

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, December 2, 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 October 28, 2022, Minutes**
☒ Action ☐ Possible Action ☐ Information Minutes: 5
Presenter: Ceason G. Clemens, STTC Chair
Item Summary: Approval of the October 28, 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. **February 2023 Transportation Improvement Program Modifications**
Presenter: Rylea Roderick, 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 and other planning documents with TIP-related changes.
Background: February 2023 revisions to the 2023-2026 TIP are provided as [Electronic Item 2.1.1](#) 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. Also provided is [Electronic Item 2.1.2](#), an Administrative Amendment processed through the November 2022 cycle.

Performance Measure(s) Addressed: Roadway, Transit

- 2.2. **Regional Transportation Council Local Funds Requested as Match On Department Of Energy-Funded Projects**
Presenter: Lori Clark, NCTCOG
Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval to use RTC Local funds to satisfy match requirements for two Department of Energy (DOE) proposals and a State Energy Conservation Office (SECO) project.
Background: The North Central Texas Council of Governments (NCTCOG) has been asked to partner on six proposals competing for funding through the Department of Energy's Fiscal Year 2022 Vehicle Technologies Office Program Wide Funding Opportunity (DE-FOA-0002611). As a partner, NCTCOG would be a subrecipient for

funding. Two of the proposals require matching funds, totaling up to \$300,000 in match for up to \$300,000 in federal funds. RTC Local funds will be requested to satisfy these match requirements. NCTCOG stands to receive federal funds with no match requirement on the other four proposals. In addition, NCTCOG has been awarded \$200,000 in DOE funds by SECO to continue regional energy management work. This is a continuation of work completed collaboratively by the NCTCOG Transportation and Environment and Development departments which began four years ago. The award and resulting work will be split between the departments to further energy efficiency and renewable energy efforts in the region. The award of \$200,000 federal funds requires match of \$40,000. Both the award and match will be shared equally between departments. Up to \$20,000 RTC Local funds will be requested. More information is available in [Electronic Item 2.2](#).

Performance Measure(s) Addressed: Air Quality, Transit

2.3. Endorsement of Fiscal Year 2023 Education Campaigns For Transportation Initiatives: Phase One

Presenter: Mindy Mize, NCTCOG

Item Summary: Staff will seek the Committee's endorsement of the Regional Transportation Council's (RTC) recommendation to the NCTCOG Executive Board for the approval of funding up to \$278,700 for Education Campaigns for Transportation Initiatives: Phase 1 that will initiate in Fiscal Year (FY) 2023.

Background: Since 2014, the NCTCOG Executive Board has been authorizing annual large-scale advertising purchase and placement initiatives for the Transportation Department. The first phase of education campaigns is for public involvement and support activities such as notifications of opportunities for public input/public meetings, and commuter education focused on congestion management. Efforts in the first phase will be funded in a combination of Surface Transportation Block Grant Program funds, Transportation Planning Funds, RTC Local Funds, and RTC Transportation Development Credits in lieu of cash match. Education campaigns will be developed in multiple languages and may be presented through out-of-home advertising, print, screen, online, audio, and social media mediums. This item was approved by the RTC on November 10, 2022, and NCTCOG Executive Board action will be requested on December 1, 2022. [Electronic Item 2.3](#) provides more detail.

Performance Measure(s) Addressed: Administrative

2.4. Endorsement of Traffic Signal Retiming in Tarrant County

Presenter: Gregory Masota, NCTCOG

Item Summary: Staff will request endorsement of Regional Transportation Council (RTC) approval to receive approximately \$1,066,000 in funding from Tarrant County for traffic signal retiming along corridors in Tarrant County.

Background: Tarrant County has identified funding through its 2006 and 2021 Bond Programs and has approached the North Central Texas Council of Governments (NCTCOG) to utilize this funding for traffic signal retiming along selected corridors in Tarrant County. NCTCOG has existing, active consultant contracts that may be used to develop and implement traffic signal retiming. The consultants will work with local jurisdictions and the Texas Department of Transportation to develop, review and implement signal timing. Tarrant County will provide approximately \$1,066,000 to fund the consultant work as well as NCTCOG staff time to administer the project. Additional information can be found in [Electronic Item 2.4](#).

Performance Measure(s) Addressed: Roadway, Safety

1:40 – 1:50

3. Transportation Alternatives Set-Aside Program Call For Projects Funding Recommendations

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Daniel Snyder, NCTCOG

Item Summary: Staff will provide information regarding the Transportation Alternatives Set-Aside Program, an overview of the applications received, and the evaluation process. A recommendation of projects to select for funding will also be provided and action requested.

Background: The North Central Texas Council of Governments opened the Call for Projects for the Urbanized Area of the North Central Texas region on July 18, 2022, and applications were due on September 9, 2022. Projects eligible under this program include the construction of on-road and off-road pedestrian and bicycle facilities, multi-modal connections to rail stations and schools, education activities promoting students to walk and bike to school, and pedestrian and bicycle infrastructure that will substantially improve safety. Project scoring was based on project eligibility and a methodology for project evaluation as previously approved by the Regional Transportation Council. [Electronic Item 3.1](#) provides additional information. [Electronic Item 3.2](#) reflects project evaluations and recommended funding awards.

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

1:50 – 2:00

4. **Regional Transportation Council And Dallas Area Rapid Transit Federal And Local Funding Partnership**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of a proposed federal/local partnership with Dallas Area Rapid Transit (DART).

Background: The North Central Texas Council of Governments (NCTCOG) needs a source of local funds to pay expenses for federal projects/programs prior to federal reimbursement. With the award of multiple federal discretionary grants to the region, the payment sizes have become significantly larger. In addition, NCTCOG would like to expand the pool of RTC Local funds to allow the RTC to expedite projects and programs. To address these needs, a federal/local funding partnership is being proposed between the RTC and DART. The partnership will assist DART with its recently approved arrangement to send approximately \$234 million back to member cities by allowing the higher of two payment amounts to be returned to each city. It costs \$19.674 million to pay the higher amount to each city and the proposal is for the RTC to cover these costs, while DART agrees to provide additional local funds to help with federal reimbursement issues and to increase the funds in the RTC Local pool. It also formalizes the funding exchange on two parking garage projects previously funded by the RTC. Additional details can be found in [Electronic Item 4](#).

Performance Measure(s) Addressed: Air Quality, Transit

2:00 – 2:10

5. **Milestone Policy Update**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Cody Derrick, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval on the recommendations for two projects and provide the Committee with an update on the status of the Metropolitan Planning Organization (MPO) Milestone Policy Round 2 projects that have not let for construction.

Background: The MPO Milestone Policy was adopted by the RTC to ensure that projects which have been funded for more than 10 years and have not gone to construction are being implemented in a timely manner. In February 2021, the RTC took action on the second round of the Milestone Policy, including a project tracking process and revised set of policy procedures. Staff coordinates with implementing agencies to assess project risk on all Milestone Policy projects until they go to construction. The responses are reviewed, and a rating is assigned to each project. Status updates on each project, along with their latest ratings, can be found in [Electronic Item 5.1](#). Details on the

MPO Milestone Policy and the proposed action item can be found in [Electronic Item 5.2](#).

Performance Measure(s) Addressed: Roadway, Transit

2:10 – 2:20

6. Emergency Funding: Backstop Funding For Transit Cooperative Vehicle Procurement

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council ratification of emergency funding authorization for a temporary backstop for the Transit Cooperative Vehicle Procurement (CVP) to secure vehicle prices and avoid an additional price increase.

Background: The Regional Transportation Council (RTC) previously approved Federal Transit Administration funding to design, manufacture, and deliver over 60 light-duty buses and small transit vehicles to support urban transportation services. On June 24, 2021, NCTCOG's Executive Board approved a contract with Creative Bus Sales, Inc. for the purchase of the transit vehicles. As staff began finalizing work orders for the vehicles, it was discovered that the funding was programmed incorrectly, which requires a Transportation Improvement Program (TIP) modification before all work orders can be released. Staff is currently working through the needed TIP modifications and anticipate resolution in January 2023; however, Creative Bus Sales, Inc. notified NCTCOG in October 2022 of an additional price increase for work orders released after November 30, 2022. Due to ongoing supply chain issues resulting in previous price increases, any additional price increase will require NCTCOG to resolicit the procurement causing severe delays and an undue burden on all small transit providers. Staff will request a recommendation for RTC ratification of emergency funding authorization utilizing existing Regional Toll Revenue (RTR) and RTC Local funds in an amount not to exceed \$1.5 million as a temporary backstop to fund the Transit Cooperative Vehicle Procurement to prevent additional vehicle price increases and further vehicle delivery delays. Additional details are provided in [Electronic Item 6](#).

Performance Measure(s) Addressed: Administrative, Transit

2:20 – 2:35

7. Director of Transportation Report on Selected Items

☐ Action ☐ Possible Action ☒ Information Minutes: 15

Presenter: Michael Morris, NCTCOG

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

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

1. Texas Department of Transportation (TxDOT) Awards: Dan Perge, P.E.; Tamelia Spillman; and Walter R. "Ray" Fisher III, P.E.
2. Texas Department of Transportation (TxDOT) – Commissioner Ryan – Thank You Comments (<https://youtu.be/yCdQix5sUZw>)
3. Dallas Fort Worth (DFW) Clean Cities Annual Fleet Recognition Awards ([Electronic Item 7.1](#))
4. Medal of Honor – Museum Partnership Program: Leadership Institute
5. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery ([Electronic Item 7.2](#))
6. Status of Conformity Determination – Potential Lapse Grace Period ([Electronic Item 7.3](#))

Performance Measure(s) Addressed: Administrative, Transit

2:35 – 2:45

8. Revised Regional Transportation Council Bylaws

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Ken Kirkpatrick, NCTCOG

Item Summary: Staff will present recent revisions to the Regional Transportation Council's Bylaws and Operating Procedures.

Background: The Regional Transportation Council approved revisions to its Bylaws and Operating Procedures at its November 10, 2022, meeting. Included in the updated Bylaws are the addition of 13 new cities over 5,000 in population; an additional seat for the City of Fort Worth which leads to a complete roster of 45 members; the addition of language related to county/city group member appointments, including mandatory rotation; clarification of teleconferencing, in person, and videoconferencing as they relate to voting; language that affirms that members of the Nominating Subcommittee are eligible to be nominated as officers; and language noting that the RTC will maintain public involvement procedures, including public comment rules and decorum requirements as part of the Public Participation Plan. [Electronic Item 8.1](#) contains the revised Bylaws with strikethrough text identifying changes. [Electronic Item 8.2](#) contains additional information.

Performance Measure(s) Addressed: Administrative

2:45 – 2:55

9. Walk To School Day Promotion 2022

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Shawn Conrad, NCTCOG

Item Summary: Staff will provide an overview of North Central Texas Council of Governments (NCTCOG) 2022 Walk to School Day promotional efforts and the results of the events held at participating schools.

Background: Walk to School Day is a national event where students from across the nation walk to school on the same day. Students that walk or bike to school show up more alert and ready to

learn. This event spotlights the benefits of active transportation to school, as well as the importance of safety on our roadways for our communities. NCTCOG provided safety-related prizes and promotional items to schools to generate excitement and incentivize participation for numerous schools in the region. The Dallas-Fort Worth region accounted for over half of the registered Walk to School Day events in the State of Texas. Additional information is included in [Electronic Item 9](#).

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

2:55 – 3:05

10. Parking Management Resources

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Travis Liska, NCTCOG

Item Summary: Staff will introduce available resources that can assist local governments with managing parking challenges and request feedback on future technical tools and information that is needed.

Background: Strategic management of new and existing parking can help improve transportation and land use outcomes. Excessive parking can undermine strategic transportation objectives and system performance. Additionally, a lack of consideration for parking management may result in excessive public spending on parking oversupply. Many tools and strategies can address more efficient management of existing and new parking facilities. NCTCOG's parking management program seeks to inform North Texas local governments on parking management. The program has developed several parking managements tools and resources for the region, including a parking management toolbox, best practices in district management, and curb management guide. These are available at www.NCTCOG.org/Parking. Other projects currently in development include a regional parking utilization study database and other technical assistance guides. Going forward NCTCOG staff would like input from local governments on priority regional parking management challenges and desired technical tools and guides. [Electronic Item 10](#) contains additional details.

Performance Measure(s) Addressed: Air Quality, Roadway

3:05 – 3:15

11. End of 2022 Ozone Season

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Jenny Narvaez, NCTCOG

Item Summary: Staff will provide a summary of the 2022 ozone season activity and other air quality updates for the Dallas-Fort Worth (DFW) region. The ozone season is from March 1 to November 30.

Background: The end of November concluded another ozone season for the DFW region. The region continues to work towards compliance for both the 2008 and 2015 ozone National Ambient Air Quality Standards (NAAQS). Staff has been

tracking the exceedance days at each monitor and will provide a summary of the 2022 ozone season data for the North Central Texas 9- and 10-county nonattainment areas, compare against previous ozone seasons, and provide a snapshot for the 2023 ozone season. For further information see [Electronic Item 11](#).

Performance Measure(s) Addressed: Air Quality

3:15 – 3:30

12. **Fast Facts**

☐ Action ☐ Possible Action ☒ Information Minutes: 15

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

1. *Martin Bate* – Map Your Experience 2022 Insights (www.nctcog.org/mapyourexperience)
2. *Martin Bate* - Certification of Emerging and Reliable Transportation Technology Program Update ([Electronic Item 12.1](#))
3. Ezra Pratt – Upcoming Transit Studies Project Advisories Committee Meetings (www.nctcog.org/transitstudies)
4. *Amy Johnson* – Metropolitan Transportation Plan Policy Bundle (www.nctcog.org/policybundle)
5. *Jared Wright* - Air Quality Funding Opportunities for Vehicles (www.nctcog.org/aqfunding)
6. *Jared Wright* – Comments Submitted on Proposed Buy America Waiver ([Electronic Item 12.2](#))
7. *Savana Nance* – Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
8. *Trey Pope* - Local Clean Air Project Spotlight ([Electronic Item 12.3](#))
9. *Jackie Castillo* - October Online Input Opportunity Minutes ([Electronic Item 12.4](#))
10. *Jackie Castillo* - December Public Meeting Notice ([Electronic Item 12.5](#))
11. *Taylor Benjamin* - Public Comments Report ([Electronic Item 12.6](#))
12. Written Progress Reports:
 - Partner Progress Reports ([Electronic Item 12.7](#))

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

14. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on January 27, 2023.**

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE October 28, 2022

The Surface Transportation Technical Committee (STTC) met on Friday, October 28, 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: David Boski, Shon Brooks, Tanya Brooks, Ceason Clemens, John Cordary, Jr., Jackie Culton, Clarence Daugherty, Chad Davis, Arturo Del Castillo, Rebecca Diviney, Phil Dupler, Chad Edwards, Claud Elsom, Eric Fladager, Chris Flanigan, Ann Foss, Eric Gallt, Ricardo Gonzalez, Gary Graham, Tom Hammons, Matthew Hotelling, John Hudspeth, Jeremy Hutt, Thuan Huynh, Gus Khankarli, Eron Linn, Clay Lipscomb, Paul Luedtke, Stanford Lynch, Chad Marbut, Alberto Mares, Wes McClure, Brian Moen, Jim O'Connor, Kevin Overton, Tim Palermo, Martin Phillips, Lauren Prieur, Kathryn Rush, David Salmon, Brian Shewski, Walter Shumac III, Randy Skinner, Daniel Vedral, Caroline Waggoner, and Robert Woodbury.

Others present at the meeting were: Vickie Alexander, Monsur Ahmed, Nick Allen, Berrien Barks, Martin Bate, Carli Baylor, Taylor Benjamin, Jesse Brown, Daniel Burnham, Jackie Castillo, Pritam Deshmulch, Kevin Feldt, Rebekah Gongora, Christie Gotti, Craig Hancock, Lynell Harris, Amy Hodges, Chris Hoff, Wilson Kakembo, Dan Kessler, Ken Kirkpatrick, Charles Marsh, Gregory Masota, J. Mark Mathis, Michael Morris, Jenny Narvaez, Autumn Permenter, Vercie Pruitt-Jenkins, Eric Quintana, Minesha Reese, Rylea Roderick, Luis Rosas, Kyle Roy, Connor Sadro, Samuel Simmons, Toni Stehling, David Tayyari, Brendon Wheeler, and Susan Young.

1. **Approval of September 23, 2022, Minutes:** The minutes of the September 23, 2022, meeting were approved as submitted in Electronic Item 1. Eron Linn (M); Daniel Vedral (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Modifications to the FY2022 and FY2023 Unified Planning Work Program:** A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2022 and FY2023 Unified Planning Work Program was requested. Action included a recommendation directing staff to also administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications. The amendments reflected new initiatives, project updates, funding adjustments, and updated Federal Transit Administration and Federal Highway Administration Planning Emphasis Areas. The proposed amendments were included as Electronic Item 2.1.1 and additional information was provided in Electronic Item 2.1.2.
 - 2.2. **Endorsement of Texas and Gulf Coast Hydrogen Hub:** Staff requested endorsement of the Regional Transportation Council's (RTC) approval for the North Central Texas Council of Governments (NCTCOG) to participate in the Texas and Gulf Coast Hydrogen Consortium. This Consortium will establish a regional clean hydrogen hub centered in the Houston area. The Bipartisan Infrastructure Law (BIL) authorizes the Department of Energy to invest \$8 billion to establish at least four regional clean hydrogen hubs nationwide. Hubs are to reflect

diversity in geographic location, the feedstock from which hydrogen is produced, and the end use of the hydrogen produced. At least one hub should demonstrate end-use of hydrogen in the transportation sector. The Center for Houston's Future has coordinated stakeholder engagement on the topic of regional hydrogen hub development since the BIL was passed. Information is available at: <https://www.centerforhoustonfuture.org/energy>. In conjunction with development of the Interstate 45 Corridor Zero-Emission Vehicle Infrastructure Plan, NCTCOG staff has taken part in these regional hydrogen hub conversations and developed a network of connections related to this industry. NCTCOG has been invited to participate in a Texas and Gulf Coast Hydrogen Consortium, which would be led by GTI Energy. Electronic Item 2.2 provides additional details.

- 2.3 **Argonne National Lab Cooperation Approval:** Staff requested a recommendation for Regional Transportation Council (RTC) approval of an agreement with Argonne National Lab of the Department of Energy to prepare a simulation-based travel model for planning purposes in the Metropolitan Planning Area (MPA). In this 3-year cooperative, North Central Texas Council of Governments (NCTCOG) would provide data and practical planning expertise to Argonne researchers as in-kind match. The Department of Energy is providing \$1.5 million in funding for Argonne. NCTCOG's main tool for transportation planning is the regional travel model. The model is continuously updated with the latest technology and data. This project is an effort toward improvement of planning analytical tools within the regional travel model using Argonne National Lab research products.

A motion was made to approve proposed modifications to the FY2022-2023 Unified Planning Work Program as outlined, including direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, in Item 2.1; endorsement of staff participation in Texas and Gulf Coast Hydrogen Consortium, recommendation for NCTCOG Executive Board signing of Memorandum of Understanding that allows staff to provide support, information, and/or documentation to Consortium in Item 2.2; and approval of an agreement with Argonne National Lab of the Department of Energy for Item 2.3. Jim O' Connor (M); Walter Shumac III (S). The motion passed unanimously.

3. **Resolution Supporting a Regional Model For Complete Streets (Context Sensitive Design):** Kevin Kokes introduced a draft resolution and requested a recommendation for Regional Transportation Council approval to support a regional model for complete streets (context sensitive design) which outlines the importance of planning and construction of complete streets and is intended to serve as the framework for encouraging local policies and projects across the region. The National Complete Streets Coalition defines 'Complete Streets' as an approach to planning, designing, building, operating, and maintaining streets that enable safe access for all people who need to use them including pedestrians, bicyclists, motorists, and transit users of all ages and abilities. The needs of roadway users are different in rural, suburban, and urban communities, and thus streets should be designed to fit the distinct context, circumstances, and local characteristics. Context Sensitive Design includes a process that not only considers physical aspects or standard specifications of a transportation facility, but also the economic, social, and environmental resources in the community being served by the facility. The Federal Highway Administration (FHWA) and Federal Transit Authority (FTA) guidance on Planning Emphasis Areas (PEAs) for metropolitan planning organizations (MPOs) and State Planning and

Research includes a number of tasks in work programs including Complete Streets. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. Federal guidance of the Bipartisan Infrastructure Law; Infrastructure Investment and Jobs Act (IIJA) Section 11206 Safe and Accessible Transportation Options require MPOs to spend at least 2.5 percent of funds made available to them under Federal Highway Aid to activities that increase safe and accessible options for multiple travel modes for people of all ages and abilities, which may include adoption of complete streets standards or policies, development of complete streets prioritization plan, development of transportation plans to create active transportation facilities, and development of transportation plans and policies that support transit-oriented development. The proposed RTC resolution would: 1) direct staff to collaborate with local governments and transportation providers to develop a checklist and/or guide for projects with complete streets/context sensitive design elements be used for regional transportation planning and project implementation; 2) encourage the adoption and implementation of local government policies/resolutions related to complete streets/context sensitive design; 3) encourage consideration of complete streets (context sensitive design) elements in future updates to local plans, manuals, ordinances, codes, and associated rules and regulations; 4) encourage local collaboration with the Texas Department of Transportation to implement transportation projects that apply context sensitive solutions consistent with local community characteristics; and 5) direct staff to provide technical support for the development of local policies, resolutions, and methodologies/applications for performance management. Complete Streets is scheduled to be discussed at the Public Input Meeting on November 7, 2022, and Regional Transportation Council action will be requested on November 10, 2022. Staff will work with local governments, transit agencies, and the public to develop a guide/checklist for performance measures in 2023. Chad Edwards with Trinity Metro recommended updating the wording in Section 4 of the draft resolution to be more inclusive and to involve the public, communities, and transit agencies to collaborate closely and implement transportation projects in their jurisdiction. Michael Morris agreed this wording would be updated. John Polster noted that he believes in complete streets and context sensitive, but he suggested that rather than to do policies, rules, procedures, priorities, and performance measures, he believes that STTC should be doing a best management practice of what is known to work in places and if the communities have availed themselves of it, have the staff ready to show them the way forward if they so choose. He expressed concern that if complete streets/context sensitive is included as a performance measure in the future, there would be a grade for context sensitive/context sensitive grade in a future call for projects. Michael Morris indicated that staff would review the resolution to ensure there are no unintended consequences of the language as drafted. Chad Davis, Wise Co., expressed concerns about conflicts between pedestrians and freight on rural roads.

A motion was made to recommend Regional Transportation Council approval of resolution (R22-04) supporting a regional model for complete streets (context sensitive design) and directing staff to develop a complete street checklist/guide and performance measures, to be presented at a future date for approval. Tanya Brooks (M); Gus Khankarli (S). The motion passed unanimously.

4. **Advanced Transportation Technology and Innovation Program:** Natalie Bettger requested a recommendation for Regional Transportation Council (RTC) approval of the regional application for the 2022 Advanced Transportation Technology and Innovation (ATTAIN) Program. In September 2022, the United States Department of Transportation (US DOT) issued an announcement for the ATTAIN program proposals that deploy, install,

and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment. During the first year of the five-year program, US DOT will provide funding of up to \$12 million per grant, a 20 percent local match is required. This program is a continuation of Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program. The Notice Of Funding Opportunity was issued September 19, 2022, and applications are due November 18, 2022. ATTAIn model deployments are expected to provide benefits in the form of reduced fatalities and injuries, reduced traffic congestion that improved travel time reliability, reduced emissions, optimized multimodal system performance, improved access to transportation alternatives, integration of payment systems, integrated multimodal transportation information, and transportation-related cost savings. Priorities for ATTAIn include climate, resiliency, environmental justice, equity, removing barriers to opportunities, and job creation. NCTCOG is proposing a Transportation System Management and Operations Data Engine (TSMO) foundation for success, that will consume standard data inputs from applications, enable sharing of data, deploy best-of breed applications and allow each agency the freedom to procure systems that best meet their needs regionwide in the amount of \$10 million with a local match of \$2 million. The benefits are cost savings, enhanced data sharing, common interfaces, future-proof design, extensibility and high-quality software. TSMO data engine has two primary initiatives: data initiative to create the digital infrastructure to support advanced smart community technologies and systems within the NCTCOG region and mobility initiatives to focus on improving air quality, improve safety, reduce congestion in the region. The regional application for the ATTAIn Program will presented to the RTC for information on October 13, 2022, STTC action on October 28, 2022, and NCTCOG Executive Board Action on November 17, 2022.

A motion was made to request recommended Regional Transportation Council approval and submittal of the Transportation System Management and Operations Data Engine, Foundation for Success for funding consideration through the FY22 Advanced Transportation Technology and Innovation (ATTAIn) Program (\$8) and Region Toll Revenue (RTR) (\$2 million) for a total of (\$10 million). The action also included direction for staff to administratively amend the 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 ATTAIn Grant total award (\$10M). John Polster (M); G. "Gus" Khankarli (S). The motion passed unanimously.

5. **Strengthening Mobility and Revolutionizing Transportation Grant Program: Approval of North Central Texas Council of Governments Applications:** Thomas Bamonte requested approval of North Central Texas Council of Governments (NCTCOG) submission of Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program Applications. The SMART program purpose is to demonstrate projects using technology interventions to solve real-world challenges and build data and technology capacity and expertise in the public sector. The United States Department of Transportation (USDOT) is emphasizing technology interventions to solve real-world challenges and build data and technology capacity and expertise in the public sector with \$500 million of funding over five years (\$100 million per year). The first year will consist of 30 to 50 planning grants with a \$2 million maximum grant and no local match. In the later years, there will be implementation grants up to \$15 million, limited to planning grant recipients. The SMART Notice of Funding Opportunity (NOFO) was issued on September 19, 2022, with the application deadline of November 18, 2022. Eligible projects include coordinated automation, connected vehicles, intelligent sensor-based infrastructure, smart technology traffic signals, systems integration,

commerce delivery and logistics, innovation aviation technology, and smart grid for Electric Vehicles (EVs). Staff is preparing three SMART project proposals: Project 1: North Texas Micro-Weather Infrastructure for Advanced Air Mobility feasibility study to determine viability of regional solution for low altitude weather detection and reporting to support safe deployment of advanced aerial vehicles such as last mile drone delivery services and Electric Vertical Take-Off and Landing (eVTOL) vehicles regionwide in the amount of \$2 million with no local match required. The benefits will allow regional stakeholders on equitable basis to scale up Advanced Aerial Mobility (AAM) operations safely. The benefits will allow regional stakeholders on equitable basis to scale up AAM operations safely. Project 2: Flooded Roads Information System will use advanced sensors and big data tools to improve prediction, identification, and reporting of flooded roadways in the Transportation Stormwater Infrastructure Study area, portions of Dallas, Denton, Ellis, Hood, Johnson, Parker, and Tarrant Counties and all of Wise County, in the amount of \$2 million with no local match required. Project benefits include optimizing emergency response routes/procedures, use of critical facilities, and improving safety at vulnerable areas. Project 3: Traffic Signal Technology and Deploying AI based Advanced Traffic Management System Platforms will leverage NCTCOG's recent survey of traffic signal equipment plus TxDOT's recent acquisition of several advanced detections systems. The project will identify, test, and evaluate detection and other traffic signal technologies to optimize traffic signals regionwide, after planning work is completed on US 77, US 67, and FM 1382 in the amount of \$2 million with no local match required with the benefits of safety, air quality, congestion, and reliability. Electronic Item 5.1 contains the USDOT's SMART fact sheet and Electronic Item 5.2 provided a summary of the SMART projects proposed by staff.

A motion was made to recommend for Regional Transportation Council approval of the submission of the three SMART grant applications as presented and for staff to take all necessary steps to submit the applications and administer any SMART grant that is awarded based on the applications. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

6. **Draft Updated Rules For Public Comments at Regional Transportation Council**

Meetings: Ken Kirkpatrick requested a recommendation for approval by the Regional Transportation Council (RTC) of Rules for Public Comments at RTC meetings. The overview of HB 2840, Texas Government Code Section 551.007 is members of the public must be allowed to make comments to a governmental body before or during the body's consideration of an item. A governmental body may adopt reasonable rules regarding public comments, including rules that limit the amount of time for each public comment. If no simultaneous translation equipment is used, a member of the public using a translator must be given double the amount of time to comment. A governmental body may not prohibit public criticism of the body. The Bill took effect on September 1, 2019. The proposed Rules for Public Comments at RTC meetings: 1) Add decorum standard for audience members and public commenters with clear enforcement rules, 2) overall time period limit for public comments, which may be extended, 3) clarify when public comments will be in-person or virtual, and 4) public comment and decorum requirements referenced in RTC Bylaws (proposed). The timeline for the Rules were presented as an information item to RTC in August; in September, a public meeting was held; comments from the public on the updated rules were welcomed for a 45-day period per the Public Participation Plan; and will RTC action will be requested in November. Electronic Item 6.1 contained additional information on the proposed rules.

A motion was made to recommend Regional Transportation Council approval of the Updated Rules for Public Comments at RTC Meetings (Electronic Item 6.1) and direction for staff to amend the Public Participation Plan to include the updated rules as an appendix. Tim Palermo (M); Paul Luedtke (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 by highlighting that he and Lance Simmons (both being Co-Chairs of the Statewide Task Force) had the pleasure of being invited to attend Texas Transportation Commission's Commissioner Laura Ryan's meeting and shared Commissioner Ryan's praise for the region. Michael noted the importance of the Texas Department of Transportation's (TxDOT) #Endthestreak campaign. Ceason Clemens, TxDOT Dallas; Gus Khankarli, City of Dallas; and Michael Morris presented a briefing on IH 345 to the Dallas City Council. TxDOT has worked hard over the last two-three years to get consensus on a hybrid-alternative for the IH 345 project. Michael mentioned the approval of Dallas Area Rapid Transit (DART) Board's distribution of \$214 million in unallocated funds to service 13 area cities; staff will bring \$20 million to the Regional Transportation Council (RTC). Christie Gotti is working on the Revolver part of the agreement which will be presented to the Surface Transportation Technical Committee (STTC) and RTC when the agreements are aligned. Michael mentioned that he and Amy Johnson of NCTCOG attended the Scenario Outreach Planning Conference in Washington DC with Chris Cassidy and Emmitt Smith. He also mentioned the Preston Road and Intersection Study in Dallas through to Plano that may be presented for action in the future. He briefed the Committee on the East/West Equity report that will be utilized by the Transportation Improvement Program team as they review the Unified Transportation Program this year and review the balances of all the accounts.
8. **Automated Vehicles 2.1: Regional Planning Exercise For Local Partners:** Clint Hail provided a briefing on the Automated Vehicles 2.1 planning exercise recently completed, and the key deliverables and findings of the project. Transportation technology is evolving, and the planning process must evolve to keep up. The purpose of the AV2.1 planning study is to understand the region's mobility challenges, identify ways transportation automation and related technologies can address those challenges and recommend policies and best practices to achieve positive results for the region. The North Central Texas Council of Governments' (NCTCOG's) vision for automation in the region is to lead automated vehicles (AV) deployment, use automation to achieve region's mobility goals, provide communities with AV planning and deployment resources, build effective partnerships with AV developers, and strategically invest in use cases and communities overlooked by AV developers. The goal is to improve safety, efficiency, share real time travel information, improve the economy, and prioritize quality of life. The AV2.1 project objectives are to make future mobility planning resources available to stakeholders in the region, provide resources for stakeholders to prepare for and support future mobility, and look beyond tech available today to plan for future scenarios and impacts. The purpose of the online public survey is to learn public needs and interests around automated transportation. Key takeaways from 483 responses, primarily from Tarrant and Dallas counties, were a mixed willingness to use automation technologies for travel around the Dallas-Fort Worth area, differences in willingness by race and age, and older generations less willing to use the technologies. The focus group's purpose gains deeper awareness of public's perspectives on current and emerging transportation technologies. Key takeaways from 83 participants from 12 focus groups, focus group findings align with survey, map apps are most used tech (smartphone cost is concern for one minority group), rural residents want more transportation options (transit, ride hail, faster internet), fewer freight train backups, and minorities are the most

excited about new tech, but doubt fair/equitable access. The existing need's report details the current state of transportation in North Central Texas, identifies local needs and deployment opportunities. There are five categories of existing needs: personal mobility; freight movement; equity; safety' and infrastructure readiness plus resilience. The AV2.1 market analysis report's purpose is to understand possible impacts from automated transportation and related technologies in communities. This understanding and readiness will help the region apply for federal, State, or local deployment funding to deploy or support new technologies. The AV2.1 financial report's purpose is high-level assessment of how automated transportation may affect local entity finances. The financial report considers scenario development and evaluation to understand potential impacts of automated transportation on existing funding mechanisms available to counties, municipalities, public transit agencies, and airports. The purpose of the scenario development report is to identify potential future transportation automation scenarios for the North Central Texas region. Developed from seven potential scenarios, with three selected scenarios for modeling evaluation: connected autonomous vehicle (CAV) Impact on Roadway Network Capacity; CAV impact on intersection performance; and CAV impact on population and employment distributions. Model tool selection's purpose is to select the tools to evaluate the three selected scenarios with these tools considered: microscopic traffic simulation models; mesoscopic simulation-based dynamic traffic assignment models; and regional travel demand model ("TAFT") developed and maintained by NCTCOG. The research team coordinated throughout process with NCTCOG Modeling Team. The tool selected was the AV-TAFT, regional travel demand model upgraded by UT-Austin to enable AV traffic modeling, slightly modified to further upgrade AV-TAFT's ability to model the three scenarios selected. The scenario evaluation's purpose is to predict potential impacts of three future automation scenarios using travel demand model with the modeling summary included 29 different scenario runs, testing 0, 25, 50, and 100 percent CAV penetration rates. AV2.1 study marked first application of new CAV Capacity Adjustment Factors in Highway Capacity Manual 7th Edition. Key assumption was vehicles are both connected and automated. They follow closely at high speeds. They move through intersections more effectively. Key findings were vehicles miles travels (VMT) generally increases while vehicle hours traveled (VHT) generally decreases. Average daily speed generally increases while daily delay generally decreases. CAV's alone will not solve the region's future congestion problems. The final report summarizes key findings from each project task and recommends next steps for municipalities and NCTCOG. Key recommendations were to self-assess gaps (staffing, planning, infrastructure, policy), pursue funding opportunities, disseminate key findings, continue to monitor trends (technology and impacts), develop financial revenue assessment toolkit, and develop tools to evaluate pilots and prioritize new projects or investments. Materials, reports, and findings can be found online at www.ConnectNTxFutures.org. Electronic items 8.1 contained the presentation details and Electronic Item 8.2 provided an executive summary and key takeaways.

9. **Fiscal Year 2022 Project Tracking Wrap-Up/Fiscal Year 2023 Kickoff:** Cody Derrick provided the Committee an update on the final report on the FY2022 Project Tracking Initiative created to reduce the region's carryover funding balances and introduce the FY2023 Project Tracking Initiative. Every year, Regional Transportation Council (RTC) selected projects being implemented by local governments experience delays. Due to significant implementation delays on projects across the region and a need to draw down the region's carryover balances the Transportation Improvement Program (TIP) team performs a robust project tracking effort in order to highlight potential problems and prevent delays. At the beginning of the fiscal year, staff provided the Surface Transportation Technical Committee (STTC) and the Regional Transportation Council (RTC) with a list of

projects (by phase) scheduled to advance during the coming year. Agencies were asked to report project status on a more frequent basis. The status of projects scheduled for the year will continue to be presented at STTC and RTC on a regular basis. This provides opportunities for sponsors to raise issues that may be hindering project progress and help ensure funds were being obligated in a more timely manner. For Congestion Mitigation and Air Quality Improvement Program (CMAQ), the region obligated more funding than was programmed at the beginning of the fiscal year as a result of a Texas Department of Transportation (TxDOT) project being let on time, and despite 36 projects not obligating as expected. \$83,402,443 of CMAQ funding was obligated in FY2022. For Surface Transportation Block Grant Program (STBG) funds, 52 project phases did not obligate as expected, and 87% of the funding was obligated due to the Category 2/STBG funding exchange. \$155,518,801 of STBG funding was obligated in FY2022. For Transportation Alternatives Set Aside (TASA), the region was able to obligate enough funding to avoid federal funding lapse, but 11 project phases were delayed. \$8,150,643 of TASA funding was obligated in FY2022. CMAQ's summary for FY2023 project funding is \$137,223,374 across 37 project phases. STBG's summary for FY2023 is \$178,908,388 across 75 project phases. TASA's summary for FY2023 is \$19,963,595 across 20 project phases. Staff will continue to monitor project progress, work with project sponsors and TxDOT to resolve issues that may be causing delays in project implementation and bring updates to the committee throughout the fiscal year. Electronic Item 9.1 contained a list of projects that were scheduled to begin in FY2022 and their current status. A list of projects that are scheduled to begin in FY2023 and their current status were located in Electronic Item 9.2. Additional details were provided in Electronic Item 9.3.

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

Charles Marsh mentioned October 28, 2022, was the deadline for the Transportation Improvement Program Modifications February 2023 Cycle.

Martin Bate provided an update on the Certification of Emerging and Reliable Transportation Technology Program. The program is in the first round of submitting proposals to local governments for locations where technology providers can deploy and certify their technologies. Deadline for proposals is Friday, November 18, 2022, and proposals must be delivered by hand to the North Central Texas Council of Governments Office. Round 2 will be brought for consideration in the coming months. More information was provided in Electronic Item 10.1.

Cody Derrick highlighted the Local Government Texas Department of Transportation (TxDOT) Training. Local entities and agencies that provide local funding by the State are required to take training from TxDOT to have an individual that is qualified in the local government project procedures. TxDOT trains individuals through their local government project procedures qualification program. This qualification or training is offered virtually or in person at the TxDOT Dallas or Fort Worth District offices and must be completed every three years. Electronic Item 10.2 contained registration information for the training.

Nicholas Allen announced that the NCTCOG Government Relations team finalized the Draft Regional Transportation Council Legislative Program. Electronic Item 10.3 contained the draft program.

Camille Fountain announced the Fall 2022 Traffic Incident Management (Off-site) Executive Level Course scheduled for Thursday, November 3, 2022, in Mesquite would be held in person versus a virtual course. Registration information provided in Electronic Item 10.4.

Camille Fountain also noted that the 2022 Texas Department Of Transportation Highway System Safety Improvement (HSIP) Call for Projects is open and the deadline for District offices is November 30, 2022. More information can be found on Texas Department of Transportation safety website and the North Central Texas Council of Governments statewide safety initiatives page. There was an informational session on October 5, 2022, that can also be found on the website.

Jesse Brown noted that Electronic Item 10.5 contained information on the High-Occupancy Vehicle Quarterly Report. The next report is anticipated in January 2023.

Jared Wright noted the Air Quality Funding Opportunities for Vehicles website, www.nctcog.org/aqfunding, which is kept up to date with air quality funding opportunities for vehicles along with programs that are available.

Amy Hodges highlighted the annual fleet recognition awards meeting scheduled for 1:30 pm, November 1, 2022. More information was provided on the Dallas-Fort Worth Clean Cities Events website at <https://www.dfwcleancities.org/events>.

Lori Clark reported that the National Drive Electric Week event held on October 2, 2022, was a success with over 100 people in attendance. The event received media coverage from CBS and NBC. A summary of the event can be found at www.driveelectricdfw.org.

Jared Wright highlighted the Local Clean Air Project Spotlight on two school buses funded with a total cost of \$213,000 in the Denton Independent School District. Additional information was provided in Electronic Item 10.6.

Jenny Narvaez mentioned that comments on the Federal Highway Administration (FHWA) proposed rule on Greenhouse Gas (GHG) Performance Measure were provided October 13, 2022. Detailed information was provided in Electronic Item 10.7.

Jenny Narvaez also mentioned that the Dallas Fort Worth Ozone Nonattainment Reclassifications were published in the Federal Register on October 7, 2022, with an effective date of November 7, 2022. With the last month of ozone season approaching, a report will be provided at the next meeting.

Jackie Castillo noted that a public meeting was held at the North Central Texas Council of Governments office on September 12, 2022. Topics presented at the public meeting included the Roadway Safety Plan, National Drive Electric Week, Updated Rules for Public Comments at Regional Transportation Council meetings, the Management and Operations and Safety Program, Fiscal Year 2022 Public Transportation Funding: Programs of Projects, and Proposed Modifications to the List of Funded Projects. A copy of the minutes from the public meetings was included in Electronic Item 10.8.

Jackie Castillo also mentioned that the North Central Texas Council of Governments will host a public meeting on November 7, 2022. The November Public Meeting Notice including topics for discussion was provided in Electronic Item 10.9.

Taylor Benjamin noted that the Public Comments Report, which contains general public comments received from August 20-September 19, 2022, was provided in Electronic Item 10.10.

Partner Progress Reports were provided in Electronic Item 10.11.

11. **Other Business (Old or New)**: Dan Kessler reminded Surface Transportation Technical Committee members to sign in as Regional Transportation Council Bylaws require that a report is provided quarterly to the leadership of your agency regarding attendance.
12. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on December 2, 2022.

Meeting adjourned at 3:07 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 FEBRUARY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 13000	Facility: IH 30	Location/Limits From: DALLAS COUNTY LINE	Modification #: 2023-0034
Impementing Agency: TXDOT-FORT WORTH		Location/Limits To: SH 161	
County: DALLAS	CSJ: 1068-04-170		
City: GRAND PRAIRIE	Desc: RECONSTRUCT AND WIDEN FROM 6 TO 8 GENERAL PURPOSE LANES WITH 2 REVERSIBLE EXPRESS LANE AND CONSTRUCT 0 TO 4 LANE CONTINUOUS FRONTAGE ROADS; MODIFICATIONS TO SH 161 CONNECTIONS Request: INCREASE CONSTRUCTION FUNDING AND DELAY TO FY2028 AS APPROVED BY THE RTC ON AUGUST 18, 2022; REVISE SCOPE "AS RECONSTRUCT AND WIDEN FROM 6 TO 8 MAINLANES WITH 2 REVERSIBLE MANAGED LANES AND CONSTRUCT 0 TO 4 LANE CONTINUOUS FRONTAGE ROADS; MODIFICATIONS TO SH 161 CONNECTIONS" Comment: REGIONAL 10 YEAR PLAN PROJECT		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	1068-04-170	SW PE:	\$0	\$530,000	\$0	\$0	\$0	\$530,000
2023	ROW	1068-04-170	SW ROW:	\$7,128,000	\$1,782,000	\$0	\$0	\$0	\$8,910,000
2027	CON	1068-04-170	Cat 4:	\$8,800,000	\$2,200,000	\$0	\$0	\$0	\$11,000,000
Grand Total:				\$15,928,000	\$4,512,000	\$0	\$0	\$0	\$20,440,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	1068-04-170	SW PE:	\$0	\$530,000	\$0	\$0	\$0	\$530,000
2023	ROW	1068-04-170	SW ROW:	\$7,128,000	\$1,782,000	\$0	\$0	\$0	\$8,910,000
2028	CON	1068-04-170	Cat 2M:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2028	CON	1068-04-170	Cat 4:	\$8,800,000	\$2,200,000	\$0	\$0	\$0	\$11,000,000
Phase Subtotal:				\$12,800,000	\$3,200,000	\$0	\$0	\$0	\$16,000,000
Grand Total:				\$19,928,000	\$5,512,000	\$0	\$0	\$0	\$25,440,000

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code:	13063	Facility:	US 81/US 287	Location/Limits From:	SOUTH OF NORTH TARRANT PARKWAY	Modification #:	2023-0037
Impementing Agency:	TXDOT-FORT WORTH	Location/Limits To:	AVONDALE HASLET ROAD				
County:	TARRANT	CSJ:	0014-15-078				
City:	FORT WORTH	Desc:	OPERATIONAL IMPROVEMENTS INCLUDING RAMP MODIFICATIONS, 0 TO 2 LANE FRONTAGE ROADS, AND SIDEWALKS				
		Request:	INCREASE CONSTRUCTION FUNDING IN FY2027 AS APPROVED BY THE RTC ON AUGUST 18, 2022; REVISE SCOPE AS OPERATIONAL IMPROVEMENTS INCLUDING RAMP MODIFICATIONS, 2/6 DISCONTINUOUS TO 4/8 CONTINUOUS FRONTAGE ROAD LANES, AND SIDEWALKS				
		Comment:	REGIONAL 10 YEAR PLAN PROJECT				

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0014-15-078	SW PE:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2023	ROW	0014-15-078	SW ROW:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2023	UTIL	0014-15-078	SW ROW:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2027	CON	0014-15-078	Cat 2M:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2027	CON	0014-15-078	Cat 4:	\$6,400,000	\$1,600,000	\$0	\$0	\$0	\$8,000,000
Phase Subtotal:				\$10,400,000	\$2,600,000	\$0	\$0	\$0	\$13,000,000
Grand Total:				\$14,400,000	\$3,600,000	\$0	\$0	\$0	\$18,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0014-15-078	SW PE:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2023	ROW	0014-15-078	SW ROW:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2023	UTIL	0014-15-078	SW ROW:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2027	CON	0014-15-078	Cat 2M:	\$49,280,000	\$12,320,000	\$0	\$0	\$0	\$61,600,000
2027	CON	0014-15-078	Cat 4:	\$34,144,000	\$8,536,000	\$0	\$0	\$0	\$42,680,000
Phase Subtotal:				\$83,424,000	\$20,856,000	\$0	\$0	\$0	\$104,280,000
Grand Total:				\$87,424,000	\$21,856,000	\$0	\$0	\$0	\$109,280,000

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 21066	Facility: FM 1171	Location/Limits From: AT FM 2499 (LONG PRAIRIE ROAD)	Modification #: 2023-0078
Impementing Agency: TXDOT-DALLAS			
County: DENTON	CSJ: 1311-01-060		
City: FLOWER MOUND	Desc: CONSTRUCT WESTBOUND RIGHT TURN LANE; REALIGN A DRIVEWAY AT THE INTERSECTION		
	Request: ADVANCE CONSTRUCTION PHASE TO FY2023 AND INCREASE FUNDING TO ACCOUNT FOR HIGHER COST ESTIMATE		
	Comment: LOCAL CONTRIBUTION PAID BY CITY OF FLOWER MOUND		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	1311-01-060	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2023	ENG	1311-01-060	SW PE:	\$0	\$200,000	\$0	\$0	\$0	\$200,000
Phase Subtotal:				\$0	\$200,000	\$0	\$0	\$100,000	\$300,000
2024	CON	1311-01-060	Cat 5:	\$428,000	\$107,000	\$0	\$0	\$0	\$535,000
Grand Total:				\$428,000	\$307,000	\$0	\$0	\$100,000	\$835,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	1311-01-060	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2023	ENG	1311-01-060	SW PE:	\$0	\$200,000	\$0	\$0	\$0	\$200,000
Phase Subtotal:				\$0	\$200,000	\$0	\$0	\$100,000	\$300,000
2023	CON	1311-01-060	Cat 5:	\$960,000	\$240,000	\$0	\$0	\$0	\$1,200,000
Grand Total:				\$960,000	\$440,000	\$0	\$0	\$100,000	\$1,500,000

TIP Code: 13077	Facility: US 175	Location/Limits From: WEST OF FM 148 BYPASS	Modification #: 2023-0082
Impementing Agency: TXDOT-DALLAS	Location/Limits To: EAST OF FM 148 BYPASS		
County: KAUFMAN	CSJ: 0197-03-078		
City: CRANDALL	Desc: RECONSTRUCT 4 TO 4 LANE DIVIDED HIGHWAY AND CONSTRUCT 0 TO 2 LANE CONTINUOUS FRONTAGE ROADS AND NEW INTERCHANGE AT FM 148		
	Request: ADVANCE CONSTRUCTION PHASE TO FY2023 AFTER RTC APPROVAL ON AUGUST 18, 2022 THEREBY ADDING PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); REVISE SCOPE TO RECONSTRUCT 4 TO 4 LANE DIVIDED HIGHWAY AND CONSTRUCT 0 TO 2 LANE CONTINUOUS FRONTAGE ROADS AND NEW INTERCHANGE AT FM 148		
	Comment: REGIONAL 10-YEAR PLAN PROJECT		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	CON	0197-03-078	Cat 2M:	\$23,010,818	\$5,752,704	\$0	\$0	\$0	\$28,763,522
Grand Total:				\$23,010,818	\$5,752,704	\$0	\$0	\$0	\$28,763,522

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 25089.4 **Facility:** VA **Location/Limits From:** TIMBERGLEN TRAIL FROM TIMBERGLEN PARK & PRESTON RIDGE TRAIL **Modification #:** 2023-0209

Impementing Agency: DALLAS **Location/Limits To:** MIDWAY & MOSS GLEN PARK

County: COLLIN **CSJ:** N/A

City: DALLAS **Desc:** CONST & RECONST SHARED USE PATH TO LINK MOSS GLEN & PRESTON RIDGE TR; PED HAWK SIGNAL & SIGNAL UPGRADES AT MAPLESHADE/PRESTON RIDGE TR; RECTANGULAR RAPID FLASSING BEACON ON LLOYD CIR; SIGNAL UPGRADES & RECONST SIDEWALK ON TIMBERGLEN TO MIDWAY

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

Comment: 361,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; MTP POLICY BUNDLE TDCS; NO COST OVERRUNS ON THIS PROJECT, AS THE RTC IS AWARDDING MORE THAN WHAT THE TDCS REQUIRE

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	UTIL	N/A	STBG:	\$80,000	\$0	\$0	\$20,000	\$0	\$100,000
2026	CON	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$438,000	\$0	\$0	\$0
2026	CON	N/A	STBG:	\$3,149,340	\$0	\$0	\$239,835	\$0	\$3,389,175
Phase Subtotal:				\$3,149,340	\$0	\$438,000	\$239,835	\$0	\$3,389,175
Grand Total:				\$3,229,340	\$0	\$0	\$259,835	\$0	\$3,489,175

TIP Code: 14077 **Facility:** CS **Location/Limits From:** FERGUSON PKWY FROM ELM STREET **Modification #:** 2023-0210

Impementing Agency: ANNA **Location/Limits To:** THE COLLIN COUNTY OUTER LOOP

County: COLLIN **CSJ:** 0918-24-249

City: ANNA **Desc:** CONSTRUCT 0/2 TO 4 LANE URBAN DIVIDED (6 LANES ULTIMATE), INCLUDING NEW SIDEWALKS AND 0 TO 6 LANE BRIDGE OVER SLAYTER CREEK

Request: INCREASE FUNDING FOR ENGINEERING PHASE

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-24-249	Cat 7:	\$1,072,481	\$0	\$0	\$268,120	\$0	\$1,340,601
Grand Total:				\$1,072,481	\$0	\$0	\$268,120	\$0	\$1,340,601

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-24-249	STBG:	\$1,072,481	\$0	\$0	\$268,120	\$0	\$1,340,601
2023	ENG	0918-24-249	STBG:	\$1,748,319	\$0	\$0	\$437,080	\$0	\$2,185,399
Grand Total:				\$2,820,800	\$0	\$0	\$705,200	\$0	\$3,526,000

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11600 **Facility:** CS **Location/Limits From:** 10TH STREET FROM IH 35E **Modification #:** 2023-0211
Impementing Agency: DALLAS **Location/Limits To:** CLARENDON
County: DALLAS **CSJ:** 0918-47-420
City: DALLAS **Desc:** RECONSTRUCT 2 LANE TO 2 LANE ROADWAY WITH DRAINAGE AND ASSOCIATED PEDESTRIAN IMPROVEMENTS
Request: MOVE RTR FUNDS FROM ENGINEERING PHASE TO CONSTRUCTION PHASE AND ADD LOCAL CONTRIBUTION FOR ENGINEERING

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-47-420	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$400,000	\$100,000	\$0	\$500,000
2024	CON	0918-47-420	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$2,000,000	\$500,000	\$0	\$2,500,000
Grand Total:				\$0	\$0	\$2,400,000	\$600,000	\$0	\$3,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-47-420	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2024	CON	0918-47-420	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$2,400,000	\$600,000	\$0	\$3,000,000
Grand Total:				\$0	\$0	\$2,400,000	\$600,000	\$500,000	\$3,500,000

TIP Code: 20160 **Facility:** VA **Location/Limits From:** MCKINNEY AVENUE TRANSIT AUTHORITY ADA ACCESSIBILITY STUDY **Modification #:** 2023-0212
Impementing Agency: NCTCOG
County: DALLAS **CSJ:** N/A
City: DALLAS **Desc:** CONDUCT STUDY TO REVIEW ACCESSIBILITY OF TRANSIT SERVICE, ESPECIALLY FOR INDIVIDUALS WITH DISABILITIES, AND IDENTIFY NEEDED SYSTEM ENHANCEMENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE
Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	N/A	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$500,000	\$0	\$0	\$500,000
Grand Total:				\$0	\$0	\$500,000	\$0	\$0	\$500,000

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11684 **Facility:** VA **Location/Limits From:** REGION WIDE PROJECT TO ASSIST LOCAL PARTNERS TO PLAN AND IMPLEMENT CAV DEPLOYMENTS BY PROVIDING FUNDING FOR COSTS RELATED **Modification #:** 2023-0213

Impementing Agency: NCTCOG **Location/Limits To:** TO DEPLOYMENTS AND SUPPORTING COSTS OF ACTIVE AV DEPLOYMENTS IN PARTNERSHIP WITH THE PRIVATE SECTOR; INCL LOCAL GOVT STAFF, NCTCOG STAFF & CONSULTANT TIME,

County: VARIOUS **CSJ:** 0902-00-282, 0902-00-283, 0902-00-326

City: VARIOUS **Desc:** INFRA UPGRADES (EX: SIGNAL, STRIPING, DSRC & 5G CONNECTIVITY), LEGAL SVCS, PUBLIC ED, SAFETY (EX: COORD W/FIRST RESPONDERS); SOFTWARE & TECH EXPERTISE; EQUAL ACCESS TO INTERNET AS TDM TOOL; EXPAND ZIP ZONE TRANSIT TO 76104 ZIP CODE

Request: REVISE SCOPE TO REGION WIDE PROJECT TO ASSIST LOCAL PARTNERS PLAN AND IMPLEMENT CAV DEPLOYMENTS BY PROVIDING FUNDING FOR COSTS RELATED TO DEPLOYMENTS AND SUPPORTING COSTS OF ACTIVE AV DEPLOYMENTS IN PARTNERSHIP WITH PRIVATE SECTOR; INCL LOCAL GOVT STAFF, NCTCOG STAFF & CONSULTANT TIME, INFRA UPGRADES (EX: SIGNAL, STRIPING, DSRC & 5G CONNECTIVITY), LEGAL SVCS, PUBLIC ED, SAFETY (EX: COORD W/FIRST RESPONDERS); SOFTWARE & TECH EXPERTISE; EQUAL ACCESS TO INTERNET AS TDM TOOL; REMOVE CMAQ FUNDING FROM FY2023 AND DECREASE FY2023 TDCS; DECREASE IN FUNDING OFFSET BY AN INCREASE ON TIP 11684.9/CSJ 0902-00-###

Comment: 1,108,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS; AV 2.0 PROJECT #2

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	0902-00-282	Cat 3 - TDC (MPO):	\$0	\$0	\$424,000	\$0	\$0	\$0
2020	IMP	0902-00-282	Cat 7:	\$2,120,000	\$0	\$0	\$0	\$0	\$2,120,000
2020	IMP	0902-00-283	Cat 3 - TDC (MPO):	\$0	\$0	\$424,000	\$0	\$0	\$0
2020	IMP	0902-00-283	STBG:	\$2,120,000	\$0	\$0	\$0	\$0	\$2,120,000
Phase Subtotal:				\$4,240,000	\$0	\$848,000	\$0	\$0	\$4,240,000
2023	IMP	0902-00-326	Cat 3 - TDC (MPO):	\$0	\$0	\$400,000	\$0	\$0	\$0
2023	IMP	0902-00-326	Cat 5:	\$700,000	\$0	\$0	\$0	\$0	\$700,000
2023	IMP	0902-00-326	STBG:	\$1,300,000	\$0	\$0	\$0	\$0	\$1,300,000
Phase Subtotal:				\$2,000,000	\$0	\$400,000	\$0	\$0	\$2,000,000
Grand Total:				\$6,240,000	\$0	\$0	\$0	\$0	\$6,240,000

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	0902-00-282	Cat 3 - TDC (MPO):	\$0	\$0	\$424,000	\$0	\$0	\$0
2020	IMP	0902-00-282	Cat 7:	\$2,120,000	\$0	\$0	\$0	\$0	\$2,120,000
2020	IMP	0902-00-283	Cat 3 - TDC (MPO):	\$0	\$0	\$424,000	\$0	\$0	\$0
2020	IMP	0902-00-283	STBG:	\$2,120,000	\$0	\$0	\$0	\$0	\$2,120,000
Phase Subtotal:				\$4,240,000	\$0	\$848,000	\$0	\$0	\$4,240,000
2023	IMP	0902-00-326	Cat 3 - TDC (MPO):	\$0	\$0	\$260,000	\$0	\$0	\$0
2023	IMP	0902-00-326	STBG:	\$1,300,000	\$0	\$0	\$0	\$0	\$1,300,000
Phase Subtotal:				\$1,300,000	\$0	\$260,000	\$0	\$0	\$1,300,000
Grand Total:				\$5,540,000	\$0	\$0	\$0	\$0	\$5,540,000

TIP Code: 11684.9 **Facility:** VA **Location/Limits From:** EXPAND TRANSIT OPERATIONS IN 76104 ZIP CODE **Modification #:** 2023-0214
Impementing Agency: FWTA
County: TARRANT **CSJ:** 0902-00-326
City: FORT WORTH **Desc:** EXPAND ZIP ZONE TRANSIT SERVICE IN 76104 ZIP CODE TO INCREASE HOURS OF SERVICE AND FREQUENCY/AVAILABILITY TO DECREASE WAIT TIMES
Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); PROJECT FUNDING OFFSET BY A DECREASE ON TIP 11684/CSJ 0902-00-326
Comment: 140,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	TRANS	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$140,000	\$0	\$0	\$0
2023	TRANS	N/A	Cat 5:	\$700,000	\$0	\$0	\$0	\$0	\$700,000
Phase Subtotal:				\$700,000	\$0	\$140,000	\$0	\$0	\$700,000
Grand Total:				\$700,000	\$0	\$0	\$0	\$0	\$700,000

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 13005	Facility: SH 199	Location/Limits From: AZLE AVENUE	Modification #: 2023-0221
Impementing Agency: TXDOT-FORT WORTH		Location/Limits To: ROBERTS CUTOFF	
County: TARRANT	CSJ: 0171-05-068		
City: LAKE WORTH	Desc:	CONSTRUCT 0/4 LANES WITH AUXILIARY LANES TO 4/6 MAIN LANES (6 LANE ULTIMATE) WITH INTERCHANGE AT IH 820	
	Request:	REVISE LIMITS TO SH 199 FROM NORTH OF AZLE AVENUE TO SOUTH OF IH 820; REVISE SCOPE AS CONSTRUCT 0 TO 4 MAIN LANES (6 ULTIMATE) WITH INTERCHANGE AT IH 820	
	Comment:	REGIONAL 10 YEAR PLAN PROJECT	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0171-05-068	SW PE:	\$0	\$13,891,500	\$0	\$0	\$0	\$13,891,500
2025	ROW	0171-05-068	SW ROW:	\$4,800,000	\$1,200,000	\$0	\$0	\$0	\$6,000,000
2025	UTIL	0171-05-068	SW ROW:	\$19,000,000	\$0	\$0	\$0	\$0	\$19,000,000
2028	CON	0171-05-068	Cat 2M:	\$144,000,000	\$36,000,000	\$0	\$0	\$0	\$180,000,000
Grand Total:				\$167,800,000	\$51,091,500	\$0	\$0	\$0	\$218,891,500

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0171-05-068	SW PE:	\$0	\$13,891,500	\$0	\$0	\$0	\$13,891,500
2025	ROW	0171-05-068	SW ROW:	\$4,800,000	\$1,200,000	\$0	\$0	\$0	\$6,000,000
2025	UTIL	0171-05-068	SW ROW:	\$19,000,000	\$0	\$0	\$0	\$0	\$19,000,000
2028	CON	0171-05-068	Cat 2M:	\$144,000,000	\$36,000,000	\$0	\$0	\$0	\$180,000,000
Grand Total:				\$167,800,000	\$51,091,500	\$0	\$0	\$0	\$218,891,500

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 54071	Facility: US 377	Location/Limits From: FM 167 NORTH	Modification #: 2023-0222
Impementing Agency: TXDOT-FORT WORTH		Location/Limits To: EAST OF OLD ACTON HIGHWAY	
County: HOOD	CSJ: 0080-04-094		
City: GRANBURY	Desc: WIDEN 4 LANE TO 6 LANE DIVIDED		
	Request: REVISE LIMITS TO US 377 FROM FM 167 NORTH (FALL CREEK HWY) TO FM 4; REVISE SCOPE TO WIDEN 4 TO 6 LANE DIVIDED WITH 4 LANE TRANSITIONAL SECTION AT END; CONSTRUCT 0 TO 4 LANE DISCONTINUOUS FRONTAGE ROAD LANES		
	Comment: RELATED TO TIP 54018/CSJ 0080-03-049 AND TIP 54019/CSJ 0080-04-081		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0080-04-094	SW PE:	\$3,440,000	\$860,000	\$0	\$0	\$0	\$4,300,000
2024	ROW	0080-04-094	SW ROW:	\$11,200,000	\$2,800,000	\$0	\$0	\$0	\$14,000,000
2024	UTIL	0080-04-094	SW ROW:	\$5,600,000	\$1,400,000	\$0	\$0	\$0	\$7,000,000
Grand Total:				\$20,240,000	\$5,060,000	\$0	\$0	\$0	\$25,300,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0080-04-094	SW PE:	\$3,440,000	\$860,000	\$0	\$0	\$0	\$4,300,000
2024	ROW	0080-04-094	SW ROW:	\$11,200,000	\$2,800,000	\$0	\$0	\$0	\$14,000,000
2024	UTIL	0080-04-094	SW ROW:	\$5,600,000	\$1,400,000	\$0	\$0	\$0	\$7,000,000
Grand Total:				\$20,240,000	\$5,060,000	\$0	\$0	\$0	\$25,300,000

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 54019	Facility: US 377	Location/Limits From: EAST OF OLD ACTON HIGHWAY	Modification #: 2023-0223
Impementing Agency: TXDOT-FORT WORTH		Location/Limits To: END OF BRAZOS RIVER BRIDGE	
County: HOOD	CSJ: 0080-04-081		
City: GRANBURY	Desc:	WIDEN 4 LANE CONTINUOUS TWO-WAY LEFT TURN LANE TO 6 LANE DIVIDED WITH INTERCHANGE AT BU 377H	
	Request:	REVISE LIMITS TO US 377 FROM FM 4 TO OVERSTREET BOULEVARD; REVISE SCOPE RECONSTRUCT AND WIDEN 4 LANE WITH CONTINUOUS CENTER TURN LANE TO 6 LANE DIVIDED ROAD WITH INTERCHANGE AT BU 377H; CONSTRUCT 0 TO 4 LANE DISCONTINUOUS FRONTAGE ROAD; INCREASE ROW AND UTILITIES FUNDING IN FY2024	
	Comment:	RELATED TO TIP 54018/CSJ 0080-03-049 AND TIP 54071/CSJ 0080-04-094	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2002	ENG	0080-04-081	Cat 10 - Cong Earmark:	\$3,392,309	\$398,309	\$0	\$0	\$0	\$3,790,618
2024	ENG	0080-04-081	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2024	ROW	0080-04-081	Cat 10 - Cong Earmark:	\$1,400,763	\$350,191	\$0	\$0	\$0	\$1,750,954
2024	ROW	0080-04-081	SW ROW:	\$1,440,000	\$360,000	\$0	\$0	\$0	\$1,800,000
Phase Subtotal:				\$2,840,763	\$710,191	\$0	\$0	\$0	\$3,550,954
2024	UTIL	0080-04-081	SW ROW:	\$11,120,000	\$2,780,000	\$0	\$0	\$0	\$13,900,000
Grand Total:				\$21,353,072	\$4,888,500	\$0	\$0	\$0	\$26,241,572

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2002	ENG	0080-04-081	Cat 10 - Cong Earmark:	\$3,392,309	\$398,309	\$0	\$0	\$0	\$3,790,618
2024	ENG	0080-04-081	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2024	ROW	0080-04-081	Cat 10 - Cong Earmark:	\$1,400,763	\$350,191	\$0	\$0	\$0	\$1,750,954
2024	ROW	0080-04-081	SW ROW:	\$9,440,000	\$2,360,000	\$0	\$0	\$0	\$11,800,000
Phase Subtotal:				\$10,840,763	\$2,710,191	\$0	\$0	\$0	\$13,550,954
2024	UTIL	0080-04-081	SW ROW:	\$13,600,000	\$3,400,000	\$0	\$0	\$0	\$17,000,000
Grand Total:				\$31,833,072	\$7,508,500	\$0	\$0	\$0	\$39,341,572

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 54022	Facility: US 377	Location/Limits From: FM 51	Modification #: 2023-0224
Impementing Agency: TXDOT-FORT WORTH		Location/Limits To: HOLMES DRIVE	
County: HOOD	CSJ: 0080-03-060		
City: GRANBURY	Desc:	RECONSTRUCT 2 LANE RURAL ROADWAY TO A 4 LANE URBAN ROADWAY	
	Request:	REVISE LIMITS TO US 377 FROM PIRATE DRIVE TO HOLMES AVENUE; REVISE SCOPE TO RECONSTRUCT 4 LANE RURAL HIGHWAY TO 4 LANE URBAN HIGHWAY WITH INTERCHANGE AT BUS 377H	
	Comment:	BREAKOUT OF TIP 54018/CSJ 0080-03-049	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0080-03-060	SW PE:	\$1,040,000	\$260,000	\$0	\$0	\$0	\$1,300,000
2024	ROW	0080-03-060	SW ROW:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2024	UTIL	0080-03-060	SW ROW:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
Grand Total:				\$3,040,000	\$760,000	\$0	\$0	\$0	\$3,800,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0080-03-060	SW PE:	\$1,040,000	\$260,000	\$0	\$0	\$0	\$1,300,000
2024	ROW	0080-03-060	SW ROW:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2024	UTIL	0080-03-060	SW ROW:	\$3,200,000	\$800,000	\$0	\$0	\$0	\$4,000,000
Grand Total:				\$8,240,000	\$2,060,000	\$0	\$0	\$0	\$10,300,000

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 54018	Facility: US 377	Location/Limits From: EAST OF BRAZOS RIVER BRIDGE	Modification #: 2023-0225
Impementing Agency: TXDOT-FORT WORTH	Location/Limits To: WEST OF FM 51		
County: HOOD	CSJ: 0080-03-049		
City: GRANBURY	Desc: US 377: WIDEN 4 LN TO 6 LN (WITH A 4 LN TRANSITIONAL SECTION AT END WITH AUX LANES) WITH 0 TO 4 LN DISC ACCESS ROADS AND RAMPS; SH 144: WIDEN 4 LN UNDIVIDED TO 4/5 LN DIVIDED AND INTERSECTION IMPROVEMENTS; FM 51: WIDEN 2 LN UNDIVIDED TO 4 LN UNDIVIDED		
	Request: REVISE LIMITS TO US 377 FROM OVERSTREET BLVD TO PIRATE DR; REVISE SCOPE TO US 377 FROM OVERSTREET BLVD TO SH 144 WIDEN 4 LN TO 6 LN DIVIDED WITH 0 TO 4 LN DISCONTINUOUS FRONTAGE ROADS; FROM SH 144 TO PIRATE DR UPGRADE FROM A RURAL HIGHWAY TO AN URBAN HIGHWAY; RECONSTRUCT SH 144 INTERCHANGE; INCREASE ROW AND UTILITIES FUNDING IN FY2024		
	Comment: REGIONAL 10 YEAR PLAN PROJECT		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0080-03-049	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2024	ROW	0080-03-049	SW ROW:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2024	UTIL	0080-03-049	SW ROW:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2027	CON	0080-03-049	Cat 2M:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
Grand Total:				\$32,000,000	\$8,000,000	\$0	\$0	\$0	\$40,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0080-03-049	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2024	ROW	0080-03-049	SW ROW:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2024	UTIL	0080-03-049	SW ROW:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2027	CON	0080-03-049	Cat 2M:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
Grand Total:				\$40,000,000	\$10,000,000	\$0	\$0	\$0	\$50,000,000

TIP Code: 55294	Facility: IH 35W	Location/Limits From: S OF US 67	Modification #: 2023-0226
Impementing Agency: TXDOT-FORT WORTH	Location/Limits To: CR 405		
County: JOHNSON	CSJ: 0014-04-089		
City: ALVARADO	Desc: RECONSTRUCT AND WIDEN 4 TO 6 LANES WITH DISCONTINUOUS 2/4 TO CONTINUOUS 2/6 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	0014-04-089	SW PE:	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
Grand Total:				\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55295 **Facility:** SH 174 **Location/Limits From:** IH 35W **Modification #:** 2023-0227
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** RENFRO ST
County: JOHNSON **CSJ:** 0019-01-149
City: BURLESON **Desc:** RECONSTRUCT 4 TO 4 LANES AND 2 LANE TWO-WAY TO 2 LANE ONE-WAY CONTINUOUS 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	0019-01-149	SW PE:	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
Grand Total:				\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000

TIP Code: 55301 **Facility:** IH 35W **Location/Limits From:** SH 174 **Modification #:** 2023-0228
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** FM 3391/E RENFRO STREET
County: JOHNSON **CSJ:** 0014-03-106
City: BURLESON **Desc:** RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES WITH CONTINUOUS 4/6 TO 4/6 CONTINUOUS 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	0014-03-106	SW PE:	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
Grand Total:				\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55208	Facility: IH 35W	Location/Limits From: NORTH OF IH 20	Modification #: 2023-0230
Impementing Agency: TXDOT-FORT WORTH		Location/Limits To: SOUTH OF SH 174	
County: TARRANT	CSJ: 0014-02-050		
City: FORT WORTH	Desc:	RECONSTRUCT AND WIDEN 6 TO 10 LANES WITH ONE ADDITIONAL SOUTHBOUND LANE FROM IH 20 TO EVERMAN PKWY	
	Request:	REVISE LIMITS TO IH 35W FROM SOUTH OF ALTAMESA BLVD TO SH 174; REVISE SCOPE TO RECONSTRUCT AND WIDEN 6 TO 11 LANES FROM ALTAMESA BLVD TO EVERMAN PARKWAY AND RECONSTRUCT AND WIDEN 6 TO 10 LANES FROM EVERMAN PARKWAY TO SH 174 WITH CONTINUOUS 4/6 TO CONTINUOUS 4/8 LANE ONE WAY FRONTAGE ROADS	

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 13046	Facility: IH 35W	Location/Limits From: RICKY LANE	Modification #: 2023-0231
Impementing Agency: TXDOT-FORT WORTH		Location/Limits To: US 67	
County: JOHNSON	CSJ: 0014-03-088		
City: VARIOUS	Desc: RECONSTRUCT INTERCHANGE		
	Request: REVISE LIMITS TO IH 35W FROM BETHESDA ROAD TO ASHER ROAD; REVISE SCOPE AS RECONSTRUCT INTERCHANGE AT IH 35W AND FM 917		
	Comment: REGIONAL 10 YEAR PLAN PROJECT; GROUPED CSJ 5000-00-958		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0014-03-088	SW PE:	\$810,000	\$90,000	\$0	\$0	\$0	\$900,000
2023	ROW	0014-03-088	SW ROW:	\$45,000	\$5,000	\$0	\$0	\$0	\$50,000
2023	UTIL	0014-03-088	SW ROW:	\$180,000	\$20,000	\$0	\$0	\$0	\$200,000
2025	CON	0014-03-088	Cat 4:	\$19,800,000	\$2,200,000	\$0	\$0	\$0	\$22,000,000
Grand Total:				\$20,835,000	\$2,315,000	\$0	\$0	\$0	\$23,150,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0014-03-088	SW PE:	\$810,000	\$90,000	\$0	\$0	\$0	\$900,000
2023	ROW	0014-03-088	SW ROW:	\$45,000	\$5,000	\$0	\$0	\$0	\$50,000
2023	UTIL	0014-03-088	SW ROW:	\$180,000	\$20,000	\$0	\$0	\$0	\$200,000
2025	CON	0014-03-088	Cat 4:	\$19,800,000	\$2,200,000	\$0	\$0	\$0	\$22,000,000
Grand Total:				\$20,835,000	\$2,315,000	\$0	\$0	\$0	\$23,150,000

TIP Code: 25013	Facility: CS	Location/Limits From: MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	Modification #: 2023-0246
Impementing Agency: FORT WORTH		Location/Limits To: LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE	
County: TARRANT	CSJ: 0902-90-046, 0902-90-172		
City: VARIOUS	Desc: RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LT JG BARNETT		
	Request: ADD ENGINEERING AND UTILITIES FUNDING TO FY2023; INCREASE ROW FUNDING IN FY2023		
	Comment: 4,036,802 TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CMAQ FOR INTERSECTION IMPROVEMENTS, BIKE/PED, & SIGNALS ONLY		

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0902-90-046	Cat 3 - TDC (MPO):	\$0	\$0	\$316,802	\$0	\$0	\$0
2016	ENG	0902-90-046	Cat 5:	\$500,000	\$0	\$0	\$0	\$0	\$500,000
2016	ENG	0902-90-046	Cat 7:	\$1,084,010	\$0	\$0	\$0	\$0	\$1,084,010
Phase Subtotal:				\$1,584,010	\$0	\$316,802	\$0	\$0	\$1,584,010
2021	ENG	0902-90-172	Cat 3 - TDC (MPO):	\$0	\$0	\$180,000	\$0	\$0	\$0
2021	ENG	0902-90-172	STBG:	\$900,000	\$0	\$0	\$0	\$0	\$900,000
Phase Subtotal:				\$900,000	\$0	\$180,000	\$0	\$0	\$900,000
2023	ROW	0902-90-172	Cat 3 - TDC (MPO):	\$0	\$0	\$160,000	\$0	\$0	\$0
2023	ROW	0902-90-172	STBG:	\$800,000	\$0	\$0	\$0	\$0	\$800,000
Phase Subtotal:				\$800,000	\$0	\$160,000	\$0	\$0	\$800,000
2024	CON	0902-90-172	Cat 3 - TDC (MPO):	\$0	\$0	\$3,000,000	\$0	\$0	\$0
2024	CON	0902-90-172	Cat 5:	\$6,000,000	\$0	\$0	\$0	\$0	\$6,000,000
2024	CON	0902-90-172	STBG:	\$9,000,000	\$0	\$0	\$0	\$0	\$9,000,000
Phase Subtotal:				\$15,000,000	\$0	\$3,000,000	\$0	\$0	\$15,000,000
Grand Total:				\$18,284,010	\$0	\$0	\$0	\$0	\$18,284,010

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0902-90-046	Cat 3 - TDC (MPO):	\$0	\$0	\$316,802	\$0	\$0	\$0
2016	ENG	0902-90-046	Cat 5:	\$500,000	\$0	\$0	\$0	\$0	\$500,000
2016	ENG	0902-90-046	Cat 7:	\$1,084,010	\$0	\$0	\$0	\$0	\$1,084,010
Phase Subtotal:				\$1,584,010	\$0	\$316,802	\$0	\$0	\$1,584,010
2021	ENG	0902-90-172	Cat 3 - TDC (MPO):	\$0	\$0	\$180,000	\$0	\$0	\$0
2021	ENG	0902-90-172	STBG:	\$900,000	\$0	\$0	\$0	\$0	\$900,000
Phase Subtotal:				\$900,000	\$0	\$180,000	\$0	\$0	\$900,000
2023	ENG	0902-90-172	Cat 3 - TDC (MPO):	\$0	\$0	\$122,000	\$0	\$0	\$0
2023	ENG	0902-90-172	STBG:	\$610,000	\$0	\$0	\$0	\$0	\$610,000
Phase Subtotal:				\$610,000	\$0	\$122,000	\$0	\$0	\$610,000
2023	ROW	0902-90-172	Cat 3 - TDC (MPO):	\$0	\$0	\$204,000	\$0	\$0	\$0
2023	ROW	0902-90-172	STBG:	\$1,020,000	\$0	\$0	\$0	\$0	\$1,020,000
Phase Subtotal:				\$1,020,000	\$0	\$204,000	\$0	\$0	\$1,020,000
2023	UTIL	0902-90-172	Cat 3 - TDC (MPO):	\$0	\$0	\$214,000	\$0	\$0	\$0
2023	UTIL	0902-90-172	STBG:	\$1,070,000	\$0	\$0	\$0	\$0	\$1,070,000
Phase Subtotal:				\$1,070,000	\$0	\$214,000	\$0	\$0	\$1,070,000
2024	CON	0902-90-172	Cat 3 - TDC (MPO):	\$0	\$0	\$3,000,000	\$0	\$0	\$0
2024	CON	0902-90-172	Cat 5:	\$6,000,000	\$0	\$0	\$0	\$0	\$6,000,000
2024	CON	0902-90-172	STBG:	\$9,000,000	\$0	\$0	\$0	\$0	\$9,000,000
Phase Subtotal:				\$15,000,000	\$0	\$3,000,000	\$0	\$0	\$15,000,000
Grand Total:				\$20,184,010	\$0	\$0	\$0	\$0	\$20,184,010

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55105 **Facility:** SL 9 **Location/Limits From:** US 67 **Modification #:** 2023-0247
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** IH 35E
County: DALLAS **CSJ:** 2964-10-006
City: VARIOUS **Desc:** CONSTRUCT 0 TO 2 (ULTIMATE 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	2964-10-006	SW PE:	\$0	\$4,500,000	\$0	\$0	\$0	\$4,500,000
2024	ROW	2964-10-006	SW ROW:	\$8,000,000	\$1,000,000	\$0	\$1,000,000	\$0	\$10,000,000
Grand Total:				\$8,000,000	\$5,500,000	\$0	\$1,000,000	\$0	\$14,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	2964-10-006	SW PE:	\$0	\$4,500,000	\$0	\$0	\$0	\$4,500,000
2024	ROW	2964-10-006	SW ROW:	\$128,000,000	\$16,000,000	\$0	\$16,000,000	\$0	\$160,000,000
Grand Total:				\$128,000,000	\$20,500,000	\$0	\$16,000,000	\$0	\$164,500,000

TIP Code: 55270 **Facility:** US 80 **Location/Limits From:** EAST OF FM 548 **Modification #:** 2023-0248
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** SP 557
County: KAUFMAN **CSJ:** 0095-04-076
City: VARIOUS **Desc:** RECONSTRUCT AND WIDEN 4 TO 6 MAIN LANES AND RECONSTRUCT 4 LANE CONTINUOUS TO 4 LANE CONTINUOUS FRONTAGE ROADS
Request: REVISE SCOPE TO RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES AND RECONSTRUCT 2/6 CONTINUOUS TO 4 LANE CONTINUOUS FRONTAGE ROADS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0095-04-076	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2023	ROW	0095-04-076	SW ROW:	\$4,400,000	\$550,000	\$0	\$550,000	\$0	\$5,500,000
Grand Total:				\$4,400,000	\$2,050,000	\$0	\$550,000	\$0	\$7,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0095-04-076	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2023	ROW	0095-04-076	SW ROW:	\$4,400,000	\$550,000	\$0	\$550,000	\$0	\$5,500,000
Grand Total:				\$4,400,000	\$2,050,000	\$0	\$550,000	\$0	\$7,000,000

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11678 **Facility:** VA **Location/Limits From:** DFW AUTOMATED VEHICLE PROVING GROUNDS PROJECT (REGION-WIDE) **Modification #:** 2023-0250
Impementing Agency: NCTCOG
County: VARIOUS **CSJ:** 0918-00-324
City: VARIOUS **Desc:** ADVANCE HIGH-SPEED AUTOMATED VEHICLE PROGRAM THROUGH SHARED-USE MOBILITY COLLABORATIONS AND OTHER AV-RELATED TECHNOLOGIES AND PARTNERSHIPS
Request: REVISE SCOPE TO ADVANCE HIGH-SPEED AUTOMATED VEHICLE PROGRAM AND IMPROVE ROADWAY SAFETY THROUGH THE IMPLEMENTATION OF WORK ZONE REPORTING FOR USE BY NAVIGATION SYSTEMS; PROJECT WILL CONVERT RAW WROK SONE DATA INTO THE WORK ZONE DATA EXCHANGE (WZDX) SPECIFICALLY DEVELOPED BY USDOT; ALL VEHICLES WILL BENEFIT FROM IMPROVED WORK ZONE REPORTING
Comment: 50,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC[MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN THE FUNDING TOTAL; REGIONAL TDCS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-00-324	Cat 3 - TDC (MPO):	\$0	\$0	\$50,000	\$0	\$0	\$0
2023	ENG	0918-00-324	STBG:	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Phase Subtotal:				\$250,000	\$0	\$50,000	\$0	\$0	\$250,000
Grand Total:				\$250,000	\$0	\$0	\$0	\$0	\$250,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-00-324	Cat 3 - TDC (MPO):	\$0	\$0	\$50,000	\$0	\$0	\$0
2023	ENG	0918-00-324	STBG:	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Phase Subtotal:				\$250,000	\$0	\$50,000	\$0	\$0	\$250,000
Grand Total:				\$250,000	\$0	\$0	\$0	\$0	\$250,000

TIP Code: 13043.4 **Facility:** IH 30 **Location/Limits From:** IH 635 **Modification #:** 2023-0251
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** BASS PRO DRIVE (IN GARLAND)
County: DALLAS **CSJ:** 0009-11-267
City: VARIOUS **Desc:** RECONSTRUCT AND WIDEN FROM 8 TO 10/11 MAINLANES AND RAMP MODIFICATIONS
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	0009-11-267	SW PE:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2023	UTIL	0009-11-267	SW ROW:	\$900,000	\$100,000	\$0	\$0	\$0	\$1,000,000
Grand Total:				\$1,700,000	\$300,000	\$0	\$0	\$0	\$2,000,000

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 13033.5 **Facility:** IH 35E **Location/Limits From:** AT LAKE SHARON DRIVE/DOBBS ROAD **Modification #:** 2023-0252
Impementing Agency: TXDOT-DALLAS
County: DENTON **CSJ:** 0196-01-113
City: VARIOUS **Desc:** CONSTRUCT INTERCHANGE
Request: ADVANCE ENGINEERING TO FY2023 AND ADD UTILITIES IN FY2023
Comment: REGIONAL 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0196-01-113	SW PE:	\$0	\$3,071,775	\$0	\$0	\$0	\$3,071,775
2028	CON	0196-01-113	Cat 2M:	\$2,988,603	\$747,151	\$0	\$0	\$0	\$3,735,754
Grand Total:				\$2,988,603	\$3,818,926	\$0	\$0	\$0	\$6,807,529

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0196-01-113	SW PE:	\$0	\$3,071,775	\$0	\$0	\$0	\$3,071,775
2023	UTIL	0196-01-113	SW ROW:	\$10,400,000	\$2,600,000	\$0	\$0	\$0	\$13,000,000
2028	CON	0196-01-113	Cat 2M:	\$2,988,603	\$747,151	\$0	\$0	\$0	\$3,735,754
Grand Total:				\$13,388,603	\$6,418,926	\$0	\$0	\$0	\$19,807,529

TIP Code: 13018 **Facility:** SL 12 **Location/Limits From:** AT IH 30 **Modification #:** 2023-0253
Impementing Agency: TXDOT-DALLAS
County: DALLAS **CSJ:** 0581-02-146
City: DALLAS **Desc:** CONSTRUCT DIRECT CONNECTORS (PHASE 1)
Request: REVISE SCOPE TO RECONSTRUCT INTERCHANGE
Comment: REGIONAL 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0581-02-146	SW PE:	\$0	\$3,200,000	\$0	\$0	\$0	\$3,200,000
2023	ROW	0581-02-146	SW ROW:	\$40,000,000	\$5,000,000	\$0	\$5,000,000	\$0	\$50,000,000
Grand Total:				\$40,000,000	\$8,200,000	\$0	\$5,000,000	\$0	\$53,200,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0581-02-146	SW PE:	\$0	\$3,200,000	\$0	\$0	\$0	\$3,200,000
2023	ROW	0581-02-146	SW ROW:	\$40,000,000	\$5,000,000	\$0	\$5,000,000	\$0	\$50,000,000
Grand Total:				\$40,000,000	\$8,200,000	\$0	\$5,000,000	\$0	\$53,200,000

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55286 **Facility:** US 380 **Location/Limits From:** JCT US 380/AUDIE MURPHY (WEST OF FARMERSVILLE) **Modification #:** 2023-0254
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** JCT US 380/AUDIE MURPHY (EAST OF FARMERSVILLE)
County: COLLIN **CSJ:** 0135-17-002
City: FARMERSVILLE **Desc:** CONSTRUCT 0 TO 6 LANE FREEWAY AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS
Request: REVISE LIMITS TO US 380 FROM JCT US 380/AUDIE MURPHY (WEST OF FARMERSVILLE) TO WEST OF CR 698 (COLLIN/HUNT COUNTY LINE)

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0135-17-002	SW PE:	\$0	\$22,815,000	\$0	\$0	\$0	\$22,815,000
2024	ROW	0135-17-002	SW ROW:	\$81,120,000	\$10,140,000	\$0	\$10,140,000	\$0	\$101,400,000
Grand Total:				\$81,120,000	\$32,955,000	\$0	\$10,140,000	\$0	\$124,215,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0135-17-002	SW PE:	\$0	\$22,815,000	\$0	\$0	\$0	\$22,815,000
2024	ROW	0135-17-002	SW ROW:	\$81,120,000	\$10,140,000	\$0	\$10,140,000	\$0	\$101,400,000
Grand Total:				\$81,120,000	\$32,955,000	\$0	\$10,140,000	\$0	\$124,215,000

TIP Code: 55285 **Facility:** US 380 **Location/Limits From:** CR 560 **Modification #:** 2023-0255
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** JCT US 380/AUDIE MURPHY (WEST OF FARMERSVILLE)
County: COLLIN **CSJ:** 0135-04-038
City: FARMERSVILLE **Desc:** RECONSTRUCT AND WIDEN 4 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	0135-04-038	SW PE:	\$0	\$945,000	\$0	\$0	\$0	\$945,000
2024	ROW	0135-04-038	SW ROW:	\$3,360,000	\$420,000	\$0	\$420,000	\$0	\$4,200,000
Grand Total:				\$3,360,000	\$1,365,000	\$0	\$420,000	\$0	\$5,145,000

REVISION REQUESTED:

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

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 14089.4 **Facility:** IH 45 **Location/Limits From:** SH 34 **Modification #:** 2023-0256
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** NORTH OF SH 34
County: ELLIS **CSJ:** 0092-04-078
City: ENNIS **Desc:** RAMP MODIFICATIONS AND GRADE SEPARATION 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	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2023	ROW	0092-04-078	SW ROW:	\$6,960,000	\$870,000	\$0	\$870,000	\$0	\$8,700,000
Grand Total:				\$6,960,000	\$2,870,000	\$0	\$870,000	\$0	\$10,700,000

TIP Code: 55300 **Facility:** FM 6 **Location/Limits From:** SH 78 **Modification #:** 2023-0258
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** EAST OF FM 1777
County: COLLIN **CSJ:** 0619-01-027
City: VARIOUS **Desc:** RECONSTRUCT AND WIDEN EXISTING RURAL 2 LANE TO 4 LANE URBAN DIVIDED (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	ENG	0619-01-027	SW PE:	\$0	\$6,000,000	\$0	\$0	\$0	\$6,000,000
2023	ROW	0619-01-027	SW ROW:	\$32,800,000	\$4,100,000	\$0	\$4,100,000	\$0	\$41,000,000
Grand Total:				\$32,800,000	\$10,100,000	\$0	\$4,100,000	\$0	\$47,000,000

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55293 **Facility:** US 380 **Location/Limits From:** CR 698/CR 699 (COLLIN/HUNT COUNTY LINE) **Modification #:** 2023-0259
Impementing Agency: TXDOT-PARIS **Location/Limits To:** EAST OF CR 698/CR 699 (COLLIN/HUNT COUNTY LINE)
County: HUNT **CSJ:** 0135-06-038
City: VARIOUS **Desc:** RECONSTRUCT EXISTING 4 LANE ARTERIAL FOR TRANSITION TO 4 LANE FREEWAY AND CONSTRUCT 0 TO 4 LANE FRONTAGE ROADS
Request: REVISE SCOPE TO RECONSTRUCT EXISTING 4 LANE ARTERIAL FOR TRANSITION TO 4 LANE FREEWAY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0135-06-038	SW PE:	\$0	\$686,000	\$0	\$0	\$0	\$686,000
2025	ROW	0135-06-038	SW ROW:	\$11,200,000	\$1,400,000	\$0	\$1,400,000	\$0	\$14,000,000
Grand Total:				\$11,200,000	\$2,086,000	\$0	\$1,400,000	\$0	\$14,686,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0135-06-038	SW PE:	\$0	\$686,000	\$0	\$0	\$0	\$686,000
2025	ROW	0135-06-038	SW ROW:	\$11,200,000	\$1,400,000	\$0	\$1,400,000	\$0	\$14,000,000
Grand Total:				\$11,200,000	\$2,086,000	\$0	\$1,400,000	\$0	\$14,686,000

TIP Code: 13074.1 **Facility:** FM 429 **Location/Limits From:** US 80 **Modification #:** 2023-0260
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** SOUTH OF US 80
County: KAUFMAN **CSJ:** 0697-03-033
City: TERRELL **Desc:** REALIGN FM 429 WITH AT-GRADE CROSSING TO CONSTRUCT UPRR SIDING TRACK NEARBY AND TO REMOVE OFFSET INTERSECTION OF US 80 AND FM 429
Request: ADD ENGINEERING AND ROW PHASES TO FY2024 THEREBY ADDING THE PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); REVISE SCOPE TO REALIGN ROADWAY WITH AT-GRADE CROSSING

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	CON	0697-03-033	Cat 2M:	\$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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0697-03-033	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2024	ROW	0697-03-033	SW ROW:	\$4,800,000	\$600,000	\$0	\$600,000	\$0	\$6,000,000
2028	CON	0697-03-033	Cat 2M:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
Grand Total:				\$8,800,000	\$2,600,000	\$0	\$600,000	\$0	\$12,000,000

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55303 **Facility:** FM 1777 **Location/Limits From:** SH 66 **Modification #:** 2023-0261
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** FM 6
County: COLLIN **CSJ:** 1014-04-016
City: VARIOUS **Desc:** RECONSTRUCT AND WIDEN EXISTING RURAL 2 LANE TO 4 LANE URBAN DIVIDED (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
2024	ENG	1014-04-016	SW PE:	\$0	\$5,900,000	\$0	\$0	\$0	\$5,900,000
2024	ROW	1014-04-016	SW ROW:	\$28,000,000	\$3,500,000	\$0	\$3,500,000	\$0	\$35,000,000
Grand Total:				\$28,000,000	\$9,400,000	\$0	\$3,500,000	\$0	\$40,900,000

TIP Code: 13074.2 **Facility:** FM 429 **Location/Limits From:** US 80 **Modification #:** 2023-0263
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** NORTH OF US 80
County: KAUFMAN **CSJ:** 1089-02-019
City: TERRELL **Desc:** REALIGN FM 429 WITH AT-GRADE CROSSING TO CONSTRUCT UPRR SIDING TRACK NEARBY AND TO REMOVE OFFSET INTERSECTION OF US 80 AND FM 429
Request: ADD ENGINEERING AND ROW IN FY2024 THEREBY ADDING THE PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: REGIONAL 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	CON	1089-02-019	Cat 2M:	\$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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	1089-02-019	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2024	ROW	1089-02-019	SW ROW:	\$800,000	\$100,000	\$0	\$100,000	\$0	\$1,000,000
2028	CON	1089-02-019	Cat 2M:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
Grand Total:				\$4,800,000	\$2,100,000	\$0	\$100,000	\$0	\$7,000,000

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55304 **Facility:** IH 635 **Location/Limits From:** AT US 75 **Modification #:** 2023-0264
Impementing Agency: TXDOT-DALLAS
County: DALLAS **CSJ:** 2374-01-195
City: DALLAS **Desc:** OPERATIONAL IMPROVEMENT (CONSTRUCT RAMP MODIFICATIONS AND ADD AUXILIARY LANES) FOR IMPROVED WEAVING AND LANE BALANCE
Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	2374-01-195	SW PE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2024	UTIL	2374-01-195	SW ROW:	\$9,900,000	\$1,100,000	\$0	\$0	\$0	\$11,000,000
Grand Total:				\$9,900,000	\$3,100,000	\$0	\$0	\$0	\$13,000,000

TIP Code: 25103 **Facility:** VA **Location/Limits From:** CONNECTING COMMUNITIES IN SOUTHERN GATEWAY PLANNING PROJECT BOUNDED BY MORELL AVE ON SOUTH, EWING AVE ON EAST **Modification #:** 2023-0265
Impementing Agency: DALLAS **Location/Limits To:** E 12TH ST/IH 35E FRONTAGE ROAD ON NORTH, AND S MARSALIS AVE ON WEST
County: DALLAS **CSJ:** N/A
City: DALLAS **Desc:** MASTER PLAN FOR PROJECTS CONNECTING SOUTHERN GATEWAY PARK AND DALLAS ZOO TO OAK CLIFF INCLUDES ENGINEERING FOR INTERSECTION IMPROVEMENTS, PEDESTRIAN BRIDGE FROM LIGHT RAIL TO DALLAS ZOO, AND PEDESTRIAN BRIDGE OVER IH 35
Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: 2021 RAISE GRANT AWARDED BY USDOT IN NOVEMBER 2021

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	N/A	Cat 10 - RAISE Grant:	\$900,000	\$0	\$0	\$475,000	\$0	\$1,375,000
Grand Total:				\$900,000	\$0	\$0	\$475,000	\$0	\$1,375,000

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 25022	Facility: VA	Location/Limits From: CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	Modification #: 2023-0266
Impementing Agency: FORT WORTH		Location/Limits To: TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	
County: TARRANT	CSJ: 0902-90-050		
City: FORT WORTH	Desc: CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL		
	Request: INCREASE CONSTRUCTION FUNDING IN FY2023		
	Comment: CITY TO COVER ANY ADDITIONAL COST OVERRUNS		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENV	0902-90-050	Cat 5:	\$295,000	\$0	\$0	\$73,750	\$0	\$368,750
2019	ENG	0902-90-050	Cat 5:	\$672,600	\$0	\$0	\$168,150	\$0	\$840,750
2023	CON	0902-90-050	Cat 5:	\$3,930,734	\$0	\$0	\$982,683	\$0	\$4,913,417
Grand Total:				\$4,898,334	\$0	\$0	\$1,224,583	\$0	\$6,122,917

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENV	0902-90-050	Cat 5:	\$295,000	\$0	\$0	\$73,750	\$0	\$368,750
2019	ENG	0902-90-050	Cat 5:	\$672,600	\$0	\$0	\$168,150	\$0	\$840,750
2023	CON	0902-90-050	Cat 5:	\$6,730,734	\$0	\$0	\$1,682,683	\$0	\$8,413,417
Grand Total:				\$7,698,334	\$0	\$0	\$1,924,583	\$0	\$9,622,917

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55224	Facility: IH 30	Location/Limits From: SOUTH OF FM 36	Modification #: 2023-0267
Impementing Agency: TXDOT-PARIS		Location/Limits To: NORTH OF FM 36	
County: HUNT	CSJ: 0009-13-168		
City: VARIOUS	Desc: RECONSTRUCT OVERPASS		
	Request: ADD CATEGORY 2M FUNDING FOR CONSTRUCTION PHASE IN FY2023 AS APPROVED BY THE RTC ON AUGUST 18, 2022; REVISE LIMITS TO IH 30 FROM EAST OF FM 1565 TO EAST OF FM 36		
	Comment: REGIONAL 10 YEAR PLAN PROJECT		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0009-13-168	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2021	ROW	0009-13-168	SW ROW:	\$2,940,000	\$621,000	\$0	\$0	\$0	\$3,561,000
2023	UTIL	0009-13-168	SW ROW:	\$480,000	\$101,400	\$0	\$0	\$0	\$581,400
2027	CON	0009-13-168	Cat 12:	\$20,800,000	\$5,200,000	\$0	\$0	\$0	\$26,000,000
Grand Total:				\$24,220,000	\$6,922,400	\$0	\$0	\$0	\$31,142,400

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0009-13-168	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2021	ROW	0009-13-168	SW ROW:	\$2,940,000	\$621,000	\$0	\$0	\$0	\$3,561,000
2023	UTIL	0009-13-168	SW ROW:	\$480,000	\$101,400	\$0	\$0	\$0	\$581,400
2023	CON	0009-13-168	Cat 12:	\$20,800,000	\$5,200,000	\$0	\$0	\$0	\$26,000,000
2023	CON	0009-13-168	Cat 2M:	\$9,459,621	\$2,364,905	\$0	\$0	\$0	\$11,824,526
Phase Subtotal:				\$30,259,621	\$7,564,905	\$0	\$0	\$0	\$37,824,526
Grand Total:				\$33,679,621	\$9,287,305	\$0	\$0	\$0	\$42,966,926

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55225	Facility: IH 30	Location/Limits From: SOUTH OF FM 1565	Modification #: 2023-0268
Impementing Agency: TXDOT-PARIS		Location/Limits To: NORTH OF FM 1565	
County: HUNT	CSJ: 0009-13-169		
City: VARIOUS	Desc: RECONSTRUCT OVERPASS		
	Request: ADD CATEGORY 2M FUNDING FOR CONSTRUCTION PHASE IN FY2023 AS APPROVED BY THE RTC ON AUGUST 18, 2022; REVISE LIMITS TO IH 30 FROM EAST OF CR 2511 TO EAST OF FM 1565		
	Comment: REGIONAL 10 YEAR PLAN PROJECT		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0009-13-169	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2020	ROW	0009-13-169	SW ROW:	\$1,680,000	\$354,900	\$0	\$0	\$0	\$2,034,900
2023	UTIL	0009-13-169	SW ROW:	\$480,000	\$101,400	\$0	\$0	\$0	\$581,400
2023	CON	0009-13-169	Cat 12:	\$20,800,000	\$5,200,000	\$0	\$0	\$0	\$26,000,000
Grand Total:				\$22,960,000	\$6,656,300	\$0	\$0	\$0	\$29,616,300

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0009-13-169	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2020	ROW	0009-13-169	SW ROW:	\$1,680,000	\$354,900	\$0	\$0	\$0	\$2,034,900
2023	UTIL	0009-13-169	SW ROW:	\$480,000	\$101,400	\$0	\$0	\$0	\$581,400
2023	CON	0009-13-169	Cat 12:	\$20,800,000	\$5,200,000	\$0	\$0	\$0	\$26,000,000
2023	CON	0009-13-169	Cat 2M:	\$1,059,030	\$264,758	\$0	\$0	\$0	\$1,323,788
Phase Subtotal:				\$21,859,030	\$5,464,758	\$0	\$0	\$0	\$27,323,788
Grand Total:				\$24,019,030	\$6,921,058	\$0	\$0	\$0	\$30,940,088

PROPOSED FEBRUARY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55226	Facility: IH 30	Location/Limits From: SOUTH OF CR 2509	Modification #: 2023-0269
Impementing Agency: TXDOT-PARIS		Location/Limits To: NORTH OF CR 2509	
County: HUNT	CSJ: 0009-13-170		
City: VARIOUS	Desc: CONSTRUCT NEW INTERCHANGE		
	Request: ADD CATEGORY 2M FUNDING FOR CONSTRUCTION PHASE IN FY2023 AS APPROVED BY THE RTC ON AUGUST 18, 2022; REVISE LIMITS TO IH 30 FROM WEST OF CR 2511 TO EAST OF CR 2511		
	Comment: REGIONAL 10 YEAR PLAN PROJECT		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0009-13-170	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2020	ROW	0009-13-170	SW ROW:	\$1,680,000	\$354,900	\$0	\$0	\$0	\$2,034,900
2023	UTIL	0009-13-170	SW ROW:	\$480,000	\$101,400	\$0	\$0	\$0	\$581,400
2023	CON	0009-13-170	Cat 12:	\$24,960,000	\$6,240,000	\$0	\$0	\$0	\$31,200,000
Grand Total:				\$27,120,000	\$7,696,300	\$0	\$0	\$0	\$34,816,300

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0009-13-170	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2020	ROW	0009-13-170	SW ROW:	\$1,680,000	\$354,900	\$0	\$0	\$0	\$2,034,900
2023	UTIL	0009-13-170	SW ROW:	\$480,000	\$101,400	\$0	\$0	\$0	\$581,400
2023	CON	0009-13-170	Cat 12:	\$24,960,000	\$6,240,000	\$0	\$0	\$0	\$31,200,000
2023	CON	0009-13-170	Cat 2M:	\$71,946	\$17,986	\$0	\$0	\$0	\$89,932
Phase Subtotal:				\$25,031,946	\$6,257,986	\$0	\$0	\$0	\$31,289,932
Grand Total:				\$27,191,946	\$7,714,286	\$0	\$0	\$0	\$34,906,232

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 FEBRUARY 2023 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: CITY/COUNTY TRANSPORTATION

Apportionment Year: FY2016 PROGRAM OF PROJECTS

Modification #: 2023-0270

Request: REVISE FY2016 PROGRAM OF PROJECT

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 16,920 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

Currently Approved:

FUNDING TABLE:

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12154.16	OPERATING ASSISTANCE	2017	OPERATING	\$85,271	\$0	\$0	\$85,271		\$170,542
12750.16	PROJECT ADMINISTRATION	2016	CAPITAL	\$50,000	\$0	\$0	\$0	10000	\$50,000
12781.16	ACQUISITION OF SIGNAGE	2016	CAPITAL	\$9,600	\$0	\$0	\$0	1920	\$9,600
12782.16	PREVENTIVE MAINTENANCE	2016	CAPITAL	\$25,000	\$0	\$0	\$0	5000	\$25,000
TOTAL:				\$169,871	\$0	\$0	\$85,271	16,920	\$255,142

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12154.16	OPERATING ASSISTANCE	2017	OPERATING	\$85,271	\$0	\$0	\$85,271	0	\$170,542	NO CHANGE
12750.16	PROJECT ADMINISTRATION	2016	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000	NO CHANGE
12781.16	ACQUISITION OF SIGNAGE	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12782.16	PREVENTIVE MAINTENANCE	2016	CAPITAL	\$34,600	\$0	\$0	\$0	6,920	\$34,600	INCREASE FUNDING
TOTAL:				\$169,871	\$0	\$0	\$85,271	16,920	\$255,142	

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2019 PROGRAM OF PROJECTS

Modification #: 2023-0272

Request: REVISE FY2019 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 369,555 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
12206.19	PROJECT ADMINISTRATION	2020	CAPITAL	\$399,396	\$0	\$0	\$0	79880	\$399,396
12813.19	GENERAL PLANNING	2020	PLANNING	\$100,000	\$0	\$0	\$0	20000	\$100,000
12870.19	MOBILITY MANAGEMENT	2020	CAPITAL	\$399,396	\$0	\$0	\$0	79880	\$399,396
12900.19	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	2019	CAPITAL	\$1,597,587	\$0	\$0	\$319,518		\$1,917,105
TOTAL:				\$2,496,379	\$0	\$0	\$319,518	179,760	\$2,815,897

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12206.19	PROJECT ADMINISTRATION	2020	CAPITAL	\$399,396	\$0	\$0	\$0	79,880	\$399,396	NO CHANGE
12576.19	PURCHASE REPLACEMENT VEHICLES	2023	CAPITAL	\$471,039	\$0	\$0	\$0	70,656	\$471,039	ADD PROJECT (MPO TDCs)
12813.19	GENERAL PLANNING	2020	PLANNING	\$100,000	\$0	\$0	\$0	20,000	\$100,000	NO CHANGE
12870.19	MOBILITY MANAGEMENT	2020	CAPITAL	\$399,396	\$0	\$0	\$0	79,880	\$399,396	NO CHANGE
12900.19	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	2019	CAPITAL	\$595,696	\$0	\$0	\$0	119,139	\$595,696	DECREASE FUNDING AND ADD TDCS (MPO TDCs)
TOTAL:				\$1,965,527	\$0	\$0	\$0	369,555	\$1,965,527	

PROPOSED FEBRUARY 2023 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2021 PROGRAM OF PROJECTS

Modification #: 2023-0273

Request: REVISE FY2021 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 718,469 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>	
12005.21	GENERAL PLANNING	2022	PLANNING	\$200,000	\$0	\$0	\$0	40000	\$200,000	
12205.21	PROJECT ADMINISTRATION	2022	CAPITAL	\$430,265	\$0	\$0	\$0	86053	\$430,265	
12542.21	SUPPORT URBANIZED AREA TRANSIT SERVICE	2022	CAPITAL	\$1,721,062	\$0	\$0	\$0	344213	\$1,721,062	
12783.21	PURCHASE EXPANSION VEHICLES	2022	CAPITAL	\$654,105	\$0	\$0	\$0	98116	\$654,105	
12870.21	MOBILITY MANAGEMENT	2022	CAPITAL	\$430,265	\$0	\$0	\$0	86053	\$430,265	
TOTAL:				\$3,435,697	\$0	\$0	\$0	654,435	\$3,435,697	

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
12005.21	GENERAL PLANNING	2022	PLANNING	\$200,000	\$0	\$0	\$0	40,000	\$200,000	NO CHANGE
12205.21	PROJECT ADMINISTRATION	2022	CAPITAL	\$430,265	\$0	\$0	\$0	86,053	\$430,265	NO CHANGE
12542.21	SUPPORT URBANIZED AREA TRANSIT SERVICE	2022	CAPITAL	\$1,721,062	\$0	\$0	\$0	344,213	\$1,721,062	REMOVE LOCAL MATCH; ADD TDCs
12576.21	PURCHASE REPLACEMENT VEHICLES	2023	CAPITAL	\$426,895	\$0	\$0	\$0	64,034	\$426,895	ADD PROJECT (TDCS [MPO])
12783.21	PURCHASE EXPANSION VEHICLES	2022	CAPITAL	\$654,105	\$0	\$0	\$0	98,116	\$654,105	DECREASE FUNDING
12870.21	MOBILITY MANAGEMENT	2022	CAPITAL	\$430,265	\$0	\$0	\$0	86,053	\$430,265	NO CHANGE
TOTAL:				\$3,862,592	\$0	\$0	\$0	718,469	\$3,862,592	

PROPOSED FEBRUARY 2023 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: STAR TRANSIT

Apportionment Year: FY2016 PROGRAM OF PROJECTS

Modification #: 2023-0279

Request: REVISE FY2016 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 211,676 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:									
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12151.16	OPERATING ASSISTANCE	2017	OPERATING	\$349,352	\$0	\$0	\$349,352		\$698,704
12241.16	PROJECT ADMINISTRATION	2016	CAPITAL	\$308,000	\$0	\$0	\$0	61600	\$308,000
12484.16	ACQUISITION OF SOFTWARE	2017	CAPITAL	\$25,000	\$0	\$0	\$0	5000	\$25,000
12627.16	PREVENTIVE MAINTENANCE	2016	CAPITAL	\$610,381	\$0	\$0	\$0	122077	\$610,381
12716.16	ACQUISITION OF SIGNAGE	2016	CAPITAL	\$20,000	\$0	\$0	\$0	4000	\$20,000
12717.16	MOBILITY MANAGEMENT	2016	CAPITAL	\$75,000	\$0	\$0	\$0	15000	\$75,000
12741.16	OPERATING ASSISTANCE-JARC	2016	OPERATING	\$312,619	\$0	\$0	\$312,619		\$625,238
12833.16	ACQUISITION OF BUS SHELTERS	2018	CAPITAL	\$20,000	\$0	\$0	\$0	4000	\$20,000
TOTAL:				\$1,720,352	\$0	\$0	\$661,971	211,677	\$2,382,323

Revision Requested:

FUNDING TABLE:										REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12151.16	OPERATING ASSISTANCE	2017	OPERATING	\$349,352	\$0	\$0	\$349,352	0	\$698,704	NO CHANGE
12241.16	PROJECT ADMINISTRATION	2016	CAPITAL	\$308,000	\$0	\$0	\$0	61,600	\$308,000	NO CHANGE
12484.16	ACQUISITION OF SOFTWARE	2017	CAPITAL	\$25,000	\$0	\$0	\$0	5,000	\$25,000	NO CHANGE
12627.16	PREVENTIVE MAINTENANCE	2017	CAPITAL	\$610,380	\$0	\$0	\$0	122,076	\$610,380	DECREASE FUNDING
12716.16	ACQUISITION OF SIGNAGE	2023	CAPITAL	\$40,000	\$0	\$0	\$0	8,000	\$40,000	INCREASE FUNDING
12717.16	MOBILITY MANAGEMENT	2017	CAPITAL	\$75,000	\$0	\$0	\$0	15,000	\$75,000	NO CHANGE
12741.16	OPERATING ASSISTANCE-JARC	2016	OPERATING	\$312,619	\$0	\$0	\$312,619	0	\$625,238	INCREASE FUNDING
12833.16	ACQUISITION OF BUS SHELTERS	2017	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$1,720,351	\$0	\$0	\$661,971	211,676	\$2,382,322	

PROPOSED FEBRUARY 2023 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2019 PROGRAM OF PROJECTS

Modification #: 2023-0281

Request: REVISE FY2019 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 104,503 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 5339 FUNDS

Currently Approved:

FUNDING TABLE:

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12793.19	PROJECT ADMINISTRATION	2020	CAPITAL	\$72,245	\$0	\$0	\$0	14449	\$72,245
12796.19	PURCHASE EXPANSION VEHICLES	2020	CAPITAL	\$600,355	\$0	\$0	\$0	90054	\$600,355
TOTAL:				\$672,600	\$0	\$0	\$0	104,503	\$672,600

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12736.19	PURCHASE REPLACEMENT VEHICLES	2023	CAPITAL	\$600,355	\$0	\$0	\$0	90,054	\$600,355	ADD PROJECT TO TIP/STIP
12793.19	PROJECT ADMINISTRATION	2020	CAPITAL	\$72,245	\$0	\$0	\$0	14,449	\$72,245	NO CHANGE
12796.19	PURCHASE EXPANSION VEHICLES	2020	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$672,600	\$0	\$0	\$0	104,503	\$672,600	

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2020 PROGRAM OF PROJECTS

Modification #: 2023-0282

Request: REVISE FY2020 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 105,387 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 5339 FUNDS

Currently Approved:

FUNDING TABLE:

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12736.20	PURCHASE REPLACEMENT VEHICLES	2021	CAPITAL	\$0	\$0	\$0	\$0		\$0
12793.20	PROJECT ADMINISTRATION	2021	CAPITAL	\$76,663	\$0	\$0	\$0	15333	\$76,663
12796.20	PURCHASE EXPANSION VEHICLES	2022	CAPITAL	\$600,355	\$0	\$0	\$0	90054	\$600,355
TOTAL:				\$677,018	\$0	\$0	\$0	105,387	\$677,018

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12736.20	PURCHASE REPLACEMENT VEHICLES	2023	CAPITAL	\$600,355	\$0	\$0	\$0	90,054	\$0	ADD PROJECT TO TIP/STIP (MPO TDCS)
12793.20	PROJECT ADMINISTRATION	2021	CAPITAL	\$76,663	\$0	\$0	\$0	15,333	\$76,663	NO CHANGE
12796.20	PURCHASE EXPANSION VEHICLES	2021	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$677,018	\$0	\$0	\$0	105,387	\$76,663	

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.

ADMINISTRATIVE TIP MODIFICATIONS PROCESSED IN NOVEMBER 2022

TIP Code: 14042	Facility: FM 113	Location/Limits From: OLD MILLSAP ROAD	Modification #: 2023-0042
Impementing Agency: TXDOT-FORT WORTH		Location/Limits To: NORTH OF OLD MILLSAP ROAD	
County: PARKER	CSJ: 0717-01-025		
City: MILLSAP	Desc: REALIGN FM 113 (2 TO 2 LANES)		
	Request: EXCHANGE STBG FUNDING FOR CAT 2 FUNDING AND EXCHANGE CAT 1 FUNDING FOR CAT 11 FUNDING IN FY2026		
	Comment: REGIONAL 10 YEAR PLAN PROJECT; LOCAL CONTRIBUTION PAID BY PARKER COUNTY		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$128,225	\$128,225
2023	ROW	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2023	UTIL	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$145,000	\$145,000
2026	CON	0717-01-025	Cat 1:	\$1,120,000	\$280,000	\$0	\$0	\$0	\$1,400,000
2026	CON	0717-01-025	STBG:	\$480,000	\$120,000	\$0	\$0	\$0	\$600,000
Phase Subtotal:				\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
Grand Total:				\$1,600,000	\$400,000	\$0	\$0	\$773,225	\$2,773,225

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$128,225	\$128,225
2023	ROW	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2023	UTIL	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$145,000	\$145,000
2026	CON	0717-01-025	Cat 11:	\$1,120,000	\$280,000	\$0	\$0	\$0	\$1,400,000
2026	CON	0717-01-025	Cat 2M:	\$480,000	\$120,000	\$0	\$0	\$0	\$600,000
Phase Subtotal:				\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
Grand Total:				\$1,600,000	\$400,000	\$0	\$0	\$773,225	\$2,773,225



RTC Local Funds Requested as Match on DOE-Funded Projects

Lori Clark

**Program Manager & DFW Clean Cities
Director**

**Surface Transportation Technical
Committee**

12.02.2022

Background on Department of Energy Competitive Funding Opportunity

**Funding Opportunity Issued Approximately Annually by Department of Energy (DOE)
Office of Energy Efficiency and Renewable Energy, Vehicle Technologies Office**

**Includes Variety of Topic Areas Ranging from Research and Development to
Outreach and Education**

Current Opportunity: 13 Topic Areas

NCTCOG Approached to Team on 6 Proposals in 4 Topic Areas

Different Topic Areas Do Not Compete With Each Other

Proposals Due November 9, 2022



DOE Topic 7a: No Home Charging: Multi-Family Housing Innovative Demonstrations, Technical Assistance and Best Practices

Project Name: Portable EV Charging solutions for Multi Family Homes, Powered by SparkCharge

Overview: Demonstrate mobile charging services as solution for overnight charging for multifamily and/or individuals with no dedicated overnight parking

Applicant Lead: SparkCharge, Inc.

NCTCOG Budget: Up to \$220,000 federal; No Match Required

NCTCOG Role: Assist with development and measurement of performance metrics to evaluate impact/success based on familiarity with DOE expectations



DOE Topic 11: Addressing Critical Training Needs for Transportation Decarbonization

Project Name: Guaranteeing Access to Underserved and Marginalized Populations by Building Employment Opportunities (GUMBO)

Overview: Critical gaps in the workforce's ability to be responsive to funding provided by the Infrastructure Investment and Jobs Act and the National Electric Vehicle Infrastructure program will be addressed.

Applicant Lead: Louisiana Clean Fuels

NCTCOG Budget: \$25,000 federal

NCTCOG Role: Work with local community colleges to implement curriculum to train electric vehicle supply equipment technicians and develop the workforce.



DOE Topic 10: Innovative Medium- and Heavy-Duty EV Charging and Hydrogen Regional Fueling Corridor Infrastructure Plans

Project Name: Houston to Los Angeles (H2LA) I-10 Hydrogen Corridor Project

Overview: ZEV Infrastructure Plan Along TX Triangle and I-10 Corridor - Hydrogen

Applicant Lead: GTI Energy

NCTCOG Budget: Up to \$30,000 federal

NCTCOG Role: Support planning and stakeholder convening; ensure local needs integrated into plan

Project Name: Transforming Texas Freight: Planning Infrastructure for the Truck Energy Transition

Overview: ZEV Infrastructure Plan Along TX Triangle with Freight Nodes – Battery and Hydrogen

Applicant Lead: Electric Power Research Institute

NCTCOG Budget: Up to \$250,000 federal

NCTCOG Role: Lead stakeholders in the collaborative planning process; ensure local needs integrated into plan



DOE Topic 12: Demonstration and Deployment – Open Topic

Project Name: Multimodal/ Drone Delivery Demonstration to Disadvantaged Communities and Mobility Challenged Populations

Overview: Demonstrate electric/autonomous multimodal (UAS/delivery bot/surface vehicle) first- and last-mile deliveries to address demonstrated needs in ZIP code 76010

Applicant Lead: City of Arlington

Other Partners: Airspace Link, UT Arlington, Tarrant County Foodbank

NCTCOG Budget: Up to \$250,000 federal, up to \$250,000 match needed

NCTCOG Role: Assist in developing and evaluating performance metrics; guide development of best practice/replication guide.



DOE Topic 12: Demonstration and Deployment – Open Topic

Project Name: EV Smart Communities

Overview: A technical assistance and certification program to support local governments and recognize their progress in setting and achieving equitable EV-readiness goals, streamlining regulatory practices, and facilitating the growth of electric vehicles and charging stations.

Applicant Lead: Interstate Renewable Energy Council (IREC)

NCTCOG Budget: Up to \$50,000 federal, up to \$50,000 match needed

NCTCOG Role: Guide development of best practice/replication and deployment of EV Smart designation program.



State Energy Conservation Office (SECO) Regional Energy Management Program

Project Description: The Transportation and Environment and Development departments at NCTCOG will develop, implement, and maintain effective energy management and efficiency programs while meeting Justice 40 and reporting requirements.

Key Transportation Activities:

- Increasing compliance with reporting requirements applicable to nonattainment area
- Integrating alternative fuels into resilience/emergency response activities
- Exploring resilience/energy efficiency strategies in conjunction with electric vehicles

NCTCOG Budget: \$200,000 federal, \$40,000 match

Funds to be split evenly between Transportation and Environment and Development departments; **up to \$20,000 match needed** to fulfill Transportation share



Total Potential Funding

Awarding Agency	Project Name	NCTCOG Budget	Match Requested
DOE Topic 10	Transforming Texas Freight: Planning Infrastructure for the Truck Energy Transition	\$250,000	\$0
DOE Topic 10	Houston to Los Angeles (H2LA)– I-10 Hydrogen Corridor Project	\$30,000	\$0
DOE Topic 11	Guaranteeing Access to Underserved and Marginalized Populations by Building Employment Opportunities (GUMBO)	\$25,000	\$0
DOE Topic 7a	Portable EV Charging Solutions for Multi Family Homes, powered by SparkCharge	\$220,000	\$0
DOE Topic 12	EV Smart Communities	\$50,000	\$50,000
DOE Topic 12	Multimodal/Drone Delivery Demonstration to Disadvantaged Communities and Mobility Challenged Populations	\$250,000	\$250,000
SECO	Regional Energy Management Program (Transportation Department half)	\$100,000	\$20,000
Total:		\$925,000	\$320,000



Action Requested

Recommend RTC Approval to use RTC Local funds for match:

*Up to \$250,000 for Multimodal/Drone Delivery Demonstration to Disadvantaged Communities and Mobility Challenged Populations

*Up to \$50,000 for the EV Smart Communities Project

Up to \$20,000 for SECO-funded Regional Energy Management project

*If awarded, NCTCOG will seek sponsorships through the DFW Clean Cities program to offset RTC Local funds (www.dfwcleancities.org/sponsorships)



For More Information



Lori Clark

Program Manager & DFW Clean Cities Director

lclark@nctcog.org | 817-695-9232



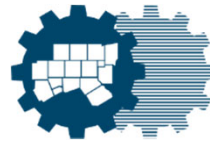
Chris Klaus

Senior Program Manager

cklaus@nctcog.org | 817-695-9286



Funding Opportunities



NCTCOG PRESENTATION

**ENDORSEMENT OF
FISCAL YEAR 2023
EDUCATION CAMPAIGNS
FOR TRANSPORTATION
INITIATIVES: PHASE 1**

MINDY MIZE | SURFACE TRANSPORTATION
TECHNICAL COMMITTEE | 12.02.2022

PURCHASE AND PLACEMENT OF EDUCATION CAMPAIGNS FOR TRANSPORTATION INITIATIVES FY2023: PHASE 1

Program Name	Funding Source	Funding Amount	Match Source	Match Total	Total
Public Involvement	TPF/STBG/RTC Local	\$ 78,700	TDCs	15,740	\$ 78,700
Congestion Management Program (Try Parking It)	STBG	\$ 200,000	TDCs	40,000	\$ 200,000
OVERALL TOTAL		\$ 278,700		55,740	\$ 278,700



Endorsement of Fiscal Year 2023 Education
Campaigns for Transportation Initiatives:
Phase1

PROPOSED ENDORSEMENT

Support an RTC Recommendation, which was approved on November 10, 2022, to NCTCOG Executive Board to Approve Funding up to \$278,700 for Education Campaigns for Transportation Initiatives that will initiate in FY2023 for Phase 1, such as:

- Public Input/Public Meetings
- Congestion Management Program (Try Parking It)



CONTACT US



Mindy Mize

Program Manager

mmize@nctcog.org | 817-608-2346



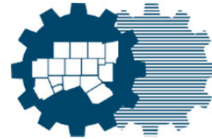
Hilary Nguyen

Communications Coordinator

hnguyen@nctcog.org | 817-704-5689



Endorsement of Fiscal Year 2023 Education
Campaigns for Transportation Initiatives:
Phase 1



NCTCOG PRESENTATION

Traffic Signal Retiming in Tarrant County

GREGORY MASOTA | SURFACE TRANSPORTATION TECHNICAL
COMMITTEE 12.02.2022

Regional Benefit

Reduces Congestion

Improves Air Quality

Cross-Jurisdictional Coordination

Quick to Implement



Background

Tarrant County 2006 / 2021 Bond Programs - \$1,066,000
Consultant Assistance and Staff Time

Identified Corridors

Partner Agency Buy-In

NCTCOG Consultant Under Contract



Identified Corridors

CORRIDORS	AMOUNT
FM 1938 CORRIDOR	\$143,000
SH 26 CORRIDOR	\$130,000
PRECINCT LINE RD CORRIDOR	\$117,000
HARWOOD RD CORRIDOR	\$136,500
FM 157 CORRIDOR	\$84,500
NORTH TARRANT PKWY CORRIDOR	\$110,500
N BEACH ST CORRIDOR	\$208,000
MID CITIES BLVD CORRIDOR	\$136,500
TOTAL	\$1,066,000



Requested STTC Action

- Request Endorsement of RTC approval:

To receive approximately \$1, 066,000 in funding from Tarrant County for traffic signal retiming along corridors in Tarrant County.

Administratively amend NCTCOG and State Transportation Improvement Programs (TIP / STIP), as well as other planning and administrative documents.



Schedule

11/10/22: RTC Action

12/01/22: NCTCOG Executive Board Action

12/02/22: STTC Action Endorsement



Contacts



Natalie Bettger

Senior Program Manager

Congestion Management, Innovative Project
Delivery and Outreach Program

Phone: 817-695-9280

Email: nbettger@nctcog.org



Gregory Masota

Transportation Planner

Transportation System Management and Operations

Phone: 817-695-9264

Email: gmastota@nctcog.org



Transportation Alternatives Set-Aside Program

2022 Call for Projects Recommendations
for the North Central Texas Region

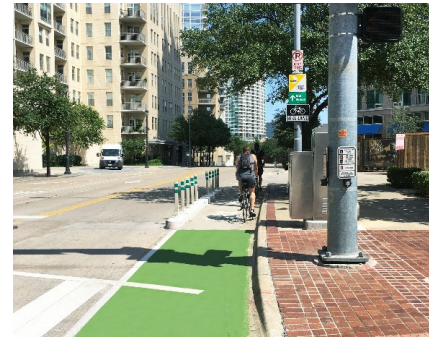
Surface Transportation Technical Committee

December 2, 2022



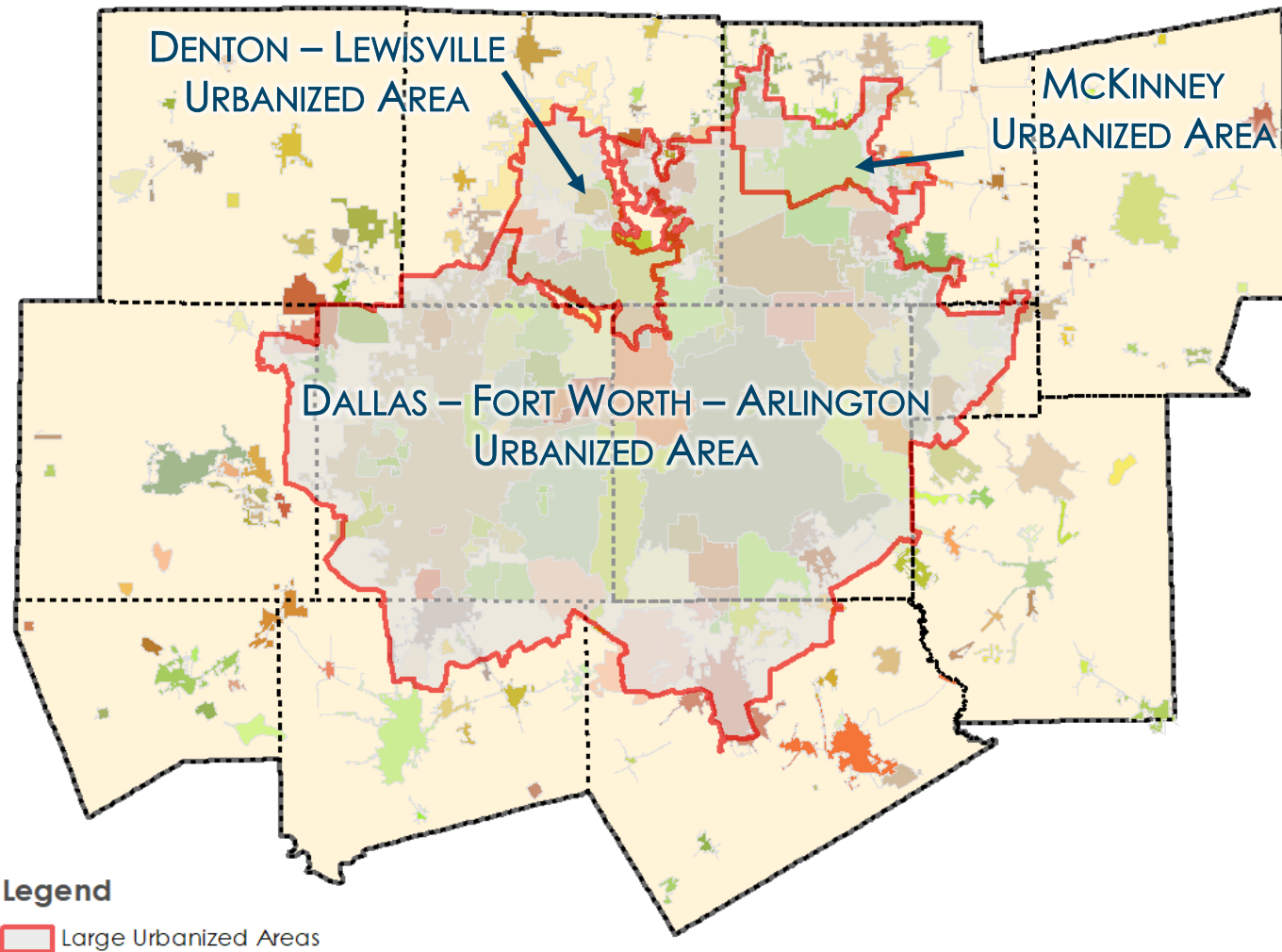
Eligible Project Activities

- Shared-Use Paths (Trails)
- On-Street Bikeways
- Sidewalks, Crosswalks, Curb Ramps
- Pedestrian and Bicycle Safety Countermeasures and Technology
- Protected Intersections
- Education Activities for Safe Routes to School Projects



Eligible Project Areas

All projects must be within one of the three Urbanized Areas (UA) exceeding 200K population



Application Categories and Evaluation Criteria

Four application categories:

- Active Transportation
- Safe Routes to School
- Safe Routes to Rail
- Safety and Technology



Evaluation criteria emphasis:

- Regional connectivity
- Access to major destinations
- Equity
- Projects identified in adopted plans
- Safety benefits
- Project readiness



Funding Overview

Project Activity	Minimum Federal Funding Award per Project	Maximum Federal Funding Award per Project
Construction	\$500,000	No Limit
Safe Routes to School Education Activities	\$250,000	



Funding Overview (cont.)

Construction-implementation projects

- Engineering and Environmental Phases: 100 percent locally funded
- Construction Phases: Minimum 20 percent local match

Local match must be cash or Transportation Development Credits (TDCs)

- No in-kind contributions
- Reimbursement up to 80 percent of eligible project costs (up to 100 percent if using TDCs)

Option to use TDCs (in lieu of local match)

if qualified through the MTP Policy Bundle process (with a remaining balance)

Option to request Regional Transportation Development Credits in lieu of a local match for projects implementing the Regional Veloweb as identified in Mobility 2045 (2022 Update)

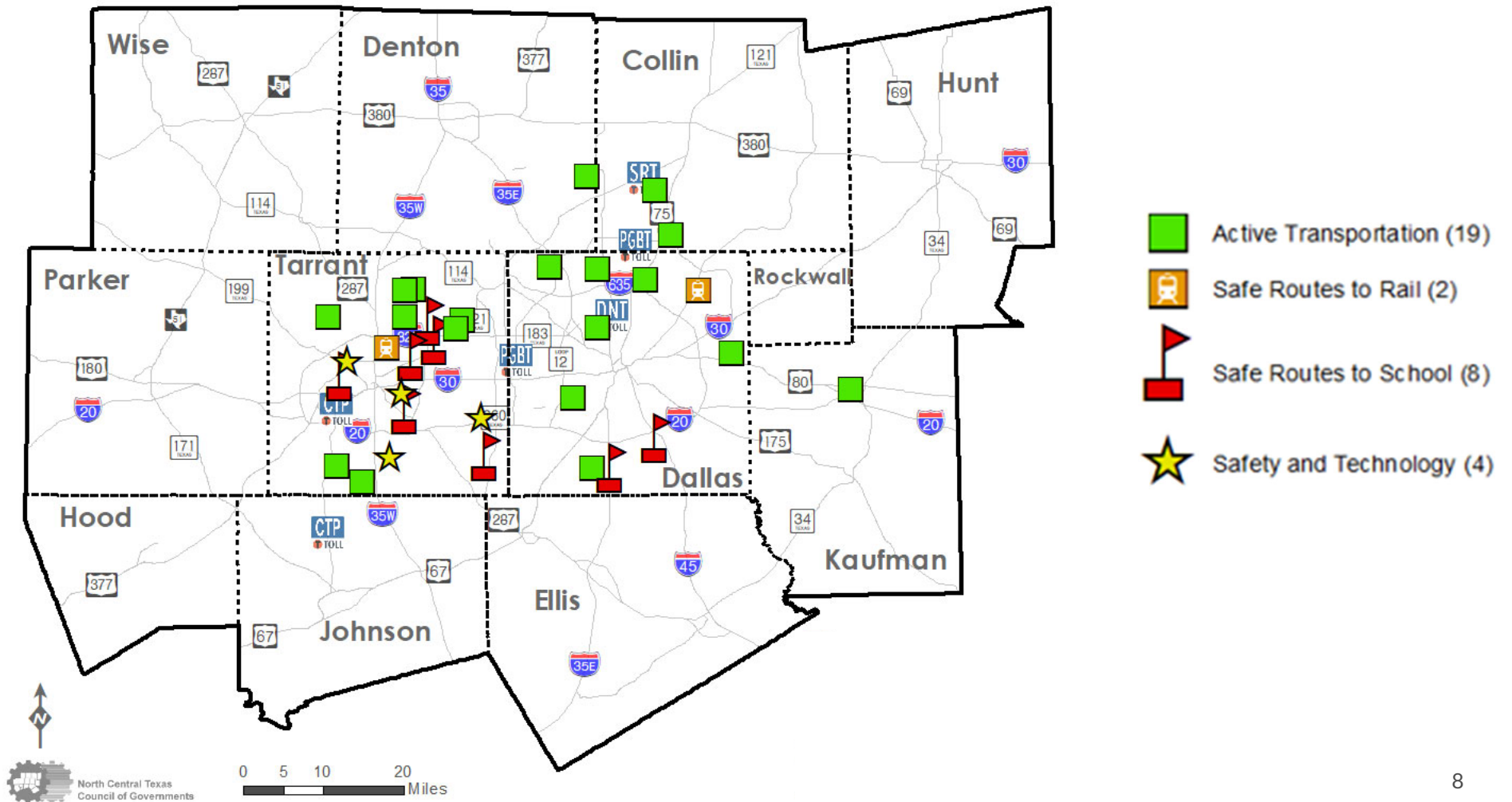


Applications and Requested Federal Funding 2022 Transportation Alternatives Set-Aside Program

	Western Subregion (Fort Worth District)	Eastern Subregion (Dallas District)	Total
Number of Applications Received	19	14	33
Active Transportation (19 Applications)	\$ 35,678,362	\$ 66,633,652	\$ 102,321,014
Safe Routes to School (8 Applications)	\$ 10,577,909	\$ 1,295,310	\$ 11,873,219
Safe Routes to Rail (2 Applications)	\$ 2,058,460	\$ 3,344,389	\$ 5,402,849
Safety and Technology (4 Applications)	\$ 14,531,188	\$ 0	\$ 14,531,188
Total Federal Funding Requested	\$ 62,854,919	\$ 71,273,351	\$ 134,128,270



Project Applications Received (33)



Funding Recommendations

2022 Transportation Alternatives Set-Aside Program

	Project Sponsor	Project Name	Application Category	Recommended Funding	
				TA Funds	TDCs
1	City of Allen	Rowlett Creek Trail Segments C-2, C-4, and C-5	Active Transportation	\$ 3,200,000	0
2	City of Arlington	Allen Avenue Sidewalk Project	Safety and Technology	\$ 957,427	0
3	City of Fort Worth	AM Pate Safe Routes to School Project	Safe Routes to School	\$ 1,043,908	0
4	City of Fort Worth	AV Cato Safe Routes to School Project	Safe Routes to School	\$ 1,570,248	0
5	City of Fort Worth	Oakland-Miller Safe Streets	Safety and Technology	\$ 2,000,000	0
6	City of Frisco	Iron Horse Trail	Active Transportation	\$ 4,200,000	0



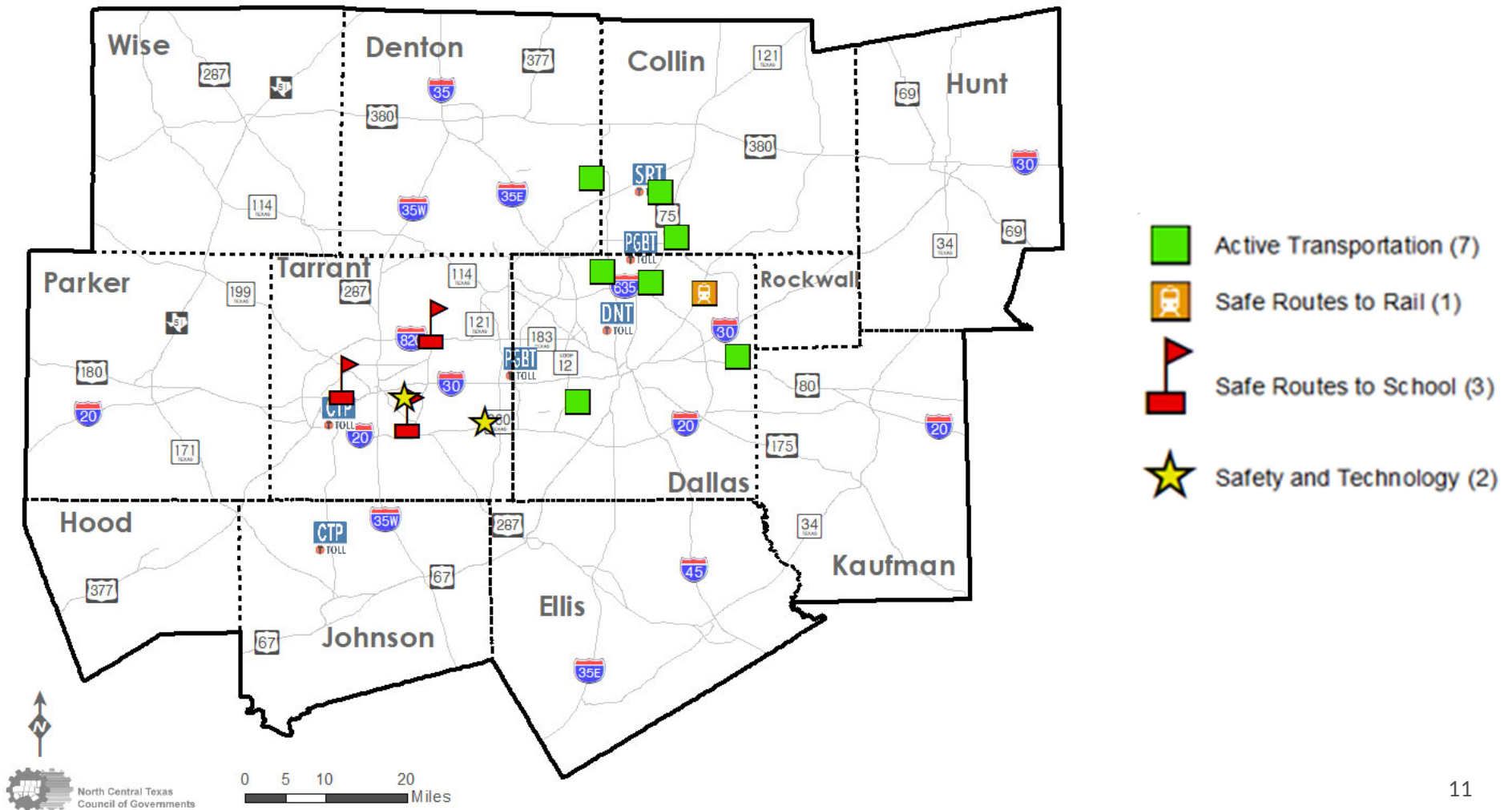
Funding Recommendations (cont.)

2022 Transportation Alternatives Set-Aside Program

	Project Sponsor	Project Name	Application Category	Recommended Funding	
				TA Funds	TDCs
7	City of Garland	Downtown Garland DART Station area sidewalks	Safe Routes to Rail	\$ 3,344,389	0
8	City of North Richland Hills	Smithfield Middle Safe Routes to School Project	Safe Routes to School	\$ 663,596	132,719
9	Dallas Area Rapid Transit	Cotton Belt Trail Bridge at Jupiter Rd (Plano)	Active Transportation	\$ 14,050,998	2,810,199
10	Dallas County	Central Trail Extension (Richardson)	Active Transportation	\$6,473,650	1,294,730
11	Dallas County	Chalk Hill Trail Phase 1A (Dallas)	Active Transportation	\$ 3,412,553	0
12	Town of Addison	Cotton Belt Trail Bridge at Midway Rd (Addison)	Active Transportation	\$ 12,274,826	2,454,965
13	Town of Sunnyvale	Sunnyvale Rails to Trails	Active Transportation	\$ 1,791,299	0



Recommended Projects (13)



Recommended Funding (All Sources)

Subregion	Federal	Local Match	Transportation Development Credits	Total
Eastern Total	\$ 48,747,715	\$ 6,237,059	6,559,894	\$ 54,984,774
Western Total	\$ 6,235,179	\$ 1,784,713	132,719	\$ 8,019,892
Grand Total	\$ 54,982,894	\$ 8,021,772	6,692,613	\$ 63,004,666



Schedule

Milestone	Date
Bicycle and Pedestrian Advisory Committee - Information	May 18, 2022
Surface Transportation Technical Committee – Action	June 24, 2022
Regional Transportation Council – Action	July 14, 2022
Call for Projects Opens	July 18, 2022
Call for Projects Workshop	July 19, 2022
Call for Projects Closes (Applications Due by 5PM)	Sept 9, 2022
Review of Projects/Scoring by NCTCOG Staff	Sept – Oct 2022
Public Meeting	Nov 2022
Surface Transportation Technical Committee – Action to Recommended Project Funding Awards	Dec 2, 2022
Regional Transportation Council – Action to Approve Project Funding Awards	Dec 8, 2022
Submittal Deadline for TIP Modifications	Jan. 27, 2023
Deadline for Project Sponsors to Execute Agreements with TxDOT	December 2023
Deadline for Project Sponsors to Open Bids and Obligate Funds	December 2026



Requested Action

Recommend Regional Transportation Council Approval:

- The list of projects to fund through the 2022 Transportation Alternatives Set-Aside Call for Projects, as provided in Electronic Item 3.1.
- To administratively amend the TIP/STIP and other planning/administrative documents to incorporate these changes.
- Per Program rules that:
 - Project Sponsors must execute an Advanced Funding Agreement with TxDOT within one year of project selection.
 - Projects must advance to construction within three years from selection or the funding may be reprogrammed.



Contact Us



Daniel Snyder, AICP

Senior Transportation Planner

dsnyder@nctcog.org

(817) 608-2394



Erin Curry

Transportation Planner

ecurry@nctcog.org

(817) 704-5601



Kevin Kokes, AICP

Program Manager

kkokes@nctcog.org

(817) 695-9275



Shawn Conrad

Principal Transportation Planner

sconrad@nctcog.org

(817) 704-5695



Karla Windsor, AICP

Senior Program Manager

kwindsor@nctcog.org

(817) 608-2376



Transportation Alternatives Set-Aside Program
2022 Call for Projects for the North Central Texas Region

DRAFT

2022 Transportation Alternatives Set-Aside Program Call for Projects
Project Evaluations and Funding Recommendations

Active Transportation Application Category

#	Project Sponsor	Project Name	TxDOT District	Evaluation Criteria													Project Score	Requested Funding				Recommended Funding				
				1. Regional Network Connectivity (20 Points)		2. Access to Major Destinations (15 Points)		3. Safety and Comfort (15 Points)		4. Congestion Reduction (15 Points)		5. Equity (10 Points)		6. Reducing Barriers (5 Points)		7. Project Readiness and Other Factors (20 Points)		Transportation Alternatives Federal Funding	Local Match	Transportation Development Credits	Total	Transportation Alternatives Federal Funding	Local Match	Transportation Development Credits	Total	
1	Town of Addison	Addison Cotton Belt Trail - Midway Road Critical Bridge Section	Dallas	20	High	15	High	9	Medium	12	High	4	Medium	5	High	20	High	85	\$ 12,274,826	\$ -	2,454,965	\$ 12,274,826	\$ 12,274,826	\$ -	2,454,965	\$ 12,274,826
2	Dallas Area Rapid Transit	Cotton Belt Trail Bridge at Jupiter Rd (Plano)	Dallas	20	High	15	High	9	Medium	10	High	5	Medium	5	High	20	High	84	\$ 14,050,998	\$ -	2,810,199	\$ 14,050,998	\$ 14,050,998	\$ -	2,810,199	\$ 14,050,998
3	Dallas County	Central Trail Extension	Dallas	20	High	15	High	9	Medium	15	High	5	Medium	1	Low	15	High	80	\$ 6,473,650	\$ -	1,294,730	\$ 6,473,650	\$ 6,473,650	\$ -	1,294,730	\$ 6,473,650
4	City of Allen	Rowlett Creek Trail Segments C-2, C-4, and C-5	Dallas	16	High	14	High	6	Medium	11	High	2	Low	5	High	15	High	69	\$ 5,522,703	\$ 1,380,675	-	\$ 6,903,378	\$ 3,200,000	\$ 800,000	-	\$ 4,000,000
5	Dallas County	Chalk Hill Trail Phase 1A	Dallas	9	Medium	12	High	9	Medium	11	High	7	High	0	Low	20	High	68	\$ 3,412,553	\$ 853,138	-	\$ 4,265,691	\$ 3,412,553	\$ 853,138	-	\$ 4,265,691
6	Town of Sunnyvale	Sunnyvale Rails to Trails	Dallas	12	Medium	14	High	7	Medium	10	High	4	Medium	1	Low	17	High	65	\$ 1,791,299	\$ 447,824	-	\$ 2,239,123	\$ 1,791,299	\$ 447,824	-	\$ 2,239,123
7	City of Frisco	Iron Horse Trail	Dallas	13	High	13	High	9	Medium	12	High	1	Low	5	High	12	Medium	65	\$ 6,027,415	\$ 1,506,853	-	\$ 7,534,268	\$ 4,200,000	\$ 3,300,000	-	\$ 7,500,000
TOTAL RECOMMENDED																		\$ 49,553,444	\$ 4,188,490	6,559,894	\$ 53,741,934	\$ 45,403,326	\$ 5,400,962	6,559,894	\$ 50,804,288	
Projects Not Recommended for Funding																										
8	City of DeSoto	Hampton Road Bicycle and Pedestrian Infrastructure Project	Dallas	6	Low	14	High	8	Medium	8	Medium	5	Medium	3	Medium	10	Medium	54	\$ 6,775,232	\$ 2,903,670	-	9,678,902	Not recommended for a funding award.			
9	City of Carrollton	Veloweb Trail Segment K through McInnish Park	Dallas	16	High	7	Medium	5	Low	9	Medium	1	Low	0	Low	15	High	53	\$ 1,505,790	\$ -	301,158	1,505,790	Not recommended for a funding award.			
10	City of Fort Worth	McPherson-Summer Creek Safe Streets	Fort Worth	6	Low	14	High	8	Medium	9	Medium	4	Medium	1	Low	7	Medium	49	\$ 3,547,284	\$ 886,821	-	\$ 4,434,105	Not recommended for a funding award.			
11	City of Crowley	Main Street Trail Extension	Fort Worth	6	Low	13	High	8	Medium	10	High	3	Low	0	Low	7	Medium	47	\$ 1,729,325	\$ 432,331	-	\$ 2,161,656	Not recommended for a funding award.			
12	City of Keller	Barbara Lane Active Transportation Project	Fort Worth	5	Low	3	Low	5	Low	6	Medium	2	Low	1	Low	20	High	42	\$ 501,764	\$ 125,441	-	\$ 627,205	Not recommended for a funding award.			
13	City of Watauga	Hightower Drive: Road Diet & Complete Street	Fort Worth	3	Low	8	Medium	7	Medium	10	High	3	Low	3	Medium	7	Medium	41	\$ 9,098,345	\$ 2,717,687	-	\$ 11,816,032	Not recommended for a funding award.			
14	City of Keller	Whitley Road Active Transportation Project	Fort Worth	12	Medium	9	Medium	5	Low	8	Medium	0	Low	0	Low	6	Low	40	\$ 2,268,699	\$ 567,174	-	\$ 2,835,873	Not recommended for a funding award.			
15	City of Fort Worth	Bowman Roberts Active Transportation and Safety	Fort Worth	3	Low	8	Medium	6	Medium	6	Medium	0	Low	1	Low	9	Medium	33	\$ 1,056,760	\$ 264,190	-	\$ 1,320,950	Not recommended for a funding award.			
16	City of Colleyville	Cheek Sparger Road and Trail	Fort Worth	2	Low	3	Low	7	Medium	8	Medium	0	Low	0	Low	6	Low	26	\$ 17,156,003	\$ 12,942,247	-	\$ 30,098,250	Not recommended for a funding award.			
Ineligible or Withdrawn Projects																										
17	City of Bedford	Ridgewood Trail	Fort Worth	The requested federal funding is less than the required minimum funding award.													\$ 329,182	\$ 82,295	-	\$ 411,477	Not recommended for a funding award.					
18	City of Dallas	Lemmon Avenue Sidepath and Pedestrian Improvements	Dallas	The project application was withdrawn by the City of Dallas.													\$ 6,771,540	\$ 1,692,885	-	\$ 8,464,425	Not recommended for a funding award.					
19	City of Terrell	FM 148 Sidewalk Extension	Dallas	The project location is outside of the eligible project area.													\$ 2,027,646	\$ -	405,529	\$ 2,027,646	Not recommended for a funding award.					
TOTAL REQUESTS RECEIVED																		\$ 102,321,014	\$ 26,803,231	7,266,581	\$ 129,124,245					

Safe Routes to School Application Category

#	Project Sponsor	Project Name	TxDOT District	Evaluation Criteria										Project Score	Requested Funding				Recommended Funding			
				1. Problem Identification and Solution (25 Points)		2. Planning Support (20 Points)		3. Potential to Increase Walking and Biking (20 Points)		4. Equity (15 Points)		5. Project Readiness and Other Factors (20 Points)			Transportation Alternatives Federal Funding	Local Match	Transportation Development Credits	Total	Transportation Alternatives Federal Funding	Local Match	Transportation Development Credits	Total
1	City of Fort Worth	AV Cato Safe Routes to School Project	Fort Worth	20	High	14	Medium	16	High	12	High	9	Medium	71	\$ 1,570,248	\$ 392,562	-	\$ 1,962,810	\$ 1,570,248	\$ 392,562	-	\$ 1,962,810
2	City of Fort Worth	AM Pate Safe Routes to School Project	Fort Worth	20	High	11	Medium	17	High	15	High	7	Medium	70	\$ 1,043,908	\$ 260,977	-	\$ 1,304,885	\$ 1,043,908	\$ 260,977	-	\$ 1,304,885
3	City of North Richland Hills	Smithfield Middle Safe Routes to School Project	Fort Worth	17	High	16	High	19	High	3	Low	15	Medium	70	\$ 663,596	\$ -	132,719	\$ 663,596	\$ 663,596	\$ -	132,719	\$ 663,596
TOTAL RECOMMENDED															\$ 3,277,752	\$ 653,539	132,719	\$ 3,931,291.0	\$ 3,277,752	\$ 653,539	132,719	\$ 3,931,291
Projects Not Recommended for Funding																						
4	City of Richland Hills	Cheney Hills Elementary Sidewalk Project	Fort Worth	12	Medium	10	Medium	18	High	11	Medium	6	Low	57	\$ 4,171,449	\$ 1,042,862	-	\$ 5,214,311	Not recommended for a funding award.			
5	City of Arlington	Della Icenhower Intermediate SRTS/Trail Connection	Fort Worth	10	Medium	16	High	17	High	5	Low	6	Low	54	\$ 2,217,055	\$ -	443,411	\$ 2,217,055	Not recommended for a funding award.			
6	City of Hutchins	Wilmer-Hutchins Sidewalk Program/Safe Routes to School	Dallas	12	Medium	5	Low	18	High	8	Medium	3	Low	46	\$ 900,000	\$ 200,000	-	\$ 1,100,000	Not recommended for a funding award.			
7	City of Hurst	SRTS for Shady Oaks, Donna Park, & Hurst Hills Elementary	Fort Worth	11	Medium	3	Low	20	High	8	Medium	5	Low	47	\$ 911,653	\$ 227,913	-	\$ 1,139,566	Not recommended for a funding award.			
8	City of Lancaster	Rolling Hills Neighborhood Sidewalk Improvements	Dallas	8	Low	3	Low	11	Medium	14	High	9	Medium	45	\$ 395,310	\$ 98,827	-	\$ 494,137	Not recommended for a funding award.			
TOTAL REQUESTS RECEIVED															\$ 11,873,219	\$ 2,223,141	576,130	\$ 14,096,360				

DRAFT

2022 Transportation Alternatives Set-Aside Program Call for Projects
Project Evaluations and Funding Recommendations

Safe Routes to Rail Application Category

#	Project Sponsor	Project Name	TxDOT District	Evaluation Criteria										Project Score	Requested Funding				Recommended Funding					
				1. Problem Identification and Solution (20 Points)		2. Planning Support (20 Points)		3. Potential to Increase Walking and Biking (10 Points)		4. Transit Accessibility (10 Points)		5. Equity (15 Points)			6. Project Readiness and Other Factors (25 Points)		Transportation Alternatives Federal Funding	Local Match	Transportation Development Credits	Total	Transportation Alternatives Federal Funding	Local Match	Transportation Development Credits	Total
1	City of Garland	Garland New Sidewalk - DART Downtown Station	Dallas	20	High	20	High	6	Medium	9	High	8	Medium	21	Medium	75	\$ 3,344,389	\$ 836,097	-	\$ 4,180,486	\$ 3,344,389	\$ 836,097	-	\$ 4,180,486
TOTAL RECOMMENDED																	\$ 3,344,389	\$ 836,097	-	\$ 4,180,486	\$ 3,344,389	\$ 836,097	-	\$ 4,180,486
Projects Not Recommended for Funding																								
2	Trinity Metro	Mercantile Center Station Mobility and Resiliency Upgrades	Fort Worth	11	Medium	10	Med	3	Low	6	Medium	4	Low	9	Medium	37	\$ 2,058,460	\$ 514,615	-	\$ 2,573,075	Not recommended for a funding award.			
TOTAL REQUESTS RECEIVED																	\$ 5,402,849	\$ 1,350,712	-	\$ 6,753,561				

Safety and Technology Application Category

#	Project Sponsor	Project Name	TxDOT District	Evaluation Criteria										Project Score	Requested Funding				Recommended Funding													
				1. Problem Identification and Solution (25 Points)		2. Planning Support (20 Points)		3. Potential to Increase Walking and Biking (15 Points)		4. Equity (15 Points)		5. Project Readiness and Other Factors (25 Points)			Transportation Alternatives Federal Funding	Local Match	Transportation Development Credits	Total	Transportation Alternatives Federal Funding	Local Match	Transportation Development Credits	Total										
1	City of Arlington	Allen Avenue Sidewalk Project	Fort Worth	21	High	4	Low	11	High	15	High	19	High	70	\$	957,427	\$	239,356	-	\$	1,196,783	\$	957,427	\$	239,356	-	\$	1,196,783				
2	City of Fort Worth	Oakland-Miller Safe Streets	Fort Worth	25	High	3	Low	13	High	14	High	13	Medium	68	\$	2,782,100	\$	695,525	-	\$	3,477,625	\$	2,000,000	\$	891,818	-	\$	2,891,818				
TOTAL RECOMMENDED															\$	3,739,527	\$	934,881	-	\$	4,674,408	\$	2,957,427	\$	1,131,174	-	\$	4,088,601				
Projects Not Recommended for Funding																																
3	City of Fort Worth	West Long Ave Safe Streets	Fort Worth	13	Medium	7	Low	12	High	12	High	11	Medium	55	\$	3,152,466	\$	788,116	-	\$	3,940,582	Not recommended for a funding award.										
4	City of Fort Worth	Everman Parkway Safe Streets	Fort Worth	18	High	4	Low	12	High	15	High	5	Low	54	\$	7,639,195	\$	1,527,839	-	\$	9,167,034	Not recommended for a funding award.										
TOTAL REQUESTS RECEIVED															\$	14,531,188	\$	3,250,836	-	\$	17,782,024											

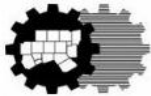
All Projects in the North Central Texas Region

Requested Funding				Recommended Funding			
Transportation Alternatives Federal Funding	Local Match	Transportation Development Credits	Total	Transportation Alternatives Federal Funding	Local Match	Transportation Development Credits	Total
\$ 134,128,270	\$ 33,627,920	7,842,711	\$ 167,756,190	\$ 54,982,894	\$ 8,021,772	6,692,613	\$ 63,004,666

RTC/DART FEDERAL/LOCAL FUNDING PARTNERSHIP

Surface Transportation Technical Committee

December 2, 2022



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- The North Central Texas Council of Governments (NCTCOG)/Regional Transportation Council (RTC) is required to pay for expenses associated with projects and programs it implements before federal reimbursement can be requested.
- With the recent award of numerous federal discretionary grants (e.g., BUILD, RAISE) that NCTCOG will be administering, the amount of funding needed to cash flow projects has increased significantly.
- NCTCOG would also like to expand the pool of RTC Local funds available to implement projects outside of the restrictive federal process.
- The RTC does not have taxing authority to generate revenue to pay these invoices and fund these projects, so a source of local dollars is needed.
- The MPO Revolver Fund and RTC Local funds are typically used for these purposes, but those funds are being utilized, leading to the need for more local dollars.
- In July 2022, the RTC directed staff to pursue a funding partnership with DART or Dallas to accomplish these goals.

MPO REVOLVER AND RTC/LOCAL PARTNERSHIP

- The Dallas Area Rapid Transit (DART) Board recently approved a program to send approximately \$234 million back to its member cities.
- Two methods yielding different amounts were considered for how to disburse those funds: population and the proportion of sales tax paid to DART.
- To allow DART to return the higher of the two amounts to each city, a proposal is being made for the RTC to provide federal funds to offset the difference between the two methods at a cost of \$19.674 million.*
- In return for providing this solution and funding, an exchange of \$44 million* in federal funds for \$40 million of local funds from DART is being proposed.
- This funding would be used to: 1) expand the Revolver Fund to cash flow federal grant projects, and 2) replenish the RTC Local funding pool for use on projects and programs across the region. The shares in each account will be brought back later for action.

* Anticipate DART using existing local funds on Silver Line to match these federal funds.

PARKING GARAGE PARTNERSHIP FOLLOW UP

- In July 2022, the RTC funded two parking garages in proximity to DART Stations.
 - Dallas Zoo Station Garage - \$10 million
 - SMU/Mockingbird Station Garage - \$20 million
- The RTC approved a federal-for-local funding exchange concept for either DART or Dallas to fund these projects with local dollars since parking garages are easier to implement with non-federal funds.
 - Today, a DART Exchange is proposed.
 - Federal funding of \$30 million will be placed on the DART Silver Line Rail project
 - DART will utilize \$30 million of DART local funds to implement the two garages

SUMMARY OF PROPOSED PARTNERSHIP (\$ IN MILLIONS)

Partnership Component	RTC Payment (Federal) ¹	RTC Receipt (Local)	DART Payment (Local)	DART Receipt (Federal) ²	City of Dallas Receipt (Local)
DART Partnership with Cities	-\$19.674 M			+\$19.674 M	
DART/RTC/Local Partnership	-\$44.00 M	+\$40.00 M	-\$40.00 M	+\$44.00 M	
DART/RTC/Dallas Garage Partnership ³	-\$30.00 M		-\$30.00 M	+\$30.00 M	+\$30.00 M
Total	-\$93.674 M	+\$40.00 M	-\$70.00 M	+\$93.674 M	+\$30.00 M

1: Surface Transportation Block Grant (STBG) or Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds

2: Projects that federal funds would be used on to be determined (likely Silver Line Rail Project)

3: Item already approved, contingent upon receipt of local payment received per this item

TIMELINE/ACTION

Meeting/Task	Date
STTC Action	December 2, 2022
RTC Action	December 8, 2022
Executive Board Approval to Receive Funds	January 26, 2023

RECOMMENDED ACTION

- Recommend RTC approval of:
 - Proposed partnership with DART
 - \$19.674 million federal for member city reimbursement (to be awarded to the Silver Line)*
 - \$44 million federal for MPO Revolver/RTC Local trade on the Silver Line*
 - Receive \$40 million local for MPO Revolver and RTC Local pool
 - Federal funding for Garage Exchange to be applied to the Silver Line (\$30 million federal)*
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes

* Anticipate DART using existing local funds on Silver Line to match these federal funds.

CONTACT/QUESTIONS?

Christie J. Gotti
Senior Program Manager
Ph: (817) 608-2338
cgotti@nctcog.org

Brian Dell
Principal Transportation Planner
Ph: (817) 704-5694
bdell@nctcog.org

Cody Derrick
Transportation Planner III
Ph: (817) 608-2391
cderrick@nctcog.org

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	JULY 2022 COMMENTS	JULY 2022 RISK RATING	DECEMBER 2022 COMMENTS	DECEMBER 2022 RISK RATING
PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2022														
11237.2	0918-45-812	IRVING	IRVING	CONFLANS RD FROM SH 161 TO VALLEY VIEW LANE	CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH	\$24,529,721	STBG, LOCAL CONTRIBUTION	03/2022	03/2023 08/2022 06/2022 03/2022	CONFIRM EXISTING FUNDING IN FY 2022; CITY IS REQUESTING THAT THE RTC COVER THE FUNDING GAP; A FUNDING INCREASE WILL BE BROUGHT BACK TO THE RTC FOR CONSIDERATION IN THE NEXT TIP MODIFICATION CYCLE	CONDEMNATION PROCEEDINGS HAVE CONCLUDED; TRANSPORTATION DIRECTOR TO CONTINUE TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION; PLANS AND AFA AMENDMENT ARE BEING FINALIZED	HIGH RISK	CONDEMNATION PROCEEDINGS HAVE CONCLUDED; TRANSPORTATION DIRECTOR TO CONTINUE TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION; AFA AMENDMENT IS BEING FINALIZED; PROJECT DID NOT LET BY THE END OF FY2022; STAFF RECOMMENDS THAT THE RTC EXTEND THE PROJECT'S DEADLINE TO THE END OF MARCH 2023 AND LEAVE THE FUNDING ON THE PROJECT (ACTION ITEM)	HIGH RISK
PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2023														
11572	0902-48-579	TXDOT FORT WORTH	VARIOUS	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY	CONSTRUCT NORTH TARRANT PARKWAY OVER US 81 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287	\$15,101,054	CAT 2M, STBG, LOCAL CONTRIBUTION	01/2023	10/2023 4/2023	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES	MEDIUM RISK	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES; COORDINATION BETWEEN NCTCOG AND TXDOT REGARDING THE PROJECT SCHEDULE IS ONGOING	MEDIUM RISK
53029	0014-15-033	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE NORTHBOUND FRONTAGE ROAD	\$8,228,000	SW PE, SW ROW, CAT 2M, STBG	01/2023	10/2023 4/2023	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES	MEDIUM RISK	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES; COORDINATION BETWEEN NCTCOG AND TXDOT REGARDING THE PROJECT SCHEDULE IS ONGOING	MEDIUM RISK
53030	0014-15-034	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE EXISTING SOUTHBOUND FRONTAGE ROAD	\$10,008,000	SW PE, SW ROW, CAT 2M, STBG	01/2023	10/2023 4/2023	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES	MEDIUM RISK	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES; COORDINATION BETWEEN NCTCOG AND TXDOT REGARDING THE PROJECT SCHEDULE IS ONGOING	MEDIUM RISK
53031	0014-15-035	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT NB AND SB EXIT RAMP TO HARMON ROAD/NORTH TARRANT PARKWAY AND SB ENTRANCE RAMP FROM HARMON ROAD	\$2,038,179	SW PE, CAT 2M	01/2023	10/2023 4/2023	CONFIRM FUNDING IN FY 2023	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES	MEDIUM RISK	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES; COORDINATION BETWEEN NCTCOG AND TXDOT REGARDING THE PROJECT SCHEDULE IS ONGOING	MEDIUM RISK
53032	0014-15-036	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF FM 3479 TO NORTH OF IH 35W INTERCHANGE	CONSTRUCT AUXILIARY LANE FROM NORTHBOUND EXIT TO NORTH TARRANT PARKWAY; AUXILIARY LANE FOR SOUTHBOUND ENTRANCE FROM NORTH TARRANT PKWY	\$2,056,479	SW PE, CAT 2M	01/2023	10/2023 4/2023	CONFIRM FUNDING IN FY 2023	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES	MEDIUM RISK	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES; COORDINATION BETWEEN NCTCOG AND TXDOT REGARDING THE PROJECT SCHEDULE IS ONGOING	MEDIUM RISK
20108	0918-46-238	LEWISVILLE	LEWISVILLE	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 4	\$15,502,609	RTR, LOCAL CONTRIBUTION	12/2022	03/2023 04/2023 12/2022	CONFIRM FUNDING IN FY 2023		LOW RISK		LOW RISK

GREEN ROWS REPRESENT LOW RISK, YELLOW ROWS REPRESENT MEDIUM RISK, RED ROWS REPRESENT HIGH RISK RATINGS.
CHANGES SINCE LAST UPDATE ARE IN RED TEXT.

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	JULY 2022 COMMENTS	JULY 2022 RISK RATING	DECEMBER 2022 COMMENTS	DECEMBER 2022 RISK RATING
20111	0918-46-239	LEWISVILLE	LEWISVILLE	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO FM 2281	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 5	\$6,843,921	RTR, LOCAL CONTRIBUTION	05/2022	04/2023 01/2023 12/2022 06/2022	CONFIRM FUNDING IN FY 2023		LOW RISK		LOW RISK
20131	0918-46-236	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM ELM FORK TRINITY RIVER BRIDGE TO DGNO RR	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 2	\$11,812,679	RTR, LOCAL CONTRIBUTION	12/2022	03/2023 09/2022 06/2022 12/2022	CONFIRM FUNDING IN FY 2023		LOW RISK		LOW RISK
20152	0918-46-237	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE AT ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 3	\$21,844,715	RTR; LOCAL CONTRIBUTION	12/2022	03/2023 09/2022 06/2022 12/2022	CONFIRM FUNDING IN FY 2023		LOW RISK		LOW RISK
PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2024 OR BEYOND														
11726.4	0918-47-168	DALLAS COUNTY	DALLAS	RIVERFRONT BLVD FROM CADIZ STREET TO JUSTICE CENTER WAY UNION PACIFIC RAILROAD	RECONSTRUCT 6/8 LANE TO 6 LANE WITH BIKE/PEDESTRIAN IMPROVEMENTS AND INTERSECTION IMPROVEMENTS	\$49,400,000	RTR, LOCAL CONTRIBUTION	06/2022	10/2023 09/2022 08/2022	CONFIRM FUNDING IN FY 2022	AGREEMENT WITH AND ACQUIRING EASEMENT FROM UNION PACIFIC RAILROAD IS A CONTINUED ISSUE; DESIGN ISSUES WITH UNION PACIFIC NEED TO BE RESOLVED AS WELL; TRANSPORTATION DIRECTOR ENGAGED ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION; PROJECT WILL LIKELY NOT LET ON TIME	HIGH RISK	PROJECT LIMITS AND UPDATED DEADLINE (12/2023) WERE APPROVED BY THE RTC IN AUGUST 2022; ENGINEERING PLANS HAVE BEEN REVISED TO REFLECT UPDATED LIMITS; FEBRUARY 2023 TIP MOD HAS BEEN SUBMITTED TO UPDATE THE LIMITS; 95% PLANS ARE CURRENTLY BEING REVIEWED	MEDIUM RISK
11734	0902-90-034	DFW AIRPORT	VARIOUS	EAST-WEST CONNECTOR FROM SH 360 TO INTERNATIONAL PARKWAY	CONSTRUCTION OF EAST-WEST CONNECTOR FROM 0 TO 2 LANES UNDIVIDED URBAN WITH INTERSECTIONS AT SH 360, 20TH AVE, AND RENTAL CAR DRIVE (ULTIMATE BUILD OUT 2 TO 4 LANES DIVIDED)	\$40,384,886	STBG, LOCAL CONTRIBUTION	12/2023	02/2023 11/2022 06/2022 12/2022 05/2022	CONFIRM FUNDING IN FY 2024	ROADWAY IS BEING RE-ADDED TO THE FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM (FFCS); AWAITING FHWA APPROVAL TO PROCEED; COORDINATION BETWEEN NCTCOG, TXDOT, AND FEDERAL HIGHWAY ADMINISTRATION ONGOING	LOW RISK	ROADWAY HAS BEEN ADDED TO THE FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM (FFCS); COORDINATION BETWEEN NCTCOG AND DFW AIRPORT ONGOING	LOW RISK
20084	0047-14-053	TXDOT DALLAS	VARIOUS	US 75 FROM NORTH OF CR 370 TO CR 375 (GRAYSON COUNTY LINE)	RECONSTRUCT AND WIDEN FROM 4 LANE TO 6 LANE FREEWAY AND RECONSTRUCT EXISTING 4 LANE TO 4/6 LANE FRONTAGE ROADS	\$100,408,899	SW PE, S102, 4, 12	09/2023	09//2023	CONTINUE MONITORING PROJECT PROGRESS AND CONTINUE TO REQUEST TTC APPROVAL OF CATEGORY 12 FUNDS FOR THIS PROJECT	PROJECT IS NOT FULLY FUNDED; TXDOT TO CONTINUE REQUESTING CATEGORY 12 FUNDING FOR THE PROJECT FROM THE TEXAS TRANSPORTATION COMMISSION	MEDIUM RISK	DESIGN IS COMPLETE AND RIGHT-OF-WAY HAS BEEN ACQUIRED; UTILITIES WILL BE RELOCATED BY THE CITY OF ANNA	LOW RISK
20115	0081-03-047	TXDOT DALLAS	ARGYLE	US 377 FROM SOUTH OF FM 1171 TO CRAWFORD ROAD	RECONSTRUCT AND WIDEN ROADWAY FROM 2 LANE RURAL TO 4 LANE DIVIDED URBAN	\$52,007,246	RTR, SW PE, SW ROW, LOCAL CONTRIBUTION	09/2024	12/2023 09/2024	KEEP PROJECT IN APPENDIX D (ENVIRONMENTAL CLEARANCE SECTION OF TIP) UNTIL FUNDING IS SECURED	PROJECT IS NOT FULLY FUNDED; RIGHT-OF-WAY PURCHASES ARE CONTINUING WITH A READY TO LET DATE OF 12/2023; CONTINUE PURSUING FUNDING FOR THE PROJECT	MEDIUM RISK	PROJECT IS NOT FULLY FUNDED; RIGHT-OF-WAY PURCHASES ARE CONTINUING WITH A READY TO LET DATE OF 12/2023; CONTINUE PURSUING FUNDING FOR THE PROJECT	MEDIUM RISK
TOTAL FUNDING						\$360,166,388								

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

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	DECEMBER 2022 COMMENTS	DECEMBER 2022 RISK RATING
20066	2374-03-074	TXDOT DALLAS	DALLAS	IH 20 AT BONNIE VIEW RD	IMPROVE APPROACH, WIDEN BRIDGE TO ADD TURN LANES, AND REPLACE TRAFFIC SIGNAL SYSTEM	\$2,988,645	STBG, LOCAL CONTRIBUTION	05/2021	05/2021 (ACTUAL)	CONFIRM FUNDING IN FY 2021		<u>N/A (PROJECT HAS LET)</u>
20060	0918-24-154	PLANO	PLANO	LEGACY DRIVE FROM INDEPENDENCE PARKWAY TO K AVENUE	ADD RIGHT TURN LANES AND DUAL LEFT TURN LANES	\$2,015,500	RTR, LOCAL CONTRIBUTION	05/2021	07/2021 (ACTUAL)	CONFIRM FUNDING IN FY 2021		<u>N/A (PROJECT HAS LET)</u>
20261.2	0918-47-297	MESQUITE	MESQUITE	MGR TRAIL AT MESQUITE CITY LIMITS NEAR DUCK CREEK TO MESQUITE HERITAGE TRAIL NEAR NORTHWEST DR	CONSTRUCT NEW HIKE/BIKE TRAIL FROM MESQUITE HERITAGE TRAIL TO CONNECTING MGR TRAIL IN GARLAND; CONNECTS ACROSS IH 30 AND DUCK CREEK	\$827,115	RTR, LOCAL CONTRIBUTION	09/2021	07/2021 (ACTUAL)	CONFIRM FUNDING IN FY 2022		<u>N/A (PROJECT HAS LET)</u>
20113	0918-46-240	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM FM 544 TO JOSEY LANE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 6	\$19,164,449	RTR	12/2022	12/2021 (ACTUAL) 10/2021 07/2021	CONFIRM FUNDING IN FY 2023		<u>N/A (PROJECT HAS LET)</u>
20213	0918-47-051	DALLAS COUNTY	GRAND PRAIRIE	WILDLIFE PARKWAY FROM SH 161 TO BELT LINE RD	CONSTRUCT 0/2 LANE RURAL TO 2/4 LANE DIVIDED INCLUDING BRIDGE OVER TRINITY RIVER	\$44,510,339	RTR, LOCAL CONTRIBUTION	06/2022	01/2022 (ACTUAL) 11/2021 08/2022	CONFIRM FUNDING IN FY 2022		<u>N/A (PROJECT HAS LET)</u>
20240	0918-47-027	DALLAS	DALLAS	COLLECTIVE MIXED USE DEVELOPMENT	BICYCLE LANES, SIDEWALKS, PEDESTRIAN AND INTERSECTION IMPROVEMENTS BOUNDED BY FORT WORTH AVE, BAHAMA DR, IH 30, AND PLYMOUTH ROAD; AND CONNECTION TO COOMBS CREEK TRAIL ALONG PLYMOUTH RD	\$2,482,813	RTR	06/2021	01/2022 (ACTUAL) 12/2021 09/2021	CONFIRM FUNDING IN FY 2021		<u>N/A (PROJECT HAS LET)</u>
					TOTAL FUNDING	\$71,988,861						

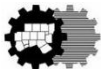
REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE - CANCELLED PROJECTS

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

METROPOLITAN PLANNING ORGANIZATION (MPO) MILESTONE POLICY ROUND 2: STATUS UPDATE

Surface Transportation Technical Committee

December 2, 2022



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- The objective of the MPO Milestone Policy is to ensure that projects that have been funded for at least 10 years and have not gone to construction are being implemented in a timely manner.
- In February 2021, the Regional Transportation Council (RTC) approved the second round Milestone Policy, including:
 - Establishing deadlines by which projects must go to construction
 - A revamped project tracking process
- Periodic status reports are required on projects until they go to letting and staff evaluation of progress made will be considered when making recommendations about whether to cancel a project.

SUMMARY OF PROJECTS THAT HAVE NOT GONE TO CONSTRUCTION (DECEMBER 2022)¹

PROJECT CATEGORIES	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Scheduled Letting FY2022	1	\$24,529,721
Scheduled Letting FY2023	9	\$93,435,636
Scheduled Letting FY2024 or Beyond	4	\$242,201,031
Total	14	\$360,166,388

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

PROJECT RISK BY FISCAL YEAR

PROJECT CATEGORY	PROJECT RATING		
	Green (Low Risk of Delay)	Yellow (Medium Risk of Delay)	Red (High Risk of Delay)
Scheduled Letting FY2022	0	0	1
Scheduled Letting FY2023	4	5	0
Scheduled Letting FY2024 or Beyond	2	2	0
TOTAL	6	7	1

REQUESTED ACTION

- Conflans Road from SH 161 to Valley View Lane
 - Project missed the original letting deadline at the end of FY2022
 - A request for the Federal Project Authorization and Agreement (FPAA) needed to obligate funds has been made by TxDOT and is pending Federal Highway Administration approval.
 - Staff recommends that the RTC extend the project's deadline to the end of March 2023 and leave the funding on the project. The project will be monitored to ensure that it proceeds to construction.
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed

QUESTIONS/COMMENTS?

Christie J. Gotti
Senior Program Manager
Ph: (817) 608-2338
cgotti@nctcog.org

Brian Dell
Principal Transportation Planner
Ph: (817) 704-5694
bdell@nctcog.org

Cody Derrick
Transportation Planner III
Ph: (817) 608-2391
cderrick@nctcog.org

Temporary Backstop For Transit Cooperative Vehicle Procurement

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

December 2, 2022

Background

- The RTC previously approved Federal Transit Administration funding to design, manufacture, and deliver over 60 light-duty buses and small transit vehicles to support urban transportation services.
- NCTCOG's Executive Board approved a contract on June 24, 2021, with Creative Bus Sales, Inc. for the purchase of vehicles for the small transit providers.
- Staff discovered funding for the vehicles was programmed incorrectly, which requires a Transportation Improvement Program (TIP) modification before all work orders can be released. Funding resolution expected January 2023.
- Creative Bus Sales, Inc. notified NCTCOG of an additional price increase for work orders released after November 30, 2022.

Backstop Request

- How Much:** \$1,500,000 in existing Regional Toll Revenue (RTR) funds previously approved for Transit Projects (\$500,000) and RTC Local funds (\$1,000,000)
- What:** Temporary backstop to fund the Transit Cooperative Vehicle Procurement to prevent additional vehicle price increases and further vehicle delivery delays
- Next Steps:** Staff is currently working through the needed TIP modifications and anticipates resolution in January 2023

Action Requested

STTC Recommendation for RTC:

Ratification of emergency funding authorization of \$1,500,000 (\$500,000 RTR Funds and \$1,000,000 RTC Local Funds) for a temporary backstop for the Transit Cooperative Vehicle Procurement (CVP) to secure vehicle prices and avoid an additional price increase.

For More Information

Shannon Stevenson

Senior Program Manager
Transit Management & Planning

sstevenson@nctcog.org

817-608-2304

Lorena Carrillo

Senior Transportation Planner
Transit Management & Planning

lcarrillo@nctcog.org

817-608-2369



North Central Texas
Council of Governments



Dallas-Fort Worth
CLEAN CITIES

2022 DFW Clean Cities Fleet Recognition Awards

December 2, 2022



DFW Clean Cities Impacts – Results from 2021 Survey

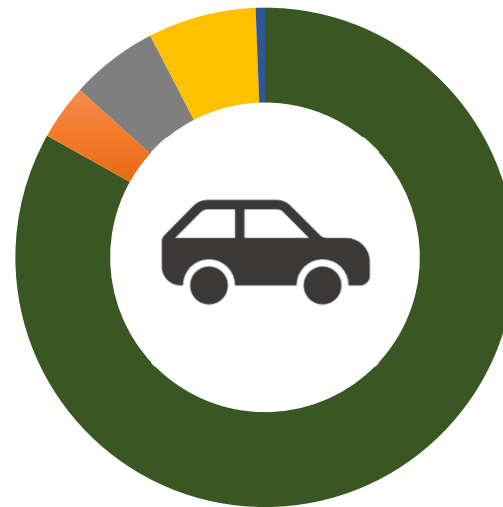
60 Fleets Reporting

12,286 Alternative Fuel Vehicles and Equipment

*Impacts Over Calendar Year 2021

dfwcleancities.org/annualreport

~24.19 Million Gasoline Gallon Equivalent (GGE) Reduced*



- Alternative Fuel Vehicles
- Vehicle Miles Traveled Reductions
- Fuel Economy Improvements
- Idle Reduction
- Off-Road Vehicles/Equipment



~27 Tons Ozone-Forming Nitrogen Oxides (NO_x) Reduced



118,555 Tons Greenhouse Gas (GHG) Emissions Reduced*
(Equivalent to Eliminating Railcars Worth of Coal Burned)

Fleet Challenge

Organization	2021 Fleet Challenge Goal	2021 Fleet Challenge Achievements
City of Bedford	Replace 27 vehicles with newer, more efficient models	Replaced 39 vehicles with newer, more efficient models
City of Carrollton	Reduce overall fuel usage by 10% from pre-pandemic usage	Reduced fuel usage by 30%
City of Frisco	Increase overall fleet fuel economy by 1%	Reduced fuel usage by 7%
City of North Richland Hills	Increase alternative fuel vehicles by 5%	Doubled hybrid vehicles and increased mileage by 15%
City of Watauga	Increase overall fleet fuel economy by 5%	Reduced fuel usage by 7%
DFW Airport	Increase RNG volume to >60% of natural gas usage	RNG reached 80% of natural gas usage



Shining Stars



Greatest Progress in NO_x Reduction

City of Coppell

City of Grapevine

City of Lewisville



Alternative Fuel Champions

City of Arlington

Dallas ISD

DFW International
Airport

Trinity Metro



Greatest Showcase of Efficiency Strategies

City of Carrollton

Denton County

Denton County
Transportation Authority

Town of Flower Mound

Bronze Fleet Winners

City of Coppell

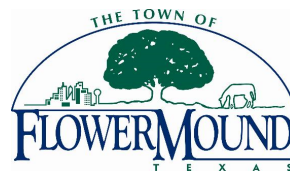
City of Lancaster

City of North Richland Hills

Denton County

GreenPath Logistics

Town of Flower Mound



Silver Fleet Winners

City of Arlington

City of Frisco

City of Irving

City of Mesquite

Denton ISD

Town of Addison

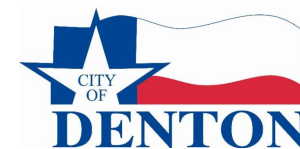
Trinity Metro



2022 DFWCC Fleet Recognition Awards

Gold Fleet Winners

City of Carrollton
City of Dallas
City of Denton
City of Grapevine
City of Lewisville
City of Southlake
Dallas Area Rapid Transit (DART)
DFW International Airport



2022 DFWCC Fleet Recognition Awards

Contact Us



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



Amy Hodges
Principal Air Quality Planner
ahodges@nctcog.org



Jared Wright
Air Quality Planner
jwright@nctcog.org



**Dallas-Fort Worth
CLEAN CITIES**



dfwcleancities.org



cleancities@nctcog.org



2022 DFWCC Fleet Recognition Awards

CHANGING MOBILITY

**DATA, INSIGHTS, AND DELIVERING INNOVATIVE
PROJECTS DURING COVID RECOVERY**

**Surface Transportation Technical Committee
November/December 2022**

**Michael Morris, P.E.
Director of Transportation**

TRAVEL BEHAVIOR BY MODE



Toll Road (+6%, Aug)
Airport Passengers (+3%, Sep)
Bicycle/Pedestrian (+2%, Sep)
Freeway Volumes (+1%, Sep)

0

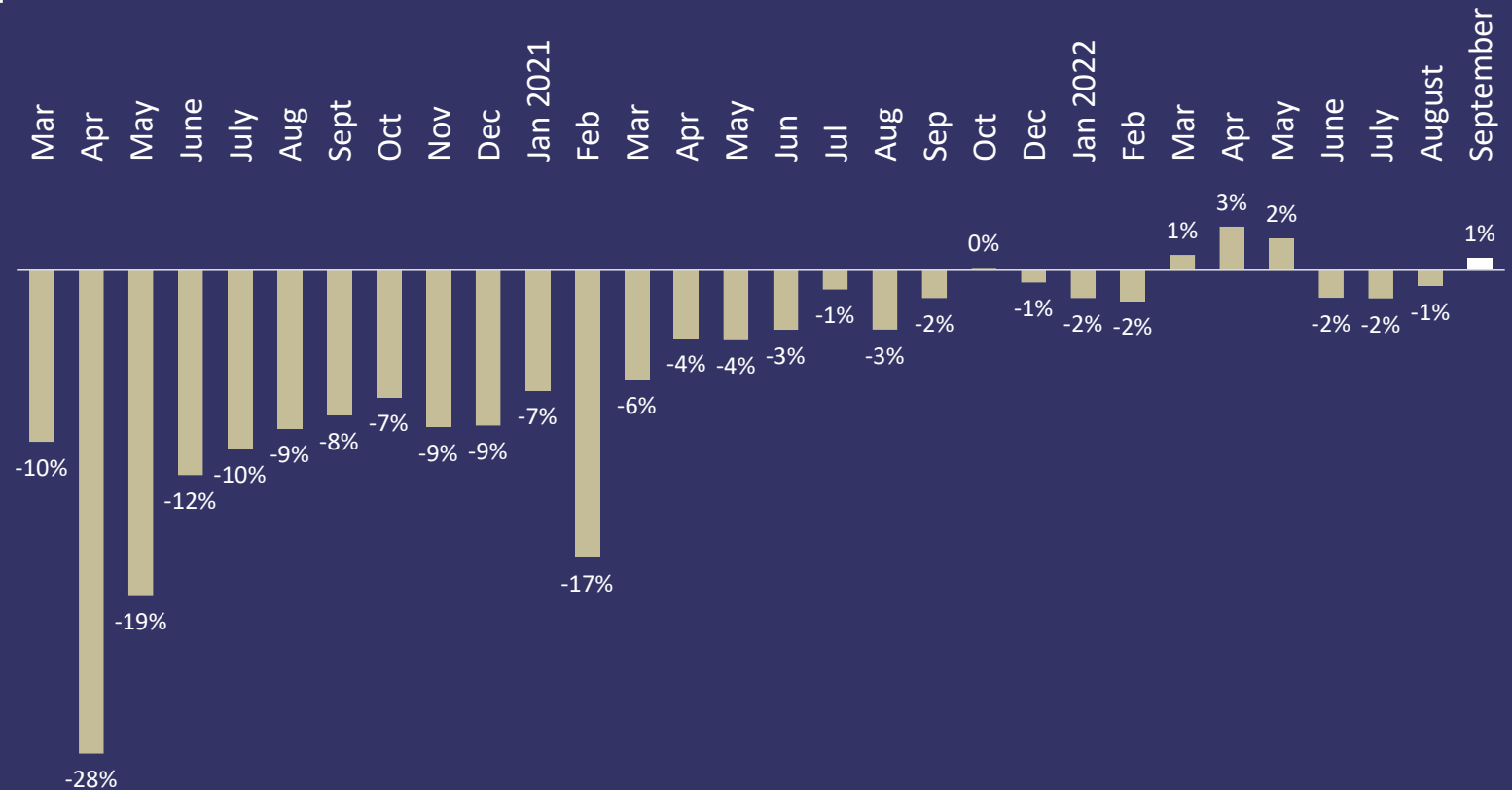
Transit Ridership (-39%, Sep)



ROADWAY TRENDS

Average
Weekday
Freeway
Volumes

Traffic Decrease vs Baseline



Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters. As of October 2020, growth was calculated based on Fort Worth.

Note: Baseline is March 2019-February 2020.

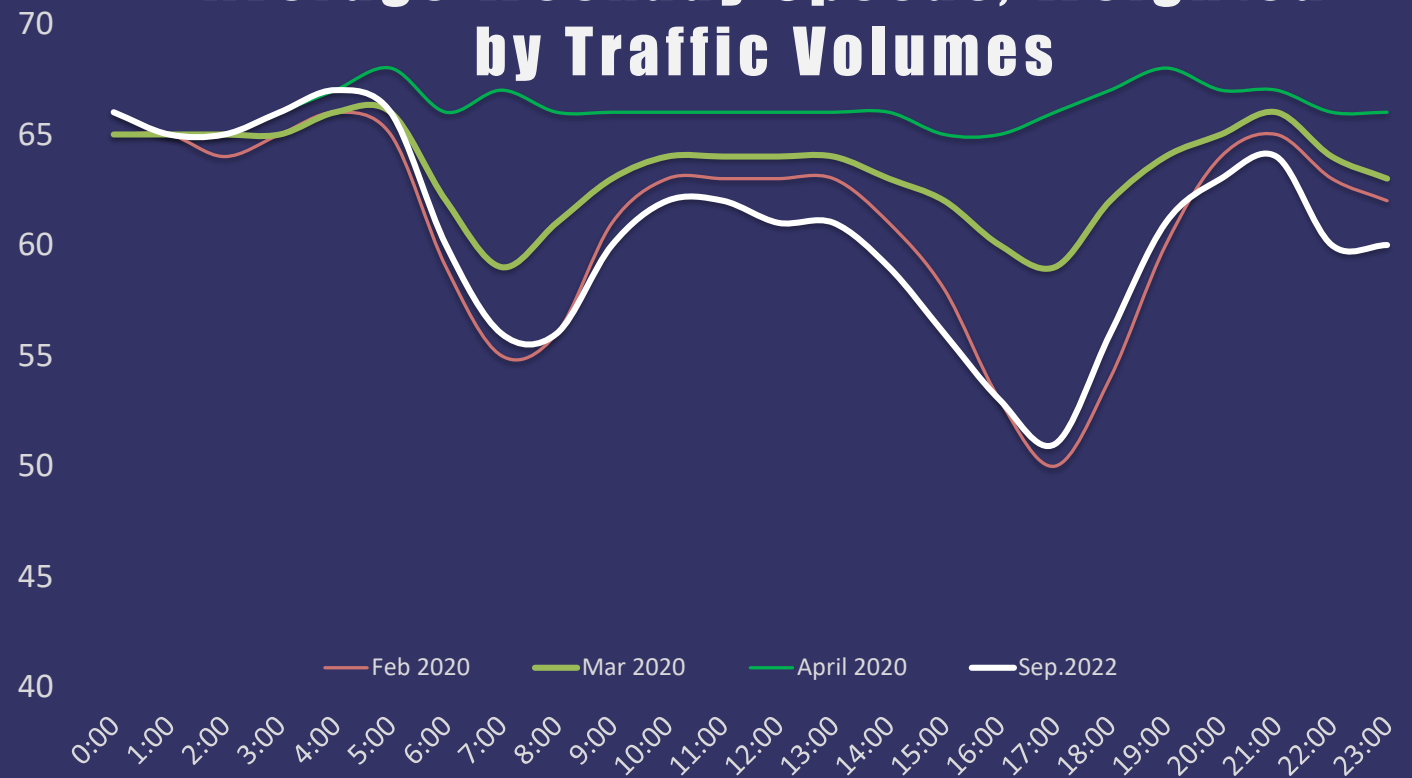
Note: Drop in freeway volumes in Feb 2021 due in large part to week-long winter storm.

Note: Data for November 2021 was not collected for the majority of the locations.

ROADWAY TRENDS

Regional Average
Freeway Speeds

Average Weekday Speeds, Weighted by Traffic Volumes

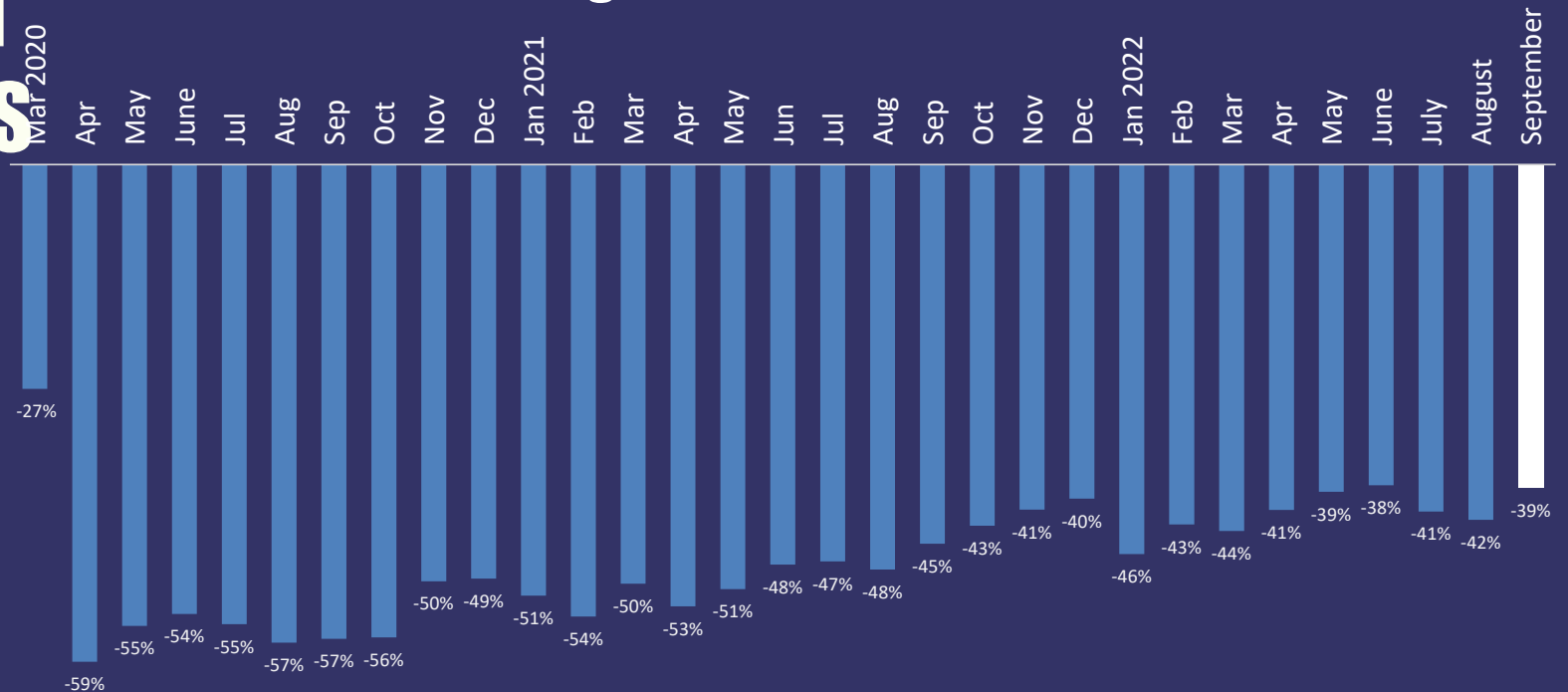


Source: TxDOT Sidefire Devices

TRANSIT IMPACTS

Weekday
Ridership

Passenger Decrease vs Baseline



Source: DART, DCTA, and Trinity Metro

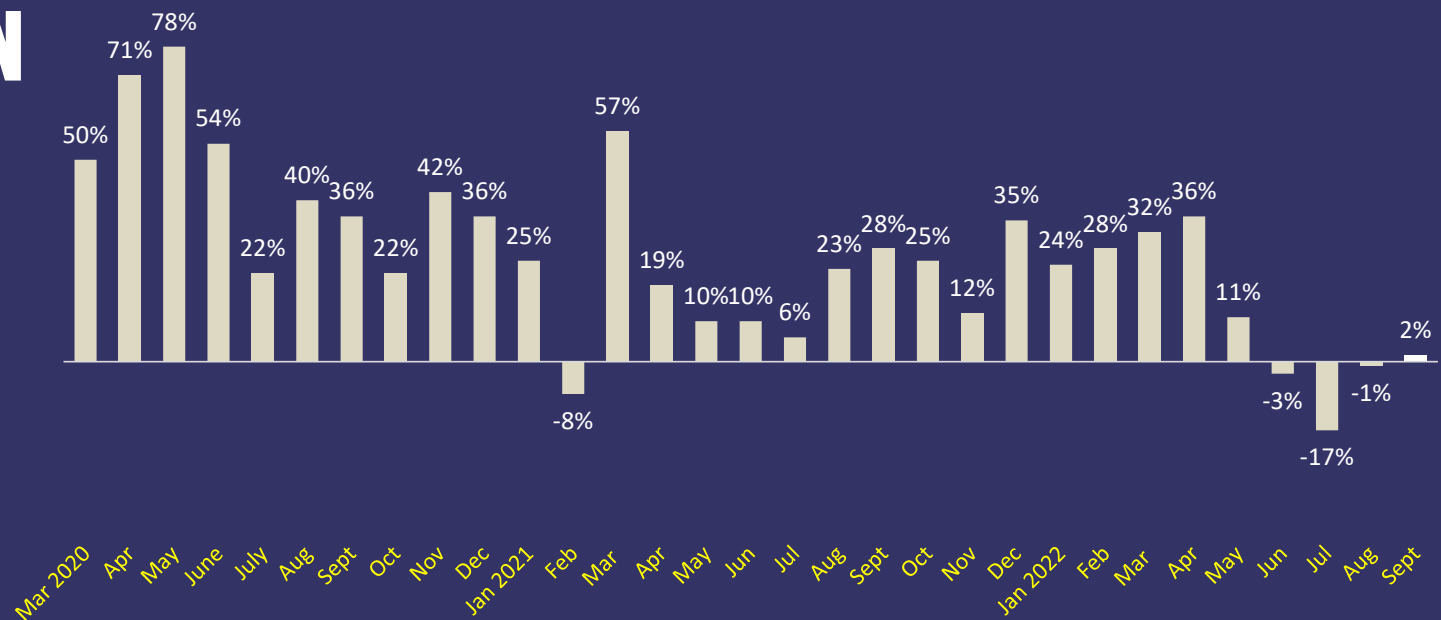
Note: Baseline is March 2019-February 2020.

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

BICYCLE AND PEDESTRIAN IMPACTS

Trail Counts

Increase in Full Week Trail Usage vs Baseline



Source: NCTCOG - collected at sites located in Plano, North Richland Hills, Denton, Dallas, Fort Worth, and Allen

Note: Baseline is March 2019-February 2020; No adjustments for weather were applied.

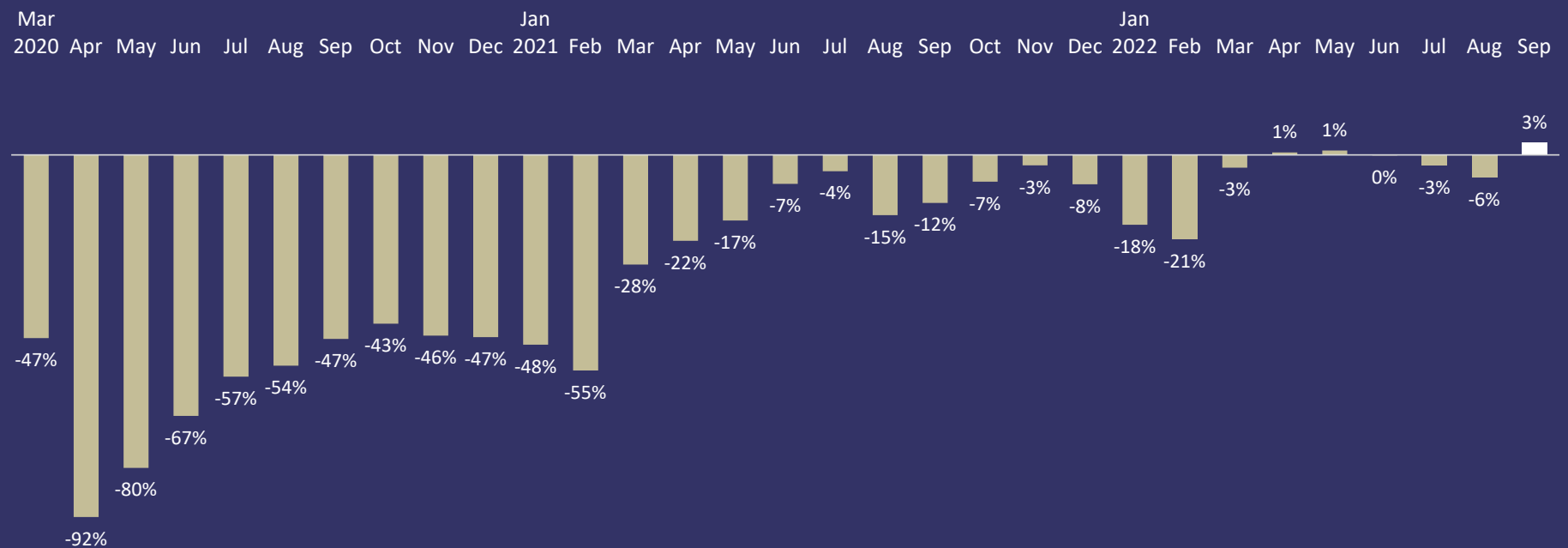
Note: Trail usage impacted in Feb 2021 by week-long winter storm.

Note: Trail usage impacted in July 2022 by extreme hot weather.

AIRPORT TRENDS

Passengers

Change in Airport Passengers vs Baseline



Source: Dallas Love Field and DFWIA Websites

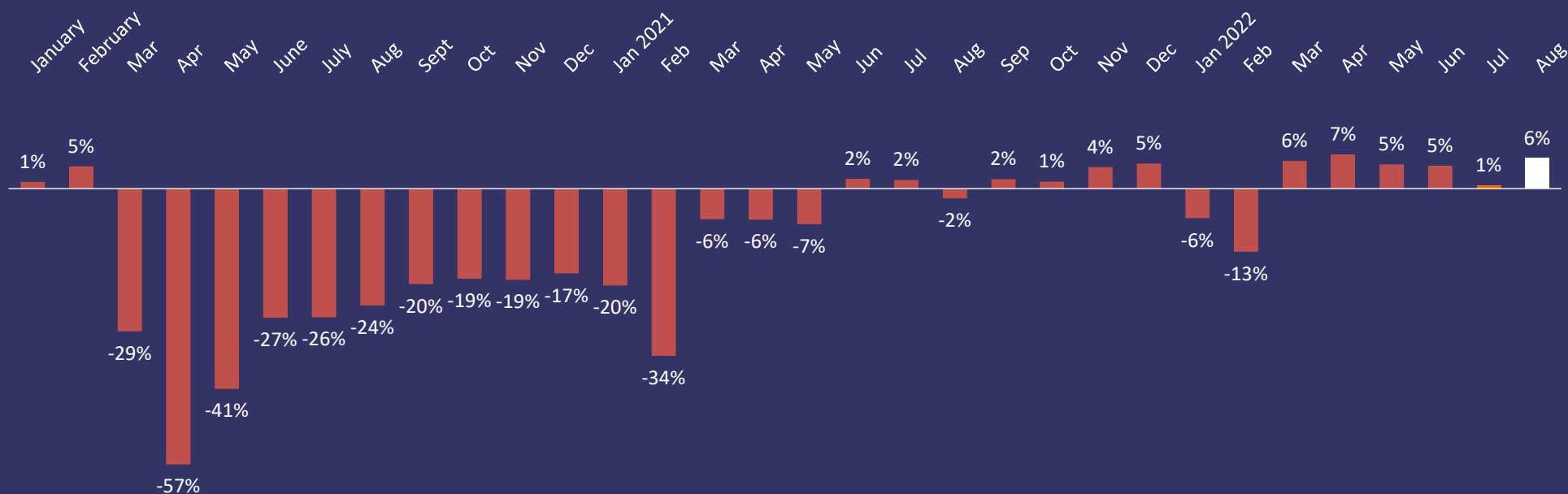
Note: Baseline is March 2019-February 2020.

Note: Airlines experienced many flight cancellations in Dec. 2021 due to omicron variant affecting staff.

FUNDING IMPACT

NTTA Transactions

Change in Tollway Transactions vs Baseline



Source: NTTA

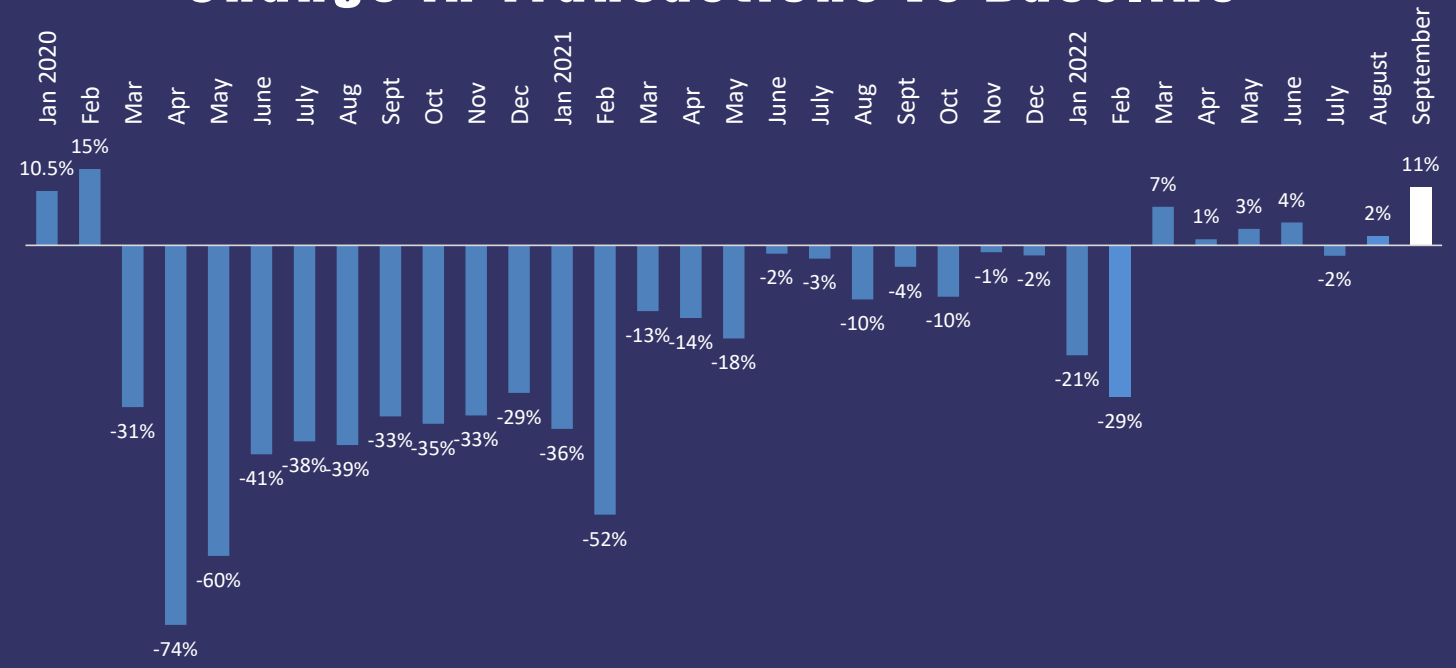
Note: Baseline is March 2019-February 2020.

Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.

FUNDING IMPACT

I-35E TEXpress Lane Transactions

Change in Transactions vs Baseline



Source: TxDOT

Note: Baseline is March 2019-February 2020.

Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.



U.S. Department
of Transportation
**Federal Highway
Administration**

Texas Division

November 17, 2022

300 East 8th Street, Suite 826
Austin, TX 78701
(512) 536-5900
(512) 536-5990

In Reply Refer To:
HDA-TX

Dallas Fort Worth Non-Attainment Area
Transportation Conformity Lapse Grace Period

Mr. Marc D. Williams
Executive Director
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701-2483

Dear Mr. Williams:

This letter provides notice of the initiation of a transportation conformity lapse grace period for the Dallas-Fort Worth (D-FW) non-attainment area, effective November 22, 2022. As you may be aware, the D-FW area is designated non-attainment for ozone under the 2008 and 2015 8-Hour Ozone National Ambient Air Quality Standards (NAAQS). The D-FW 2045 Metropolitan Transportation Plan (MTP) and 2019-2022 Transportation Improvement Program (TIP) were found to conform to the State Implementation Plan (SIP) by the U.S. Department of Transportation on November 21, 2018.

In accordance with 23 CFR 450.324(c), the D-FW Metropolitan Planning Organization (MPO) provided conformity information to the transportation consultative partners on July 5, 2022. However, it is anticipated that the required transportation conformity determination will not be completed by November 21, 2022. As a result, a one-year conformity lapse grace period will be initiated on November 22, 2022, in accordance with 40 CFR 93.104(f). Based on remaining work, and barring unforeseen issues, we believe that the conformity determination can be completed prior to initiation of the November 2022 quarterly revisions to the 2023-2026 Statewide Transportation Improvement Program (STIP).

During the transportation conformity lapse grace period, the D-FW MPO's most recently conforming MTP and TIP remain valid. However, the D-FW MPO cannot amend the MTP or TIP and TxDOT cannot amend the affected portion of the STIP (D-FW MPO). Proposed projects included in the approved STIP may continue to advance (e.g., federal project authorizations) and environmental document actions for proposed projects consistent with the most recently conforming MTP and TIP may also advance.

While it is not anticipated, should a conformity determination not be completed by November 21, 2023, the transportation conformity determination for the 2045 MTP will lapse. During a transportation conformity lapse, the Federal Highway Administration (FHWA) and the Federal

Transit Administration (FTA) will not be able to authorize non-exempt transportation projects utilizing federal funds or take final action on environmental documents for non-exempt projects. Should a transportation conformity lapse become imminent, we will provide additional information concerning the implications of the conformity lapse and actions required to allow the advancement of exempt projects.

We are currently working with the D-FW MPO and other transportation conformity partners to address transportation conformity with the area. For additional information, please contact Barbara Maley (512) 536-5926, Jose Campos at (512) 536-5932 or Michael Leary at (512) 536-5940.

Sincerely,



Digitally signed
by ACHILLE
ALONZI
Date: 2022.11.17
10:54:20 -06'00'

Achille Alonzi
Division Administrator

cc:

Harlan Miller, FHWA-HEPP
Cecilia Ho, FHWA-HEPN
FHWA-HPP-TX
Don Koski, FTA-Region 6
Melanie Magee, EPA-Region 6
Humberto Gonzalez, TxDOT-TPP
Eric Gleason, TxDOT-PTN
Doug Booher, TxDOT-ENV
Donna Huff, TCEQ
Ceason Clemens, TxDOT-DAL
David Salazar, TxDOT-FTW
Noel Paramanantham, TxDOT-PAR
Michael Morris, NCTCOG

**BYLAWS AND OPERATING PROCEDURES
REGIONAL TRANSPORTATION COUNCIL**

~~August 2018~~ November 2022

STATEMENT OF PRINCIPLES

1. The physical, economic, and social well-being of the region, its citizens, and business enterprises, now and in the future, is determined to a great extent by its transportation system. Therefore, decisions involving transportation systems and subsystems must consider the environmental, economic, and social impacts of the alternatives in the future development of the transportation system and must attain the principal objective of having an efficient, safe, and practical system for moving people, goods, and services in the region according to their needs.
2. A transportation system can best be planned on a large-area basis involving city, county, regional, and state jurisdictional responsibilities and a proper mix of various modes of travel.
3. Counties and cities have the local responsibility for anticipating and meeting the transportation needs for adequately moving people and goods within their jurisdictions. However, the Texas Department of Transportation is charged, by law, with the responsibility for planning, designing, constructing, and maintaining the State Highway System. In addition, duly authorized transportation authorities are responsible for planning, developing, and operating public transportation services in their respective service areas. Under federal legislation, the Metropolitan Planning Organization (MPO), through the NCTCOG Regional Transportation Council, has an expanded role in project selection, transportation project programming, and project funding.
4. Evaluation of transportation alternatives and the determination of the most desirable transportation system can best be accomplished through a Regional Transportation Council

(RTC) of primarily elected officials from the counties and cities in the North Central Texas Region. The Regional Transportation Council will be the forum for cooperative decision making by primarily elected officials of general purpose local governments (i.e., cities and counties) and including representatives of entities responsible for highway, toll road, mass transit improvements, and ground access to air carrier aviation. It is in the explicit interest of the Regional Transportation Council, that all elected officials be of general purpose local governments.

5. The Regional Transportation Council will make recommendations involving the regional transportation system, including the regional highway system, the regional public transportation system, and the regional aviation system, to the counties and cities, the State, and the authorities for all modes of transportation. Final decisions for implementing the Metropolitan Transportation Plan will be a cooperative effort between the governing bodies of the counties and cities, the Texas Transportation Commission, the Regional Transportation Council, and the authorities.
6. The Regional Transportation Council will monitor the metropolitan transportation planning process to assure that it is conducted in a manner consistent with requirements of federal law and regulations.
7. In an attempt to fulfill the above concepts and to meet the requirements of the Federal Aid Highway Act of 1973, the Governor, on April 12, 1974, designated the North Central Texas Council of Governments as the Metropolitan Planning Organization for transportation planning with the proviso that the Regional Transportation Council be the decision-making group for regional transportation policy for the Dallas-Fort Worth urbanized area. Since that time, this designation has been modified to reflect the inclusion of both the Denton-Lewisville urbanized

area and the McKinney urbanized area. The NCTCOG Executive Board serves as the fiscal agent for the MPO. As the designated Metropolitan Planning Organization, the North Central Texas Council of Governments must assure that transportation planning in the urbanized area is satisfactorily coordinated and integrated with other comprehensive planning in the State Planning Region. These Bylaws and Operating Procedures spell out the manner in which the Regional Transportation Council shall fulfill its responsibilities as the cooperative transportation decision-making group of the Metropolitan Planning Organization for the Dallas-Fort Worth metropolitan area.

DEFINITIONS

Section 1. The following definitions shall apply to terms used in these Bylaws and Operating Procedures:

- A. Transportation Planning Process. The transportation planning process is the process of estimating future travel demand, identifying transportation improvement alternatives, and evaluating those alternatives and financial resources to determine the best combination of facilities and services for all modes of travel.

- B. Metropolitan Transportation Plan. The Metropolitan Transportation Plan (MTP) is the delineation of projects, programs, and policies associated with highway, transit, aviation, and other multimodal facilities that would serve the projected travel demand for a forecast year. The Metropolitan Transportation Plan will include a listing of projects anticipated to be funded over the next approximately 20+ years, policies, and programs, and be developed consistent with federal guidelines.

- C. Transportation Improvement Program. The Transportation Improvement Program (TIP) is a multimodal listing of all transportation projects and programs expected to be implemented over an approximately four-year period, as well as projects that are funded but not yet ready for implementation. This includes all projects or programs which are expected to utilize federal funds and those projects or programs which will utilize other funds (state or local), including toll road projects. The TIP will be developed consistent with federal guidelines and Regional Transportation Council selection criteria.
- D. Unified Planning Work Program. The Unified Planning Work Program (UPWP) is a listing of planning projects to be performed by the MPO in support of a continuous, comprehensive, and coordinated transportation planning process. The UPWP also contains a listing of planning projects performed by other agencies which will have regional significance.
- E. Regional Transportation System. The Regional Transportation System is the continuous network of roadways, transit services, aviation, and other multimodal facilities that provides for movement and interchange of people and goods, primarily between local jurisdictions within the region. Included in the Regional Transportation System, but are not limited to, are the Regional Highway System, Regional Public Transportation System, Regional Aviation System, and air carrier airports.
- F. Regional Highway System. The regional highway system includes, but is not limited to, those freeways, principal and minor arterials, tollways, managed lanes, intermodal terminals, parking facilities, and autonomous passenger vehicle services which make up the system for travel by automobile or truck.

- G. Regional Public Transportation System. The regional public transportation system includes, but is not limited to, light rail; commuter rail, high-speed rail, and other emerging transit technologies; local and express bus routes; personal rapid transit; paratransit and ridesharing services operated by public or private entities, and taxi or other for-hire transportation services.
- H. Regional Aviation System. The regional aviation system includes, but is not limited to, the collective airports and vertical flight facilities in the Metropolitan Area Boundary which provide terminals for commercial air travel, general aviation, and air cargo activities.
- I. Metropolitan Area. The Metropolitan Area is comprised of Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties. This area is expected to be principally urbanized by the appropriate planning horizon (approximately 20 years).
- J. Texas Metropolitan Mobility Plan. The region, as determined by the Regional Transportation Council or required by the Texas Department of Transportation, will develop, and update regularly, a needs-based plan in order to quantify funding needs and develop candidate policy areas.
- K. Primary Member. A primary member is the principal individual appointed to represent an entity or group of entities on the Regional Transportation Council.
- L. Alternate Member. An alternate member is the individual appointed to represent an entity or group of entities on the Regional Transportation Council in the absence of the primary member. An alternate member will receive all meeting materials provided to the primary member and is encouraged to attend Regional Transportation Council meetings on a regular basis in order to be knowledgeable on issues and prepared to vote should the primary member be unable to

attend a particular meeting. In order to ensure coordination between primary and alternate members, all information requests by the alternate member should be coordinated through the primary member.

ORGANIZATION

Section 2. The organization for regional transportation planning shall consist of the Regional Transportation Council, RTC subcommittees determined by the RTC officers, the Surface Transportation Technical Committee, and other technical committees determined by the NCTCOG Transportation Director, as described in subsequent paragraphs and sections of these Bylaws and Operating Procedures.

- A. Regional Transportation Council. The Regional Transportation Council shall be the forum for cooperative decision making by primarily elected officials of general purpose local governments in the Metropolitan Area.
- B. Standing and Ad Hoc Subcommittees. The Regional Transportation Council officers will determine necessary subcommittees for the conduct of RTC business. Subcommittee membership should reflect the diversity of the RTC.
- C. Technical Committees. The Surface Transportation Technical Committee shall provide technical review and advice to the Regional Transportation Council with regard to the surface transportation system. Other technical committees, determined by the NCTCOG Transportation Director, as needed, shall provide technical review and advice for the regional transportation planning process.

REGIONAL TRANSPORTATION COUNCIL

Section 3. The following rules shall govern the procedure, membership, and records of the Regional Transportation Council and its Subcommittees.

- A. Membership. Membership on the Regional Transportation Council shall be provided for local governments in the Metropolitan Area, either by direct membership or by representation. The maximum number of seats for individual and cluster cities shall be ~~27~~ 28; the maximum for all other seats shall be 17, resulting in membership that shall not exceed ~~44~~ 45 seats. The membership structure shall be based on the most recent NCTCOG demographic data, and the allocation readjusted to maintain the membership limit of ~~44~~ 45. A copy of the current membership structure is attached to these Bylaws as Appendix A. Cities with a population or employment total of 5,000 or greater shall be represented on the RTC through a membership cluster unless they are provided direct membership. Federally designated urbanized areas of 50,000 or greater, in which the Regional Transportation Council is serving as the Metropolitan Planning Organization, shall be provided direct membership. The cities of Denton, Lewisville, and McKinney have been designated as urbanized areas. The Regional Transportation Council will honor these designations and maintain a cluster seat for each of these three urbanized areas. Representation for the three urbanized area seats can come from any of the cities within the respective cluster. Transportation authority membership is provided only to those entities authorized and operating under Chapters 451, 452 or 460 of the Texas Transportation Code. The following local governments and public agencies shall be represented as indicated:

Cities

City of Arlington	2
Cities of Carrollton and Farmers Branch	1
Cities of Dallas, Highland Park, and University Park	6 (<u>includes seat for Love Field</u>)
Cities of Denton, Sanger, Corinth, and Lake Dallas, <u>Aubrey, Krum, Hickory Creek, and Oak Point</u>	1 (urbanized area)

Cities of Duncanville, DeSoto, Lancaster, Cedar Hill, Glenn Heights, and Hutchins, <u>and Wilmer</u>	1
City of Fort Worth	3 <u>4</u>
City of Garland	1
City of Grand Prairie	1
Cities of North Richland Hills, Richland Hills, Haltom City, Watauga, White Settlement, River Oaks, Lake Worth, Westworth Village, Saginaw, Azle, Keller, and Sansom Park	1
Cities of Irving and Coppell	1
Cities of Lewisville, Flower Mound, and Highland Village, <u>Northlake, and Justin</u>	1 (urbanized area)
Cities of Mansfield, Benbrook, Forest Hill, Crowley, Everman, and Kennedale	1
Cities of Mesquite, Balch Springs, Seagoville, and Sunnyvale	1
Cities of Grapevine, Southlake, Colleyville, Westlake, Trophy Club, Roanoke, Bedford, Euless, and Hurst	1
Cities of McKinney, Fairview, Anna, Princeton, and Melissa	1 (urbanized area)
City of Plano	1
Cities of Richardson and Addison	1
Cities of Frisco, Prosper, Little Elm, The Colony, Celina, and Providence Village	1
Cities of Allen, Lucas, Wylie, Rowlett, Sachse, and Murphy, <u>Parker, and Lavan</u>	<u>1</u>
Subtotal	27 <u>28</u>

Other

Collin County	1
Dallas County	2
Denton County	1
Ellis County and the Cities of Waxahachie, Midlothian, Ennis, and Red Oak and Kaufman County and the Cities of Forney, Terrell, and Kaufman	1
Johnson County and the Cities of Burleson, Cleburne, Keene, and Joshua, <u>Venus, and Alvarado</u> <u>-and</u> Hood County and the City of Granbury	1
Rockwall County and the Cities of Rockwall, Heath, Royse City, and Fate and Hunt County and the Cities of Greenville and Commerce	1
Parker County and the Cities of Weatherford, and Mineral Wells, <u>Willow Park, and Aledo</u> and Wise County and the Cities of Decatur and Bridgeport	1
Tarrant County	2
District Engineer, Dallas District, TxDOT (also represents the TxDOT Paris District's interests)	1
District Engineer, Fort Worth District, TxDOT	1

Board Member, Dallas Area Rapid Transit	1
Board Member, Fort Worth Transportation Authority	1
Board Member, Denton County Transportation Authority	1
Board Member, North Texas Tollway Authority	1
Board Member, Dallas Fort Worth International Airport	<u>1</u>
Subtotal	<u>17</u>
TOTAL	44 45

The representatives of the Dallas Fort Worth International Airport, North Texas Tollway Authority (NTTA) and the three transportation authorities shall be selected by the chairs of their respective entities. The Dallas Fort Worth International Airport, NTTA and transportation authority representatives shall be Board members of their respective entities.

B. Appointees. All members of the RTC shall be local elected officials except:

- the three transportation authority representatives,
- the two TxDOT District Engineers,
- the representative of the North Texas Tollway Authority,
- the representative of the Dallas Fort Worth International Airport (unless an elected official Board member is selected), and
- optional representatives of local governments where one-third of a public agency's representation may be by non-elected private sector officials who are residents of the appointing cluster.

Representatives of individual cities and counties shall be appointed by and serve at the pleasure of the city councils and commissioners' courts respectively, and shall be serving on the governing body they represent (except as noted above). The person representing a group of several cities shall be selected by the mayors using a weighted vote of the maximum population or employment of the cities represented, and the person selected shall serve a two-year term

beginning in July of even-numbered years and shall be serving on one of the governing bodies they represent (except as noted above or below). The person representing a group of several cities and counties shall be selected by the county judges using a weighted vote of the maximum population or employment of the counties represented, and the person selected shall serve a two-year term beginning in July of even-numbered years and shall be serving on one of the governing bodies they represent. In the spirit of integrated transportation planning, all cities within a city-only cluster are eligible to hold the RTC membership seat for the cluster, and the cities should strongly consider rotation of the seat among the entities within the respective cluster. ~~Items to consider when contemplating seat rotation may include: 1) a natural break in a member's government service, such as the conclusion of an elected term, 2) a member's potential to gain an officer position or advance through the officer ranks, 3) a member's strong performance and commitment to transportation planning, or 4) the critical nature of a particular issue or project and its impact on an entity within the cluster.~~ For clusters consisting of both counties and cities, the counties and cities over 30,000 in population ("eligible cities") are eligible to hold the RTC membership seat for the cluster, and the counties ~~should strongly consider rotation of~~ the seat among the counties over a 10-year period in rough proportion to the population of the seat as follows: 1) the Ellis/Kaufman County seat and Rockwall/Hunt County seat shall rotate on a 50/50 basis; and 2) the Johnson/Hood County seat and Parker/Wise County seat shall rotate on a 70/30 basis. The county in which an eligible city appointed to hold the seat is located shall be used to determine whether the rotation requirement is met. Staff shall report rotation of the county cluster seats over the preceding 10-year period as part of the quarterly attendance report under Paragraph E below. Items to consider when contemplating seat rotation may include: 1) a natural break in a member's government service, such as the conclusion of an elected term, 2) a member's potential to gain an officer position or advance through the officer ranks, 3) a member's strong performance and commitment to transportation planning, or 4) the critical nature of a particular issue or project and its impact on an entity within

the cluster. The entity from which the representative is serving must be located within the Metropolitan Planning Area Boundary. When the Regional Transportation Council modifies the current boundary, membership eligibility will be reevaluated based on the new boundary area.

Each seat on the Regional Transportation Council will be provided a primary member and permitted an alternate member. Alternate members must be predetermined in advance of a meeting and will have voting rights at the full RTC meeting, as well as subcommittee meetings, in the absence of the primary member. An entity or group of entities may elect to appoint its alternate member(s) from a pool of eligible nominees. The same requirements apply to alternate members as to primary members. If a primary member is an elected official, then the alternate member must also be an elected official; if a primary member is a non-elected individual, then the alternate member can be either a non-elected individual or an elected official. Cities and/or counties within a cluster are strongly encouraged to reflect diversity in their selections of primary and alternate members as well as membership rotation amongst the group depending on the qualifications of the appointees. For clusters containing both counties and cities, the county that does not hold the primary seat shall appoint the alternate member, unless otherwise mutually agreed. A best practice for city-only clusters may be to appoint the alternate member from an eligible entity within the cluster that is not providing the primary member.

The appointing bodies are encouraged to select members in common for the RTC and the NCTCOG Executive Board.

- C. Voting Structure. Each seat on the Regional Transportation Council will be provided one vote, with the exception of the Chair who will only vote on a tie. As noted above, either the primary or alternate member in attendance will have the right to vote. An alternate member may represent only one primary member at any given meeting. ~~Teleconferencing for member~~

~~participation will not be permitted; n~~Members must be in attendance to vote. No proxy or absentee voting will be allowed.

D. Standards of Conduct (Ethics Policy). The Regional Transportation Council (RTC) establishes the following Ethics Policy in accordance with Section 472.034 of the Texas Transportation Code. This policy applies to both primary and alternate RTC members, whether elected or non-elected. An RTC member may not:

- accept or solicit any gift, favor, or service that might reasonably tend to influence the member in the discharge of official duties or that the member knows or should know is being offered with the intent to influence the member's official conduct;
- accept other employment or engage in a business or professional activity that the member might reasonably expect would require or induce the member to disclose confidential information acquired by reason of the official position;
- accept other employment or compensation that could reasonably be expected to impair the member's independence of judgment in the performance of the member's official duties;
- make personal investments that could reasonably be expected to create a substantial conflict between the member's private interest and the public interest; or
- intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the member's official powers or performed the member's official duties in favor of another.

A copy of the Ethics Policy will be provided to new RTC members, both primary and alternate, no later than the third business day after the date the person qualifies for membership and the North Central Texas Council of Governments receives notification.

All RTC members must also adhere to Chapter 171 of the Local Government Code and to the Code of Ethics from their respective local governments and public agencies.

The NCTCOG Executive Board has established an Ethics Policy and Standards of Conduct applicable to NCTCOG employees consistent with Section 472.034 of the Texas Transportation Code.

- E. Attendance. Records of attendance of RTC meetings shall be kept and presented monthly as part of the minutes. These records shall be sent to the represented local governments quarterly and shall indicate that such notice is standard practice and not indicative of any particular problem. Entities with RTC members that have missed at least three consecutive meetings or at least four meetings in the preceding 12 months will be notified and the appointing bodies shall be asked to review the continued service of their representatives. RTC members may record excused absences if it is made known to NCTCOG and it is related to the following: personal illness, family emergency, jury duty, business necessity, or fulfillment of obligation arising out of elected service. An excused absence will not be recorded as an absence. It is the responsibility of the primary members to notify NCTCOG staff and respective alternate members in advance when unable to attend a meeting. The names of the alternate members should also be provided to NCTCOG. If the primary member does not notify NCTCOG staff in writing (i.e., letter, email) of an alternate member's attendance at least two hours in advance of the commencement of the meeting, the alternate member will not be able to participate in the meeting as a voting member.
- F. Quorum. At least 50 percent of the appointed members identified in Section 3.A herein must be present at meetings for the RTC to take action.

G. Officers. The Regional Transportation Council shall elect a Chair, Vice Chair, and Secretary for a term of one year. Elections shall be held in June of each year, with the new officers beginning their terms at the conclusion of the June meeting. The Chair shall appoint a nominating committee no later than the May meeting of each year for the purpose of bringing before the Council a slate of officers for consideration. The nominating committee is tasked with confirming that the current Vice Chair and Secretary should move up to the office of Chair and Vice Chair, respectively, and nominate a new Secretary. [Members of the nominating committee are eligible to be nominated for an officer position.](#) The nominating committee, in its deliberations, shall address issues of diversity, including sensitivity to gender, ethnicity, and geography in making its recommendations. Officers shall be elected public officials appointed by and from the governing body of the member government. The slate of officers shall reflect leadership in rough proportion to the revenue distribution between the Eastern and Western Subregions. This will not be measured on a year-to-year basis, but will be aggregated over longer periods of time. This does not eliminate the possibility for the Western Subregion to have multiple officers for a reasonable amount of time. In the event that the Chair of the Regional Transportation Council cannot continue to serve at any time during the term of election, the Vice Chair shall automatically become the Chair. If the fulfillment of this term is eight months or less, the Chair is eligible to be reelected. A vacancy in either the office of the Vice Chair or Secretary shall be filled by the Regional Transportation Council in the first meeting of the Council after the vacancy becomes known. In the event that the offices of Chair, Vice Chair, and Secretary all become vacant, new officers shall be elected at the next regularly scheduled meeting of the Regional Transportation Council, with nominations from the floor.

By resolution on August 23, 2007, the North Central Texas Council of Governments Executive Board created an Investment Advisory Committee to guide the development of an investment plan for Regional Toll Revenue funds, also referred to as Revenue Center 5 funds. If the State

delegates responsibility for Regional Toll Revenue funds to the North Central Texas Council of Governments, the Executive Board shall identify, at a minimum, one officer of the Regional Transportation Council to serve on the Investment Advisory Committee.

- H. Meetings. At least one meeting shall be held annually by the Regional Transportation Council, but the Council shall meet as often as necessary for the purpose of transacting the business at hand. The Chair shall call the meeting and/or workshop and shall designate in the written notice of the meeting and/or workshop the business to be transacted or considered. The Staff Director to the Regional Transportation Council develops the meeting agenda. All members have the right to place items on an agenda by contacting the RTC Staff Director at least ten days in advance of the meeting date or by requesting the topic during an RTC meeting for a subsequent agenda. The Chair cannot restrict items to be placed on the agenda.

Written notice of the meeting, accompanied by an Agenda, shall be transmitted to the members and major news media at least 72 hours prior to the meeting. In special situations or under certain circumstances (i.e., inclement weather), confirmation of the meeting and/or member attendance will be made with members by telephone or email. The time and place of meetings shall be designated by the Chair. All meetings shall be held and meeting notice provided in accordance with Chapter 551 of the Texas Government Code.

- I. Minutes. Minutes of the meetings shall be kept and shall be submitted to the members of the Council for approval. Meeting minutes from the Surface Transportation Technical Committee will be made available to the RTC for information.
- J. Staff Support. Staff support for the Regional Transportation Council shall be furnished by the staff of the North Central Texas Council of Governments.

K. Council Functions. Functions of the Regional Transportation Council shall be as follows:

1. Provide direction to the regional transportation planning process.
2. Certify the coordination, comprehensiveness, and continuity of the regional transportation planning process.
3. Develop the Unified Planning Work Program, Metropolitan Transportation Plan and related items, and the Transportation Improvement Program in accordance with requirements of federal statutes and regulations.
4. Review the Transportation Improvement Program and Metropolitan Transportation Plan to assure that transportation projects do not unreasonably exceed the funding that currently seems likely to be available for each metropolitan subarea.
5. Select, nominate, and support projects for those funding programs authorized by federal law or requested by the State.
 - a. Eastern/Western Subregion Funding Split

The Dallas-Fort Worth Area is divided into two subregions for the distribution of funds to the region. The Eastern Subregion is comprised of the counties of Collin, Dallas, Denton, Ellis, Hunt, Kaufman, and Rockwall. The Western Subregion is comprised of the counties of Hood, Johnson, Parker, Tarrant and Wise. To ensure an equitable distribution of funding between the Eastern and Western portions of the Area, the RTC applies a funding distribution that fairly credits each subregion within all applicable federal and State laws. In extraordinary circumstances, it may be necessary to modify the Eastern/Western funding split of one category in order to accommodate federal/State laws of another. When this situation arises, the variation from established policy will be clearly documented and tracked. This policy applies to all funding programs selected and funded by the RTC. The Eastern/Western funding split is calculated and implemented in multiple ways depending upon the funding source, as indicated below:

- (1) Traditional Gas Tax Supported Funding: Mobility Programs are distributed based upon population, employment, activity (population and employment equalized), and vehicle miles of travel. Air Quality Programs are distributed based on Nitrogen Oxide and Volatile Organic Compound emissions. This funding split is determined at the beginning of each transportation funding bill cycle or every two years, whichever is less. This methodology applies to the following funding sources:
 - Surface Transportation Block Grant Program (STBG)—
 - Congestion Mitigation and Air Quality Improvement Program (CMAQ)
 - Metro Corridor (jointly selected by TxDOT and the RTC)
 - Transportation Alternatives Set-Aside (TA Set-Aside)
 - Texas Mobility Fund (jointly selected by TxDOT and the RTC)
 - Proposition 12 (jointly selected by TxDOT and the RTC)

- (2) Transit Section 5307 Urbanized Area Formula Program Funding: Distributed based on the same formula used by the Federal Transit Administration (FTA) to apportion the funds to the larger urbanized area. This funding split is determined on an annual basis when FTA apportionments are made available.
 - (3) Toll Revenue Funding: Distributed based upon the factors enumerated in Texas State law and in accordance with the RTC Near Neighbor and Excess Revenue Policies. The funding split is determined at the time the revenues are received by the RTC directly or by the State on behalf of the RTC using tolling data from January of the affected year.
- b. RTC Procedures for Calls for Projects/Funding Initiatives
- (1) NCTCOG wishes to assist its member governments to the best extent possible assuring fair and equitable treatment for all. NCTCOG has historically provided technical assistance and will continue to do so under this policy. No supplemental information which is material to the application can be submitted or will be accepted after the application deadline. Applicants will be encouraged to submit their applications far enough in advance of the submission deadline to allow NCTCOG to review the material for completeness only. Applications submitted just prior to the deadline may not receive any advance review. NCTCOG staff will be able to provide more assistance to the applicant when the Regional Transportation Council's role is to simply nominate a project. NCTCOG staff must remain neutral when the Regional Transportation Council selects transportation projects.
 - (2) When the Regional Transportation Council sends out a Call for Projects, the applicant will have an option to return an "Intent to Submit" response to NCTCOG. This response will entitle each applicant that returns this to receive a reminder notice approximately two weeks in advance of the deadline. This reminder will include a summary of this policy statement reminding applicants that late or incomplete applications will not be accepted.
 - (3) The Regional Transportation Council will communicate these policies when a Call for Projects is initiated.
 - (4) The Regional Transportation Council will not accept any late applications.
 - (5) The Regional Transportation Council will not accept any incomplete applications.
 - (6) Consistent deadlines will be established with the standard deadline being on Friday at 5 p.m. NCTCOG must have the submitted application "in hand" at the NCTCOG offices. Postmarked by the published deadline does not constitute an on-time application. Deadlines other than the standard will be communicated in advance to the Regional Transportation Council. The RTC will establish a policy on the method by which proposals must be received to accommodate changes in technology over time.

- (7) Questions on project scores are required previous to Regional Transportation Council selection. No appeals on late or incomplete applications will be accepted.
 - (8) While all of the above rules apply to all RTC-sponsored Calls for Projects/Funding Initiatives, additional rules may apply when projects are selected using toll revenues.
- 6. Prioritize corridors identified for improvements in the Metropolitan Transportation Plan for which Corridor Studies shall be performed in accordance with federal regulations.
 - 7. Review the limits of the Metropolitan Area and make revisions considered appropriate.
 - 8. Authorize transit planning technical assistance to transit operating agencies at their request.
 - 9. Encourage federal and state agencies to follow the plans and programs developed by the Regional Transportation Council.
 - 10. Identify the kinds of consultant projects eligible for federal transportation funding.
 - 11. County representatives are appointed to represent the transportation needs of the entire county, especially those areas of the county within unincorporated areas, and local governments within each county which are not directly represented on the RTC. It is the responsibility of the county representatives to inform and discuss policies and actions of the RTC with those impacted areas they represent and to communicate the transportation needs of these areas to the RTC. A best practice may be for the county representatives to hold regular meetings with the cities in their respective counties to discuss transportation-related items.
 - 12. RTC members representing groups of entities are appointed to represent the transportation needs of all entities within the group. It is the responsibility of the RTC members representing groups to inform and discuss policies and actions of the RTC with elected officials in their impacted areas and to communicate the transportation needs of these areas to the RTC. A best practice may be for the primary member to hold regular meetings with the entities in the group to discuss transportation-related items.
 - 13. Maintain a set of public involvement procedures [including public comment rules and decorum requirements](#), to optimize public participation and periodically review these procedures for possible enhancements.

TECHNICAL COMMITTEES

Section 4. The following rules shall govern the procedures, membership, and records of the Technical Committees.

A. Technical Committees. The following technical committees shall be the minimum number of committees formed to provide technical advice and review for the transportation planning process.

1. Surface Transportation Technical Committee (STTC)
2. Other technical committees determined by NCTCOG Transportation Director/Staff Director to the Regional Transportation Council. Operating guidelines and principles will be established by each committee as necessary.

B. Membership. Members of the Surface Transportation Technical Committee shall be staff personnel nominated by their respective governments or agencies and shall include at least one member from each jurisdiction and agency directly represented on the Regional Transportation Council. Local governments or agencies wishing to send a “consultant or designee” serving as staff is acceptable. Membership selected by formula will be based on the most recently approved population and employment data from NCTCOG with adjustments performed in June of even-numbered years. Membership and voting on the Surface Transportation Technical Committee shall be provided to local governments and public agencies and shall be represented by the following formulas:

- Dallas and Tarrant Counties shall each have two representatives.
- Each perimeter county in the Metropolitan Area shall have one representative.
- Each city within the Metropolitan Area with a combined population and employment greater than 1,500,000 shall have five representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 1,000,000 and less than or equal to 1,500,000 shall have four representatives.

- Each city within the Metropolitan Area with a combined population and employment greater than 500,000 and less than or equal to 1,000,000 shall have three representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 200,000 and less than or equal to 500,000 shall have two representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 40,000 and less than or equal to 200,000 shall have one representative.
- The following planning agencies will be represented as listed:

TxDOT Fort Worth District	2	
TxDOT Dallas District	2	
TxDOT Paris District	1	
TxDOT TP&P (Austin)	1	
Dallas Area Rapid Transit	2	
Fort Worth Transportation Authority	2	
Denton County Transportation Authority	1	
North Texas Tollway Authority	2	
Texas Commission on Environmental Quality	1	(non-voting)
Dallas Fort Worth International Airport	1	

Each city with an RTC primary member representing multiple local governments and not having a Surface Transportation Technical Committee member by the above representation will also be provided one member.

Representatives from other local governments, the Federal Highway Administration, Federal Transit Administration, and U.S. Environmental Protection Agency are welcome to attend the meetings.

Members of other Technical Committees are selected on an as-needed basis and shall be approved by the Executive Board of the North Central Texas Council of Governments.

C. Standards of Conduct (Ethics Policy).

The Regional Transportation Council (RTC) establishes the following Ethics Policy in accordance with Section 472.034 of the Texas Transportation Code. This policy applies to all Technical Committee members, whether local government representatives, consultants or designees. A Technical Committee member may not:

- accept or solicit a gift, favor, or service that might reasonably tend to influence the member in the discharge of official duties or that the member knows or should know is being offered with the intent to influence the member's official conduct;
- accept other employment or engage in a business or professional activity that the member might reasonably expect would require or induce the member to disclose confidential information acquired by reason of the official position;
- accept other employment or compensation that could reasonably be expected to impair the member's independence of judgment in the performance of the member's official duties;
- make personal investments that could reasonably be expected to create a substantial conflict between the member's private interest and the public interest; or
- intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the member's official powers or performed the member's official duties in favor of another.

A copy of the Ethics Policy will be provided to new Technical Committee members no later than the third business day after the date the person qualifies for membership and the North Central Texas Council of Governments receives notification.

Technical Committee members must also adhere to Chapter 171 of the Local Government Code and to the Code of Ethics from their respective local governments and public agencies.

- D. Attendance. Records of attendance at Surface Transportation Technical Committee meetings shall be kept and presented monthly as part of the minutes. These records shall be sent to the represented local governments quarterly. Entities with STTC members that have missed at least three consecutive meetings or at least four meetings in the preceding 12 months will be notified and the appointing bodies shall be asked to review the continued service of their representatives. STTC members may record an excused absence if it is made known to NCTCOG and it is related to the following: personal illness, family emergency, jury duty, or business necessity. An excused absence will not be recorded as an absence. The quarterly attendance notice shall indicate that such notice is standard practice and not indicative of any particular problem.
- E. Quorum. The Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken.
- F. Officers. A Chair, Vice Chair, and a Secretary for the Surface Transportation Technical Committee shall be designated by the Executive Board of the North Central Texas Council of Governments for a term of one year, beginning in June of each year. Issues of diversity, including sensitivity to gender, ethnicity, and geography, shall be considered in the officer recommendations. The slate of officers shall also reflect leadership in rough proportion to the revenue distribution between the Eastern and Western Subregions. This will not be measured

on a year-to-year basis, but will be aggregated over longer periods of time. This does not eliminate the possibility for the Western Subregion to have multiple officers for a reasonable amount of time. Officers for other technical committees will be approved by the Executive Board as well.

G. Meetings. Meetings of the Technical Committees shall be held as necessary to review and advise on matters referred to them. The Chair shall call such meetings as necessary and shall notify all Committee members.

H. Minutes. Minutes of all meetings shall be kept and submitted to the membership of the Committee for approval. Minutes will also be made available to the RTC. The Regional Transportation Council will be kept apprised of Surface Transportation Technical Committee attendance by agency.

I. Staff Support. Staff support for the Surface Transportation Technical Committee shall be furnished by the North Central Texas Council of Governments.

J. Committee Functions. The functions of the Technical Committees shall be to review and comment on all matters referred to them by either the Regional Transportation Council, their respective Technical Committee Chairs, or the NCTCOG Transportation Director.

INTENT

Section 5. These Bylaws and Operating Procedures are intended to provide rules and procedures to assure the orderly function of the regional transportation planning process in North Central Texas. The Bylaws and Operating Procedures should be reviewed for possible revisions every four years.

ADOPTION

Section 6. These Bylaws and Operating Procedures shall be in full force and effect at such time as they have been approved by two-thirds vote of the Regional Transportation Council at a meeting at which a quorum, as defined herein, is present.

REVISION

Section 7. These Bylaws and Operating Procedures may be revised by approval of two-thirds of the members of the Regional Transportation Council at a meeting at which a quorum, as defined herein, is present. Changes in the Bylaws must be presented at one regularly scheduled meeting and voted on at a following regularly scheduled meeting. No Bylaw change shall be made that has not been presented at a previous meeting.

APPENDIX A

APPENDIX A
2022 RTC Membership Structure (DRAFT)

City								
	2022	2020	Maximum of	Percent of Total	Share of 27 RTC	% of RTC Seat	Number of	
	Population	Employment	Population and Employment	Based on Maximum	City Seats	By Grouping	RTC Seats by Formula	Proposed RTC Seats
City Membership								
Plano	290,850	309,830	309,830	4.47%	1.208	1.208	1	1
McKinney	206,460	75,142	206,460	2.98%	0.805			
Anna	20,980	2,041	20,980	0.30%	0.082			
Princeton	21,760	1,184	21,760	0.31%	0.085			
Fairview	10,830	2,102	10,830	0.16%	0.042			
Melissa	18,030	1,264	18,030	0.26%	0.070	1.084	1	1
Allen	104,870	48,745	104,870	1.51%	0.409			
Lucas	8,000	1,285	8,000	0.12%	0.031			
Wylie	60,460	12,579	60,460	0.87%	0.236			
Rowlett	65,030	11,730	65,030	0.94%	0.254			
Sachse	28,450	2,641	28,450	0.41%	0.111			
Murphy	21,200	3,269	21,200	0.31%	0.083			
Parker	5,730	414	5,730	0.08%	0.022			
Lavon	5,710	42	5,710	0.08%	0.022	1.168	1	1
Frisco	217,470	103,440	217,470	3.14%	0.848			
Prosper	35,410	5,128	35,410	0.51%	0.138			
Little Elm	51,640	10,705	51,640	0.75%	0.201			
The Colony	45,900	14,923	45,900	0.66%	0.179			
Celina	25,240	2,623	25,240	0.36%	0.098			
Providence Village	8,260	639	8,260	0.12%	0.032	1.497	1	1
Dallas	1,321,740	1,210,400	1,321,740	19.09%	5.154			
University Park	25,360	10,724	25,360	0.37%	0.099			
Highland Park	8,800	4,257	8,800	0.13%	0.034	5.287	5	6
								Includes seat for Love Field
Garland	247,590	108,320	247,590	3.58%	0.965	0.965	1	1
Addison	17,720	80,505	80,505	1.16%	0.314			
Richardson	122,570	170,520	170,520	2.46%	0.665	0.979	1	1
Irving	261,350	309,100	309,100	4.46%	1.205			
Coppell	43,140	46,666	46,666	0.67%	0.182	1.387	1	1
Mesquite	152,020	70,576	152,020	2.20%	0.593			
Balch Springs	27,740	6,919	27,740	0.40%	0.108			
Seagoville	19,580	3,793	19,580	0.28%	0.076			
Sunnyvale	8,540	4,768	8,540	0.12%	0.033	0.811	1	1
Grand Prairie	199,780	88,592	199,780	2.89%	0.779	0.779	1	1
Duncanville	40,700	16,236	40,700	0.59%	0.159			
DeSoto	57,380	20,743	57,380	0.83%	0.224			
Cedar Hill	50,280	15,260	50,280	0.73%	0.196			
Lancaster	41,560	15,443	41,560	0.60%	0.162			
Glenn Heights	18,090	550	18,090	0.26%	0.071			
Hutchins	5,700	4,742	5,700	0.08%	0.022			
Wilmer	6,690	462	6,690	0.10%	0.026	0.859	1	1
Carrollton	135,110	114,810	135,110	1.95%	0.527			
Farmers Branch	38,140	87,335	87,335	1.26%	0.341	0.867	1	1
Denton	146,750	106,740	146,750	2.12%	0.572			
Sanger	9,470	5,134	9,470	0.14%	0.037			
Corinth	22,800	7,052	22,800	0.33%	0.089			
Lake Dallas	7,790	2,811	7,790	0.11%	0.030			
Aubrey	7,580	913	7,580	0.11%	0.030			
Krum	5,790	827	5,790	0.08%	0.023			
Hickory Creek	5,440	1,301	5,440	0.08%	0.021			
Oak Point	5,000	558	5,000	0.07%	0.019	0.821	1	1
Lewisville	132,620	94,311	132,620	1.92%	0.517			
Flower Mound	78,570	40,851	78,570	1.13%	0.306			
Highland Village	16,020	6,665	16,020	0.23%	0.062			
Northlake	8,790	3,120	8,790	0.13%	0.034			
Justin	5,820	3,657	5,820	0.08%	0.023	0.943	1	1
Fort Worth	955,900	575,550	955,900	13.80%	3.727	3.727	4	4
Arlington	399,560	225,160	399,560	5.77%	1.558	1.558	2	2
N. Richland Hills	71,600	31,646	71,600	1.03%	0.279			
Richland Hills	8,630	5,848	8,630	0.12%	0.034			
Haltom City	46,260	21,351	46,260	0.67%	0.180			
Watauga	23,660	5,555	23,660	0.34%	0.092			
White Settlement	18,430	9,257	18,430	0.27%	0.072			
River Oaks	7,640	1,645	7,640	0.11%	0.030			
Lake Worth	4,710	6,125	6,125	0.09%	0.024			
Saginaw	24,450	7,556	24,450	0.35%	0.095			
Azle	13,610	4,825	13,610	0.20%	0.053			
Sansom Park	5,480	1,089	5,480	0.08%	0.021			
Keller	46,060	18,460	46,060	0.67%	0.180	1.060	1	1
Grapevine	52,000	114,620	114,620	1.66%	0.447			
Southlake	31,770	36,439	36,439	0.53%	0.142			
Colleyville	26,370	10,289	26,370	0.38%	0.103			
Westlake	1,840	9,604	9,604	0.14%	0.037			
Trophy Club	14,400	2,526	14,400	0.21%	0.056			
Roanoke	9,830	5,774	9,830	0.14%	0.038			
Hurst	40,430	22,852	40,430	0.58%	0.158			
Euless	61,480	31,276	61,480	0.89%	0.240			
Bedford	49,930	34,770	49,930	0.72%	0.195	1.416	1	1
Mansfield	77,040	30,508	77,040	1.11%	0.300			
Benbrook	25,240	6,243	25,240	0.36%	0.098			
Forest Hill	14,190	3,669	14,190	0.20%	0.055			
Crowley	18,600	4,821	18,600	0.27%	0.073			
Everman	6,170	1,703	6,170	0.09%	0.024			
Kennedale	8,530	2,374	8,530	0.12%	0.033	0.584	1	1
Total	6,618,110	4,505,922	6,924,764		27	27.000	27	28
Allocation for City Seats					27			
Population Per RTC Seat					256,473			

APPENDIX A
2022 RTC Membership Structure (DRAFT)

City Membership		<u>Number of RTC Seats</u> 27	<u>Proposed RTC Seats</u> 28
2022 Population by County Grouped By RTC Seats			
County Membership		<u>Number of RTC Seats</u>	<u>Current RTC Seats</u>
	2022 Population		
<u>Collin County</u>	1,135,060	1	1
<u>Dallas County</u>	2,654,510	2	2
<u>Denton County</u>	950,660	1	1
<u>Tarrant County</u>	2,157,740	2	2
<u>Ellis County</u>	207,620		
Ennis	21,860		
Waxahachie	44,280		
Midlothian	37,580		
Red Oak	15,640		
<u>Kaufman County</u>	153,130		
Forney	27,040		
Kaufman	6,990		
Terrell	17,590		
Combined Ellis and Kaufman Population	360,750	1	1
<u>Johnson County</u>	193,500		
Burleson	50,210		
Cleburne	32,640		
Keene	6,500		
Joshua	8,370		
Venus	5,760		
Alvarado	5,330		
<u>Hood County</u>	62,120		
Granbury	11,440		
Combined Johnson and Hood Population	255,620	1	1
<u>Hunt County</u>	104,900		
Commerce	9,180		
Greenville	30,450		
<u>Rockwall County</u>	119,900		
Rockwall	49,300		
Heath	9,890		
Royse City	18,810		
Fate	22,890		
Combined Hunt and Rockwall Population	224,800	1	1
<u>Parker County</u>	152,930		
Weatherford	31,690		
Mineral Wells	15,090		
Willow Park	5,210		
Aledo	5,010		
<u>Wise County</u>	69,740		
Decatur	6,910		
Bridgeport	5,930		
Combined Parker and Wise Population	222,670	1	1
Total County Membership		10	10
DART		1	1
DCTA		1	1
FWTA		1	1
DFW Airport		1	1
TxDOT Dallas		1	1
TxDOT Fort Worth		1	1
NTTA		1	1
Total Transportation Providers		7	7
Total RTC Members		44	45
Total MPA Population	7,961,810		
Data Based on NCTCOG Annual Population Estimates and Estimated 2020 Employment			

*Proposed New Cities Over 5,000 in Population

Regional Transportation Council Bylaws and Operating Procedures

Ken Kirkpatrick, NCTCOG

Surface Transportation Technical Committee
December 2, 2022

RTC Bylaws Revision Subcommittee Members

Andy Eads, Chair
County Judge, Denton County

Rick Grady, Vice Chair
Councilmember, City of Plano

Gyna Bivens
Mayor Pro Tem, City of Fort Worth

Dianne Costa
Board Member, Denton County
Transportation Authority

George Fuller
Mayor, City of McKinney

Mike Leyman
Councilmember, City of Mansfield

Adam McGough
Councilmember, City of Dallas

Phillip Ritter
Citizen Representative, City of Dallas

Oscar Trevino
Mayor, City of North Richland Hills

Glen Whitley
County Judge, Tarrant County



Schedule

June 9	Subcommittee Meeting
August 18	Subcommittee Meeting
October 5	Subcommittee Meeting
October 13	Regional Transportation Council Meeting (First Reading/Information)
November 10	Regional Transportation Council Meeting (Second Reading/Approval)

Summary of Significant Revisions

Membership

- Add 13 new cities over 5,000 in population (Appendix A) (pgs. 7-8)
- Maintain number of Dallas seats (includes Dallas Love Field) (pg. 7)
- Add a seat for City of Fort Worth (pg. 8)
- Increase membership from 44 to 45 members (pgs. 7, 9)

Appointees

- In county/city groups, require mandatory rotation of primary seat (pg. 10)
- In county/city groups, permit cities over 30,000 population to hold primary or alternate seat if appointed by county (pg.10)

Bylaws Subcommittee Recommendations for Perimeter County/City Cluster Seats

- Mandatory rotation of the seat between the Counties
 - Roughly proportional to population
 - Measured over a 10-year Period
 - Two Categories:
 - Rotate on a 70/30 Basis
 - Johnson/Hood (Eligible Cities: Burleson, Cleburne)
 - Parker/Wise (Eligible Cities: Weatherford)
 - Rotate on a 50/50 Basis
 - Ellis/Kaufman (Eligible Cities: Midlothian, Waxahachie)
 - Rockwall/Hunt (Eligible Cities: Greenville, Rockwall)
- If City is appointed, location of City is used to determine whether rotation requirement is met

Summary of Significant Revisions (continued)

Voting Structure

- Clarify teleconferencing, in person and videoconferencing (pgs. 11-12)

Officers

- Clarify that members of the Nominating Subcommittee are eligible to be nominated as an RTC officer (pg. 14)

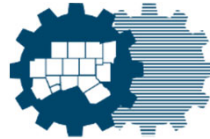
Council Functions

- RTC maintain a set of public involvement procedures, including public comment rules and decorum requirements, as part of the Public Participation Plan (pg. 18)

RTC Action (November 10, 2022)

The Regional Transportation Council approved the Bylaws and Operating Procedures, including direction for staff to work with the Cities of Dallas and Fort Worth over the next two years to determine if Regional Transportation Council membership could be reduced to 40 members with a weighted vote for each city.

Action also included direction for staff to develop a summary of best practices regarding the selection of group members and communication between RTC members representing groups of entities and all the entities within the group.



NCTCOG PRESENTATION

WALK TO SCHOOL DAY 2022

SHAWN CONRAD, PhD | SURFACE TRANSPORTATION
TECHNICAL COMMITTEE | 12.2.2022

SCHOOLS-RELATED COLLABORATION

- School Siting Technical Assistance
 - Take advantage of existing infrastructure
 - Enable active transportation to school
 - Avoid hazardous traffic conditions
 - Promote orderly and efficient development
 - Select school sites that best serve our region's students and families
- Joint Use Agreement Inventory
 - Formal agreements between government entities to share public property and/or facilities



SCHOOLS-RELATED COLLABORATION

- NCTCOG Policy Bundles
 - School Siting Coordination
 - Partnerships to secure best locations for new schools
 - Safe Access to School
 - Partnerships to encourage SRTS activities for current and future schools
- **Encouragement!**
 - Walk to School Day



WHAT IS WALK TO SCHOOL DAY?

- Annual event that involves schools and communities across the country and the world walking to school on the same day
 - Community presence on the streets reminds us to help create calm, safe routes to school for students to walk and bicycle.
- This year, Walk to School Day was held on October 12
- Typically held the first Wednesday of October but was postponed due to Yom Kippur Holiday
- Students who safely walk to school are more likely to arrive at school ready to learn!



Bledsoe Elementary
Courtesy of the City of Frisco



NCTCOG'S WALK TO SCHOOL DAY PROMOTION

Prizes and Raffles for Participating Students!

- Prizes were awarded to schools based on the planned events and the order of applications received
- Walk to School Day banner
- Bike raffle entries for participating students
- Draw-string bag “Prize Packs”



Taylor Elementary

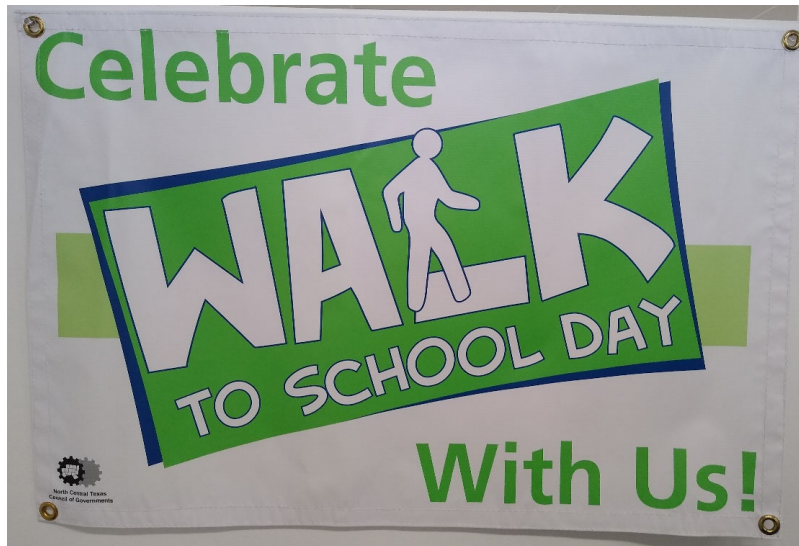


AV Cato Elementary



PRIZE PACKS

Due to overwhelming interest, schools that received prize packs were given a limited number to raffle off/distribute as worked best for their events



NCTCOG BIKE RAFFLE

- To incentivize participation in Walk to School Day, NCTCOG raffled off four bikes to participating students in Walk to School Day
- Students signed the Look Out Texans “Promise to Street Safety” Pledge
- Pledge was offered in English and Spanish
- Two 20” bikes and two 24” bikes
- **973 total entries into the bike raffle from 14 schools!**



Walk to School Day 2022 | www.nctcog.org/SRTS



PROMISE TO STREET SAFETY

I promise to **BE ALERT** for people biking and walking on sidewalks, trails and streets.

I will also **LOOK OUT** for cars in the street. No matter what, it is never worth endangering my safety or the safety of other people to get somewhere.



I **RESPECT** the rights of all people to use our streets safely.

I will **OBEY** all traffic signs and signals for my own safety.



I will **PROTECT** myself by wearing a helmet when I ride my bicycle.

I will **PROTECT** my friends and loved ones by encouraging them to bike, walk and drive safely by following traffic laws and looking out for other people.

I will show my parent or caregiver the 21 Safety Tips at www.LookOutTexans.org.

Together, we can keep our streets safe and build respect for each other.

By signing this card, I promise to do my part to look out for, respect and protect my fellow Texans.

✂----- Cut here and keep the top! -----
Circle which bike you'd like to enter to win! (choose one)

20" Bike: Age 5-10, 45in-54in tall		24" Bike: Age 8-13, 49in-59in tall	
Red/Orange	Grey with Purple Tires	Green	Pink

Student Name _____ Parent or Guardian Signature _____

Student Age _____ Student Grade _____

Student's Teacher _____ School Name _____

NCTCOG WALK TO SCHOOL DAY PHOTO CONTEST



Second Place Winner:
Pink Elementary School



First Place Winner:
Nichols Elementary School



Third Place Winner:
Nichols Elementary School

- Participating schools were encouraged to submit photos from their event to NCTCOG
- Some of our favorites are featured in this presentation and will be featured in future Safe Routes to School-related publications!



BY THE NUMBERS



TEXAS

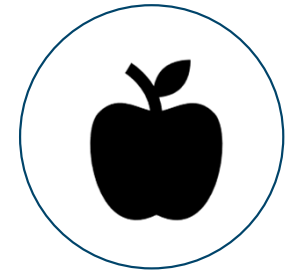
198 events, up from 166 last year and 164 in 2019, were registered with the event tracker on WalkBikeRollToSchool.org for the state of Texas

2,789 events were registered nationwide!



DFW

104 events were registered with the event tracker from Collin, Dallas, Denton, Ellis, Hunt, and Tarrant Counties



NCTCOG

NCTCOG helped 20 schools celebrate Walk to School Day with special prizes!



SCHOOL ACTIVITIES:



Pink Elementary



Bledsoe Elementary
Courtesy of the City of
Frisco



Nichols Elementary



Comanche Springs Elementary

Greeting Events

- Fun activities or prizes to students and families who walk or bike to school
- Schools had band members, cheerleaders, firefighters, city mascots, and others greet students
- Decorating school entrance, breakfast giveaways, etc.

Remote Walking Events

- Schools organized a "meet up point" at a public place close to the school
- Students, families, and staff safely walked to school together
- Created an accessible event for families who live too far to walk the whole way to school



FRISCO – CITY/ISD COORDINATION

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

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



Walk to School Day 2022 | www.nctcog.org/SRTS



PROCLAMATION

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

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

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

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

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

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

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

Jeff Cheney
Mayor

Proclamation read by Mayor at
Oct 4 City Council Meeting

Courtesy of the City of Frisco 11

WALK TO SCHOOL ALL YEAR LONG!

- Visit www.WalkBiketoSchool.com for more information about Walk to School Day, and year-round activities for walking and biking!
- Miss Walk to School Day this school year? **Consider planning a Bike to School Day Event on May 4, 2023!**
- Contact us for assistance in planning your Walk to School/Bike to School Day!



Pink Elementary: Top Left; Bledsoe Elementary: Bottom Left, Right
(Bledsoe Photos Courtesy of the City of Frisco)



NEXT STEPS

**Save the date for next year's Walk to School Day:
Wednesday, October 4, 2023**

- Event preparation will begin in Spring 2023
- To be added to the Walk to School Day 2023 mailing list, fill out the interest form on www.nctcog.org/WalkToSchool
- Full summary of the 2022 events will be released later this year



Taylor Elementary



CONTACT US



Shawn Conrad, PhD

Principal Transportation Planner

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



Erin Curry

Transportation Planner

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

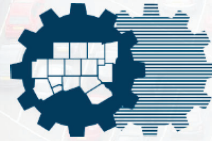


Karla Windsor, AICP

Senior Program Manager

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





NCTCOG | Transportation Department

Parking Management Resources

STTC | 12.2.2022

Image source: Microsoft PowerPoint

Outline

- ✓ Regional parking context and MTP goals
- ✓ Why study parking?
- ✓ NCTCOG Parking Projects and Resources
- ✓ Input opportunity



Mobility 2045 Background

Mobility 2045 Goals

- Travel efficiency measures and system enhancements targeted at congestion reduction
- Encourages livable communities which support sustainability and economic vitality

Mobility 2045: emphasizes the relationship between **land use** and **transportation**, an important strategy in improving operational efficiency as the region continues to develop

SD02-001: Land Use-Transportation Connections Program

- Addresses land use-transportation connections by utilizing parking management strategies and innovative parking technologies



RTC Parking Garage Funding Policy

RTC Approval - August 2022

Policy: RTC directs NCTCOG staff to support publicly owned surface and structured parking for limited purposes that generally meet criteria including, but not limited to:

- provide gap funding
- advancing safety
- support of technology solutions and/or economic development
- support special event use or location needs
- significantly changes the transportation/land use balance of an area and solves a transportation problem using land use solutions
- supports transit operation
- provides environmental, air quality, and/or equity benefits



Why Manage Parking?

Regional growth: **11.4 million by 2045**

Challenges from unmanaged parking:



LOST public revenue from excess land used for parking

COSTLY real estate development

LESS land for housing/other development

CONGESTION and FRUSTRATION when parking rules, navigation, and wayfinding are difficult

We need updated information to grow more efficiently



What are your parking challenges?

Parking Supply – Too much/too little, drivers have trouble finding existing spaces?

Demand Management – When you can't easily build more, how to encourage alternatives?

Coordination – Sharing spaces in main street districts, walkable areas, or mixed-use developments. How best to communicate with drivers on wayfinding?

Efficient Facility Design/Operations – Best practices for technology and sustainability in a lot/garage?

Competing Demand for Curb Space – How to best manage on-street parking for changing street design needs?

Others?



Possible Technical Solutions

Communication

- District Wayfinding/Signage
- Facility Wayfinding/Signage
- Mobile Applications
- Websites

Managing New Supply (Code)

- Minimum requirements
- Maximums
- Fee-in-lieu of spaces
- Off-site Credits
- Shared Parking Allowances

Managing Existing Supply

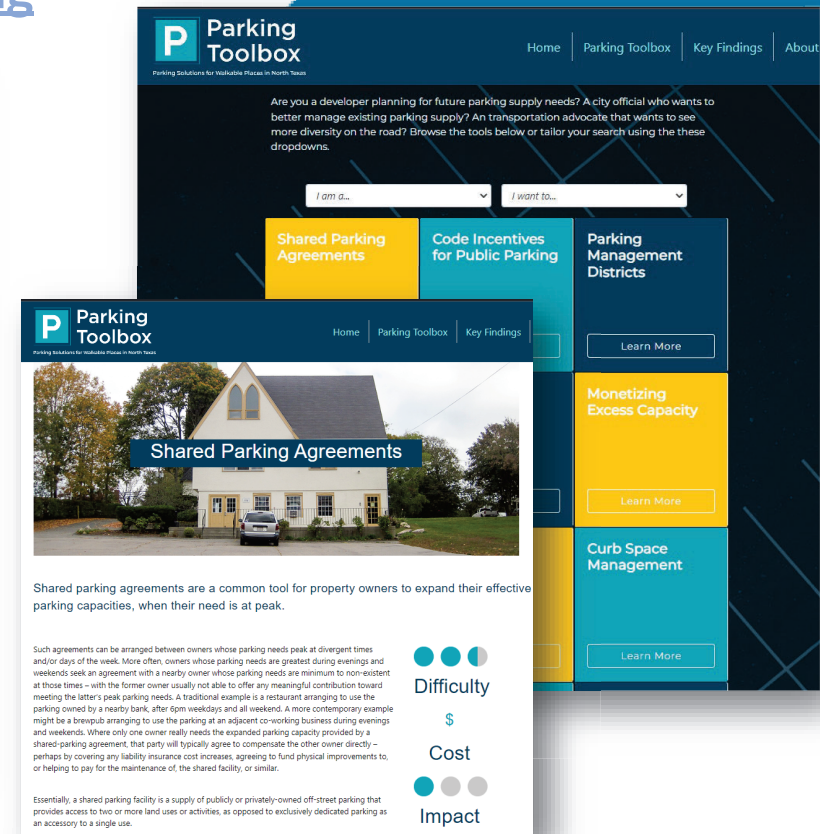
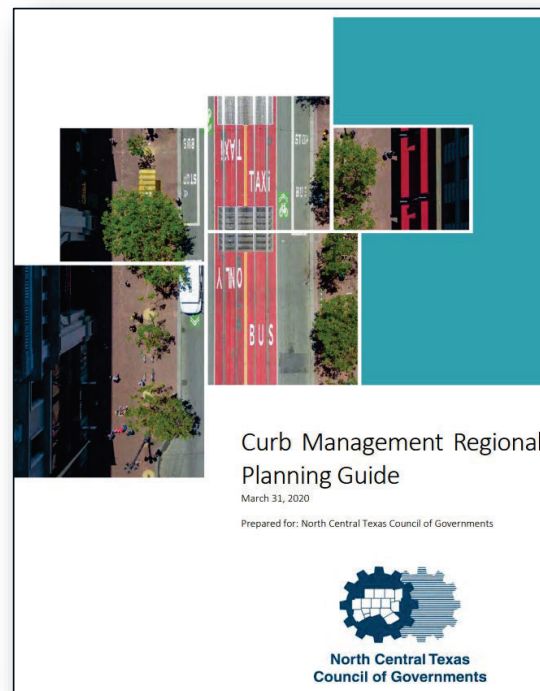
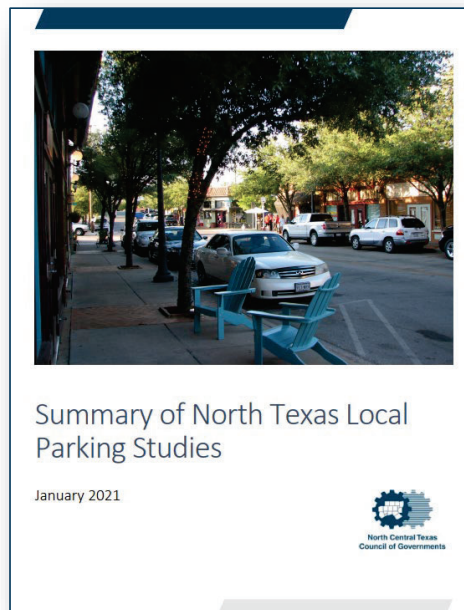
- Enforcement
- Restrictions/Permits
- Utilization Data Monitoring and Sharing
- Monetizing Excess Supply
- Future Re-Use (redevelopment)
- Unbundled parking fees
- Shared Parking Agreements
- Dynamic Pricing
- District level coordination (Parking Management/Benefit Districts)

Recommend resource guides and tools to support local implementation.



NCTCOG Resources – Existing

www.NCTCOG.org/Parking



Parking Management Resources



NCTCOG Resources – Ongoing and Upcoming

- Parking Technology Applications Guide*
- Regional Parking Database*
- Case Studies & Best Practices (Local & National)

**In progress*



Tell us...

What are your parking challenges?

New Resources:

Topic-specific factsheets?

Other ideas based on your challenges?

Which tools would be most valuable?

Survey coming soon



Parking Management Resources



Staff Contacts



Karla Windsor, AICP
Senior Program Manager
KWindsor@nctcog.org | 817-608-2376



Travis Liska, AICP
Principal Transportation Planner
TLiska@nctcog.org | 817-704-2512



Catherine Osborn, AICP
Transportation Planner
COsborn@nctcog.org | 817-704-5631



www.NCTCOG.org/Parking



End of 2022 Ozone Season

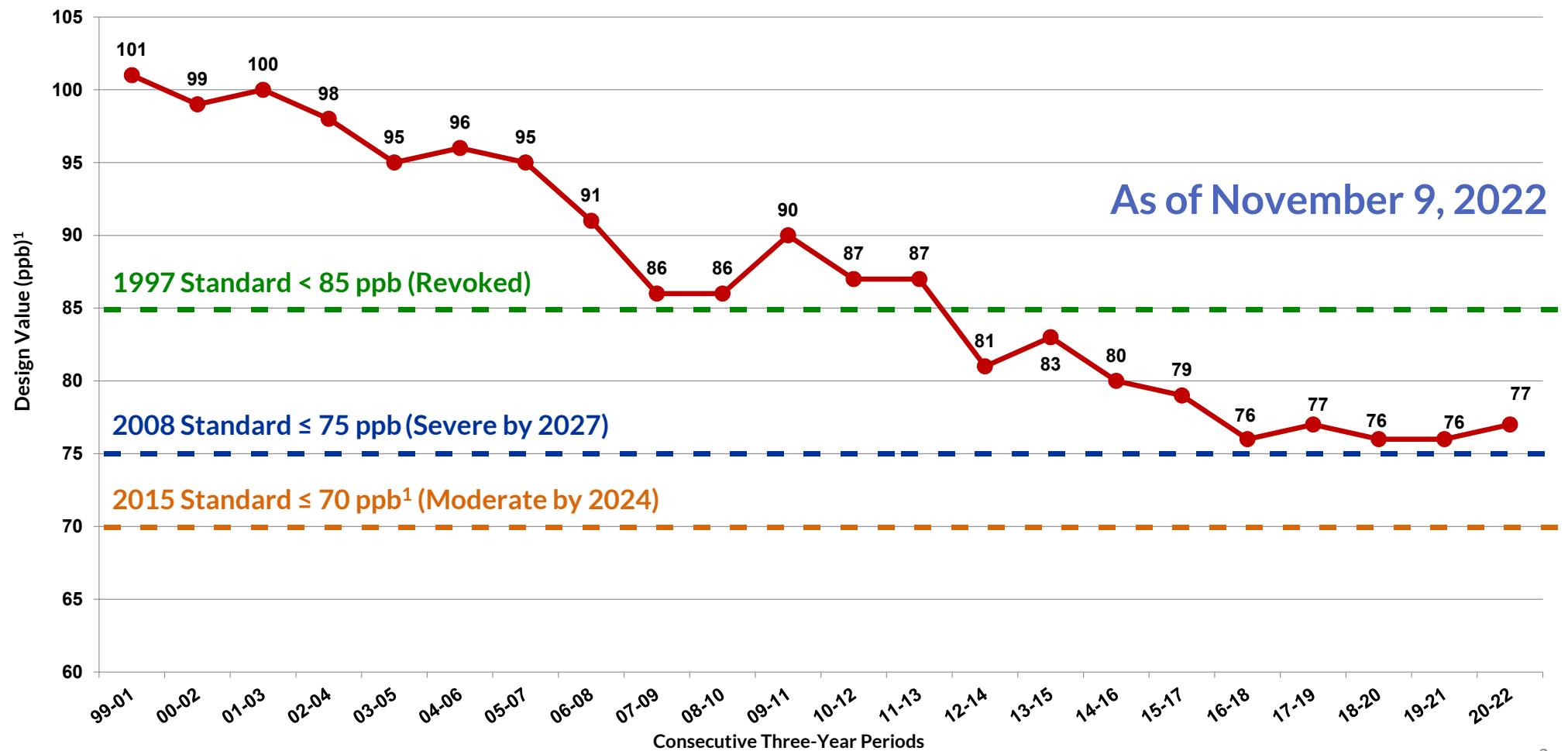
SURFACE TRANSPORTATION TECHNICAL COMMITTEE • DECEMBER 2, 2022

JENNY NARVAEZ, PROGRAM MANAGER



North Central Texas
Council of Governments

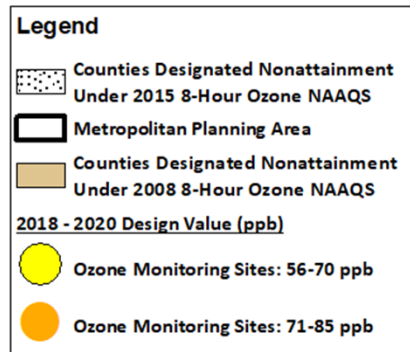
Ozone Design Value Trends



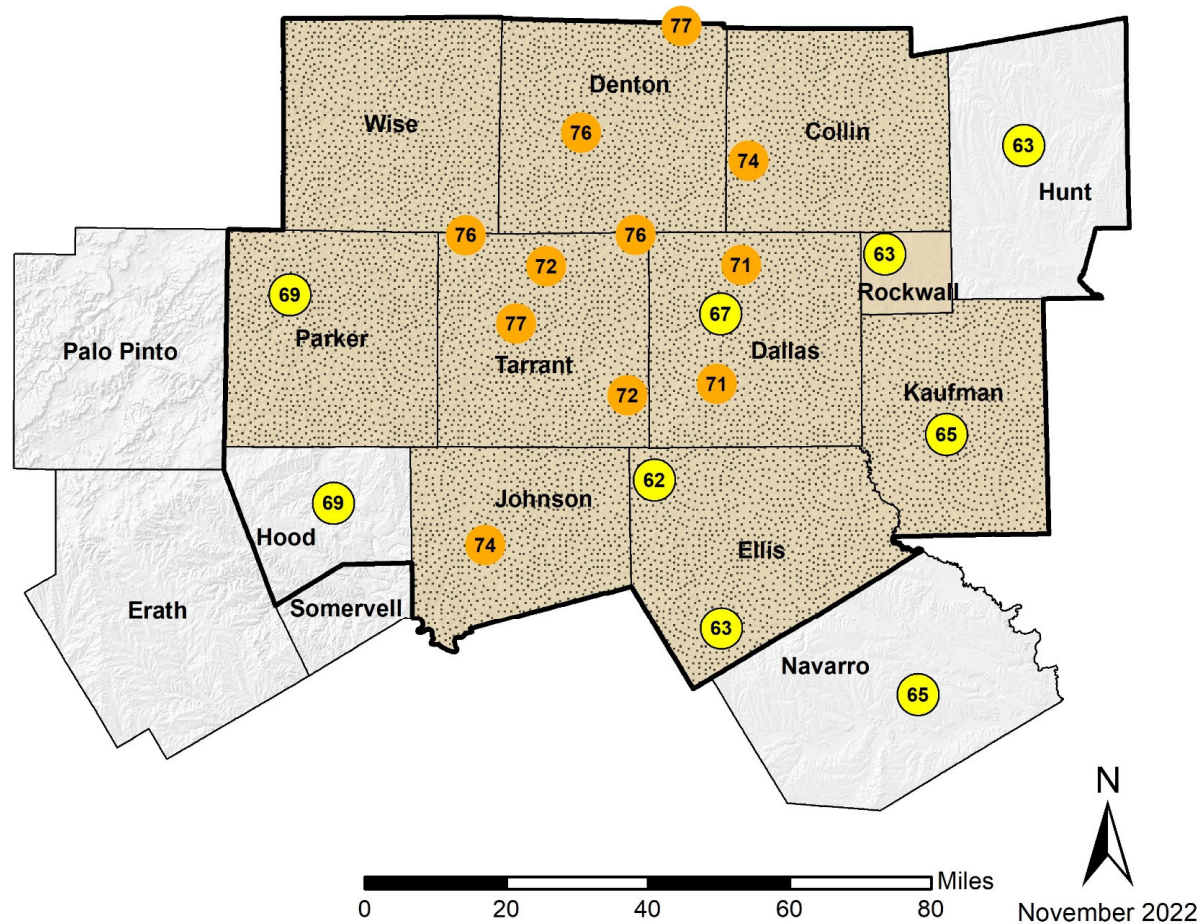
¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

Monitor Locations with Associated 4th Highest Value

As of November 9, 2022



Colors represent Air Quality Index Breakpoints



2022 Ozone Season Monitor Data

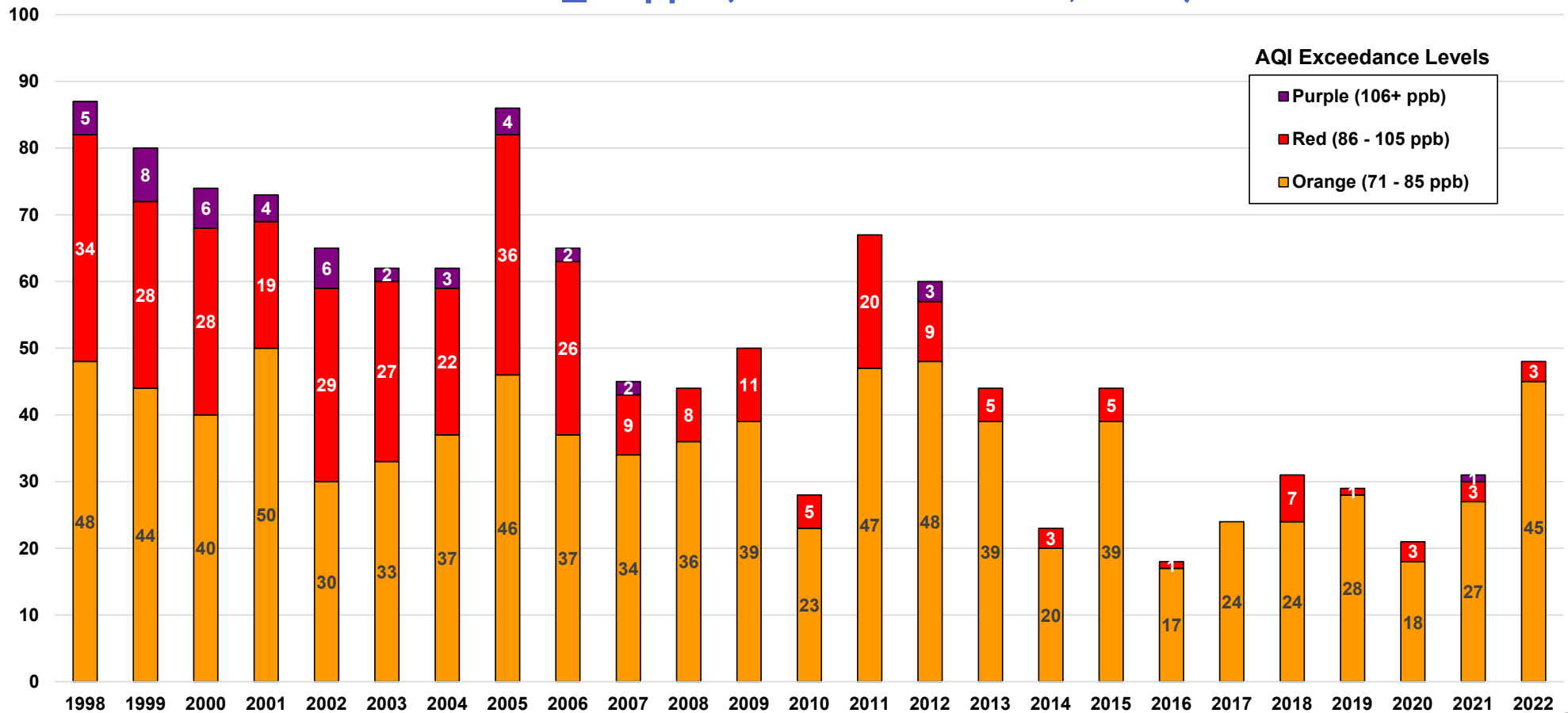
Five Highest Monitors

Five Highest Monitors	4 th Highest Value for Season			2022 Ozone Season Design Value
	2020	2021	2022	
Denton Airport South	71	81	78	76
Eagle Mountain Lake	76	76	77	76
Grapevine Fairway	74	70	81	76
Ft. Worth Northwest	75	76	80	77 ←
Pilot Point	71	85	77	77 ←

Design Value = 3-Year Average of Fourth Highest Value

8-Hour Ozone NAAQS Exceedance Trends

Based on ≤ 70 ppb (As of November 9, 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.

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

2015 Ozone NAAQS Attainment Scenario

Monitor Values to Reach Attainment

Five Highest Monitors	4 th Highest Value for Season			2023 Ozone Season Design Value
	2021	2022	2023	
Cleburne Airport	75	82	55	70
Denton Airport South	81	78	53	70
Frisco	81	73	58	70
Ft. Worth Northwest	76	80	56	70
Pilot Point	85	77	50	70

Based on 2021-2023 Ozone Monitor Data

Ongoing/Additional Efforts

Emission Reduction Programs

Management & Operations (M&O) and Air Quality and Safety Program

Federal Performance Measures (PM3) CMAQ Targets

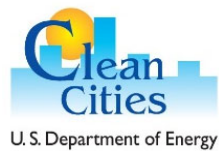
Appendix H: Weight of Evidence (Voluntary Measures)

RTC Legislative Agenda for Air Quality
Programs

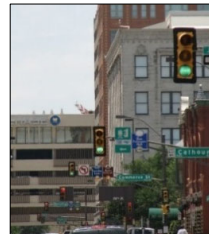
TERP – Diesel Retrofit Program

Fraudulent Paper Registration Tags
and Vehicle Emissions Inspections

Sample of Air Quality Initiatives



Rideshare. Record. Reward.



For More Information

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

VIVEK THIMMAVAJJHALA
Transportation System Modeler II
vthimmavajjhala@nctcog.org
817-704-2504

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

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

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



NCTCOG

CERTIFICATION OF EMERGING AND
RELIABLE TRANSPORTATION
TECHNOLOGY (CERTT) PROGRAM
STATUS UPDATE

FAST FACT
SURFACE TRANSPORTATION TECHNICAL COMMITTEE
12/2/2022

Interest in Certification of Emerging and Reliable Transportation Technology (CERTT) Program

RTC adopted Policy P22-02 on May 12, 2022, to develop process for the CERTT Program

Received immediate interest from 4 potential technology providers (see list on next page)

Staff have evaluated two proposals from TransPod and JPods, conducted a pre-submittal meeting on Oct. 21, 2022, with two technology providers, and have received proposed locations from local governments

Staff are evaluating two proposals from The Boring Company and Swyft Cities to be included in the next round of applications

Staff will bring back status and periodic information updates to STTC and RTC as coordination progresses



Transportation Infrastructure Certification Program Applicant Status

Applicant/ Technology Provider	Technology / Mode	Market Solution	Purpose / Benefit	Application Status
TransPod	Hyperloop (ultra-high-speed pod in near vacuum environment)	Statewide/ Intercity/Regional	People and Goods/ Air Quality and Congestion Reduction	Received proposals from local governments
JPod	Personal Rapid Transit (elevated pod/modern gondola)	Local/Sub-Regional	People/ Air Quality and Congestion Reduction	Received proposals from local governments
The Boring Company	Tunnel Solutions (subgrade transportation)	Regional/Local	People, Goods, and Utility/ Air Quality and Congestion Reduction	Proposal submitted; staff review ongoing
Swyft Cities	Personal Rapid Transit (elevated pod/modern gondola)	Local/Sub-Regional	People / Air Quality and Congestion Reduction	Proposal submitted; staff review ongoing



RTC POLICY P22-02

Develop Process for the Innovative Transportation Technology Infrastructure Certification Program

Purpose

Provide transparent process for RTC coordination with providers

Periodic solicitation/opportunity for new technology applications

Ensure level playing field for providers and local governments

Guiding Principles

Must serve long-range transportation need (MTP)

Technology provider responsible for certification process

NCTCOG will facilitate mutual cooperation

Local governments to consider contingency needs, implementation timeframe, and public use goals and expectations



RTC POLICY P22-02

Develop Process for the Innovative Transportation Technology Infrastructure Certification Program

Process:

- 1) NCTCOG staff to ensure technology solution conforms to policy guidance and long-range transportation need (MTP).
- 2) NCTCOG staff to brief RTC and RTC to take action on initiating process.
- 3) Upon RTC action, local governments to submit potential locations of interest.
- 4) Technology provider to determine preferred location to pursue.
- 5) RTC to initiate development activities; NCTCOG staff to provide support.



CONTACT US



Brendon Wheeler, PE
Program Manager

bwheeler@nctcog.org | 682-433-0478



Martin Bate
Transportation Planner II

mbate@nctcog.org | 817-608-2349





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

September 30, 2022

Docket Management System
U.S. Department of Transportation
1200 New Jersey Avenue, SE
West Building Ground Floor, Room W12-140
Washington, DC 20590-0001

Dear Sir or Madam:

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG) would like to submit comments on the Federal Highway Administration's Notice of Proposed Waiver of Buy America Requirements for Electric Vehicle Chargers published in the August 31, 2022, Federal Register notice: **Docket No. FHWA-2022-0023**.

The NCTCOG Transportation Department serves as the Metropolitan Planning Organization (MPO) for the 12-county Dallas-Fort Worth metropolitan area, with the RTC serving as the MPO's policy body. As the MPO, we work closely with regional, state, and federal partners to plan transportation projects and implement programs that will improve air quality, increase mobility, and encourage more efficient land use.

The RTC and NCTCOG appreciate the Federal Highway Administration's consideration of the attached comments and recommendations. If you have any questions, please contact me at (817) 695-9286 or cklaus@nctcog.org.

Sincerely,

Chris Klaus

Chris Klaus
Senior Program Manager
North Central Texas Council of Governments

RG:kw

Attachment

North Central Texas Council of Governments (NCTCOG) Comments Regarding the Notice of Proposed Waiver of Buy America Requirements for Electric Vehicle Chargers Docket: FHWA-2022-0023

NCTCOG appreciates the work completed by the Federal Highway Administration (FHWA) staff in developing the Notice of Proposed Waiver of Buy America Requirements for Electric Vehicle Chargers. NCTCOG recommends the FHWA consider the following comments when finalizing the Waiver of Buy America Requirements:

1. Initial Phase and Removal of EV Chargers from Manufactured Products General Waiver.

NCTCOG supports waiving all Buy America requirements for EV chargers and removing EV chargers from the manufactured products general waiver. In addition, NCTCOG supports the phased approach which will allow manufacturers time to increase the amount of domestic content in charging equipment over time. However, NCTCOG recommends increasing the length of the initial waiver period to at least June 30, 2023, or 6 months after the waiver is announced, whichever is later, as shown in Figure 1. NCTCOG requests FHWA listen to manufacturer feedback to determine if the initial phase should be lengthened beyond six months and delay the subsequent phases accordingly, as indicated in Figure 1. This will allow more manufacturers time to transition to domestic production and ensure availability of EV chargers as the demand for chargers increases due to Bipartisan Infrastructure Law (BIL) and other FHWA funding becoming available in the coming months as well as afford time for applicants to develop projects, apply for funding and implement projects.

Figure 1. NCTCOG Recommendations on Proposed Waiver Phase-out Schedule.

	FHWA Proposed Phase Dates:	NCTCOG Recommended Phase Dates:
Initial Phase: Complete waiver to EV chargers and components	Rest of calendar year 2022	Until June 30, 2023, or 6 months after FHWA announces waiver, whichever is later
Second Phase: Final assembly in U.S.	January 1, 2023 – June 30, 2023	July 1, 2023 – December 31, 2023, or 6 months after the initial phase ends, whichever is later
Third Phase: 25% cost of components manufactured in U.S. and final assembly in U.S.	July 1, 2023 – December 31, 2023	January 1, 2024 – June 30, 2024, or 6 months after the second phase ends, whichever is later
Fourth Phase: 55% cost of components manufactured in U.S. and final assembly in U.S.	January 1, 2024, and thereafter	July 1, 2024, or directly after the third phase ends, whichever is later

2. Partial Phase-Out of Waiver.

NCTCOG supports the partial phase-out of the waiver. NCTCOG recommends FHWA listen to manufacturer feedback to determine the ultimate schedule of the waiver but proposes all subsequent phase-out periods are delayed at least 6 months, as shown in Figure 1. NCTCOG recently closed the Electric Vehicle Charging Station Call for Projects (CFP) and a DCFC was the only charger type for which a manufacturer was willing to sign documents verifying compliance with current Buy America requirements. This particular DCFC had substantially higher costs than other DCFC station prices quoted by applicants in the CFP. If some manufacturers increase their prices due to Buy America compliance and the surge in demand for EVSE, other manufacturers may follow suit having the unintended consequence of restricting implementation of projects overall or encouraging projects to avoid funding and the requirements therein and implementing equipment that is not Buy America compliant.

3. Consideration of Different Schedules for DCFC and L1/L2 Chargers.

NCTCOG supports the same schedule for DCFC and L1/L2 Chargers if the initial phase in period is lengthened and the partial phase-out is delayed. It should be noted that NCTCOG has had a different experience from the manufacturer responses in the proposed waiver and noticed a lack of available Buy America compliant Level 2 chargers compared to DCFC stations. Subrecipients of the NCTCOG Electric Vehicle Charging Station CFP have not been able to find a Level 2 charger manufacturer willing to verify compliance with current Buy America requirements. Due to our experience with Level 2 chargers, NCTCOG supports a different schedule for either L1/L2 or DCFC stations if FHWA determines it is necessary based on the data and information from charger manufacturers.

4. Proposed Meaning of Cost of Component Under Waiver.

Clarification is needed on labor costs related to the manufacture of components. Does exclusion of labor costs associated with the manufacture of the end product prohibit inclusion of labor costs associated with the manufacture of components?

5. Proposed Meaning of EV Charger Under Waiver.

NCTCOG requests that the FHWA release a publicly available list of all components the proposed waiver would apply to so all organizations that administer and manage FHWA funding can review and easily determine to which components the waiver applies.

6. Proposed Meaning of Installation Under Waiver.

Clarification is needed for the proposed meaning of installation. It is unclear if permanently incorporated into or affixed to a project means the date the EV charger is physically installed at a location. Or, does affixed to the project mean the date the Funding Agreement is executed?

7. Consideration of Use of Either Installation Date or Other Date for Waiver Effective Date.

NCTCOG recommends the waiver effective date be communicated for appropriated funds in the appropriations bill and for competitive funds in the Notice of Funding Opportunity. Additionally, the waiver should become effective when the Funding Agreement is executed between FHWA and the awarded entity. This ensures the awarded entity knows compliance requirements at the earliest point of the project and

encourages entities to apply for funding for competitive awards and utilize formula funds for these types of projects.

8. Consideration of Exclusion of Predominantly Steel and Iron Components from Coverage Under Waiver.

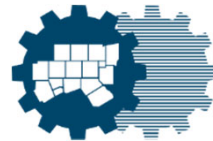
NCTCOG does not support exclusion of predominantly steel and iron components from coverage under the waiver. As stated in section 2 above, the potential surge in demand created by additional funding for EV chargers, coupled with Buy America requirements, may influence a rise in the cost of EV chargers. Also, because the percentage of steel and iron content is largely dependent on the material of the enclosure of the charger model and not the more valuable interior components, the existing Buy America requirement for iron and steel should not be applied to EV chargers. Additionally, excluding steel and iron components from the waiver may restrict implementation of BIL programs overall due to limited number of manufacturers able to comply with Buy America steel and iron requirements. Lastly, NCTCOG requests that any final rule includes a definition of "predominantly" for such steel and iron components.

9. Request for Comments on Proposed NEVI Requirements for OSHA and Energy Star Certifications.

NCTCOG supports the requirement for Energy Star equipment certification in accordance with the NEVI program notice of proposed rulemaking.

NCTCOG requests that the FHWA create a publicly available list of Buy America compliant companies so all organizations that administer and manage FHWA funding can review the extent of compliant equipment. Specifically, NCTCOG requests that FHWA publish lists of companies that will meet Buy America requirements under the first phase of the proposed waiver in 2023.

In addition, NCTCOG notes that Buy America constraints have severely restricted practical implementation of a wide variety of projects. Although this waiver is specific to EV charging equipment, NCTCOG urges FHWA to pursue similar measures on other CMAQ-eligible clean vehicle activities, including other types of alternative fuel infrastructure, alternative fuel and hybrid vehicles and equipment, and diesel 'retrofit' technologies.



NCTCOG PRESENTATION

Local Clean Air Project Spotlight

Surface Transportation Technical Committee

December 2, 2022

North Central Texas Council of Governments

Project Spotlight – Romark Logistics

Awarded Project	Two Electric Powered Terminal Tractors (Yard Trucks); 100% NOx Emissions Reduction at Location
Technology Replaced	Two Diesel Engine Powered Terminal Tractors
Project Geographic Area	Operating in Lancaster, Texas (Dallas County)
Implementation Date	April 2022
Awarded Amount Total Project Cost	\$288,914 \$651,016
Call for Projects	North Texas Emissions Reduction Project 2020
Funding Source	Environmental Protection Agency National Clean Diesel Funding Assistance Program



Project Spotlight – Romark Logistics



Terminal Tractor Front



Terminal Tractor Side Profile



Terminal Tractor and Charging Unit



Contact Us



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



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



MINUTES**REGIONAL TRANSPORTATION COUNCIL
ONLINE INPUT OPPORTUNITY****Car Care Awareness: Community Partnerships & Service Providers****Modifications to the Fiscal Year 2022 & 2023 Unified Planning Work Program****Online Public Input Opportunity Dates**

Monday, Oct. 19 - Tuesday, Nov. 8, 2022 – The North Central Texas Council of Governments (NCTCOG) posted information at www.publicinput.com/nctcogOct22 for public review and comment.

Purpose and Topics

The online public input opportunity was provided in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on November 8, 2018. Staff posted information regarding:

1. Car Care Awareness: Community Partnerships & Service Providers
2. Modifications to the Fiscal Year 2022 & 2023 Unified Planning Work Program

The NCTCOG online public input opportunity was provided to inform and seek comments from the public. Comments and questions were submitted by email at nctcogOct22@publicinput.com, online at www.publicinput.com/nctcogOct22, by mail at PO Box 5888, Arlington, TX 76005, and by fax at 817-640-3028. Printed copies of the online materials were also made available by calling 817-695-9255 or emailing jcastillo@nctcog.org.

Summary of Presentations

Car Care Awareness: Community Partnerships & Service Providers presentation:
<https://www.nctcog.org/getmedia/a990e60a-3190-4e0a-a1e8-18f2d2b78986/Car-Care-Awareness-Presentation.pdf>

The Car Care Awareness campaign aligns with National Car Care Awareness Month in both April and October. The campaign seeks to advance air quality benefits for the region, informs owners about vehicle maintenance and helps build stronger community relations. NCTCOG began hosting car care clinics in April 2013. The clinics, which have a hands-on, educational approach, provide vehicle owners the chance to speak with qualified technicians about their check engine light and any other issue they might be experiencing with their vehicle. The Car Care Clinic website, which launched in 2016, houses free educational materials, vehicle maintenance tips, and program status updates.

Current Efforts for this campaign include:

- Partnering with nonprofit organizations and vehicle repair shops throughout the region

- Providing Car Care Awareness digital toolkits and educational material to local governments and organizations upon request
- Updating the North Texas Car Care Awareness website with vehicle maintenance tips and online educational materials
- Requesting auto repair shops and auto parts retailers to provide discounts for the public

For more information about Car Care Awareness, visit www.ntxcare.org. Email comments and questions to ntxcare@nctcog.org.

Modifications to the Fiscal Year 2022 & 2023 Unified Planning Work Program **handout:**
<https://www.nctcog.org/getmedia/bcc4224c-2892-4a82-b98d-017ef3299d60/UPWP-Modifications-Document.pdf>

The Unified Planning Work Program (UPWP) summarizes transportation activities for NCTCOG's metropolitan planning area, which covers a 12-county region. The UPWP is divided into five major task areas:

- Administration and Management
- Transportation Data Development and Maintenance
- Short-Range Planning and Programming and Air Quality and Transit Operations
- Metropolitan Transportation Plan
- Special Studies and System Operations

The modifications in this round of proposed modifications to the FY2022 and FY2023 UPWP address new project updates and funding adjustments. The RTC will take action on the FY2022 and FY2023 UPWP modifications on Nov. 10, 2022.

COMMENTS SUBMITTED BY WEBSITE, EMAIL, SOCIAL MEDIA, PHONE, AND MAIL

Social Media

No comments submitted.

Website

No comments submitted.

Mail

Please see Attachment 1 for comment submitted via mail.

October 2022 Public Input Opportunity

Attachment 1

Amendment #4 to the FY2022 + FY2023 Unified Planning Work
Program for Regional Transportation Planning

Question

2.01 Travel Forecast Support - Preston Road Intersection Analysis
What part of Preston Road is involved in the analysis of
grade separations? - which intersections? - which cities?

Phyllis Silver
10/19/2022



TO: Jackie Castillo
Communications Specialist



North Central Texas Council Of Governments

November 1, 2022

Ms. Phyllis Silver
15720 Artist Way, Apt. 4912
Addison, TX 75001

Dear Ms. Silver:

The North Central Texas Council of Governments Transportation Department has received your questions regarding the Preston Road Intersection Analysis as part of its October 2022 public outreach opportunity. Our responses are provided below:

- 1) What part of Preston Road is involved in the analysis of grade separations?
The study area will be Preston Road from Interstate Highway (IH) 635 (LBJ Freeway) to the northern city limits of Plano. Grade separations are being reviewed in Plano. Work in Dallas may or may not consider grade separations.
- 2) Which intersections?
There will be an initial assessment of all intersections on Preston Road between IH 635 and the northern city limits of Plano. The goal is to evaluate the intersections based on cost, effectiveness in improving traffic condition, air quality, and safety. Citizen involvement is critical to determine if a common system of improvements is possible. The effect of improvements on accessibility to local businesses and residential developments will be considered.
- 3) Which cities?
This section of Preston Road includes the cities of Dallas and Plano.

Thank you for your interest in Transportation.

Sincerely,

Vickie Alexander
Program Manager
Program Administration

TRANSPORTATION PUBLIC MEETING

DEC. 12 · NOON · 616 SIX FLAGS DR. ARLINGTON, TX

PRESENTATIONS

Map Your Experience 2022 Insights Report

Map Your Experience gathers input on transportation from members of the public who are experts on daily travel throughout the region. Public comments help identify transportation issues across the region so NCTCOG can work with partner agencies to find solutions. Staff will provide a report summarizing comments received since May 2020.

DFW High-Speed Transportation Connections Study Update

Phase 1 of the Dallas to Fort Worth High-Speed Transportation Connections Study has been completed, and the project is advancing to Phase 2. Staff will briefly review the recommended alignments and high-speed mode selected during Phase 1 before presenting next steps, including preliminary engineering and environmental documentation through the National Environmental Policy Act (NEPA) process.

Conformity Lapse Grace Period

The Clean Air Act requires Metropolitan Planning Organizations to perform a transportation conformity analysis when a Metropolitan Transportation Plan is developed or updated. The Federal Highway Administration confirmed the determination deadline could not be met for the Mobility 2045 - 2022 Update and initiated a transportation conformity lapse grace period for the Dallas-Fort Worth non-attainment area. Staff will present details on this grace period and how it impacts the conformity determination process.

DFW Clean Cities Fleet Recognition Awards and Annual Survey Results

NCTCOG is the host organization for Dallas-Fort Worth Clean Cities (DFWCC), a US Department of Energy initiative to reduce total energy impacts in the transportation sector. As a part of these efforts, DFWCC surveys local fleets each year about alternative fuel use and other fuel-saving activities. Staff will present the 2021 Annual Survey results and details on the fleet recognition awardees.

ONLINE REVIEW & COMMENT (NO PRESENTATION)

Proposed Modifications to the List of Funded Projects:
publicinput.com/nctcogDec22

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

Need a ride to the public meeting? Request a \$6 roundtrip ride from the DFW CentrePort Station to NCTCOG with the Via app! Download the app at: arlingtontx.gov/via.

Attend in person, watch the presentations live at publicinput.com/nctcogDec22, or participate via phone by dialing 855-925-2801 then code 3711.



RESOURCES & INFORMATION

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

Regional Smoking Vehicle Program (RSVP):
smokingvehicle.net

Vehicle Incentive & Funding Opportunity:
nctcog.org/aqfunding

Saving Money & Reducing Truck Emissions
nctcog.org/SMARTe

Engine Off North Texas
EngineOffNorthTexas.org

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation 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 Tuesday, Sept. 20, through Wednesday, Oct. 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email, online and in person at the monthly RTC meeting.

This month, public comments were received on a number of topics across social media platforms and via email. Comments related to safety 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, there were 15 comments related to roadway conditions, 2 comments related to bicycle and pedestrian conditions and 4 comments related to transit needs. To read them, visit:

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

Air Quality

Twitter –

1. DFW provides few safe or convenient alternatives to driving, leading to poor air quality that contributes to lung and heart disease. #WorldCarFreeDay — Bike Denton (@bikedenton)



2. Something about continuing to build and expand highways which has a direct impact on air quality... — Philip (@gosspl)



Alternative Fuels/Electric Vehicles

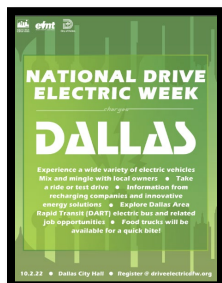
Twitter –

1. If Fort Worth can do it, so should Dallas: prot. lanes, complete streets, bikeshare docks at train stations & destinations, etc As of last night, I'm lone e- bike registered for @NCTCOGtrans EV event in 2 wks. Too much emphasis on e- car infra; need more attention on bike infra — Hexel (@hexel_co)

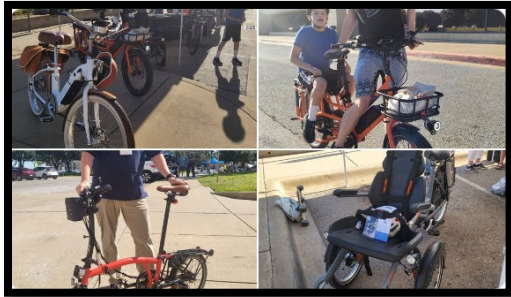


the COG's rhetoric would lead one to believe that it wasn't spending 90%+ of the budget on suburban arterials — median stander (@PhilipTKingston)

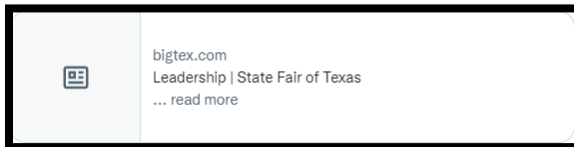
2. Come see me tomorrow, Dallas! I'll be there with my e- bike 🚲 and an adapted e- bike 🚲 — Jessica 🚲 (@jhart_OU)



3. 2wks b4 @NCTCOGtrans's Nat. Drive Electric Week event, was proud to be first to register e- bike. More registered following week. Not earth- shattering, but 500% more bikes than b4 One year b4 next @StateFairOfTX. Think we can get a Bike Show to balance scales against Auto Show? — Hexel (@hexel_co)

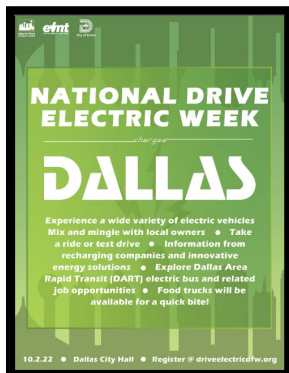


It's the worst car show in North America, and it's the biggest reason the State Fair won't consider shrinking its footprint
Ask these grifters:



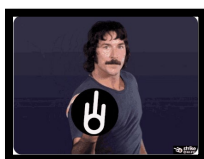
Facebook –

1. National Drive Electric Week event in Dallas, Texas! — NCTCOG Transportation Department



Nope!!! — Dale Beardmore

Nope! 🙄 — Russ Towers



— Lance Ehler

95% of Dallas, will never be able to buy or own a Battery car lol — Drayton Rowe

How stupid — Gary Low

Try somewhere else like california or seattle — Tony Casarez

Ok, it's like another version of the gay pride parade. — Pat Riot

Guess we will be asked to reduce our electric uses so this can happen

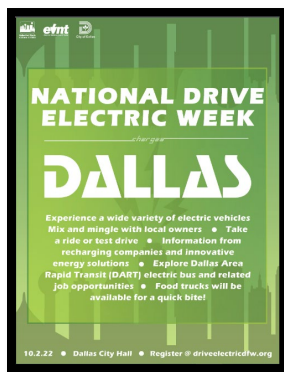
😂😂😂😂. Not gonna happen 😂 — Jackie Jackman Martin

Virtue signaling is stupid and so 2020. 🐱🤔 — Brandon Melton

Tell the people in Florida!! — Michael Lenhart

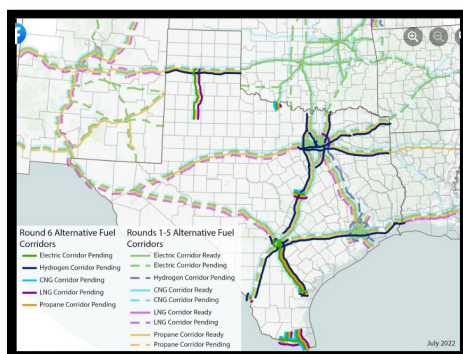
NEVER!!!!!! — Ed DeYoung

2. Our Annual National Drive Electric Week event will be on Sunday, October 2nd from 3pm - 6pm at Dallas City Hall with food trucks, an array of vehicles and with companies discussing solar information! Register here: <https://driveelectricweek.org/event?eventid=3449> — NCTCOG Transportation Department



😂 — Jere Tucker

3. Congratulations Texas Department of Transportation on the approval of the Texas Electric Vehicle Plan. TxDOT's hard work in the development of the plan establishes the first steps to making electric vehicles and charging stations accessible to all Texans! To view more info about TxDOT's plan and next steps, go to: <https://www.txdot.gov/.../texas-electric-vehicle-planning...> — NCTCOG Transportation Department



who is going to pay for the EV hookups? taxpayers or electric customers? — George Knudson

are EVs required to get the Hwy fund sticker like the propane cars? — George Knudson

Response by NCTCOG Transportation staff:

Hi, Mr. Knudson. Thank you for commenting. Under the Texas EV Charging Plan, federal transportation funds will pay for 80% of the cost of a new charging station, and 20% of the cost will be paid for by contractors selected by the Texas Department of Transportation. The cost of electricity used at an EV charging station is typically paid for by the property owner of the charging station location or by the owner/operator of the charging station if there is a submeter. In Texas, many stations charge a fee based on the time spent charging, and there may be additional charges for the driver to recover the cost of the electricity. In addition, some stations are offered to the public at no additional cost. At this time, EVs are not required to have a sticker.

If you have any additional questions, please email us at transinfo@nctcog.org. Thanks!

So to charge my so called electric car I plug it in and now I have 26 air conditioners running now that I'm paying for omg do you know how much that is thats 8000 dollars a month to charge my car yall are crazy — Randy Marable

Bicycle and Pedestrian

Twitter –

1. One thing Paislee has always asked to do is walk to school. When you don't attend your neighborhood school it makes it kind of hard. Thank you @BburgCougars for hosting @NCTCOGtrans Walk to School Day and making her dreams come true! — FaLessha Esslinger (@esslinger5)

2. Incredible opportunity to do some good work. Yo, @NCTCOG_Official, @NCTCOGtrans, @trtcmobility, @HUDSouthwest, @ELGL50! 🚲 — Maggie Jones (@RealMaggieJones)



Facebook –

1. Today is Walk to School Day! This annual celebration highlights the benefits of walking and bicycling, as well as the importance of traffic safety. More Information:

<https://www.nctcog.org/.../saferoutestosc.../walktoschoolday> — NCTCOG Transportation Department



If only we didn't have to cross 121! 😊 — Pamela Klekar Burns

Project Planning

Email –

1. Oscar Pearson

Denton to McKinney thoroughfare, should have already been built. When 380 is done it will be just as bad as before they started. We need a major road west to east north of 380. They are already building it coming west, so, what is the hold up?

Response by NCTCOG Transportation staff:

Thank you for commenting on the October 2022 public input opportunity. TxDOT has completed the US 380 Collin County Feasibility Study. The Collin County study area has been separated into five independent project segments. In each of these segments, TxDOT has started the process to complete a more in— depth environmental study, public involvement, and schematic design.

You can find more information regarding the US380 projects in Collin County on the website below.

<https://www.keepitmovingdallas.com/projects/us- highways/us- 380- collin- and- denton- county>

Additionally, the region's Metropolitan Transportation 2045 update plan calls for an Outer Loop roadway facility north of US 380 in Denton and Collin Counties. Portions of the Outer Loop in Collin County have already been constructed by Collin County, and project development for the Outer Loop in Denton County has been initiated. The Metropolitan plan calls for major portions of the Outer Loop to open after the year 2036.

Oscar Pearson

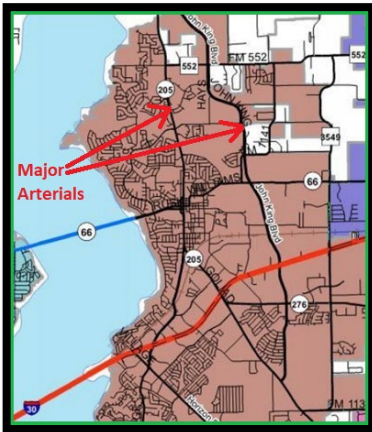
2036? Seriously?

2. Bob Wacker

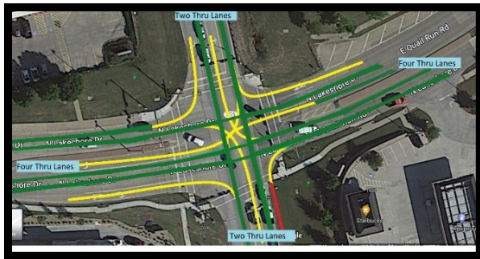
TXDOT recently decided to completely reconstruct John King Blvd in the City of Rockwall. And the County of Rockwall just passed a bond project for the improvement of North Goliad (current HY 205). My Question:

What is the current status or plan for swapping JK and Goliad? I ask this because North Goliad is an old, overly congested 2- lane roadway that has seen major retail development along its route north of downtown Rockwall ... as further described below:

1. The HY 205 corridor from downtown Rockwall, then north to John King Blvd (i.e., North Goliad) has become very congested (Map 1)



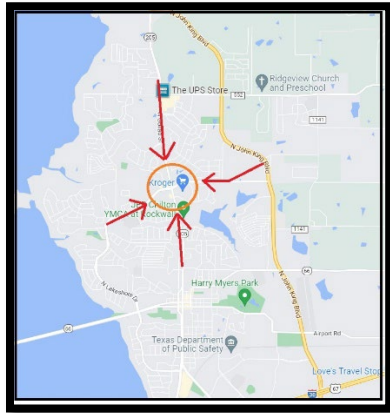
2. More importantly the intersection of North Goliad and Lakeshore / East Quail Run is a central bottleneck since North Goliad is only a 2- lane thru roadway (Map 2)



3. The addition of 3 drive- in restaurants with a shared access with CVS to North Goliad will only make it worse (Map 3)



4. Compounding this is the approved widening of East Quail Run to John King. Increasing access for the many developments east of John King to these prime businesses (Kroger, Chick-fil-A, CVS, Walgreens, Starbucks, Mod Pizza and others) will overwhelm traffic flow at this intersection (Map 4).



In 2016 TxDOT worked with Rockwall residents and city officials to agree to a swap of North Goliad and John King North. I cannot find the status for that anywhere In 2021 the Rockwall County Commissioners got a road bond approved, which included a project to improve North Goliad, but it has not begun. I know these two items (roadway swap and bond project) are very complicated. But could you please update me on the status/plans for this.

Twitter –

1. Has anyone asked @TxDOTDallas or @NCTCOGtrans for the actual "2045 NCTCOG regional traffic model" analysis cited in this infographic?
<https://keepitmovingdallas.com/sites/default/files/docs/Station%205%20Material>. Has anyone FOIA'd public comments that are basis for the "based on public feedback, this option was eliminated"? — Jay Blazek Crossley (@JayCrossley)

Ooooh, and FOIA on those comments is a great idea. — Krista Nightengale (@Knightengale)

2. Asked today about the traffic model and specifically how they modeled traffic. They say "all of downtown". In the meeting today TxDOT said the study included every major road inside the 635/20 loop. I've NEVER heard that definition of downtown. — Adam Lamont (@adamhlamont)

For the removal alternative, travel times were averaged using all the downtown streets since travelers can take any combination of streets downtown.

Okay. But part of my point is that some number of independent people should be allowed to see the notes. Most likely the "2045 travel demand model" assumes the induced sprawl that highway widening will cause while not entertaining the idea of growth where I- 345 used to be, etc — Jay Blazek Crossley (@JayCrossley)

There's just so many claims in that infographic and the explanations for those claims should be made available to the public (if they aren't already). — Jay Blazek Crossley (@JayCrossley)

Over at @TxDOTHouston they've been working on scenario planning (but insist the model isn't tailored to analyze something like I— 45). <https://h-gac.com/getmedia/623d15c2-e63f-4a7e-bb70-c64b6cfc30ec/ITEM-10-SWIFT-Presentation.pdf> @NCTCOGtrans leaders said they could shift to scenario planning - when they presented their most recent static forecast. — Jay Blazek Crossley (@JayCrossley)

It's critical to look at different land use policies when planning transportation. Plan land use that meets community goals and plan transportation that supports that land use. But if we keep doing what we've done, we'll keep getting what we've got, not what we want! — LucyG. (@LuGalbcy)

Public Meetings/Forums

Twitter –

1. [@NCTCOGtrans](#) Regional Transportation Council meeting today — we unanimously approved submission for USDOT FY22 Reconnecting Communities Pilot program:

- ✓ Klyde Warren Park Phase 2
- ✓ Southern Gateway Deck Park Phase 2
- ✓ IH 30/Farmers Market

@KlydeWarrenPark @DallasFarmer — caraathome (🏡) (@caraathome)

These projects will all make some developers very, very rich. I hope they're paying for them. — Dr. Bobby J. (@RealestBobbyJ)

Safety

Email –

1. Zach Middleton

I'm a resident of Dallas. I'm trying to find out if NCTCOG has any oversight of DART or any relationship with them in any capacity. My concerns are about DART's service failures and dereliction of duty with regard to passenger safety. This may be an issue for the Dept of Public Safety. I'm just trying to find and help I can to hold DART accountable because they won't do it themselves.

Response by NCTCOG Transportation staff:

Thank you for contacting the North Central Texas Council of Governments Department. NCTCOG serves several roles within the Dallas— Fort Worth region, including housing the Metropolitan Planning Organization (MPO) and its independent transportation policy body, the Regional Transportation Council (RTC). One role of the RTC is determining the allocation of federal, state, and regional transportation funds. NCTCOG is also the designated recipient of Federal Transit Administration (FTA) funding, and the RTC sub—

allocates transit funding in our region. NCTCOG has limited oversight of DART as they are a direct recipient of FTA funding, which means FTA comprehensively reviews DART for compliance. DART's appointed Board of Directors is responsible to ensure they are meeting federal requirements and agency service standards.

Transit safety and system reliability have been a major focus in the last two years as transit agencies and MPOs implement federal requirements surrounding new Public Transportation Agency Safety Plans (PTASP) and transit safety performance measures as required by federal regulations. DART has implemented a PTASP. This plan requires the appointment of accountable staff, such as a Chief Safety Officer. It also implements a framework for the transit agency to identify hazards, mitigate them, monitor and measure safety performance, and train employees. There are several other elements as well, such as continuous improvement. Along those lines, DART has developed transit safety targets to monitor and reduce injuries, major mechanical breakdowns, and other elements that contribute to the safety of the transit system. The PTASP rule also required MPOs to develop regional transit safety targets as of last year, and we are working to implement those into our planning processes.

You are a valuable stakeholder in the community, and as such, we welcome your comments and will work to integrate them into our planning as we work towards a better mobility future for our region. NCTCOG has launched the Map Your Experience tool, which is an online mapping tool to gather public comments and input from members of the public about their travel experiences in our region. NCTCOG assess the comments to glean insights from the experts on their traveling experience, determine transportation needs, and identify solutions with transit partners. To share information about your public transportation experience, visit www.nctcog.org/mapyourexperience.

If you have any additional questions, please let us know.

2. Tim Bolinger

1. Please paint traffic route information on the roadway. For example, when exiting the DFW airport north exit, drivers should immediately be met with info for which lane to be in for their chosen route. I've probably done this 100 times and I'm still not confident about which lane is for LBJ/635 east. This info was at one time painted on the roadway (at the very last few feet where you need it) but it's worn off. The same goes for east bound LBJ/635 when you approaching Central Expwy./US75. Why not give drivers info beginning at least 1.5 miles back about which lane to be in for each roadway instead of having everyone jockey for position in the last quarter mile and cause a pile up.

2. Similar to #1, paint speed limits on the roadway. If you want drivers to follow the speed limits they need as many reminders as possible. There aren't currently enough speed limit signs on any roadways in north Texas. Please get the City of Plano to do this!! (I live in Plano and seldom do I know what the speed limit is.)



3. Please install proper signage on State Highway 366 / Woodall Rogers Freeway. Rarely do I see it presented with both names. A driver might have directions by one name and drive right past it. This is probably true for other area thoroughfares but this is one I'm familiar with.

Response by NCTCOG Transportation staff:

Thank you for providing this input to the North Central Texas Council of Governments (NCTCOG). NCTCOG staff agree that painted traffic route information on the roadway is a very effective way to communicate with drivers. NCTCOG will communicate this request to the Texas Department of Transportation, as well as the operators of the Lyndon B. Johnson Express.

Regarding painting speed limits on roadways, NCTCOG staff are uncertain about the ability to paint speed limits on roadways. However, we will discuss this idea with our partners. In addition, we will communicate your request to install another type of signage along State Highway 366/Woodall Rogers Freeway to the Texas Department of Transportation.

Tim Bolinger

I'm not sure if you were able to view the speed limit photo I included in my original email but here is an example of a speed limit painted on the road. This one happens to be in Brazil.

Twitter –

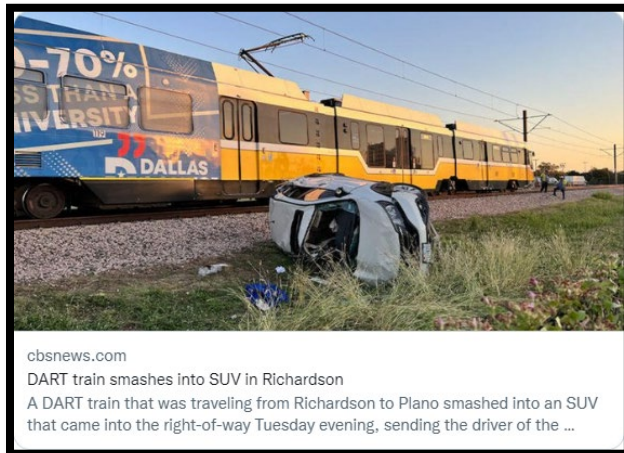
1. #SafetyTip: Slow down and be prepared to stop when entering a crosswalk. @TxDOT @NCTCOGtrans @WalkBikeSafeTX #WalkSmart #WalkSafe — Texas A&M Transportation Institute (@TTITAMU)



2. #FridayTip: If no sidewalk is present, walk along the roadside against traffic so oncoming drivers see you (and you see them). @TxDOT @NCTCOGtrans @WalkBikeSafeTX #WalkSmart #WalkSafe — Texas A&M Transportation Institute (@TTITAMU)



3. [@dartmedia](#) train smashes into SUV. Too bad Dart hasn't invested in the safety technology to stop the train when there is something or somebody on the tracks. #cottonbelt #silverline @goodmoine @NCTCOGtrans — caraathome (🏠) (@caraathome)



Who do you think is at fault here? The train? Or the SUV driver who pulled through the barrier arms and parked on the tracks? — Tyler (@tkurtz95)

Councilwoman, I'm sorry, but this sure reads like the driver was at fault. — Matt Goodman (@goodmoine)

Same as when a pedestrian is hit when they aren't crossing in a crosswalk? — caraathome (🏠) (@caraathome)

You're proving his point? Both of those situations involve the driver of the vehicle not paying attention. — Tyler (@tkurtz95)

Not at all. Drivers should be able to adjust their speed in an appropriate amount of time to avoid striking a pedestrian or zooming through a rail crossing as a train approaches. They aren't the same thing. Also, our street design often encourages higher speeds than necessary. — Matt Goodman (@goodmoine)

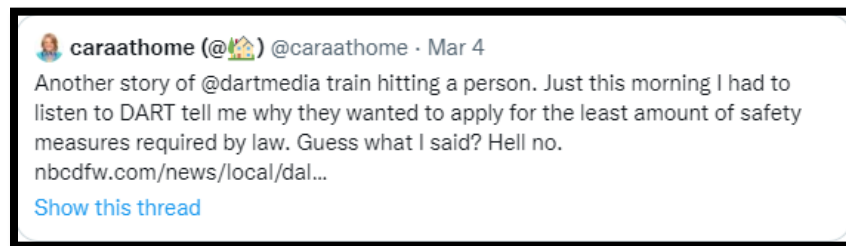
.@dartmedia has assured my community at grade crossings are SAFE. They aren't. We have 6 at grade crossings within 2.2 miles. One is on a curve with 26,000 vehicles per day (btw, no dart bus line in the area). 60— 90 diesel trains/day. How many accidents & deaths? — caraathome (🏠) (@caraathome)

In Dallas? Probably 227. Oh wait never mind, that's the number of people killed by cars in Dallas last year. How many were killed by trains? — Tyler (@tkurtz95)

Just heard TRE train killed someone tonight in Dallas. @dartmedia investigating, which means no info to public. This is in addition to the light rail train hitting the vehicle earlier. @LoriBrownFox4 @KenKalthoffNBC5 @CBS11Andrea @NCTCOG_Official — caraathome (🏠) (@caraathome)

What a disappointment. I'd considered myself your fan until I read this. All a train can do is lock its wheels. The rest is physics. — Ken Double (@kduble)

Like, it's worse than when you tried to blame DART for a cop parking on the tracks... — Mario Roa (@mariohroa)



Man, I wish she was just honest instead of trying to twist facts to fit her narrative. It's gross. — gavin (@theGAVER)

And they want to put a rail line through a residential area... — Dorian Isenberg (@DorianIsenberg)

The track was there nearly a hundred years before the residential area. — Ken Double (@kduble)

They are SAFE... If the driver is following the rules. The path and speed of the trains aren't exactly unknowns here. This is a bad take from a representative of the City. Do better. — Patrick Doll (@PatrickDoll)

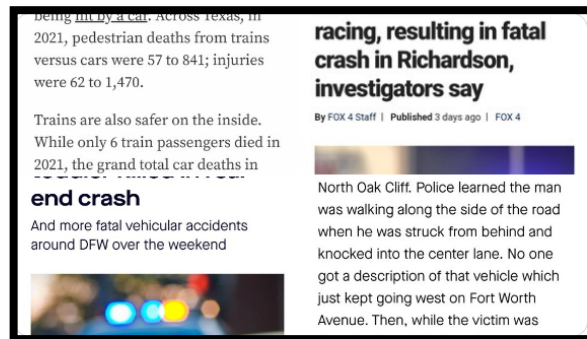
Yes. Crosswalks exist for a reason. — Laramie! (@LaramieRat)

This does not seem like a fair take, even for someone who's passionately anti-DART. — bradnitschke (@brad_nitschke)

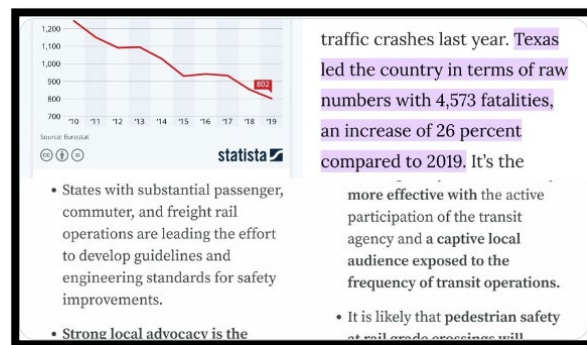
Soviet style whataboutism. — Jeff Olson (@JeffOlson73)

Across state of Texas in 2021:
63 killed in or by trains. That's 1 every 6 days.
4,573 killed in or by cars. That's 12 people every single day.

Just last few days in DFW, cars killed mother, toddler, people in other cars & on sidewalk. — Hexel (@hexel_co)



In countries that invest heavily in rail and actively discourage driving, train accidents go down every year Despite advances in car safety tech, USA car deaths increasing. Texas deaths up 25% from 2019 More people ride rail = more rail awareness = less rail death — Hexel (@hexel_co)



I really truly would love, in an ideal world, for DART to be fully grade separated. It would help everyone, including passengers, improve reliability, lesson delays and car accidents.
That being said... I cant exactly blame them when the car goes around the guard rails — ConnorAlt (@AlternateConnor)

or the guard arms..those barriers, not guard rails — ConnorAlt (@AlternateConnor)

The first principle in rail safety is engineering. Why was the at— grade crossing designed so a vehicle could easily get by it? In #D12, @dartmedia not wanting to install safety measures called for by community at crossing as determined by field inspection.
— caraathome (🏠) (@caraathome)

I can see why you think it's the same. In both cases you want to make sure the car driver is not blamed.

Car brain is a hell of a drug.

Just say no, Cara! — Dazzling Urbanite (@apressler3)



The guards are designed that way so that a car IN the crossing can get OUT when the arms start going down by simply driving forward If we made it impossible to go around guards then a car caught in middle would have no way to escape — Hexel (@hexel_co)

Drivers are more dangerous than trains and yet, you don't mention that more should be done. It's an obvious hit tweet against DART. You did the same thing when DART blocked the sidewalk while city hired contractors do it ALL the time throughout the entire city. — Jesus Val (@Jevus2006)

I wonder why? — Tim Feemster (@tsfeemster)

We need to invest in more non- automobile infrastructure Fewer automobiles make for safer communities — Incoherent Word Hose (@BombyFuntington)

4. Kick your distractions to the side and keep both hands on the wheel. That's a goooooaaaaaalllll we all need! Thanks @FCDallas & @PaxiPomy for teaming up with us on this #EndTheStreakTX message! #Dallas #soccer #teamwork #safety #MLSPlayoffs #mls2022 #MLS @NCTCOGtrans — TxDOT Dallas (@TxDOTDallas)



Toll Roads/Toll Lanes

Email –

1. Richard Alexander

I am looking for information regarding the HOV lanes on Hwy 75/Central Expressway in Dallas and Richardson. Which regulatory agency regulates these lanes? Several news sources, and the North Central Texas Council of Government's own publication, announced in March/April 2019 that the HOV lanes would be open to single occupant vehicles most of the time, with a toll

set for a brief restricted period each day, beginning in 2020. I would like to know: Why citations are being issued for single— occupant vehicles using the southbound 75 HOV lane? Why is the Dallas County Sheriff's department in particular setting up a traffic stop at the foot of the South 75 ramp to issue these citations? Why aren't tolls collected for the South 75 ramp? Are citations issued to drivers who elect to take the West 635 ramp that feeds off the same lane as the South 75 ramp? What hours are citations issued on the HOV lane?

Response by NCTCOG Transportation staff:

Thank you for your questions. The Texas Department of Transportation (TxDOT) owns and operates the US 75 Expressway. Federal regulation requires enforcement of the High Occupancy Vehicle (HOV) Lane, and TxDOT has contracted with the Dallas County Sheriff's Office to provide this enforcement. Currently, the HOV Lane still operates with only HOVs allowed to use the lane at all hours of the day. The planned changes, announced in 2019, have not yet been implemented due to subsequent discussions with the Federal Highway Administration. These discussions have resulted in the following planned operational changes, which we expect to be implemented in 2024: No toll will be charged, and the two concurrent HOV lanes (one southbound and one northbound) will continue to operate as HOV lanes only for two hours a day in the peak travel direction (two hours southbound in the morning and two hours northbound in the evening).

In addition, eligibility for the HOV lanes will expand to include certain low— emitting vehicles, such as electric and plug— in hybrid vehicles, even when carrying a single occupant. For the remaining 22 hours of the day in both directions, all vehicles will be allowed with no toll. At present, single— occupant vehicles are not allowed to utilize the HOV Lane and can receive citations for using the lane, and the Dallas County Sheriff's Office provides enforcement at varying times of day. Once the operational changes are implemented in 2024, citations will be issued only during the HOV— only period, which will be the two hours during each peak period in the peak travel direction. Please note that ramps are not part of the toll/managed lane system, and there are no plans to toll the ramps in the proposed future operations. In this specific example, tolls are charged on the Interstate Highway 635 managed lanes (also known as the LBJ Express), but not on the ramps to and from US 75.

Richard Alexander

Thank you for your answers to my questions. All of it is clear and understandable to me, except for the last paragraph. Most of the HOV lanes are separated from the conventional lanes by a series of plastic stick barricades. At the south end of the southbound HOV lane, the plastic stick barricades end and a concrete barricade begins. About 500 feet prior to reaching the concrete barricade, a sign over the HOV lane indicates "Express Lanes," "635 West" "Exit 1/2 mile" and "Left Lane." About 75 feet beyond the beginning of the concrete barricade is an electronic sign indicating toll rates for 2+ and single occupant vehicles. After passing underneath this sign, the lane goes up a hill. At the top of the hill, the lanes split into two ramps, and traffic passes underneath one of two signs; the left lane indicates Managed Lanes 635 West, while the right indicates Managed

HOV Lane 75 South. Both appear to have toll readers attached to them. I don't know even now how to interpret what these signs are telling me, but I think the idea is that taking the left ramp leads to tolled roads, but taking the right ramp leads to untolled HOV lane. Do vehicles that take the left lane to the 635 West Express Lanes have to meet the 2+ occupant requirement? So, if a single occupant vehicle goes left at that split, the driver would not be liable for a single— occupant citation, but a driver who takes the right lane would? I would think that is the correct interpretation, except how would a single occupant vehicle get to the Express Lanes without illegally passing through the 2+ Managed HOV lane? You tell me that the ramps are not part of the toll/managed lane system, but that's where the signs and what I think are toll readers are located and the citations are issued. The Dallas Sheriff's Department sets up their traffic stop at the foot of the exit ramp, which is not in the line of sight of the HOV lanes.

Response by NCTCOG Transportation staff:

Thank you for following up. After consulting with project staff, we think this question would be better addressed by the Texas Department of Transportation, who operates the facility, or the Dallas County Sheriff's Department, who has been contracted to enforce the HOV lane. Tony Hartzel is the TxDOT Public Information Officer, and his email address is Tony.Hartzel@txdot.gov.

Facebook –

1. Hello, Does NCTCOG Transportation Department regulate the Hwy 75/Central Expressway HOV lanes? — Richard Alexander

Good afternoon, Mr. Alexander, and thank you for this question. The Texas Department of Transportation (TxDOT) owns and operates the US 75 Expressway, which is subject to federal regulation. We also received an email from you about this same subject and have provided additional information by email. Please let us know if you have any other questions! — NCTCOG Transportation Department

Transit

Twitter –

1. @NCTCOGtrans needs feedback for their Denton County transit study! The study is focused on areas not served by @RideDCTA, but anyone can provide input to help improve transit in Denton County <https://publicinput.com/S4680> — Alison Maguire - Denton City Council District 4 (@AlisonforDenton)

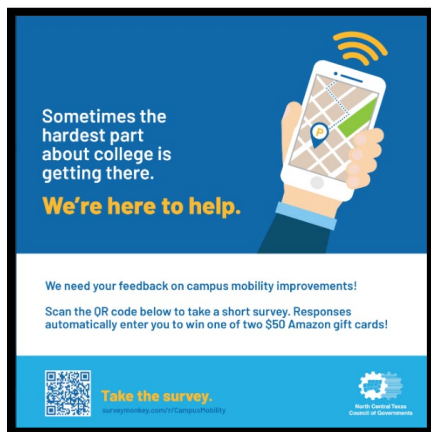
2. Heads up @UNTtransit @UNTnews @twuevents @twucare @UNTSGA @UNTUrbanPlanner @nctclions — Bike Denton (@bikedenton)



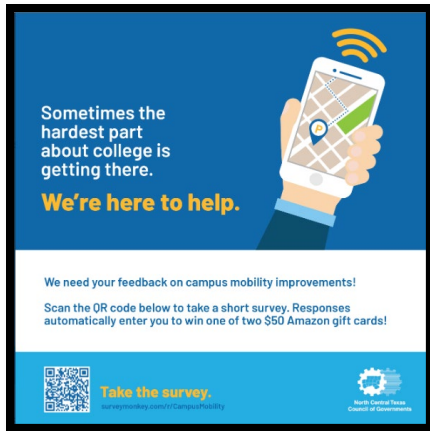
3. FYI @WalkableA — Arlington YIMBY (@ArlingtonYimby)



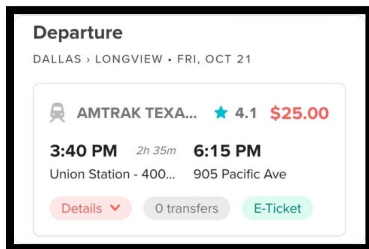
4. Hey UNT! Please take this 3 - 5 minute survey to give feedback on the transit support needed for UNT faculty, staff, and students. <https://surveymonkey.com/r/CampusMobility> — UNT Transportation (@UNTtransit)



5. Heads up, students at UNT, @txwomans and @nctclions. Painless survey with possible \$50 Amazon gift card! @twucare @WellbeingTWU @twuevents — Bike Denton (@bikedenton)



6. Tomorrow's my first @Amtrak. Friday I'll mosey Longview. Saturday I'll hail cab to Gilmer for Yamboree Festival 🍌👉 With this small town excursion I'll have officially ridden every passenger rail service in Dallas Do I get a badge? @dartmedia @NCTCOGtrans @TrinityMetro — Hexel (@hexel_co)



Other

Twitter –

1. Parker notes Everman originally opposed this case. @CDNETTLES15 says he brought all sides together and says @NCTCOGtrans is going to do a flood study and partner with city of Everman to fix the flooding issues. — Harrison Mantas 🌟 (@HarrisonMantas)

2. Thank you @Johnson4Dallas for celebrating this exciting milestone! The deck for @SouthernGWPark is complete thanks to @TxDOTDallas, @NCTCOGtrans and @CityOfDallas. 🙏 @CKArnold2015, @ChadWestDallas, @paulabblackmon, @VoteOmarNarvaez, @JudgeClayJ, @RepToniRoseTX for your support! — April Allen (@MrsAprilAllen)



Facebook –

1. So you are associated with all these building Association's Institute's. — Joe Ann Everett

Thank you for your question. The North Central Texas Council of Governments (NCTCOG) Transportation Department is the Metropolitan Planning Organization (MPO) for the 12- county Dallas-Fort Worth region. NCTCOG works on a variety of projects and initiatives, including roadways, bicycle/pedestrian infrastructure, aviation, public transportation, safety, congestion management, and air quality. — NCTCOG Transportation Department

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.

GOING THE EXTRA MILE



TxDOT's Dallas District swept up the awards last month at the 96th year of Transportation Short Course in College Station, in partnership with the Texas A&M Transportation Institute.

The three-day event is an annual opportunity for engineering pros to learn and share best practices, the latest technology and innovations and other important information. Congratulations to our winners and thank you for representing Dallas so well!

EXTRA MILE AWARD

MICHAEL RUSH AND BOBBY FRANKUM – NAVARRO COUNTY EQUIPMENT OPERATORS

Navarro County equipment operators Michael Rush and Bobby Frankum were recognized for going above and beyond their daily call of duty. When the pair discovered a man in trouble on a nearby lake, they called 911. "He said, 'Y'all saved my life,'" Frankum recalled. The two stayed with the man until help arrived.

GIBB GILCHRIST AWARD

DAN PERGE, P.E. – DALLAS DISTRICT ADVANCED PROJECT DEVELOPMENT DIRECTOR



SOURCE: TxDOT

Credits: TxDOT

From Left: John Hudspeth, Kelly Selman, Walter (Ray) Fisher III, Dan Perge, Tamelia Spillman, Ceason Clemens, Mo Bur at Short Course 2022.

This year's Gibb Gilchrist Award winner Dan Perge has made a career out of explaining complex issues. Now the director of the Advance Project Development group in the Dallas District, Perge's unique skills have come in handy, as he has helped advance many complicated road projects by ensuring they are easily understood and welcomed by the public. Perge played a key role in the

delayed State Highway 161 project, now known as the President George Bush Turnpike. He led his team toward a new vision for the I-30 Canyon project as well, which recently won the President's Award for Planning at AASHTO.

MORE ON BACK PAGE

OCTOBER 2022 LET PROJECTS

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	(%)	CONTRACTOR
1	0009-12-220	I-30	Dalrock Rd. (Dallas C/L) to SH 205	Widen road and add shoulders	\$304.78	\$312.52	2.54%	Williams Brothers Construction, Inc.
2	0173-04-057	SH 34	I-20 to south of Airport Rd.	Reconstruction of existing roadway	\$5.21	\$5.86	12.47%	Texas Materials Group, Inc.
3	1068-04-178	I-30	At Belt Line Rd.	Landscape development	\$0.30	\$0.29	-1.77%	Central North Construction, LLC
4	1975-02-013	FM 1895	BUS 175 in Kemp to FM 1836	Reconstruct pavement & add shoulders	\$11.08	\$11.18	0.87%	A. L. Helmcamp, Inc.
5	2678-02-008	FM 428	FM 1385 to Collin County line	Rehabilitate existing roadway	\$6.71	\$6.54	-2.50%	A. K. Gillis & Sons, LLC
EST. OCTOBER 2022 TOTALS					\$328.08	\$336.40	2.54%	
DISTRICT FY ACCUMULATIVE LETTINGS					\$351.61	\$367.06		
DALLAS DISTRICT FY LETTING VOLUME CAP					\$1,301,360,000**			

** 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.

NOVEMBER 2022 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
1	0009-12-219	I-30	SH 205 to west of FM 2642 (Hunt C/L)	Widen road and add lanes	\$386.54
2	0135-02-069	US 380	Denton C/L to Lovers Lane	Install illumination	\$2.30
3	0581-01-156	SL 12	E of Carbondale St. to I-30; SS 408 to I-35E	Planing, concrete full depth repair, OV and sidewalks	\$6.67
4	1315-01-028	FM 1385	Approx 2 miles north of FM 428 to FM 455	Rehabilitation of existing road	\$6.94
ESTIMATED TOTAL					\$402.45 M

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

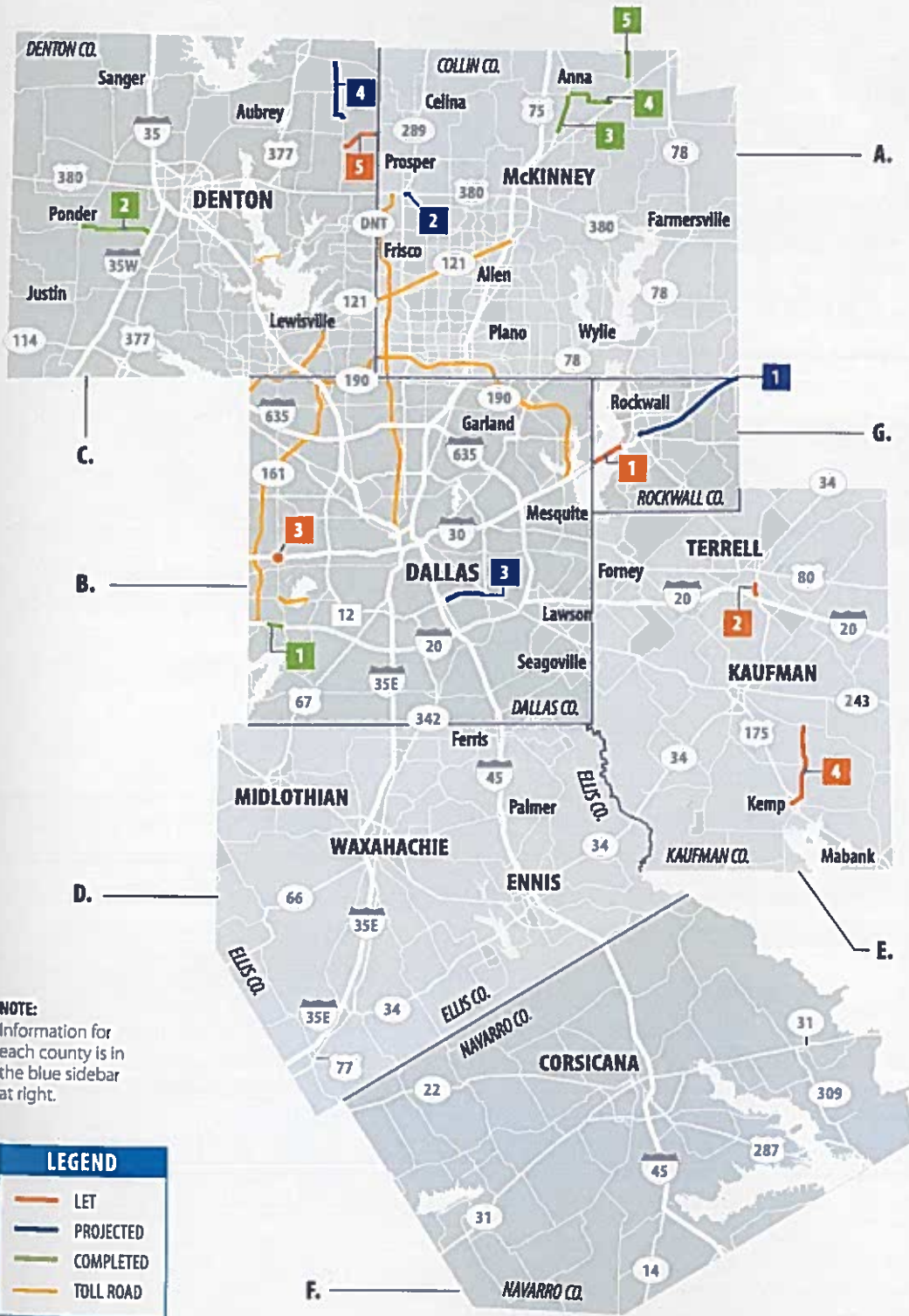
	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	2374-04-049	I-20	W of Carrier Parkway to FM 1382 (Beltline Rd.)	Construct 6 lane frontage roads and ramp modification	\$54.24	10/26/2022
2	2352-02-023	FM 2449	0.2 mi. E of FM 156 to 0.7 mi. W of I-35W	Milled edgeline rumble strips, provide additional paved surface width	\$5.90	10/19/2022
3	0047-04-036	SH 5	Pennsylvania Ave to FM 455	Seal coat and pavement markings	\$14.50	10/17/2022
4	2845-01-022	FM 455	SH 5 to SH 121	Rehabilitate existing pavement and add shoulders	\$4.62	10/19/2022
5	3236-02-012	FM 3133	FM 2862 South to Brangus Road	Provide add'l. paved surface width, safety treat fixed objects	\$5.93	10/19/2022
ESTIMATED TOTAL					\$85.19 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 **October 2022**, are projected to let in **November 2022**, or have recently been **completed**.



2022 DALLAS DISTRICT ESTIMATE TOTALS

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

A. COLLIN COUNTY

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

B. DALLAS COUNTY

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

C. DENTON COUNTY

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

D. ELLIS COUNTY

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

E. KAUFMAN COUNTY

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

F. NAVARRO COUNTY

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

G. ROCKWALL COUNTY

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

RAYMOND E. STOTZER, JR. AWARD

TAMELIA SPILLMAN — ADVANCE TRANSPORTATION PLANNING DIRECTOR

Give Tamelia Spillman a project, and she can figure out how to pay for it. As Director of Advance Transportation Planning, Spillman's job is to figure out how to fund each of the Dallas Districts hundreds of projects. Spillman has rose up the ranks through six different positions with TxDOT and became known for her unmatched proficiency in data management. Spillman simultaneously handled funding for three major projects at once, valued at more than \$1 billion.

Through her own initiative and organization, Spillman created multiple



SOURCE: TxDOT

Credits: TxDOT

Navarro Co. Equipment Operators Michael Rust (left) and Bobby Frankum win the Extra Mile Award at Short Course 2022.

tracking systems for the District that transferred funding and monthly payment data from Excel to Access for easier monitoring.

Spillman is the first African-American woman to lead the advance transportation planning program in the Dallas District.

LUTHER DEBERRY AWARD

RAY FISHER — TRANSPORTATION ENGINEERING SUPERVISOR

Transportation Engineering Supervisor Ray Fisher played a key role in the planning and design review of the Margaret McDermott Bridge, which opened in 2017, and his guidance proved crucial to the success of the project. The end result is a bridge that plays a leading role in the Dallas skyline today.

Twice, Fisher has guided the study and repair of the I-345 bridge near downtown Dallas. Thanks to his work, the \$30 million project extended the life of the structure by 25 years. ■

A VISIONARY LOOK AT THE BUSINESS OF BUILDING ROADWAYS

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

I. FUNDING SOURCES

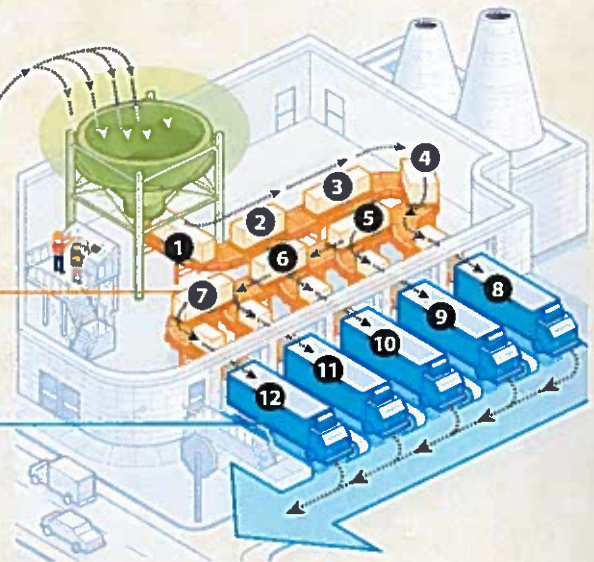


II. ADVANCED PLANNING

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

III. MOBILITY AND MAINTENANCE PROJECTS

8. Connectivity
9. Preservation
10. Safety
11. Mobility
12. Roadway Maintenance



SOURCE: Texas Department of Transportation

TxDOT graphic by DEAN HOLLINGSWORTH/Information Specialist

DALLAS DISTRICT | PROGRESS



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

FOR MORE INFORMATION:

214-320-4480
dalinfo@txdot.gov
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>