toll authority; MPO; Group of eligible entities

First year: Planning grants only/\$2 million maximum grant

Funding splits

- Large Communities (>400k): 40%
- Midsized Communities: 30%
- Rural/Regional Partnerships: 30%

Eligible Projects

Coordinated Automation

Connected Vehicles

Intelligent Sensor-Based Infrastructure

Intelligent Transportation Systems Integration

Commerce Delivery and Logistics

Innovative Aviation Technology

Smart Grid for EVs

Smart Technology Traffic Signals

Priority Projects

1. Demonstrate smart city or community technologies in repeatable ways that can rapidly be scaled;
2. Encourage public and private sharing of data and best practices;
3. Encourage private-sector innovation by promoting industry-driven technology standards, open platforms, technology-neutral requirements, and interoperability;
4. Promote a skilled workforce that is inclusive of minority or disadvantaged groups;
5. Allow for the measurement and validation of the cost savings and performance improvements associated with the installation and use of smart city or community technologies and practices;
6. Encourage the adoption of smart city or community technologies by communities;
7. Promote industry practices regarding cybersecurity; and
8. Safeguard individual privacy.

Evaluation Criteria #1: Community Factors

1. Has a public transportation system or other transit options capable of integration with other systems to improve mobility and efficiency;
2. Has a population density and transportation needs conducive to demonstrating proposed strategies;
3. Has continuity of committed leadership and the functional capacity to carry out the proposed project;
4. Is committed to open data sharing with the public; and
5. Is likely to successfully implement the proposed eligible project, including through technical and financial commitments from the public and private sectors.

Evaluation Criteria #2: Significant Benefits

1. Reduce congestion
2. Improve safety/integrate bike & peds
3. Improve/expand access; reduce transportation costs
4. Economic competitiveness
5. Reliability
6. Connectivity—e.g., V2X
7. Incentivize private sector investment
8. Energy efficiency/pollution reduction
9. Resiliency
10. Emergency response

SMART NCTCOG Staff Outreach Efforts

6/21/22: NCTCOG staff briefing

6/28/22: Briefing for STTC members and other regional partners

8/2/22: Distributed notice of USDOT webinar on SMART program

Various: Multiple brainstorming sessions

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Overview of Actions Affecting Eastern/Western Funding Shares
(\$ in Millions, as of August 2022)

| Date | Projects/Programs | Relevant Actions | | Cumulative Total | |
|---|---|------------------|------------|------------------|---------------|
| | | West | East | West | East |
| Mar-13 | Final SAFETEA-LU East-West Equity Total | \$649.76 | \$1,558.48 | \$649.76 | \$1,558.48 |
| Jan-16 | Final MAP-21 East-West Equity Total | \$320.98 | \$847.62 | \$970.74 | \$2,406.10 |
| Nov-21 | Final FAST Act East-West Equity Total | \$429.59 | \$1,482.99 | \$1,400.33 | \$3,889.09 |
| Aug-22 | Category 12 Strategic Priority and Texas Clear Lanes funding for various projects in the East (US 75 in Collin County, Spur 399 in Collin County, IH 30 in Dallas County, US 80 in Dallas County, and IH 35W in Denton County) and in the West (IH 20 in Tarrant County) as approved in the 2023 Unified Transportation Program (UTP) | \$100.00 | \$473.81 | \$1,500.33 | \$4,362.90 |
| Aug-22 | Category 12 Strategic Priority funding for projects as part of the Southeast Connector Category 2/Category 12 Funding Exchange, which allowed part of the SE Connector project to advance, benefiting the Western subregion | \$468.00 | \$0.00 | \$1,968.33 | \$4,362.90 |
| Updated IIJA Equity Percentage Share as of August 2022 | | | | 31.09% | 68.91% |

| Cumulative East-West Equity Share | Cumulative Total | |
|-----------------------------------|------------------|------------|
| | West | East |
| Cumulative Total | \$1,968.33 | \$4,362.90 |
| Cumulative Percentage Shares | 31.09% | 68.91% |
| RTC Approved Target Shares | 31% | 69% |

DRAFT

**North Texas Center for Mobility Technologies
Sponsored Research Project Funding Report**

SP-3-2021 Research and Development of Edge-Centric Hosted 5G Infrastructure Test Platform

Background

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

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

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

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

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

Project Overview

Project Title: SP-3-2021 Research and Development of Edge-Centric Hosted 5G Infrastructure Test Platform

Summary: The purpose of the project is to develop and edge-centric hosted 5G infrastructure test platform for secure, private, low-cost, and delay-sensitive applications. Successful execution of this project will provide significant 5G wireless communication testbed infrastructure to support a wide range of research projects in mobility technologies, unmanned aerial vehicles, autonomous ground vehicles, mobile edge computing and public safety communications for researchers at UNT as well as research partners from the local universities and industry in the DFW region.

Technical Approach

5G is expected to provide gigabits of bandwidth per second and ultra-low latency. 5G is further optimized when the system components are at the edge, but in larger scale deployments it is inherently more difficult and challenging due to cost and infrastructure requirements. To overcome these challenges, an ETSI standard called Mobile Edge Computing (MEC) comes into play, and by marrying MEC and 5G higher bandwidth and lower latency levels can be achieved while preserving the independency of the private networks. In this project, UNT and COMSovereign will collaborate to develop a 5G capability that enables advanced research on 5G and applications using MEC concepts. Such an approach enables a more cost-effective deployment of resilient, private 5G networks while facilitating high speed bandwidths and ultra-low latencies. Below is a proposed list of tasks for this project:

- Task 1: Research, scale, and acquire hardware and components for a 5G system (COMSovereign provided the 5G system based on the recommendations from UNT research team).
- Task 2: Assemble, install, and develop the 5G test platform at the University (UNT research team).
- Task 3: Deploy and configure the COMSovereign 5G System with software components for the 5GCN core network (AMF, SMF and UPF) and the 5G gNB radio (CU/DU) (COMSovereign provided the software).
- Task 4: Integrate 5G radio unit (RU) with the 5G system and operationalize it with a variety of industry standard 5G handsets/terminals (COMSovereign provided the RU based on frequency of operation recommendations from UNT research team).
- Task 5: Study, research, and integrate advanced eSIM features and situational awareness applications for public safety, drone operations, and MEC with the 5G system to make it fully operational with 5G handsets (UNT research team).
- Task 6: Study, research, and integrate 5G system's UE modems with drones for aerial 5G operations (UNT research team).

Impacts of the Research:

The Edge-Centric Hosted 5G Infrastructure Test Platform will enable UNT to expand its research into a multitude of applications and relevant use cases (e.g., public safety, aerial networks, autonomous and unmanned operations, ultra-low latency operations such as factory automation, precision farming, and smart cities, campuses, and homes). In addition, the 5G infrastructure test platform will be available not only for UNT, but also research partners from the other universities, industry, and government clients in the DFW region.

Research sponsor: [COMSovereign](#)

University leads: Dr. Xinrong Li and Dr.Kamesh Namuduri (UNT)

Project budget: \$500,000

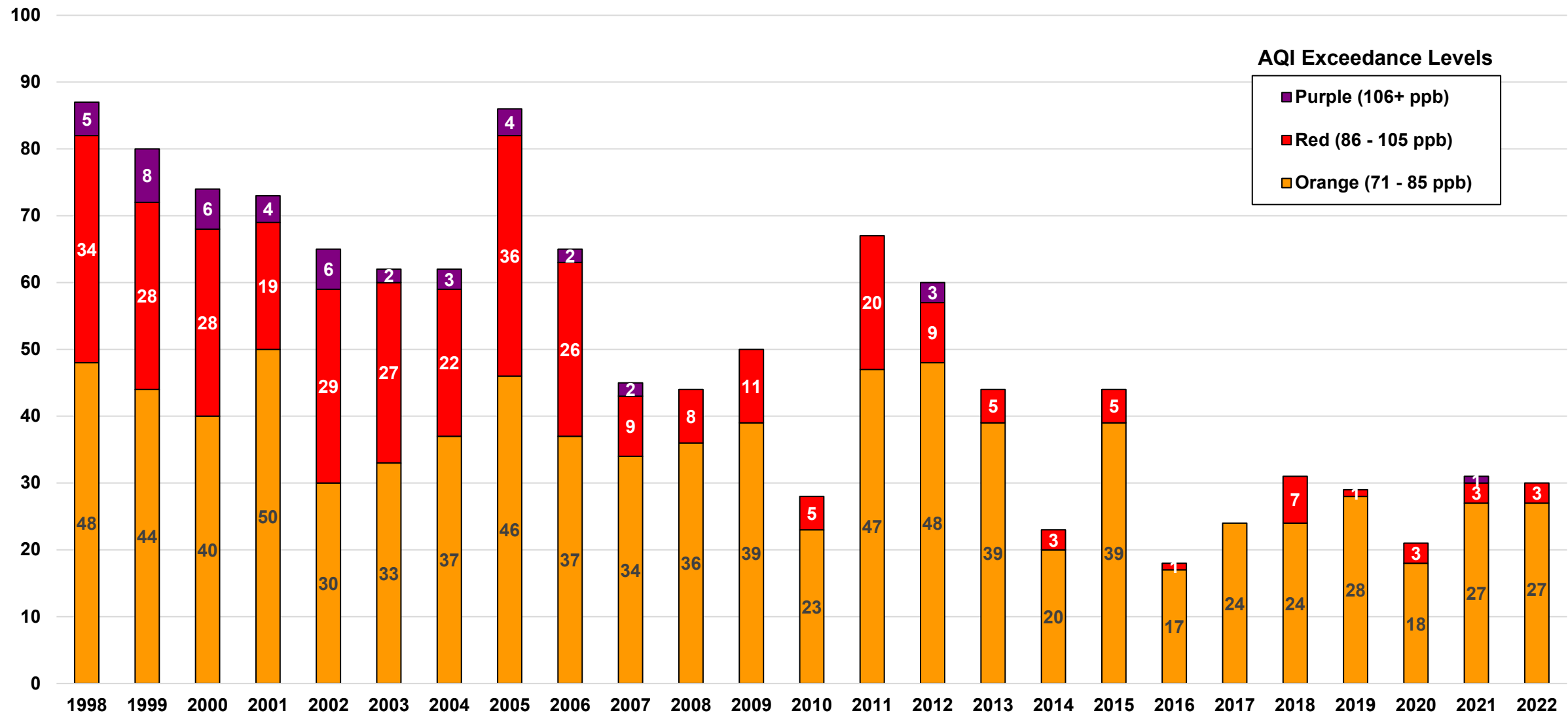
NCTCOG Contribution: \$125,000

RTC Goals Advanced: (1) Improved access; (2) Economic Development; (3) Technology leadership

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

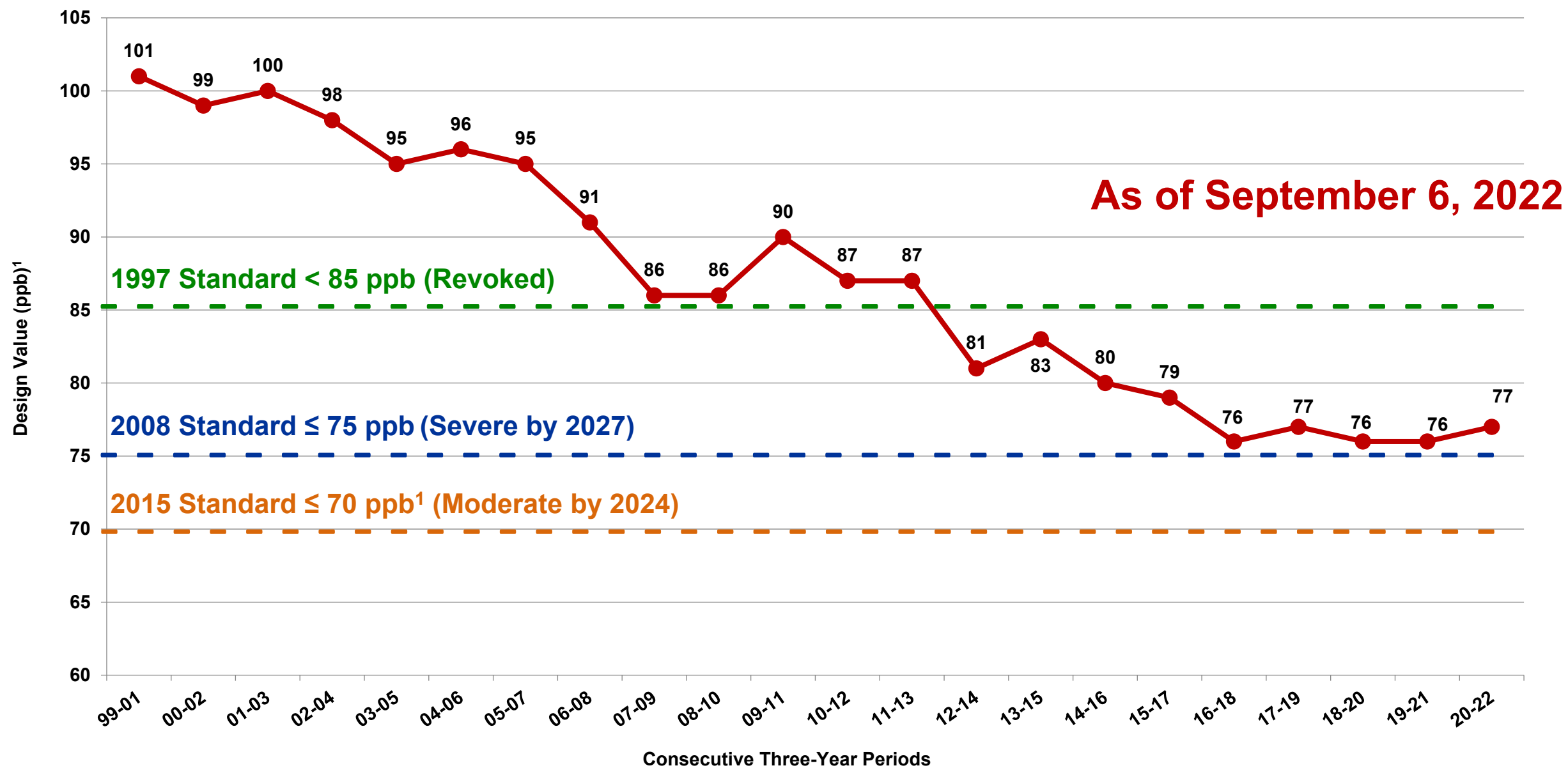
8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤70 ppb (As of September 6, 2022)



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

8-HOUR OZONE NAAQS HISTORICAL TRENDS



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

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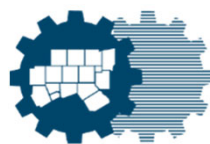


NATIONAL DRIVE ELECTRIC WEEK

charges

DALLAS

**Experience a wide variety of electric vehicles
Mix and mingle with local owners • Take
a ride or test drive • Information from
recharging companies and innovative
energy solutions • Explore Dallas Area
Rapid Transit (DART) electric bus and related
job opportunities • Food trucks will be
available for a quick bite!**



evnt
Electric Vehicles North Texas

National Drive Electric Week Events and How to Get Involved

Collaborating partners:

NCTCOG, DFWCC, City of Dallas, Oncor, North Texas Electric Auto Owners, and the North Texas Tesla Owners Group

10.2.22 • Dallas City Hall • Register @ driveelectricdfw.org

National Drive Electric Week Webinars

NDEW 2022: September 23 – October 2

- Fleet Electric Vehicle Roundtable:
9/27/22 from 2:00 – 3:00 pm
- Unveiling: Electric Vehicles North Texas
Website Mapping Tool and National EV
Infrastructure Program Siting Tools:
9/28/22 from 1:00 - 2:30 pm
- How to Plan A Ride and Drive Event:
9/29/22 from 10:00 - 11:30 am

For more information on these webinars and to register, visit:

www.driveelectricdfw.org



Image Provided By: Ken Oltmann/CoServ



NDEW Events and How to Get Involved

National Drive Electric Week Event

Event Details:

- Sunday, October 2 at Dallas City Hall,
3 pm – 6 pm
- Chance for the public to learn about EVs from experts – including current owners
- Showcase of a variety of makes and models of EVs
- Opportunity to visit with EV owners and technology vendors
- Food trucks

Register for the event here:

www.driveelectricdfw.org



Get Involved!

Promote

Share the info for our National Drive Electric Week events using the Marketing Toolkit found on our website:

www.driveelectricdfw.org

Toolkit Contents:

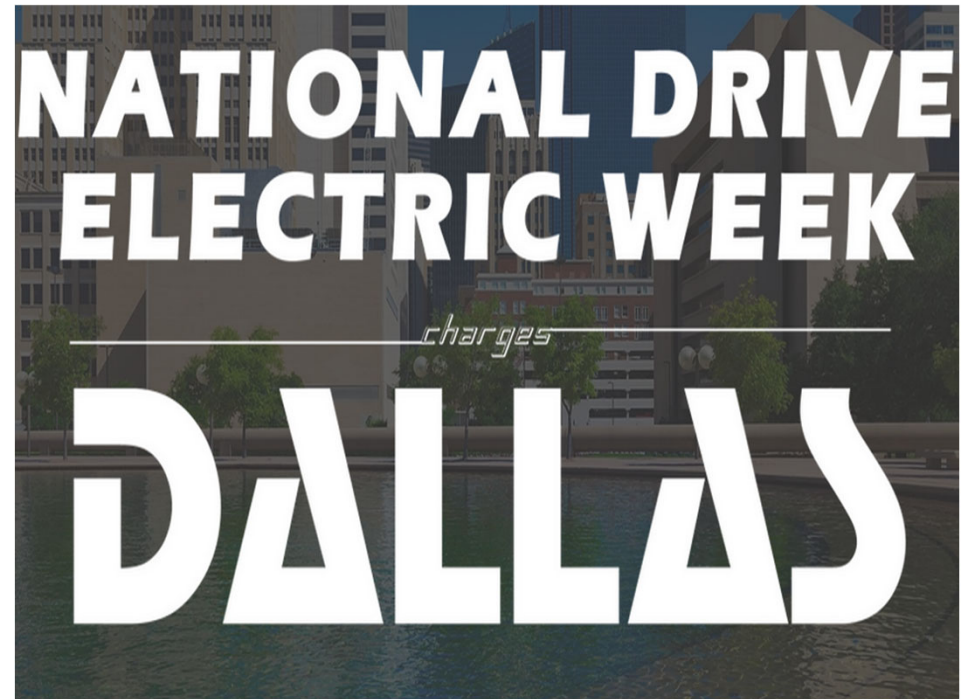
- Event Flyer
- Event Teaser Graphic
- Social Media Messaging

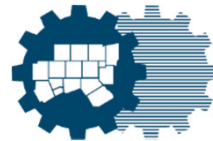
All including templates for partners to include their information.

Attend

Join us for any of the webinars or the event at Dallas City Hall. Use this link to register:

www.driveelectricdfw.org





NCTCOG PRESENTATION

Local Clean Air Project Spotlight

Surface Transportation Technical Committee

September 23, 2022

North Central Texas Council of Governments

Project Spotlight – Alliance Aviation Management

| | |
|--|---|
| Awarded Project | Two Electric Powered Aircraft Tugs; 100% NOx Emissions Reduction at Location |
| Technology Replaced | Two Diesel Engine Powered Aircraft Tugs |
| Project Geographic Area | Operating at Alliance Airport, Fort Worth |
| Awarded Amount Total Project Cost | \$108,770 \$250,597 |
| Call for Project | North Texas Emissions Reduction Project 2020 |
| Funding Source | Environmental Protection Agency National Clean Diesel Funding Assistance Program |



Project Spotlight – Alliance Aviation Management



Aircraft Tug Side Profile



Aircraft Tug Batteries



Aircraft Tug Electric Motor



Contact Us

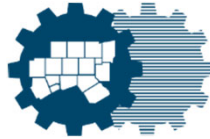


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Car Care Awareness Community Partnerships

Surface Transportation Technical Committee
September 23, 2022
North Central Texas Council of Governments

Car Care Awareness

Program Goal

Advance air quality benefits for the region

Inform vehicle owners and general public about proper vehicle maintenance

Educate vehicle owner and general public about check engine light importance and meaning

Build stronger community relations

Aligning nationally with the April and October Car Care Awareness months



Community Partnerships

Current Efforts

Partnering with nonprofit organizations and vehicle repair shops to provide focused outreach

- See website for upcoming events
- Contact staff if interested in an event in your area

Providing Car Care Awareness digital toolkits and educational materials to local governments and organizations upon request

Updating Car Care Awareness website with vehicle maintenance tips and online education materials for download

North Texas Car Care Awareness



www.ntxcarcare.org



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MINUTES

**Regional Transportation Council
PUBLIC MEETING**

Interstate 45 Zero-Emission Vehicle Infrastructure Deployment Plan

2022 Access North Texas Update

Regional Pedestrian Safety Action Plan: 2022 Update

Federal Performance Measures Update

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, August 8, 2022 at noon in Arlington. Patrons could attend in person, via phone, or view the live stream at www.nctcog.org/input. Chris Klaus, Senior Program Manager, moderated the meeting, attended by 90 people.

Public Meeting Purpose and Topics

The public meeting was held in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the metropolitan planning organization, and amended on November 8, 2018. Staff presented information about:

- Interstate 45 Zero-Emission Vehicle Infrastructure Deployment Plan – **presented by Soria Adibi**
- 2022 Access North Texas Update – **presented by Rachel Jenkins**
- Regional Pedestrian Safety Action Plan: 2022 Update – **presented by Julie Anderson**
- Federal Performance Measures Update – **presented by Jenny Narvaez and Ezra Pratt**

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

Summary of Presentations

Interstate 45 Zero-Emission Vehicle Infrastructure Deployment Plan presentation:
<https://www.nctcog.org/getmedia/d9c0e5a8-64a7-4c20-a61d-3dbc735b7c28/IH-45-0-Emissions.pdf.aspx>

The Federal Highway Administration (FHWA) awarded funding to NCTCOG to develop a plan for infrastructure to support both battery electric and hydrogen fuel cell electric vehicles along IH 45 from Dallas to Houston.

The goals of the plan include the following:

- Provide actionable recommendations to facilitate battery electric and hydrogen fuel cell electric deployments
- Support future strategic initiatives
- Engage a wide range of stakeholders
- Acknowledge the need to revisit in three to five years

Additional details related to data collection and infrastructure recommendations as well as a detailed timeline of the project can be viewed at:

<https://www.nctcog.org/getmedia/d9c0e5a8-64a7-4c20-a61d-3dbc735b7c28/IH-45-0-Emissions.pdf.aspx>.

The projected submission date of the Interstate 45 Zero-Emission Vehicle Infrastructure Deployment Plan to the Texas Department of Transportation is August 31, 2022.

2022 Access North Texas Update presentation:

<https://www.nctcog.org/getmedia/20bf2732-67ef-4857-9f97-64ba1bae468b/2022-Access-North-Texas-Update.pdf.aspx>

Access North Texas is a regional public transportation coordination plan that identifies public transportation needs of older adults, individuals with disabilities, low-income individuals, and others with transportation challenges. The plan meets federal and State requirements for transit coordination in the region's 16 counties and includes specific strategies to address needs, eliminate gaps in service, and avoid duplication of services.

The Regional Transportation Council (RTC) adopted the last update in 2018, and updates are required every four to five years. The 2022 Update encourages coordination and non-traditional transit solutions, includes new regional goals and prioritized county strategies, and may be used to guide funding and project implementation decisions.

Outreach strategies for the 2022 Update included the following:

- Outreach to over 2,900 individuals, including members of the public, transit riders, transit agencies, non-profit organizations, health and human service agencies, educational institutions, elected officials, and local government staff
- Twenty-eight outreach meetings, with a total of 84 attendees
- Public transportation survey in English and Spanish that received over 1,500 responses from individuals and agencies

NCTCOG staff also utilized the Transit Accessibility Improvement Tool (TAIT) to identify populations that may depend on public transportation, collected demographic data, and identified existing transportation resources.

The 2022 Access North Texas regional goals include the following:

- Plan and develop transportation options by assessing community needs and challenges
- Implement services by enhancing transportation options and expanding where service gaps exist
- Coordinate with transportation providers, public agencies, and stakeholders to increase efficiencies
- Support public transportation recovery and growth
- Promote access and information about available transit

RTC is scheduled to take action on the 2022 Access North Texas Update on Sept. 8, 2022.

Regional Pedestrian Safety Action Plan: 2022 Update presentation:

<https://www.nctcog.org/getmedia/86b4b737-0493-48c1-9a27-5da6eb1d4d8a/Regional-Pedestrian-Safety-Action-Plan.pdf.aspx>

The Regional Pedestrian Safety Action Plan (PSAP) was endorsed by the Regional Transportation Council (RTC) on June 20, 2021. The RTC adopted the plan by reference as part of the Mobility 2045 - 2022 Update on June 9, 2022.

Benefits of the plan include enhancing Mobility 2045 goals and policies with a more targeted focus on pedestrian safety, creating a specific roadmap for improvements in the region, and creating a template for partners to develop detailed local plans. The PSAP is reviewed on an annual basis, and an annual implementation summary report is produced.

Updates made to the PSAP include the following:

- Added environmental justice analysis
- Added more information on annual monitoring and outcomes
- Removed duplicative tables of safety corridors in Appendix B

The RTC took action on the Regional Pedestrian Safety Action Plan: 2022 Update on August 18, 2022.

Federal Performance Measures Update presentation:

<https://www.nctcog.org/getmedia/ac1a59b8-907e-48e3-83c6-2952dd7e098b/Federal-Performance-Measures.pdf.aspx>

A performance measurement is a framework for relating observed performance of the transportation system to regional goals and priorities, planning processes, and project selection and policies. A measure is usually calculated from regularly updated data and a target is then established for where the measurement should be.

NCTCOG conducts a variety of activities related to performance measures, including the creation of Progress North Texas and the examination of COVID-19's impact on the transportation system. Some performance measures are required by federal legislation.

This presentation focuses on sets of performance measures established by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The first set of measures, known as PM3, are related to various aspects of the transportation system, including reliability, congestion, mode choice, and emissions. The Regional Transportation Council (RTC) is set to adopt new performance measure targets for 2024 and 2026.

The second set of performance measures is related to Transit Asset Management (TAM), a business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair. The RTC adopted initial regional TAM targets on December 14, 2017, and NCTCOG staff is actively working with providers to meet targets through the Cooperative Vehicle Procurement Program. Regional targets need to be either reaffirmed or updated. Targets need to be adopted for FY2023-2026.

Additional details for each performance measure and set targets can be viewed at: <https://www.nctcog.org/getmedia/ac1a59b8-907e-48e3-83c6-2952dd7e098b/Federal-Performance-Measures.pdf.aspx>.

The RTC will take action on all final targets on September 8, 2022.

COMMENTS RECEIVED DURING THE MEETING

Regional Pedestrian Safety Action Plan: 2022 Update

Phyllis Silver, Citizen

A. Bicycle and pedestrian safety advertisements

Comment: I've noticed recently there's been an increased number of educational advertisements on the television. I think it's great because so many motorists really don't pay attention to pedestrians. Does NCTCOG have something to do with initiating this?

Summary of Response by Julie Anderson: Thank you for your question. We have worked with our partners recently to get the word out about bicycle and pedestrian safety. We also have our own safety campaign called Look Out Texans (LOT). We don't have anything active going on right now, but we do have plans for additional LOT messaging to go out perhaps later this year or next year.

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

Social Media

Facebook Advertisement

A Facebook advertisement was posted from July 29, 2022 - August 8, 2022 to promote the August public meeting:



The Facebook ad received a total of 187 comments, 31 shares, and 109 reactions. Of the 187 comments, the majority focused on the Interstate 45 Zero-Emission Vehicle Infrastructure Deployment Plan, including questions about the role of the public sector, the necessity of the plan, and general opinions about electric vehicles.

NCTCOG posted an official comment on August 8, 2022 and thanked residents for responding to the ad, explained NCTCOG's purpose, and provided ways to submit additional comments and questions for public record.

Please see Attachment 1 for a full list of the comments received as well as NCTCOG's response.

Mail

Other

Phyllis Silver, Citizen

Please see Attachment 2 for comments submitted via postal mail.



NCTCOG Transportation Department

Published by [Jordan Smith](#) · July 29 at 4:13 PM · 🌐



Zero-Emission Vehicle Infrastructure Deployment Plan, Access North Texas, and more for review/comment

TRANSPORTATION PUBLIC MEETING

AUGUST 8 · NOON · 616 SIX FLAGS DR. ARLINGTON, TX

SUBMIT COMMENTS & QUESTIONS TO NCTCOG:



@nctcogtrans

transinfo@nctcog.org | nctcog.org/input

Phone: 817-695-9240 | Fax: 817-640-3028

P.O. Box 5888, Arlington, TX 76005-5888



NCTCOG.ORG

August Public Meeting

[Learn more](#)

We want feedback! Meeting 8/8 @ noon

[See insights and ads](#)

[Boost post](#)



109

187 Comments 31 Shares

Like

Comment

Share

Most relevant



Write a comment...





Author

NCTCOG Transportation Department

We appreciate everyone providing their thoughts and input on the transportation topics for our August 2022 public meeting. The North Central Texas Council of Governments (NCTCOG) is the Metropolitan Planning Organization (MPO) for the 12-county Dallas-Fort Worth region. The NCTCOG Transportation Department works on a variety of projects and initiatives, including roadways, bicycle/pedestrian infrastructure, aviation, public transportation, safety, congestion management, air quality, etc. We welcome your feedback on any of the aforementioned topics, and our contact information is enclosed below. Thank you.

Email: nctcogAugust22@PublicInput.com

Phone: (855) 925-2801 (Enter code 6343)

Fax: (817) 640-3028

Mail: P.O. Box 5888, Arlington, Texas 76005



Like Reply 5d



Keith Riden

[NCTCOG Transportation Department](#) No help or tax payer money for EV infrastructure development. Let the EV manufacturers and the private sector pay for it, not the tax payer.



Like Reply [Send Message](#) 4d



Barry Thompson

Will you address the recycling of EVs as they end their service life (which is a much shorter span than for combustion-engine vehicles? Especially dealing with worn-out batteries must be a priority.

Like Reply [Send Message](#) 2d



Keith Riden

[Barry Thompson](#) That is one area of the green movement they do not want to address or the public to know about. The toxic waste batteries produce. Green energy producing toxic waste is not good for their agenda of making money. Remember you are not to throw away small house hold or (gas) car batteries into the local garbage dump (acid). How are they going to dispose of EV batteries.



Like Reply [Send Message](#) 2d



Write a reply...



Albert Bennett

We could lower the emissions around the world . Just by grounding all flights .

Like Reply [Send Message](#) 1d



David Clink II

Stop building elitist Toll express lanes and concentrate on actually moving traffic to reduce emissions.

Like Reply [Send Message](#) 1d



Becky McCay Paxson

Give me a good gasoline engine anytime, climate change is a joke.

Like Reply [Send Message](#) 2d



Ronnie Beale

Nctcog is just bloated government organizations that is only interested in political agenda. Not what is good for Texas or it's citizens

Like Reply [Send Message](#) 2d



Jean Hillyer

This thing really sucks the life out of my Facebook feed. It won't load and I can't scroll past it. Enough already!

Like Reply [Send Message](#) 2d



Jack Kean

so, the federal government gives you all a grant to do this study. How many KWH are needed to propel a fully loaded 18 wheeler from Houston to Dallas? What is the current range of a Electric or Hydrogen powered 18 wheeler? When has anything developed and built based on plans made by the NTCOG worked? Can you list a few of the successes? This is a solution based on "Vapor Ware". Why should any form of government try to develop something like this? If it is needed and necessary, the free market will figure it out and do it. Finally, Is the NTCOG involved with the driverless 18 wheeler testing being conducted up and down this corridor?

Like Reply [Send Message](#) 3d



Jamal Harvey

To all of you complaining and misunderstanding, why not go to the meeting and ask questions and voice your concerns? Take the information given and do further research if necessary. Don't just come on here and complain. If you don't go and a decision is made that you



Jere Tucker

How about the battery that we taxpayers paid for the study the size of a bowling ball that the DOE gave to china? This will blow people's minds when they read about this battery. VANADIUM remember this name ! The DOE gave away this technology.... And now fort Worth will be playing in this technology to restart this hope they get this going . It's unbelievable what this. Battery can do.

Like Reply [Send Message](#) 4d Edited



Sharon Cromwell

Have y'all seen the electric buses going up in flames? Now is not the time to be wasting money on electric buses, until they figure out a better battery system. Stop wasting tax payer dollars!

Like Reply [Send Message](#) 4d



Pam Ayers

They might want to consider China is going to ditch The Green New Deal. Who supplies the materials and batteries for EV?

Like Reply [Send Message](#) 4d



Julie Spehar

We don't have enough power plants to run what we have now, much less electric vehicles!

Like Reply [Send Message](#) 4d



Lynn Bonaparte

Stay in your lane. I don't brake for zero emissions.

Like Reply [Send Message](#) 4d



Doug Malone

Connect the wind farms in west Texas with an actual transmission system that can benefit the areas that really need the wind supplement and build more nuclear plants to support all these new needs and still keep home/office/factory AC running.

Like Reply [Send Message](#) 5d



Joe Perry replied · 5 Replies



Keith Riden

Why is NCTCOG involed in this type of infrasture development? Private Interprizes or EV manufactures should be providing infrasture development and support for thier own product not Local, state or federal government. No tax payers money should be used to



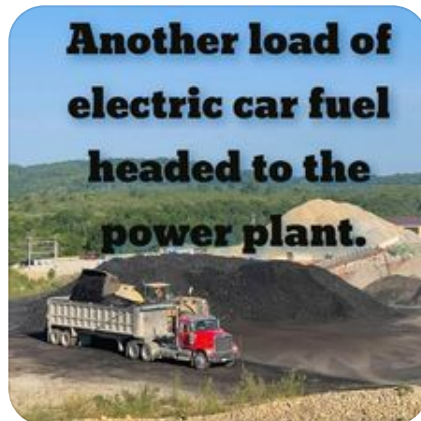
Benny Edmunds

No such thing even pedal cars emit your CO2, where does electricity come from coal, nukes or other plants

Like Reply [Send Message](#) 6d



Rick Cheatham



Like Reply [Send Message](#) 6d



Carla Oefinger

So totally happy with our gasoline vehicle!!!

Like Reply [Send Message](#) 6d



Roland Caston

Read the comments. You have little support

Like Reply 1w



Roland Caston

The public is suffering at the hand of this green energy leftist "leadership"

Like Reply 1w



D'Anne Thompson

Better get off of Facebook and show up to the meeting



Like Reply 1w



Andrew Smith

So people that can afford an electric car get subsidized by taxpayers that can't afford one. Then they pay a gas tax for people that can afford an EV that they don't pay a tax to drive. Seems fair.

Like Reply 1w



Andrew Bottorff

Want feedback? Don't waste my money on this.... Did government pay for gas stations? Didn't think so. When demand is there businesses will instal them



DH Tank

Keep government out of it! Gas stations were funded by major oil companies and independents. So should charging stations be funded by utility companies. If the government gives, it can also take away.

Like Reply 1w



Richard Swaim

These agencies government agencies to stay out of it let the private sector do its thing when it makes sense people will buy EVS but it doesn't make sense right now if someone wants to buy one go ahead nobody's stopping them

Like Reply 1w



Most Relevant is selected, so some replies may have been filtered out.



Write a reply...



Greg Haughey

I feel somebody reaching for my wallet already! 🤔

Like Reply 1w



Marty Larkin

Sounds like a job for the private sector.

Like Reply 1w



Serena Keeler

Have you seen the Teslas recharging with gas generators? Don't California my Texas.

Like Reply 1w



Chris Br

[Serena Keeler](#) too late for that. The time was 8-10 years ago

Like Reply 1w



Write a reply...



Rick Cheatham



Like Reply 1w



Mike Masterson

Why do any of us have to give up our gasoline engines? I'm perfectly happy with my Elantra that gives me an average 36mpg. I'll be even happier when gas and oil production is deregulated again and small producers can get back in the game. Which in turn... **See more**

Like Reply 1w



Katherine J Wright

[Mike Masterson](#) yes like an alternator

Like Reply [Send Message](#) 5d



Write a reply...



Gordon Scruggs

Many comments, but I don't think many have read it and understand what's going on. topics being discussed are Interstate 45 Zero-Emission Vehicle Infrastructure Deployment Plan, 2022 Access North Texas Update, Regional Pedestrian Safety Action Plan... **See more**

Like Reply 1w



R Keith Carson

[Gordon Scruggs](#) I am all for lowering emissions, but ZERO-EMISSION is not attainable. The U.S. has been improving it's emission rates and we can possibly do better without constructing more toll lanes or forcing everyone to purchase EV.

Like Reply 1w



Gordon Scruggs

[R Keith Carson](#) I agree. This meeting has nothing to do with legislation. It has to do with how local, state, and federal funding is used to enhance transportation in North Central Texas.

The RTC is very open to ideas and has pushed hard to get more public input. If you have an interest, I strongly encourage you to get involved.

Like Reply 1w



R Keith Carson

[Gordon Scruggs](#) Since I moved from N Tarrant County due to the increased construction to build toll lanes that will be managed by foreign companies, I will not attend that meeting. However, I live close to 45 now and would attend meetings closer to my area. The High-Speed train between Dallas/Hoston has fallen apart. I agreed more with that idea than more toll lanes.

Like Reply 1w



Gordon Scruggs

[R Keith Carson](#) again, I agree with you. I believe you can attend the meeting remotely.

Like Reply 1w



Nevil Williamson

[Gordon Scruggs](#) bottom line, what we had is way better than where they want to take us.

Like Reply 1w



Gordon Scruggs

[Nevil Williamson](#) People are already going that way. <https://www.bloomberg.com/.../us-electric-car-sales-reach...>



BLOOMBERG.COM

US Crosses the Electric-Car Tipping Point for Mass...

Like Reply 1w



Gordon Scruggs

[Nevil Williamson](#) By the way, NCTCOG is not trying to take us anywhere. They are just trying to determine how best to facilitate transportation with the funding available for the North Texas area.

Like Reply 1w



Nevil Williamson

[Gordon Scruggs](#) time will tell. No offense I call b.s.

Like Reply 1w



Katherine J Wright

[Gordon Scruggs](#) u stating I am sure, does not make ur statement a fact

Like Reply [Send Message](#) 5d

Chester Nolen

[Gordon Scruggs](#) just another method to waste the taxpayer s dollars.

Like Reply [Send Message](#) 5d



Write a reply...



Jerry Martin

Sounds as dumb as free college. No such thing.

Like Reply 1w



Laura Hansen Pool

Where's my Texas? How'd we get roped into this false flag of climate change and EV efficiency? THINK!

Like Reply 1w



David Vines

[Laura Hansen Pool](#) the Republicans teach us to hate it then make it happen anyway. Then blame the Democrats

Like Reply [Send Message](#) 6d



Write a reply...



Michael Brooks

There are NO zero emission Vehicle. They all need something to power them and that something will always have some type of emissions.

Like Reply 1w



David Nixon

[Michael Brooks](#) very true. But CNG is not carbon based, is plentiful and much more sensible than batteries. The cost in dollars to manufacture batteries along with the short lifespan of one charge makes batteries ridiculous. When you realize that companies like Ford are not backing their products , batteries become a racket.

Like Reply [Send Message](#) 6d



AC Hale

David Nixon CNG (methane, CH₄) has literally 1 atom of carbon and 4 of hydrogen. Yes, it's carbon based.

Like Reply [Send Message](#) 5d Edited



Write a reply...



Donnie Ray Ricks

Stay in your lane. EVs are impractical for Texas, and priced beyond what working families can afford. Combine this with the inability of the grid to meet current needs and this ignorant move will crash our electric grid. Then what?

Like Reply 1w



Paul Miller

[Donnie Ray Ricks](#) I agree with you 100% . All the electric cars should go to the blue states That have educated , talented engineers and scientists that can solve the problems that simple Texans cannot !

Like Reply [Send Message](#) 4d



Write a reply...



Melissa Robbins

Absurd. We the people need to call,fax email and show up state the data and we arent going for it. This is freedom to move about work and travel being squashed. None off this bologna is going to bring it to zero emissions.

Like Reply 1w



James Parsons

Zero emissions means that the emissions are transferred to a power plant someplace else! Unfortunately we are already have power issues and unless more plants are built it will get worse!

Like Reply 1w



Most Relevant is selected, so some replies may have been filtered out.



Russell Riggan

James Parsons Go further up the supply chain. Mining the iron ore for the steel and lithium requires energy. The plastic for bumper covers + interior parts comes from *gasp* fossil fuels...

Like Reply 1w Edited

Most Relevant is selected, so some replies may have been filtered out.



Write a reply...



Russell Riggan

There is no such thing as a zero emission vehicle.

Like Reply 1w



Connie Trent Roberts

Show up in force and voice your feelings at these meetings-or face the consequences of inaction.

Like Reply 1w



George J Csahanin

[Connie Trent Roberts](#) pointless. The back room deals are already cut. You can have thousands show up and it makes no difference.

Like Reply 1w



Connie Trent Roberts

[George J Csahanin](#) I agree to a point, however, if they don't show up in person to try and effect change and be heard, then there's no use in them griping here. Put that collective energy to use, and at least try.

Like Reply 1w



Write a reply...



Clifton Montgomery

There is no such thing as zero emissions. We barely have enough electricity to heat and cool our homes. Where is the power for these vehicles going to come from? People are watching and when the technology is viable, will consider it an option. It is not for many people yet.

Like Reply 1w



Most Relevant is selected, so some replies may have been filtered out.



Write a reply...



Thomas Krause

Stop the insanity! Who's idea is this?

Like Reply 1w



Robert Spencer

Absolute waste of money. Solar activity dictates the weather on Earth. Where does that recharge electricity come from? Fossil fuels, coal, hydro, and nuclear; of course robbing those energies from peoples needs. I'm really sick of the stupid Green Religion based entirely on ignorant emotional superstition. Show me the proof... Ahhh yes, there is none.

Like Reply 1w



Bill Whitmore

Electric vehicles?

How does states and federal "gasoline tax" get collected to pay for roads???

HUMMM???

Like **Reply** 1w



Most Relevant is selected, so some replies may have been filtered out.



George J Csahanin

[Bill Whitmore](#) they'd have plenty if they didn't divert gas tax to dumb ass stuff like government schools

Unhide 1w

Most Relevant is selected, so some replies may have been filtered out.



Write a reply...



Katelyn Reeves

Love all the work you do for north Texas!

Like **Reply** 1w



Greg Egnew

[Katelyn Reeves](#) I love satire!!!!

Like **Reply** 1w



Write a reply...



Janet Adetunji

Amen



Like **Reply** 1w



Chris Br

No

Like **Reply** 1w



Gary Studdard

Good Lord 🙏

Like **Reply** 1w



Kenneth Brandes

You say you want feedback until you get real feedback. Then you don't want feedback. Your not gonna like it.

Like **Reply** 1w



Mark Clardy

There is no such thing as a "zero emission vehicle." The largest percentage of the energy stored in ANY car battery is ultimately generated in gas, oil, or coal power plants. EVERY transformation and transmission step involved in creating and then moving that energy from a power plant to an electric car's motor (including charging, storing, and then using it) is necessarily inefficient. It's physics. Modern gasoline powered engines are efficient, reliable, and clean. Keep Texas Eco-Nazi free!

Like Reply 1w



Most Relevant is selected, so some replies may have been filtered out.



Kevin Dubois

[Monty Crawford](#) so what's your point? You said ice is more efficient. But it's not. It's not even close. And in texas our power is generated by primarily natural gas and wind. Coal is less than wind and dropping every year. In another few years solar will even produce more than coal.

The production and delivery of the power is vastly more efficient than the gasoline supply chain.

The only thing gasoline is better at is energy density. Lots of energy in a small area. But we suck at extracting that energy because ice engines just suck. Planes and large vehicles with big loads will continue to use some form of hydrocarbon for a while as the energy density is more important than efficiency. But for 99% of the cars on the road, efficiency is more important than ultimate range.

Unhide 1w

Most Relevant is selected, so some replies may have been filtered out.



Write a reply...



George Knudson

is this a Texas government agency or Fed ?

Like Reply 1w

Most Relevant is selected, so some replies may have been filtered out.



Gordon Scruggs

[George Knudson](#) this is a local government agency. They are planning for the future, unlike the state that has done no planning for our electrical grid. People are purchasing EV's at an increasing rate and local governments want to be prepared for the future. Like when people started driving cars, they upgraded the streets.

Like Reply 1w



Dick Herzog

[George Knudson](#) a Texas Agency. This one is the North Central Texas version. ie Austin, Dallas, Ft Worth, etc. You think maybe they are biased?

Like Reply 1w



George J Csahanin

[Dick Herzog](#) need to donate Austin to California

Unhide 1w



Fred Tomlinson

[Dick Herzog](#) totally biased. Arranged and organized by democrat in charge for sure.

Unhide 1w

Most Relevant is selected, so some replies may have been filtered out.



Write a reply...



David Gill

"Zero Emission" is a myth that is being fertilized by the Far Left. If emissions are measured at the tail pipe of the vehicles, emissions measurement is mere fiction. Energy can be neither created nor destroyed. It is only be converted.

Like Reply Send Message 3d



Nevil Williamson
=inflation



Like Reply 1w



Ralph VanDuzee

How did this garbage end up on my FB feed?

Like Reply Send Message 3d



Fred Tomlinson

Socialist democrats nightmare they claim "climate change" and it does nothing to change it. False information pushed out so many times that too many



Marion Kirbito

Im so sick of seeing stuff about trans people i dont even want to see the word transportation. Sounds like how they get around

Like Reply [Send Message](#) 2d Edited



Larry Radney

Is this a JOKE. Zero emission more DEMORAT CRAP PUSHING Ele car. Last week the state was full of dust from Africa. How will you stop that.

Like Reply 1w



Fred Collins



Like Reply 1w



Monty Crawford

There will never be zero emissions. This is going to wind up killing millions, if not billions, and think of the emissions from all those dead bodies, fires from food riots and burning cities, people going back to burning wood....

Like Reply 1w



Steve Oliver

There are bad ideas and there are bad ideas. This bad idea is like the King of Bad Ideas. So much like the King of Bad Ideas that I would actually call it the King of Bad Ideas.

Like Reply 1w



Mike Tumminello

It will be an Austin type nightmare . The 1.25 tax we been paying for is a waste. More congestion

Like Reply [Send Message](#) 3d



Eric Key

Council of Governments
Sounds like a hoot!

Like Reply 1w



Brandon Melton

Unelected bureaucrats. [#gfy](#)

Like Reply [Send Message](#) 4d



Tim Burpo

Quit bowing to the far left idiots in the government and leave the Texas economy alone and let it thrive without



Joyce Curtis
Mount windmills on top of the vehicles. RIGHT!

Like Reply [Send Message](#) 4d



Lorraine Lipham
<https://www.facebook.com/1398386363/posts/10228723685182516/>

Like Reply [Send Message](#) 3d



Jean Gallina
Following

Like Reply [Send Message](#) 4d



GR Clark
Foolishness.

Like Reply [Send Message](#) 5d



Marlene Miller
Oh ffs 🙄

Like Reply 1w



Billie Sieber Cain
More crap



Like Reply 1w



Steve Johnson
<https://scitechdaily.com/deadwood-releasing-10-9.../>



SCITECHDAILY.COM

Deadwood Releasing 10.9 Gigatons
of Carbon Every Year – More Than ...

Like Reply 1w



Shawn Edgar
[Steve Johnson](#) lol my dude. Per article you just posted

"This study has demonstrated that both climate change and the loss of insects have the potential to alter the decomposition of wood, and therefore, carbon and nutrient cycles worldwide."

Like Reply 1w



Steve Johnson
[Shawn Edgar](#) amazing how you cite only part of the article, not to mention your quote indicates "have a potential" which is not a definitive statement in the least.

[Like](#) [Reply](#) 1w Edited



Write a reply...



Robert Petrowski

You lost me at Zero emissions... that's a fairy tale

[Like](#) [Reply](#) [Send Message](#) 4d



Barry Thompson

Another round of government lying about the nature of these vehicles. They are not zero emission and when the batteries need to be recycled it is not "green-friendly." These vehicles may very well be the future but the technology needs a lot of maturing before we go all in on it.

[Like](#) [Reply](#) [Send Message](#) 2d

Most Relevant is selected, so some comments may have been filtered out.

Write a comment...

Public Input Opportunity - August 2022

Access North Texas 2022 Update

Comment: Recently, I've been in a position to research transportation alternatives due to a temporary disability. I tried calling my Ride North Texas at 1-800-898-9003 multiple times during normal weekday business hours. No one ever answered the phone. Each time I only got a recording to leave a message.

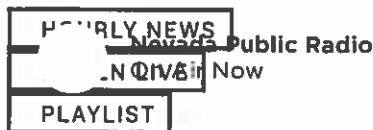
Prior to my calling that number, someone had given me the phone number of my Ride Dallas at 972-855-8084. After multiple times, a receptionist answered that phone. I asked her about transportation alternatives. She connected me to another phone line where I received a recording asking me to leave a message. I left the message at the beginning of August and no one has returned my call. I believe this my Ride Dallas phone is associated with the my Ride North Texas phone. I am disappointed by the lack of accessibility & responsiveness associated with these resources.

Phyllis Silver
8/30/2022

Additional Material for the Transportation Department to Consider

A relative recently sent me this transcript about Hoboken, NJ, conquering traffic fatalities. I was hoping that we could consider adopting a similar initiative in North Texas.

Phyllis Silver
8/30/2022

[DONATE](#)

NATIONAL

How a New Jersey city has achieved 0 traffic deaths in 4 years

August 1, 2022 · 4:28 PM ET

Heard on All Things Considered



ARI SHAPIRO

MEGAN LIM



PATRICK JARENWATTANANON

[4-Minute Listen](#)[PLAYLIST](#)[Download](#)[Transcript](#)

With motor vehicle traffic fatalities rising, NPR's Ari Shapiro talks with Hoboken Director of Transportation and Parking Ryan Sharp on how Hoboken, N.J., has had zero traffic deaths in four years.

ARI SHAPIRO, HOST:

What if you could get traffic fatalities down to zero? Well, the city of Hoboken, N.J., just across the river from New York City, seems to have done it. Nobody there has died from a collision with a car in four years. Ryan Sharp is here to explain how they made that happen. He is Hoboken director of transportation and parking. Welcome to ALL THINGS CONSIDERED.

RYAN SHARP: Thank you for having me. It's a pleasure.

SHAPIRO: So according to the National Highway Traffic Safety Administration, almost 43,000 people in the U.S. died in motor vehicle traffic crashes last year. That is the highest number since 2005. So while numbers all over the country were going up, how did Hoboken get the number to zero?

SHARP: That's a great question. Hoboken has been playing a long game when it comes to traffic safety for a number of years, dating back before COVID, and playing the long game through incremental changes and improvements over a series of years.

SHAPIRO: So you're talking about incremental changes and improvements. Like, if you and I were going for a walk through downtown Hoboken, what are some of the specific things we would see that have made a difference?

SHARP: Well, a lot of the things that Hoboken has been doing to improve traffic safety are low-cost. They're quick implementation, but they're also high impact. So we know through our crash data that about 88% of crashes happen at intersections. So we have focused on trying to reduce conflicts at our intersections, especially in our high crash corridors, so things like trying to improve sightlines at corners by doing what we call daylighting. So that can be installing something as simple as what we call a vertical delineator post or a flexible bollard. These posts get installed within 25 feet of crosswalks, and they physically restrict cars from parking right up against a crosswalk.

SHAPIRO: So it's not a blind corner. If you're going to take a turn, somebody is going to see you. If you're going to cross a street, you can spot the cars that are coming.

SHARP: That's correct. It's a very simple, cost-effective thing you can do, but it has a big impact. One thing that you won't see is something called a leading pedestrian interval. And basically what that means is we've programmed our traffic signals to give pedestrians a few-second head start when they get into the crosswalk during their pedestrian phase without having to worry about turning vehicles.

SHAPIRO: Oh yeah, I've seen that here in D.C., too. The walk light turns on before the green light goes. Your plan seems to de-emphasize car ownership and create space for pedestrians and cyclists. How often do you hear from drivers who feel like you're squeezing them out? And what do you tell them?

SHARP: Well, the goal of the Vision Zero program is to focus on safety for all modes of transportation. What we know, though, through our crash data, is that pedestrians and cyclists in particular are the most vulnerable users of the streets in Hoboken. And that's pretty much the same for every city in the country. And so culturally, people

elevate pedestrian safety in Hoboken at the top of the hierarchy. So even if you commute to work by car, at some point you're going to be a pedestrian in Hoboken. So we try to not pit any one mode against each other as much as possible.

SHAPIRO: There are a lot of cities that have implemented Vision Zero programs to reduce traffic fatalities. But in places like Washington, D.C., deaths have actually increased since that goal was announced. What makes Hoboken different?

SHARP: Well, it's hard to speculate what's working well or not working well in other cities. But in Hoboken, an incremental approach over several years that includes more than just engineering, but also education and a focus on changing the culture. The simple improvements like daylighting or leading pedestrian intervals or adding curb extensions, these things are still in place, and they've been having a positive impact. And people have gotten used to seeing these things in town, and they ask for more. So it's continuing to build off its own success. And, you know, frankly, we've been fortunate so far not to have a setback, but that can happen any time, right? We're well aware of that. It's happened in other cities. So we're continuing to push ahead with new initiatives again and again to try to continue to keep that progress in place.

SHAPIRO: That is Ryan Sharp, Hoboken's director of transportation and parking. Thanks a lot.

SHARP: Thank you.

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TRANSPORTATION

ONLINE PUBLIC INPUT OPPORTUNITY

MONDAY, OCT. 10 - TUESDAY, NOV. 8, 2022

WHAT DO YOU THINK?

Learn about transportation in the region and help set future priorities. The Regional Transportation Council and North Central Texas Council of Governments, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area, are seeking public input. Information will be posted online at publicinput.com/nctcogOct22 for public review and comment Monday, Oct. 10 - Tuesday, Nov. 8, 2022.

Car Care Awareness: Community Partnerships & Service Providers

The Car Care Awareness Program is designed to engage communities through educational materials to ensure they are taking proper care of their vehicle and also contributing to the regional air quality solution. The public will be able to access our website to see where they can get discounts on auto repair or replacement parts to keep their vehicle from excessive tailpipe pollution, and to see where vehicle maintenance clinics are being held throughout the region. More information: ntxcare.org.

Modifications to the Fiscal Year 2022 & 2023 Unified Planning Work Program

The Unified Planning Work Program (UPWP) for Regional Transportation Planning provides a summary of transportation and related air quality planning activities to be conducted in North Central Texas. Proposed modifications to the FY2022 and FY2023 UPWP will be posted online for review and comment.

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

SUBMIT COMMENTS & QUESTIONS TO NCTCOG:

nctcogOct22@PublicInput.com
PublicInput.com/nctcogOct22

Phone: 817-695-9255

Fax: 817-640-3028

P.O. Box 5888, Arlington, TX
 Arlington, TX 76005-5888

To request printed copies of the information, call 817-695-9255 or email jcastillo@nctcog.org.



RESOURCES & INFORMATION

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

Regional Smoking Vehicle Program (RSVP):
smokingvehicle.net

Vehicle Incentives & Funding Opportunities:
nctcog.org/aqfunding

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

This report is a compilation of general public comments submitted by members of the public from Wednesday, July 20, through Friday, August 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, via email and in-person. Air Quality comments related to Clean Air Action Day were in the majority.

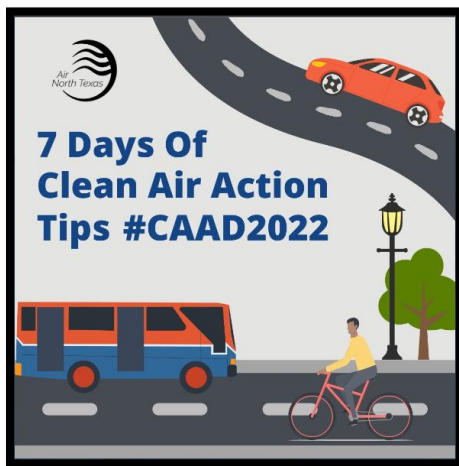
In addition, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. The tool allows users to drop a pin on a location in the region and leave a detailed comment. This month, no comments were made. However, to read previously submitted comments, visit:

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

Air Quality

Twitter –

1. I am refraining from raining down abuse on NCTCOG here because I know it's just a staffer running this account and not Michael Morris personally. – Nathaniel Barrett (@ncoxbarrett)



2. DART is proud to partner with @NCTCOGtrans and Air North Texas to promote Clean Air Action Day on Wednesday, Aug. 3. Make a small change or two to your routine during ozone

season to improve the region's air quality. Read more at: <https://bit.ly/3JkEjpy> #HopOn #CAAD2022 – dartmedia (@dartmedia)



3. With our partners at @NCTCOGtrans, we're showing school districts around North Texas zero-emission school buses today, getting ready for the Aug. 19 deadline to apply for the #CleanSchoolBus rebates! <https://epa.gov/newsreleases/epa-region-6-announces-showcase-emission-free-school-buses-north-texas-school> – EPA Region6 (@EPAregion6)



4. Celebrate Clean Air Day with Action. <https://buff.ly/3PYFOMi> #caad2022 #cleanair #airpurifier #nature #airquality #airpollution #freshair #health #pollution #environment #air #climatechange #love #trees #ecofriendly #forest #clean #sustainability #dallas #texas @NCTCOGtrans – Natural Awakenings (@NaturalDallas)



5. We're helping @NCTCOGtrans promote #CleanAirActionDay today! Residents can take their lunch to work, use public transportation like the City's on-demand @ridewithvia Rideshare to get to work, or take steps to reduce idling when they have to drive.

➡ http://arlingtontx.gov/news/my_arlington_tx/news_stories/clean_air_action_day – City of Arlington (@CityOfArlington)

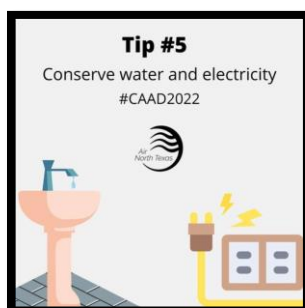


6. Help us celebrate Clean Air Action Day! #AirNorthTexas @NCTCOGtrans – Pamela Burns (@pburns81)



Facebook –

1. Did you know conserving water and electricity is a clean air action? Reducing water and electricity helps us breathe easier. Visit airnorthtexas.org/cleanairactionday for more ways to improve air quality. #AirNTx #CAAD2022 – NCTCOG Transportation Department



Then build more Nuke plants — Jere Tucker

2. Enjoy a weekend away from the lawnmower and relax. Mowing on Ozone Action Days increases air pollution in the region. Visit airnorthtexas.org/cleanairactionday and make a clean air commitment today. #AirNTx #CAAD2022 – NCTCOG Transportation Department



Tell that to all of the thousands of landscapers in the DFW area.. that really do not give a crap about air Quality. And why are you not making them go all electric by 202___?? To witch they can. – Jere Tucker

3. Looking for a way to get outside? Try walking or biking to your next location. Using alternative modes of transportation allows for less emissions and cleaner air. Visit airnorthtexas.org/cleanairactionday for more information. #AirNTx #CAAD2022 – NCTCOG Transportation Department



You make this sound so easy! – Jere Tucker

4. One way to help reduce congestion and air pollution is to work from home on Clean Air Action Day. Are you planning on doing that? If so, log your Clean Air Actions at airnorthtexas.org/cleanairactionday. #AirNTx #CAAD2022 – NCTCOG Transportation Department



So how am I in construction going to make a weld across town ?? You got this figured out... – Jere Tucker

5. Small actions can make a big impact. Reducing your vehicle's idle time is a great way to improve air quality in the region. Looking for more tips? Visit airnorthtexas.org/cleanairactionday for more information. #AirNTx #CAAD2022 – NCTCOG Transportation Department



Then railroad crossing need to be on a overpass.. – Jere Tucker

6. We've got another summer tip for you to beat the heat! Tip #3: Stay in cooled environments as much as you can, whether it be in an air-conditioned room or under the shade of a beach umbrella! – NCTCOG Transportation Department



And when it's 105 in the shade! What temperature is your office set at? – Jere Tucker

7. DART is teaming up with us for Clean Air Action Day! One way to improve air quality is to incorporate mass transit into your daily commute, like using DART to get to the office! Read more here: <https://bit.ly/3JkEjpy> #HopOn #CAAD2022 – NCTCOG Transportation Department



How? Maybe lowering the toll road prices! \$ 6.00 plus dollar's! Thats ridiculous. Should be free – Jere Tucker

8. Hello. You REALLY need to simplify your reporting procedure for smoking vehicles. The form on your website is only formatted for desktop use, so it's a real PITA to use on a phone. And usually I only have my phone on me when I'm reporting because I am out and about and spotting a vehicle so I try to make the report then. But the form always effs up! And it's hard to fill out from a phone. Please make this form mobile friendly! And simplify the process! Seriously need to set up a texting number for this – Winston Giles Edwards

Response by NCTCOG Transportation staff

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

Email –

1. Mary M. Gibson

There is no greener energy than the energy that comes from living crops, forests, farms, etc. BUT there IS SUSTAINABLE ENERGY THAT OPERATES ALL YEAR LONG EVEN WHEN NO WIND IS BLOWING.

1. Every wave of water that hits our shores is ENERGY POWER, if we are willing to do what Israel and other countries have done to harness it. Harness wave power, especially good!

2. Build the NUCLEAR POWER plants we said we would build years ago! Build several of them in the Western States using water from the Pacific Ocean.

3. Since our president is robbing our emergency oil reserve and inviting our worst enemy, China, to buy our farmland, and export what they grow! We have to move fast to stop them! This is food suicide!! Why would we let that happen?!

4. Build up farm bureau assistance for American farmers - we have done it in the past. Offer federal flatlands for farming near adjacent American cities.

5. Call Texas, Louisiana, Missouri, Mississippi, Arkansas (good water), and pass a bill in each state that requires

3. Do NOT REDUCE OUR FARMING IN TEXAS OR THE MIDWEST ! INCREASE IT! MAKE TEXAS A SHOWCASE FOR GROWING SUSTAINABLE FARMS WITH WATER AND BIG GREENHOUSES THAT PRODUCE crops YEAR-round! YEAR-ROUND!

If we can't drill oil wells, drill water wells and farm more produce! We are going to need it because the Chinese are buying up our farmland to export the food back to China!

Pass a law that no person can buy a generational farm who is not a lifetime American citizen.

4. Finally, figure out who is burning the chickens both before and after they have been produced! Put the perps

In jail forever. Grow more pigs, chickens, lambs, and goats, and put defense on those routes with the truckers.

There is so little COMMON SENSE at work in our states!!

How DARE anyone say we can't be food and water self/ sufficient in our country!

Let's get busy and BUY FROM TEXAS FARMERS MARKETS. We need their corn, truck farms, And cattle ranches to become bigger!

Response by NCTCOG Transportation staff

Good afternoon, Ms. Gibson,

Thank you for contacting the NCTCOG Transportation department. We appreciate you providing your thoughts and input. We will provide your comments to our policy board as part of our monthly public comments report.

2. Citizen (Commenting on April 2022 Public Meeting)

I will vote Against ANY Elected official that supports this!

Aviation

Facebook –

1. Do you dream of flying planes? Rising Aviation High School can make that a reality. Join other like-minded students for a hands-on learning experience. More information can be found at: <https://www.risingaviation.com/> #close – NCTCOG Transportation Department

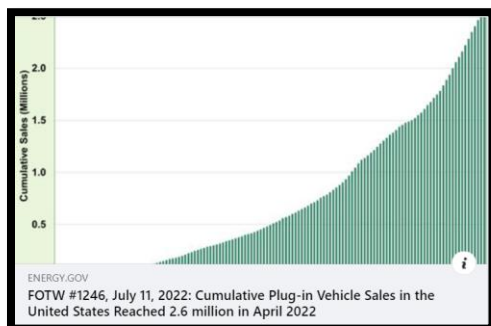


How much pollution does planes put out? Why are not they be EV aircraft? – Jere Tucker

Innovative Vehicles and Technology

Facebook –

1. Here's a fun fact. According to the Argonne National Laboratory, over half a million plug-in EVs were sold in the U.S. in just 10 months: – NCTCOG Transportation Department



And where are all the charging stations between west coast to east coast every one hundred miles – Jere Tucker

2. Just use it! Did you know that you can put the #EPASmartWay logo on your tractor or trailer if it meets EPA's specs? Move your goods sustainably and efficiently with SmartWay. Learn more: <http://epa.gov/smartway> #fuelsavings #freightsustainability – NCTCOG Transportation Department



So by just putting a Logo on your truck or vehicle will do this ? Wow so my gasoline truck is now a EV – Jere Tucker

3. Special guests from the Coast-to-Coast Electric Vehicle Road Trip stopped by the DFW Clean Cities Coalition to charge up! The trip is 3 weeks and 4,350 miles from Connecticut to California in an electric vehicle to break the range anxiety barrier. Learn more at www.evroadtrip.org or at Life on the EV Highway. Safe travels! #cleancities #electricvehicles – NCTCOG Transportation Department

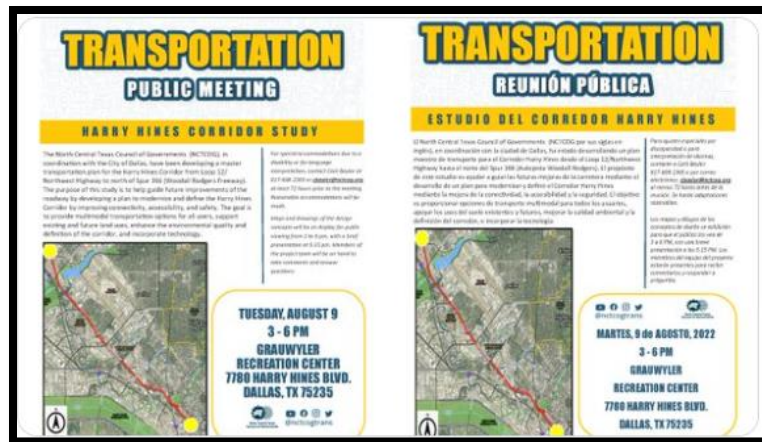


Show all charging locations. And you Had to an you route by. Charging locations – Jere Tucker

Project Planning

Twitter –

1. The City of Dallas and @NCTCOGtrans and invite you to attend the Harry Hines Corridor Study Public Meeting! Learn about the plans to improve the Harry Hines corridor thorough accessibility, connectivity, and safety. Tuesday, August 9 3-6 p.m. Grauwylar Recreation Center — City of Dallas (@CityOfDallas)



2. 300+ people in hot gym for @dartmedia Cotton Belt/Silver Line meeting. #D12
 @NCTCOGtrans — caraathome (🏠) (@caraathome)



Let's go baby! More safe travel! — Mitchell Davis (@therealallpro)

Waste of money + no community involvement, let barrelling ahead... —

Eric Williamson (@MEricWilliamson)

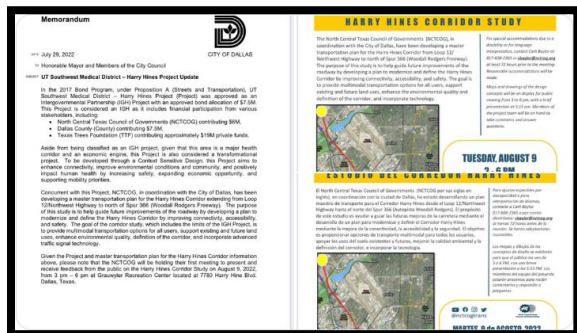
Considering the almost complete lack of masks, have we considered that these people might just be absolutely terrible at making calculated risk assessments, including, but not limited to, trains? — J (@jmckee)

Well, yes, like most areas in North Dallas, residential areas are largely suburban. It looks like many of the attendees are older. What was the temp at the time of the meeting? — Dallas As A Hole (@dallasasahole)

Can almost guarantee everyone in that room drove there. — Eric (@EricTheTexan)

Dart got an F for presentation. I have never seen a more unprofessional meeting. There was clearly no meeting of the minds with the community. I don't understand how Dart can proceed forward when there seems to be a lack of interest from the community and likely future riders. — SethM (@sethm007)

3. @CityOfDallas and @NCTCOGtrans have been developing a master transportation plan for the Harry Hines corridor. A public meeting for the project is scheduled to take place tomorrow Tue, Aug 9, 2022 from 3-6 PM at the Grauwylar Recreation Center located at 7780 Harry Hines Blvd — Jesse Moreno (@JesseForDallas)



Public Meeting and Forums

August 2022 RTC Meeting -

1. Marcus Wood

I am here to speak about the Riverfront Boulevard reconstruction adjacent to the Dallas County Criminal Courts. Union Pacific has stalled this project, which has been in progress for over a decade. I support the plan being developed by Dallas County, the City of Dallas and NCTCOG to reduce the project length of 6,652 linear feet by 350 feet, including 147 feet of property owned by Union Pacific Railroad (UP). There are several UP obstructions which must not be ignored but resolved as soon as possible. Currently the public, both drivers on Riverfront and pedestrians walking within the current pathways, may be hit by ballast rocks falling from Union Pacific Main Line trains which pass overhead 26 times per day. Falling ballast protection of any kind is lacking. More important, the threat of major flooding of roadways and structures in Stemmons Corridor will remain until the construction of the 14 foot x 10 foot stormwater box culvert in Riverfront under Union Pacific Railroad overhead structure is completed. Many railroad structures around the region have no protection.

Twitter –

1. Attending the @TEX21_Transport conference & @CityOfDallas Dir of Transportation Gus Khankarli just finished his talk. He knocked it out of the park! Leaders across TX telling me how impressed they are with him. @DallasCityMgr @NCTCOGtrans #transitgeek #goodinfo #leaderintransit – caraathome (🏠) (@caraathome)



2. Great to address the #Irving Summit about helping employees with better wages and benefits to spur economic development with my good friends @IrvingChamber leader, #BethBowman, economist Jon Hockenyo and @TomBamonte @NCTCOGtrans 🙌 us — Clay Jenkins (@JudgeClayJ)



Better wages and benefits? In this economy? Liars gonna lie! — TheTexasTrow (@FrancisTheFraud)

Better wages for who exactly? They're killing the middle class with their green new deal, not to mention killing small businesses too. Only ones getting richer are the rich! — TheTexasTrow (@FrancisTheFraud)

It is election season "pretending" to care about the economy and business growth. That is right you cared more about destroying the cities economy than helping. Go Away Little Man you are an utter disgrace. — William Mercer (@WilliamMercer82)



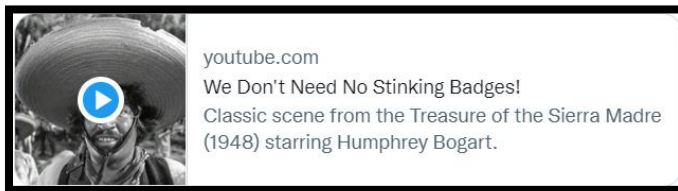
— TheTexasTrow (@FrancisTheFraud)

SAVE US LORD from these blurry minded — Nonnie News (@NewsNonnie)

Creamy is a favorite of @TJHILLInD — Cynic1234 (@cdsheetr)



“We don’t need any stinking plan or badges! I am Clay Jenkins, the all knowing savior of humanity, and on the fifth day I will control Dallas County in my own equalitarian vision!” says Clay to his critics. — Nate Weymouth (@NateWeymouth)



Safety

Twitter –

1. #MondaySafetyTip: Yield to pedestrians at crosswalks and intersections (look left, right, and left again). @TxDOT @NCTCOGtrans @WalkBikeSafeTX #WatchForWalkers – Texas A&M Transportation Institute (@TTITAMU)



2. #DriverSafetyTip: Look twice near a stopped bus — people may be crossing in front of it.
@TxDOT @NCTCOGtrans @WalkBikeSafeTX #WatchForWalkers —Texas A&M Transportation Institute (@TTITAMU)



3. #WeekendSafetyTip: Be cautious near bus stops – people may be running to catch the bus.
@TxDOT @NCTCOGtrans @WalkBikeSafeTX #WatchForWalkers —Texas A&M Transportation Institute (@TTITAMU)



4. #MondaySafetyTip: Don't block the crosswalk. @TxDOT @NCTCOGtrans
@WalkBikeSafeTX #WatchForWalkers —Texas A&M Transportation Institute (@TTITAMU)



5. #DriverSafetyTip: As always, use signals when turning to alert pedestrians to your intentions.
@TxDOT @NCTCOGtrans @WalkBikeSafeTX #WatchForWalkers —Texas A&M Transportation Institute (@TTITAMU)



6. #WeekendSafetyTip: Never pass vehicles stopped at a crosswalk. @TxDOT @NCTCOGtrans @WalkBikeSafeTX #WatchForWalkers —Texas A&M Transportation Institute (@TTITAMU)




7. #MondaySafetyTip: Slow down and be prepared to stop when entering a crosswalk. @TxDOT @NCTCOGtrans @WalkBikeSafeTX #WatchForWalkers —Texas A&M Transportation Institute (@TTITAMU)

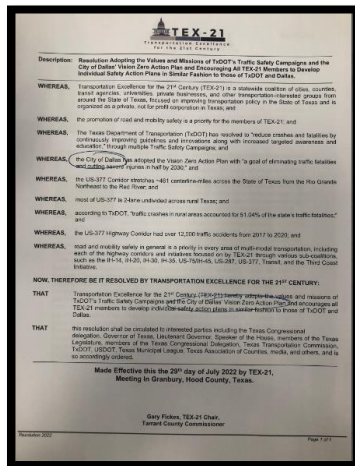


8. #DriverSafetyTip: Be extra cautious when backing up — pedestrians can move into your path. @TxDOT @NCTCOGtrans @WalkBikeSafeTX #WatchForWalkers —Texas A&M Transportation Institute (@TTITAMU)

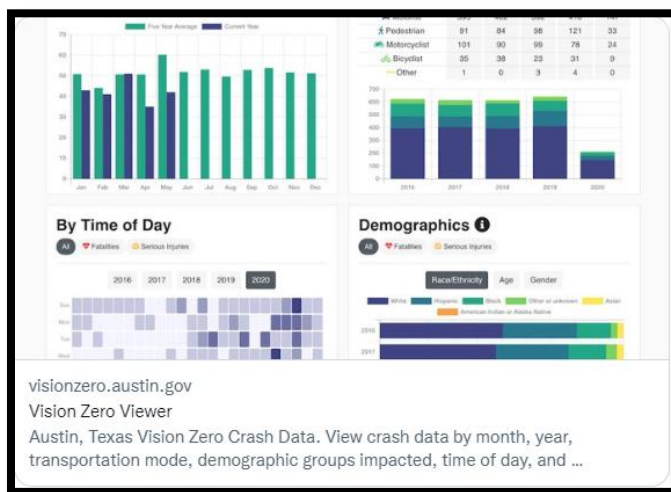


9. #FridaySafetyTip: Obey traffic signals. @TxDOT @NCTCOGtrans @WalkBikeSafeTX #WatchForWalkers —Texas A&M Transportation Institute (@TTITAMU)

10. .@TEX21_Transport just adopted a resolution based on @CityOfDallas Vision Zero Action Plan as developed & presented by Gus. @DallasCityMgr @NCTCOGtrans @VisionZeroTexas – caraathome () (@caraathome)



11. I work on the Data & Technology Services team for the Transportation Department in Austin. We built the Vision Zero Viewer <https://visionzero.austin.gov/viewer/> and some internal tools to help the Vision Zero team with analysis. Happy to share our work with Dallas if y'all are interested. – Patrick McDonnell (@patrickm02L)



Toll Roads/HOV

Facebook–

1. When you share the ride on TEXpress Lanes, you can qualify for a HOV toll discount. Download the GoCarma app to save! #GettingThereTogether – NCTCOG Transportation Department

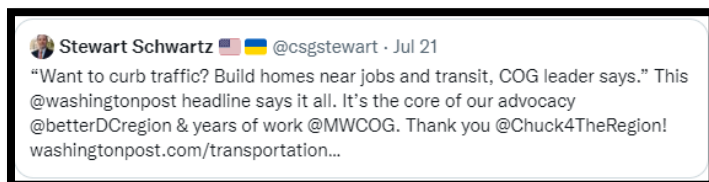


At \$6.00 for one section! Get real want us to pay for something that is already paid for – Jere Tucker

Transit

Twitter –

1. [. @NCTCOGtrans](#) @DallasPlanUD 🗳️🗳️ – Philip (@gosspl)

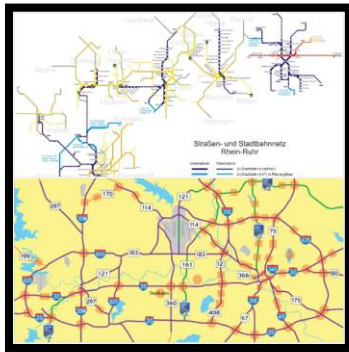


2. @NCTCOGtrans numbers are in, and North Central Texas has surpassed 8 million in population with @CityofFortWorth leading in absolute growth –<https://bit.ly/3yP4qAI> – Mayor Mattie Parker (@MayorMattie)



Travel on 35W confirms this report. – Danny Biscuits (@DaninFortWorth)

When are we gonna start investing in robust & frequent public transit networks like we're a region of 8million people? (pic is the rail network(s) for the Rhine-Ruhr region of Germany. Similar in population & size to DFW. They have great bus networks to augment this too.) – Loren S. (@txbornviking)



Great city! My hometown btw. Photo by me :) – Joseph Haubert (@josephhaubert)

Beautiful photo @josephhaubert!! – Mayor Mattie Parker (@MayorMattie)

Thank you, Joseph! – Mario Monterroso (@Weddingtornado)

How sad is it that Dallas nor Fort Worth make it in the first 30 cities with the best public transportation in the entire USA? A country that is known for terrible walkability and transit already. The 4th largest Metropolitan area in the country, ha! Ridiculous @Johnson4Dallas – Xe (@batsyinlalaland)

smartScore

BY THE 125 NUMBERS

THE BEST CITIES FOR PUBLIC TRANSPORTATION

| Rank | City | Average Commute Time (Minutes) | Percentage Using Transit | Income Difference for Transit Users | Index | | |
|------|--------------------|--------------------------------|--------------------------|-------------------------------------|-------|------|--------|
| | | Car | Transit | Difference | | | |
| 1 | Washington, DC | 27.8 | 36.4 | 21% | 36% | -4% | 100.00 |
| 2 | San Francisco, CA | 30.0 | 40.3 | 34% | 34% | -6% | 98.12 |
| 3 | Boston, MA | 29.2 | 39.8 | 36% | 34% | -13% | 95.63 |
| 4 | Chicago, IL | 33.2 | 43.6 | 31% | 28% | -9% | 95.03 |
| 5 | New York, NY | 32.6 | 48.1 | 48% | 57% | -2% | 93.96 |
| 6 | Seattle, WA | 25.0 | 38.9 | 56% | 21% | -14% | 93.56 |
| 7 | Jersey City, NJ | 30.2 | 46.3 | 53% | 49% | 16% | 93.37 |
| 8 | Pittsburgh, PA | 23.3 | 32.4 | 36% | 17% | 18% | 93.37 |
| 9 | Philadelphia, PA | 30.1 | 44.0 | 46% | 27% | 16% | 92.97 |
| 10 | Oakland, CA | 27.0 | 44.3 | 64% | 21% | -2% | 90.99 |
| 11 | Portland, OR | 23.0 | 40.8 | 77% | 12% | -16% | 86.63 |
| 12 | Minneapolis, MN | 21.6 | 37.8 | 75% | 16% | -38% | 82.48 |
| 13 | Madison, WI | 18.7 | 32.2 | 72% | 10% | -33% | 80.40 |
| 14 | Newark, NJ | 30.3 | 54.5 | 80% | 26% | -16% | 79.61 |
| 15 | Denver, CO | 23.7 | 43.0 | 81% | 7% | -34% | 76.63 |
| 16 | St. Paul, MN | 21.8 | 39.9 | 82% | 10% | -34% | 76.04 |
| 17 | Honolulu, HI | 21.4 | 41.4 | 93% | 12% | -36% | 75.15 |
| 18 | Los Angeles, CA | 28.3 | 48.6 | 72% | 11% | -43% | 74.65 |
| 19 | Baltimore, MD | 26.1 | 49.2 | 89% | 19% | 35% | 74.55 |
| 20 | Salt Lake City, UT | 18.1 | 33.5 | 85% | 7% | -28% | 72.77 |
| 21 | San Jose, CA | 23.2 | 41.5 | 78% | 9% | -32% | 71.88 |
| 22 | Richmond, VA | 20.1 | 35.9 | 79% | 6% | -37% | 70.50 |
| 23 | Houston, TX | 25.2 | 46.1 | 83% | 4% | -39% | 68.72 |
| 24 | Cleveland, OH | 21.9 | 44.7 | 104% | 11% | -34% | 67.62 |
| 25 | Buffalo, NY | 19.2 | 35.9 | 106% | 11% | -38% | 66.34 |

* Income difference for transit users is the percentage difference between the median income for the entire city and the median income of workers who commute by public transportation.

* SmartScore's analysis also considered the total number of commuters who rely on transit in each city, which does not appear in this table.

All these politicians want is more cars, more dirty highways, more traffic and less walkability, less parks, and less social life. After traveling to Japan, Europe, and New York, I feel disgusted when I come back to Fort Worth. Can't wait to leave. – Xe (@batsyinlalaland)

When are we gonna start having TALLER SKYSCRAPERS to establish our Size and economical Power? Austin isn't that far ahead in population, and yes I understand it's the state capital, but We're right there with them. Our skyline has looked pretty much the same for decades. WEAK! – Ziggy Magaña (@ziggy_magana)

Downtown Fort Worth needs more high rises and taller buildings. So much room to build downtown. – BladeRunner Fan (@JustinMartyr16)

How can I pull numbers for Cincinnati? – Scott Ford (@GreatScottFord)

3. Without funding for transportation projects @NCTCOGtrans projects a \$60.8 billion cost of congestion for North Texas in 2045 #Transportation #infrastructure — Jennifer Vilbig Lawson, PE (@jmayvil)

Regional Transportation Council Speaker Request Card

COMMENTS TO THE REGIONAL TRANSPORTATION COUNCIL OF
NCTCOG

Thursday, August 18, 2022

I am Marcus Wood speaking about the **Riverfront Boulevard Reconstruction Project** adjacent to the Dallas County Criminal Courts which you will hear more about later today (Page 281 of the Agenda Packet).

- Union Pacific Railroad has stalled this badly needed reconstruction for years making it Code Red in your packet which Ms. Gotti will explain later.
- I support the plans by Dallas County, Dallas City, and COG to reduce the project length of 6,652 linear feet by 350 feet - including 147 feet of UPRR owned property - from the current project so as get this construction underway.
- UP obstructions, which are several, must not be ignored and must be resolved ASAP because:
 - Currently the public – both drivers on Riverfront and pedestrians walking within the current pathways - may be hit by ballast rocks falling from UP Main Line trains which pass overhead 26 times per day. Falling ballast protection of any kind is lacking, and UP refuses to allow County to install protection. Every time I check the location I pick up more rocks.
 - More importantly, the threat of major flooding of roadways and structures in the Stemmons Corridor will remain until the construction of the 14' x 10' stormwater box culvert in Riverfront under the UPRR overhead structure is completed.

Many railroad structures have no ballast protection. Look up and Lookout.

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.

"3G" INTERSECTION PROJECT HITS HALFWAY MARK IN DALLAS

Santa Fe Trail reopens on schedule

DALLAS DISTRICT – Early September is bringing new changes to the ongoing SH 78 intersection improvement project at Gaston Avenue in east Dallas. Located just west of White Rock Lake, this junction of SH 78 (Garland Rd./Grand Ave.) with Gaston Ave. has been dubbed the "3G" project and is now at the halfway mark towards completion.

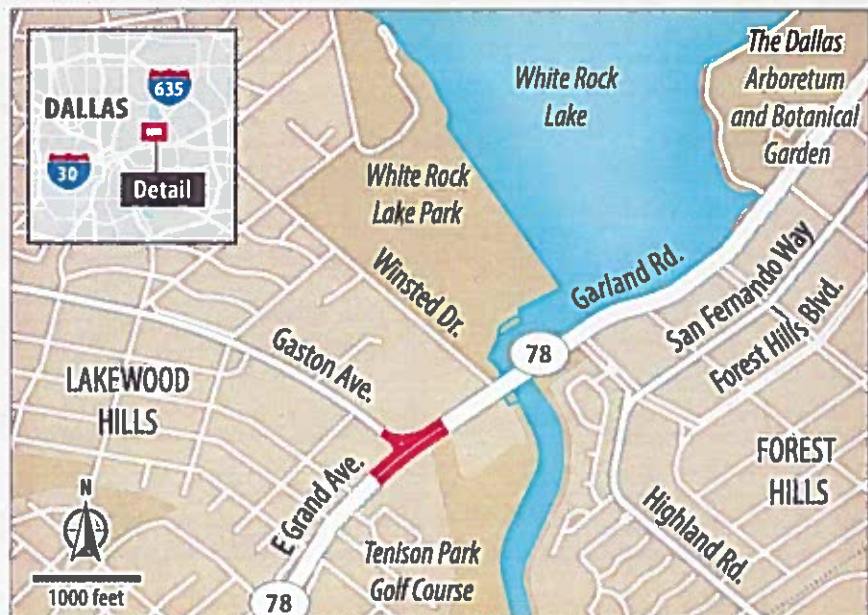
78
TEXAS

The project is reconfiguring the existing intersection to provide safer turning movements and more efficient through-lanes on east and westbound SH 78. There will also be new access points constructed so that pedestrians and cyclists can safely cross SH 78 at this location. A bridge is also being widened over an unnamed tributary to White Rock Creek, which is just east of the junction.

Over the summer, the Santa Fe Trail bridge over the highway was closed and temporarily detoured while work



Photo 1: The Santa Fe Trail bridge over US-75 re-opened in early September 2022.



SOURCE: TxDOT

Credit: TxDOT

took place underneath the bridge. This route was re-opened in early September, giving trail users their normal access to the path.

This fall, there will still be temporary impacts to traffic as crews shift to the second phase of construction in the corridor. Work will focus on additional improvements at the bridge, shifting SH 78 traffic to new pavements and also construction of sidewalks. Future work includes installing the permanent traffic signals, completing pave-

ment and drainage work and also putting traffic into the final configuration.

While work completes, drivers are reminded to watch their speeds and be alert to slower or stopped traffic. Pedestrian access across the highway may also be limited while the new crossings are completed.

The overall project is expected to complete in spring 2023, weather permitting.

MORE ON BACK PAGE »

AUGUST 2022 LET PROJECTS

| | CSJ NUMBER | HWY | LIMITS | TYPE OF WORK | COST EST. (M) | BID (M) | (%) | CONTRACTOR |
|---------------------------------------|--------------|-----|---|---|-------------------|------------|--------|---------------------------|
| 1 | 0095-05-063* | VA | Various locations in the city of to Dallas and Kaufman County | Installation of Traffic Signals and Sidewalks | \$1.63 | \$2.16 | 32.33% | Durable Specialties, Inc. |
| 2 | 0918-46-330* | VA | Various intersections to In Denton County | Construct Pedestrian Infrastructure | \$0.99 | \$1.09 | 10.04% | Ti-Zack Concrete, Inc. |
| EST. AUGUST 2022 TOTALS | | | | | \$2.62 | \$3.25 | 21.19% | |
| DISTRICT FY ACCUMULATIVE LETTINGS | | | | | \$1,398.34 | \$1,373.90 | | |
| DALLAS DISTRICT FY LETTING VOLUME CAP | | | | | \$1,388,769,377** | | | |

* Unmapped.

** District FY 2022 Letting Cap includes the following:

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

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

SEPTEMBER 2022 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

| | CSJ NUMBER | HWY | LIMITS | TYPE OF WORK | EST. COST (M) |
|-----------------|--------------|---------|---|--|---------------|
| 1 | 0918-00-351* | VA | Various locations in the Dallas District | Rehabilitate existing roadway | \$3.50 |
| 2 | 1290-02-023 | SH 276 | From SH 205 to east of Townsend Dr. | Base repair, mill and overlay, pavement markings | \$0.72 |
| 3 | 1290-03-031 | SH 276 | From FM 549 to FM 550 | Base repair, mill and overlay, and pavement markings | \$1.89 |
| 4 | 1391-01-021 | FM 1377 | From 4th Street to south of CR 466 | Rehabilitate existing pavement and add shoulders | \$6.75 |
| 5 | 1391-01-022 | FM 1377 | From 0.269 mile south of CR 466 to FM 545 | Safety treat fixed objects, profile edgeline markings, provide additional paved surface width, profile centerline markings | \$8.12 |
| 6 | 2461-01-010 | FM 2170 | From FM 2551 to FM 1378 | Mill, base repair, widen, overlay and add shoulders | \$2.54 |
| ESTIMATED TOTAL | | | | | \$23.52 M |

* Unmapped.

COMPLETED CONSTRUCTION PROJECTS (FROM AUGUST 1-31, 2022)

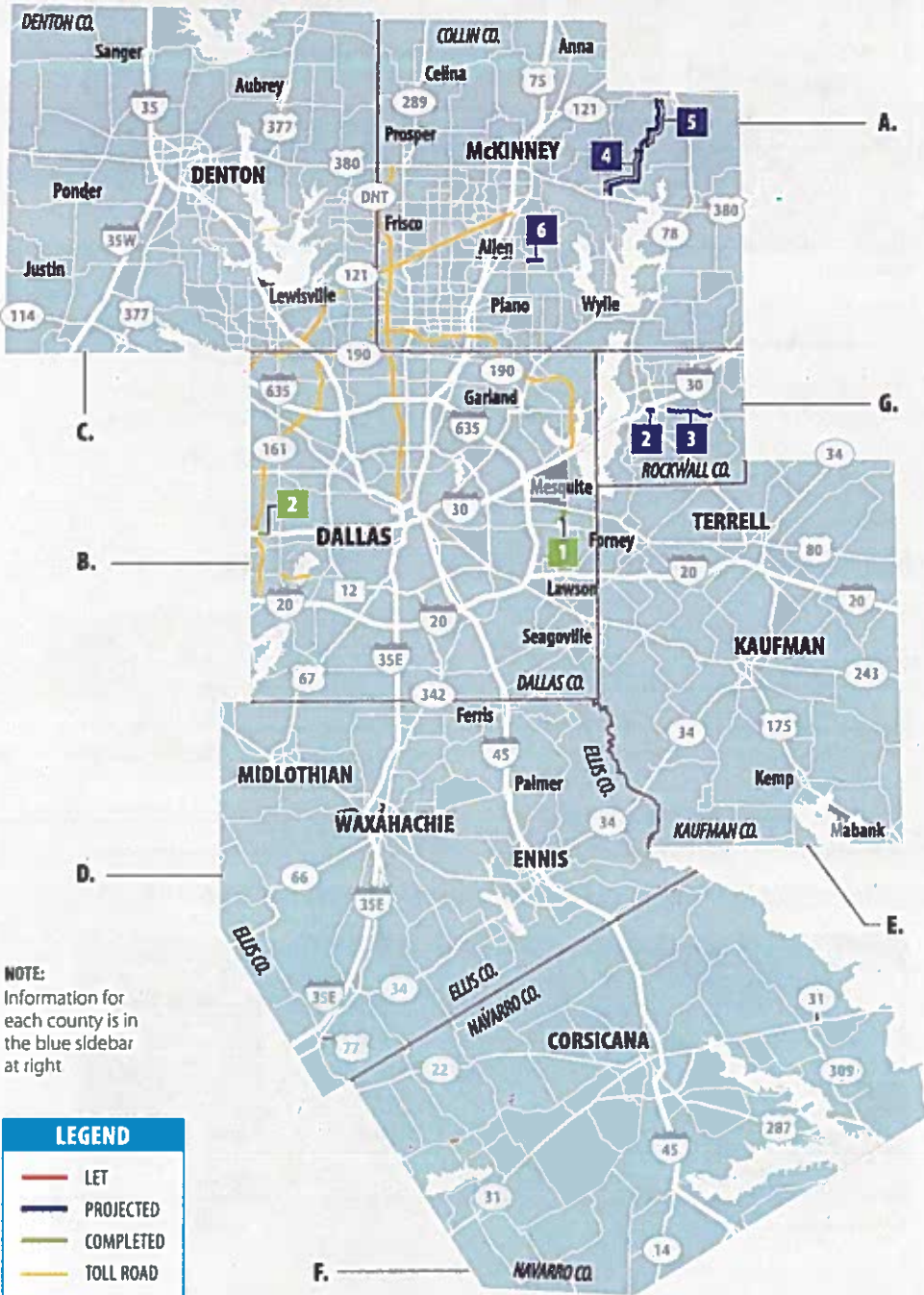
| | CSJ NUMBER | HWY | LIMITS | TYPE OF WORK | EST. COST (M) | COMPLETED DATE |
|-----------------|-------------|--------|---|---|---------------|----------------|
| 1 | 0430-01-057 | SH 352 | North Kearney St to US 80 eastbound frontage road | Reconstruct 4 lane divided rural to 4 lane divided urban roadway w/ intersections & sidewalk improvements | \$12.47 | 8/12/2022 |
| 2 | 1068-04-119 | IH 30 | SH 161 to NW 7th Street in Grand Prairie | Construct 0 to 4 frontage roads | \$37.84 | 8/1/2022 |
| ESTIMATED TOTAL | | | | | \$50.31 M | |

SOURCE: Texas Department of Transportation.

TxDOT graphic

DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in **August 2022**, are projected to let in **September 2022**, or have recently been **completed**.



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

SOURCE: TxDOT research
*POPULATION ESTIMATE: NCTCOG



2022 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,119,810
*POPULATION ESTIMATE | 5,274,480
LANE MILES | 11,087,892

A. | COLLIN COUNTY

VEHICLE REGISTRATION: 865,094
*POPULATION ESTIMATE: 1,135,060
LANE MILES: 1,556,034

B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,095,680
*POPULATION ESTIMATE: 2,654,510
LANE MILES: 3,438,432

C. | DENTON COUNTY

VEHICLE REGISTRATION: 737,322
*POPULATION ESTIMATE: 950,660
LANE MILES: 1,730,268

D. | ELLIS COUNTY

VEHICLE REGISTRATION: 195,865
*POPULATION ESTIMATE: 207,620
LANE MILES: 1,547,372

E. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 141,728
*POPULATION ESTIMATE: 153,130
LANE MILES: 1,215,381

F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 52,281
*POPULATION ESTIMATE: 53,610
LANE MILES: 1,252,730

G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 101,840
*POPULATION ESTIMATE: 119,900
LANE MILES: 147,675

MORE DALLAS DISTRICT NEWS...

TxDOT CREWS RESPOND TO RECORD-BREAKING RAIN IN DALLAS



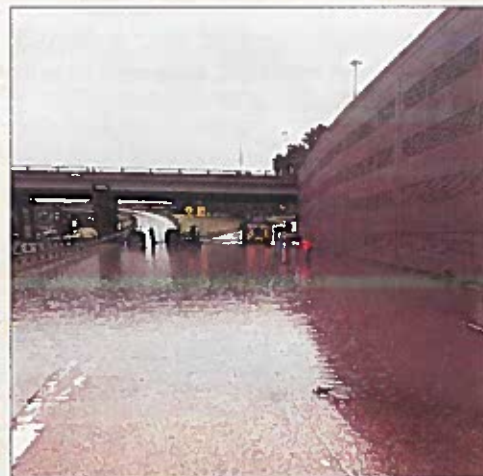
In late August 2022, more than 9 inches of rain fell within a 24-hour period across the Dallas metro, causing flash flooding.

The deluge of water quickly swept roadside debris and litter onto the highway system, causing clogged drains in some areas. TxDOT crews quickly responded to more than 50 locations throughout the day, even working in some areas of waist-high water to clear the debris and restore traffic.

Weather events like this underscore the "Don't Mess With Texas" anti-litter messages. TxDOT crews regularly clear litter from along highways, but litterbugs often move fast and can



SOURCE: TxDOT



Credit: TxDOT

Photos 2, 3: TxDOT crews work to clear debris in flooded areas during the heavy rain and flooding.

quickly trash clean areas. Do your part and keep any trash in the car until you can dispose of it properly. If hauling

items, be sure to secure your load to prevent them from taking a tumble out onto the road.

NORTHAVEN TRAIL TAKING SHAPE OVER US 75 IN DALLAS THIS FALL



Fall 2022 is shaping up to be a busy time on the Northaven Trail project in Dallas. Located at US 75 just north of Royal Lane,

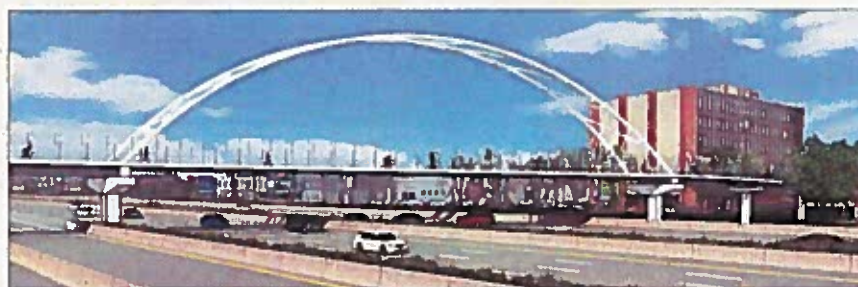
this \$9 million project is building a trail connection between the Northaven Trail across the highway and White Rock Creek to join the White Rock Creek Trail and Cottonwood Creek Trail.

While most of the work has been taking place out of the view from US 75 traffic, drivers will soon see an engineering feat take place right over the driving lanes. The pre-constructed bridge segment that will span the highway will be hoisted and moved into its spot. A large metal arch and cabling system will be attached to this

segment, which will involve a complex process of tensioning and adjusting to the arch geometry. Once in place, this bridge will not only provide a safe crossing spot between the trail systems, but it will also be a highly visible centerpiece of this project.

The project is currently just over the halfway point, with overall completion scheduled in early 2023. Drivers can follow @TxDOTDallas on Twitter for updates on future lane closures as part of the project.

CONCEPTUAL RENDERING OF THE NEW NORTHAVEN TRAIL BRIDGE OVER US 75



Preliminary rendering of the Northaven Trail Bridge over US 75.

Credit: TxDOT

TxDOT graphic

SOURCE: Texas Department of Transportation

DALLAS DISTRICT | PROGRESS



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

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www.txdot.gov



REPORT A POTHOLE:

Visit <https://www.txdot.gov/inside-txdot/contact-us/contact-us/report-issue/SubPage/roadNeedsRepair.html> or call 800 452 9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>