

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, September 22, 2023 North Central Texas Council of Governments

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

- 1:30 – 1:35 1. Approval of August 25, 2023, Minutes**
☒ Action ☐ Possible Action ☐ Information Minutes: 5
Presenter: Walter Shumac, III, STTC Chair
Item Summary: Approval of the August 25, 2023, meeting minutes contained in [Electronic Item 1](#) will be requested.
Background: N/A

- 1:35 – 1:40 2. Consent Agenda**
☒ Action ☐ Possible Action ☐ Information Minutes: 5
- 2.1. November 2023 Transportation Improvement Program Modifications**
Presenter: Charlie Marsh, NCTCOG
Item Summary: A recommendation for Regional Transportation Council 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: November 2023 revisions to the 2023-2026 TIP are provided as [Electronic Item 2.1](#) for the Committee's consideration. These modifications have been reviewed for consistency with the mobility plan, the air quality conformity determination, and financial constraint of the TIP.

Performance Measure(s) Addressed: Roadway, Transit

- 2.2. Transit Strategic Partnerships Program: Selected Projects from the May 2023 Cycle**
Presenter: Julie Anderson, NCTCOG
Item Summary: Staff will request Surface Transportation Technical Committee (STTC) recommendation for Regional Transportation Council approval to provide funding for projects selected through the Transit Strategic Partnerships Program May 2023 Cycle.
Background: As part of the Transit Strategic Partnerships Program, staff is recommending projects for Federal Transit Administration (FTA) funding under two programs: Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program and Section 5307 Urbanized Area Formula's Job Access/Reverse Commute Program. From the May 2023 Cycle of applicants, three projects have been selected for

funding: 1) Dynamic Direct Route pilot in the City of Arlington; 2) Mobility Management in/to Collin County by the Denton County Transportation Authority; and 3) Transit On-Demand Service provided by Trinity Metro in the City of Forest Hill. These selected projects all align with regional goals set forth in Mobility 2045, Access North Texas, and completed transit studies in Collin and Tarrant counties. Staff will request STTC approval to utilize existing Transit Strategic Partnerships Program funding in an amount not to exceed \$2,093,693 for the three selected projects. Please see [Electronic Item 2.2](#) for more information.

Performance Measure(s) Addressed: Administrative, Transit

1:40 – 1:50

3. Partnerships for Regional Events

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Karla Windsor, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of funds to support planning and infrastructure for upcoming regional events will be requested.

Background: The Dallas-Fort Worth area has national and international events coming to the region. In 2024, the Texas Rangers will host the Major League Baseball All-Star Game. The region has also been selected to participate in the North American FIFA World Cup in 2026. Both events will be held in the Arlington Entertainment District. There are also regionally significant partners in need of assistance in preparing for an event that will affect transportation systems in an area with constrained access. The Naval Air Station Joint Reserve Base (NAS JRB) in Fort Worth will be hosting the “Wings Over Cowtown” Air Show featuring the Blue Angels in April 2024 and is expecting 150,000–180,000 spectators daily to access their facility off State Highway (SH) 183. All events will bring significant economic development to various parts of the region but also present transportation challenges. Staff met with event representatives and stakeholders to determine a list of needs. For events occurring within the Arlington Entertainment District, projects were identified in the categories of operations, transit, and streetscape/safety. The total amount of funds requested is \$17 million. Due to the timing of needed infrastructure, the City of Arlington has agreed to “swap” \$17 million in local funds currently allocated for improvements to Randol Mill Road for \$17 million in federal funds to construct the project. Those local funds can go towards improvements identified by the City and Event/Entertainment District Stakeholders. Staff will request an allocation of \$17 million in Surface Transportation Block Grant Program funds, matched with Regional Transportation Development Credits be programmed to the City of Arlington in exchange for an equal amount of City local funds be allocated for the projects identified. Additionally, \$3.8 million in Regional Toll Revue funds will be requested for interim

improvements to Randol Mill Road, including overlay and sidewalk repairs/modifications in specific portions of the corridor. Likewise, through conversations with NAS JRB representatives, needs have been identified to assist with parking, traffic analysis, and increased transit support. Staff will request a total of \$150,000 RTC Local funds to assist with transportation needs for the event. An overview of the proposed funding request is contained in [Electronic Item 3](#).

Performance Measure(s) Addressed: Roadway, Transit

1:50 – 2:00

4. **Strengthening Mobility and Revolving Transportation Grant Endorsement**

☒ Action ☐ Possible Action ☐ Information Minute s: 10

Presenter: Ernest Huffman, NCTCOG

Item Summary: Staff will request Surface Transportation Technical Committee endorsement of the Regional Transportation Council approval of North Central Texas Council of Governments' (NCTCOG's) submission of Strengthening Mobility and Revolutionizing Transportation Grant Program applications.

Background: In October 2022, staff briefed the Council on the Notice of Funding Opportunity under the Strengthening Mobility and Revolutionizing Transportation (SMART) Program (<https://www.transportation.gov/grants/SMART>). The grants in this second year of the SMART Program are planning grants of up to \$2 million. SMART grants in later years will fund implementation of projects developed by planning grant awardees. Planning grant applications are due on October 10, 2023. A local match is not required. Staff is preparing a SMART planning grant application for Unmanned Traffic Management. This will allow for the deployment of Unmanned Traffic Management Infrastructure to enable advanced unmanned aircraft operations. This will also work as a funding mechanism for Phase Two of the North Texas Airspace Awareness Pilot recently presented. More information is available in [Electronic Item 4](#).

Performance Measure(s) Addressed: Roadway, Safety

2:00 – 2:10

5. **2023 Transportation Conformity and Mobility 2050**

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Jenny Narvaez, NCTCOG

Item Summary: Staff will provide an overview of efforts on the 2023 Transportation Conformity analysis, including the reason for the analysis and the timeline. Staff will also briefly introduce the schedule of the next plan update (Mobility 2050).

Background: On April 24, 2023, the Environmental Protection Agency (EPA) published a Notice of Adequacy for the 2020 Motor Vehicle Emissions Budgets for the purpose of transportation conformity, with an effective date of May 24, 2023. This adequacy determination requires transportation conformity to be performed within two years of the effective date. The Mobility Plan will not be updated for this analysis. However, a

draft timeline of the next plan (Mobility 2050) will be highlighted. Additional information is provided in [Electronic Item 5](#).

Performance Measure(s) Addressed: Air Quality, Transit

2:10 – 2:20

6. 2023 Ozone Season Update

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Nicholas Vanhaasen, NCTCOG

Item Summary: Staff will provide an update on the status of the 2023 ozone season including exceedance days, current design values, and future impacts facing the region.

Background: The Dallas-Fort Worth nonattainment area is currently classified as “moderate” for the 2015 ozone standard with an attainment deadline in 2024 based on 2021, 2022, and 2023 monitor data. Preliminary monitor data indicates the area has failed to attain the 2015 standard and will likely be reclassified to “serious” in the future. A draft air quality plan for the “moderate” nonattainment has been prepared by the Texas Commission on Environmental Quality (TCEQ). Staff comments on the TCEQ draft plan are included as [Electronic Item 6.1](#). In addition, the Dallas-Fort Worth nonattainment area is currently classified as “severe” for the 2008 ozone standard with an attainment deadline in 2027. Attainment will be based on 2024, 2025, and 2026 monitor data. An air quality plan is currently under development by the TCEQ. It is anticipated to be available for public comment in November. Please see [Electronic Item 6.2](#) for more information.

Performance Measure(s) Addressed: Air Quality

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. Letter from Waller County ([Electronic Item 7.1](#))
2. Update on North Texas Center for Mobility Technologies
3. Recent Public Meetings:
 - Transit East
 - Forest Hill Drive
 - Fair Park (www.publicinput.com/fairparklinks)
4. High Speed Rail in Texas: Recent Meeting and News ([Electronic Item 7.2](#))

Performance Measure(s) Addressed: Administrative

2:35 – 2:45

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

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: The North Central Texas Council of Governments (NCTCOG) Transportation Director met with select transportation authority cities concerned that cities often take their local transit issues to the Texas Legislature bypassing opportunities closer to home for resolution. Staff is recommending the Regional Transportation Council (RTC) initiate a comprehensive transit study focused on advancing transportation authority city communication on common concerns, greater transportation authority collaboration between agencies and additional attention on expanding transit services to areas with transit needs, therefore, the consideration of Transit Version 2.0. Technical Committee support will be requested.

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

- Request the RTC to develop a more aggressive transit legislative proposal like it has done in the past.
- How can the transportation authorities increase membership?
- Are there economies of scale that create cost savings among the transportation authorities maintaining Board independence?
- Demographic growth is growing faster outside transit boundaries. How do transit agency cities develop better tools to capture market share?
- Improve Transit Board teamwork, where needed, redirecting legislature requests.
- Explore membership loyalty transit fare programs and maintain revenue benefits.
- Pursue resolution of the transit authority/city paradox.

[Electronic Item 8.1](#) contains correspondence from cities following the meeting with the NCTCOG Transportation Director. [Electronic Item 8.2](#) contains the draft white paper laying out the intent of the effort. [Electronic Item 8.3](#) contains a summary presentation.

Performance Measure(s) Addressed: Administrative, Transit

2:45 – 2:55

9. **Fast Facts**

☐ Action ☐ Possible Action ☒ Information Minutes: 10

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

1. *Camille Fountain* – Fall 2023 Traffic Incident Management Executive Level Course Announcement – November 4, 2023 ([Electronic Item 9.1](#))
2. *Jared Wright* – Local Clean Air Project Spotlight ([Electronic Item 9.2](#))
3. *Jared Wright* – Air Quality Funding Opportunities for Vehicles (www.nctcog.org/aqfunding)

4. *Jared Wright* – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
5. *Jackie Castillo* – October Public Meeting Notice ([Electronic Item 9.3](#))
6. *Taylor Benjamin* – Public Comments Report ([Electronic Item 9.4](#))
7. Written Progress Reports:
 - Partner Progress Reports ([Electronic Item 9.5](#))
10. **Other Business (Old or New)**: This item provides an opportunity for members to bring items of interest before the group.
11. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on October 27, 2023**.

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
August 25, 2023**

The Surface Transportation Technical Committee (STTC) met on Friday, August 25, 2023, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Melissa Baker, David Boski, Shon Brooks, Daniel Burnham, Travis Campbell, Lane Cline, John Cordary, Jr., Jackie Culton, Chad Davis, Arturo Del Castillo, Pritam Deshmukh, Caryl DeVries, Duane Hengst (representing Greg Dickens), Rebecca Diviney, Phil Dupler, Chad Edwards, Eric Fladager, Chris Flanigan, Ricardo Gonzalez, Gary Graham, Tom Hammons, Barry Heard, Wilson KaKembo (representing Shannon Hicks), Matthew Hotelling, John D. Hudspeth, Thuan Huynh, Joseph Jackson, Joel James, William Janney, Major L. Jones, Gus Khankarli, Alonzo Liñán, Eron Linn, Alison Smith (representing Clay Lipscomb), Paul Luedtke, Stanford Lynch, Chad Marbut, Alberto Mares, Wes McClure, Brian Moen, Daniel Herrig (representing Mark Nelson), Jim O'Connor, Kevin Overton, Tim Palermo, Dipak Patel, John Polster, Kelly Porter, Tim Porter, Lauren Prieur, Elizabeth Reynolds, Jahor Roy, Greg Royster, Jeff Kelly (representing David Salmon), James Ryan Sartor, Brian Shewski, Walter Shumac, III, Randy Skinner, Cheryl Taylor, Jennifer VanderLaan, Gregory Van Nieuwenhuize, Daniel Vedral, and Jana Wentzel.

Others present at the meeting were: Vickie Alexander, Nathan Bendits, Taylor Benjamin, Aaron Billings, Chris Bosco, Jason Brown, Jackie Castillo, Aaron Cedor, David Dryden, Amber Ellis, Rebekah Gongora, Lyneil Harris, Alan Hendrix, Duane Hengst, Irlenía Hermosillo, Amy Hodges, Brian Jahn, Amy Johnson, Zachary Joseph, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Dan Lamers, Sonya Landrum, James Malone, Angela Mathew, Michael Misantonis, Vickie Morris, Savana Nance, Jeff Neal, Anthony Padilla, Donald Parker, Parth Patel, Ezra Pratt, Maggie Quinn, Toni Stehling, Shannon Stevenson, Nick Van Haasen, Brendon Wheeler, Brian Wilson, Karla Windsor, and Susan Young.

1. **Approval of July 28, 2023, Minutes:** The minutes of the July 28, 2023, meeting were approved as submitted in Electronic Item 1. Kelly Porter (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda:
 - 2.1. **Endorsement of Local Match for Traffic Signals:** An endorsement was requested for Regional Transportation Council (RTC) approval to utilize RTC local funds to support the local match requirements for the Regional Traffic Signal Enhancement Program. Transportation Improvement Program (TIP) Project 11616 supports traffic signal initiatives and is funded with federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds. State and local funds fulfill the match requirement. Local governments have provided some local match to support location-specific signal projects. The North Central Texas Council of Governments' staff requested use of RTC Local funds in the amount of \$200,000 to support additional local match needs, including support for the region-wide traffic signal equipment inventory, and to administratively amend the Transportation Improvement Program and other administrative/planning documents as needed. Some of this funding will be used to cover costs previously incurred.

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

2.3 **Application to the Environmental Protection Agency Diesel Emissions Reduction Act 2024 Program:** An approval to open a Call for Partners to public agencies, private fleets, and pursue funding from the Environmental Protection Agency (EPA) Diesel Emissions Reduction Act (DERA) Program with intent to develop a public-private partnership proposal to EPA. The EPA is authorized under DERA to offer funding assistance to accelerate the upgrade, retrofit, and turnover of the legacy diesel fleet. This program will offer funding up to \$3 million per application, with applications due to EPA by December 1, 2023.

A motion was made to recommend Regional Transportation Council approval of Items 2.1, 2.2, and 2.3 on the Consent Agenda. Kelly Porter (M); Gus Khankarli (S). The motion passed unanimously.

3. **Policy Bundle Round 5:** Amy Johnson requested a recommendation for Regional Transportation Council (RTC's) approval of Transportation Development Credits (TDCs) to successful participants in the fifth round of the Metropolitan Transportation Plan (MTP) Policy Bundle. The MTP is a blueprint for the region's transportation system that responds to the region's goals, guides expenditure of federal and state funds to recommend programs, policies, projects, and rewards qualifying entities with Transportation Development Credits (TDCs). Another round will be coming up in a few years in the 2025 timeframe. Amy mentioned the policy bundle process is agencies approve the policies, agencies apply online, North Central Texas Council of Governments (NCTCOG) certifies applications, and agencies use TDCs to offset local match funds. Resources and information are available at www.nctcog.org/policybundle. There were seventeen applicants, with sixteen proposed awardees that totaled 26 million TDCs during Round 5. The remaining schedule: action requested at the Surface Transportation Technical Committee (STTC) meeting on August 25, 2023; the Regional Transportation Council (RTC) meeting on September 14, 2023, and the formal notification of awards in the September/October months. Additional details and the scoring matrix were provided in Electronic Item 3.

A motion was made to recommend Regional Transportation Council approval of staff recommendation for distributing 26,000,000 Transportation Development Credits to successful Policy Bundle applicants. Melissa Baker (M); Gus Khankarli (S). The motion passed unanimously.

4. **Fiscal Year 2023 Reconnecting Communities and Neighborhoods Program:** Karla Windsor requested a recommendation for Regional Transportation Council (RTC's) approval to apply for candidate projects. Applications are due to the United States Department of Transportation (USDOT) by September 28, 2023. For FY23 the Office of the Secretary of Transportation (OST) is combining the Notice of Funding Opportunity (NOFO) for the Reconnecting Communities Pilot (RCP) and Neighborhood Access and Equity (NAE) grant programs. The United States Department of Transportation (USDOT) has combined these two programs into a single NOFO to provide a more efficient application process. They remain separate programs for the purposes of an award, the programs share many common characteristics, including aiming to improve access to daily needs such as jobs, education,

healthcare, food, and recreation while fostering equitable development and restoration. There are three grant types under one combined NOFO; grant 1 – Capital Construction Grants for \$2.718 billion funds for reconnecting-focused projects, grant 2 – Community Planning Grants for \$185 million funds for planning activities to support future construction projects, and grant 3 – Regional Partnerships Challenge Grants (NAE) for \$450 million with only three to five applicants awarded funds for projects to encourage regional collaboration and innovation among partners to address regional challenges (vs. one facility). The candidate projects for NAE include Klyde Warren Park (Phase 2), Southern Gateway (Phase 2), Interstate Highway 30: Farmers Market/Three Fingers, and McKinney State Highway 5. Advancing a Neighborhood Access and Equity (NAE) Grant, there's no minimums or maximum amounts. Forty percent of the funds for the NAE program must be spent within disadvantaged/underserved communities, and a minimum twenty percent local match unless within a disadvantaged community, with a strong focus on projects/transportation facilities that address barriers to community connectivity. McKinney SH5 - \$15M in funds will be requested from the program. \$1.6 million (STBG) is already committed by RTC to begin design, \$550,000 City local funds for utilities, and \$12.85 million STBG to be requested of RTC. Klyde Warren 2.0 - \$20M in funds will be requested from the program. \$36.8 million (STBG) is committed by RTC, \$7.9 million of city funds existing plus \$5 million in future funds totaling \$12.9 million, \$1.3 million in funds from Dallas County, and \$8.8 in private funds are available. Southern Gateway 2.0 - \$35M in funds will be requested from the program. \$5 million from Senator West budget riders/TxDOT federal funds, \$15 million in funds from the City of Dallas (2024 bond funds) exist on the project, \$5 million Regional Toll Revenue to be requested of RTC, and \$7 million (STBG) committed by RTC, to be confirmed. I-30 (Farmers Market/Three Bridges) - \$25M in funds to be requested from the program. \$2 million (STBG) is committed by RTC for design, \$27 million from the City of Dallas, and \$6 million new Category 2 funds (NCTCOG) to be requested by RTC. The Grant ask is forty one percent of the total costs and federal funds make up seventy-two percent of the projects. The schedule is to bring RCN for action at the August 25, 2023, STTC meeting and the September 14, 2023, RTC meeting, RCN Grant applications submittal deadline and endorsement from the Executive Board is September 28, 2023. Electronic Item 4 contained additional details.

A motion was made to recommend Regional Transportation Council approval of submittal of the bundle of four pedestrian cap projects for funding consideration through the Reconnecting Communities and Neighborhoods (RCN) Program, allocation of \$19.85 million of Surface Transportation Block Grant (STBG) funds, \$5 million Regional Toll Revenue (RTR) and \$6 million of Category 2 funds to advance the projects, administratively amend Transportation Improvement Programs (TIP) and Statewide TIP, as well as other planning, and administrative documents to include the proposed project(s) if selected for an RCN Grant award. Gus Khankarli (M); Gary Graham (S). The motion passed unanimously.

5. **Director of Transportation Report on Selected Items:** Michael Morris briefly highlighted several items for the Committee. He presented the insights to the Changing Mobility quarterly report (Electronic Item 5.1) for the performance measures on the transportation system post COVID, and the induced roadway demand by returning to pre-COVID congestion levels. He mentioned there is information for the Denton County Transit Study Recommendations provided at: ([North Central Texas Council of Governments - Denton County Transit Study \(nctcog.org\)](https://www.nctcog.org/Portals/0/About%20NCTCOG/About%20Denton%20County%20Transit%20Study%20Recommendations.pdf)). Michael briefed the Committee on the latest Regional Transportation Council comments on the Unified Transportation Program for the two projects on US 380 and SPUR 199 as the values were reduced resulting in constrained business relationships between Texas Department of Transportation Headquarters and

North Central Texas Council of Governments (NCTCOG) (Electronic Item 5.2). We received correspondence from the Federal Communications Commission's Waiver request regarding reserved capacity for safety and transportation technologies (Electronic Item 5.3). Michael announced High Speed Rail is advancing with the request being submitted to the Federal Transit Administration from Dallas to Fort Worth, with a stop in Arlington, hopefully starting in September (Electronic Item 5.4). There have been many conversations regarding Amtrak's service between Fort Worth and Oklahoma City with considering extending service to Kansas City, and East Texas to Atlanta. Amtrak had a press release to Japan to implement the high-speed rail between Houston and Dallas. Michael reminded everybody that with all of our projects being looked at, to focus on getting projects completed.

6. **2022 Transportation Safety Performance Report:** Michael Misantonis provided an update on items included in the 2022 Safety Program Performance Measures Report. The North Central Texas Council of Governments (NCTCOG) Safety Program Performance Measures Report provides an annual report on the performance of various safety programs, projects, and statistics such as regional crashes and fatality data, county-level crash rates, top ten contributing factors for regional crashes, attendance statistics for Traffic Incident Management and Photogrammetry Training courses, Roadside assistance programs. The safety performance targets presented for 2022 and 2023 for the Texas Department of Transportation (TxDOT) include a new 50 percent reduction by 2035 targets for fatalities and fatality rate only. Crash statistics from 2022 show six counties had a reduction in crashes with a total of 51 percent overall reduction in crashes throughout the twelve counties. Nine counties saw a reduction in fatality statistics by 6.19 percent. The contributing factors such as speeding, driver related, and impaired driving, from 2022 haven't changed much. The 2022 overall crash rate for the region decreased from 2021 to 69.33. Michael briefly went over the attendance for the Traffic Incident Management First Responders training attendees that is provided six times a year and the Executive Level training is provided twice a year. First Responder struck-by fatality stats: 47 nationwide, 6 statewide, and 1 regionwide. There has been a decrease in hazmat incidents from 2021 to 2022, from 15 to 9. There were 144,371 overall regional roadside assistance patrols in the Dallas-Fort Worth area. The Regional Roadway Safety plan was approved in March of 2023 with goals to eliminate fatal crashes from all modes of travel by 2050 and prioritize safety in roadway project selection, provide guidance on countermeasure development to partner agencies, fund and implement safety projects and policies equitably to ensure safe transportation access for all road users, work with partners to foster a culture of safety that utilizes the safe systems approach; and develop behavioral and educational countermeasures to address dangerous driving behaviors, implement a proactive approach to roadway safety to identify problems before they occur, and work with police to effectively enforce traffic rules and traffic management professionals to improve quick clearance strategies. The safety plan's emphasis areas include speeding; distracted driving; impaired driving; intersection safety; bicyclist and pedestrian safety; roadway and lane departures; occupant protection; and motorcycles; and additional areas of concern - wrong way driving; crashes occurring at night; younger drivers; and older road users (65+). Plan available at: www.nctcog.org/trans/quality/safety/transportation-safety/roadway-safety-plan. Statewide TxDOT and Metropolitan Planning Organization (MPO) safety task force with TxDOT committed \$50,000 to each MPO across the state to support safety efforts, the Friends of the Safety Committee will continue to carry the initiative forward as the task force wraps up, the table presented identifies performance measures that TxDOT and MPOs will report on annually.

7. **Texas Electric Vehicle Registration Update:** Savana Nance updated the Committee on the number of registered electric vehicles (EV) in Texas and North Texas and on upcoming EV-related programs and events. Dallas-Fort Worth Clean Cities (DFWCC) receives EV registration data from the Texas Department of Motor Vehicles for all vehicles, including battery-electric (BEV) and plug-in hybrid electric (PHEV) vehicles. Data is quality controlled and made available using visual analytic software (Microsoft Power BI) to identify regional needs, inform, educate local governments, utilities, and stakeholders, and support EV Infrastructure planning efforts. Texas EV registration data is available at: www.dfwcleancities.org/evsintexas and North Texas EV registration data is available at: www.dfwcleancities.org/evsinnorthtexas. There has been a 51 percent increase in EVs registered in Texas from August of 2022 to August 2023. Dallas-Fort Worth (DFW) has seen the most growth with a 57 percent increase. North Texas has about 80,000 EVs registered with 80 percent of EVs being battery electric and 20 percent are plug-in hybrid electric vehicles. Two-thirds of all EVs are Teslas. Collin, Dallas, and Tarrant counties have the highest number of EVs registered, but the Collin, Denton, and Kaufman counties have seen the most growth over the past year. Each county within the region has at least one charging station for EVs. There is an expectancy for more infrastructure due to federal investments. The National Electric Vehicle Infrastructure formula funding will provide the Texas Department of Transportation (TxDOT) to administer \$408 million over five years to deploy EV charging through Texas via the [Texas EV Charging Plan](#). Phase 1 of the plan is to install DC fast charging in recommended study areas along designated corridors within one mile of designated EV corridor exit, objective is to have one qualifying station every 50 miles, and for each station to include at least four Combined Charging System (CCS) and North American Charging Standard (NACS) DC fast charge connectors with a minimum of 150kW power output. Phase 1 grant program is now open for applications. Phase 2 has two parallel approaches to build infrastructure, building a station in each county seat to ensure access in rural counties and working with Metropolitan Planning Organizations to build infrastructure in Urbanized Areas. TxDOT has an interactive map online where the public can nominate locations for an EV station. To help support all of the electrification efforts, Savana highlighted one of the programs by Oncor. Oncor's Evolution program is to ensure adequate infrastructure planning for fleets to maximize efficiency and profitability with no cost to participate, fleet managers and program partners can enroll at [EVOLUTION\(oncor.com\)](http://EVOLUTION(oncor.com)). Evolution participants are eligible to participate in Oncor's EV charging study participants which provides up to \$25,000 for commercial fleets to work with Oncor on peak demand shifting and other energy efficiency objectives. Participants must have 5 EV chargers or at least 2 medium-heavy duty EVs and attend monthly meetings. Anyone interested in the charging study can contact Joshua.Emeter@oncor.com for more information. Finally, the 2023 Dallas-Fort Worth (DFW) National Drive Electric Week (NDEW) event is coming soon. NDEW is a national celebration to raise awareness of the benefits of EVs and will feature exhibitors, electric vehicle display, ride and drives, food, games, and more. DFW National Drive Electric Week is Sunday, October 1, 2023, 2:00 pm – 5:00 pm at the Tanger Outlets, 15853 North Fwy, Fort Worth, TX 76177. To register and learn more at: <https://www.dfwcleancities.org/ndew>.

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

Nick Allen highlighted the completion of the Summary of Approved Transportation and Air Quality Legislation – 88th Texas Legislature report provided in Electronic Item 8.1.

Brian Wilson mentioned that the most recent Mobility Matters was handed out for each Committee member. He highlighted this issue with focus on the progress of the DFW

discovery trail and Commissioner Duncan Webb as the spotlight. Mobility Matters is online at: www.nctcog.org/mobilitymatters.

Ezra Pratt announced the Eastern Dallas, Kaufman, and Rockwall Counties Regional Transit Study's Public Meeting is scheduled for September 26, 2023, at 6:00 pm, at the Mesquite Art Center.

Karla Windsor presented for Catherine Richardson on the five year window of data for the Bicycle and Pedestrian Crash Maps for the DFW Region at: <https://nctcog.org/trans/plan/bikeped/bicycle-and-pedestrian-crash-information>).

Nicholas Van Hassen provided an update on the 2023 Ozone Season by mentioning we are underneath two ozone standards with 34 exceedances with five being red and 81 parts per billion. The most up-to-date information was provided in Electronic Item 8.2.

Joslyn Billings provided information on the Texas Volks Wagon Environmental Mitigation Program is accepting applications until August 31, 2025, or until funds are expended for replacement or repower of eligible heavy-duty diesel vehicles or equipment or installation of refueling infrastructure. The Department of Energy is accepting applications to the energy future grants program that will provide a total of \$37 million in funding to support innovative clean energy planning that supports disadvantaged communities. The Energy Future Grants program is accepting applications until September 30, 2023. For more information regarding Air Quality Funding Opportunities for Vehicles: www.nctcog.org/aqfunding. Joslyn also provided an update for the Regional Electric Vehicle Infrastructure Working Group will host the meeting in person at the North Central Texas Council of Governments offices on Wednesday, September 20, 2023, at 2:00 pm – 3:30 pm. More information for upcoming Dallas-Fort Worth Clean Cities events available at: <https://www.dfwcleancities.org/events>.

Jackie Castillo mentioned that an online public input opportunity was held on Monday, June 10, 2023, to Tuesday, August 8, 2023, on the Regional 10-year plan. Details provided in Electronic Item 8.3. Jackie Castillo also announced a Public Meeting Notice is scheduled for September 16, 2023, at 12:00 pm. Details provided in Electronic Item 8.4.

Taylor Benjamin noted that the Public Comments Report, which contained general public comments received from June 20, 2023, through July 19, 2023, was provided in Electronic Item 8.5.

Written Progress Reports were provided in Electronic Item 8.6.

9. **Other Business (Old or New):** There was no discussion on this item.
10. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on September 22, 2023.

Meeting was adjourned at 2:21 PM.

How to Read the Project Modification Listings - Roadway Section

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

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

Implementing Agency: PLANO

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

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

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 14028 **Facility:** BUS 287S **Location/Limits From:** ON BUS 287/ENNIS AVE AT UP RAILROAD **Modification #:** 2023-0322

Impementing Agency: TXDOT-DALLAS

County: ELLIS **CSJ:** 0172-12-007

City: ENNIS **Desc:** CONSTRUCT GRADE SEPARATION AT THE INTERSECTION OF BUS 287/ENNIS AVE AND THE UPRR LINE

Request: REVISE LIMITS TO BUS 287S FROM MCKINNEY STREET TO BRECKENRIDGE STREET; REVISE SCOPE TO CONSTRUCT GRADE SEPARATION AT THE INTERSECTIONS OF BUS US 287/ENNIS AVENUE AND BOTH UPRR AND E MAIN ST; AND RECONSTRUCT ENNIS AVE FROM 4 TO 4 LANES; ADD STBG FUNDING FOR CONSTRUCTION IN FY2025

Comment: LOCAL CONTRIBUTION PAID BY ENNIS AND UNION PACIFIC; REGIONAL 10 YEAR PLAN PROJECT; MEETING NEEDED WITH CITY AND TXDOT TO FINALIZE FINAL COST INCREASE AMOUNT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0172-12-007	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2023	ROW	0172-12-007	SW ROW:	\$1,200,000	\$0	\$0	\$300,000	\$0	\$1,500,000
2025	CON	0172-12-007	Cat 11:	\$2,000,000	\$500,000	\$0	\$0	\$0	\$2,500,000
2025	CON	0172-12-007	Cat 2M:	\$10,000,000	\$2,500,000	\$0	\$0	\$0	\$12,500,000
2025	CON	0172-12-007	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
Phase Subtotal:				\$12,000,000	\$3,000,000	\$0	\$0	\$2,000,000	\$17,000,000
Grand Total:				\$13,200,000	\$3,000,000	\$0	\$300,000	\$6,000,000	\$22,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0172-12-007	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2023	ROW	0172-12-007	SW ROW:	\$1,200,000	\$0	\$0	\$300,000	\$0	\$1,500,000
2025	CON	0172-12-007	Cat 11:	\$2,000,000	\$500,000	\$0	\$0	\$0	\$2,500,000
2025	CON	0172-12-007	Cat 2M:	\$10,000,000	\$2,500,000	\$0	\$0	\$0	\$12,500,000
2025	CON	0172-12-007	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2025	CON	0172-12-007	STBG:	\$17,603,017	\$4,400,754	\$0	\$0	\$0	\$22,003,771
Phase Subtotal:				\$29,603,017	\$7,400,754	\$0	\$0	\$2,000,000	\$39,003,771
Grand Total:				\$30,803,017	\$7,400,754	\$0	\$300,000	\$6,000,000	\$44,503,771

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 53051.1 **Facility:** FM 551 **Location/Limits From:** SH 66 **Modification #:** 2023-0434
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** SH 276
County: ROCKWALL **CSJ:** 1016-01-032
City: FATE **Desc:** SH 66 TO IH 30: RECONSTRUCT AND WIDEN 2 LANES TO 3 LANES; IH 30 TO SH 276: RECONSTRUCT AND WIDEN 2 LANES TO 4 LANES
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
2025	ENG	1016-01-032	SW PE:	\$0	\$1,966,470	\$0	\$0	\$0	\$1,966,470
2025	ROW	1016-01-032	SW ROW:	\$6,041,138	\$755,142	\$0	\$755,142	\$0	\$7,551,422
Grand Total:				\$6,041,138	\$2,721,612	\$0	\$755,142	\$0	\$9,517,892

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

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	0009-13-174	Cat 12:	\$32,000,000	\$8,000,000	\$0	\$0	\$0	\$40,000,000
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	ROW	0009-13-174	SW ROW:	\$0	\$746,400	\$0	\$0	\$0	\$746,400
2027	CON	0009-13-174	Cat 12:	\$76,862,094	\$19,215,524	\$0	\$0	\$0	\$96,077,618
Grand Total:				\$76,862,094	\$19,961,924	\$0	\$0	\$0	\$96,824,018

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

REVISION REQUESTED:

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

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 53073	Facility: US 81	Location/Limits From: N. OF RAMHORN HILL RD.	Modification #: 2023-0508
Impementing Agency: TXDOT-FORT WORTH		Location/Limits To: S. OF RAMHORN HILL RD.	
County: WISE	CSJ: 0013-08-131		
City: NEWARK	Desc: RECONSTRUCT 4 TO 4 LANE FREEWAY AND GRADE SEPARATION; CONSTRUCT/RECONSTRUCT/RESTRIPE 4 LANE 2 WAY DISCONTINUOUS FRONTAGE ROAD TO 4 LANE 1 WAY CONTINUOUS FRONTAGE ROAD		
	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	0013-08-131	SW PE:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2024	ROW	0013-08-131	SW ROW:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2024	UTIL	0013-08-131	SW ROW:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
Grand Total:				\$4,800,000	\$1,200,000	\$0	\$0	\$0	\$6,000,000

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0014-03-098	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
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
2019	ENG	0014-03-098	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2025	ROW	0014-03-098	SW ROW:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
2025	UTIL	0014-03-098	SW ROW:	\$6,400,000	\$1,400,000	\$0	\$0	\$0	\$7,800,000
Grand Total:				\$12,800,000	\$3,000,000	\$0	\$0	\$0	\$15,800,000

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55301 **Facility:** IH 35W **Location/Limits From:** SH 174 **Modification #:** 2023-0513
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: REVISE SCOPE TO RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES WITH 4/6 LANE CONTINUOUS TO 4/6 LANE CONTINUOUS LANE ONE WAY FRONTAGE ROADS & SHARED USE PATH; ADD ROW AND UTILITIES FUNDING TO FY2025; ADVANCE ENGINEERING FUNDING TO FY2018

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0014-02-050	SW PE:	\$40,000,000	\$10,000,000	\$0	\$0	\$0	\$50,000,000
2024	ROW	0014-02-050	SW ROW:	\$38,560,000	\$9,640,000	\$0	\$0	\$0	\$48,200,000
2024	UTIL	0014-02-050	SW ROW:	\$28,000,000	\$7,000,000	\$0	\$0	\$0	\$35,000,000
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
2025	ENG	0014-02-050	SW PE:	\$29,600,000	\$7,400,000	\$0	\$0	\$0	\$37,000,000
2025	ROW	0014-02-050	SW ROW:	\$13,600,000	\$3,400,000	\$0	\$0	\$0	\$17,000,000
2025	UTIL	0014-02-050	SW ROW:	\$15,200,000	\$3,800,000	\$0	\$0	\$0	\$19,000,000
Grand Total:				\$58,400,000	\$14,600,000	\$0	\$0	\$0	\$73,000,000

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 16005 **Facility:** VA **Location/Limits From:** SOUTHWEST AIRLINES SURFACE TRANSPORTATION PLANNING STUDY; STEMMONS FREEWAY **Modification #:** 2023-0525

Impementing Agency: NCTCOG **Location/Limits To:** TO DALLAS NORTH TOLLWAY

County: VARIOUS **CSJ:** 0918-00-424

City: VARIOUS **Desc:** STUDY TO EVALUATE IMPROVEMENTS TO EXISTING ROADWAY AND TRANSIT OPTIONS TO MAXIMIZE ACCESSIBILITY TO LOVE FIELD AIRPORT NOW AND IN THE FUTURE

Request: REVISE LIMITS TO LOVE FIELD SURFACE TRANSPORTATION PLANNING STUDY (MOCKINGBIRD) FROM SH 183 TO DALLAS NORTH TOLLWAY AND FROM STEMMONS FREEWAY TO MOCKINGBIRD LANE; ADVANCE IMPLEMENTATION TO FY2024; REMOVE STBG AND TDCS AND ADD RTR 121-DA1 FUNDING

Comment: REMOVING 15,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS; PROJECT GROUPED UNDER CSJ 5000-00-950

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

TIP Code: 81140 **Facility:** SH 360 **Location/Limits From:** US 287 **Modification #:** 2023-0531

Impementing Agency: NTTA **Location/Limits To:** US 67

County: JOHNSON **CSJ:** N/A

City: MIDLOTHIAN **Desc:** CONSTRUCT 0 TO 6 LANE TOLLWAY WITH 0 TO 4/6 LANE CONTINUOUS FRONTAGE ROADS (ULTIMATE)

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

Comment: LOCAL CONTRIBUTION PAID BY NTTA

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

REVISION REQUESTED:

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

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 21019 **Facility:** US 377 **Location/Limits From:** AT RM 2871 **Modification #:** 2023-0543

Impementing Agency: TXDOT-FORT WORTH

County: TARRANT **CSJ:** 0080-07-099

City: BENBROOK **Desc:** INTERSECTION IMPROVEMENTS INCLUDING CONSTRUCTION OF NEW DUAL LEFT TURN LANES AND RECONSTRUCTION OF RIGHT TURN LANE ON EB RM 2871, AND TRAFFIC SIGNAL IMPROVEMENTS TO ACCOMMODATE THE ADDITIONAL TURN LANES

Request: DELAY CONSTRUCTION TO FY2027; ADD ENGINEERING AND ROW TO FY2024

Comment: REGIONAL 10 YEAR PLAN PROJECT; PART OF SE CONNECTOR CAT 2/STBG EXCHANGE

CURRENTLY APPROVED:

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11898.5 **Facility:** CS **Location/Limits From:** ON AVONDALE-HASLET ROAD **Modification #:** 2023-0551
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** AT BNSF RAIL LINE
County: TARRANT **CSJ:** 0902-90-267, 0902-90-268
City: HASLET **Desc:** CONSTRUCT GRADE SEPARATION
Request: ADD UTILITIES TO FY2024
Comment: RELATED TO TIP 11898.5/CSJ 0902-90-268 AND TIP 11898.5/CSJ 0902-90-267; 1,700,000 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 5 TDCS

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 21024 **Facility:** FM 156 **Location/Limits From:** AT INDUSTRIAL BLVD **Modification #:** 2023-0554

Impementing Agency: TXDOT-FORT WORTH

County: TARRANT **CSJ:** 0718-02-076

City: VARIOUS **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS, INCLUDING LEFT AND RIGHT TURN LANES, AND SIDEWALKS

Request: INCREASE CONSTRUCTION FUNDING AND DELAY TO FY2026; ADVANCE ROW AND UTIL TO FY2023

Comment: REGIONAL 10 YEAR PLAN PROJECT; CITY OF SAGINAW TO PAY LOCAL CONTRIBUTION FOR ROW & UTIL; CONSTRUCTION COST INCLUDES 3 YEARS OF INFLATION AT 4% PER YEAR; PART OF 2022 SE CONNECTOR CATEGORY 2/STBG EXCHANGE

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

TIP Code: 53071 **Facility:** RM 2871 **Location/Limits From:** IH 30 **Modification #:** 2023-0555

Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** US 377

County: TARRANT **CSJ:** 2855-01-022

City: VARIOUS **Desc:** RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE URBAN DIVIDED

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 14082 **Facility:** CS **Location/Limits From:** BROADWAY AVE FROM US 377 **Modification #:** 2023-0564
Impementing Agency: HALTOM CITY **Location/Limits To:** SH 26
County: TARRANT **CSJ:** 0902-90-164, 0902-90-302
City: HALTOM CITY **Desc:** RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS
Request: REVISE SCOPE RECONSTRUCT AND ADD TURN LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS
Comment: CMAQ FOR TURN LANES, INTERSECTION, SIDEWALK, AND SIGNAL IMPROVEMENTS

CURRENTLY APPROVED:

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

REVISION REQUESTED:

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

TIP Code: 55285 **Facility:** US 380 **Location/Limits From:** CR 560 **Modification #:** 2023-0566
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; ADD CONSTRUCTION TO FY2033; REVISE SCOPE TO CLARIFY THE FRONTAGE ROADS AS CONTINUOUS

CURRENTLY APPROVED:

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

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:	\$11,318,068	\$1,414,758	\$0	\$1,414,759	\$0	\$14,147,585
2033	CON	0135-04-038	Cat 2M:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
Grand Total:				\$12,118,068	\$2,559,758	\$0	\$1,414,759	\$0	\$16,092,585

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

Impementing Agency: NCTCOG

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

City: VARIOUS **Desc:** INCLUDES IMPROVING SIGNAL OPERATION AND PROGRESSION THROUGH TRAFFIC SIGNAL RETIMING, EQUIPMENT AND IMPLEMENTATION, AND EVALUATION OF THE RESULTANT IMPROVEMENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE

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

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

REVISION REQUESTED:

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

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11554.4 **Facility:** VA **Location/Limits From:** LAS COLINAS AUTOMATED TRANSPORTATION SYSTEM (ATS); TOWER 909 STATION (LAKE CAROLYN PKWY) **Modification #:** 2023-0576

Impementing Agency: NCTCOG **Location/Limits To:** TO BELL TOWER STATION (MANDALAY DRIVE) AND TO URBAN TOWERS STATION (NEAR FULLER DRIVE)

County: DALLAS **CSJ:** N/A

City: IRVING **Desc:** ENGINEERING STUDY TO MODERNIZE PORTION OF EXISTING LAS COLINAS AREA PERSONAL TRANSIT GUIDEWAY FOR AUTOMATED TRANSPORTATION SYSTEM OPERATION INCLUDES LAS COLINAS AUTOMATED TRANSPORTATION SYSTEM (ATS), CONSULTANT AND COG STAFF TIME

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

Comment: PROJECT CAN BE FOUND IN 5.11 TRANSPORTATION TECHNOLOGY AND INNOVATION PROGRAM OF THE 2022-2023 UPWP AMENDMENT #5

REVISION REQUESTED:

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

TIP Code: 20080 **Facility:** CS **Location/Limits From:** WEST LUCAS ROAD FROM COUNTRY CLUB (FM1378) **Modification #:** 2023-0577

Impementing Agency: LUCAS **Location/Limits To:** ANGEL PARKWAY (FM2551)

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

City: LUCAS **Desc:** RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED

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

Comment: LOCAL CONTRIBUTION PAID FOR BY THE CITY OF LUCAS

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

REVISION REQUESTED:

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

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

REVISION REQUESTED:

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

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

REVISION REQUESTED:

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

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55074	Facility: SH 205	Location/Limits From: JCT SH 205/JOHN KING (N. GOLIAD ST)	Modification #: 2023-0631
Impementing Agency: TXDOT-DALLAS		Location/Limits To: NORTH OF JOHN KING (COLLIN COUNTY LINE)	
County: ROCKWALL	CSJ: 0451-04-021		
City: ROCKWALL	Desc: WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED (6 LANE ULTIMATE)		
	Request: REVISE SCOPE TO RECONSTRUCT AND WIDEN 4 LANE TO 6 LANE ROADWAY; REMOVE CAT 1 AND CAT 2 FUNDING AND MOVE TO TIP 55074.1/CSJ 0451-04-025; ADVANCE CONSTRUCTION TO FY2024		
	Comment: REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 55074.1/CSJ 0451-04-025		

CURRENTLY APPROVED:

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	0451-04-021	SW PE:	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
2014	ROW	0451-04-021	SW ROW:	\$800,000	\$100,000	\$0	\$100,000	\$0	\$1,000,000
Grand Total:				\$800,000	\$1,300,000	\$0	\$100,000	\$0	\$2,200,000

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 30000 **Facility:** VA **Location/Limits From:** NTTA SIB LOAN PLACEHOLDER FOR PGBT **Modification #:** 2023-0685

Impementing Agency: NCTCOG

County: DALLAS **CSJ:** N/A

City: VARIOUS **Desc:** PLACEHOLDER FOR THE \$138M NTTA LOAN; ANNL PMNTS APPLIED TO PRINCIPAL BALANCE UNTIL PAID IN FULL; ACCRUED INTEREST ALLOCATED TO EACH ACCT THROUGH RTR RECLASS UPON FULL REPMT OF PRINCIPAL LOAN AMNT (ANTICIPATE INTEREST ALLOCATED STARTING FY2025)

Request: REMOVE PROGRAMMED RTR FUNDING AS SIB LOAN WAS PAID IN FULL OCTOBER 2022

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

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

Currently Approved:

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

Revision Requested:

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

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

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

PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2023 PROGRAM OF PROJECTS

Modification #: 2023-0574

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

UZA: DALLAS-FORT WORTH-ARLINGTON UZA

Funding Source: TRANSIT SECTION FUNDS

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

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

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2023 PROGRAM OF PROJECTS

Modification #: 2023-0583

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION FUNDS

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

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

PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: CITY OF ARLINGTON

Apportionment Year: FY2020 PROGRAM OF PROJECTS

Modification #: 2023-0634

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

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

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

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

PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: CITY OF ARLINGTON

Apportionment Year: FY2021 PROGRAM OF PROJECTS

Modification #: 2023-0635

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

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

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

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

Implementing Agency: CITY OF ARLINGTON

Apportionment Year: FY2023 PROGRAM OF PROJECTS

Modification #: 2023-0636

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

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

PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: CITY/COUNTY TRANSPORTATION

Apportionment Year: FY2023 PROGRAM OF PROJECTS

Modification #: 2023-0637

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5307 FUNDS

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

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2019 PROGRAM OF PROJECTS

Modification #: 2023-0638

Request: REVISE PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

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

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

PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2023 PROGRAM OF PROJECTS

Modification #: 2023-0639

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

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

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

BY PROJECT

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

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2019 PROGRAM OF PROJECTS

Modification #: 2023-0640

Request: DELETE PROJECT

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

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

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

BY PROJECT

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY PROJECT
12014.19	INLAND PORT SERVICE ENHANCEMENTS	2022	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$0	\$0	\$0	\$0	0	\$0	

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2023 PROGRAM OF PROJECTS

Modification #: 2023-0641

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

BY PROJECT

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

PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2023 PROGRAM OF PROJECTS

Modification #: 2023-0642

Request: INCREASE FUNDING BY \$23,261,111 TOTAL 5307 FUNDS (\$18,608,889 FEDERAL AND \$4,652,222 LOCAL) FOR A TOTAL OF \$54,511,111 5307 FUNDS (\$43,608,889 FEDERAL AND \$10,902,222 LOCAL) IN FY2024

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5337 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>		
12471.23	RAIL PREVENTIVE MAINTENANCE	2023	CAPITAL	\$25,000,000	\$0	\$0	\$6,250,000	0	\$31,250,000		
TOTAL:				\$25,000,000	\$0	\$0	\$6,250,000	0	\$31,250,000		

Revision Requested:

				FUNDING TABLE:						REVISION REQUESTED	
<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	
12471.23	RAIL PREVENTIVE MAINTENANCE	2024	CAPITAL	\$43,608,889	\$0	\$0	\$10,902,222	0	\$54,511,111	INCREASE FUNDING	
TOTAL:				\$43,608,889	\$0	\$0	\$10,902,222	0	\$54,511,111		

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2023 PROGRAM OF PROJECTS

Modification #: 2023-0643

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5339 FUNDS

Currently Approved:

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

Revision Requested:

				FUNDING TABLE:						REVISION REQUESTED	
<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	
12084.23	PROGRAM ADMINISTRATION	2024	CAPITAL	\$4,514,645	\$0	\$0	\$1,128,661	0	\$5,643,306	ADD PROJECT TO TIP/STIP	
12730.23	PURCHASE REPLACEMENT VEHICLES	2023	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
TOTAL:				\$4,514,645	\$0	\$0	\$1,128,661	0	\$5,643,306		

PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year: FY2023 PROGRAM OF PROJECTS

Modification #: 2023-0645

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

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

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

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

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

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year: FY2019 PROGRAM OF PROJECTS

Modification #: 2023-0646

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

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

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

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year: FY2020 PROGRAM OF PROJECTS

Modification #: 2023-0647

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

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

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

PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year: FY2021 PROGRAM OF PROJECTS

Modification #: 2023-0648

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

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:

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

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0649

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

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:

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

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year: FY2023 PROGRAM OF PROJECTS

Modification #: 2023-0650

Request: INCREASE FUNDING AND ADD TDCS

UZA: DENTON-LEWISVILLE

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

Funding Source: TRANSIT SECTION 5337 FUNDS

Currently Approved:

			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>
12909.23	RAIL PREVENTIVE MAINTENANCE	2023	CAPITAL	\$2,500,000	\$0	\$0	\$0	0	\$2,500,000
TOTAL:				\$2,500,000	\$0	\$0	\$0	0	\$2,500,000

Revision Requested:

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

PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year: FY2023 PROGRAM OF PROJECTS

Modification #: 2023-0651

Request: REVISE PROGRAM OF PROJECTS

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5339 FUNDS

Currently Approved:

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

Revision Requested:

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

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year: FY2023 PROGRAM OF PROJECTS

Modification #: 2023-0652

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

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION FUNDS

Revision Requested:

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

PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year: FY2023 PROGRAM OF PROJECTS

Modification #: 2023-0653

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

				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>		
12038.23	SYSTEM PREVENTIVE MAINTENANCE	2023	CAPITAL	\$11,000,000	\$0	\$0	\$0	0	\$11,000,000		
12732.23	ACQUISITION OF SECURITY EQUIPMENT	2023	CAPITAL	\$550,000	\$0	\$0	\$0	0	\$550,000		
TOTAL:				\$11,550,000	\$0	\$0	\$0	0	\$11,550,000		

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

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year: FY2023 PROGRAM OF PROJECTS

Modification #: 2023-0654

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:

				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	
12947.23	PURCHASE OF SERVICE-TCTS	2024	CAPITAL	\$275,000	\$0	\$0	\$0	55,000	\$275,000	ADD PROJECT TO TIP/STIP (MPO TDCs)	
TOTAL:				\$275,000	\$0	\$0	\$0	55,000	\$275,000		

PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year: FY2023 PROGRAM OF PROJECTS

Modification #: 2023-0655

Request: INCREASE FEDERAL FUNDING AND ADD LOCAL MATCH

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5337 FUNDS

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>		
12462.23	RAIL PREVENTIVE MAINTENANCE	2023	CAPITAL	\$2,500,000	\$0	\$0	\$0	0	\$2,500,000		
TOTAL:				\$2,500,000	\$0	\$0	\$0	0	\$2,500,000		
Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<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	
12462.23	RAIL PREVENTIVE MAINTENANCE	2024	CAPITAL	\$6,312,262	\$0	\$0	\$1,578,066	0	\$7,890,328	INCREASE FEDERAL FUNDING AND ADD LOCAL MATCH	
TOTAL:				\$6,312,262	\$0	\$0	\$1,578,066	0	\$7,890,328		

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year: FY2023 PROGRAM OF PROJECTS

Modification #: 2023-0656

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5339 FUNDS

Currently Approved:				FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12728.23	PURCHASE REPLACEMENT VEHICLES	2023	CAPITAL	\$1,200,000	\$0	\$0	\$0	0	\$1,200,000		
TOTAL:				\$1,200,000	\$0	\$0	\$0	0	\$1,200,000		
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	
12033.23	BUS PREVENTIVE MAINTENANCE	2024	CAPITAL	\$2,028,319	\$0	\$0	\$507,080	0	\$2,535,399	ADD PROJECT TO TIP/STIP	
12728.23	PURCHASE REPLACEMENT VEHICLES	2023	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
TOTAL:				\$2,028,319	\$0	\$0	\$507,080	0	\$2,535,399		

Implementing Agency: CITY OF GRAND PRAIRIE

Apportionment Year: FY2023 PROGRAM OF PROJECTS

Modification #: 2023-0657

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

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

PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: CITY OF GRAND PRAIRIE

Apportionment Year: FY2023 PROGRAM OF PROJECTS

Modification #: 2023-0657

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

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

Implementing Agency: CITY OF MCKINNEY

Apportionment Year: FY2023 PROGRAM OF PROJECTS

Modification #: 2023-0658

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

UZA: MCKINNEY

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

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

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

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2023 PROGRAM OF PROJECTS

Modification #: 2023-0660

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

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

PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2023 PROGRAM OF PROJECTS

Modification #: 2023-0661

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

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

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

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2018 PROGRAM OF PROJECTS

Modification #: 2023-0662

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

FUNDING TABLE:

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

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

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

PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2019 PROGRAM OF PROJECTS

Modification #: 2023-0663

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

FUNDING TABLE:

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

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

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

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2019 PROGRAM OF PROJECTS

Modification #: 2023-0664

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

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

FUNDING TABLE:

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

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12677.19	PROGRAM ADMINISTRATION	2020	CAPITAL	\$22,818	\$0	\$0	\$0	0	\$22,818	NO CHANGE
12808.19	MOBILITY MANAGEMENT	2022	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$22,818	\$0	\$0	\$0	0	\$22,818	

PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2020 PROGRAM OF PROJECTS

Modification #: 2023-0665

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

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

FUNDING TABLE:

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

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>	<u>BY PROJECT</u>
12677.20	PROGRAM ADMINISTRATION	2021	CAPITAL	\$24,170	\$0	\$0	\$0	0	\$24,170	NO CHANGE
12808.20	MOBILITY MANAGEMENT	2023	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$24,170	\$0	\$0	\$0	0	\$24,170	

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2021 PROGRAM OF PROJECTS

Modification #: 2023-0666

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

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

FUNDING TABLE:

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

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

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

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2023 PROGRAM OF PROJECTS

Modification #: 2023-0668

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

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

PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2023 PROGRAM OF PROJECTS

Modification #: 2023-0669

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

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5310 FUNDS

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

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2023 PROGRAM OF PROJECTS

Modification #: 2023-0670

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5339 FUNDS

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

PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0671

Request: REVISE PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION FUNDS

Currently Approved:

				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>	
25101.20	PURCHASE OF ELECTRIC VEHICLES AND RELATED INFRASTRUCTURE FOR IMPLEMENTATION OF SERVICE; PEDESTRIAN INFRASTRUCTURE CONSTRUCTION AND IMPROVEMENT NEAR THE VA MEDICAL CENTER AND LIGHT RAIL STATION; AND TRAFFIC SIGNAL IMPROVEMENT	2023	CAPITAL	\$6,928,080	\$50,000	\$0	\$519,160	0	\$7,497,240	
25101.30	TRANSIT OPERATIONS	2023	OPERATING	\$1,290,000	\$0	\$0	\$0	0	\$1,290,000	
TOTAL:				\$8,218,080	\$50,000	\$0	\$519,160	0	\$8,787,240	

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
25101.20	PURCHASE OF ELECTRIC VEHICLES AND RELATED INFRASTRUCTURE FOR IMPLEMENTATION OF SERVICE; PEDESTRIAN INFRASTRUCTURE CONSTRUCTION AND IMPROVEMENT NEAR THE VA MEDICAL CENTER AND LIGHT RAIL STATION; AND TRAFFIC SIGNAL IMPROVEMENT	2023	CAPITAL	\$6,928,080	\$0	\$0	\$519,160	0	\$7,447,240	REMOVE STATE FUNDING
25101.30	TRANSIT OPERATIONS	2023	OPERATING	\$1,290,000	\$0	\$0	\$0	0	\$1,290,000	NO CHANGE
TOTAL:				\$8,218,080	\$0	\$0	\$519,160	0	\$8,737,240	

Implementing Agency: PUBLIC TRANSIT SERVICES

Apportionment Year: FY2023 PROGRAM OF PROJECTS

Modification #: 2023-0672

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:

				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
12246.23	OPERATING ASSISTANCE (SPECIAL RULE)	2024	OPERATING	\$100,135	\$0	\$0	\$100,135	0	\$200,270	ADD PROJECT TO TIP/STIP
12247.23	PROJECT ADMINISTRATION	2024	CAPITAL	\$20,000	\$0	\$0	\$0	4,000	\$20,000	ADD PROJECT TO TIP/STIP (MPO TDCs)
12666.23	MOBILITY MANAGEMENT	2024	CAPITAL	\$78,000	\$0	\$0	\$0	15,600	\$78,000	ADD PROJECT TO TIP/STIP (MPO TDCs)
12696.23	PREVENTIVE MAINTENANCE	2024	CAPITAL	\$193,000	\$0	\$0	\$0	38,600	\$193,000	ADD PROJECT TO TIP/STIP (MPO TDCs)
TOTAL:				\$391,135	\$0	\$0	\$100,135	58,200	\$491,270	

PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: SPECIAL PROGRAMS FOR AGING NEEDS

Apportionment Year: FY2023 PROGRAM OF PROJECTS

Modification #: 2023-0673

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5307 FUNDS

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

Implementing Agency: STAR TRANSIT

Apportionment Year: FY2019 PROGRAM OF PROJECTS

Modification #: 2023-0674

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5310 FUNDS

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

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

PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: STAR TRANSIT

Apportionment Year: FY2023 PROGRAM OF PROJECTS

Modification #: 2023-0675

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5307 FUNDS

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

Implementing Agency: STAR TRANSIT

Apportionment Year: FY2023 PROGRAM OF PROJECTS

Modification #: 2023-0676

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12719.23	PURCHASE OF SERVICE - MESQUITE	2024	CAPITAL	\$485,072	\$0	\$0	\$0	97,015	\$485,072	ADD PROJECT TO TIP/STIP (MPO TDCs)
TOTAL:				\$485,072	\$0	\$0	\$0	97,015	\$485,072	

Implementing Agency: CITY OF GRAND PRAIRIE

Apportionment Year: FY2023 PROGRAM OF PROJECTS

Modification #: 2023-0677

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12650.23	OPERATING ASSISTANCE	2024	OPERATING	\$262,000	\$0	\$0	\$262,000	0	\$524,000	ADD PROJECT TO TIP/STIP
TOTAL:				\$262,000	\$0	\$0	\$262,000	0	\$524,000	

PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year: FY2018 PROGRAM OF PROJECTS

Modification #: 2023-0678

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:

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

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year: FY2019 PROGRAM OF PROJECTS

Modification #: 2023-0679

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:

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

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2021 PROGRAM OF PROJECTS

Modification #: 2023-0689

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

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

Revision Requested:

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

PROPOSED NOVEMBER 2023 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0690

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

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

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

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



Transit Strategic Partnerships Program

Selected Projects from the May 2023 Cycle

Surface Transportation Technical Committee

September 22, 2023

Julie Anderson, Sr. Transportation Planner

TRANSIT STRATEGIC PARTNERSHIPS PROGRAM: FEDERAL FUNDING PROGRAMS FOR TRANSIT

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



TRANSIT STRATEGIC PARTNERSHIPS PROGRAM: FUNDING PROCESS

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

Non-competitive
(Formula)

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

Competitive
(Transit Strategic Partnerships Program)

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



TRANSIT STRATEGIC PARTNERSHIPS

PROGRAM: PROGRAM ELEMENTS/ELIGIBILITY

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

Eligible applicants	Transit authorities Rural providers Non-profits (encourage partnership with an existing transit provider)
----------------------------	---

Eligibility	Must be an entity that can receive federal funds
--------------------	--

Project Length	Typically a 2-3 year pilot
-----------------------	----------------------------

Project elements

Cannot be used for operating shortfalls

Service must be within the UZA

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

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



TRANSIT STRATEGIC PARTNERSHIPS PROGRAM: BUILDING ON EFFORTS



Transit Studies
Collin County Transit Study
Tarrant County Transit Study

Geographic Focus	NCTCOG Region	NCTCOG Region	Outside transit authority service areas
User Focus	All Users	Vulnerable Users	All Users
Travel Modes	All Modes	Bus Demand Response Paratransit	Bus Demand Response Rail
Planning Horizon	Long-Range	Short-Medium Range	Short-Medium Range



SELECTED PROJECTS FROM MAY 2023 CYCLE

Agency	Project	Description	Local Match	Federal	Total Project Cost
City of Arlington	Dynamic Direct Route Pilot	Dynamic service to CentrePort TRE station during peak hours to address increased demand and to complement on-demand service for a pilot period.	\$281,718	\$1,126,873	\$1,408,591
Denton County Transportation Authority (DCTA)	Mobility Management	Staff support to implement rides to/within Collin County.	\$22,000	\$ 88,000	\$110,000
Trinity Metro	Forest Hill On-Demand Service	Expansion of Trinity Metro's ZipZone service to the City of Forest Hill.	\$115,021	\$460,081	\$575,102
TOTAL			\$418,739	\$1,674,954	\$2,093,693

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



TRANSIT STRATEGIC PARTNERSHIPS PROGRAM: PROGRAM FUNDING OVERVIEW

	Dallas-Fort Worth-Arlington UZA		Denton-Lewisville UZA	
	Section 5307	Section 5310	Section 5307	Section 5310
Total Available ¹	\$2,248,803	\$8,735,156	\$633,904	\$1,317,096
May 2023 Cycle Project Requests	-\$1,126,873	-\$460,081	\$0	-\$688,000
Remaining Funds in Transit Strategic Partnerships Program	\$1,121,930	\$8,275,075	\$633,904	\$629,096

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



ACTION REQUESTED

STTC Recommendation to the Regional Transportation Council:

To use existing Federal Transit Administration Section 5307 Urbanized Area Formula and Section 5310 Enhancing Mobility of Seniors and Individuals with Disabilities program funds from the Transit Strategic Partnerships Program in an amount not to exceed \$2,093,693 to fund the three selected projects.

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



CONTACT INFORMATION



Julie Anderson
Sr. Transportation Planner
JAnderson@nctcog.org
817-704-5625

Zoë Aguilar
Transportation Planner
ZAguilar@nctcog.org
817-695-9285



Gypsy Gavia
Principal Transportation Planner
GGavia@nctcog.org
817-695-9134

Shannon Stevenson
Sr. Program Manager
SStevenson@nctcog.org
817-608-2304

Program Email: TransitSPP@nctcog.org

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



Partnerships of Regional Events

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

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

Surface Transportation Technical Committee

September 22, 2023

North Central Texas Council of Governments



Arlington Entertainment District: Phased Approach for Partnership & Improvements

Expand partnerships/stakeholder coordination

Update needs and priorities

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

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

Phase 3 Implementation: Large scale event (World Cup Soccer Game (FIFA) 2026)

Phase 4 Implementation: Beyond 2026

Infrastructure Needs

- NCTCOG gave update to FIFA World Cup
- Subcommittees formed to identify needs
 - Operations
 - Transit
 - Streetscape / Safety
- Vehicle request to United States Department of Transportation
- Stakeholders from public and private sector involved



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

July 20, 2023

Ms. Jean Roehrenbeck
Acting Assistant Secretary
Intergovernmental Affairs
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Roehrenbeck:

On behalf of the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I am pleased that Dallas was selected as one of the host cities for the FIFA World Cup in 2026. North Texas has an advanced multimodal transportation system, including airports, mass transit, ridesharing, managed lanes, and highway system, to help visitors reach world-class sporting venues, restaurants, and shopping districts. The RTC, in coordination with North Central Texas Council of Governments (NCTCOG), would like to enhance world dignitaries' and FIFA officials' experiences while visiting all U.S. host cities by providing an all-electric fleet to transport our special guests.

The RTC proposes that the all-electric fleet of approximately 50 vehicles be staggered among the U.S. host cities during the 2026 FIFA World Cup games. Once the games are complete, the fleet could be dispersed among the 2026 FIFA World Cup host cities until the 2028 Summer Olympics, at which point all vehicles would be transferred to Los Angeles to again serve as a dedicated fleet for world dignitaries and Olympic officials. The RTC is committed to working with other host cities to help provide efficient transportation to ensure the safety and comfort of those traveling to and within the U.S. An all-electric fleet would demonstrate to the world that the U.S. is committed to reducing greenhouse gas emissions and resolute about tackling climate change.

Thank you for your time and consideration. The RTC, with the entire Dallas-Fort Worth region, looks forward to welcoming FIFA World Cup participants and visitors in 2026. If you have questions, please feel free to contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

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

SS:ymb

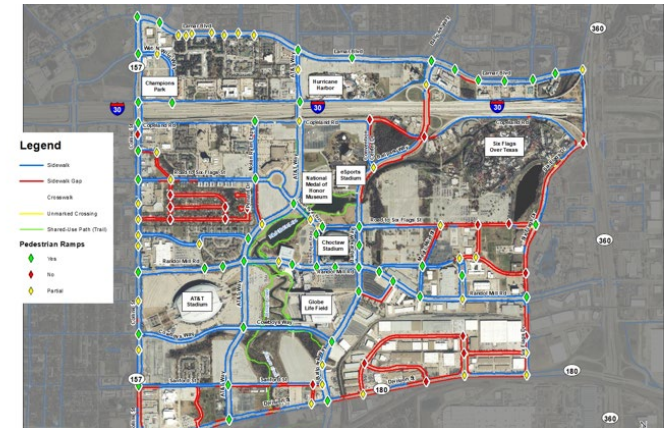
cc: Monica Paul, Executive Director, Dallas Sports Commission

P.O. Box 5888 • Arlington, Texas 76005-5888 • (817) 695-8240 • FAX (817) 640-3028
<http://www.nctcog.org/trans>

- 50 electric vehicles
- Shared benefits
 - 2026 FIFA World Cup
 - 2028 Olympics

Funding Needs and Strategies

- Operations (\$6M): Dynamic Message Signboards, software improvements, traffic signal enhancements, fiber, and TMC modifications
 - Transit (\$3M): TRE Station Improvements, bus staging, and enhanced transit capacity
 - Streetscape/Safety (\$8M): Sidewalks, Lighting, Crossing Improvements, and Wayfinding/Signage
 - Total: \$17.5M
-
- Funding between NCTCOG and City of Arlington
 - Randol Mill Exchange of Funds
 - Up to \$17.5M in local funds available for exchange of federal funds
 - Interim asphalt overlay needed (\$3.8M) Regional Toll Revenue (RTR)
-
- Operations for TxDOT/NCTCOG (\$750K): Regional Dynamic Message Signs



Naval Air Station Joint Reserve Base (NAS JRB)

Wings Over Cowtown Air Show (April 2024):

Spring 2024 Air Show (Blue Angels confirmed)

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

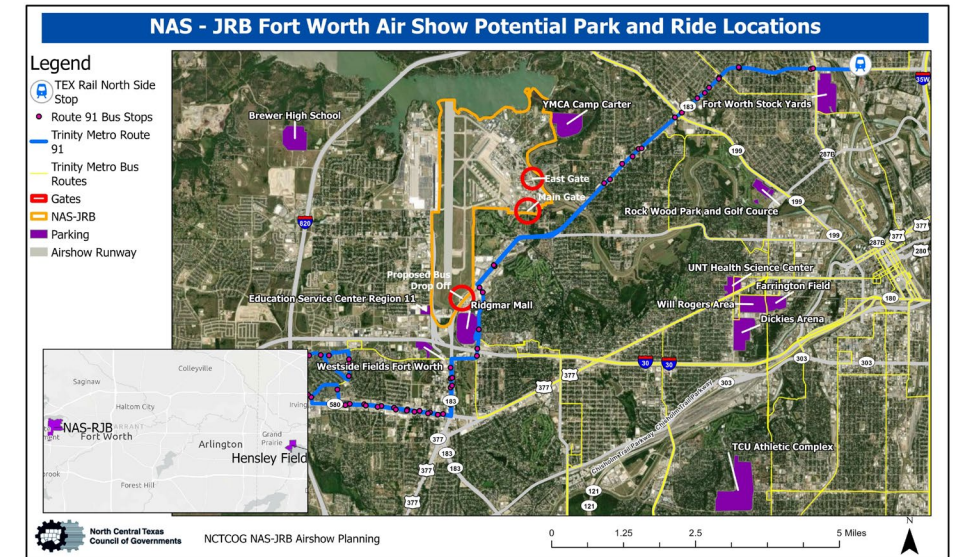
Transportation Challenges with Access of SH 183

Transportation Challenges with Parking

Additional Transit Capacity Needed

Areas for Assistance

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



Action Requested

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

CONTACT INFORMATION

Natalie Bettger

Senior Program Manager
(817) 695-9280
NBettger@nctcog.org

Karla Windsor

Senior Program Manager
(817) 608-2376
KWindsor@nctcog.org

Shannon Stevenson

Senior Program Manager
(817) 608-2304
SStevenson@nctcog.org

Christie Gotti

Senior Program Manager
(817) 608-2338
CGotti@nctcog.org



NCTCOG PRESENTATION

2023 SMART Grant Program: Application

Surface Transportation Technical Committee
Ernest Huffman
9.22.2023

SMART Program and Purpose

Program: Strengthening Mobility and Revolutionizing Transportation
([SMART](#)) Grant Program

Purpose: Demonstration projects using technology interventions to solve real-world challenges and build data and technology capacity and expertise in the public sector

Funding: \$100M/yr.

First year: 30-50 planning grants/\$2M maximum grant

Local match: None for planning grants

Later years: Implementation grants up to \$15M

Application Deadline: 10/10/23



2022 NCTCOG SMART Applications Status

Project 1 – North Texas Micro-Weather Infrastructure for Advanced Air Mobility

Description: 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

Status – Pivoted to a 2023 Submission with all Autonomous Vehicles as the focus and the City of Fort Worth as the Applicant.

Project 2 - Flooded Roads Information System

Description: Use advanced sensors and big data tools to improve prediction, identification, and reporting of flooded roadways.

Status – NCTCOG to pursue.

Project 3 - Traffic Signal Technology and Deploying AI based ATMS Platforms

Description: Leverage NCTCOG's recent survey of traffic signal equipment to identify, test, and evaluate detection and other technologies. Pilot and evaluate multiple platforms to optimize traffic signals.

Status – TxDOT to pursue.



2023 Proposed SMART Grant Application

Title: North Texas Minimum Viable Unmanned Traffic Management Infrastructure

Description: Feasibility study to determine viability of regional solution for minimum viable UTM Infrastructure to integrate into FAA UTM Key Site Locations

Location: Regionwide

Amount: \$2 million

Local match: None

Key Partners: UTM Key Site Signatories, Federal Aviation Administration, Hillwood, NASA, North Texas AAM Cohort and others

Benefits: Regionally owned and managed infrastructure that is required for drone operations to scale up to efficient Beyond Visual Line Of Sight (BVLOS) Services



2023 SMART Grant Schedule

August 8, 2023	SMART Grant Notice of Funding Opportunity (NOFO) Release
September 14, 2023	RTC Action
September 22, 2023	STTC Action
September 28, 2023	Executive Board
October 10, 2023	SMART Application Deadline – Grants.gov



Request STTC Endorsement of RTC Action

Submittal of North Texas Minimum Viable Unmanned Traffic Management Infrastructure for funding consideration through the **FY23 Strengthening Mobility and Revolutionizing Transportation (SMART) Program (\$2M)**

Administratively amend NCTCOG and State Transportation Improvement Programs (TIP / STIP), as well as other planning and administrative documents, to include the proposed project if selected for an FY23 SMART Grant total award (\$2M)



Contact



Ernest Huffman

Program Manager

Aviation Planning and Education

Email: ehuffman@nctcog.org





2023 TRANSPORTATION CONFORMITY

AND MOBILITY 2050

SURFACE TRANSPORTATION TECHNICAL
COMMITTEE

SEPTEMBER 22, 2023

2023 TRANSPORTATION CONFORMITY ANALYSIS

PURPOSE

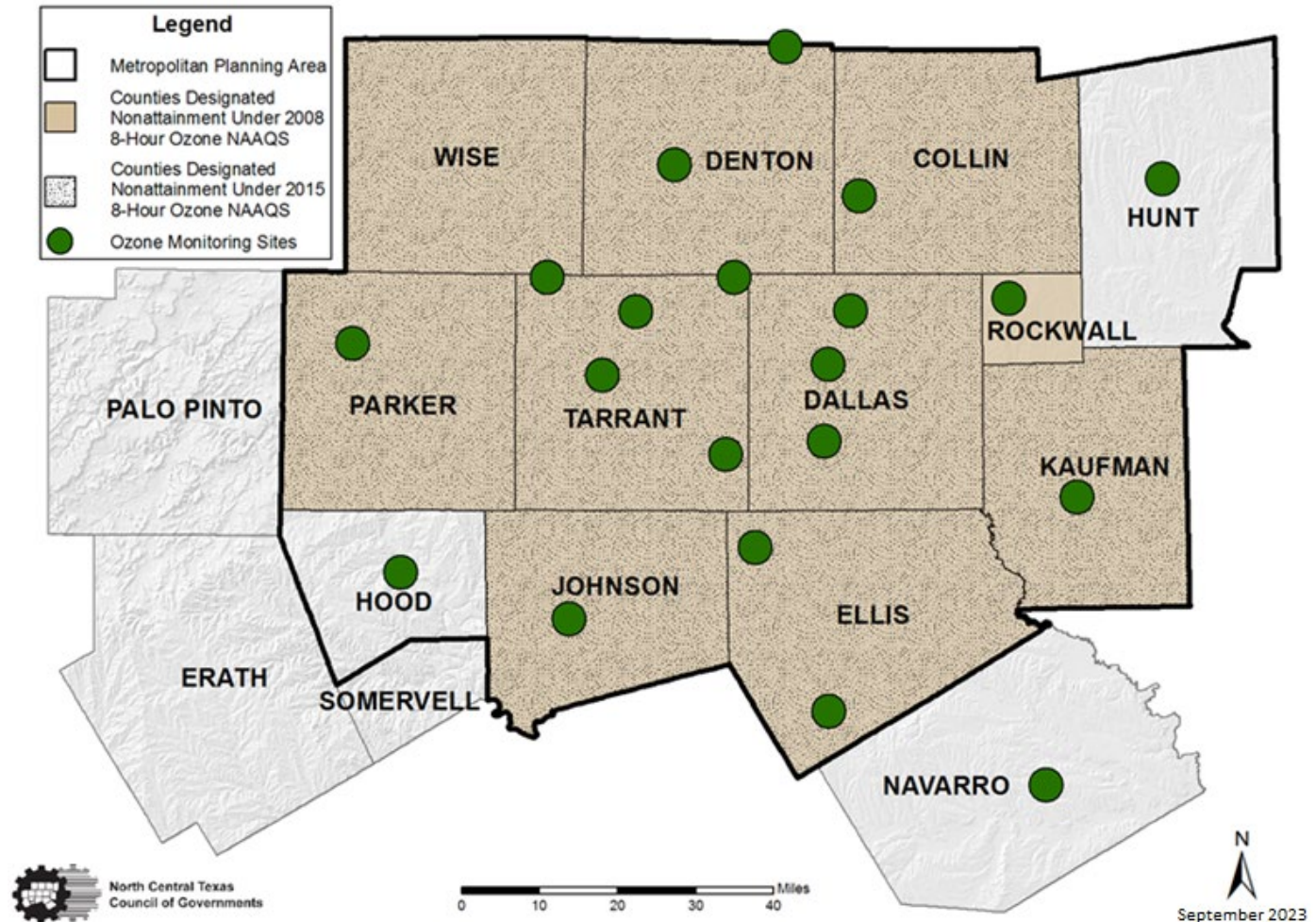
Demonstrates that projected emissions from transportation projects are within emission limits (Motor Vehicle Emissions Budgets) established by the State Implementation Plan (SIP)

Ensures federal funding and approval is applied to transportation projects that are consistent with air quality planning goals



2023 TRANSPORTATION CONFORMITY ANALYSIS

Nonattainment
Areas
Under the
8-Hour Ozone
Standards



2023 TRANSPORTATION CONFORMITY ANALYSIS

Reason

On April 24, 2023, the Environmental Protection Agency (EPA) approved new Motor Vehicle Emissions Budgets for the purpose of transportation conformity, with an effective date of May 24, 2023.

	NO _x Tons/Day	VOC Tons/Day
Old	130.77	64.91
New	107.25	62.41

This approval requires transportation conformity to be performed within two years of the effective date.

Strategic Analysis against new emission budgets only (no network/project changes to the current Mobility 2045 Update).



TIMELINE

DATE	ACTIVITY
September 2023	Pre-Analysis Consensus Plan
September 22, 2023	STTC – Information
October 9, 2023	Public Meeting (Start of Comment Period)
October 12, 2023	RTC – Information
October 27, 2023	STTC – Action (Endorsement of 2023 Transportation Conformity and Recommendation for RTC Approval)
November 9, 2023	RTC – Action (Endorsement of 2023 Transportation Conformity) (End of Public Comment Period November 8, 2023)
November 16, 2023	Executive Board – Action (Endorsement of 2023 Transportation Conformity)
November 2023	2023 Transportation Conformity Documents Sent to Partners (Starts Interagency Consultation Review)
March 2024	Anticipated USDOT Conformity Determination
May 2025	Required USDOT Conformity Determination



CURRENT MOBILITY PLAN

Mobility 2045 – 2022 Update

Adopted by RTC June 9, 2022

Conformity determination
received December 2022

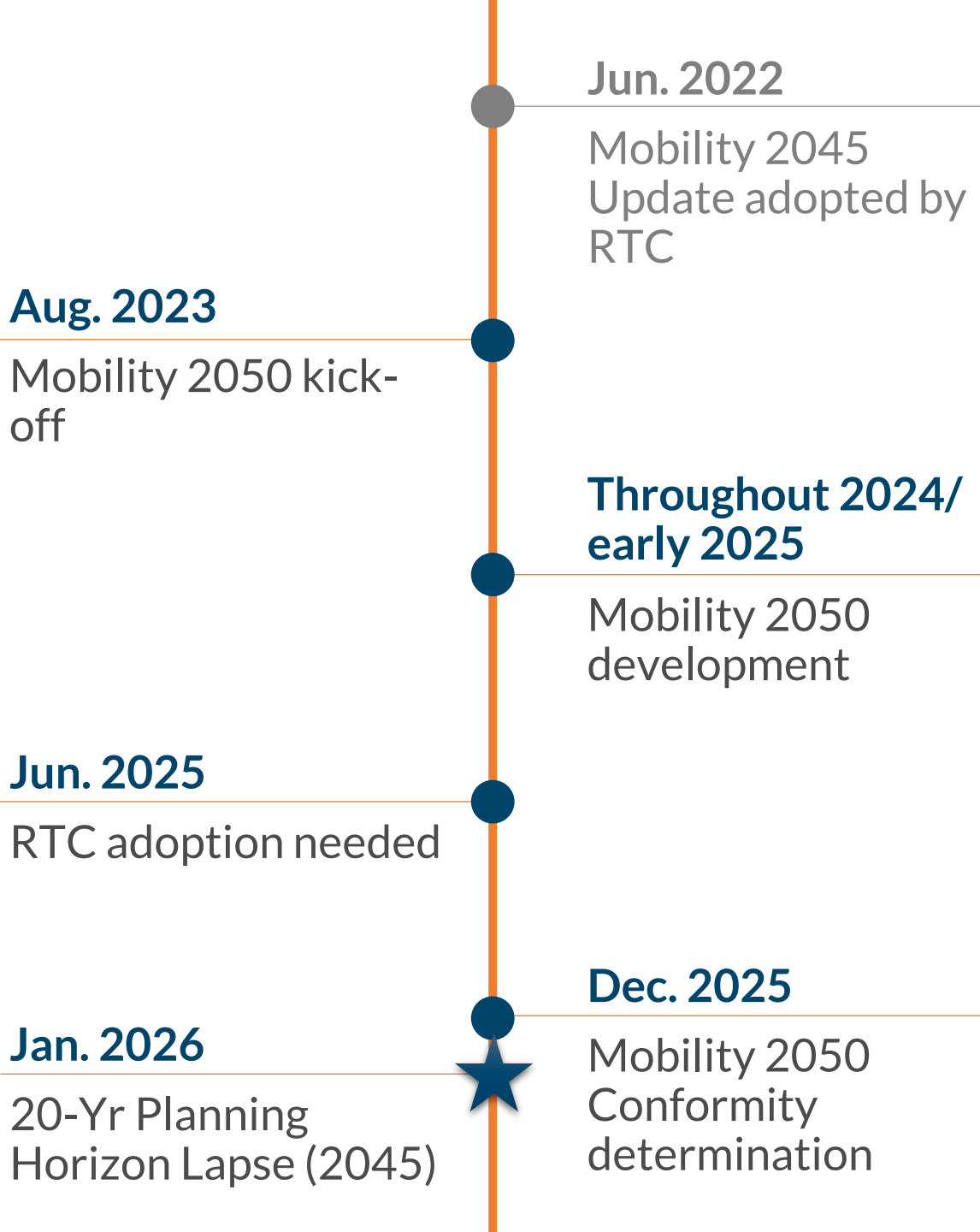
NCTCOG staff have been
implementing Projects and
Programs



DRAFT TIMELINE

A new plan must be developed and a conformity determination achieved at least every four years.

The plan horizon must extend at least 20 years into the future.



CONTACT US



Jenny Narvaez

Program manager

jnarvaez@nctcog.org | 817-608-2342

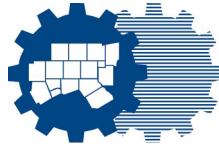


Amy Johnson

Principal Planner

ajohnson@nctcog.org | 817-704-5608





North Central Texas Council of Governments

July 17, 2023

Ms. Denine Calvin, MC 206
State Implementation Plan Team – Air Quality Division
Texas Commission on Environmental Quality
PO Box 13087
Austin, Texas 78711-3087

RE: Dallas-Fort Worth Moderate Area Attainment Demonstration SIP Revision for the 2015 Eight-Hour Ozone NAAQS (2022-021-SIP-NR)

Dear Ms. Calvin:

Please accept the following comments regarding the Texas Commission on Environmental Quality's (TCEQ) revisions to the Texas State Implementation Plan (SIP) for the Dallas-Fort Worth (DFW) nonattainment area for the 2015 eight-hour ozone national ambient air quality standard (NAAQS) moderate classification: ***Dallas-Fort Worth Moderate Area Attainment Demonstration SIP Revision for the 2015 Eight-Hour Ozone NAAQS (2022-021-SIP-NR)***, proposed on May 31, 2023.

This effort results from the DFW moderate nonattainment area for the 2015 NAAQS of 70 parts per billion (ppb), consisting of Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Tarrant, and Wise Counties, not attaining the August 3, 2021 attainment date. Based on 2018, 2019, and 2020 monitoring data, the DFW area did not attain the 2015 eight-hour NAAQS in 2020 and did not qualify for a one-year attainment date extension in accordance with the Federal Clean Air Act (FCAA). On October 7, 2022, the United States Environmental Protection Agency (EPA) published a final notice reclassifying the DFW area to moderate nonattainment for the 2015 eight-hour ozone NAAQS. This reclassification was effective on November 7, 2022.

In response to EPA's reclassification, the area is now subject to the moderate nonattainment area requirements in the FCAA that the TCEQ is required to submit moderate classification attainment demonstration (AD) and reasonable further progress (RFP) SIP revisions to the EPA. The attainment date for a moderate classification is August 3, 2024 with a 2023 attainment year. The EPA set a January 1, 2023 deadline for states to submit AD and RFP SIP revisions to address the 2015 eight-hour ozone standard moderate nonattainment area requirements. We commend the TCEQ for devoting limited resources and quickly turning around this SIP for the 2023 attainment year.

Attainment Demonstration On-road Emissions Inventories, Motor Vehicle Emission Budgets, and Appendix E (Local Initiatives Submitted by the North Central Texas Council of Governments)

July 17, 2023

Part of the EPA's approval process of this SIP will be to consider the adequacy of Motor Vehicle Emissions Budgets (MVEB), based on the on-road emission inventories contained in the SIP narrative. Once declared adequate by the EPA, updated MVEBs are required for use in all subsequent transportation conformities. Due to the local responsibility and regional importance of transportation conformity to the implementation of long-range transportation plans, staff has reviewed the proposed SIP and concurs with the following:

- On-road mobile source NO_x and VOC emissions (Section 3.4.2, Table 3-5, page 3-12 and Table 3-6, page 3-13) and
- Resulting 2023 NO_x and VOC motor vehicle emission budgets of 71.34 tons per day and 38.21 tons per day respectively (Section 4.6, Table 4-2, page 4-9)
- Listing and description of local volunteer projects and programs (Appendix E: Local Initiatives Submitted by the North Central Texas Council of Governments, pages 1-15)

These on-road emission inventories are developed using inputs from NCTCOG's Travel Demand Model and other local inputs, resulting in inventories based on the region's parameters. The development of these on-road emission inventories by NCTCOG staff and resources also minimizes the risk for an area the size of Dallas-Fort Worth, with transportation investments totaling \$148 billion. We appreciate the relationship with the TCEQ working together to develop emission inventories and various projects and programs implemented in the North Central Texas region.

NCTCOG continues to develop local area strategies to help improve air quality. These projects and programs are expected to be fully implemented by the nine-county 2015 ozone NAAQS nonattainment area by the end of 2023. The continued progress of these strategies will allow for additional air quality benefits to be gained with further reduction in pollution. We appreciate the opportunity to provide these local initiatives (Appendix E) and continued collaboration between our agencies to mitigate health and environmental impacts of pollution in the DFW region.

Photochemical Modeling

NCTCOG observed significant differences between what the forecasted photochemical modeling suggests (Table ES-2, page ES-3) as compared to what is happening at certain monitors:

- The TCEQ's photochemical modeling predicted that the DFW nine-county 2015 Ozone NAAQS Moderate nonattainment area would have a 2023 design value forecast of 73 ppb, with Frisco as the driving monitor.
- The Denton Airport South monitor is forecasted to have a design value forecast of 70 ppb. In comparison with the ongoing 2023 Ozone Season, the region's design value is at 78 ppb with Denton Airport South as the driving monitor (as of July 10, 2023).
- Most of the monitors are approximately 2 to 3 ppb difference between the ozone design value forecast in the SIP and their respective monitor design value (as of July 10, 2023).
- Significant modeling vs. monitor variances exists between Denton Airport South (around 8 ppb lower), Fort Worth Northwest (around 7 ppb lower), and Pilot Point (around 6 ppb lower).

July 17, 2023

If the SIP was proposed years in advance of an attainment deadline, these comparisons would not be timely due to the lag, but with this proposed SIP being in the same year as the modeling year, the comparison is much more appropriate.

Due to the results of TCEQ's photochemical model performance, we request a thorough, peer reviewed assessment of every component to determine why the following results are so significant. This state-predicted forecast is a critical tool for planning to ensure the implementation of the best strategies, quantify emissions reduction measures, and aid in reaching ozone attainment. It is understood that future case modeling is only an estimate and doesn't produce absolute values, however, such large differences between the modeled design value forecast and the region's observed monitor values is not acceptable.

After reviewing the 'Photochemical Modeling Performance Evaluation' (Section 3.5, pages 3-15 to 3-18) in the proposed SIP and the '2019 Modeling Platform Updates' presentation at the DFW Air Quality Technical Information Meeting on August 24, 2022, we understand that the model performance metrics meet EPA modeling guidance. Respectfully, we have the following observations and comments:

Even though the TCEQ's photochemical performance is within EPA's modeling guidance, it is significantly off from real-world observances, and we believe further evaluation is needed. TCEQ is applauded for a 15 percent normalized mean bias for all the monitors except the Cleburne Airport monitor, however, it still does not achieve desirable results. We recommend establishing more Texas-level or region-specific criteria rather than tweaking the EPA/national guidance.

The results contain a systematic under-prediction of the values in the photochemical model. We request a further assessment of the established modeling platform with any necessary updates/revisions to be done for future work.

NCTCOG is aware that the established base-year modeling platform will be used to complete the analysis for the 2026 analysis year for the 2008 ozone NAAQS Severe ADSIP. With the 2023 analysis year, which is almost a midpoint between the base year of 2019 and analysis year 2026, and seeing such large differences between modeling outputs compared to observed monitor values, we recommend a peer-based, bottom-up review of current modeling tools and assumptions. Concern is that such differences will be carried into the 2026 analysis year and automatically conclude attainment will be reached. Recent trend suggests that not to be the case.

Below is a matrix showing the anthropogenic emissions for analysis years from multiple ADSIP emissions inventories for the DFW 2008 ozone NAAQS 10-county nonattainment area. Despite the decrease in various sources of local emissions from 2006 to 2023, the ozone design value continues to be in an upward trend and is at 78 ppb (as of July 10, 2023). We understand that the

July 17, 2023

background ozone generally accounts for approximately two-thirds to three-quarters of the total ozone concentration, and the remaining one-fourth to one-third is locally attributable. Since we can only reduce so much more of the local contributions, we encourage the TCEQ to investigate this further and work with EPA to modernize/update parameters governing ozone transport and implement rules that would not subject regional airshed to reduce emissions they are not responsible for producing.

DFW 10-County Nonattainment Area Nitrogen Oxides (NO_x) (tons/day)						
Sources	Analysis Years				% Change from 2006 to 2023	% Change from 2023 to 2026
	2006	2017	2023	2026		
On-Road Mobile	284.27	130.77	72.30	60.20	-75%	-17%
Non-Road Mobile	98.06	45.54	34.38	32.03	-65%	-7%
Off-Road Mobile	32.92	25.24	23.59	24.59	-28%	4%
Point (All sources)	57.55	54.80	42.34	42.00	-26%	-1%
Oil & Gas (Production & Drill Rigs)	80.07	13.87	3.61	1.86	-95%	-48%
Area	29.02	26.55	31.33	32.17	8%	3%
Total	581.89	296.77	207.55	192.85	-64%	-7%
DFW 10-County Nonattainment Area Volatile Organic Compounds (VOC) (tons/day)						
Sources	Analysis Years				% Change from 2006 to 2023	% Change from 2023 to 2026
	2006	2017	2023	2026		
On-Road Mobile	116.50	64.91	38.74	33.27	-67%	-14%
Non-Road Mobile	64.69	34.01	42.68	44.12	-34%	3%
Off-Road Mobile	5.74	3.66	4.60	4.86	-20%	6%
Point (All sources)	50.44	47.38	23.53	23.56	-53%	0%
Oil & Gas (Production & Drill Rigs)	44.88	32.18	24.72	11.80	-45%	-52%
Area	290.46	236.70	265.77	275.73	-9%	4%
Total	572.71	418.84	400.04	393.34	-30%	-2%

Technical Information Meetings

NCTCOG requests the TCEQ to organize more engagement and information meetings for the DFW region allowing clear evolution of the technical outcomes, not only closer to the SIP proposal timeframe, but for results to not be a surprise to those outside TCEQ. The discussions should cover concluding results and summaries of the anthropogenic modeling emissions, ozone design values of base case, design values forecasted, etc. After completing the modeling platform assessment, the TCEQ is requested to perform scenario-based planning runs (such as zero-out runs on various emissions source categories, time-of-day analysis, etc.) and present these sensitivities at the technical information meetings as well.

Regional Air Quality

With the design value forecast for the 2023 analysis year at 73 ppb (3 ppb more than the EPA's 2015 Ozone NAAQS) and with EPA disapproving the existing contingency measures, a discussion on comprehensive control strategies and air quality programs will benefit the region. NCTCOG staff is evaluating existing emissions reductions strategies and hosting sessions for local governments and the public to solicit ideas for multi-pollutant emissions reductions strategies in the coming months. Any relevant information gathered from these meetings will be shared with the TCEQ.

It is disappointing that the TCEQ is not taking a stronger role in advocating and requesting dedicated monies through the Legislative Appropriations that is available for targeted air quality reductions:

Local Initiatives Project (LIP) and Low-Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) Regional task forces were funded under LIP and had made significant impacts. There still exists approximately \$176 million in Clean Air Account 151 which, if reappropriated back to nonattainment regions, would fund local emissions enforcement task forces to combat fraudulent vehicle emissions inspections, reduce, high emitting vehicles, and other air quality/transportation initiatives.

The Texas Emissions Reduction Plan (TERP) also has over \$2 Billion in dedicated revenue (fund 5071). Assuming half of this is appropriated to the DFW area and based on the cost per ton estimates in TCEQ December 2022 Biennial Report (\$8,787 per ton), a potential reduction of around 45 tons per day of NO_x and approximately 1.5 ppb of ozone is possible.

The attainment and maintenance of federal ambient air quality standards is vital for the region as well as the state. NCTCOG will continue to support the TCEQ to reach ozone attainment for the region and proposes a continuation of efforts and partnership through the reinstatement of a North Texas Clean Air Steering Committee as needed that NCTCOG would be willing to host and facilitate.

Ms. Denine Calvin
Page Six

July 17, 2023

We appreciate the opportunity to comment on TCEQ's revisions to the DFW ADSIP, as well as the continued partnership between our agencies. NCTCOG thanks the TCEQ staff for their time and resources spent attending public hearings to discuss SIP updates, and for their follow-up with comments and suggestions. NCTCOG staff is committed to continuing to implement projects and programs and collaborate with partners agencies to reduce emissions in the DFW region.

Should you have any questions, please contact me at cklaus@nctcog.org or (817) 695-9286.

Sincerely,

Chris Klaus

Chris Klaus
Senior Program Manager
North Central Texas Council of Governments

VT:bw

2023 Ozone Season Update

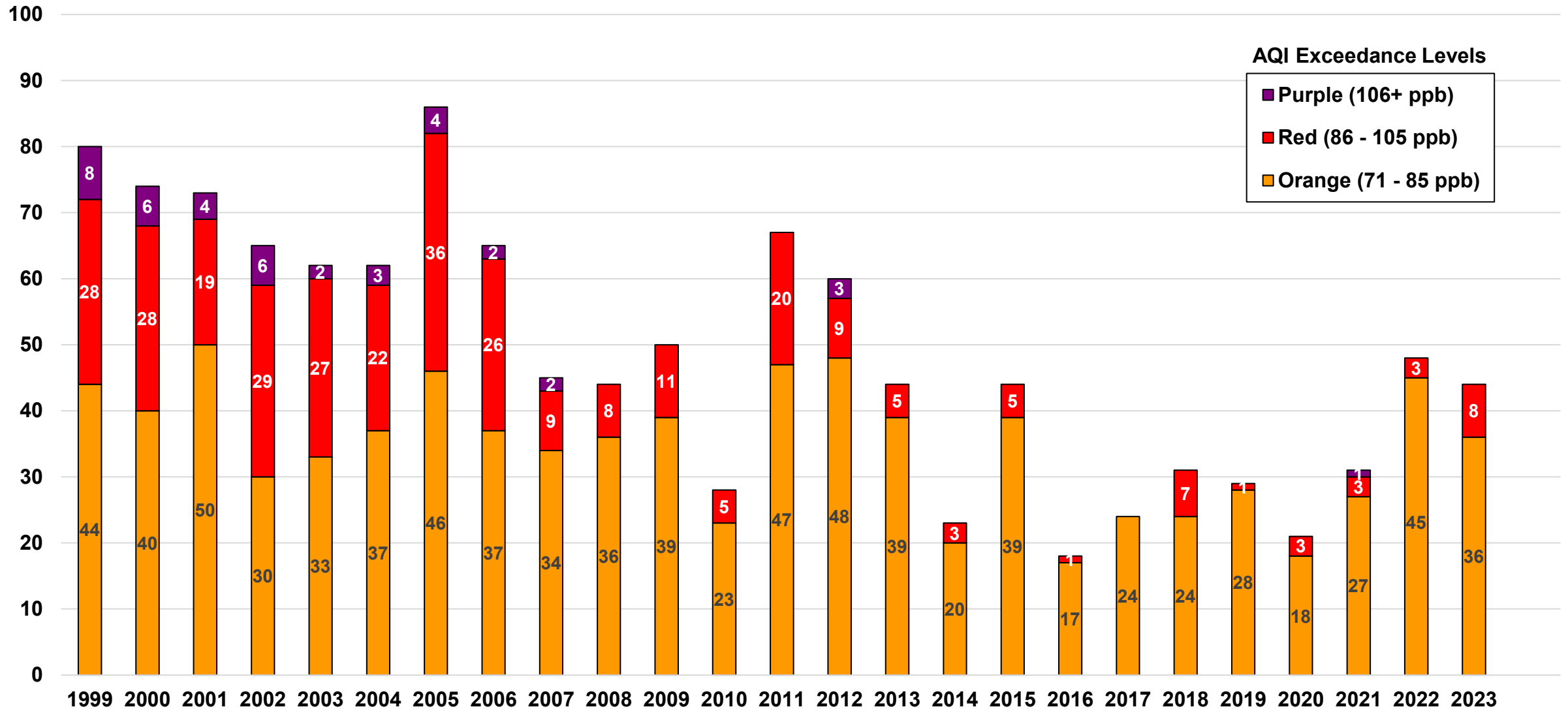
Surface Transportation Technical Committee • September 22, 2023

Nick Van Haasen, Air Quality Planner



8-HOUR OZONE NAAQS HISTORICAL TRENDS

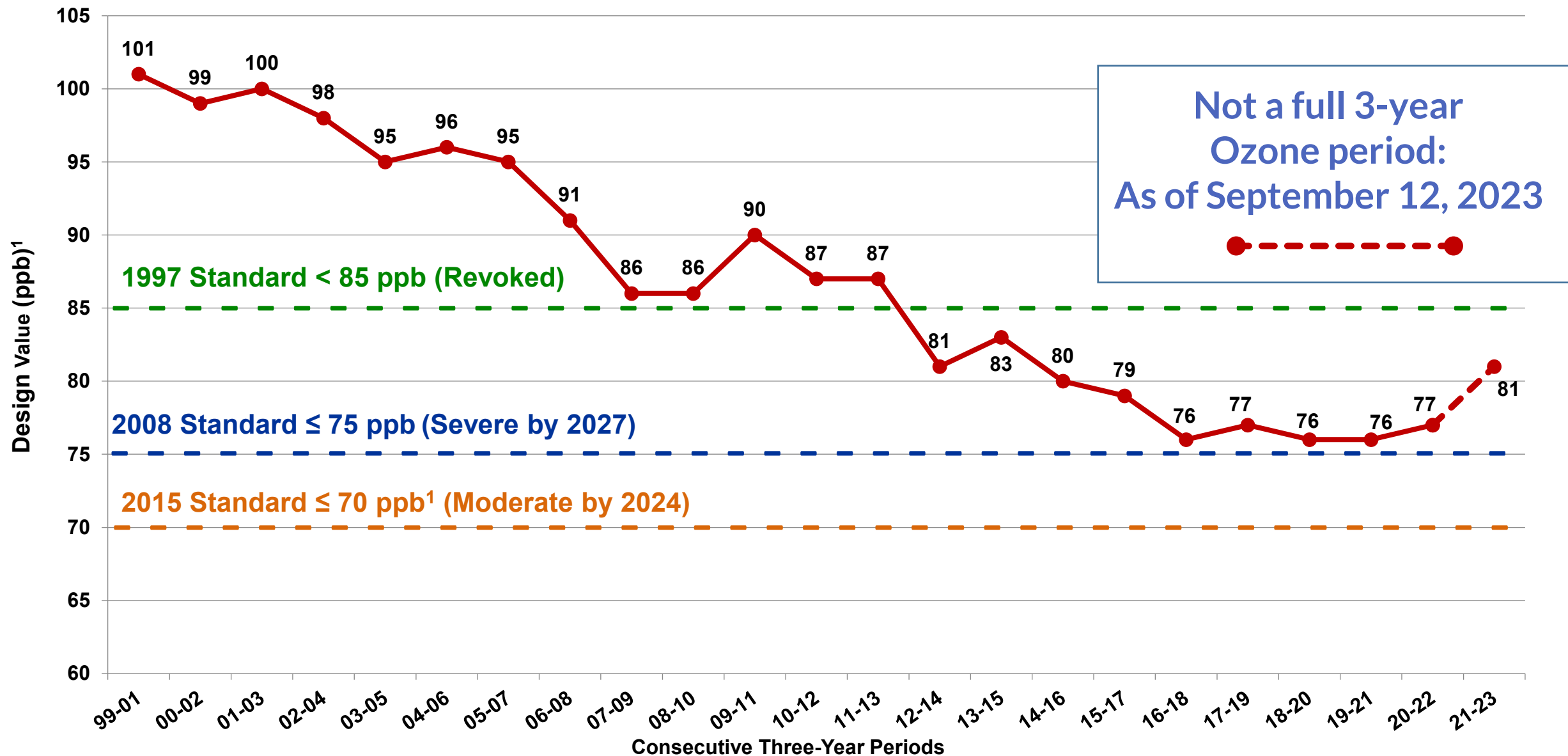
Based on ≤ 70 ppb (As of September 12, 2023)



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

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

8-HOUR OZONE NAAQS HISTORICAL TRENDS



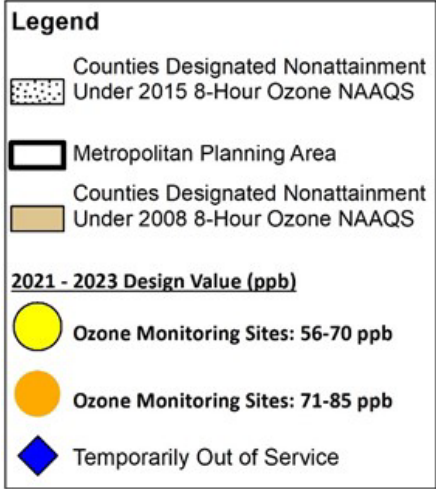
¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

2023 Ozone Season

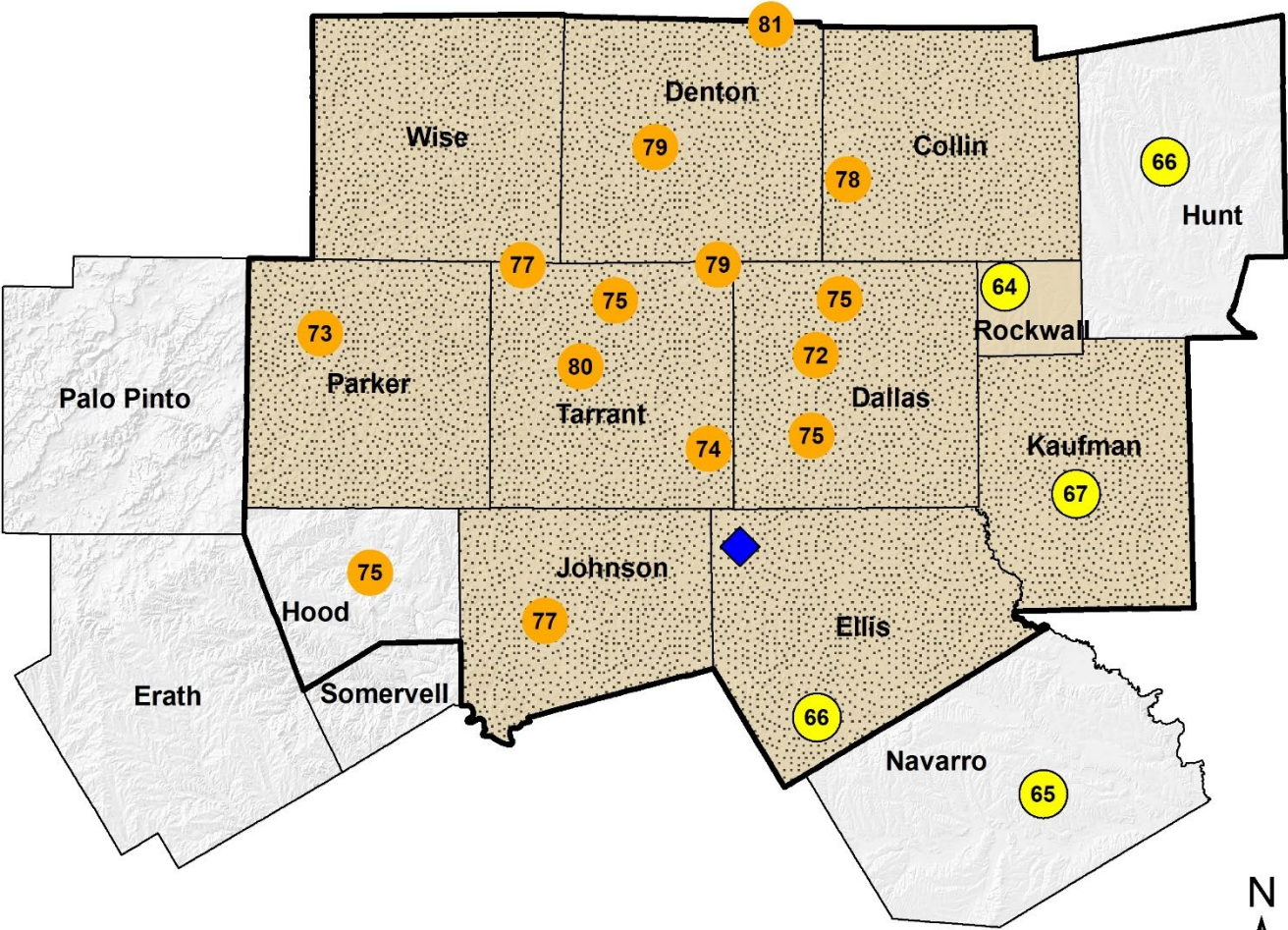
Top Monitors	4 th Highest Value for Season			2023 Ozone Season Design Value
	2021	2022	2023	
Pilot Point	85	77	81	81
Fort Worth Northwest	76	80	84	80
Grapevine Fairway	75	78	84	79
Denton Airport South	81	78	78	79
Frisco	81	73	82	78
Eagle Mountain	76	77	79	77
Cleburne Airport	75	82	75	77
Keller	74	72	80	75
Dallas North	73	72	80	75
Dallas Executive	70	77	79	75

Monitor Locations with Associated 4th Highest Value

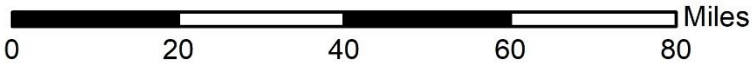
As of September 12, 2023



Colors represent Air Quality Index Breakpoints



North Central Texas
Council of Governments



September 2023

Initiatives Beneficial to Dallas-Fort Worth Air Quality

RTC Management, Operations, Air Quality, and Safety Program

\$150 Million in 2024-2026

Federal Implementation Plan

Transport Rule

NO_x limitations for stationary sources in 23 states

New EPA Diesel Engine Emission Standards

Ramp up to 2026

Bipartisan Infrastructure Law (BIL)

[BIL Guidebook PDF](#) pages 155-225 for all programs

[BIL Grant Programs](#) for all grant programs under the BIL

Inflation Reduction Act (IRA)

[IRA Guidebook Programs List](#) for all programs

[IRA Tax Credits](#) for all tax credits available under the IRA

Federal Highway Administration (FHWA) Climate Reduction Plan

\$281 Million

Similar to Congestion Mitigation and Air Quality Program (CMAQ)

2024-2033

EPA Climate Pollution Reduction Grants

\$4.6 Billion US for competitive funding

Implementation of Priority Climate Action Plans

Legislature Dedicated Funding

TERP (diesel vehicle funding) ~ 2 Billion

LIP (air quality and transportation funding including law enforcement) ~ 80 Million

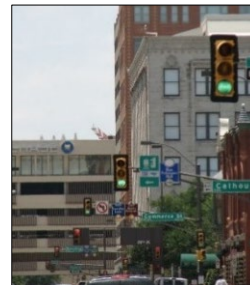
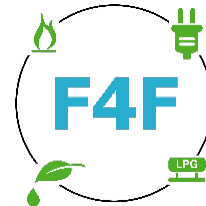
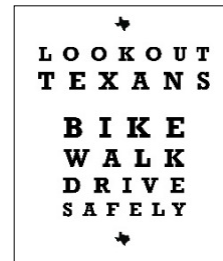
NCTCOG Funding and Resources

www.nctcog.org/AQfunding

Sample of Air Quality Initiatives



Rideshare. Record. Reward.



FOR MORE INFORMATION

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

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

NICK VAN HAASEN
Air Quality Planner
nvanhaasen@nctcog.org
817-640-3300

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

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



WALLER COUNTY

Carbett "Trey" J. Duhon III
County Judge

August 30, 2023

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

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

Dear Ms. McNeal:

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

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

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

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

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

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

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

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

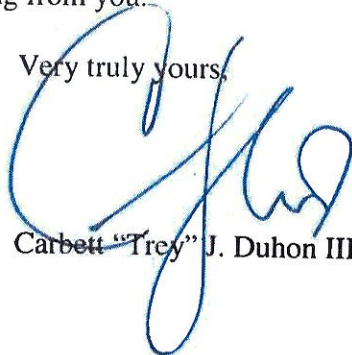
Further, to allow an EIS to be utilized when the basic premise as to the financing of the project has changed (going from privately financed to publicly financed) would be an injustice in and of itself. It is imperative that a new EIS should be performed. Due to the previous environmental review process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

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

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

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

Very truly yours,



Carbett "Trey" J. Duhon III

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



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

August 25, 2023

Mr. David Bartels
Director of Planning and Program Development
Federal Transit Administration, Region VI
819 Taylor Street, Room 14AO2
Fort Worth, TX 76102

Dear Mr. Bartels:

RE: Request for Class of Action Determination for the Dallas-Fort Worth High-Speed Transportation Connections Project in Fort Worth, Arlington, Grand Prairie, and Dallas in Tarrant and Dallas Counties, Texas

The North Central Texas Council of Governments (NCTCOG) in Arlington, Texas would like to initiate the environmental review process for the Dallas-Fort Worth High-Speed Transportation Connections Project (the Project), in compliance with the National Environmental Policy Act (NEPA), its implementing regulations, and related environmental requirements. The Federal Transit Administration (FTA) would serve as the lead federal agency. NCTCOG would serve as the local project sponsor and joint lead agency. This letter is to request a determination by FTA on the NEPA Class of Action for the Project.

The Project is a new, exclusive double-tracked guideway for high-speed rail from downtown Fort Worth to downtown Dallas, a distance of approximately 31 miles. The horizontal alignment generally follows Interstate Highway (IH) 30 right-of-way through Tarrant and Dallas counties (see Enclosure 1). The Project would begin at an underground station in downtown Fort Worth immediately west of the existing Fort Worth Central Station. The alignment would head south and turn east under the IH 35W/IH 30 interchange and align with IH 30 to emerge from the tunnel east of Beach Street. The alignment would continue within the IH 30 right-of-way between Beach Street and Cooper Street, then descend into a tunnel near Center Street. The alignment would continue underground under the IH 30/State Highway (SH) 360 and IH 30/President George Bush Turnpike (PGBT) interchanges. After crossing under IH 30/PGBT interchange, the alignment would emerge from the tunnel on the south side IH 30, west of Belt Line Road. The alignment would be elevated over Belt Line Road and cross over to the north side of IH 30, west of Loop 12. At Hampton Road, the Project would turn to the northeast to align with Main Street. After crossing the Trinity River and IH 35E, the guideway would turn south and follow Hyatt Regency Hotel Drive/Hotel Street and connect to the proposed elevated Dallas high-speed rail station.

August 25, 2023

As proposed, the Project includes the construction of two stations; one in downtown Fort Worth and another near AT&T Way in Arlington; both of these platforms would be underground. On the east end (in Dallas), the Project would connect to the proposed platform/station to be built as part of the Dallas to Houston High-Speed Rail line, which received a Record of Decision from the Federal Railroad Administration in September 2020.

Additionally, a maintenance facility will be required. Several candidate locations have been identified and will require further study (see Enclosure 1). The locations of other ancillary facilities, such as traction-powered substations and necessary fire/life/safety requirements, will be addressed during the development of preliminary engineering.

The Project alignment and mode are the result of an alternative analysis conducted between April 2020 and July 2021. On July 8, 2021, the Regional Transportation Council (RTC), the independent transportation policy body of NCTCOG that oversees the metropolitan transportation planning process as the Metropolitan Planning Organization for the Dallas-Fort Worth region, approved the recommendation of IH 30 as the alignment. Subsequently, on February 10, 2022, the RTC approved high-speed rail as the mode for the Project. The Project is included in Mobility 2045 – 2022 Update (see Enclosure 2). The final report documenting the alternative analysis is available on the Project website at: www.nctcog.org/dfw-hstcs under the "Project Information" tab.

The purpose and need for the Dallas-Fort Worth High-Speed Transportation Connections Project is to create high-speed passenger rail service connecting downtown Dallas and downtown Fort Worth with other high-speed rail service to improve mobility and create more high-speed travel choices in the metropolitan area, as well as the State of Texas. Enclosure 3 is a draft purpose and need statement for the Project.

While the Project would be predominantly within existing public rights-of-way, the Project would have potential environmental effects to the built and natural environs. Enclosure 4 is a table outlining environmental considerations (e.g., potentially affected resources, effects, mitigation). While some environmental resources would be affected, an initial assessment by NCTCOG indicates potential negative impacts associated with the Project are not expected to be significant and/or can be mitigated. As such, NCTCOG believes an Environmental Assessment would be the appropriate class of Action under NEPA.

Sincerely,



Michael Morris, P.E.
Director of Transportation

SW:cmg

Enclosures:

1. Location Map
2. Mobility 2045 – 2022 Update references
3. Draft Purpose and Need Statement
4. Summary of Potential Environmental Effects

Enclosure 1. Dallas-Fort Worth High-Speed Transportation Connections Project Location Map



Source: HNTB, 2023

options. Stakeholders and the public are collaboratively shaping the broader economic development vision for East Lancaster, which will influence the follow on multimodal, access management, and context-sensitive street and streetscape designs.

TR2-004: State and National Transit Connections Program

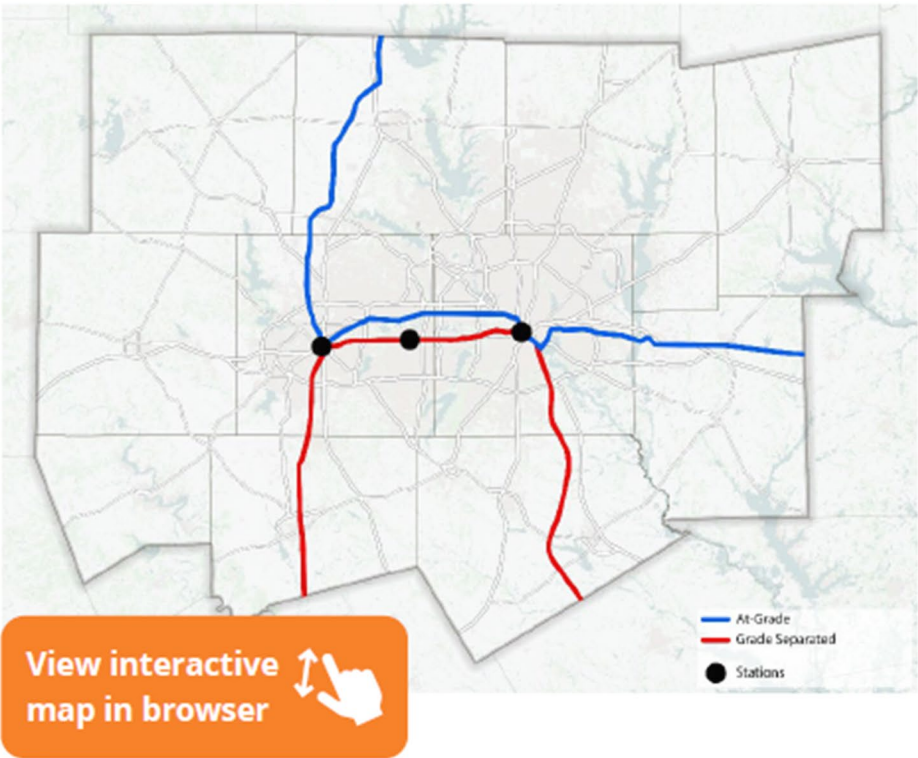
Transit also links North Central Texas to neighboring regions, the rest of Texas, and the nation. Existing services include intercity bus and intercity rail via Amtrak. The Mobility 2045 Update includes plans for high-speed transportation service that will connect North Central Texas to other regions.

High-Speed Transportation

The North Central Texas region has been identified as a potential hub for passenger rail routes serving distant regions. Federal and state plans indicate a need for high-speed passenger rail service to, through, and within the region. Corridors traveling through North Central Texas include proposed service to Oklahoma City; Austin; San Antonio; Houston; Shreveport, Louisiana; and Little Rock, Arkansas. Planning is progressing for some of these corridors. With new high-speed technologies such as maglev (magnetic levitated trains) and hyperloop advancing rapidly, some of these corridors could utilize a technology other than high-speed rail.

Four corridors are proposed: 1) Dallas to Houston, 2) Oklahoma City to South Texas, 3) Fort Worth to Shreveport, and 4) Fort Worth to Dallas. Recommendations for the Mobility 2045 Update include at-grade and grade-separated high-speed transportation service within the region, as identified in **Exhibit 6-30**.

Exhibit 6-30: High-Speed Transportation Recommendations



The Regional Transportation Council determined the most effective and efficient plan for the region would provide a seamless service—a “one-seat” ride—for passengers, meaning passengers would not be required to transfer to reach their destination.

High-speed passenger service within North Central Texas is not intended to be a stand-alone service; rather, service within the region is an integral component of a larger statewide and potential national network.

The Dallas-to-Houston corridor has been identified as having the most potential for grade-separated high-speed passenger rail service. An effort led by the private sector has analyzed the corridor for environmental impacts, alignment options, station locations, and

funding options. The region’s high-speed rail recommendations are shown in **Exhibit 6-30**.

The proposed corridor extending from Oklahoma City to South Texas also exhibits high ridership potential, particularly segments south of Fort Worth. Initial planning indicates a need for at-grade higher-speed passenger rail service from Fort Worth to Oklahoma City. From Fort Worth southward, the appropriate high-speed technology is yet to be selected through future planning efforts. However, this corridor has been identified as a grade-separated high-speed transportation corridor viable for high-speed rail, maglev, or hyperloop technology. Additional analysis is needed to refine the corridor alignment, specific high-speed technology, and service types.

Planning for the proposed corridor extending eastward from Dallas to Shreveport, Louisiana indicates a need for higher-speed at-grade passenger services.

Within the North Central Texas region, both at-grade high-speed passenger rail and grade-separated high-speed transportation rail is recommended from Fort Worth to Dallas. The grade-separated high-speed rail service in this corridor, recommended to follow the IH 30 alignment for a majority of the distance, includes three stations, per Regional Transportation Council policy, in downtown Fort Worth, Arlington, and downtown Dallas as identified in **Exhibit 6-30**. Additionally, the Regional Transportation Council approved the Phase 1 study recommendations, which included a travel time of 20 minutes or less between downtown Dallas and downtown Fort Worth, to provide fast and reliable travel regardless of traffic conditions. By connecting the identified grade-separated high-speed transportation corridors, a “one-seat” ride could potentially be achieved from South Texas to Houston through North Central Texas. The region supports the development of one-seat/one-ticket high-speed transportation connectivity between Fort Worth, Arlington, Dallas, Houston, and South Texas through the Dallas station. Should regulatory, environmental, financial, or other challenges prohibit the

timely development of a one-seat/one-ticket connection through the Dallas station, the region will support and coordinate with high-speed transportation system implementers to develop a cross-platform transfer solution for all passengers that is as close to a one-seat/one-ticket connection as possible.

Cost estimates for grade-separated high-speed transportation within North Central Texas are provided in **Exhibit 6-31**. The Fort Worth-to-Austin and Dallas-to-Houston corridors will be funded through private-sector initiatives. The Fort Worth-to-Dallas project will be funded through a public-private partnership.

Exhibit 6-31: Cost Estimates

ID	From	To	Distance	Private	Public	Total
			(within MPA)	Revenue Sources (\$millions)		
1	Johnson/Hill County Line	Fort Worth	38	\$7,100	\$0	\$7,100
2	Fort Worth	Dallas	32	\$2,000	\$2,000	\$4,000
3	Ellis/Navarro County Line	Dallas	41.6	\$5,100	\$0	\$5,100
Totals			111.6	\$14,200	\$2,000	\$16,200

MPA: Metropolitan Planning Area

TR2-005: Transit Enhancements and Mobility Improvements Program

The Transit Enhancements and Mobility Improvements Program supports optimizing the lifespan and utilization of existing transit assets by prioritizing the following in the transit system: safety improvements, capacity-expansion projects, coordinated services, accessibility improvements, and technology integration. Optimization of existing transit assets will enhance the efficiency, effectiveness, and safety of the transit system while continuing to support transit as a mode of choice for the region.

E. Mobility Options: Public Transportation

Policies

MTP Reference #	Public Transportation
TR3-001	Public transportation needs should be met by existing transportation authorities and providers through a comprehensive, coordinated, and cooperative approach to maximize existing transportation resources. Alternative implementation approaches may be necessary if existing transportation authorities and providers are unable to provide needed services in a timely manner (consistent with Regional Transportation Council Policy P09-03).
TR3-002	Work with the region's existing public transit providers to ensure a seamless multimodal transit system through: <ul style="list-style-type: none"> • Seamless connections • Coordinated fare structure • One-stop access to services • Standardization of assets, technologies, and service characteristics that promote interoperability • Improved interaction between public, private-for-profit, and private-nonprofit transit providers (consistent with Regional Transportation Council Policy P09-03) • Elimination of gaps in service to establish a minimum level-of-service • Service expansion
TR3-003	Existing and future public use rights-of-way should be monitored for appropriate public transportation service.
TR3-004	Transportation authority members who receive funds for the implementation of projects that promote transit accessibility will be required to pay back funds, as determined by the Regional Transportation Council, should the entity choose to not continue as a member of that authority.
TR3-005	Support the planning and development of high-speed rail to, through, and within the North Central Texas region by leading project development efforts and coordinating with federal and state initiatives as appropriate.
TR3-006	Maximize the efficient use of public transportation resources in North Central Texas, including public, private-nonprofit, and private-for-profit providers of services.
TR3-007	Implement safety, management and operations, and multimodal system integration projects and programs as appropriate.
TR3-008	Establish policies and procedures that encourage and reward coordination.
TR3-009	Support efforts to make accommodations for rail and other public transportation services to major events centers during special events.
TR3-010	Support efforts by transit authorities to secure funding through local, state, federal, and other sources for the development and implementation of public transportation, including the Federal Transit Administration's Capital Investment Grant Program.
TR3-011	Establish policies fostering high-speed rail system interoperability resulting in a "one seat" ride system operation to, through, and within the North Central Texas region.
TR3-012	Establish policies encouraging regional access by identifying grade-separated high-speed rail station locations in downtown Fort Worth, Arlington, and downtown Dallas.

MTP Reference #	Public Transportation
TR3-013	Support the planning and development of sustainable land uses near grade-separated high-speed rail station locations by coordinating with the cities of Fort Worth, Arlington, and Dallas.
TR3-014	Support the planning and development of sustainable land uses near at-grade higher-speed rail station locations by coordinating with the cities' hosting stations.
TR3-015	Support investment of general-access public transportation service that addresses existing and forecasted transit needs/demand in communities. Support and promote the integration of transportation services through shared technology, transit policy, or other means.

Programs

Community Access Transit Program	
Reference	TR2-001
Background	This program includes demand-response public transportation services that link people to employment and job training, community services, life-saving medical care, and life-enriching activities. It also incorporates federal programs that support community access transit, including job access and reverse commute under the Urbanized Area Formula Program and the Enhanced Mobility of Seniors and Individuals with Disabilities Program.
Related Goals	<ul style="list-style-type: none"> • Improve the availability of transportation options for people and goods. • Ensure all communities are provided access to the regional transportation system and planning process.
Related Policies	TR3-001; TR3-002; TR3-006; TR3-008; TR3-010
Implementation	Conduct needs assessments, planning, and service design activities to determine capital and operational characteristics and funding details for service. Through public and private agencies, implement service as needed in communities throughout the region through 2045.
Performance Dimensions	<ul style="list-style-type: none"> • An adopted regional public transit-human service transportation coordination plan that meets federal and state requirements. • Percent of population, including low-income households, persons with disabilities, older adults, and children with access to transit service to commerce, jobs, healthcare, and other services. • Number of persons engaged in planning and education activities for community access transit.
Cost Estimate	\$2,907,600,000

State and National Transit Connections Program	
Reference	TR2-004
Background	This program includes public transportation service, including high-speed rail, linking the North Central Texas region to neighboring regions and the State of Texas.
Related Goals	Improve the availability of transportation options for people and goods.
Related Policies	TR3-002; TR3-005; TR3-011
Implementation	Conduct needs assessments, planning, and service design activities to determine capital and operational characteristics and funding details for service. Through public and private agencies, implement service to connect outside the region as needed through 2045.
Performance Dimensions	Average daily number of routes linking the region to outside destinations.
Cost Estimate	\$16,200,000,000

Transit Enhancements and Mobility Improvements Program	
Reference	TR2-005
Background	The diverse projects in the program include improvements to safety and security, capacity, operations, technology, and accessibility that increase the efficiency of the region's transit system and support transit as a mode of choice for the region's residents and visitors.
Related Goals	<ul style="list-style-type: none"> • Improve the availability of transportation options for people and goods. • Support travel efficiency measures and system enhancements targeted at congestion reduction and management. • Ensure all communities are provided access to the regional transportation system and planning process.
Related Policies	TR3-002; TR3-006; TR3-007; TR3-008; TR3-009; TR3-010
Implementation	Conduct needs assessments, planning, and design activities to determine parameters and funding details for enhancements and improvements. Through public and private agencies, implement enhancements as needed through 2045.
Performance Dimensions	Annual number of transit enhancement and mobility improvement projects.
Cost Estimate	\$540,000,000

Enclosure 3. Draft Purpose and Need

Project Purpose

The purpose of the Dallas-Fort Worth High-Speed Transportation Connections project is to create a safe, convenient, efficient, fast, and reliable alternative to existing ground transportation travel options by providing a high-speed passenger rail service on an exclusive guideway connecting the two largest downtowns in the fourth largest metropolitan area in the United States.

Project Needs

Existing and future transportation issues to be addressed by the project include:

- Continued population and employment growth in the Dallas-Fort Worth region and the state will result in increasing travel demand and place greater pressure on existing transportation services and infrastructure
- Existing transportation network and services have unreliable and lengthy travel times
 - The existing roadway system is increasingly congested
 - Travel times on the existing roadway system are highly variable
 - Travel times on the existing passenger rail system are lengthy
- Creation of more transportation choices
- Seamless connectivity to other planned high-speed rail systems in the state
- Support for economic development opportunities by providing additional access to employment, education, entertainment, health, and shopping for residents of, and visitors to, the region and the state

Enclosure 4. Summary of Potential Environmental Effects

Resource	Potential Environmental Issue	Potential for Environmental Effects		
		High	Medium	Low
Land Use and Zoning	The Project would operate primarily within existing roadway right-of-way and/or would be adjacent to a freight railroad. It is not anticipated that the Project would cause significant changes in land use. NCTCOG has been coordinating with the cities, major stakeholders, and large property owners regarding development plans along the alignment. The land use/zoning near the two proposed stations is currently zoned commercial/retail and would support development around the stations.			X
Land Acquisition and Displacements	NCTCOG does not anticipate significant impacts to private properties; the Project would be primarily within existing roadway right-of-way. Near the proposed portal, west of Belt Line Road, land would need to be acquired and could require the displacement of two businesses. As the alignment transitions from IH 30 to Main Street, property would need to be acquired and may displace a city of Dallas impound yard and up to seven homes and five businesses. East of the Trinity River, the alignment would impact the Dallas County jail/court complex along Riverfront Boulevard. NCTCOG has been in discussions with the county; Dallas County is currently evaluating options to relocate this complex to another location in the city. A specific site for a maintenance facility has not been selected and could require additional land acquisition and displacements; a site will be identified and recommended as part of the preliminary engineering design process.		X	
Socioeconomics and Economic Development	The proposed station locations in Fort Worth, Arlington, and Dallas would support new economic development opportunities associated with a station.		X	
Neighborhoods and Community Facilities	The Project generally follows an existing roadway right-of-way and/or would be adjacent to a freight railroad. The Project would not separate or divide neighborhoods. There are no community facilities near the Project; therefore, it would not adversely impact any community facilities.			X
Parks and Recreational Sites	The proposed Project alignment is adjacent to Gateway Park, Tandy Hills Nature Area, Stratford Nature Area, Randall Mills Nature Area, Trinity River Greenbelt, and Martyr's Park. All of these parks are either adjacent to IH 30 or a freight railroad. No property acquisition from these parks is anticipated. Additionally, the Project would cross over a new proposed park in west Dallas/within the Trinity River levees. NCTCOG has been coordinating with the city of Dallas and the nonprofit developing this new park to avoid and/or minimize effects.			X
Historic and Archeological	In downtown Dallas, the alignment would be adjacent to several nationally listed historic resources, including West End Historic District, Dealy Plaza Historic District, and Dallas Union Station, as well as traversing over the Houston Street Viaduct. Additionally, there are several historic-age structures adjacent to the Project in Dallas, including the Triple Underpass (railroad bridge over Elm, Main, and Commerce Streets), Cadiz Pump Station, and the Cadiz Street underpass. The Project would not directly impact these resources; however, there could be visual effects. The area is highly urbanized and adjacent to existing freight and passenger railroads, two Interstates, and urban mid- to high-rise development. Coordination with local historical commissions and the Texas Historical Commission will be required to confirm historic status/eligibility and affects.		X	
Section 4(f)	A draft Section 4(f) evaluation will be included in the NEPA document. As noted in this table, there are numerous parks and historic properties along the alignment. Additional engineering details and findings from the noise, vibration, and visual assessments are needed, as well as coordination with local governments to determine if there is a use of a Section 4(f) resource. If a use of a Section 4(f) resource is identified, alternatives to avoid and/or minimize impacts and measures to mitigate will be developed and considered with the goal of attaining a de minimis determination.		X	
Noise and Vibration	The Project is not expected to significantly increase noise or vibration levels. The Project would be operating primarily within existing roadway right-of-way and/or would be adjacent to a freight railroad which already creates high levels of noise/vibration. Noise and vibration analyses will be conducted. If expected levels exceed federal guidelines, mitigation will be proposed.			X
Visual and Aesthetic	Except for the area from Hampton Road to Main Street, the Project would be adjacent to an existing Interstate or freight railroad. The elevated section of the Project from west of Belt Line Road to the Dallas high-speed rail station would introduce new visual elements. A visual impact assessment will be conducted and, if needed, mitigation proposed.		X	
Air Quality	Both Tarrant and Dallas counties are within the 10-county severe nonattainment area under the 2008 ozone standard and the nine-county moderate nonattainment area for the 2015 ozone standard. Because the Project would be grade-separated from all roadways and railroads, it would not increase traffic delays for motor vehicles nor increase air pollution.			X
Environmental Justice and Limited English Proficient Populations	There are numerous Census block groups along the alignment with above average populations of low-income and/or minority persons; however, no disproportionate and/or adverse effects to environmental justice populations are expected because the Project is primarily within an existing roadway right-of-way or adjacent to an existing freight railroad. As part of its public engagement efforts for the project, NCTCOG has and will continue to actively reach out to these communities and their elected representatives to seek input on potential impacts. Additionally, information about the project has been prepared in both English and Spanish and meeting notices include an option to provide an interpreter.			X
Transportation Effects	The proposed guideway for the Project would be completely separated (no at-grade crossings) with all other roadways and rail lines; therefore, the Project would not impact the operations of any roadway, transit line, and/or freight rail or impact pedestrian/bicycle circulation; however, some modifications to roadways and access to properties may be needed to accommodate the guideway.			X

Resource	Potential Environmental Issue	Potential for Environmental Effects		
		High	Medium	Low
Water Bodies and Floodplains	The Project would cross several major water bodies and floodplains associated with the West Fork Trinity River, Sycamore Creek, Cottonwood Creek, Village Creek, Johnson Creek, Mountain Creek, and the Trinity River. These crossings have been previously disturbed with the construction of the Interstate. In Dallas, the Project would be elevated over the Trinity River and its associated levees which would require Section 408 coordination/permitting with the US Army Corps of Engineers. Additionally, this section of the Trinity River is still classified as navigable; however, the effort was abandoned after a failed bond election in 1973.; therefore, coordination with the US Coast Guard would be required.			X
Biological Resources and Ecologically Sensitive Areas	The Project would operate primarily within existing roadway right-of-way and/or adjacent to an existing freight railroad. The majority of the alignment is within areas that have been previously disturbed and developed for transportation or urban development. Two areas where biological impacts may occur are along I-30 at the Loop 12 interchange and where the alignment leaves the IH 30 right-of-way, east of Hampton Road and west of North Edgefield Avenue in West Dallas. Potential impacts to wetlands could occur around the IH 30/Loop 12 interchange and would require a wetland delineation, coordination with the USACE, and likely a Nationwide Permit, while potential impacts to forested habitat could occur along the segment between Hampton Road and North Edgefield Avenue. Potential impacts in both of these areas are anticipated to be minimal.			X
Regulated Materials	The Project would operate primarily within existing roadway right-of-way and/or would be adjacent to a freight railroad. In west Dallas, regulated material sites associated with displaced businesses could occur and would be assessed during the development of the NEPA document. If needed, mitigation would be proposed.			X
Utilities Conflicts	Potential utility conflicts are expected. NCTCOG will coordinate with utility providers during the development of the preliminary engineering plans to identify and assess any major conflicts.		X	
Energy	The Project would be powered by electricity via overhead catenaries. While this may increase energy consumption, no adverse effects are anticipated.			X

Michael Morris
Executive Director, Regional Transportation Council
North Central Texas Council of Governments

Re: Regional Transit Study

Regional Transportation Council Board Members:

With the 40th anniversary of Dallas Area Rapid Transit, the cities of Carrollton, Irving, Plano and Dallas believe this is an appropriate time for the region to revisit the strategic goals and desired outcomes of regional transit. Forty years ago, 14 area cities had a vision to develop a regional transit system and the development of the services and systems have been fulfilled to serve the needs and vision from 1983. The same year the Fort Worth area formed the Fort Worth Transportation Authority. In addition to DART, there are other transit agencies including Trinity Metro and DCTA who are also charged with providing transit services to meet the rapid growth of the Dallas/Fort Worth Metroplex. Partnerships between these transit agencies such as the Trinity Railway Express, TEXRail, and A-Train, have demonstrated the importance of system connectivity and regional collaboration that enhances customer experience and drives ridership demand.

As member cities of a transit authority, we acknowledge and embrace that the growth of the region requires an efficient transit solution in order to provide predictable, cost effective, and reliable mobility for residents and businesses. We believe a comprehensive study is needed to assess the effectiveness of regional transit today and what regional transit should look like for the next 40 years. We request the study be commissioned by the Regional Transportation Council as the region's neutral transportation planner. The study must be conducted by a top tier, globally recognized consulting firm (McKinsey, Bain, Deloitte, etc.), to be completed prior to the next Legislative Session, if possible.

Specifically, we would like to request the study address:

- Needs analysis for service types
- Costs of agencies and potential efficiencies
- Membership categories and options
- Revenue commitments/contributions
- State of Texas ferry allocation
- Fares and revenue recovery philosophies
- Barriers to system growth

We member cities of a transit authority believe now is the time for this strategic look at transit solutions to ensure we are meeting the mobility needs of the Metroplex.

Sincerely,

Eric Johnson, Mayor of Dallas



John B. Muns, Mayor of Plano



Steve Babick, Mayor of Carrollton



Oscar Trevino, Mayor of North Richland Hills



Wes Mays, Mayor of Coppell



Bruce Arfsten, Mayor of Addison



Don Carroll, Dallas Regional Mobility Coalition Chair



Mattie Parker, Mayor of Fort Worth



Rick Stopfer, Mayor of Irving



Terry Lynne, Mayor of Farmers Branch



Blake Margolis, Mayor of Rowlett



George Fuller, Mayor of McKinney



Bob Dubey, Mayor of Richardson



DRAFT

REGIONAL TRANSIT VERSION 2.0: PLANNING FOR THE YEAR 2050

CONTEXT: The Transportation Authority – Member City Paradox

At its simplest terms the transportation authority produces a transit plan which meets its financial capacity over a fixed duration of time. Its tax rate is fixed, and it supplies transit services against that assumed forecast while managing annual fluctuations based on economic condition. It also includes revenues from other sources: State-zero funds, transit fare-small; advertising – smaller; and utility easement revenues – even smaller; and federal/Regional Transportation Council funds - significant.

While some sales tax is available to the cities, the cities also depend on variable property tax rates and annual budget requirements in state law. Any additional sales tax capacity is currently capped by state law. Cities have elected officials and transportation authorities have appointed board members, adding to paradox.

For both sides, funding limitations require hard decisions to be made annually - capital investments to be deferred, assets to be maintained and cutting of services to be considered. For cities, balancing the variety of essential services necessary with the demand of more diverse and growing community needs makes these decisions even more challenging.

Since DART collects a 1 cent sales tax, this paradox impacts DART the most. Half cent transit agencies are not immune to this pressure. The paradox occurs when city officials feel hard decisions are not made by the transit agency and going further, easy decisions on efficient service levels are not made either.

So, the problem occurs at the margin since most services are clearly needed. Could the transit authorities improve how they communicate their planning efforts to meet transit demand balanced with revenue forecasts, state of good repair requirements and debt obligations? Will this improved communication and more transparent planning result in a greater partnership between cities and authorities? In Transit Version 2.0, is it possible to better balance regional need for transit services with more localized city needs and demands?

Nationally, transit authorities that must get their budgets approved from higher sources, like legislatures and/or city councils, have significantly less revenue than those with fixed rate dedicated sources and this annual uncertainty can make long term funding of projects and services more challenging. In these cases, the paradox is adjudicated annually during the budget process as the city council or legislatures consider the funding challenges and priorities for a larger set of circumstances. This is the city budget model as well.

So recent transit policy discussions in fixed rate financial plans revolves around free fares, revenue reimbursements to cities and distribution of sometimes inefficient

DRAFT

services. “I’ll take empty buses over no buses”, would be an example of the current problems.

What if the process was reversed? Review all the costs into the future, re-assess needs based on future growth and desired regional outcomes, pursue revenues, and propose a sales tax rate that meets the long-term need. Maybe a transit authority should pursue state revenues, not propose free fares, not reimburse cities in an ad-hoc manner, and pursue the benefits of new members. In addition, should attention be placed on debt payments, long-term service plans, capital asset inventories, new effective services, reduction in inefficient services and a modernized fare collection program. The consideration of lost opportunity costs inside and outside of transit is essential.

Increased communication can eliminate this paradox and this study is intended to assist. Knowing transit agency needs for state of good repair is critical. Our region depends on it.

Currently there is no evidence that a lower tax rate at DART is possible. If it is possible, what are the impacts to service, debt obligations and future service commitments. Understanding these impacts balanced with the future growth needs of the region would certainly assist in local elected officials and transit authority board members working more closely in unison to achieve mutually desirable outcomes. Doing so will reduce trips to the legislature. If this project is approved, transportation authorities and cities are committing to resolve differences here at home.

PROBLEM STATEMENT

The Dallas-Fort Worth Metroplex will continue unprecedented growth over the next 20 to 30 years. Current projections forecast an influx of four million new residents to the region and an addition of three million jobs. This substantial growth will compound a seemingly insatiable demand for passenger and goods movement that has already exacerbated the limited capacity of the region’s streets and highways.

In light of this phenomenon, a regional transit study to explain Transit Version 2.0 will be undertaken to shed light on the critical transportation investments necessary and lost opportunity costs for other investments. Acknowledging that optimal use of public transportation provides more people movement capacity in less space and frees up roadway capacity for all other users, the study will consider the following scope:

1. Partnership models for public transit in the Metroplex
 - a. Operations implications and benefits
2. Potential ways to fund public transportation in the Metroplex, including membership vs. non-member models
3. Available funding sources at the regional and state levels

DRAFT

4. Potential ways to better leverage the economic development benefits of public transportation investment to create incentives for people and companies to locate where there is a variety of transportation modes available
5. Policy considerations of the various governance and funding proposals
 - a. Enabling policy
 - b. Policy barriers or changes
 - c. Inclusion of Opportunity Costs

This effort is not intended to create a regional rail authority or change the independent authority of each of the three current transportation boards of directors.

Who:

Funded by the Regional Transportation Council. The proposed Policy Committee is RTC members from transportation authority cities and transit authority board members.

What: Seven Components of the Study

1. Legislative Categories of Study – Example Questions

Are there opportunities to get annual Texas Metropolitan Mobility Funds for regional rail operations?

Should 4A and 4B non-member cities be able to recruit employers from transportation authority cities?

2. What other legislative strategies could fund transit in new communities and create 4A/4B opportunities in transportation authority cities? How do transit authorities increase membership in transportation authorities or through their local government corporations? Is it better to change current RTC policy and increase the number of authorities?
3. Can the three transportation authorities work together more efficiently to lower transit costs and increase system ridership between systems? For example, can rail operation contracts be bundled for greater efficiency?
4. Demographic growth is higher outside transportation authorities than within. How can transportation authorities develop new tools with local governments to reverse this trend? Can more development be placed on near existing transportation stations increasing economies of scale and creating air quality benefits.
5. Improve Board teamwork to reduce bylaw issues. For example, Denton County Transportation Authority bylaws were recently brought to the Texas Legislature.

DRAFT

6. Review fare collection strategies to increase ridership without lowering revenue. Are there membership loyalty opportunities?
7. Pursue resolution of the transit authority – city paradox described above, this would include the efficiency and effectiveness of different types of transit service. This would include agency cost, and efficiencies between transit authorities. Do the transit agencies have the correct tax rate to meet the needs discussed? Is it higher or lower? If transit agencies reviewed opportunity costs options would partnerships develop?

When:

The Executive Board meets in November 2023 and January 2024. The Regional Transportation Council meets monthly. The RTC will be briefed in September for information and proposed action in October 2023. The Executive Board will select the consultant. A committee of staff persons from the transportation authorities, cities, and NCTCOG will recommend a consultant.

The Executive Board will be requested to approve in November 2023 or January 2024. The legislative item will be completed by August/September of 2024 and the final report will be out in December 2024/January 2025.

Where:

The boundary of the 12-County Metropolitan Planning Organization boundary.

Why:

Transportation authorities have been going to the Legislature to solve local problems. These problems should be first solved by the respective Board of Directors. If unsuccessful, they should come to the Regional Transportation Council. This effort is to comprehensively address a series of regional and sub-regional transit questions. They are listed in the “What” section above.

How:

By a consultant team working for RTC members from transportation authorities and member cities of authorities. It will be coordinated by NCTCOG staff.

How Much:

Proposed \$1M+ in RTC local plus previous study reports. The reports are:

1. Regional Transit Coordination – 2002 (Prepared for DART by LKC Consulting Services, Inc.)
2. Regional Transit Initiative – 2004 (Regional Transportation Council)
3. Rail Transit System Review – 2006 (Regional Transportation Council)

DRAFT

4. Rail North Texas/Texas Local Option Transportation Act – 2008 (Regional Transportation Council)
5. Recent Regional Rail Options by DART

Transit agency plans will be sent to the winning consultant as well.

A similar effort was done of NTTA several years ago, resulting in dozens of new initiatives. It was coordinated by a consultant for the 4 county Judges.

Source: NCTCOG, September 2023, Version 2

Regional Transit Version 2.0: Planning for Year 2050

GOAL

Future Demographic Growth and Location Requires Focus

Solve Misunderstanding at Home

New Partnerships Based on New Information and Collaboration



General Conditions in the Transit Authority – Member City Paradox

	Transit Authority	City
Board/Council	Appointed	Elected
Revenue	Fixed Rate	Variable
Timeframe	Longer	Annual
Capital Asset/Understanding	Better, Easier	Unclear, Difficult
Purpose	Best in Class	Not Different than Other Functions of Government
Primary Client	Transit User	City Resident
Focus	Limited, Transit	Comprehensive



Seven Proposed Work Tasks

	<u>LEAD AGENCY</u>
1. More Aggressive Transit Legislative Program	RTC
2. Increased Membership	Transportation Authorities (TA)
3. Three Agency Cost Savings	TA
4. Creating In-Fill Development	Cities
5. Transit Board Teamwork	TA – Cities
6. Transit Fare Rewards Program	TA
7. Budget Understanding (Paradox)	TA – Cities



Draft Action for October

RTC Funds Study (\$1M+) in RTC Local and is Policy Subcommittee for 12 Counties

Addresses 7 Areas

RTC Requests NCTCOG Executive Board Select Consultant in November 2023 or January 2024

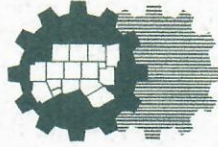
Recommended Consultant by NCTCOG /City/TA Staffs

Legislative Findings August/September 2024

Final Report January 2025

NCTCOG/Transportation Authority Reports Will Be Available Lowering Consultant Cost





North Central Texas Council Of Governments

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

DATE: September 15, 2023

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

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

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

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


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

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

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

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

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


Michael Morris, P.E.

CF:bw

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

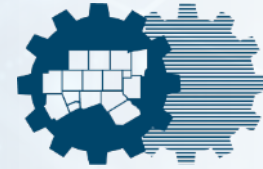
SPONSORING AGENCY City, County, DOT, Transit Agency, other		AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	Nov-13	Apr-14	Nov-14	May-15	Oct-15	May-16	Nov-16	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	5/1/2020 (Cancelled due to COVID- 19 restrictions)	Nov-20	May-21	Nov-21	May-22	Nov-22	May-23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

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

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

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

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



NCTCOG PRESENTATION

Local Clean Air Project Spotlight

Surface Transportation Technical Committee

September 22, 2023

North Central Texas Council of Governments

Project Spotlight – Electric Vehicle Charging Stations

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



Project Spotlight – Electric Vehicle Charging Stations

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



Project Spotlight – Electric Vehicle Charging Stations



DART Glenn Heights Park and Ride



City of Irving



Weatherford College



Contact Us



Jared Wright
Senior Air Quality Planner
JWright@nctcog.org | 817-608-2374



Joslyn Billings
Air Quality Planner I
Jbillings@nctcog.org | 817-695-9294



Maggie Quinn
Air Quality Planner I
Mquinn@nctcog.org | 817-695-9291



TRANSPORTATION

PUBLIC MEETING

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

PRESENTATIONS

Mobility 2050: The North Central Texas Metropolitan Transportation Plan

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

2023 Air Quality Transportation Conformity

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

The Environmental Protection Agency's Climate Pollution Reduction Grants Program

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

ONLINE REVIEW & COMMENT

Proposed Administrative Amendments to Mobility 2045—2022 Update
publicinput.com/nctcogOct23

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

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

Attend in person, watch the presentations live at publicinput.com/nctcogOct23, or participate via phone by dialing 855-925-2801 then code 2199.



RESOURCES & INFORMATION

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

Regional Smoking Vehicle Program (RSVP):
smokingvehicle.net

Vehicle Incentive & Funding Opportunities:
nctcog.org/aqfunding

Engine Off North Texas (EONT):
engineoffnorthtexas.org

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

This report is a compilation of general public comments submitted by members of the public from Thursday, Jul. 20 through Saturday, Aug. 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. The tool received 12 new comments related to roadways and bicycle and pedestrian needs. You can view these new comments as well as past comments by visiting

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

Air Quality

Facebook –

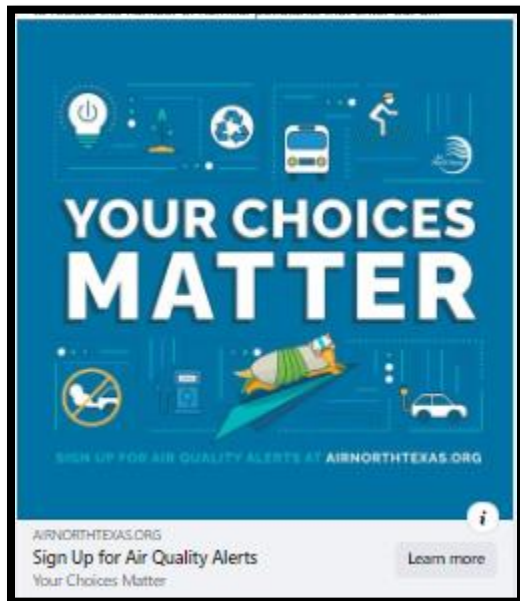
1. Join Air North Texas in improving North Texas air quality. Learn how to reduce the number of harmful pollutants that enter our air. — NCTCOG Transportation Department



Ole clay talking weather — The Ghost of Lenny (@Lennydivici2)

Facebook –

1. Join Air North Texas in improving North Texas air quality. Learn how to reduce the number of harmful pollutants that enter our air. — NCTCOG Transportation Department



Ok 7 weeks later and this shows again in my feed. NCTCOG Transportation Department - Please share YOUR choices that matter. Rather than just telling other people how to live. — Rob Dentremont

NCTCOG Transportation Department: Do you lead by example or do you just tell OTHER people how they should live? How about publishing a list of transport-to-the-office methods and a head count for each method? — Rob Dentremont

Email –

1. Ryan Becker

Here is a question for the meeting - I've also posted as a comment on the public forum, but wanted to ensure it was addressed so including here:

What measures are being taken to address the issue of illegally modified vehicles on the road that have had their catalytic converters removed, resulting in the release of toxic emissions that are 100 times higher than those of compliant vehicles? I have reported multiple instances through the "Report a Smoking Vehicle" program, but it is unclear whether any action is being taken against the violators. Unfortunately, it is impossible to reach anyone by phone for more information about this program. Additionally, I have emailed jbrown@nctcog.org, amoffa@nctcog.org, and cklaus@nctcog.org, but I have not received any response. Given the growing population in North Texas, residents are increasingly concerned about breathing clean air.

Response from NCTCOG Transportation Department:

Thank you for reaching out to us with your concerns about illegally modified vehicles on our roadways. We take this very seriously and appreciate any and all feedback from the public regarding such items.

The Regional Smoking Vehicle Program (RSVP) is designed to educate and inform drivers about vehicles that emit visible smoke from their tailpipes and encourage drivers to have these vehicles diagnosed and repaired, if needed. As you point out, this is an air quality issue with potentially detrimental consequences to health. When a smoking vehicle report is received through RSVP, a letter is mailed to the registered vehicle owner to make them aware that their vehicle was seen smoking and inform them of the importance of getting it repaired.

The North Central Texas Council of Governments administers RSVP but does not have the authority to enforce and cite motorists that have been reported through the program. Through past collaborative efforts and conversations with local law enforcement agencies, we have emphasized that a smoking vehicle can be a citable offense under the Texas Transportation Code.

In addition, vehicle emissions control tampering can be reported to the Environmental Protection Agency (EPA) at tampering@epa.gov. More information about tampering enforcement by the EPA can be found at <https://www.epa.gov/enforcement/national-enforcement-and-compliance-initiative-stopping-aftermarket-defeat-devices>.

Please continue to report smoking vehicles through the RSVP website or by phone (817-704-2522) so we can further educate the public about the impact to our air quality. Every report matters and goes towards improving the air in our region.

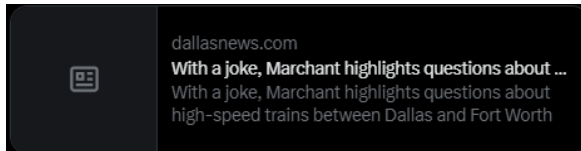
High- Speed Rail

Twitter –

1. Stop reinventing the wheel and just build HSR between Dallas and FW @NCTCOGtrans — Eric (@EricTheTexan)
2. Transportation Director at @NCTCOGtrans says Japanese high speed rail could come between Dallas and Fort Worth BEFORE Dallas to Houston and he is working to make it happen! 4:30pm! City of Arlington is on board seeking a station for the entertainment district. 6pm!! NBC5! @NBCDFW_— Ken Kalthoff (@KenKalthoffNBC5)



3.



— Matthew Marchant (@MatthewMarchant)

Email –

1. Brandon Eaton

I would like to ask for any update on a potential Passenger Rail Station to DFW / Dallas Love Field / Downtown Dallas from Frisco TX. While I understand from attending multiple

Frisco City Council events that Frisco will not ever have a DART Station (Unfortunate), my hope is that you would agree that a Passenger Rail Station in Frisco would be a win / win situation for both the residents of Frisco / surrounding area as well as for the local economy.

Thanks for your time and feedback!

Response from NCTCOG Transportation Department:

Thank you for your question about the possibility of rail service to Frisco. We appreciate your interest in the subject and willingness to take the time to provide feedback.

We too have noticed a potential opportunity for rail service at Frisco. NCTCOG completed a study of the Irving-to-Celina corridor in 2021 that confirmed the need for rail ridership through Frisco. The text of the final report from the study are available at: <https://nctcog.org/getmedia/6d9a4734-e5a7-446b-b3d5-d3e1856c09e0/I2F-Rail-Corridor-Report-09302021.pdf>. The recommendations from that study were then adopted into Mobility 2045—2022 Update (<https://www.nctcog.org/trans/plan/mtp/mobility-2045-2022-update>), the long-range Metropolitan Transportation Plan for the Dallas-Fort Worth region.

In short, the study examined the possibility of using the corridor operated by BNSF to run commuter rail between Celina and Irving. This service would likely consist of Diesel Multiple Units, like those used by the Denton County Transportation Authority's A-Train or Trinity Metro's TEXRail, which would be incompatible with DART's Light Rail network. A station at Downtown Carrollton would prove access to Dallas-Fort Worth International Airport (via the Silver Line) and Love Field (via the Green Line and the linking bus service from Inwood/Love Field station). Overall, the study projected a satisfactory level of ridership, especially as traffic congestion in the Dallas North Tollway is expected to worsen over the next twenty years.

Unfortunately, the study also identified some significant obstacles. Perhaps the greatest of these is the question of what entity would take charge of the corridor and provide funding. The enormity of the capital and operating investment represented by a rail corridor means that no transit agency is likely to construct one unless the communities it runs through are willing to make a substantial long-term funding commitment, usually through membership in the agency. The Irving-to-Celina corridor runs through the jurisdiction of two existing transit agencies and a large swath of territory—including Frisco—that is not a member of any transit agency. Since a) joining a transit agency

generally means committing a portion of the city's sales tax collections, b) the amount of sales tax that a city can collect is capped by the legislature at 2%, and c) the communities that are not yet in a transit agency are already using their sales tax allotment for other purposes, it is not possible to advance this project using the approach other passenger rail projects have traditionally taken.

We have not given up on the corridor. We will continue to look for ways to advance this service. However, the reality is that the absence of a reliable funding strategy and institutional support make it unlikely that this corridor will advance as soon as we would like.

Thank you again for your interest.

Phone Call –

1. Martin Bernard

Mr. Bernard said the Amtrak Eagle Train used to go through Arlington, but its route was recently moved north. He said he had a few issues with the change and would like to point out how wasteful it is. He would like to see Amtrak make a stop at CentrePort Station.

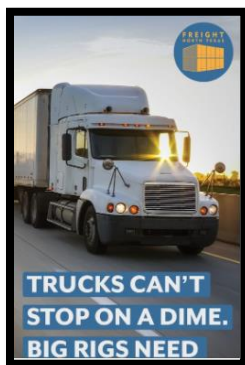
Response from NCTCOG Transportation Department:

Amtrak service was moved from the Union Pacific (UP) mainline to the Trinity Railway Express (TRE) line by negotiations among the Federal Railroad Administration (FRA), Amtrak, UP, BNSF Railway (BNSF), and TRE. The TRE line is more suitable for passenger service due to the upgraded track and existing passenger service running on the line, rather than the UP mainline that runs through central Arlington. The change allows the Amtrak service to access the Fort Worth Central Station more efficiently since it does not need to travel through the Tower 55 Control point, which saves time, minimizes operational disruptions, and increases on-time performance.

Freight

Facebook –

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



Lies – Melissa Gaston

2. Are you kidding ! Happy to park on a shoulder or on the back of a store, no parking availability and you talk about some utopia, drumming in la-la land. By the way 80% of trucks have clean idle accepted even by crazy cauliflower state ! New trucks pollute less than a older pickup truck, I have data for that if you interested in the truth. — Edit Keri (Facebook Message)

Instagram –



1. — @nctcogtrans

There's other cars too, not just meth and you — @j_d_boyle

Public Involvement

Facebook–

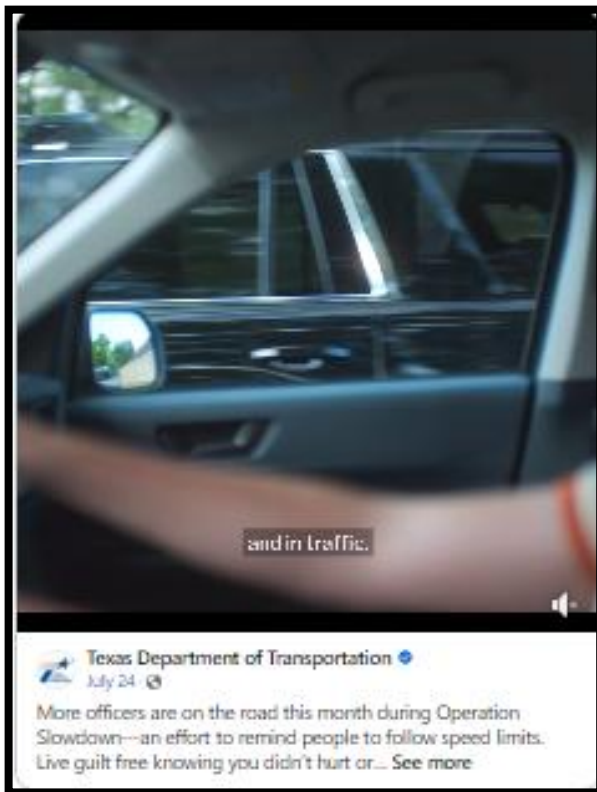
1. Clean air projects, DFW Discovery Trail, and more for review/comment. — NCTCOG Transportation Department



Here is my online input:
How many NCTCOG employees bike to work...or carpool...or take mass transit?
You know - lead by example, practice yourselves what you would have the masses do.
— Rob Dentremont

Safety

Facebook –



1.

— NCTCOG Transportation Department

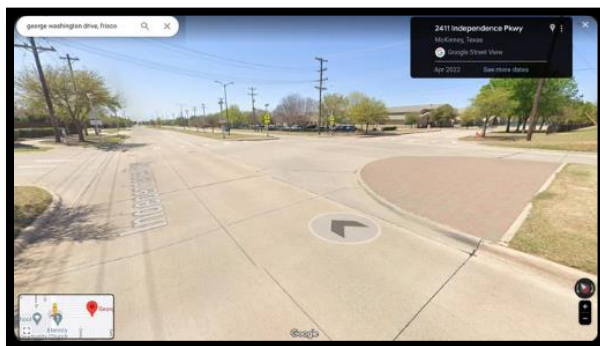
I think I saw this guy today! — Katy Walch

Twitter –

1. Here's what the intersection where the child was killed looks like

I would say that @NCTCOGtrans and @CityOfFriscoTx bear responsibility

<https://dallasnews.com/news/2023/08/09/child-struck-killed-by-car-near-frisco-school-on-first-day-of-class-police-say/> — confusing iceberg metaphor (@PhillipTKingston)



Oh, this is the borders with @CityOfMcKinney a pox on them all — confusing iceberg metaphor (@PhillipTKingston)

We can design these intersections so much better. Even just using seasonal traffic cones to alert and funnel —Tarrant County Burning 🟠 (@sportsidiocracy)

I enjoyed the vast majority of serving in elected office, but one of the parts that bothers me to this day is trying to comfort the parents of dead pedestrians and knowing that I probably couldn't significantly change road design — confusing iceberg metaphor (@PhillipTKingston)

This road is designed for one thing: speed. Shameful — Commissioner Lucarelli, ANC 4D03 (@cmoney_htx)

When crosswalks are a checkbox on the roadway design checklist and not an actual factor in the design. They're made to fit whatever roadway design the engineer came up with, and the engineer was thinking about the cars. — Marcus Ashdown (@SseboAshdown)

I imagine the posted speed limit is 45 but those looks like 65 mph roads. Really depressing how dangerous Texas roads are for everyone — burlington throat factory (@RickScampini)

2. "[a parent] had been thinking about buying his [10th grade daughter] a bicycle so she can take herself to school. He is reconsidering following the crash." This is NOT freedom. Shame on @NCTCOGtrans, @CityOfFriscoTx & @TxDOTDallas for prioritizing traffic flow over safety.

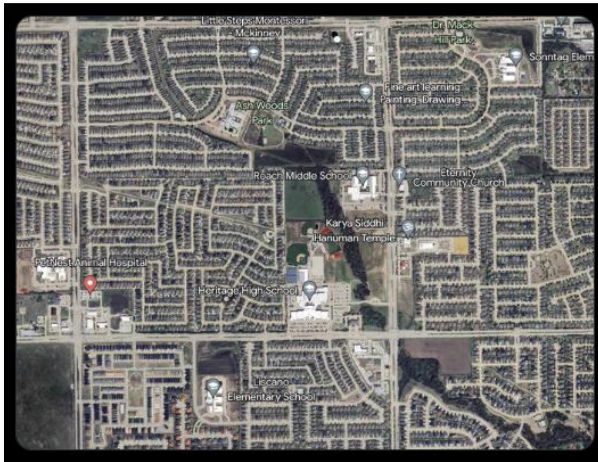


Posted speed limit never matters; Independence Pkwy is designed for speeding cars.

- 🚗 ~12ft lanes (same as highway)
- 🚗 straight unbending road
- 🚗 no stop signs
- 🚗 no speed bumps/tables
- 🚗 no chicanes, trees, or bulb-outs to add friction for drivers
- 🚗 no (or barely visible) crosswalks



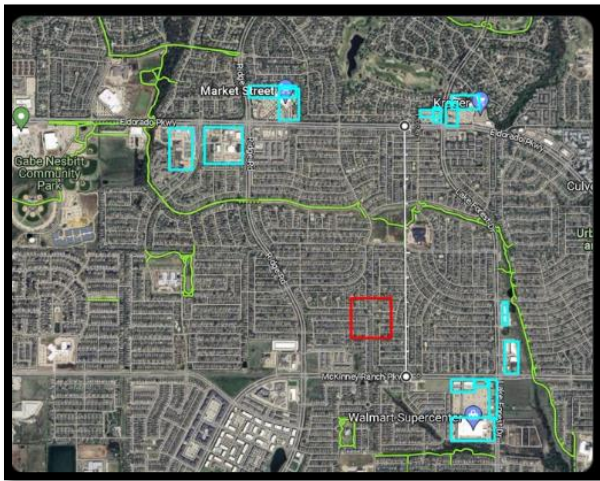
I hope parents reject anything short of real traffic calming
 City will predictably resist such measures in name of "cost & traffic flow". Instead, they'll spend money on school speed enforcement, which does nothing for safety of other community amenities outside school hours.



In addition to fixing current dangerous roads, @CityOfFriscoTx & @CityOfMcKinney can still prevent dangerous mistakes in new developments. Example: saving public ROW b/w priv homes for 1 trail enables 100s of kids to safely bike to school & 100s fewer cars on road to crash with.



Many don't know I lived 1 month in McKinney @ friend's house (red) Cul-de-sacs prevent speeding & heavy traffic, but lack of cut-throughs for 🚶 & 🚲 made trips to edge of 1mi subdivision even longer. 🚲 trails recreational but didn't connect to most destinations (blue)



From a distance, subdivisions seem walkable to those who don't walk. But

- 🚶 no cut-thrus at culs-de-sac
- 🚶 no crosswalks (aside from major intersections 1mi apart)
- 🚶 businesses oriented away from sidewalk
- 🚶 no sidewalks along driveways into retail center



— Hexel (@hexel_co)

Toll Roads and Lanes

Twitter –

1. 📍 We are here this morning at the third annual North Texas Infrastructure Summit! Kicking off the summit with a panel on the importance of offering diverse transportation options that cater to the evolving needs of residents, businesses, and visitors.
@NTxCommission — TEXpress Lanes (@TEXpresslanes)



Where?? — herb(@foster_irby)
What's the location? — herb(@foster_irby)

2. Shout out to @NTxCommission for putting together today's #infrastructure summit! We're discussing everything from rail & transportation planning to the Texas energy grid and meeting the state's future water needs. Lots of issues to address in TX as the population & economy grow. — Brett Sebastian (@Brett4WallerCo)



3. We had a great day talking infrastructure at the 3rd annual @NTxCommission infrastructure summit. Today's program illustrated why public-private partnerships are critical to Tarrant County's incredible economic success.
#infrastructure #leadright — Manny Ramirez(@MannyRamirez_TX)



3. Using the @GoCarmaTeam app is the only way to receive HOV toll discounts on the LBJ, NTE, NTE 35W TEXpress Lanes! #DFWTraffic #BackToSchool — TEXpress Lanes (@TEXpresslanes)



Transit

Twitter –

1. Mentions competing visions from @TrinityMetro and @NCTCOGtrans. Talks about Trinity Metro bus rapid transit. Says our public transit is uninspired. Says DART moves the entire population every week — Harrison Mantas 🌟🇺🇸 (@HarrisonMantas)

2. Attn @TxDOT & @NCTCOGtrans, to solve congestion alternatives must be made available through investments in:

- fast, frequent, & reliable interconnected regional & local #transit
- walkable communities where the necessities of daily living are a 15min walk not a 15min drive away — Loren S. (txbornviking)



Email –

1. Trish Donaghey

With recent construction on roads in unincorporated Collin Co. plus a few fatal wrecks near the Branch-Culleoka bridge, there have been hours of gridlock stopping traffic on the 3 bridges that cross over Lake Lavon from Branch, TX to Lucas, TX. As you know, there has been recent explosive house building and population growth in this area. One of the gridlock work-arounds has been to take CR 444 from FM 982 to FM 392, then north to McKinney. CR 444 really needs a lot of work: it has virtually no shoulders and no markings, a few blind curves and the road slopes toward the non-existent shoulders! Could this short road be improved AFTER the other construction by Branch Grocery on FM 546 is completed?

Response from NCTCOG Transportation Department:

Thank you for contacting the NCTCOG Transportation Department. This is a county road that we don't have much information on. However, I think Clarence Daugherty, the county's Director of Engineering, would be better able to answer this question. See his contact information below:

Clarence Daugherty, P.E.
Collin County Director of Engineering
4690 Community Ave., Suite 200
McKinney, TX 75071
Phone | 972.548.3728
cdaugherty@collincountytexas.gov | www.co.collin.tx.us

Please let me know if you have any additional questions.

Other

Twitter –

1. It was an honor to moderate @NTxCommission's 3rd annual Infrastructure Summit discussing leveraging public-private partnerships to support collaborative infrastructure growth & development. @HillwoodDevelop @NCTCOGtrans Read more from @FortWorthReport — Betsy Price (@BetsyPriceftw)



August 2, 2023

Gyna Bivens, Chair Regional Transportation Council
616 Six Flags Dr, Arlington, Texas 76011

Mr. Irby Foster, 2811 Bonnywood Lane, Dallas, TX 75233

RE: Agenda Items 4, 5, 6

Priorities: FY2024 Draft UTP 2024, Regional TIP.

Honorable Chair Bivens, Honorable Members,
Irby Foster, Dallas. In Instagram @texashighwayadvocate

While we want to fund future projects, lets review existing needs not funded in the \$100 billion UTP and TIPs. I seek the members' support for funding issues.

1. Repair overhead lane indicator arrows on interstates 30, 35, 20 in Tarrant County. TXDOT Fort Worth recently turned them off. Studies show overhead lane indicators are a great tool in reducing congestion.
2. Fund & Install overhead signs Left Lane for Passing Only leaving metropolitan areas. Stop camping in the left lane.
3. Install "Left Lane for Passing Only" signs on all interstates and state highways. In the cities, install slower traffic keep right signs.
4. Fund repairs to unworking street lighting in the City of Fort Worth. I-30 from Las Vegas Trail to Montgomery St. has not worked in years. \$2 million?
5. Fund repairs North Texas wide to existing malfunctioning interstate underpass street lighting. All communities in the RTC need funds to upgrade underpass lighting to LED. We have 1000s of underpass lights out in the DFW region on interstates and highways.

6. Install high mast tower lighting @ 183 @ 360; I-35W the south freeway, I-45 south of Dallas. Fund continuous roadway lighting I-20, I-30 Dallas, FW and Loop 12 in Irving.
7. Fund and demand TXDOT restore lighted overhead guide signs on interstates, particularly in areas of frequent poor weather events. Follow the AASHTO 2017 standard.
8. Fund and demand TXDOT improve continuous street lighting practices, to actually build continuously lighted roadways. Follow the AASHTO standard, stop leaving out underpass lighting.
9. Provide funds to go back and complete continuous street lighting where the project was not continuously street lighted but should have been. Southern Gateway Project in City of Dallas for example. 7 underpasses and exit ramps without lighting.
10. Fund Interstate entrance ramp metering signaling. TxDOT does it in Houston on the north freeway. Lets do it here. Its shown to reduce congestion.
11. Fund & require that TxDOT provide work zone street lighting on all construction projects. 183@ Loop 12 in Irving, I-360 @ I-30 Arlington, are examples of no work zone lighting. Follow the AASHTO lighting warrants that requires work zone street lighting.

Thank you



Irby Foster

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.

SH 78 “3G IMPROVEMENT PROJECT” IN EAST DALLAS ENTERS FINAL PHASE

DALLAS DISTRICT – The finishing touches are being made to a major intersection improvement project in East Dallas.

Nicknamed the “3G” project, this work is reconfiguring the SH 78 (Garland Rd./Grand Ave.) intersection at Gaston Avenue. Located southwest of White Rock Lake, the \$6.3 million project has rebuilt the dysfunctional T-shaped interchange to provide safer turning movements and more efficient through-lanes on SH 78.

“The City of Dallas and TxDOT recognized the growing traffic congestion issues caused by the outdated web of turning movements at this location,” Area Engineer Nathan Petter said. “The extensive work to restore functionality and make critical infrastructure improvements at



SOURCE: TxDOT

Credit: TxDOT

THE PROJECT HAS ALSO:



CONSTRUCTED NEW ACCESS POINTS FOR PEDESTRIANS AND CYCLING TRAFFIC TO SAFELY CROSS THROUGH THE INTERSECTION, WHICH IS ADJACENT TO THE SANTA FE AND WHITE ROCK TRAIL SYSTEMS



WIDENED THE EXISTING SH 78 BRIDGES OVER AN UNNAMED TRIBUTARY TO WHITE ROCK CREEK, LOCATED JUST EAST OF THE 3G INTERCHANGE



MADE IMPROVEMENTS TO DRAINAGE AND LIGHTING SYSTEMS

SOURCE: TxDOT

TxDOT graphic

the same time will provide a safer route for residents and businesses in the area for both motorists and pedestrians alike.”

The project is a culmination of years of extensive public involvement to develop a project with city and community support. The project began in late 2021 and entered the final phase of work in summer 2023. Traffic is in its final configuration

and crews are focused on final items such as remaining sidewalk and median construction, lighting installations and curbs.

Overall completion is expected in early fall 2023.

MORE ON BACK PAGE

AUGUST 2023 LET PROJECTS

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	+/- (%)	TOTAL COST EST. (M)	CONTRACTOR
1	0009-04-074	SH 66	At Ben Payne Rd.	Highway improvement	\$2.73	\$4.08	50%	\$3.20	FNH Constr., LLC
2	0047-06-158	US 75	I-635 to SH 121	Highway improvement	\$54.38	\$58.49	8%	\$69.93	Webber, LLC
3	0081-06-042	US 377	U.S. 380 to Grayson C/L	Mill & inlay, pavement repair and markings	\$7.48	\$7.49	0%	\$9.32	Jagoe-Public Company
4	0092-02-135	I-45	I-30 to South of Malloy Bridge Rd.	Fdcr, flex pav rep, & bridge scour rep	\$8.54	\$16.98	99%	\$10.29	Ragle Constr., Inc.
5	0092-07-061	SH 356	W of Jamestown Dr. to N Story and at Las Colinas Blvd.	Landscape development	\$0.62	\$0.60	-3%	\$0.74	Central North Constr., LLC
6	0092-14-104	I-45	Overton Rd. to I-20	Hazard elimination & safety	\$3.14	\$3.53	13%	\$4.12	Ed Bell Constr. Company
7	0095-05-064	US 80	East of FM 354 to west of FM 2728	Install median barrier	\$0.88	\$1.09	24%	\$1.04	Built Right Constr. of Oklahoma, LLC
8	0172-05-124	US 287	FM 664 to BUS 287 S	Hazard elimination & safety	\$1.92	\$1.86	-3%	\$2.32	Ed Bell Constr. Company
9	0260-02-051	US 67	Ward Rd. to Johnson C/L	Hazard elimination & safety	\$1.11	\$1.04	-7%	\$1.29	Scout 5 Constr., LLC
10	0281-01-037	SH 78	BS 78F to US 380 in Collin Co.	Intersection improvement	\$4.61	\$3.97	-14%	\$5.49	Austin Bridge & Road Services, LP
---	0918-46-327*	VA	Various locations in Dallas and Denton Counties	Traffic signal improvements	\$2.35	\$2.58	10%	\$2.88	Durable Specialties, Inc.
12	1139-01-048	FM 813	Sioux Dr. to Sapphire Ln.	Intersection improvement	\$0.75	\$1.05	40%	\$0.93	FNH Constr., LLC
13	1567-02-037	FM 423	North of Oak St. to SH 121	Landscape development	\$0.24	\$0.25	5%	\$0.29	Central North Constr., LLC
14	1724-03-009	FM 2930	FM 55 E to FM 1126 N in Cryer Creek	Reconstruct existing roadway	\$10.89	\$11.33	4%	\$12.83	A. L. Helmcamp, Inc.
15	2351-02-017	FM 2478	FM 1461 to FM 455	Hazard elimination & safety	\$9.38	\$9.30	-1%	\$11.02	Foutsco Paving Co., LLC
16	2374-02-164	I-635	Old Seagoville Rd. to SH 352	Hazard elimination & safety	\$3.79	\$4.19	11%	\$4.49	Webber, LLC
17	2979-01-013	FM 2931	North of SL 288 to Milam Rd.	Highway improvement	\$4.62	\$4.67	1%	\$5.52	Jagoe-Public Company
EST. AUGUST 2023 TOTALS					\$117.43	\$132.51	14%	\$145.70	

* Unmapped.

¹ Indicates project is an A+B bidding project.

** District FY 2022 Letting Cap includes the following:

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

DISTRICT FY CUMULATIVE LETTINGS

DALLAS DIST. FY LETTING VOLUME CAP

\$1,387.10

\$1,369.18

\$1,301,360,000**

Note: Accumulative Letting/Obligations decreased due to bid

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

SEPTEMBER 2023 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
---	0918-00-380*	VA	Various locations in the Dallas district	Install Traffic Signal	\$3.90
ESTIMATED TOTAL					\$3.90 M

* Unmapped.

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

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0092-06-108	I-45	From Freestone C/L to Ellis C/L	Concrete full depth repair	\$3.90	8/15/2023
2	1012-02-042	FM 545	From FM 2933 to BS 78D	Rehab and add shoulders	\$8.30	8/15/2023
3	2374-03-096	I-20	At I-35E	Bridge maintenance and bridge rail retrofit	\$7.20	8/23/2023
---	0918-47-247*	VA	In the city of Dallas	Traffic signal improvements	\$1.40	8/29/2023
ESTIMATED TOTAL					\$20.80 M	

* Unmapped.

DALLAS DISTRICT PROJECTS MAP

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



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

LEGEND

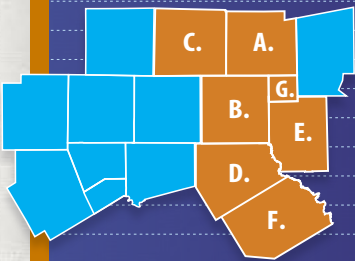
LET

PROJECTED

COMPLETED

TOLL ROAD

SOURCE: TxDOT research
*POPULATION ESTIMATE: NCTCOG



2023 DALLAS DISTRICT ESTIMATE TOTALS

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

A. | COLLIN COUNTY

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

B. | DALLAS COUNTY

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

C. | DENTON COUNTY

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

D. | ELLIS COUNTY

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

E. | KAUFMAN COUNTY

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

F. | NAVARRO COUNTY

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

G. | ROCKWALL COUNTY

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



AT LEFT:
Views of the intersection before construction began

Photos: TxDOT

AT RIGHT:
What the new intersection looks like today.



Photos: TxDOT



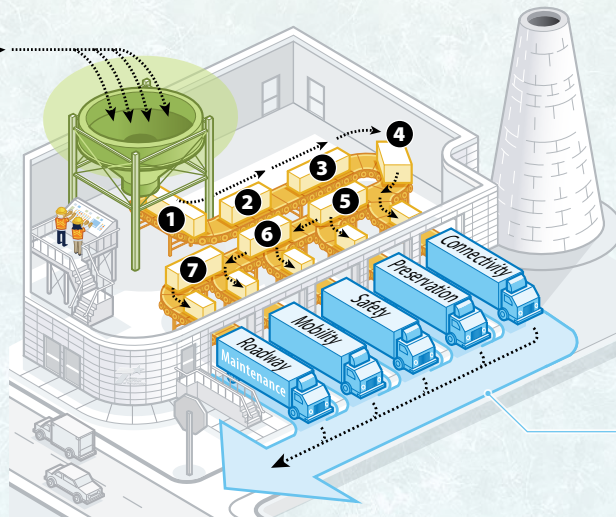
A VISIONARY LOOK AT THE BUSINESS OF BUILDING ROADWAYS

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

1. FUNDING SOURCES



SOURCE: TxDOT



2. ADVANCED PLANNING

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

3. MOBILITY AND MAINTENANCE PROJECTS

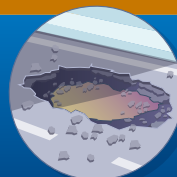
TxDOT graphic by DEAN HOLLINGSWORTH/Information Specialist

DALLAS DISTRICT | PROGRESS



TEXAS DEPARTMENT OF TRANSPORTATION
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/reportIssueSubPage/roadNeedsRepair.html> or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>