

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, March 24, 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 February 24, 2023, Minutes**
☒ Action ☐ Possible Action ☐ Information Minutes: 5
Presenter: Ceason G. Clemens, STTC Chair
Item Summary: Approval of the February 24, 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. **May Transportation Improvement Program (TIP) Revisions**
Presenter: Ken Bunkley, 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: May 2023 revisions to the 2023-2026 TIP are provided in [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

- 1:40 – 1:50**
3. **Endorsement of Federal Functional Classification System Amendments**
☒ Action ☐ Possible Action ☐ Information Minutes: 10
Presenters: Berrien Barks and Michael Morris, NCTCOG
Item Summary: Surface Transportation Technical Committee (STTC) endorsement of 44 new amendments to the currently approved Federal Functional Classification System (FFCS) will be requested. The Regional Transportation Council (RTC) approved these amendments on March 9, 2023. Staff will also brief the Committee on the status of a series of FFCS amendments previously approved by the RTC between 2013 and 2022.
Background: While inclusion in the FFCS is based on a roadway's purpose and functioning capabilities, it is also used to determine eligibility for federal funding. Amendments to the FFCS occur as the function of an existing roadway changes, or as roadways need to be added due to construction, new developments, and shifts in demographic trends, and changes

in Federal Highway Administration (FHWA) boundaries. Staff is currently working with the Texas Department of Transportation (TxDOT) on 44 FFCS amendments within the Dallas, Fort Worth, and Paris TxDOT districts. These amendments involve the construction of new roadways and improvement of existing roadways which are included in the current 2023-2026 Transportation Improvement Program (TIP). These amendments are necessary to lift FFCS related TIP exceptions applied by the Federal Highway Administration. A summary table of the proposed amendments is included in [Electronic Item 3.1](#) with coordinating maps provided in [Electronic Item 3.2](#). Staff will also brief the Committee on the status of a series of proposed amendments to the FFCS which were previously approved by the RTC after 2013. A summary table for these previously approved amendments is provided in [Electronic Item 3.3](#). Information as presented to RTC is included in [Electronic Item 3.4](#).

Performance Measure(s) Addressed: Roadway, Safety

1:50 – 2:00

4. **2023 Federal Transit Administration Low or No Emissions and Bus/Bus Facilities Competitive Grant Program**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Julie Anderson, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval on a proposed regional submittal to the Federal Transit Administration (FTA) Low or No Emissions and Bus/Bus Facilities Competitive Grant Program.

Background: The Federal Transit Administration has released the Fiscal Year 2023 Low or No Emissions and Bus/Bus Facilities Competitive Grant Program Notice of Funding Opportunity (NOFO), which is expected to award approximately \$1.7 billion for modernizing bus fleets, improving bus facilities, and supporting workforce development. Eligible projects include the purchasing or leasing of low or no emission buses, related equipment (e.g., electric vehicle charging stations), and workforce development and training. Applications are due by April 13, 2023. In response to the NOFO, North Central Texas Council of Governments staff will request approval to submit a proposal to procure electric vehicles and charging infrastructure for small transit providers to replace buses near or at the end of their useful life with electric vehicles. The total grant budget will not exceed \$7,205,921 including utilizing 1,205,921 Transportation Development Credits (TDCs) for match. Please see [Electronic Item 4](#) for more information.

Performance Measure(s) Addressed: Air Quality, Transit

2:00 – 2:10

5. COVID Transit Funding Round 2

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Cody Derrick, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of the COVID-19 #00X Infrastructure Program Transit Partnership (Round 2) projects and programs will be requested.

Background: In the fall of 2020, the Surface Transportation Technical Committee (STTC) and the RTC approved the third round of the COVID-19 #00X Infrastructure Program, including a \$25 million placeholder for investments in transit. Since then, the RTC has awarded approximately \$15 million to various transit initiatives to address the impacts of the COVID-19 pandemic on transit and advance transit in the region. In an effort to utilize the remaining funds and complete the initiative, additional projects are being proposed. The details of the proposed programs and projects are provided in [Electronic Item 5.1](#) and [Electronic Item 5.2](#).

Performance Measure(s) Addressed: Safety, Transit

2:10 – 2:20

6. Environmental Protection Agency Climate Pollution Reduction Grants Program for the Metropolitan Statistical Area

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Savana Nance, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council approval to pursue funding from the Environmental Protection Agency (EPA) Climate Pollution Reduction Grants (CPRG) program. Staff will also request letters of support from municipalities within the Dallas-Fort Worth-Arlington Metropolitan Statistical Area (MSA) for the North Central Texas Council of Governments (NCTCOG) to be the lead applicant for the grant.

Background: Created by the Inflation Reduction Act, the EPA's CPRG program will provide grants to develop and implement plans for reducing greenhouse gas emissions and other harmful air pollution. This two-phase grant program will provide \$250 million for noncompetitive planning grants and \$4.6 billion for competitive implementation grants. As one of the 67 most populous metropolitan statistical areas (MSA), the Dallas-Fort Worth-Arlington MSA, which includes Wise, Denton, Collin, Parker, Tarrant, Dallas, Rockwall, Kaufman, Ellis, Johnson, and Hunt counties, is eligible for a \$1 million noncompetitive planning grant to develop a Comprehensive Climate Action Plan (CCAP). The CPRG program requires a single eligible lead organization to apply for the grant, manage grant funds and oversee the CCAP development process on behalf of the MSA. Implementation grants to fund measures contained in a CCAP will be announced later in 2023 and will be awarded through a competitive process to entities included in, or covered by, the CCAP. [Electronic Item 6](#) provides additional details.

Performance Measure(s) Addressed: Air Quality

2:20 – 2:30

7. Director of Transportation Report on Selected Items

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Michael Morris, NCTCOG

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

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

1. Results of US 75 Technology Texas Department of Transportation Public Hearing
2. Advancement of Silverline Rail; Mediation
3. US High Speed Rail Coalition Membership
4. Intercity Passenger Rail Corridors

Performance Measure(s) Addressed: Administrative

2:30 – 2:40

8. Federal and State Legislative Update

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Nicholas Allen, NCTCOG

Item Summary: Staff will provide an update on federal, and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area.

Background: Transportation issues continue to be a focus in the United States (U.S.) Congress and in preparations for the upcoming Texas legislative session. The 2nd session of the 118th US Congress convened on January 3, 2023. The 88th Texas Legislature convened on January 10, 2023.

Performance Measure(s) Addressed: Air Quality, Safety

2:40 – 2:50

9. Start of 2023 Ozone Season and Letter to the Texas Commission on Environmental Quality

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Nicholas Vanhaasen, NCTCOG

Item Summary: Staff will provide information regarding the region's 2023 ozone season and request feedback on correspondence to the Texas Commission on Environmental Quality.

Background: The 2023 ozone season began on March 1 for the North Central Texas 9- and 10-county nonattainment areas and runs through the end of November. Concurrently, the region remains in nonattainment for both the 2008 and 2015 National Ambient Air Quality Standards (NAAQS) for ozone. Daily ozone information including current conditions and forecasts is provided at <https://www.nctcog.org/trans/quality/air/ozone>. A letter has been drafted to the Texas Commission on Environmental Quality (TCEQ) seeking answers to many challenges facing North Central Texas's ability to reach ozone attainment, such as air chemistry, vehicle emission program effectiveness, and monitoring. [Electronic Item 9.1](#) contains a copy of the draft correspondence to TCEQ. Committee

feedback is welcome. More details can be found in [Electronic Item 9.2](#).

Performance Measure(s) Addressed:

- 2:50 – 3:00** 10. **Creation of Dallas-Fort Worth Clean Cities Technical Advisory Committee**
☐ Action ☐ Possible Action ☒ Information Minutes: 10
Presenter: Lori Clark, NCTCOG
Item Summary: Staff will discuss the creation of a new Dallas-Fort Worth Clean Cities Technical Advisory Committee and invite participation.
Background: Staff continues to implement goals established during the most recent Department of Energy redesignation of the Dallas-Fort Worth Clean Cities Coalition, which was finalized in March 2020. One goal is to establish a Dallas-Fort Worth Clean Cities Advisory Committee. The Technical Advisory Committee will provide support to Coalition staff by providing input from diverse perspectives, assisting in event and project publicity and networking, and increasing collaboration and engagement with stakeholders. The makeup will be at least 51 percent public sector representatives but will also be open to private sector participation. Staff plans to have the Technical Advisory Committee in place by the end of the fiscal year (September 30, 2023) and is seeking nominations. Nominees should be knowledgeable about alternative fuels, vehicles, or infrastructure or other subject matter relating to the Technical Advisory Committee. Nominations should be submitted to cleancities@nctcog.org by May 31, 2023. For more information, please see [Electronic Item 10](#).

Performance Measure(s) Addressed: Administrative, Air Quality

- 3:00 – 3:10** 11. **Carbon Reduction Program**
☐ Action ☒ Possible Action ☐ Information Minutes: 10
Presenter: Christie Gotti, NCTCOG
Item Summary: Staff will brief and present a plan of action to the Committee on the new Carbon Reduction Program (CRP) funding introduced in the Infrastructure Investment and Jobs Act (IIJA).
Background: The Carbon Reduction Program (CRP) was created with a goal of reducing carbon dioxide emissions from on-road sources. Now that the funding can be programmed on projects, staff has formulated a plan for utilizing these funds and administering them. Additional details on CRP funding, including eligible project types and the amount of funding available, can be found in [Electronic Item 11](#).

Performance Measure(s) Addressed: Air Quality, Transit

3:10 – 3:20

12. **Census Bureau Update to Urbanized Areas: Potential Implications**

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: James Powell, NCTCOG

Item Summary: Staff will provide a status report on recent Census Bureau updates to urban area boundaries impacting the Dallas-Fort Worth region.

Background: On December 29, 2022, the Census Bureau published updates to urban areas based on the 2020 Census of Population and Housing counts and density calculations. Based on the 2010 Census there are three urbanized areas in the Dallas-Fort Worth region: Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney. Under the new 2020 designations, Frisco is being combined with McKinney to create the McKinney-Frisco urbanized area. The Federal Highway Administration and the Federal Transit Administration are expected to issue guidance in the coming weeks. Staff is reviewing potential implications and will provide an initial status report. More information is available in [Electronic Item 12](#).

Performance Measure(s) Addressed: Administrative

3:20 – 3:35

13. **Fast Facts**

☐ Action ☐ Possible Action ☒ Information Minutes: 15

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

1. *Martin Bate* – Fiscal Year 2024 – 2025 Policy Bundle (www.nctcog.org/policybundle)
2. *Martin Bate* – CERTT Program, Upcoming Deadline: April 10, 2023
3. *Donald Parker* – Getting Ready for Rail
4. *Jared Wright* – Air Quality Funding Opportunities for Vehicles (www.nctcog.org/aqfunding)
5. *Jared Wright* – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
6. *Jared Wright* – Local Clean Air Project Spotlight ([Electronic Item 13.1](#))
7. *Jackie Castillo* – April Public Meeting Notice ([Electronic Item 13.2](#))
8. *Jackie Castillo* – February Public Meeting Minutes ([Electronic Item 13.3](#))
9. *Taylor Benjamin* – Public Comments Report ([Electronic Item 13.4](#))
10. Written Progress Reports:
 - Partner Progress Reports ([Electronic Item 13.5](#))

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

15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on April 28, 2023.**

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE****February 24, 2023**

The Surface Transportation Technical Committee (STTC) met on Friday, February 24, 2023, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Joe Atwood, Melissa Baker, Bryan Beck, Ceason Clemens, John Cordary, Jr., Clarence Daugherty, Chad Davis, Arturo Del Castillo, Caryl DeVries, Greg Dickens, Phil Dupler, Chad Edwards, Claud Elsom, Eric Fladager, Chris Flanigan, Eric Gallt, Ricardo Gonzalez, Tom Hammons, Ron Hartline, Barry Heard, Matthew Hotelling, John D. Hudspeth, Jeremy Hutt, Thuan Huynh, Joseph Jackson, Joel James, Kelly Johnson, Major L. Jones, Gus Khankarli, Eron Linn, Clay Lipscomb, Paul Luedtke, Chad Marbut, Alberto Mares, Wes McClure, Brian Moen, Mark Nelson, Jim O'Connor, Kevin Overton, Tim Palermo, Dipak Patel, Martin Phillips, Tim Porter, Greg Royster, Kathryn Rush, David Salmon, Brian Shewski, Randy Skinner, Cheryl Taylor, Jennifer VanderLaan, Gregory Van Nieuwenhuize, Daniel Vedral, and Robert Woodbury.

Others present at the meeting were: Vickie Alexander, Nick Allen, Thomas Bamonte, Taylor Benjamin, Lance Bokinskie, Jason Brown, Jackie Castillo, Cristina Criado, Cody Derrick, Kevin Feldt, Nathan Frohman, Rebekah Gongora, Duane Hengst, Amy Johnson, Wilson Kakembo, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Kevin Kroll, Brady Lapres, Gabrielle Mann, Mindy Mize, Anthony Moffa, Michael Morris, Shannon Nance, Jenny Narvaez, Trey Pope, Vercie Pruitt-Jenkins, Samuel Simmons, Toni Stehling, Shannon Stevenson, Brendon Wheeler, and Amanda Wilson.

1. **Approval of January 27, 2023, Minutes:** The minutes of the January 27, 2023, meeting were approved as submitted in Electronic Item 1. Chad Edwards (M); Chris Flanigan (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Roadway Safety Plan:** A recommendation was requested for Regional Transportation Council (RTC) approval of the regional Roadway Safety Plan. The Plan was presented for information at the January 27, 2023, Surface Technical Transportation Committee meeting. From 2016 to 2020 the North Central Texas Council of Governments 12-county area experienced 3,752 fatalities and 19,405 serious injuries on its roadways. The regional Roadway Safety Plan was the first regionwide plan to eliminate all fatal crashes on area roadways by 2050 in accordance with safety positions adopted by the Regional Transportation Council and the Texas Transportation Commission. The Roadway Safety Plan included regionwide safety analyses, and identified safety emphasis areas, recommended safety countermeasures, and a High Injury Network, which was a prioritized list of the most dangerous roadway segments in the region. The regional Roadway Safety Plan serves as a guide for the implementation of future systemic safety projects and programs to work towards a goal of zero fatalities on the region's roadways by 2050. A draft version of the Roadway Safety Plan can be reviewed on the Transportation Safety web page: (<https://www.nctcog.org/trans/quality/safety/transportation-safety>) and additional details were provided in Electronic Item 2.1.

A motion was made to recommend Regional Transportation Council approval of Item 2.1 on the Consent Agenda. Gus Khankarli (M); Bryan Beck (S). The motion passed unanimously.

3. **Endorsement of Federal Railroad Administration Grant Programs:** Brendon Wheeler requested endorsement of Regional Transportation Council's (RTC) approval of intercity rail corridors/projects to be submitted for funding consideration and/or inclusion in future project development activities through two programs administrated by the Federal Railroad Administration (FRA): Corridor Identification and Development Program and Federal-State Partnership for Intercity Passenger Rail Program. The Corridor Identification and Development (ID) Program creates foundational framework for identifying and developing new or improved intercity passenger rail services, setting up a pipeline of projects; Step 1: Corridor Development Initiation, Step 2: Service Development Planning, and Step 3: Project Planning/Development. The Federal-State Partnership (FSP) Intercity Passenger Rail Program (national program) advances project development and funds capital rail projects for new, expanded, or improved intercity passenger rail service, with preference for capital projects progressed from Corridor ID Program; Track 1: project planning, Track 2: project development, and Track 3: final design and construction. Funding availability for the Corridor ID Program is \$1.8 billion for Fiscal Years 2022-2026 overall with a maximum project award of \$500,000 for Step 1; letters of interest were requested by FRA when Corridor ID was established and published in the Federal Register on May 13, 2022. The Federal-State Partnership (FSP) Intercity Passenger Rail Program funding availability is \$4.6 billion for combined Fiscal Years 2022 and 2023 with at least \$12 billion available for the National FSP Program for Fiscal Years 2022 through 2026 from the Bipartisan Infrastructure Law. Corridors eligible for consideration in FRA's Corridor ID Program include intercity passenger rail corridors for future service by Amtrak like the Heartland Flyer and the Dallas-Fort Worth to Atlanta corridor. The RTC supports expansion of the Heartland Flyer service between Fort Worth and Oklahoma City (including increased frequency and additional station in Krum) through Letters of Support provided in 2008 and 2021. The RTC adopted Resolution (R22-01), reaffirmed Dallas-Fort Worth to Atlanta passenger rail corridor support in March 2022. Expressions of Interest for both of these corridors to be included in the Corridor ID Program were submitted to FRA by the Texas Department of Transportation (TxDOT) and others. The Fort Worth to Houston High-Speed Rail Corridor (including the Fort Worth to Dallas segment and the Dallas to Houston segment) have had Expressions of Interest submitted to FRA by North Central Texas Council of Governments (NCTCOG) (on Dallas to Fort Worth segment) and by TxDOT (on Dallas to Houston Amtrak Station). NCTCOG's desire is to combine both segments into one corridor and to get this corridor registered nationally as a high-speed rail corridor through the Corridor ID Program. As NCTCOG continues advancing Fort Worth to Dallas High Speed Rail through the federal environmental process and the Corridor ID program soon registers the entire Fort Worth to Houston corridor as one high-speed rail corridor, the Dallas to Houston segment may be a good candidate for the FSP National Program if submitted by an eligible entity. While eligible, NCTCOG would not be the appropriate entity to submit Dallas to Houston; NCTCOG will coordinate with Amtrak and TxDOT to find a suitable applicant and support the application based on RTC action. Electronic Item 3.1 included previous letters of support from the RTC for Amtrak's Heartland Flyer expansion. RTC's resolution, R22-01, reaffirming support for intercity passenger rail along the IH 20 corridor between Dallas-Fort Worth and Atlanta, Georgia was included in Electronic Item 3.2. Expressions of Interest submitted by NCTCOG and TxDOT for FRA's Corridor ID Program cited above were included as Electronic Item 3.3. Further information presented was found in Electronic Item 3.4.

A motion was made to endorse the Regional Transportation Council's approval of the intercity rail Corridor ID Programs: Fort Worth to Houston High-Speed Rail Corridor – directing staff to coordinate with Amtrak and Texas Department of Transportation (TxDOT) on integrated corridor application with primary applicant: Amtrak (preferred) or NCTCOG; Dallas-Fort Worth to Atlanta (Amtrak intercity passenger rail) – directing staff to support primary applications by others and provide letters of support; and Heartland Flyer (Amtrak intercity passenger rail) – directing staff to support primary applications by others and provide letter of support by application deadline of March 27, 2023. The Federal-State Partnership Intercity Passenger Rail Program: Dallas to Houston High-Speed Rail Corridor – directing staff to engage with Amtrak and TxDOT, support application by others and provide letters of support; and Dallas-Fort Worth to Atlanta (Amtrak intercity passenger rail) – directing staff to engage with Amtrak and TxDOT, to support application by others and provide letter of support by application deadline of April 21, 2023. Gus Khankarli (M); Daniel Vedral (S). The motion passed unanimously.

4. **Director of Transportation Report on Selected Items:** Michael Morris briefly highlighted several items for the Committee. Regarding Changing Mobility Data performance measures over the last several months, bike/pedestrian is four percent above, toll road usage is up four percent, airport passengers have increased two percent, freeway volumes are up one percent, and transit ridership is 36 percent below all pre-COVID levels. Additional details were highlighted and provided in Electronic Item 4.1. The United States Department of Transportation (US DOT) announced its Safe Streets and Roads for All (SS4A) Grant Program Awards. The Metropolitan Mobility Plan has received federal approval of air quality conformity. This approval allows current and future multimodal improvements in the long-range plan to move forward. The North Central Texas Council of Governments Transportation Department recently began accepting applications for Round 5 of its Metropolitan Transportation Plan Policy Bundle Program. The program allows local governments to put in sweat equity on policies to reduce the local match needed for federal transportation projects by using Transportation Development Credits (TDCs) instead of local funds. Congested levels and population of the Dallas-Fort Worth region was provided and compared to other similar sized and larger areas in the country. Natalie Bettger of NCTCOG and her team were recognized for providing the charts on congestion levels and population that was presented and included in Electronic Item 4.2. Development of the FY2024 and FY2025 Unified Planning Work Program has been initiated and staff will soon request project ideas from local governments.
5. **Federal and State Legislative Update:** Nicholas Allen provided an update on federal, and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Transportation issues continue to be a focus for both the United States Congress and the Texas Legislature. Senate Commerce, Science, and Transportation organizational hearing was held February 9, 2023; Senator Ted Cruz (R-TX) is the ranking member. Senate Environment and Public Works organizational hearing held February 1, 2023; Senator Tom Carper (D-DE) selected as Chair. Texas Legislature dates of interest: November 14, 2022, the Bill filing for the 88th Texas Legislature began; January 10, 2023, the 88th Session of the Texas Legislature convened; March 10, 2023, is the Bill filing deadline (excluding local bills); May 29, 2023, is the final day of the 88th regular session; and June 18, 2023, is the last day the Governor can sign or veto bills. Nicholas provided information on Bills of interest regarding transportation funding: Senate Joint Resolution (SJR) 37/House Joint Resolution (HJR) 77 Constitutional amendment would add public transportation, bicycle paths, and sidewalks to the uses of Proposition 1 funds; SB 225 would eliminate the expiration date for Proposition 1 in statute, making the funding stream

permanent; and SCR 2 would extend the expiration dates for Proposition 7 to 2042 for the \$5B/biennium from general sales tax, and to 2039 for the portion of Proposition 7 from motor vehicle sales tax. Bills of Interest regarding Electric Vehicles (EVs) include House Bill (HB) 2236 prohibits Texas Department of Transportation (TxDOT) from accepting National Electric Vehicle Infrastructure (NEVI) funding and using state money for Texas Electric Vehicle Infrastructure Plan (TEVIP). HB 2027 proposes a \$1,200 tax on new Electric Vehicles (EV). HB 2028 proposes an annual \$300 EV renewal fee. HB 2191 develops plans for the EV charging infrastructure through 2040, sets standards for public EV charges; must be registered, maintained, inspected by the Texas Department of Licensing and Registration, EV charging prices & fees must be disclosed, changes existing EV state rebate to an incentive. HB 1259 would require TxDOT to submit funding reports to the Legislature on United Transportation Program (UTP) funding categories, public private partnerships, and a feasibility study on alternative delivery methods; and HB 1638 would require TxDOT to conduct a study on the state's projected transportation needs and costs for 2045 and appoints a committee for guidance. Bills of interest on the topic of safety include HB 1639/HB 1885 which would allow the Texas Transportation Commission to establish variable speed limits to address certain conditions that affect the safe movement of traffic. HB 1855 would designate highway safety corridors for roadways with a high number of crashes, doubling fines. Three bills have been filed that are proposed to redistribute the Low-Income Vehicle Repair and Replacement Assistance Program and Local Initiatives Projects (LIRAP/LIP) funds to counties for transportation/air quality purposes (HB 1175; HB 1351; SB 607).

6. **Major Source Emissions Fee Requirements (Section 185):** Jenny Narvaez presented an update on potential federal requirements for stationary source fees resulting from recent reclassification. The Environmental Protection Agency (EPA) reclassified the Dallas-Fort Worth ozone nonattainment area from serious to severe on November 7, 2022, with a July 20, 2027, attainment deadline. Attainment based on ozone monitor values for years 2024, 2025, and 2026. Per EPA, 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 75 parts per billion (ppb). The Federal Clean Air Act (FCAA) 185 fee is a penalty imposed if an area fails to meet its severe attainment deadline. The fee applies to major sources of ozone precursor emissions located in the ozone nonattainment area. Ozone precursor emissions are nitrogen oxides (NOx) and volatile organic compounds (VOC) in the ozone nonattainment area. If the region does not attain 2008 ozone standard by July 20, 2027, the fee may begin by 2028. If the Texas Commission on Environmental Quality (TCEQ) does not impose the fee, the EPA will impose the fee with interest; revenue is not returned to the state. Section 185 fee baseline is the lower of either actual ozone precursor emissions (NOx and/or VOC) or permitted emissions for 2027 attainment year for major sources. The fee is required each year after the missed attainment deadline until the area is redesignated as attainment by the EPA. Charged annually based on the tons of actual ozone precursor emissions that exceed 20 percent of baseline amount. EPA-published fee rate for calendar year 2022 was \$11,122 per ton, fee is adjusted by inflation. Estimated Section 185 fee obligation for region could be as much as \$45 million in 2028. Clean energy and transportation funding opportunities references detailed in the presentation. Open funding opportunities; new clean vehicle tax credits funds with federal tax credit of up to \$7,500 for the purchase of a light duty plug-in electric or fuel cell vehicle or up to \$40,000 for heavy duty plug-in electric or fuel cell vehicle. Texas natural gas vehicle grant program (TNGVGP) provides funds to replace medium and heavy-duty gasoline and diesel vehicles with natural gas vehicles. Emissions Reduction Incentive Grants (ERIG) funds repower or replace older locomotive, marine, stationary

equipment, or select non-road equipment to reduce NOx emissions in ozone nonattainment areas. Energy Efficiency and Conservation Block Grant program (EECBG) funds energy efficiency and conservation, and electric vehicles and electric vehicle infrastructure. New Technology Implementation Grant (NTIG) funds new technology for stationary sources, oil, and gas projects, and electricity storage to offset the incremental cost of the implementation of existing technologies that reduce the emissions of pollutants from facilities and other stationary sources in Texas. New funding opportunities in the future will be posted at www.nctcog.org/AQfunding. DFW Section 185 Fee: the eight-hour ozone standard important dates: November 7, 2022, EPA reclassified Dallas-Fort Worth to severe nonattainment; spring of 2025, potential proposal of the TCEQ Section 185 Fee Program; fall of 2025, potential adoption of the TCEQ Section 185 Fee Program, November 7, 2025 – TCEQ Section 185 Fee Program due to EPA; January 1 through December 31, 2026, attainment year for the 2008 eight hour ozone standard; and 2028, if attainment date is missed, fee potentially imposed.

7. **Freight Optimization Project Update:** Thomas Bamonte updated the Committee on the Freight Optimization Project and opportunity for involvement by local partners. In September 2020 the Regional Transportation Council approved a project to optimize the movement of freight vehicles through signalized intersections between freight hubs and expressways in the Dallas-Fort Worth region. Additional information provided in Electronic Item 7.1. In addition to providing time savings for freight vehicles, the project should deliver improved traffic flow for all vehicle types, reduced vehicle emissions, and safety benefits. The project combines green light optimized speed advisory (GLOSA) plus freight signal priority solutions. The project will scale to 500 traffic signals, 10 host agencies, 10 Automatic Vehicle Locator suppliers, and 5,000 trucks supported simultaneously. No new vehicle or roadside equipment is required, there is no cost to host agencies, host agencies retain control of their signals, and there is a performance incentive in the vendor contract. Program benefits include better air quality, increased multi-modal safety, reduced congestion, better commute times, improved route efficiency, increased revenue, decreased costs, and availability for all truck fleets and drivers with a smartphone on board, regardless of size. Additional details are provided at the project website, www.freightpriority.com. The project website includes a tool for stakeholders to identify freight-heavy intersections for possible inclusion in the project.
8. **Fiscal Year 2024 – Fiscal Year 2025 Policy Bundle – MTP Policy Bundle Round 5:** Amy Johnson provided an overview of the Metropolitan Transportation Plan (MTP) Policy Bundle Round 5. The MTP Policy Bundle Program was created to encourage entities such as local governments, school districts, and transportation agencies to voluntarily adopt at least a minimum of 50 percent of the list of policies identified in the Mobility 2045 Update Policy Bundle. By adopting these policies, participating entities will receive Transportation Development Credits (TDCs) to offset local funds as matching funds for federal transportation projects. Round 1 started in 2016 with 11 awardees, round 2 began in 2017 with 15 awardees, round 3 was initiated in 2018 with 14 awardees, round 4 started in 2020 with 22 awardees, and round 5 began taking applications on February 1, 2023, with an early deadline of March 31, 2023, and final deadline of May 31, 2023, at 5:00 pm. Eligible entities include cities, counties, independent school districts, and transit authorities. The policies included in Round 5 have been updated as part of the Mobility 2045 Update process and scoring has changed. TDCs are now allocated by points, there are multiple points available for most policies. Detailed data for points per policies was presented in Electronic Item 8. The rules are one application accepted per entity, you must apply each round, even if you've been awarded in the past, TDCs awarded must be used within two fiscal years of Regional

Transportation Council approval of awards, and eligible projects that can utilize TDCs are new federal projects which are eligible for federal roadway or air quality funds. Amy highlighted the steps to get started: 1) an application should be requested on the North Central Texas Council of Governments website (www.nctcog.org/policybundle), 2) once the application is received, a link to the online application will be emailed to the requestor, 3) a list of policies can be downloaded from the website or viewed at Policy Explorer ([Policy Bundle Explorer \(arcgis.com\)](http://Policy Bundle Explorer (arcgis.com))), gather documentation, and submit application. Policies included clean fleets, idling restrictions, comprehensive air quality action plan (CAP), uncrewed aircraft systems, stormwater management, sustainable tire recycling, equity, freight-oriented development, railroad safety, intelligent transportation systems integration, and roadway safety improvement to name a few.

9. **Status Report on Vehicle Temporary Tags and Fraudulent Emissions Testing:**

Anthony Moffa provided an update on improper vehicle inspections and vehicle registrations involving temporary tags, and highlighted recent legislative efforts that aim to reduce their prevalence. There continues to be significant fraudulent vehicle registrations in the form of fictitious paper tags as well as improper vehicle inspections. Vehicles utilizing these fraudulent paper tags have been used to conceal crimes and to circumvent proper emissions inspections leading to a significant loss of revenue at a state, county, and local level; exploiting vehicle purchasers; and risking officer safety. These fraudulent tags are bought, sold and used in crimes to conceal identity in all 50 states. Anthony highlighted clean scanning which is hooking up a vehicle that will pass an annual vehicle emissions test in place of a vehicle that would otherwise fail. Inspection facilities are able to do hundreds of vehicles a day oftentimes without even having the owner's vehicle present, and a vehicle is given a passing inspection even though it should have failed, creating a potentially large air quality impact. Legislatively, a bill has been proposed to eliminate the paper tag altogether. Other bills have been proposed in support to returning fees collected by residents back to counties for implementation of regional air quality and transportation of regional air quality and transportation initiatives. Electronic Item 9 contained additional details.

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

Cody Derrick noted that the 2022 Transportation Development Credit (TDC) Annual Report for the Dallas-Fort Worth region was provided in Electronic Item 10.1. The report details the TDC allocations and projects approved in fiscal year 2022 by the Regional Transportation Council.

Savana Nance noted the Air Quality Funding Opportunities for Vehicles website, www.nctcog.org/aqfunding, which is updated with air quality funding opportunities for available vehicles and programs. The Texas Commission on Environmental Quality (TCEQ) has opened a grant under the Emissions Reduction Incentives Grants Program. Applications are due to TCEQ by 5 pm, Tuesday, April 4, 2023.

Savana Nance highlighted upcoming Dallas-Fort Worth Clean Cities events and noted that on Wednesday, March 22, 2023, at 1:00 pm, DFW Clean Cities is collaborating with Oncor to host a webinar on the Oncor Clean Fleet Partnership Program. Registration for the event and additional information on Clean Cities events is located at <https://www.dfwcleancities.org/events>.

Trey Pope highlighted the Local Clean Air Project Spotlight on the replacement project for the DHL Supply Chain. DHL was awarded two all-electric terminal tractors (yard trucks); 100

percent NOx emissions reduction implemented in November of 2022 with an awarded amount of \$313,733 and total project cost of \$697,185. Additional information was provided in Electronic Item 10.2.

Kimberlin To announced the 2022 winners for the Air North Texas Partner Awards. All awards recipients provided at <https://www.airnorthtexas.org/partnerawards22>.

Jackie Castillo mentioned that the North Central Texas Council of Governments will be hosting a public meeting on March 13, 2023, at 12:00 pm. Presentations will be provided on federal and local partnerships with Dallas Area Rapid Transit and the City of Dallas, the COVID-19 Infrastructure Program Transit Partnership (Round 2), and State Implementation Plan and Section 185 requirements. Proposed modifications to the List of Funded Projects will be provided for online review and comment (no presentation). More information provided in Electronic Item 10.3.

Taylor Benjamin noted that the Public Comments Report, which contained general public comments received from December 20, 2022, through January 19, 2023, was provided in Electronic Item 10.4.

Partner Progress Reports were provided in Electronic Item 10.5.

11. **Other Business (Old or New):** There was no discussion on this item.
12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on March 24, 2023.

Meeting adjourned at 3:07 PM.

How to Read the Project Modification Listings - Roadway Section

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

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

Implementing Agency: PLANO

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

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

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

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

PROPOSED MAY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 13068 **Facility:** US 380 **Location/Limits From:** SH 5 (NEW EXTENSION OF SP 399) **Modification #:** 2023-0092
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** FM 1827
County: COLLIN **CSJ:** 0135-03-053
City: MCKINNEY **Desc:** RECONSTRUCT AND WIDEN 6 LANE ARTERIAL TO 8 LANE FREEWAY AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS
Request: INCREASE ROW FUNDING IN FY2024; REVISE LIMITS TO US 380 FROM JCT US 380/EAST UNIVERSITY (EAST OF MCKINNEY) TO FM 1827; REVISE SCOPE TO CLARIFY FRONTAGE ROADS AS CONTINUOUS WITH NO OTHER SCOPE CHANGES
Comment: REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 55233.1/CSJ 0135-03-057 WHICH WIDENS EXISTING ARTERIAL FROM 4 TO 6 LANES PRIOR TO FY2027

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

TIP Code: 11619.2 **Facility:** VA **Location/Limits From:** REGIONAL MOBILITY ASSISTANCE PATROL (FORT WORTH DISTRICT) **Modification #:** 2023-0156
Impementing Agency: TXDOT-FORT WORTH
County: VARIOUS **CSJ:** 0902-00-361
City: VARIOUS **Desc:** MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS
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
2026	IMP	0902-00-361	STBG:	\$3,000,000	\$750,000	\$0	\$0	\$0	\$3,750,000
Grand Total:				\$3,000,000	\$750,000	\$0	\$0	\$0	\$3,750,000

PROPOSED MAY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code:	25028	Facility:	CS	Location/Limits From:	CADIZ ST FROM WEST OF HOTEL ST	Modification #:	2023-0208
Impementing Agency:	DALLAS	Location/Limits To:	BOTHAM JEAN BLVD				
County:	DALLAS	CSJ:	N/A				
City:	DALLAS	Desc:	RECONSTRUCT THE CADIZ RAILROAD BRIDGE INCLUDING RECONSTRUCT AND WIDEN CADIZ ST FROM 3 LN DIVIDED TO 4 LN DIVIDED WITH BIKE/PEDESTRIAN IMPROVEMENTS				
		Request:	ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)				
		Comment:	1,000,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS; LOCAL CONTRIBUTION PAID BY THE CITY OF DALLAS				

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,400,000	\$1,400,000
2024	ENG	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$1,000,000	\$0	\$0	\$0
2024	ENG	N/A	STBG:	\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000
Phase Subtotal:				\$5,000,000	\$0	\$1,000,000	\$0	\$1,400,000	\$6,400,000
Grand Total:				\$5,000,000	\$0	\$0	\$0	\$1,400,000	\$6,400,000

PROPOSED MAY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 54018	Facility: US 377	Location/Limits From: EAST OF BRAZOS RIVER BRIDGE	Modification #: 2023-0225
Impementing Agency: TXDOT-FORT WORTH		Location/Limits To: WEST OF FM 51	
County: HOOD	CSJ: 0080-03-049		
City: GRANBURY	Desc: US 377: WIDEN 4 LN TO 6 LN (WITH A 4 LN TRANSITIONAL SECTION AT END WITH AUX LANES) WITH 0 TO 4 LN DISC ACCESS ROADS AND RAMPS; SH 144: WIDEN 4 LN UNDIVIDED TO 4/5 LN DIVIDED AND INTERSECTION IMPROVEMENTS; FM 51: WIDEN 2 LN UNDIVIDED TO 4 LN UNDIVIDED Request: REVISE LIMITS TO US 377 FROM OVERSTREET BLVD TO PIRATE DR; REVISE SCOPE AS US 377 FROM OVERSTREET BLVD TO SH 144: WIDEN 4 LN TO 6 LN DIVIDED WITH 0 TO 4 LN DISCONTINUOUS FRONTAGE ROADS; AND FROM SH 144 TO PIRATE DR: UPGRADE FROM A 4 LN RURAL HIGHWAY TO A 4 LN URBAN HIGHWAY; RECONSTRUCT SH 144 INTERCHANGE; INCREASE ROW AND UTILITIES FUNDING IN FY2024 Comment: RELATED TO TIP 54019/CSJ 0080-04-081 & TIP 54071/CSJ 0080-04-094; REGIONAL 10-YEAR PLAN PROJECT		

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED MAY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55105	Facility: SL 9	Location/Limits From: US 67	Modification #: 2023-0247
Impementing Agency: TXDOT-DALLAS		Location/Limits To: IH 35E	
County: DALLAS	CSJ: 2964-10-006		
City: VARIOUS	Desc: CONSTRUCT 0 TO 2 (ULTIMATE 6) LANE FRONTAGE ROADS		
	Request: INCREASE ROW FUNDING IN FY2024; REVISE SCOPE TO CLARIFY FRONTAGE ROADS AS CONTINUOUS		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	2964-10-006	SW PE:	\$0	\$4,500,000	\$0	\$0	\$0	\$4,500,000
2024	ROW	2964-10-006	SW ROW:	\$8,000,000	\$1,000,000	\$0	\$1,000,000	\$0	\$10,000,000
Grand Total:				\$8,000,000	\$5,500,000	\$0	\$1,000,000	\$0	\$14,500,000

REVISION REQUESTED:

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

TIP Code: 55060.3	Facility: IH 635	Location/Limits From: MILLER ROAD	Modification #: 2023-0303
Impementing Agency: TXDOT-DALLAS		Location/Limits To: WEST OF THE KCS RR (WEST OF SH 78)	
County: DALLAS	CSJ: 2374-01-194		
City: DALLAS	Desc: WIDEN EXISTING 2 TO 4 CONCURRENT MANAGED LANES (ULTIMATE)		
	Request: REVISE SCOPE TO RESTRIPE EXISTING 2 LANE HOV/EXPRESS TO 4 CONCURRENT MANAGED LANES (ULTIMATE)		
	Comment: LBJ EAST CORRIDOR		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	2374-01-194	SW PE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
Grand Total:				\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	2374-01-194	SW PE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
Grand Total:				\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000

PROPOSED MAY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 13002	Facility: IH 30	Location/Limits From: IH 820	Modification #: 2023-0305
Impementing Agency: TXDOT-FORT WORTH	Location/Limits To: CHISHOLM TRAIL PARKWAY		
County: TARRANT	CSJ: 1068-01-230		
City: FORT WORTH	Desc: RECONSTRUCT FROM 6 TO 8 MAIN LANES; RECONSTRUCT 2/8 LANE TO 2/8 LANE DISCONTINUOUS FRONTAGE ROADS AND CONVERT 2 WAY FRONTAGE ROAD SECTIONS TO 1 WAY EB AND WB (1 LANE TO 2 LANE DISCONTINUOUS) Request: REVISE SCOPE TO RECONSTRUCT FROM 6/8 TO 8 MAIN LANES; RECONSTRUCT 2/8 DISCONTINUOUS LANE TO 4/8 LANE DISCONTINUOUS FRONTAGE ROADS Comment: REGIONAL 10 YEAR PLAN PROJECT		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	1068-01-230	SW PE:	\$27,360,000	\$6,840,000	\$0	\$0	\$0	\$34,200,000
2024	ROW	1068-01-230	SW ROW:	\$32,400,000	\$3,600,000	\$0	\$0	\$0	\$36,000,000
2024	UTIL	1068-01-230	SW ROW:	\$32,400,000	\$3,600,000	\$0	\$0	\$0	\$36,000,000
Grand Total:				\$92,160,000	\$14,040,000	\$0	\$0	\$0	\$106,200,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	1068-01-230	SW PE:	\$27,360,000	\$6,840,000	\$0	\$0	\$0	\$34,200,000
2024	ROW	1068-01-230	SW ROW:	\$32,400,000	\$3,600,000	\$0	\$0	\$0	\$36,000,000
2024	UTIL	1068-01-230	SW ROW:	\$32,400,000	\$3,600,000	\$0	\$0	\$0	\$36,000,000
Grand Total:				\$92,160,000	\$14,040,000	\$0	\$0	\$0	\$106,200,000

PROPOSED MAY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11917 **Facility:** VA **Location/Limits From:** DALLAS CBD STREETCAR CIRCULATOR EXPANSION FROM UNION STATION/HOUSTON STREET **Modification #:** 2023-0306
Impementing Agency: DALLAS **Location/Limits To:** YOUNG AT THE CONVENTION CENTER HOTEL
County: DALLAS **CSJ:** 0918-47-087
City: DALLAS **Desc:** DALLAS CBD STREETCAR CIRCULATOR EXPANSION FROM OAK CLIFF TO DOWNTOWN DALLAS (PHASE III); CONSTRUCT DALLAS CBD STREETCAR EXTENSION NORTH
Request: DELAY CONSTRUCTION TO FY2027 THEREBY REMOVING THE PROJECT FROM THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AND ADDING IT TO APPENDIX D
Comment: RELATED TO TIP 11922/CSJ 0918-47-088, TIP 11916/CSJ 0918-47-086, & TIP 20134/CSJ 0918-45-887

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-47-087	Cat 3 - TMF:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2024	CON	0918-47-087	Cat 3 - TMF:	\$0	\$6,872,531	\$0	\$0	\$0	\$6,872,531
Grand Total:				\$0	\$7,872,531	\$0	\$0	\$0	\$7,872,531

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-47-087	Cat 3 - TMF:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2027	CON	0918-47-087	Cat 3 - TMF:	\$0	\$6,872,531	\$0	\$0	\$0	\$6,872,531
Grand Total:				\$0	\$7,872,531	\$0	\$0	\$0	\$7,872,531

TIP Code: 25096 **Facility:** CS **Location/Limits From:** ON AT&T WAY FROM SH 180/DIVISION ST **Modification #:** 2023-0307
Impementing Agency: ARLINGTON **Location/Limits To:** ABRAM ST
County: TARRANT **CSJ:** 0902-90-265
City: ARLINGTON **Desc:** PRELIMINARY ENGINEERING STUDY FOR THE EXTENSION OF AT&T WAY, INCLUDING A GRADE SEPARATION AT THE UNION PACIFIC MAIN LINE
Request: REVISE SCOPE TO CONSTRUCT 0 TO 6 LANE EXTENSION OF AT&T WAY, INCLUDING A GRADE SEPARATION AT THE UNION PACIFIC MAIN LINE

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
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

PROPOSED MAY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 83224	Facility: SP 557	Location/Limits From: FM 148	Modification #: 2023-0314
Impementing Agency: TERRELL		Location/Limits To: IH 20	
County: KAUFMAN	CSJ: 0495-01-066		
City: TERRELL	Desc: NEW LOCATION TWO LANE FRONTAGE ROAD EASTBOUND ONLY		
	Request: REVISE SCOPE TO CONSTRUCT 0 TO 2 LANE DISCONTINUOUS FRONTAGE ROAD (EASTBOUND ONLY)		
	Comment: LOCAL CONTRIBUTION PAID BY CITY OF TERRELL; ROW WILL BE DONATED		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0495-01-066	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$391,474	\$391,474
2025	UTIL	0495-01-066	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2027	CON	0495-01-066	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,204,000	\$3,204,000
Grand Total:				\$0	\$0	\$0	\$0	\$3,695,474	\$3,695,474

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0495-01-066	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$391,474	\$391,474
2025	UTIL	0495-01-066	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2027	CON	0495-01-066	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,204,000	\$3,204,000
Grand Total:				\$0	\$0	\$0	\$0	\$3,695,474	\$3,695,474

TIP Code: 55097	Facility: IH 30	Location/Limits From: COOPER ST	Modification #: 2023-0315
Impementing Agency: TXDOT-FORT WORTH		Location/Limits To: DALLAS COUNTY LINE	
County: TARRANT	CSJ: 1068-02-127		
City: ARLINGTON	Desc: RECONSTRUCT AND WIDEN 6 TO 8 GENERAL PURPOSE LANES, 2/3 CONCURRENT MANAGED LANES TO 2/3 CONCURRENT MANAGED LANES, AND RECONSTRUCT EXISTING 4/6 TO 4/6 DISCONTINUOUS FRONTAGE ROAD LANES		
	Request: REVISE SCOPE TO RECONSTRUCT AND WIDEN 6 TO 8 GENERAL PURPOSE LANES, 2 CONCURRENT MANAGED LANES TO 2/3 CONCURRENT MANAGED LANES, AND RECONSTRUCT EXISTING 4/6 DISCONTINUOUS TO 4/6 DISCONTINUOUS FRONTAGE ROAD LANES		
	Comment: RELATED TO TIP 13001/CSJ 1068-02-147 & TIP 13000/CSJ 1068-04-170		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	1068-02-127	SW PE:	\$336,000	\$84,000	\$0	\$0	\$0	\$420,000
Grand Total:				\$336,000	\$84,000	\$0	\$0	\$0	\$420,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	1068-02-127	SW PE:	\$336,000	\$84,000	\$0	\$0	\$0	\$420,000
Grand Total:				\$336,000	\$84,000	\$0	\$0	\$0	\$420,000

PROPOSED MAY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 21067 **Facility:** FM 2499 **Location/Limits From:** AT FM 407 (JUSTIN ROAD) **Modification #:** 2023-0320
Impementing Agency: TXDOT-DALLAS
County: DENTON **CSJ:** 2681-01-027
City: FLOWER MOUND **Desc:** CONSTRUCT DUAL LEFT TURN LANES ON EASTBOUND, WESTBOUND, AND SOUTHBOUND APPROACHES; CONSTRUCT ADDITIONAL THROUGH LANE NORTHBOUND; RECONFIGURE SIGNALIZATION
Request: INCREASE STBG FUNDING FOR CONSTRUCTION IN FY2024
Comment: CMAQ FOR INTERSECTION AND SIGNAL IMPROVEMENTS; STBG FOR CAPACITY IMPROVEMENT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	2681-01-027	SW PE:	\$0	\$250,000	\$0	\$0	\$0	\$250,000
2023	ROW	2681-01-027	Cat 5:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2024	CON	2681-01-027	Cat 5:	\$1,000,000	\$250,000	\$0	\$0	\$0	\$1,250,000
2024	CON	2681-01-027	STBG:	\$264,000	\$66,000	\$0	\$0	\$0	\$330,000
Phase Subtotal:				\$1,264,000	\$316,000	\$0	\$0	\$0	\$1,580,000
Grand Total:				\$1,664,000	\$666,000	\$0	\$0	\$0	\$2,330,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	2681-01-027	SW PE:	\$0	\$250,000	\$0	\$0	\$0	\$250,000
2023	ROW	2681-01-027	Cat 5:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2024	CON	2681-01-027	Cat 5:	\$1,000,000	\$250,000	\$0	\$0	\$0	\$1,250,000
2024	CON	2681-01-027	STBG:	\$829,450	\$207,362	\$0	\$0	\$0	\$1,036,812
Phase Subtotal:				\$1,829,450	\$457,362	\$0	\$0	\$0	\$2,286,812
Grand Total:				\$2,229,450	\$807,362	\$0	\$0	\$0	\$3,036,812

PROPOSED MAY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 21083.2	Facility: US 175	Location/Limits From: 2ND AVENUE	Modification #: 2023-0321
Impementing Agency: TXDOT-DALLAS		Location/Limits To: SOUTH OF LAKE JUNE ROAD	
County: DALLAS	CSJ: 0197-02-135		
City: DALLAS	Desc:	REPLACE BRIDGE AND APPROACHES AT LAKE JUNE ROAD; CONSTRUCT PEDESTRIAN BRIDGE WITH TRAIL CONNECTIONS TO EXISTING TRAIL AT DART STATION	
	Request:	REVISE SCOPE TO REPLACE AND WIDEN EXISTING BRIDGE FROM 2 TO 4 LANES AT LAKE JUNE ROAD; CONSTRUCT NEW PEDESTRIAN TRAIL BRIDGE PARALLEL TO US 175 WITHIN EXISTING ROW FROM 2ND AVE TO LAKE JUNE ROAD; REMOVE CAT 5 FUNDING, DECREASE STBG FUNDING, CHANGE CAT 11 FUNDING TO CAT 6 AND INCREASE IN FY2024	
	Comment:	LOCAL CONTRIBUTION PAID FOR BY DALLAS COUNTY; CMAQ IS FOR BICYCLE/PEDESTRIAN IMPROVEMENTS ONLY; CATEGORY 10 IS FOR A 2021 RAISE GRANT (THE LOOP: UNITING NEIGHBORHOODS WITH URBAN TRAILS PROJECT)	

CURRENTLY APPROVED:

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0197-02-135	SW PE:	\$0	\$1,575,000	\$0	\$0	\$0	\$1,575,000
2023	ROW	0197-02-135	SW ROW:	\$800,000	\$100,000	\$0	\$100,000	\$0	\$1,000,000
2024	CON	0197-02-135	Cat 10 - RAISE Grant:	\$12,000,000	\$3,000,000	\$0	\$0	\$0	\$15,000,000
2024	CON	0197-02-135	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000
2024	CON	0197-02-135	Cat 6:	\$9,600,000	\$2,400,000	\$0	\$0	\$0	\$12,000,000
2024	CON	0197-02-135	STBG:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
Phase Subtotal:				\$23,200,000	\$5,800,000	\$0	\$0	\$5,000,000	\$34,000,000
Grand Total:				\$24,000,000	\$7,475,000	\$0	\$100,000	\$5,000,000	\$36,575,000

PROPOSED MAY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55192	Facility: SH 114	Location/Limits From: FM 1709	Modification #: 2023-0323
Impementing Agency:	TXDOT-FORT WORTH	Location/Limits To: DALLAS COUNTY LINE	
County: TARRANT	CSJ: 0353-03-101		
City: GRAPEVINE	Desc:	CONSTRUCT REMAINING COMPONENTS OF DFW CONNECTOR PROJECT INCLUDING SH 114 EXPRESS LANE CONNECTIONS, INTERCHANGE AT INTERNATIONAL PARKWAY/DFW AIRPORT, TEXAN TRAIL, AND FM 1709 CONNECTOR	
	Request:	REVISE SCOPE TO CONSTRUCT REMAINING COMPONENTS OF DFW CONNECTOR PROJECT INCLUDING SH 114/SH 121 INTERCHANGE, SH 114 CONNECTIONS TO/FROM INTERNATIONAL PKWY AND SH 121/INTERNATIONAL PKWY TO IH 635; U-TURNS AT FM 1709, SH 114, AND TEXAN TRAIL; WB SH 114 CONNECTION TO WB FM 1709	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0353-03-101	SW PE:	\$10,800,000	\$2,700,000	\$0	\$0	\$0	\$13,500,000
Grand Total:				\$10,800,000	\$2,700,000	\$0	\$0	\$0	\$13,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0353-03-101	SW PE:	\$10,800,000	\$2,700,000	\$0	\$0	\$0	\$13,500,000
Grand Total:				\$10,800,000	\$2,700,000	\$0	\$0	\$0	\$13,500,000

TIP Code: 21083	Facility: CS	Location/Limits From: ON LAKE JUNE ROAD FROM US 175	Modification #: 2023-0325
Impementing Agency:	TXDOT-DALLAS	Location/Limits To: GILLETTE STREET	
County: DALLAS	CSJ: 0918-47-390		
City: DALLAS	Desc:	REHABILITATION OF 4 TO 3 LANE ROADWAY, INCLUDING FULL DEPTH REPAIR, TO INCLUDE BIKE LANES, SIDEWALKS, LIGHTING, AND TRAFFIC SIGNAL AT GILLETTE STREET AND LAKE JUNE ROAD	
	Request:	REVISE SCOPE TO REHABILITATION OF 6 TO 4 LANE ROADWAY, INCLUDING FULL DEPTH REPAIR, TO INCLUDE BIKE LANES, SIDEWALKS, LIGHTING, AND TRAFFIC SIGNAL AT GILLETTE STREET AND LAKE JUNE ROAD	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-47-390	STBG:	\$240,000	\$0	\$0	\$60,000	\$0	\$300,000
2024	CON	0918-47-390	STBG:	\$1,600,000	\$0	\$0	\$400,000	\$0	\$2,000,000
Grand Total:				\$1,840,000	\$0	\$0	\$460,000	\$0	\$2,300,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-47-390	STBG:	\$240,000	\$0	\$0	\$60,000	\$0	\$300,000
2024	CON	0918-47-390	STBG:	\$1,600,000	\$0	\$0	\$400,000	\$0	\$2,000,000
Grand Total:				\$1,840,000	\$0	\$0	\$460,000	\$0	\$2,300,000

PROPOSED MAY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 20123	Facility: US 377	Location/Limits From: SH 114	Modification #: 2023-0326
Impementing Agency: TXDOT-DALLAS		Location/Limits To: SOUTH OF FM 1171	
County: DENTON	CSJ: 0081-03-049		
City: ROANOKE	Desc: RECONSTRUCT AND WIDEN 2/4 LANE ROADWAY TO 4 LANE DIVIDED URBAN		
	Request: ADVANCE ENGINEERING TO FY2024 AND ADD ROW TO FY2024 THEREBY ADDING THE PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); INCREASE ENGINEERING FUNDING		
	Comment: RELATED TO TIP 20115/CSJ 0081-03-047; COUNTY DONATING PE; LOCAL CONTRIBUTION BY DENTON CO		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2036	ENG	0081-03-049	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,645,000	\$2,645,000
2036	ENG	0081-03-049	SW PE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
Phase Subtotal:				\$0	\$2,000,000	\$0	\$0	\$2,645,000	\$4,645,000
Grand Total:				\$0	\$2,000,000	\$0	\$0	\$2,645,000	\$4,645,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0081-03-049	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,645,000	\$2,645,000
2024	ENG	0081-03-049	SW PE:	\$0	\$3,900,425	\$0	\$0	\$0	\$3,900,425
Phase Subtotal:				\$0	\$3,900,425	\$0	\$0	\$2,645,000	\$6,545,425
2024	ROW	0081-03-049	SW ROW:	\$12,736,081	\$1,592,010	\$0	\$1,592,010	\$0	\$15,920,101
Grand Total:				\$12,736,081	\$5,492,435	\$0	\$1,592,010	\$2,645,000	\$22,465,526

TIP Code: 53199	Facility: US 287	Location/Limits From: BOYCE RD	Modification #: 2023-0329
Impementing Agency: TXDOT-DALLAS		Location/Limits To: COOKE RD	
County: ELLIS	CSJ: 0172-08-103		
City: ENNIS	Desc: CONSTRUCT 0 TO 4 LANE FRONTAGE ROAD AND INTERCHANGE AT BOYCE AND COOKE RD		
	Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		
	Comment: AT ENNIS SPEEDWAY/TEXAS MOTORPLEX		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0172-08-103	SW PE:	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
2024	ROW	0172-08-103	SW ROW:	\$16,000,000	\$2,000,000	\$0	\$2,000,000	\$0	\$20,000,000
Grand Total:				\$16,000,000	\$7,000,000	\$0	\$2,000,000	\$0	\$25,000,000

PROPOSED MAY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code:	13033.1	Facility:	IH 35E	Location/Limits From:	AT 1171 AND MAIN STREET	Modification #:	2023-0339
Impementing Agency:	TXDOT-DALLAS	CSJ:	0196-02-128				
County:	DENTON	Desc:	RECONSTRUCT GRADE SEPARATION AND EXISTING 4 TO 4 LANE FRONTAGE ROADS				
City:	LEWISVILLE	Request:	INCREASE CAT 2 FUNDING AND ADD STBG FUNDING FOR CONSTRUCTION IN FY2023; CLARIFY FRONTAGE ROADS AS CONTINUOUS WITH NO OTHER CHANGES TO SCOPE				
		Comment:	REGIONAL 10 YEAR PLAN PROJECT; DENTON PRIORITY PROJECT #3				

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0196-02-128	SW PE:	\$0	\$2,385,617	\$0	\$0	\$0	\$2,385,617
2023	CON	0196-02-128	Cat 2M:	\$49,950,618	\$12,487,655	\$0	\$0	\$0	\$62,438,273
Grand Total:				\$49,950,618	\$14,873,272	\$0	\$0	\$0	\$64,823,890

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0196-02-128	SW PE:	\$0	\$2,385,617	\$0	\$0	\$0	\$2,385,617
2023	CON	0196-02-128	Cat 2M:	\$68,682,100	\$17,170,525	\$0	\$0	\$0	\$85,852,625
2023	CON	0196-02-128	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,549,146	\$2,549,146
2023	CON	0196-02-128	STBG:	\$15,052,219	\$3,763,055	\$0	\$0	\$0	\$18,815,274
Phase Subtotal:				\$83,734,319	\$20,933,580	\$0	\$0	\$2,549,146	\$107,217,045
Grand Total:				\$83,734,319	\$23,319,197	\$0	\$0	\$2,549,146	\$109,602,662

PROPOSED MAY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code:	13033.6	Facility:	IH 35E	Location/Limits From:	NORTH TEXAS BLVD	Modification #:	2023-0340
Impementing Agency:	TXDOT-DALLAS	Location/Limits To:	IH 35W				
County:	DENTON	CSJ:	0195-03-099				
City:	VARIOUS	Desc:	RECONSTRUCT INTERCHANGE AND EXISTING 4 TO 4/6 LANE FRONTAGE ROADS (FACILITY TRANSITION AREA)				
		Request:	ADD UTILITIES PHASE AND ADVANCE CONSTRUCTION TO FY2024 THEREBY ADDING THE PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); ADD CAT 4 AND CAT 11 FUNDING FOR CONSTRUCTION IN FY2024; REVISE SCOPE TO CLARIFY FRONTAGE ROADS AS CONTINUOUS WITH NO OTHER CHANGES TO SCOPE				
		Comment:	REGIONAL 10 YEAR PLAN PROJECT; LET DATE IS 11/2023 WITH 30 MONTH CONSTRUCTION DURATION				

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ROW	0195-03-099	SW ROW:	\$7,887,821	\$876,424	\$0	\$0	\$0	\$8,764,245
2021	ENG	0195-03-099	SW PE:	\$0	\$2,228,174	\$0	\$0	\$0	\$2,228,174
2027	CON	0195-03-099	Cat 12:	\$7,050,325	\$1,762,581	\$0	\$0	\$0	\$8,812,906
2027	CON	0195-03-099	Cat 2M:	\$28,006,655	\$7,001,664	\$0	\$0	\$0	\$35,008,319
Phase Subtotal:				\$35,056,980	\$8,764,245	\$0	\$0	\$0	\$43,821,225
Grand Total:				\$42,944,801	\$11,868,843	\$0	\$0	\$0	\$54,813,644

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ROW	0195-03-099	SW ROW:	\$7,887,821	\$876,424	\$0	\$0	\$0	\$8,764,245
2021	ENG	0195-03-099	SW PE:	\$0	\$2,228,174	\$0	\$0	\$0	\$2,228,174
2024	UTIL	0195-03-099	SW ROW:	\$4,950,000	\$550,000	\$0	\$0	\$0	\$5,500,000
2024	CON	0195-03-099	Cat 11:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2024	CON	0195-03-099	Cat 12:	\$7,050,325	\$1,762,581	\$0	\$0	\$0	\$8,812,906
2024	CON	0195-03-099	Cat 2M:	\$28,006,655	\$7,001,664	\$0	\$0	\$0	\$35,008,319
2024	CON	0195-03-099	Cat 4:	\$25,115,279	\$6,278,820	\$0	\$0	\$0	\$31,394,099
Phase Subtotal:				\$68,172,259	\$17,043,065	\$0	\$0	\$0	\$85,215,324
Grand Total:				\$81,010,080	\$20,697,663	\$0	\$0	\$0	\$101,707,743

PROPOSED MAY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55197.2	Facility: IH 35	Location/Limits From: SOUTH OF BELZ ROAD	Modification #: 2023-0341
Impementing Agency: TXDOT-DALLAS		Location/Limits To: COOKE COUNTY LINE	
County: DENTON	CSJ: 0195-02-081		
City: SANGER	Desc:	RECONSTRUCT AND WIDEN 4 TO 6 LANE RURAL FREEWAY WITH RAMP MODIFICATIONS AND RECONSTRUCT AND WIDEN 4 TO 4/6 LANE FRONTAGE ROADS	
	Request:	REVISE LIMITS TO IH 35 FROM NORTH OF FM 455 TO NORTH OF VIEW RD; REVISE SCOPE TO RECONSTRUCT AND WIDEN 4 TO 6 LANE RURAL FREEWAY WITH RAMP MODIFICATIONS AND RECONSTRUCT AND WIDEN 4 LANE CONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS	
	Comment:	RELATED TO TIP 55197/CSJ 0195-02-074 AND TIP 55197.3/CSJ 0195-02-084; REGIONAL 10 YEAR PLAN PROJECT	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0195-02-081	SW PE:	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000
2023	ROW	0195-02-081	SW ROW:	\$36,000,000	\$4,000,000	\$0	\$0	\$0	\$40,000,000
2025	CON	0195-02-081	Cat 12:	\$157,336,000	\$39,334,000	\$0	\$0	\$0	\$196,670,000
Grand Total:				\$193,336,000	\$53,334,000	\$0	\$0	\$0	\$246,670,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0195-02-081	SW PE:	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000
2023	ROW	0195-02-081	SW ROW:	\$36,000,000	\$4,000,000	\$0	\$0	\$0	\$40,000,000
2025	CON	0195-02-081	Cat 12:	\$157,336,000	\$39,334,000	\$0	\$0	\$0	\$196,670,000
Grand Total:				\$193,336,000	\$53,334,000	\$0	\$0	\$0	\$246,670,000

TIP Code: 55197.3	Facility: IH 35	Location/Limits From: NORTH OF VIEW RD	Modification #: 2023-0342
Impementing Agency: TXDOT-DALLAS		Location/Limits To: DENTON/COOKE CL	
County: DENTON	CSJ: 0195-02-084		
City: SANGER	Desc:	RECONSTRUCT AND WIDEN 4 TO 6 LANE RURAL FREEWAY WITH RAMP MODIFICATIONS AND RECONSTRUCT AND WIDEN 4 LANE CONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS	
	Request:	ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
	Comment:	RELATED TO TIP 55197/CSJ 0195-02-074 AND TIP 55197.2/CSJ 0195-02-081; REGIONAL 10 YEAR PLAN PROJECT	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	UTIL	0195-02-084	SW ROW:	\$2,880,000	\$320,000	\$0	\$0	\$0	\$3,200,000
Grand Total:				\$2,880,000	\$320,000	\$0	\$0	\$0	\$3,200,000

PROPOSED MAY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55197	Facility: IH 35	Location/Limits From: US 77 (NORTH OF DENTON)	Modification #: 2023-0343
Impementing Agency: TXDOT-DALLAS		Location/Limits To: SOUTH OF BELZ ROAD	
County: DENTON	CSJ: 0195-02-074		
City: VARIOUS	Desc:	RECONSTRUCT AND WIDEN 4 TO 6 LANE RURAL FREEWAY WITH RAMP MODIFICATIONS AND RECONSTRUCT AND WIDEN 4 TO 4/6 LANE FRONTAGE ROADS	
	Request:	REVISE LIMITS TO IH 35 FROM US 77 (NORTH OF DENTON) TO SOUTH OF FM 455; REVISE SCOPE TO RECONSTRUCT AND WIDEN 4 TO 6 LANE RURAL FREEWAY WITH RAMP MODIFICATIONS AND RECONSTRUCT AND WIDEN 4 LANE CONTINUOUS TO 4 LANE CONTINUOUS FRONTAGE ROADS; DECREASE CAT 11 AND INCREASE CAT 4 FUNDING IN FY2026 WITH NO CHANGE TO TOTAL FUNDING	
	Comment:	RELATED TO TIP 55197.2/CSJ 0195-02-081 AND TIP 55197.3/CSJ 0195-02-084; REGIONAL 10 YEAR PLAN PROJECT	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0195-02-074	SW PE:	\$0	\$33,378,077	\$0	\$0	\$0	\$33,378,077
2020	ROW	0195-02-074	SW ROW:	\$41,665,522	\$4,629,502	\$0	\$0	\$0	\$46,295,024
2026	CON	0195-02-074	Cat 11:	\$24,531,562	\$6,132,891	\$0	\$0	\$0	\$30,664,453
2026	CON	0195-02-074	Cat 12:	\$258,384,000	\$64,596,000	\$0	\$0	\$0	\$322,980,000
2026	CON	0195-02-074	Cat 4:	\$104,961,667	\$26,240,417	\$0	\$0	\$0	\$131,202,084
Phase Subtotal:				\$387,877,229	\$96,969,308	\$0	\$0	\$0	\$484,846,537
Grand Total:				\$429,542,751	\$134,976,887	\$0	\$0	\$0	\$564,519,638

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0195-02-074	SW PE:	\$0	\$33,378,077	\$0	\$0	\$0	\$33,378,077
2020	ROW	0195-02-074	SW ROW:	\$41,665,522	\$4,629,502	\$0	\$0	\$0	\$46,295,024
2026	CON	0195-02-074	Cat 11:	\$12,204,855	\$3,051,214	\$0	\$0	\$0	\$15,256,069
2026	CON	0195-02-074	Cat 12:	\$258,384,000	\$64,596,000	\$0	\$0	\$0	\$322,980,000
2026	CON	0195-02-074	Cat 4:	\$117,288,374	\$29,322,094	\$0	\$0	\$0	\$146,610,468
Phase Subtotal:				\$387,877,229	\$96,969,308	\$0	\$0	\$0	\$484,846,537
Grand Total:				\$429,542,751	\$134,976,887	\$0	\$0	\$0	\$564,519,638

PROPOSED MAY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 21044	Facility: VA	Location/Limits From: MIDTOWN PEOPLE MOVER BOUNDED BY IH 635 TO THE SOUTH, DALLAS NORTH TOLLWAY	Modification #: 2023-0349
Impementing Agency: NCTCOG		Location/Limits To: TO THE WEST, PRESTON ROAD TO THE EAST, AND SPRING VALLEY ROAD TO THE NORTH	
County: DALLAS	CSJ: 0918-47-380		
City: DALLAS	Desc:	ENGINEERING, TESTING, AND CONSTRUCTION OF AN AUTOMATED PEOPLEMOVER SYSTEM IN THE DALLAS MIDTOWN DISTRICT	
	Request:	REVISE SCOPE TO ENGINEERING AND CONSTRUCTION OF AN AUTOMATED PEOPLEMOVER SYSTEM IN THE DALLAS MIDTOWN DISTRICT (TESTING WILL STILL OCCUR AS PART OF THE CONSTRUCTION PHASE)	
	Comment:	2,000,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-47-380	Cat 3 - TDC (MPO):	\$0	\$0	\$400,000	\$0	\$0	\$0
2023	ENG	0918-47-380	STBG:	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
Phase Subtotal:				\$2,000,000	\$0	\$400,000	\$0	\$0	\$2,000,000
2026	CON	0918-47-380	Cat 3 - TDC (MPO):	\$0	\$0	\$1,600,000	\$0	\$0	\$0
2026	CON	0918-47-380	STBG:	\$8,000,000	\$0	\$0	\$0	\$0	\$8,000,000
Phase Subtotal:				\$8,000,000	\$0	\$1,600,000	\$0	\$0	\$8,000,000
Grand Total:				\$10,000,000	\$0	\$0	\$0	\$0	\$10,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-47-380	Cat 3 - TDC (MPO):	\$0	\$0	\$400,000	\$0	\$0	\$0
2023	ENG	0918-47-380	STBG:	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
Phase Subtotal:				\$2,000,000	\$0	\$400,000	\$0	\$0	\$2,000,000
2026	CON	0918-47-380	Cat 3 - TDC (MPO):	\$0	\$0	\$1,600,000	\$0	\$0	\$0
2026	CON	0918-47-380	STBG:	\$8,000,000	\$0	\$0	\$0	\$0	\$8,000,000
Phase Subtotal:				\$8,000,000	\$0	\$1,600,000	\$0	\$0	\$8,000,000
Grand Total:				\$10,000,000	\$0	\$0	\$0	\$0	\$10,000,000

PROPOSED MAY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11253.2	Facility: IH 30	Location/Limits From: 1.0 MI W OF SH 360	Modification #: 2023-0352
Impementing Agency: TXDOT-FORT WORTH		Location/Limits To: GREAT SOUTHWEST PKWY	
County: TARRANT	CSJ: 1068-02-076		
City: ARLINGTON	Desc: CONST DIR CONN INTCHG AT SH 360 & TRAFFIC MANAGEMENT SYSTEM		
	Request: ADD STBG FUNDING FOR CONSTRUCTION IN FY2023 TO COVER CHANGE ORDERS		
	Comment: CMAQ FOR INTERSECTION IMPROVEMENTS, SIGNALS, SIGNIFICANTLY REDUCED CIRCUITY, AND PEDESTRIAN ELEMENTS		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	1068-02-076	SBPE:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2014	ROW	1068-02-076	S102:	\$8,800,000	\$2,200,000	\$0	\$0	\$0	\$11,000,000
2015	CON	1068-02-076	Cat 1 - Prop 1:	\$0	\$13,780,000	\$0	\$0	\$0	\$13,780,000
2016	CON	1068-02-076	Cat 1 - Prop 1:	\$0	\$5,419,005	\$0	\$0	\$0	\$5,419,005
2016	CON	1068-02-076	Cat 11 - Prop 1:	\$0	\$10,910,000	\$0	\$0	\$0	\$10,910,000
2016	CON	1068-02-076	Cat 2M - Prop 1:	\$0	\$134,732,995	\$0	\$0	\$0	\$134,732,995
2016	CON	1068-02-076	Cat 4 - Prop 1:	\$0	\$38,653,000	\$0	\$0	\$0	\$38,653,000
2016	CON	1068-02-076	Cat 5:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
Phase Subtotal:				\$20,000,000	\$194,715,000	\$0	\$0	\$0	\$214,715,000
Grand Total:				\$30,400,000	\$211,095,000	\$0	\$0	\$0	\$241,495,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	1068-02-076	SBPE:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2014	ROW	1068-02-076	S102:	\$8,800,000	\$2,200,000	\$0	\$0	\$0	\$11,000,000
2015	CON	1068-02-076	Cat 1 - Prop 1:	\$0	\$13,780,000	\$0	\$0	\$0	\$13,780,000
2016	CON	1068-02-076	Cat 1 - Prop 1:	\$0	\$5,419,005	\$0	\$0	\$0	\$5,419,005
2016	CON	1068-02-076	Cat 11 - Prop 1:	\$0	\$10,910,000	\$0	\$0	\$0	\$10,910,000
2016	CON	1068-02-076	Cat 2M - Prop 1:	\$0	\$134,732,995	\$0	\$0	\$0	\$134,732,995
2016	CON	1068-02-076	Cat 4 - Prop 1:	\$0	\$38,653,000	\$0	\$0	\$0	\$38,653,000
2016	CON	1068-02-076	Cat 5:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
Phase Subtotal:				\$20,000,000	\$194,715,000	\$0	\$0	\$0	\$214,715,000
2023	CON	1068-02-076	STBG:	\$5,902,107	\$1,475,527	\$0	\$0	\$0	\$7,377,634
Grand Total:				\$36,302,107	\$212,570,527	\$0	\$0	\$0	\$248,872,634

PROPOSED MAY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11951	Facility: SH 114	Location/Limits From: EAST OF INTERNATIONAL PARKWAY	Modification #: 2023-0363
Impementing Agency: TXDOT-DALLAS		Location/Limits To: SP 348	
County: DALLAS	CSJ: 0353-04-111		
City: IRVING	Desc: E OF INTERNATIONAL PKWY TO SH 161: RECONSTRUCT AND WIDEN 7 TO 8 GENERAL PURPOSE LANES & 4 TO 4/8 LANES DISCONTINUOUS FRONTAGE ROADS; SH 161 TO SP 348: WIDEN 6 TO 8 GENERAL PURPOSE LANES & RECONSTRUCT 4/8 TO 4/8 LANES CONTINUOUS FRONTAGE ROAD Request: REVISE SCOPE TO E OF INTERNATIONAL PKWY TO SH 161: RECONSTRUCT AND WIDEN 7 TO 8 GENERAL PURPOSE LANES & 4 LANE DISC TO 4/8 LANES DISC FRONTAGE ROADS; SH 161 TO SP 348: WIDEN 6 TO 8 GENERAL PURPOSE LANES & RECONSTRUCT 4/8 LANE CONTINUOUS TO 4/8 LANE CONTINUOUS FRTG ROAD Comment: RELATED TO TIP 11951.2/CSJ 0353-04-112; PART OF SH 183/MIDTOWN EXPRESS CORRIDOR		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0353-04-111	SW PE:	\$0	\$24,000,000	\$0	\$0	\$0	\$24,000,000
2024	ROW	0353-04-111	SW ROW:	\$71,200,000	\$8,900,000	\$0	\$8,900,000	\$0	\$89,000,000
Grand Total:				\$71,200,000	\$32,900,000	\$0	\$8,900,000	\$0	\$113,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0353-04-111	SW PE:	\$0	\$24,000,000	\$0	\$0	\$0	\$24,000,000
2024	ROW	0353-04-111	SW ROW:	\$71,200,000	\$8,900,000	\$0	\$8,900,000	\$0	\$89,000,000
Grand Total:				\$71,200,000	\$32,900,000	\$0	\$8,900,000	\$0	\$113,000,000

PROPOSED MAY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 40045 **Facility:** VA **Location/Limits From:** FM 1382 SIDEPATH FROM INTERSECTION OF FM 1382 AND CAMP WISDOM ROAD **Modification #:** 2023-0364

Impementing Agency: TXDOT-DALLAS **Location/Limits To:** MANSFIELD RD

County: DALLAS **CSJ:** 1047-03-079

City: VARIOUS **Desc:** CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS INCLUDING CROSSWALKS AND SIGNAGE

Request: DELAY CONSTRUCTION TO FY2023 THEREBY ADDING THE PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP); ADD CAT 1 FUNDING AND INCREASE LOCAL CONTRIBUTION FOR CONSTRUCTION; REVISE LIMITS TO FM1382 FROM CAMP WISDOM ROAD TO MANSFIELD RD

Comment: GROUPED PROJECT UNDER CSJ 5000-00-916; 2017 TA SET ASIDE CFP; LOCAL CONTRIBUTION BY DALLAS COUNTY; TXDOT TO COVER COST OVERRUNS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	CON	1047-03-079	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$407,238	\$407,238
2021	CON	1047-03-079	Cat 9 TA Set Aside:	\$1,628,951	\$407,238	\$0	\$0	\$0	\$2,036,189
Phase Subtotal:				\$1,628,951	\$407,238	\$0	\$0	\$407,238	\$2,443,427
Grand Total:				\$1,628,951	\$407,238	\$0	\$0	\$407,238	\$2,443,427

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	CON	1047-03-079	Cat 1:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2023	CON	1047-03-079	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$933,269	\$933,269
2023	CON	1047-03-079	Cat 9 TA Set Aside:	\$1,628,951	\$407,238	\$0	\$0	\$0	\$2,036,189
Phase Subtotal:				\$2,428,951	\$607,238	\$0	\$0	\$933,269	\$3,969,458
Grand Total:				\$2,428,951	\$607,238	\$0	\$0	\$933,269	\$3,969,458

PROPOSED MAY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 14034	Facility: CS	Location/Limits From: ON WYCLIFF AVENUE FROM WEST OF LAKESIDE DRIVE	Modification #: 2023-0370
Impementing Agency:	HIGHLAND PARK	Location/Limits To: WEST OF GLENWOOD AVENUE	
County: DALLAS	CSJ: 0918-47-289		
City: VARIOUS	Desc:	RECONSTRUCTION OF A TWO-LANE ROADWAY THAT WILL INCLUDE A NEW BRIDGE STRUCTURE TO RAISE ROADWAY OUT OF THE 100-YEAR FLOODPLAIN AS WELL AS DRAINAGE IMPROVEMENTS AT TRIBUTARY 1 IN ORDER TO REDUCE/ELIMINATE FLOOD FREQUENCY	
	Request:	DELAY ENGINEERING TO FY2023 AND CONSTRUCTION TO FY2025; INCREASE ENGINEERING, UTILITIES, AND CONSTRUCTION FUNDING; REVISE LIMITS TO ON WYCLIFF AVENUE FROM OAK LAWN AVENUE TO WEST OF GLENWOOD AVENUE; REVISE SCOPE TO RECONSTRUCTION OF A 2/3 LANE ROADWAY INCLUDING NEW BRIDGE STRUCTURE TO RAISE ROADWAY OUT OF THE 100-YEAR FLOODPLAIN; DRAINAGE IMPROVEMENTS AT TRIBUTARY 1 IN ORDER TO REDUCE/ELIMINATE FLOOD FREQUENCY	
	Comment:	LOCAL CONTRIBUTION TO BE PAID BY THE TOWN OF HIGHLAND PARK AND THE CITY OF DALLAS	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0918-47-289	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,250,000	\$1,250,000
2023	UTIL	0918-47-289	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$200,000	\$200,000
2024	CON	0918-47-289	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2024	CON	0918-47-289	STBG:	\$5,600,000	\$0	\$0	\$1,400,000	\$0	\$7,000,000
Phase Subtotal:				\$5,600,000	\$0	\$0	\$1,400,000	\$1,000,000	\$8,000,000
Grand Total:				\$5,600,000	\$0	\$0	\$1,400,000	\$2,450,000	\$9,450,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-47-289	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,800,000	\$1,800,000
2023	UTIL	0918-47-289	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$720,000	\$720,000
2025	CON	0918-47-289	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
2025	CON	0918-47-289	STBG:	\$8,000,000	\$0	\$0	\$2,000,000	\$0	\$10,000,000
Phase Subtotal:				\$8,000,000	\$0	\$0	\$2,000,000	\$1,500,000	\$11,500,000
Grand Total:				\$8,000,000	\$0	\$0	\$2,000,000	\$4,020,000	\$14,020,000

PROPOSED MAY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55310 **Facility:** VARIOUS **Location/Limits From:** EAST OF ERVAY ST; OVER IH 30 **Modification #:** 2023-0380
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** HARWOOD ST
County: DALLAS **CSJ:** 0918-47-463
City: DALLAS **Desc:** CONSTRUCT LOCAL ENHANCEMENTS
Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); FUNDING OFFSET BY DECREASE ON TIP 21028/CSJ 0918-47-364
Comment: 400,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-47-463	Cat 3 - TDC (MPO):	\$0	\$0	\$400,000	\$0	\$0	\$0
2023	ENG	0918-47-463	STBG:	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
Phase Subtotal:				\$2,000,000	\$0	\$400,000	\$0	\$0	\$2,000,000
Grand Total:				\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000

TIP Code: 55311 **Facility:** VARIOUS **Location/Limits From:** AT LAMAR ST **Modification #:** 2023-0381
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** OVER IH 30
County: DALLAS **CSJ:** 0918-47-464
City: DALLAS **Desc:** CONSTRUCT LOCAL ENHANCEMENTS
Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-47-464	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
Grand Total:				\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000

PROPOSED MAY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 40045.1	Facility: FM 1382	Location/Limits From: SH 180	Modification #: 2023-0382
Impementing Agency: TXDOT-DALLAS		Location/Limits To: IH 20	
County: DALLAS	CSJ: 1047-03-074		
City: GRAND PRAIRIE	Desc: FULL DEPTH CONCRETE REPAIR		
	Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS A GROUPED PROJECT UNDER 5000-00-958		
	Comment: PART OF STBG AND CAT 1 FUNDING SWAP WITH TIP 40045/CSJ 1047-03-079; GROUPED UNDER CSJ 5000-00-958		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	CON	1047-03-074	Cat 1:	\$0	\$1,877,416	\$0	\$0	\$0	\$1,877,416
2023	CON	1047-03-074	STBG:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
Phase Subtotal:				\$800,000	\$2,077,416	\$0	\$0	\$0	\$2,877,416
Grand Total:				\$800,000	\$2,077,416	\$0	\$0	\$0	\$2,877,416

TIP Code: 14089.1	Facility: IH 45	Location/Limits From: BS 45G	Modification #: 2023-0383
Impementing Agency: TXDOT-DALLAS		Location/Limits To: NORTH SH 34	
County: ELLIS	CSJ: 0092-04-075		
City: ENNIS	Desc: INTERSECTION IMPROVEMENTS AND RAMP MODIFICATIONS		
	Request: CANCEL PROJECT AND REMOVE FROM THE APPENDIX D OF THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0092-04-075	SW PE:	\$0	\$294,000	\$0	\$0	\$0	\$294,000
Grand Total:				\$0	\$294,000	\$0	\$0	\$0	\$294,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0092-04-075	SW PE:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

PROPOSED MAY 2023 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11684.2 **Facility:** VA **Location/Limits From:** IH 35W AUTOMATED VEHICLE (AV) TRUCKPORT; ALLIANCE - BETWEEN HARMON ROAD AND IH 35W **Modification #:** 2023-0384

Impementing Agency: FORT WORTH

County: TARRANT **CSJ:** 0081-12-053

City: FORT WORTH **Desc:** PILOT PROJECT TO DEVELOP AND BUILD AUTOMATED FREIGHT FACILITY TO COLLECT/DISTRIBUTE FREIGHT AND TEST AUTOMATED TRUCK TECHNOLOGY TO IMPROVE AV USES IN FREIGHT/SUPPLY CHAIN/LOGISTICS

Request: REVISE PROJECT LIMITS TO IH 35W TRUCK PARKING HUB ON IH 35W AT SH 170 NEAR HARMON ROAD; REVISE SCOPE TO CONSTRUCT TRUCK PARKING AREA TO INCLUDE SAFETY REST AREA FOR TRUCK DRIVERS, VEHICLE TO INFRASTRUCTURE COMMUNICATION EQUIPMENT, STRIPING, AND SIGNAGE; DELAY ENVIRONMENTAL AND ENGINEERING PHASES TO FY2024

Comment: 959,516 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENV	0081-12-053	Cat 3 - TDC (MPO):	\$0	\$0	\$20,000	\$0	\$0	\$0
2023	ENV	0081-12-053	STBG:	\$100,000	\$0	\$0	\$0	\$0	\$100,000
Phase Subtotal:				\$100,000	\$0	\$20,000	\$0	\$0	\$100,000
2023	ENG	0081-12-053	Cat 3 - TDC (MPO):	\$0	\$0	\$151,791	\$0	\$0	\$0
2023	ENG	0081-12-053	STBG:	\$758,953	\$0	\$0	\$0	\$0	\$758,953
Phase Subtotal:				\$758,953	\$0	\$151,791	\$0	\$0	\$758,953
2025	CON	0081-12-053	Cat 3 - TDC (MPO):	\$0	\$0	\$787,725	\$0	\$0	\$0
2025	CON	0081-12-053	STBG:	\$3,938,625	\$0	\$0	\$0	\$0	\$3,938,625
Phase Subtotal:				\$3,938,625	\$0	\$787,725	\$0	\$0	\$3,938,625
Grand Total:				\$4,797,578	\$0	\$0	\$0	\$0	\$4,797,578

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENV	0081-12-053	Cat 3 - TDC (MPO):	\$0	\$0	\$20,000	\$0	\$0	\$0
2024	ENV	0081-12-053	STBG:	\$100,000	\$0	\$0	\$0	\$0	\$100,000
Phase Subtotal:				\$100,000	\$0	\$20,000	\$0	\$0	\$100,000
2024	ENG	0081-12-053	Cat 3 - TDC (MPO):	\$0	\$0	\$151,791	\$0	\$0	\$0
2024	ENG	0081-12-053	STBG:	\$758,953	\$0	\$0	\$0	\$0	\$758,953
Phase Subtotal:				\$758,953	\$0	\$151,791	\$0	\$0	\$758,953
2025	CON	0081-12-053	Cat 3 - TDC (MPO):	\$0	\$0	\$787,725	\$0	\$0	\$0
2025	CON	0081-12-053	STBG:	\$3,938,625	\$0	\$0	\$0	\$0	\$3,938,625
Phase Subtotal:				\$3,938,625	\$0	\$787,725	\$0	\$0	\$3,938,625
Grand Total:				\$4,797,578	\$0	\$0	\$0	\$0	\$4,797,578

How to Read the Project Modification Listings – Transit Section

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

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

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

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

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

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

PROPOSED MAY 2023 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: CITY OF MESQUITE

Apportionment Year: FY2018 PROGRAM OF PROJECTS

Modification #: 2023-0364

Request: REVISE FY2018 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 14,400 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

<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>
12013.18	OPERATING ASSISTANCE - JARC	2019	OPERATING	\$620,000	\$0	\$0	\$620,000		\$1,240,000
12864.18	OPERATING ASSISTANCE - JARC - MESQUITE SERVICE	2019	OPERATING	\$100,000	\$0	\$0	\$100,000		\$200,000
12865.18	MOBILITY MANAGEMENT	2019	CAPITAL	\$262,000	\$0	\$0	\$0	52,400	\$262,000
TOTAL:				\$982,000	\$0	\$0	\$720,000	52,400	\$1,702,000

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>
12013.18	OPERATING ASSISTANCE - JARC	2019	OPERATING	\$910,000	\$0	\$0	\$910,000	0	\$1,820,000	INCREASE FUNDING
12864.18	OPERATING ASSISTANCE - JARC - MESQUITE SERVICE	2019	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12865.18	MOBILITY MANAGEMENT	2019	CAPITAL	\$262,000	\$0	\$0	\$0	14,400	\$262,000	DECREASE FUNDING (MPO TDCs)
TOTAL:				\$1,172,000	\$0	\$0	\$910,000	14,400	\$2,082,000	

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2021 PROGRAM OF PROJECTS

Modification #: 2023-0365

Request: REVISE FY2021 PROGRAM OF PROJECTS

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>
12678.21	PROGRAM ADMINISTRATION	2022	CAPITAL	\$388,425	\$0	\$0	\$0		\$388,425
TOTAL:				\$388,425	\$0	\$0	\$0		\$388,425

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>
12678.21	PROGRAM ADMINISTRATION	2022	CAPITAL	\$388,425	\$0	\$0	\$0	0	\$388,425	NO CHANGE
12752.21	MOBILITY MANAGEMENT	2023	CAPITAL	\$469,298	\$0	\$0	\$0	0	\$469,298	ADD PROJECT TO TIP/STIP
TOTAL:				\$857,723	\$0	\$0	\$0	0	\$857,723	

PROPOSED MAY 2023 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2021 PROGRAM OF PROJECTS

Modification #: 2023-0366

Request: REVISE FY2021 PROGRAM OF PROJECTS

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		\$24,772	
TOTAL:				\$24,772	\$0	\$0	\$0		\$24,772	

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	\$24,772	\$0	\$0	\$0	0	\$24,772	NO CHANGE
12808.21	MOBILITY MANAGEMENT	2023	CAPITAL	\$222,945	\$0	\$0	\$0	0	\$222,945	ADD PROJECT TO TIP/STIP
TOTAL:				\$247,717	\$0	\$0	\$0	0	\$247,717	

County	Facility	From	To	Length (mi)	Old FC	New FC	Reason
Collin	Ferguson Pkwy	Taylor Blvd	Collin County Outer Loop	1.15	Unlisted	Proposed Major Collector	Extension of existing Major Collector south to planned terminus
Collin	Dallas North Tollway General Purpose Lanes and SB Frontage	FM 428	US 380	6.1	Major Collector	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	Addition of future general purpose lanes and addition of the currently operational SB frontage road
Collin	SS 399/SH 5	US 75	Future SS 399 Extension	1.6	Principal Arterial	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	Convert current Principal Arterial to Principal Arterial - Other Freeway; addition of NB/SB frontage roads from Medical Center Blvd to future SS 399 extension
Collin	SS 399 (new location)	SH 5	US 380	5.5	Unlisted	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	New location freeway with frontage roads
Collin	US 380	Denton County Line	University Drive - .9 Miles East of Stonebridge Blvd	7.7	Principal Arterial	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	Convert current Principal Arterial to Principal Arterial - Other Freeway; addition of continuous EB/WB frontage roads
Collin	US 380	Future SS 399 - 1.35 Miles East of Airport Road	West Princeton Drive - 0.4 Miles West of Tarvin Road	0.8	Principal Arterial	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	Convert current Principal Arterial to Principal Arterial - Other Freeway; addition of continuous EB/WB frontage roads
Collin	US 380	East Princeton Drive - .25 Miles West of Hazelwood Drive	Audie Murphy Pkwy - .5 Miles East of Collin CR 560	4.25	Principal Arterial	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	Convert current Principal Arterial to Principal Arterial - Other Freeway; addition of continuous EB/WB frontage roads
Collin	US 380 (new location)	University Drive - .9 Miles East of Stonebridge Blvd; West of McKinney	University Drive at Future SS 399 - 1.35 miles East of Airport Road; East of McKinney	11.6	Unlisted	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	New location Principal Arterial - Other Freeway and continuous EB/WB frontage roads
Collin	US 380 (new location)	West Princeton Drive - 0.4 Miles West of Tarvin Road	East Princeton Drive - .25 Miles West of Hazelwood Drive	7	Unlisted	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	New location Principal Arterial - Other Freeway and continuous EB/WB frontage roads
Collin Denton	Dallas North Tollway	Collin CR 60	FM 455	2.6	Major Collector	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	Addition of future general purpose lanes and SB frontage road north to Collin/Grayson County Line
Collin Denton	Dallas North Tollway	FM 455	FM 428	4.25	Unlisted	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	Extension of DNT general purpose lanes and frontage roads north to FM 455

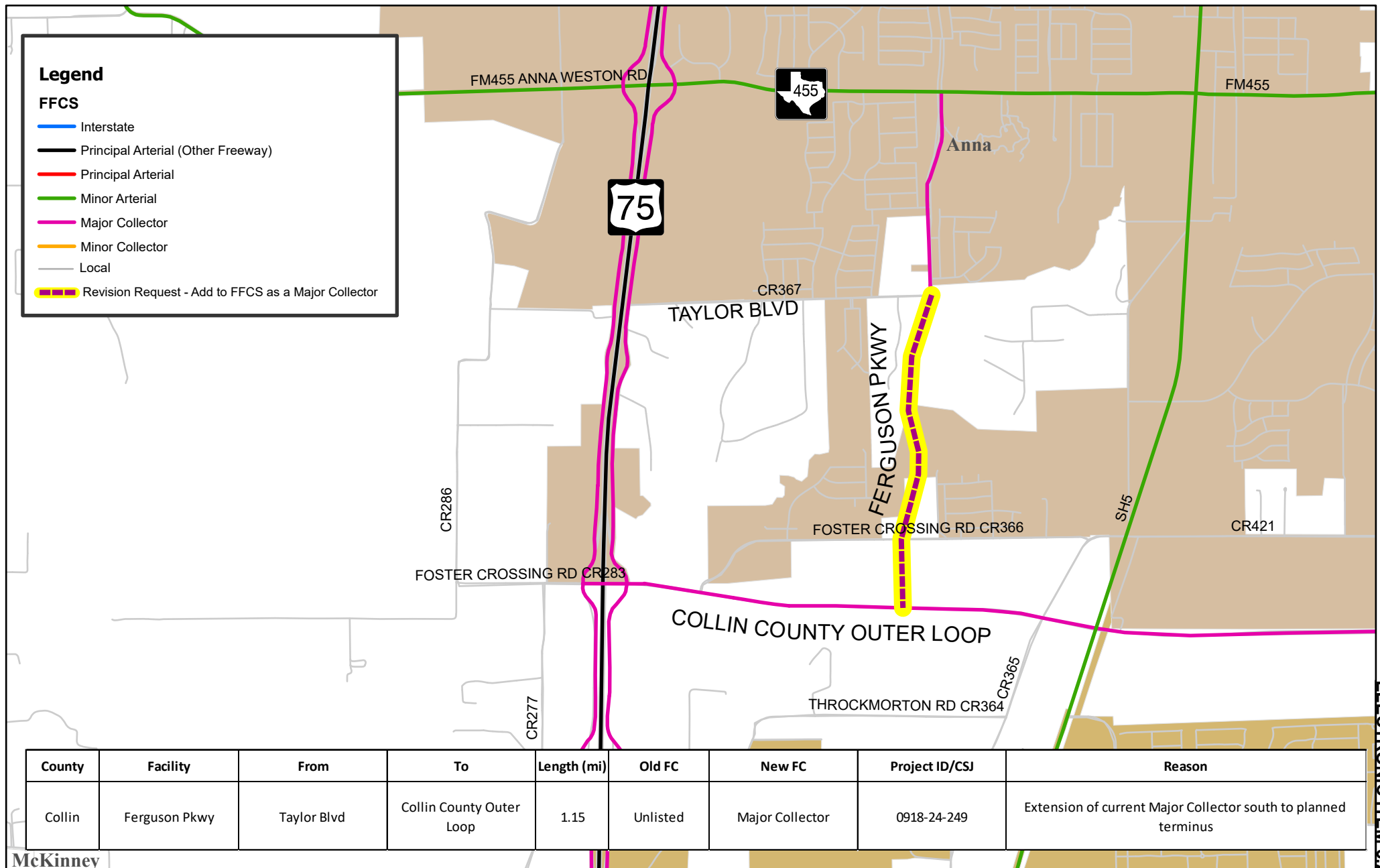
County	Facility	From	To	Length (mi)	Old FC	New FC	Reason
Collin Hunt	US 380 (new location)	Audie Murphy Pkwy - .5 mile East of Collin CR 560; East of Farmersville	East of Collin County Road 698/699; East of Farmersville	6.4	Unlisted	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	New Location Principal Arterial - Other Freeway and continuous EB/WB frontage roads
Dallas	IH 35E NB Frontage	Royal Lane	Manana Drive	1.5	Unlisted	Proposed Major Collector	New location frontage road
Dallas	IH 35E SB Frontage	Lombardy Lane	SS 482	1.1	Unlisted	Proposed Major Collector	New location frontage road
Dallas	Wheatland Road	Dallas/Lancaster City Limits, 0.6 Miles East of Current Intersection with University Hills Blvd	University Hills Blvd at Current Intersection with West Leg of Wheatland Road	0.6	Major Collector	Major Collector	Realignment of existing Major Collector to create four-way intersection with University Hills Blvd
Dallas	IH 20 WB Frontage	East of SH 342/Lancaster Road	IH 35E Frontage NB	2.5	Unlisted	Major Collector	Add existing frontage road to FFCS
Dallas	IH 30 Frontage EB & WB	East of Bass Pro Road	Dalrock Road	1.4	Unlisted	Proposed Major Collector	New location frontage EB & WB; improved access and incident management over Lake Ray Hubbard
Dallas	IH 20 Frontage EB & WB	Cockrell Hill Road	Kirnwood Road	1.4	Unlisted	Proposed Major Collector	New location frontage EB & WB; improved access across US 67 interchange
Dallas	Conflans Road	Valley View Lane	SH 161	0.8	Unlisted	Proposed Major Collector	Extension of existing Conflans Major Collector westward across PGBT/SH 161 to Valley View Lane; new location. Projected 2045 daily volume of 13K
Dallas	IH 20 Frontage EB & WB	Lumley Road	Kaufman County Line	2.1	Unlisted	Proposed Major Collector	Extension eastward of existing frontage roads
Dallas	Merritt Road	SH 190/PGBT	Liberty Grove Road	0.9	Unlisted	Proposed Major Collector	Extension of existing Major Collector east to Chiesa Road; projected 2045 daily volume of 30K
Dallas	IH 635 WB Frontage	Royal Lane	Belt Line Road	2.3	Unlisted	Proposed Major Collector	Extension of existing frontage road west to Royal Lane
Denton	US 380	Teel Parkway/ Championship Blvd	Collin County Line	1.3	Principal Arterial	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	Convert current Principal Arterial to Principal Arterial - Other Freeway; addition of continuous EB/WB frontage roads
Denton	SL 288 (new location)	IH 35 at SL 288 (existing)	US 380	2	Unlisted	Proposed Major Collector	New location extension of current SL 288 westward. Will serve as a Truck Route for US 380. NW quadrant of SL 288 loop around Denton. Staged freeway.
Denton	SL 288 (new location)	US 380	IH 35W	5.5	Unlisted	Proposed Major Collector	New location making up SW quadrant of SL 288 loop around Denton. Will serve airport and industrial traffic. Staged freeway.

County	Facility	From	To	Length (mi)	Old FC	New FC	Reason	
Denton	SH 114	East of FM 156	IH 35W	1.8	Principal Arterial	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	Convert current Principal Arterial to Principal Arterial - Other Freeway; addition of continuous EB/WB frontage roads	
Denton	SH 114	IH 35W	0.25 East of US 377	3.5	Principal Arterial	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	Convert current Principal Arterial to Principal Arterial - Other Freeway; addition of continuous EB/WB frontage roads	
Johnson	IH 35W, BI 35V	US 67	Existing BI 35V Intersection	0.5	Unlisted	Proposed Major Collector	Extension of frontage from US 67 through new 'T' intersection with BI 35V; safety	
Johnson	FM 157	8th Street	Johnson CR 108B	0.5	Unlisted	Proposed Major Collector	Realignment of FM 157 through Venus, improved safety near school	
Kaufman	IH 20 Frontage EB & WB	Dallas County Line	SS 557	12.5	Unlisted	Proposed Major Collector	New location frontage roads	
Kaufman	IH 20 Frontage EB & WB	SS 557	Wilson Road	4.25	Unlisted	Proposed Major Collector	New location frontage roads	
Kaufman	EB SS 557 Frontage	FM 148	IH 20	0.7	Unlisted	Proposed Major Collector	Extension of EB frontage road	
Parker	IH 20 Frontage EB & WB	FM 2552	Bankhead Hwy	1	Unlisted	Proposed Major Collector	New location EB and WB frontage roads	
Tarrant	SH 360 Frontage NB & SB	Trinity Blvd	Riverside Pkwy	1.25	Unlisted	Proposed Major Collector	New location frontage NB & SB; improved access and incident management over Trinity River	
Tarrant	US 81/287 NB-SB Frontage Roads	Wise County Line	Avondale Haslet Road	1.75	Unlisted	Proposed Major Collector	Addition of existing NB and SB continuous frontage roads	
Tarrant	US 81/287 Frontage Roads	Avondale Haslet Road	IH 35W	8	Unlisted	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	Addition of NB and SB continuous frontage roads	
Tarrant	Dallas	IH 30 Frontage EB	Copeland Road	SH 161 SB	2.1	Unlisted	Major Collector	New Location EB and WB frontage roads serving IH 30
Tarrant	Dallas	IH 30 Frontage WB	0.2 Miles West of Ballpark Way	SH 161 SB	2.8	Unlisted	Major Collector	
Tarrant	SH 199	North End of Lake Worth Bridge	Azle Avenue	0.8	Principal Arterial	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	Convert current Principal Arterial to Principal Arterial - Other Freeway; addition of continuous EB/WB frontage roads	
Tarrant	IH 20 Frontage EB & WB	EB: 0.45 Miles East of Park Springs Blvd; WB: 0.25 Miles East of Park Springs Blvd	EB: 0.13 Miles West of Bowen Road; WB: 0.3 Miles West of Cooper Street	1.4	Unlisted	Proposed Major Collector	Creation of continuous frontage roads on IH 20 between Park Springs Blvd and FM 157/Cooper Street; improved access and incident management	
Wise	BU 81D (Realigned)	Realigned FM 1810 Intersection	Wise CR 2090	0.6	Unlisted	Proposed Major Collector	Realignment of BU 81D to accommodate new FM 1810 interchange on US 81/287; safety	

County	Facility	From	To	Length (mi)	Old FC	New FC	Reason
Wise	US 81 Frontage NB and SB (new location) and N+B13ew FM 1810 Overpass	North of Wise CR 2195	North of US 380	1.6	Unlisted	Proposed Major Collector	New frontages serve US 81/287; overpass creates safer interchange between FM 1810 and US 81/287 for heavy truck traffic
Wise	US 81/287	North of Pioneer Road	Tarrant County Line	6.5	Principal Arterial	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	Addition of continuous frontage roads, conversion of existing arterial lanes to freeway general purpose lanes; Major Collector grade separations at Pioneer Road, Robertson Road, Ramhorn Hill Road, and Northstar Pkwy
Wise	US 81/287	North of Wise CR 4228	South of NRS Road	1.7	Principal Arterial	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	Addition of NB and SB frontage roads and conversion of existing Principal Arterial to Principal Arterial - Other Freeway; Major Collector grade separation at NRS Road.

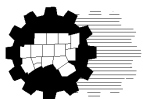
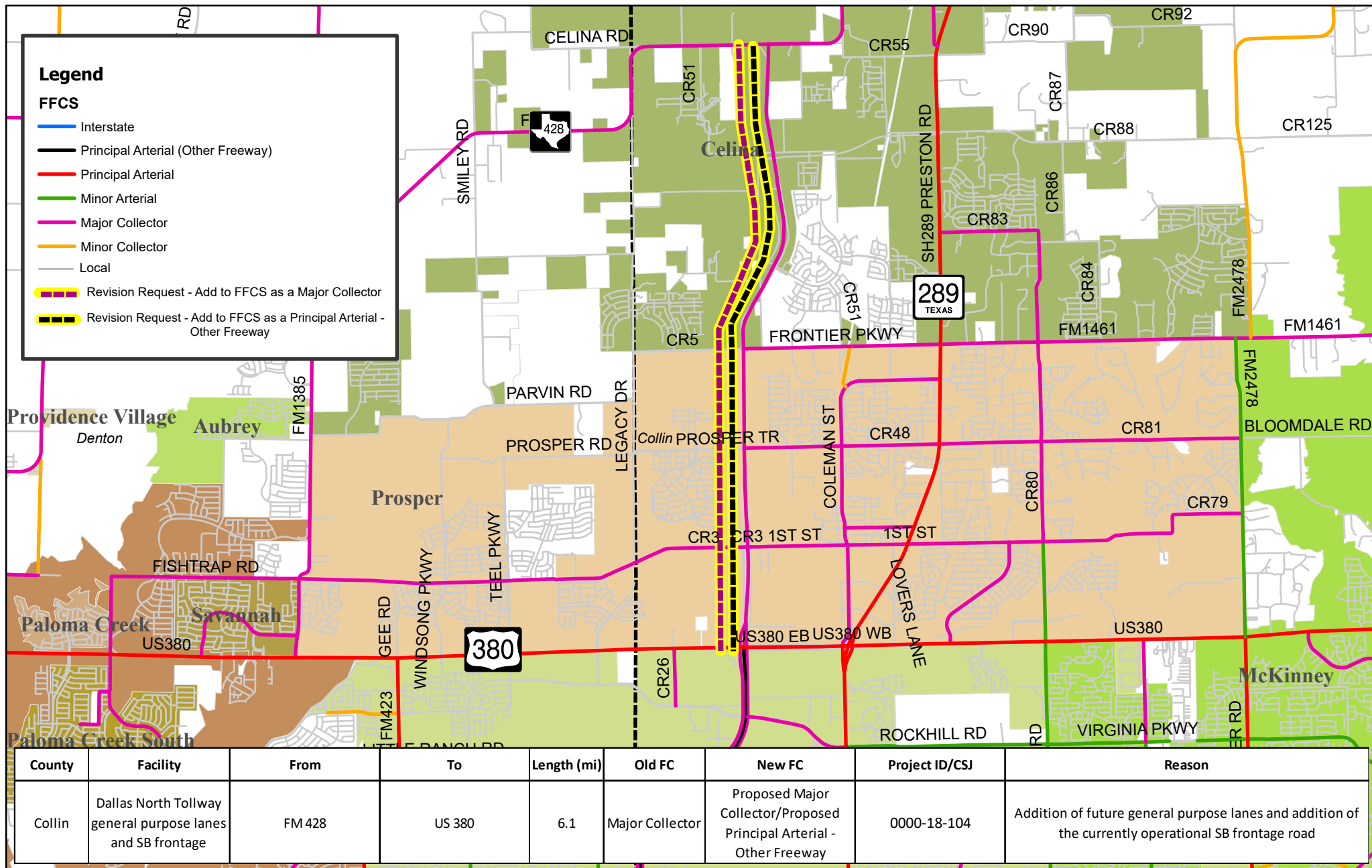
Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and the City of Anna and approved as part of the Transportation Improvement Program (TIP)



Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and NTTA and approved as part of the Transportation Improvement Program (TIP)

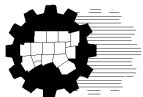
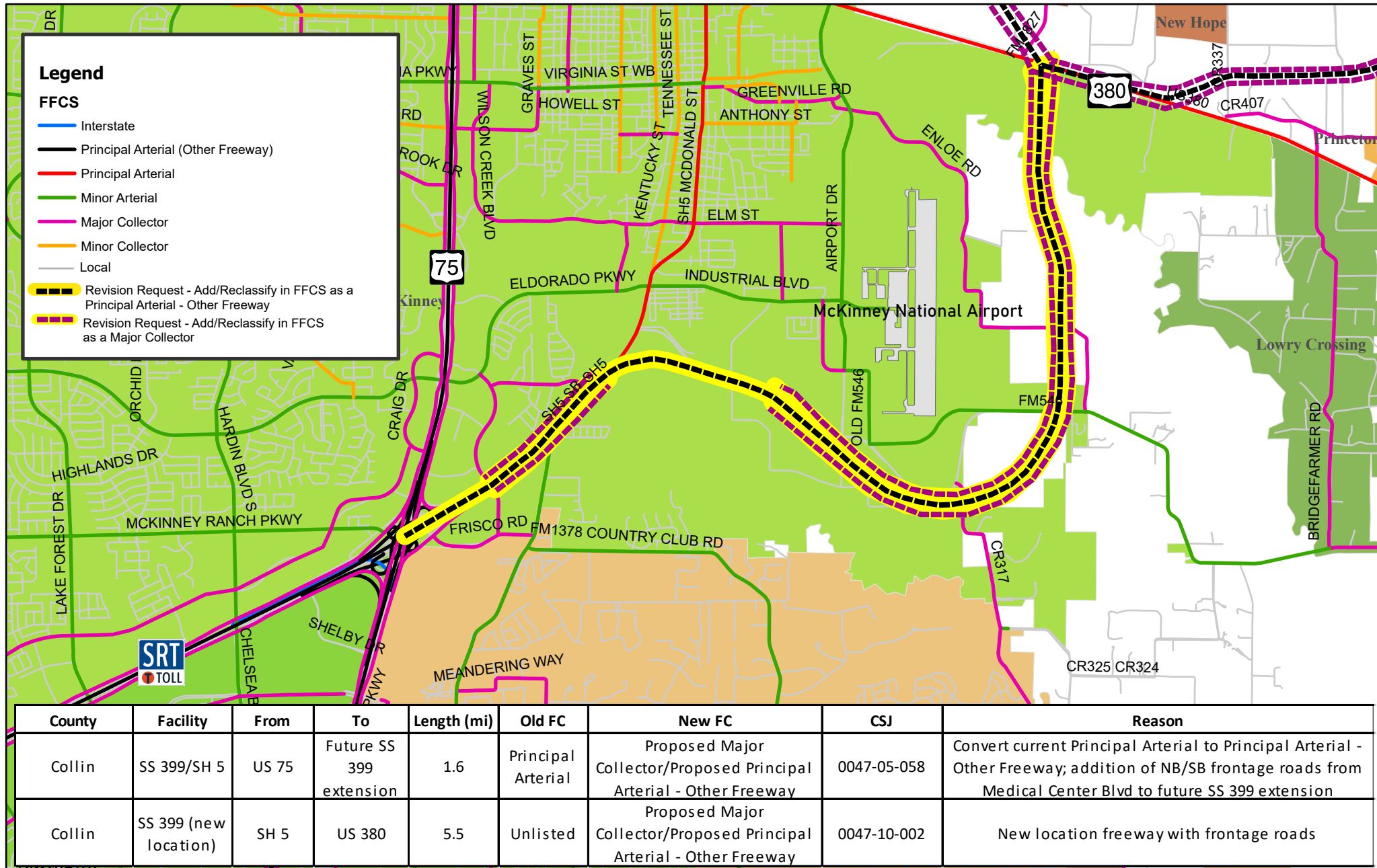


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March 2023

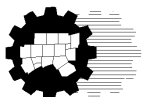
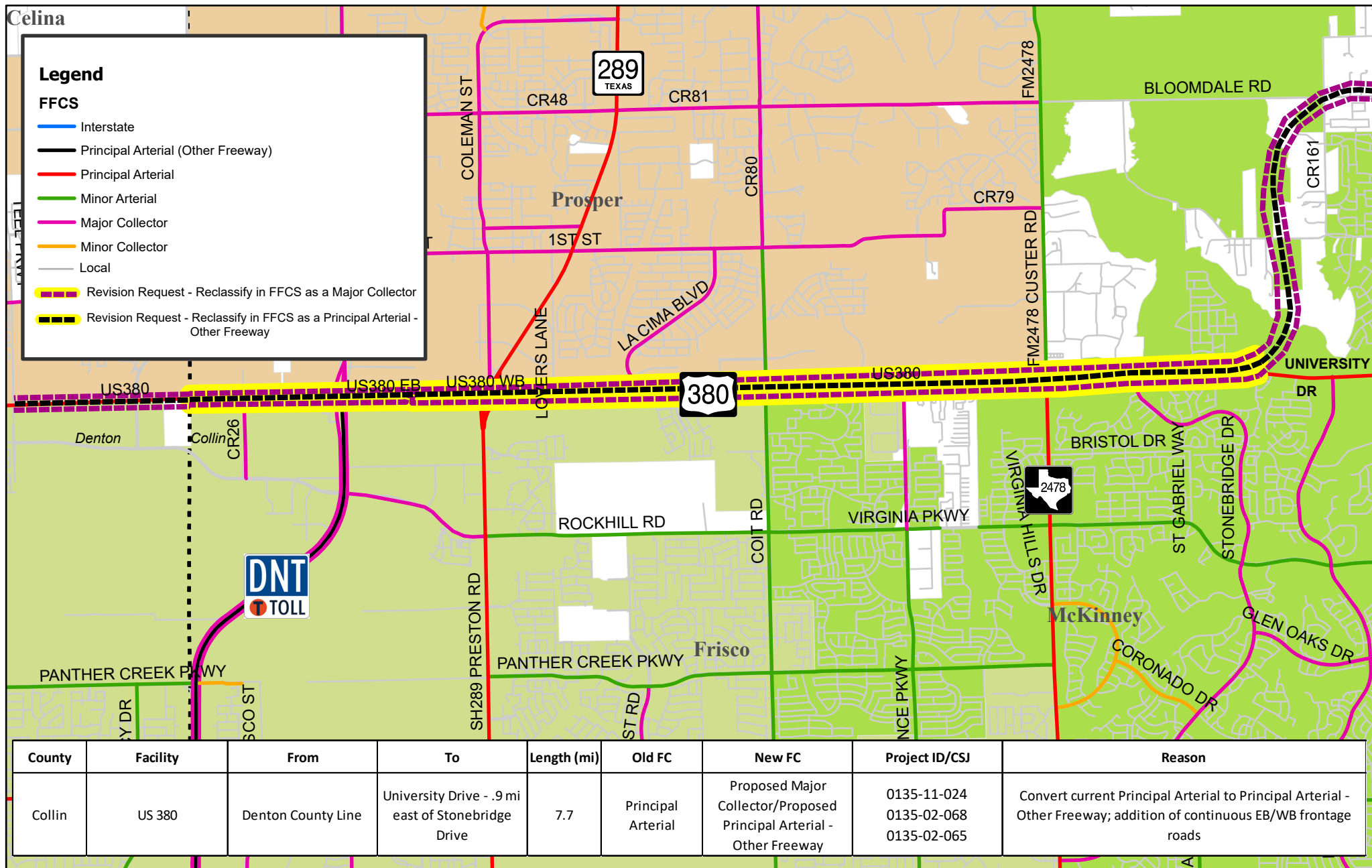
Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Dallas and approved as part of the Transportation Improvement Program (TIP)



Federal Functional Classification System (FFCS) Amendment

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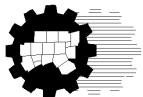
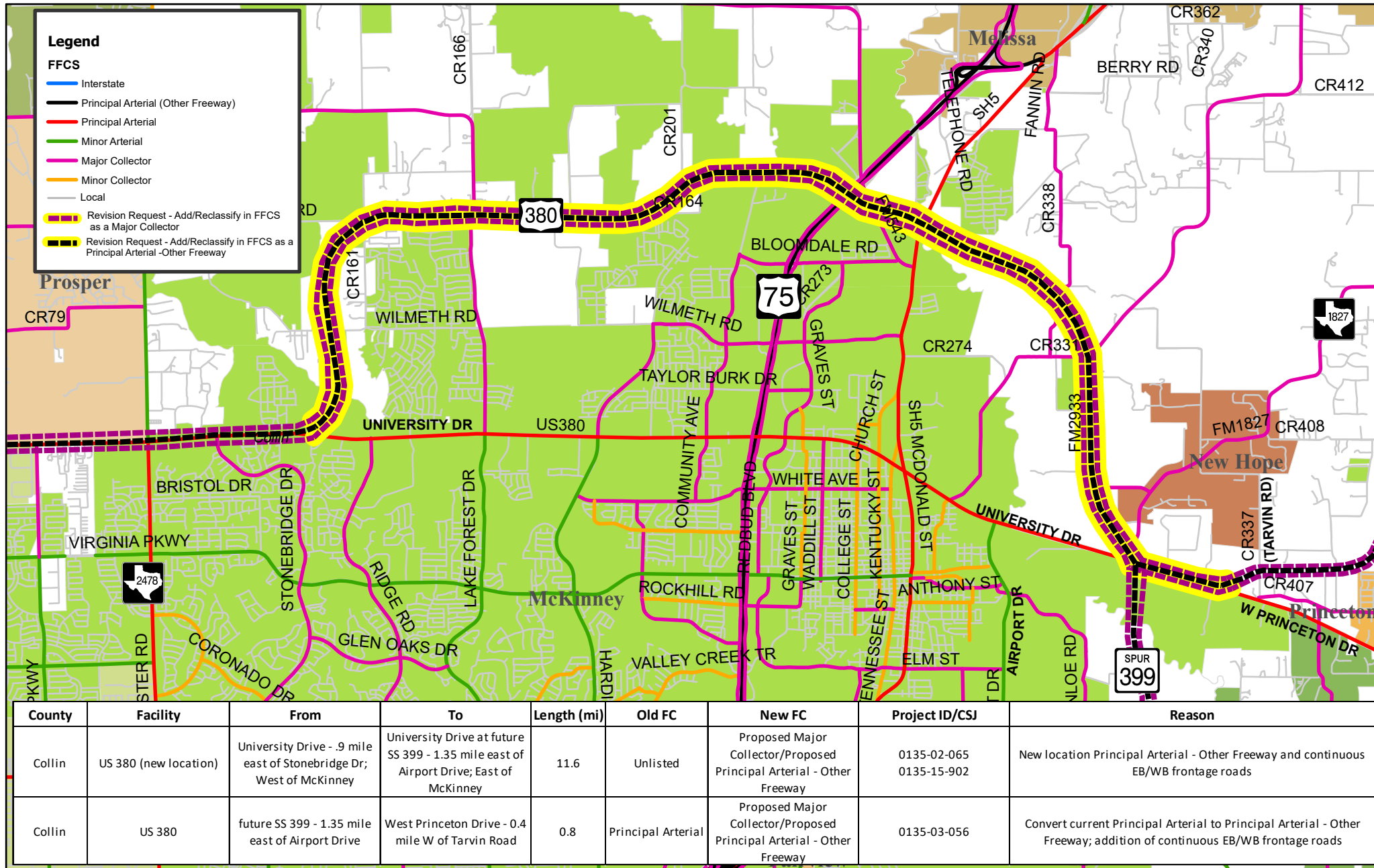


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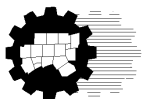
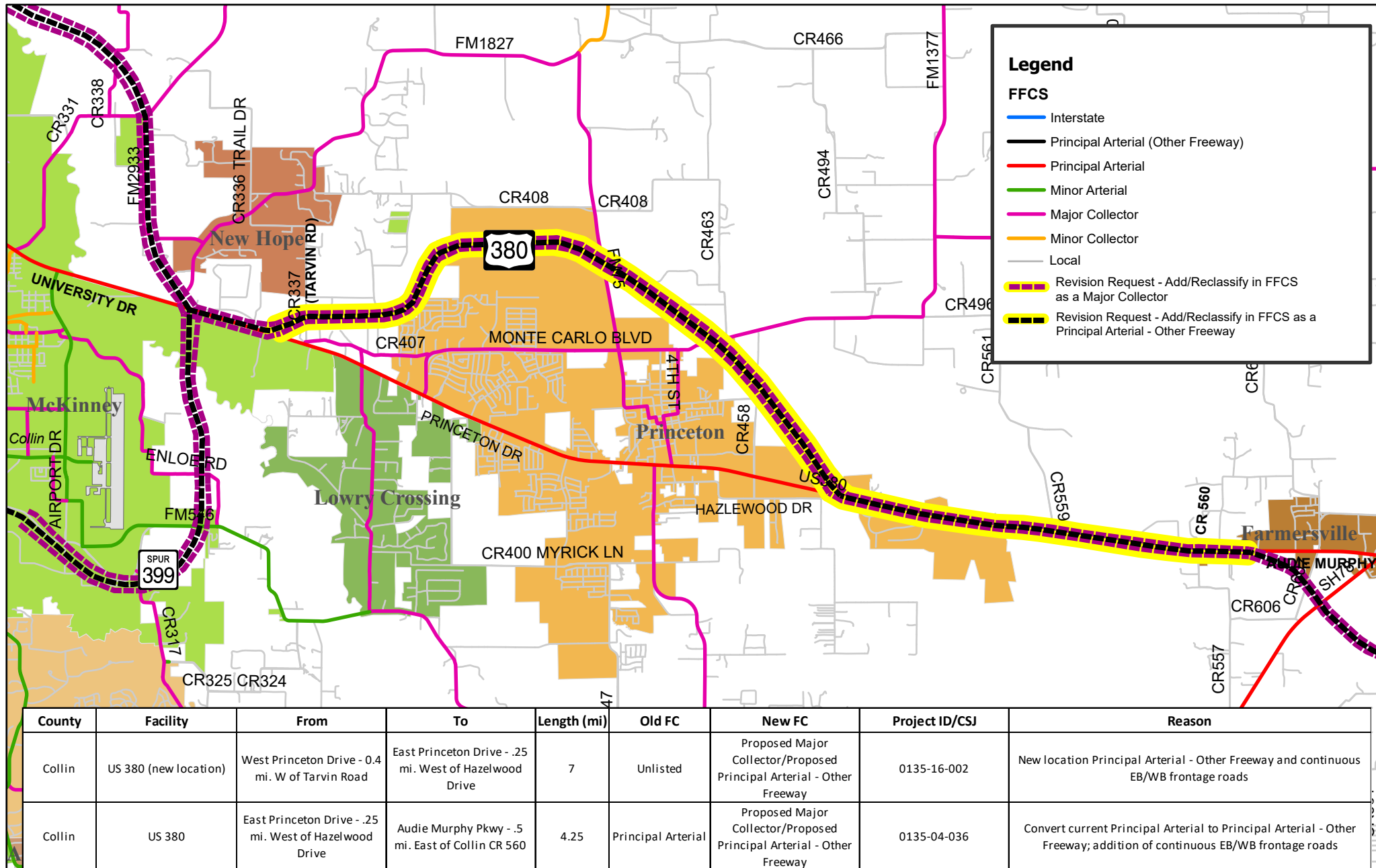
Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Dallas and approved as part of the Transportation Improvement Program (TIP)



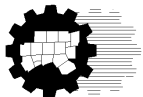
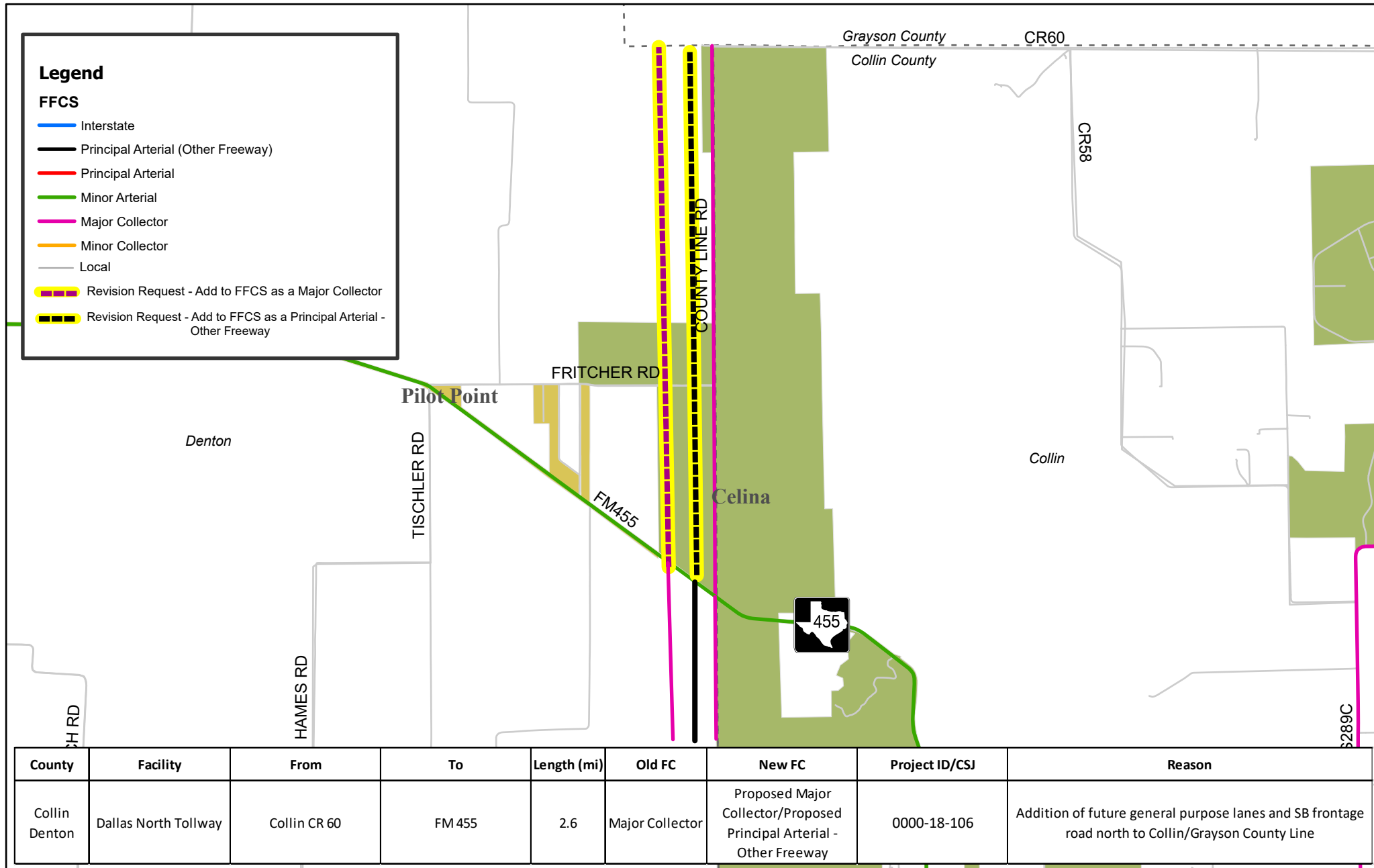
Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Dallas and approved as part of the Transportation Improvement Program (TIP)



Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and NTTA and approved as part of the Transportation Improvement Program (TIP)

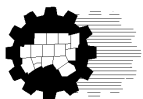
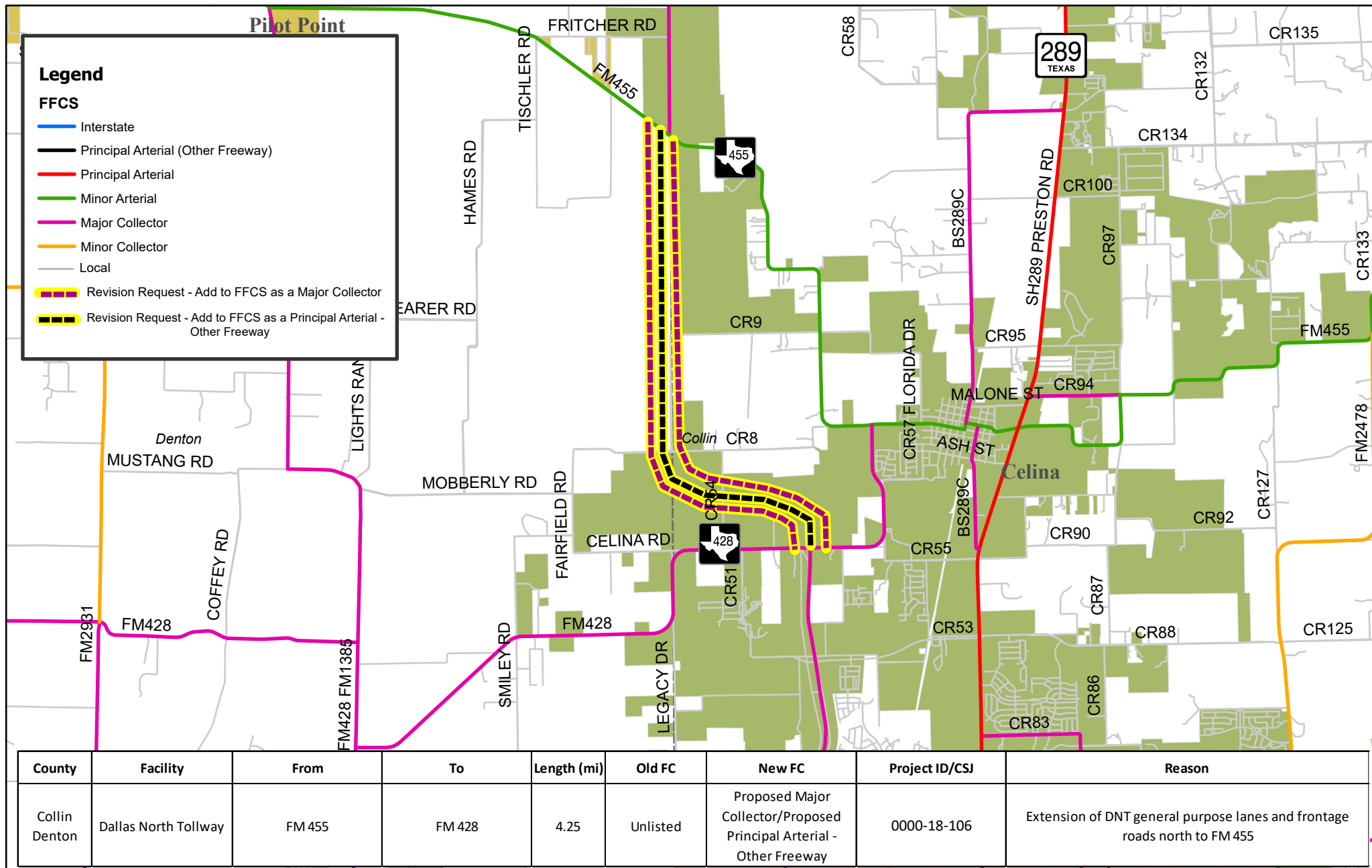


North Central Texas
Council of Governments
Transportation

March 2023

Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and NTTA and approved as part of the Transportation Improvement Program (TIP)

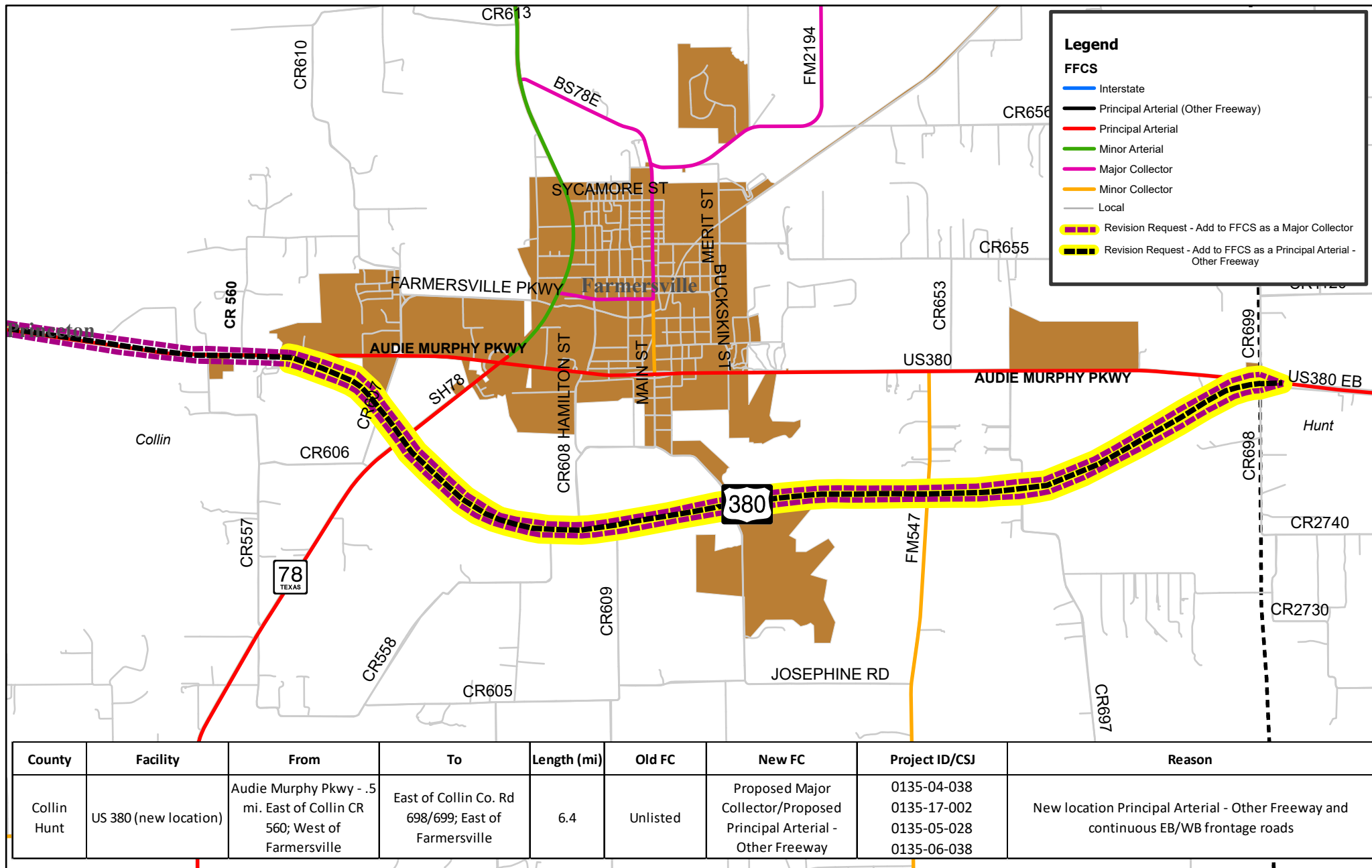


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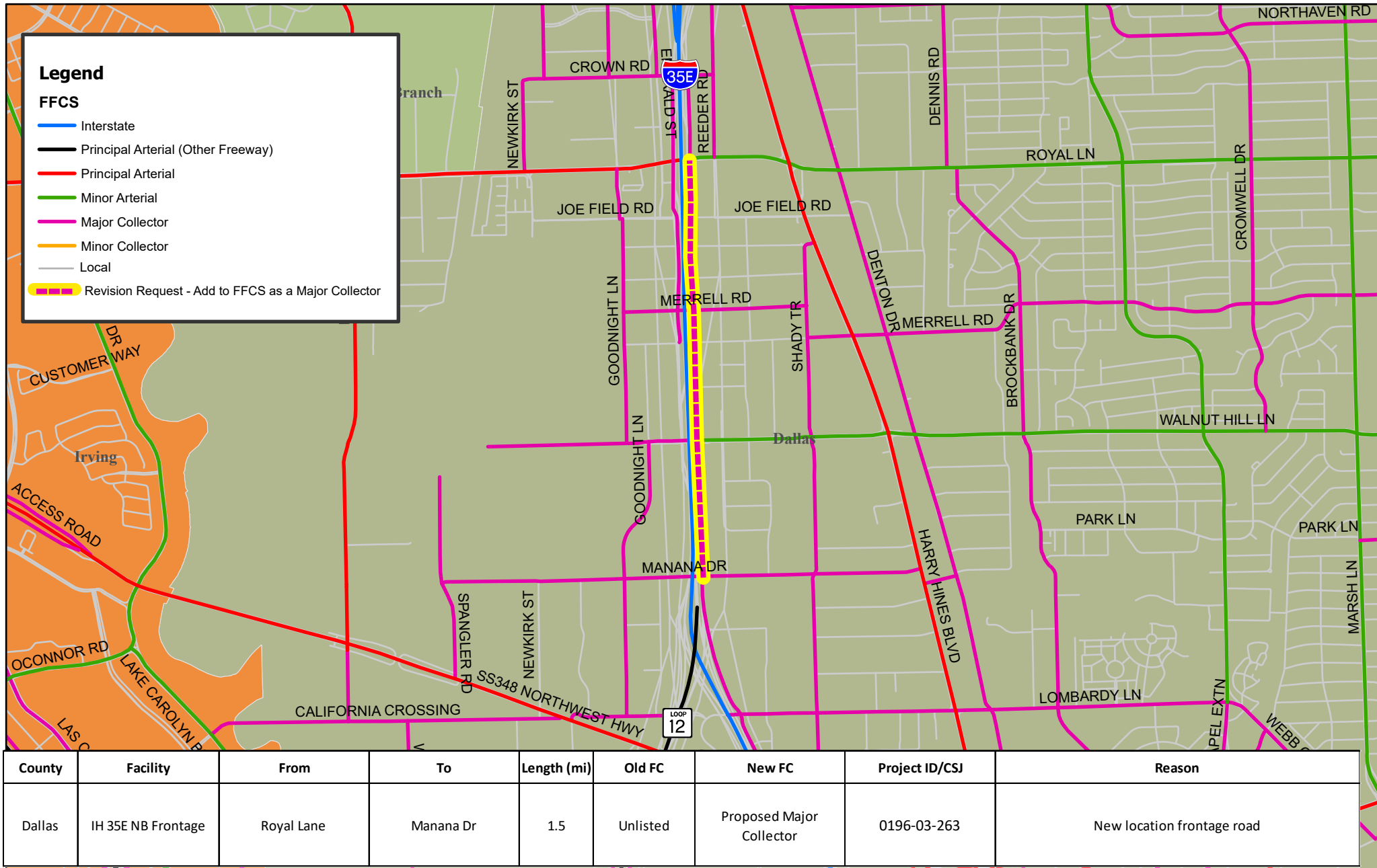
Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG, TxDOT Paris and TxDOT Dallas. Approved as part of the Transportation Improvement Program (TIP)



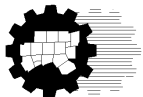
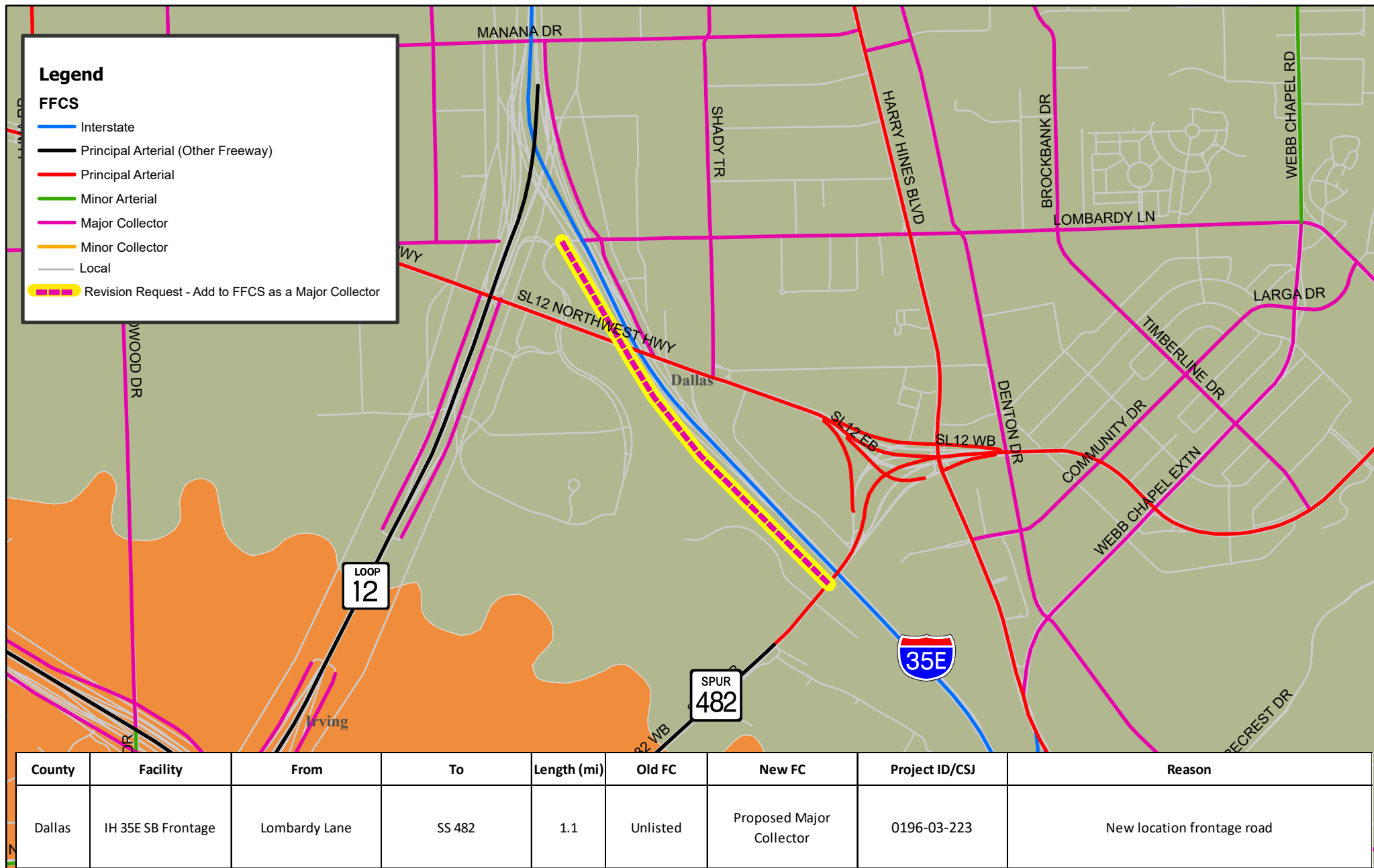
Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and Dallas County and approved as part of the Transportation Improvement Program (TIP)



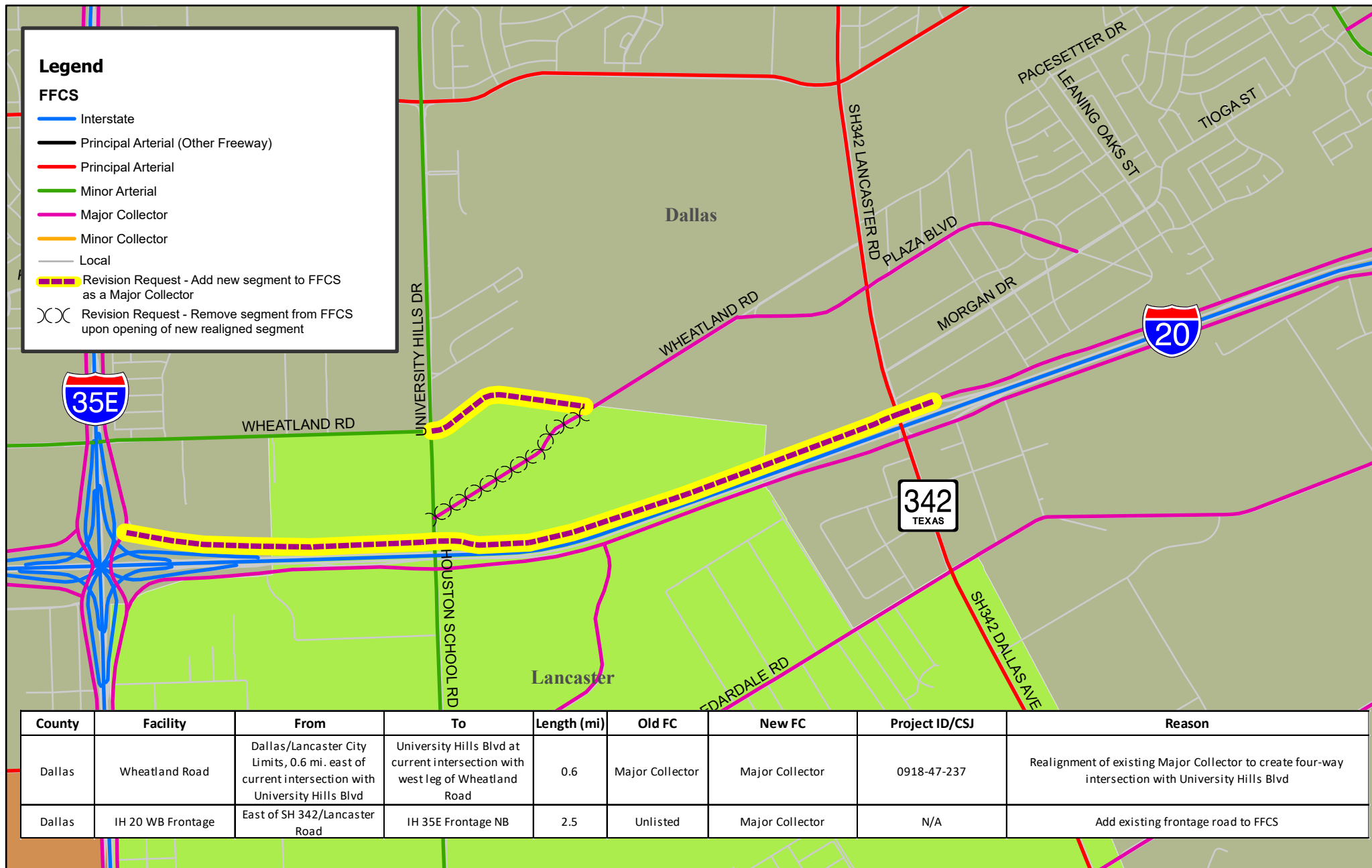
Federal Functional Classification System (FFCS) Amendment

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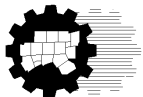
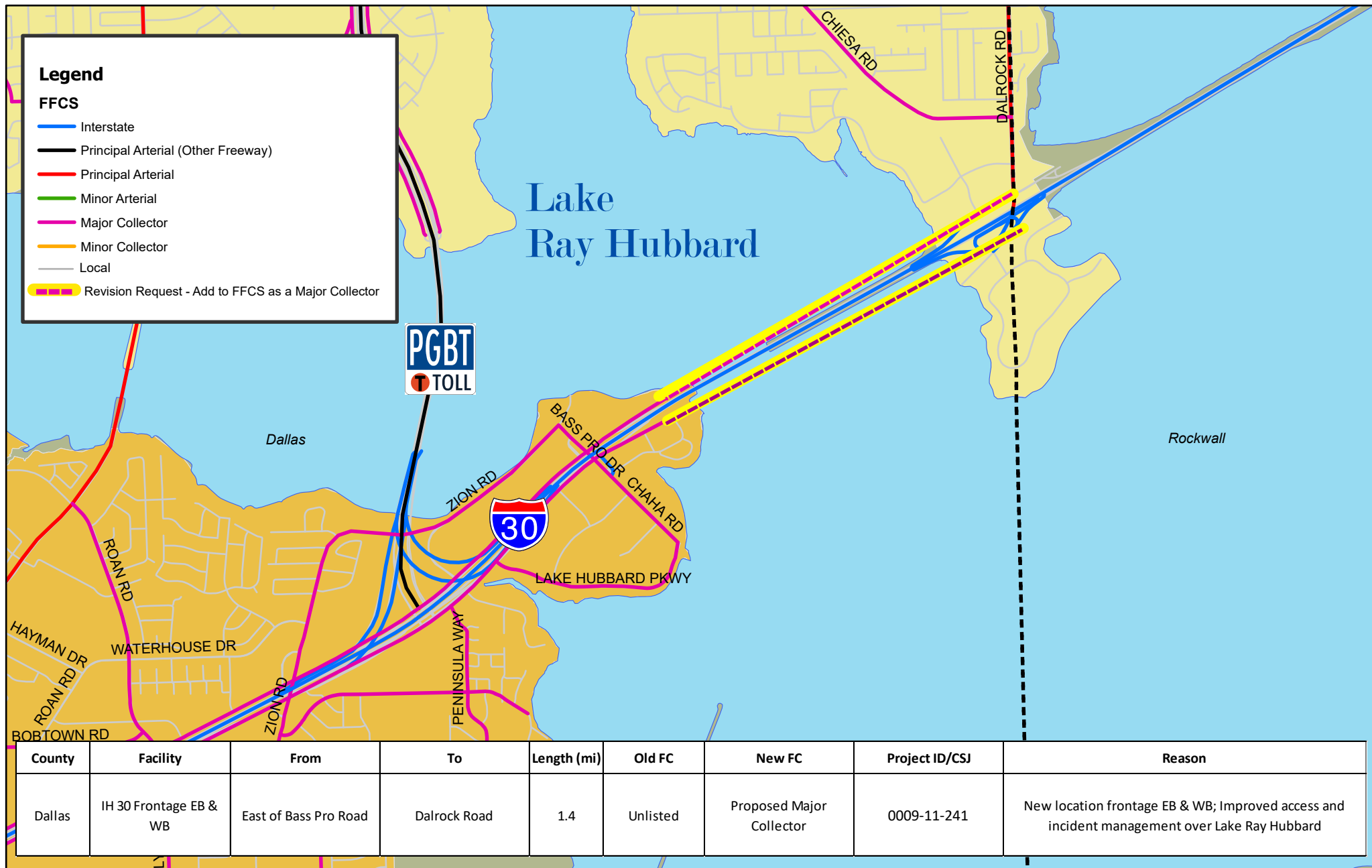
Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and the City of Dallas and approved as part of the Transportation Improvement Program (TIP)



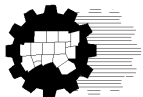
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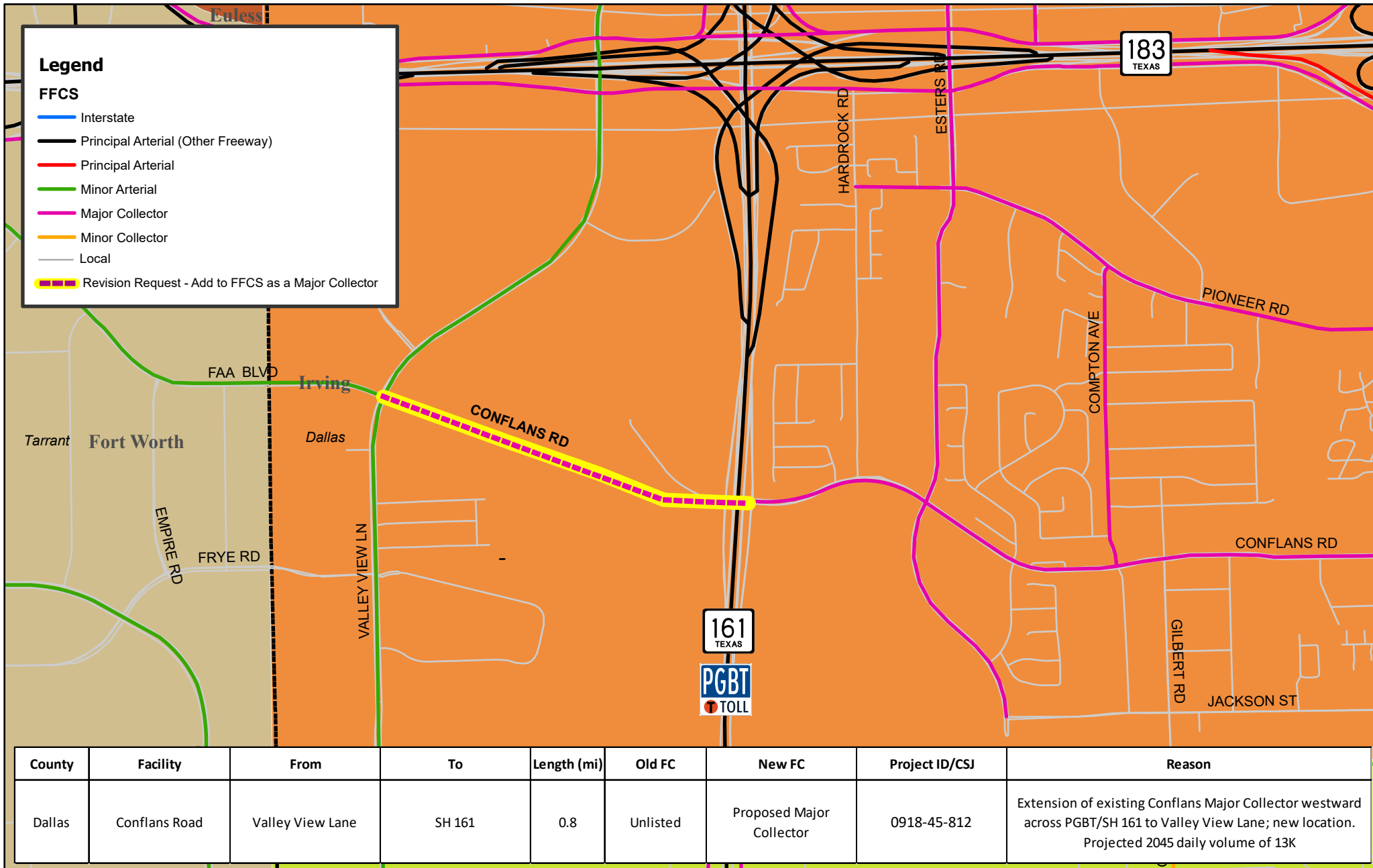


North Central Texas
Council of Governments
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March 2023

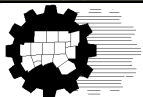
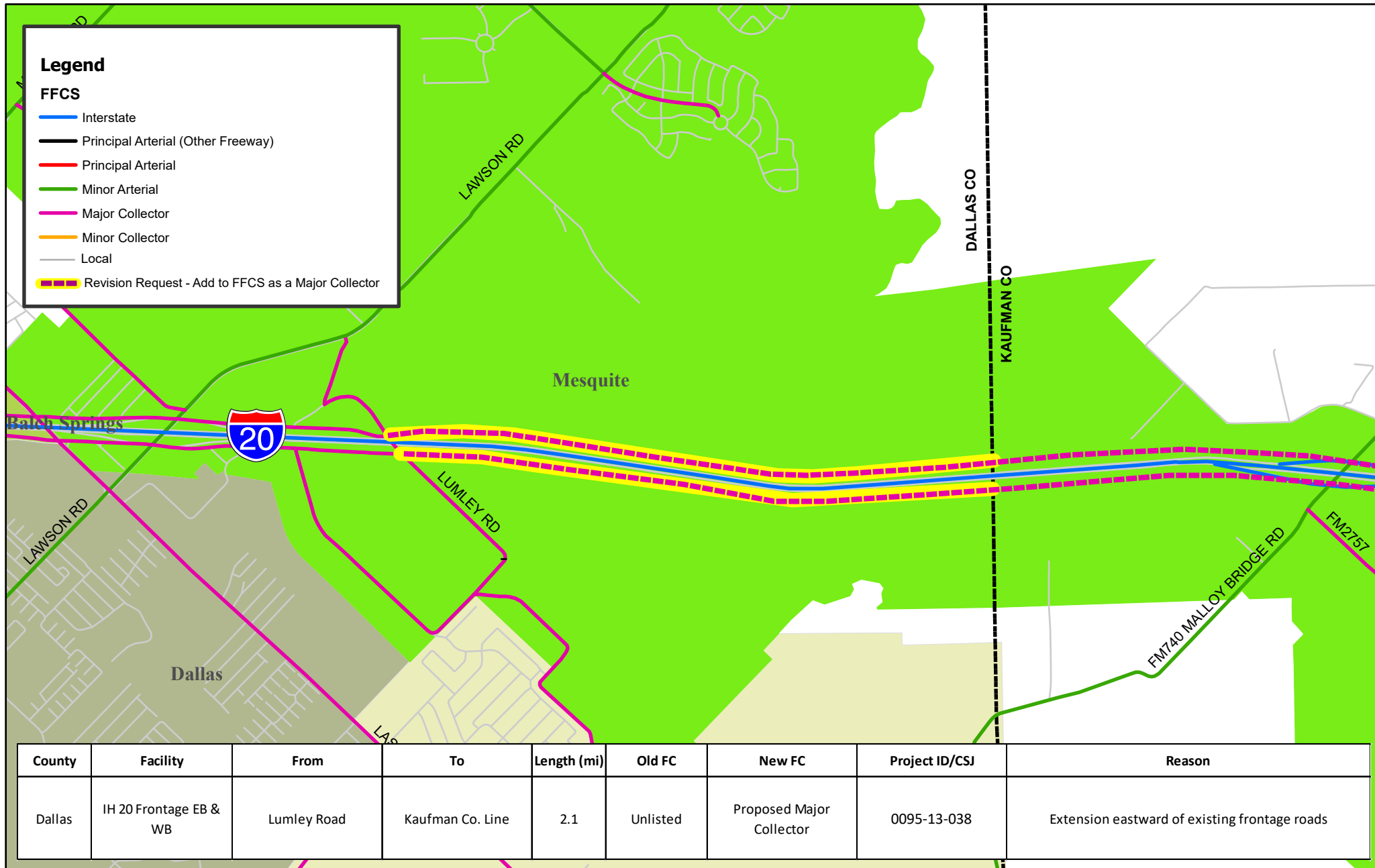
Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and the City of Irving and approved as part of the Transportation Improvement Program (TIP)



Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Dallas and approved as part of the Transportation Improvement Program (TIP)



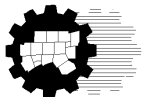
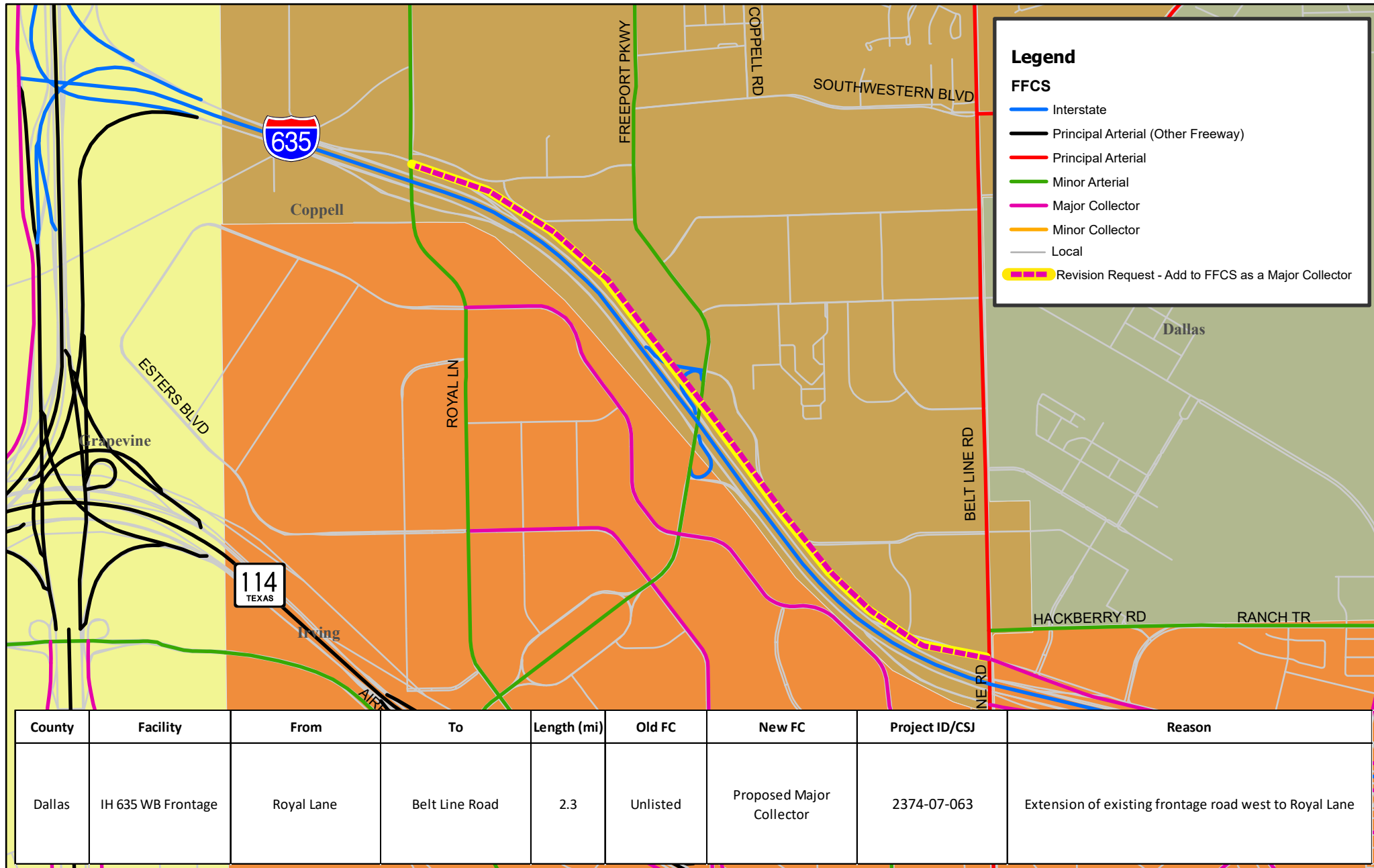
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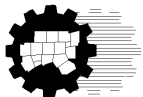
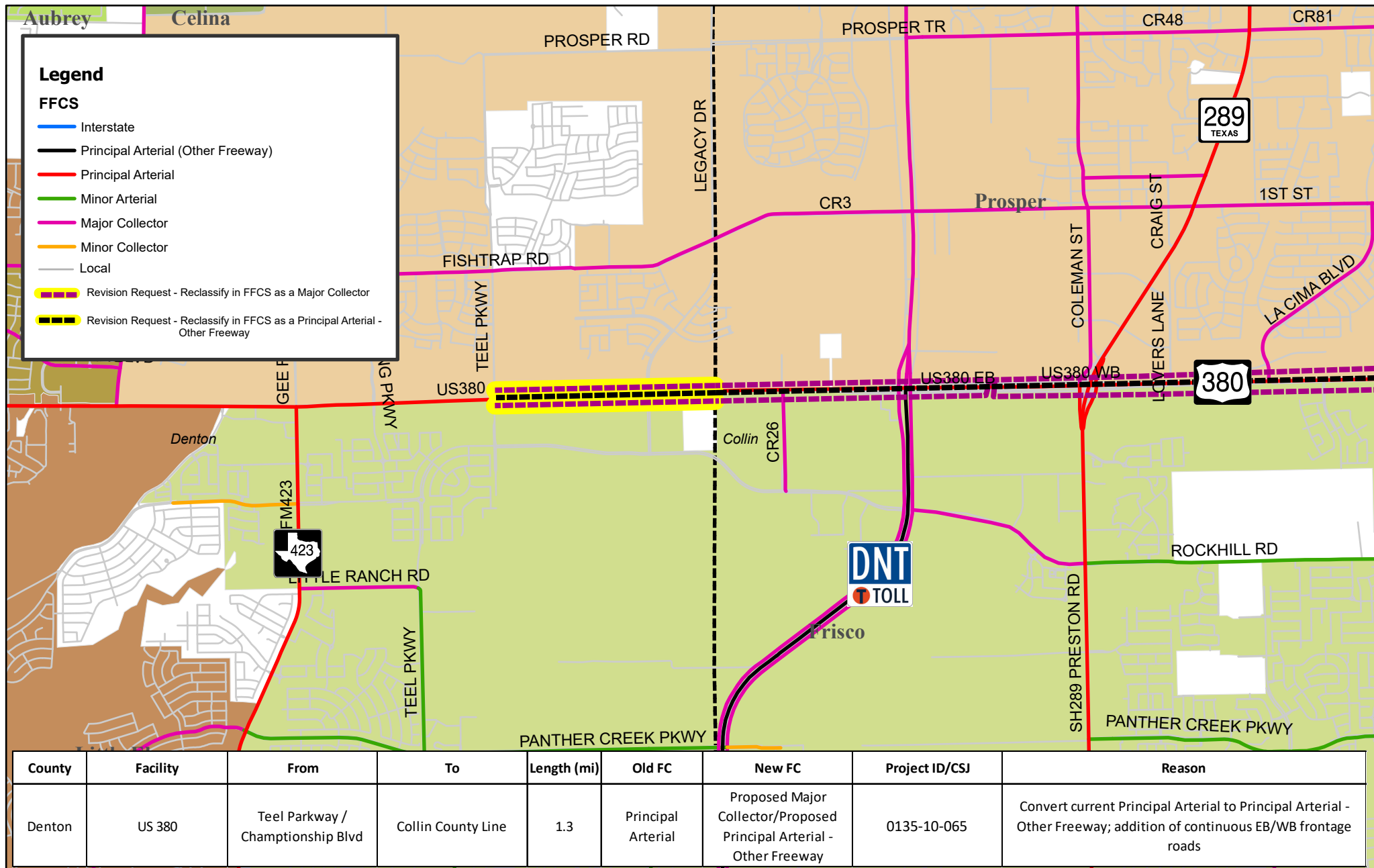
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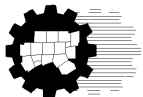
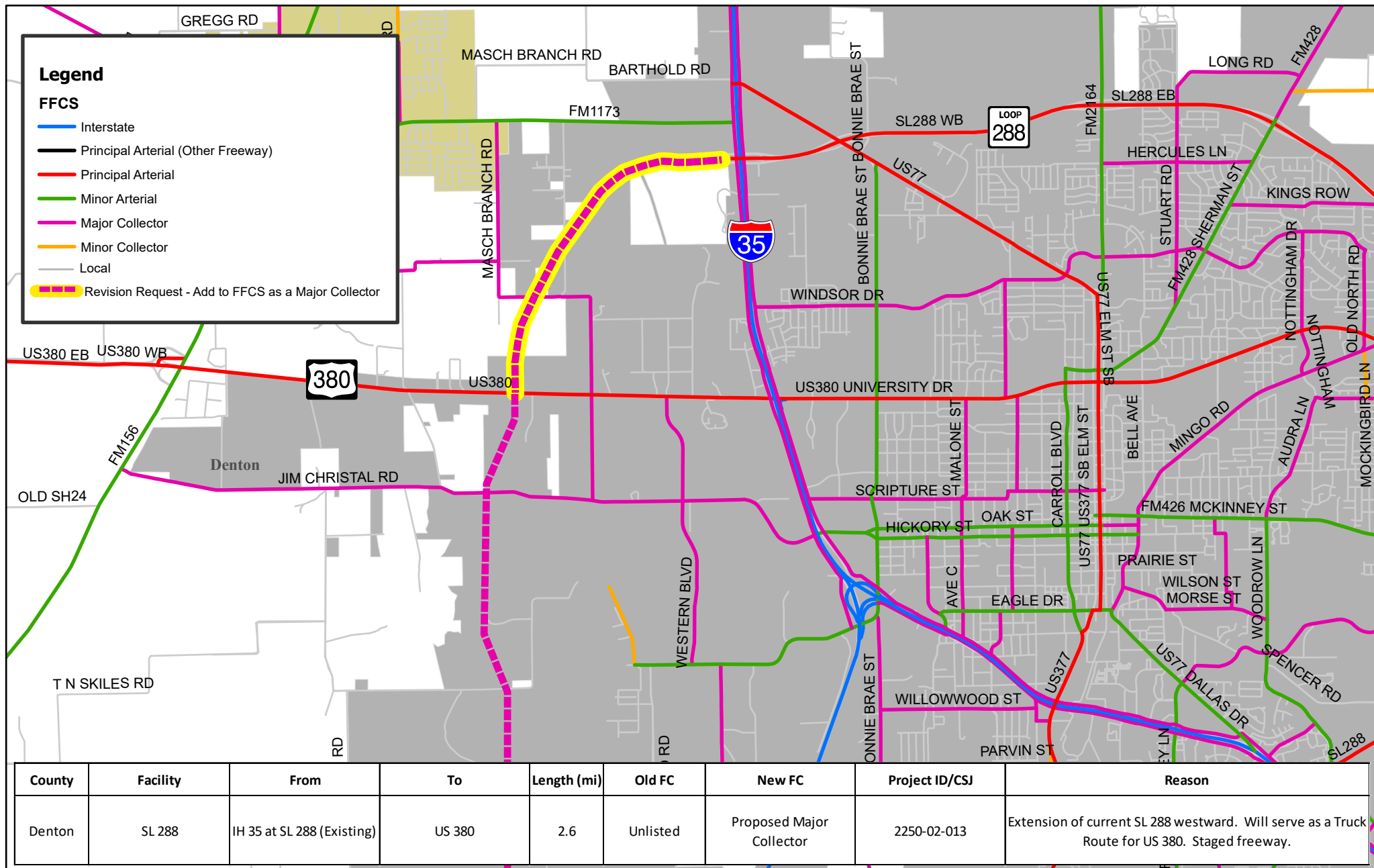
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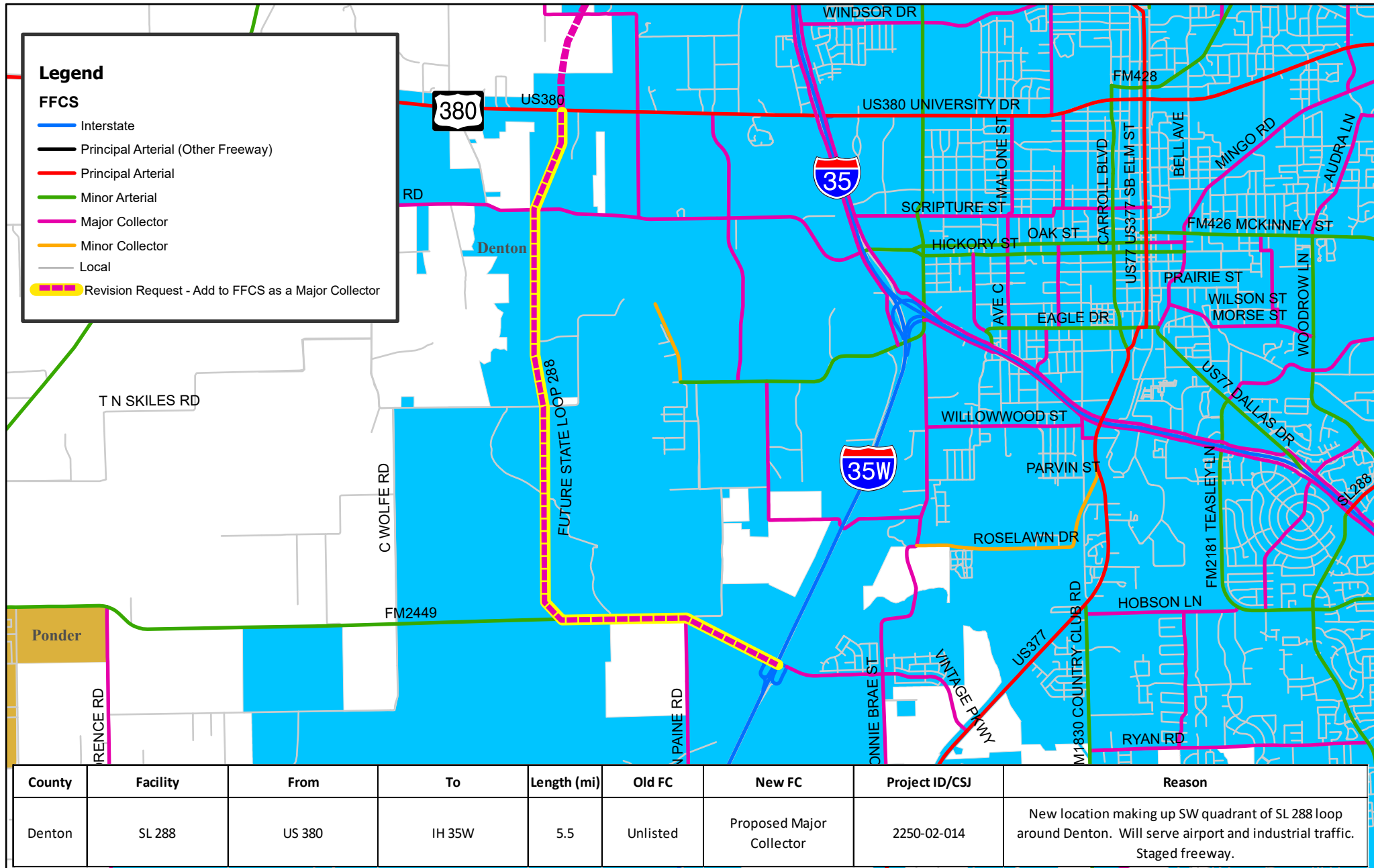
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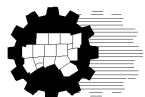
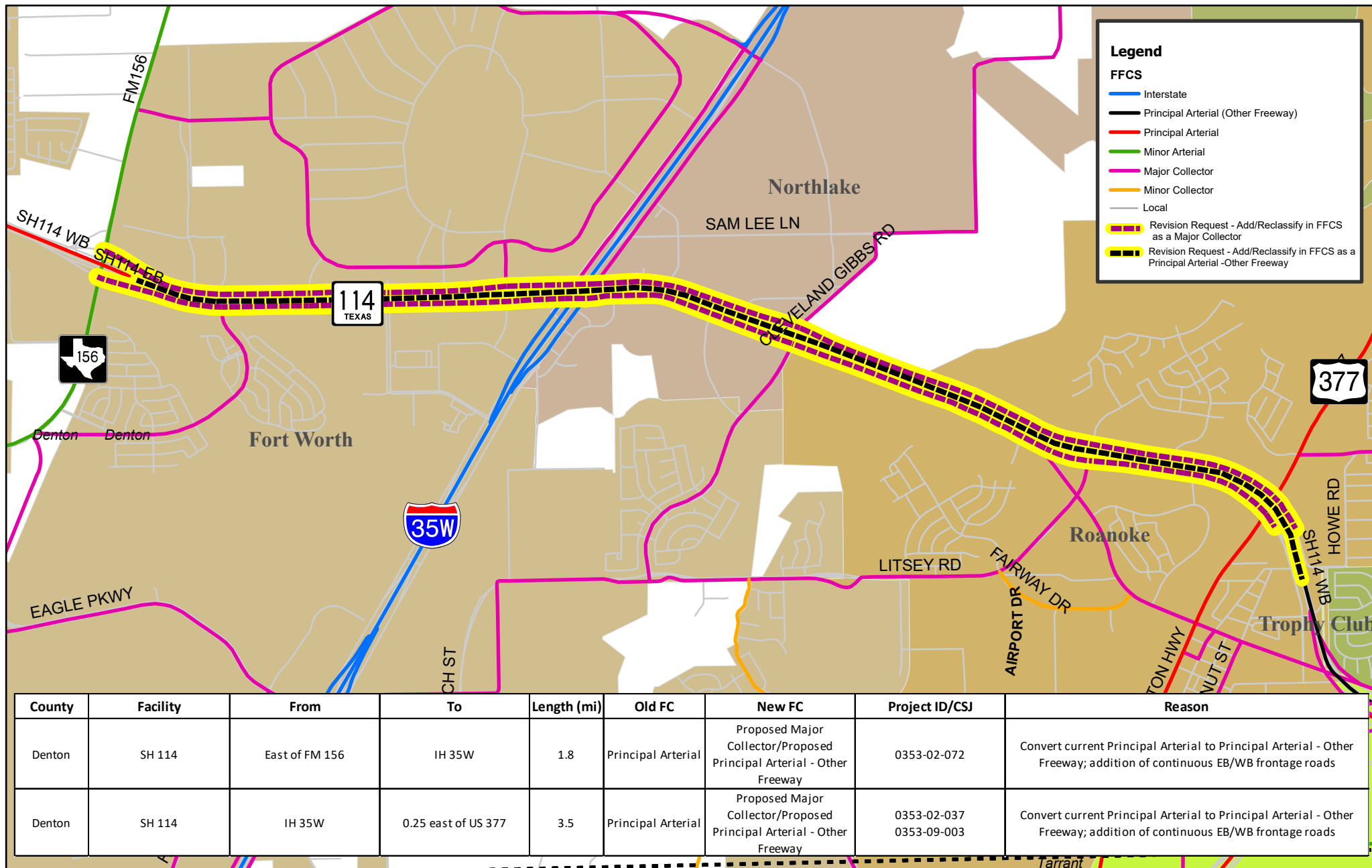
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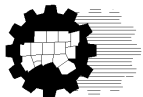
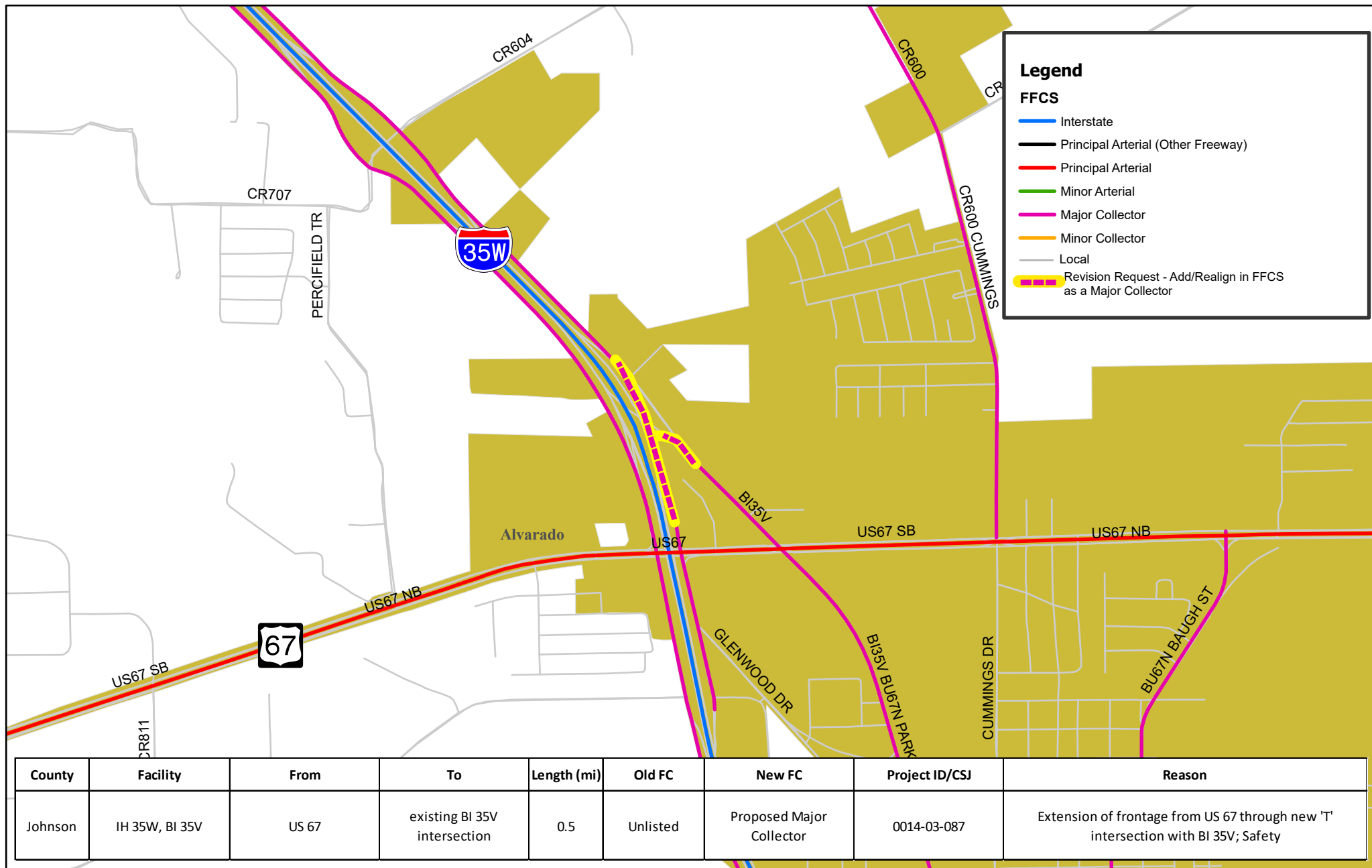


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March 2023

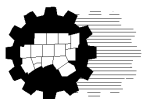
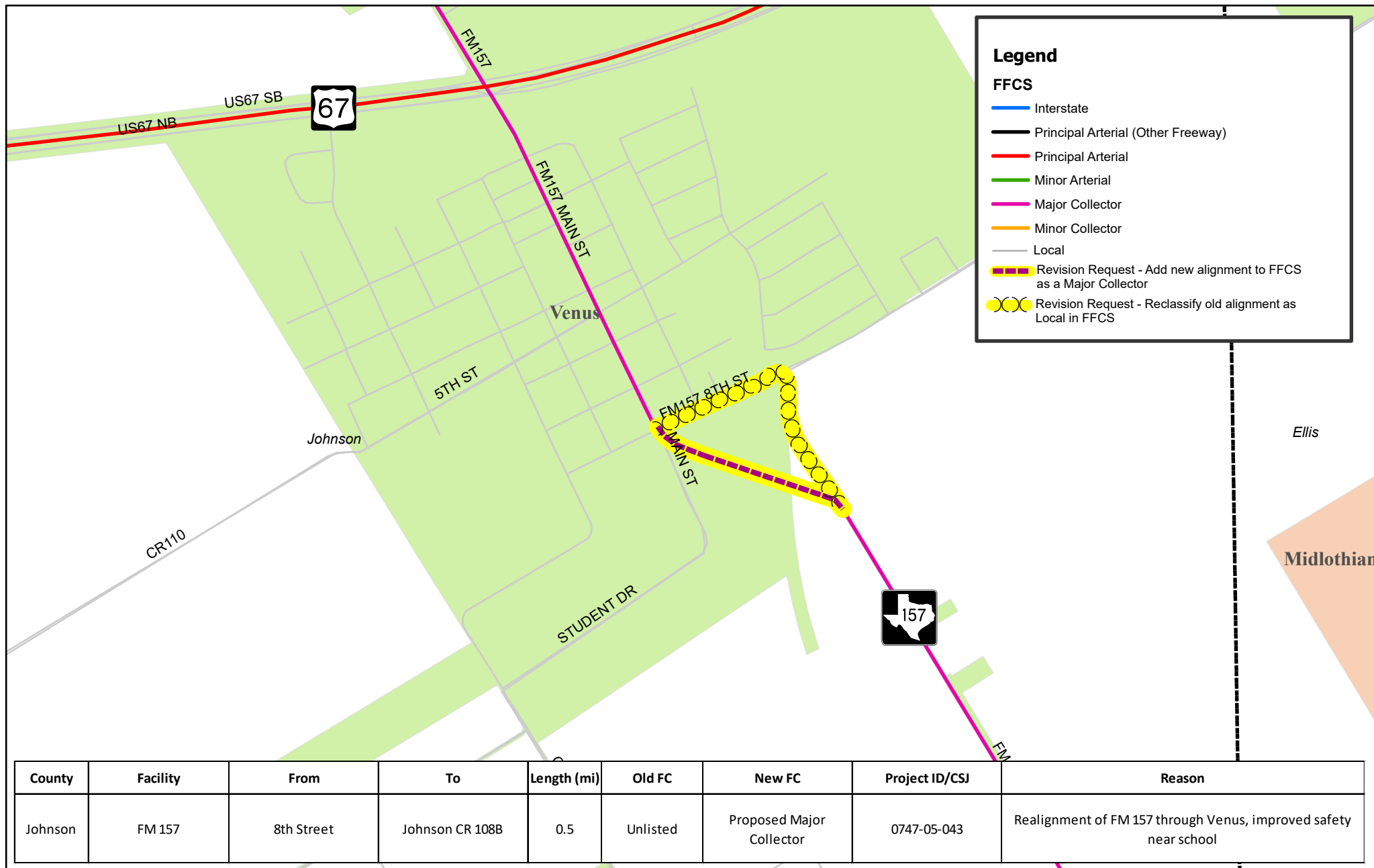
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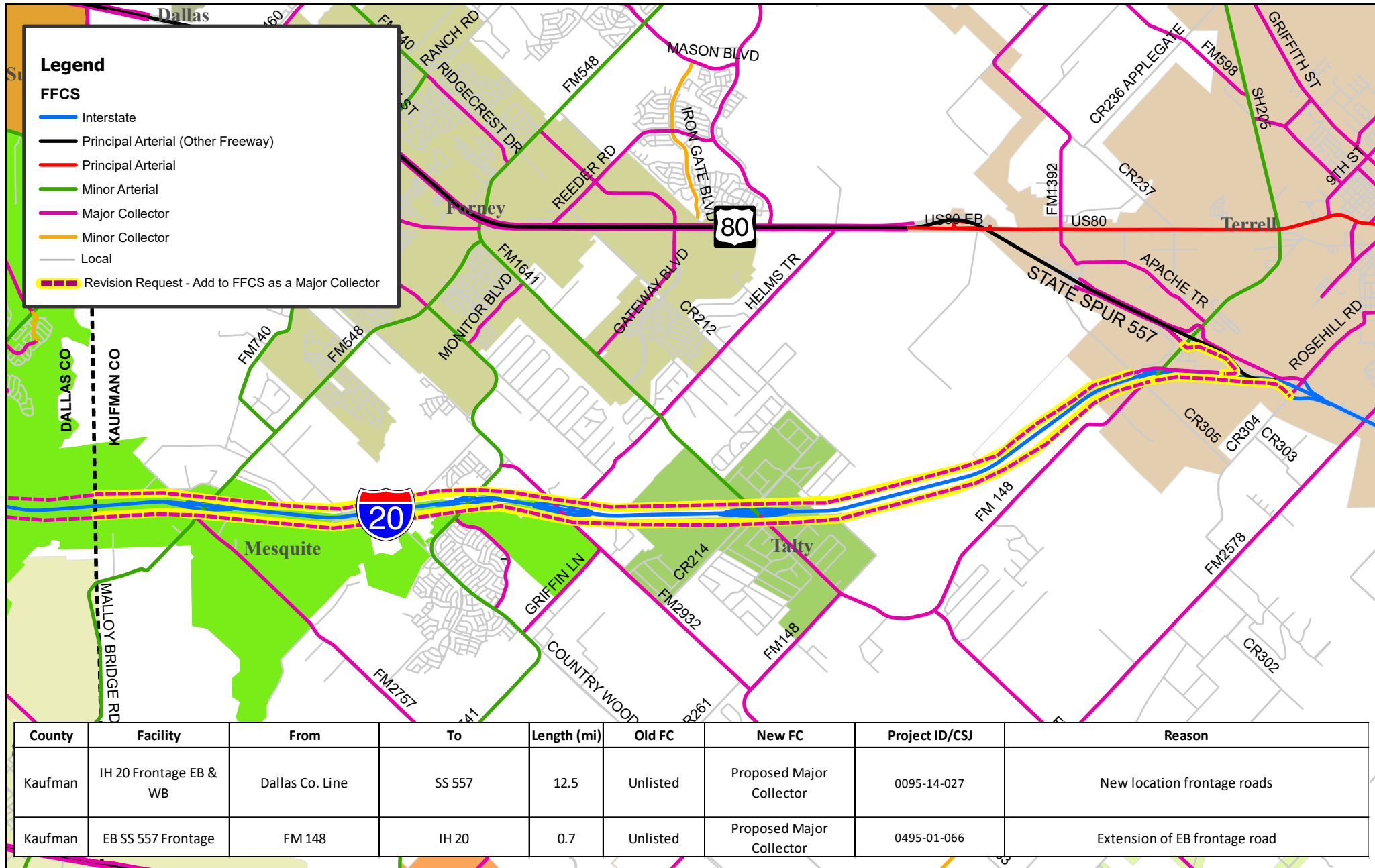
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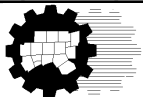
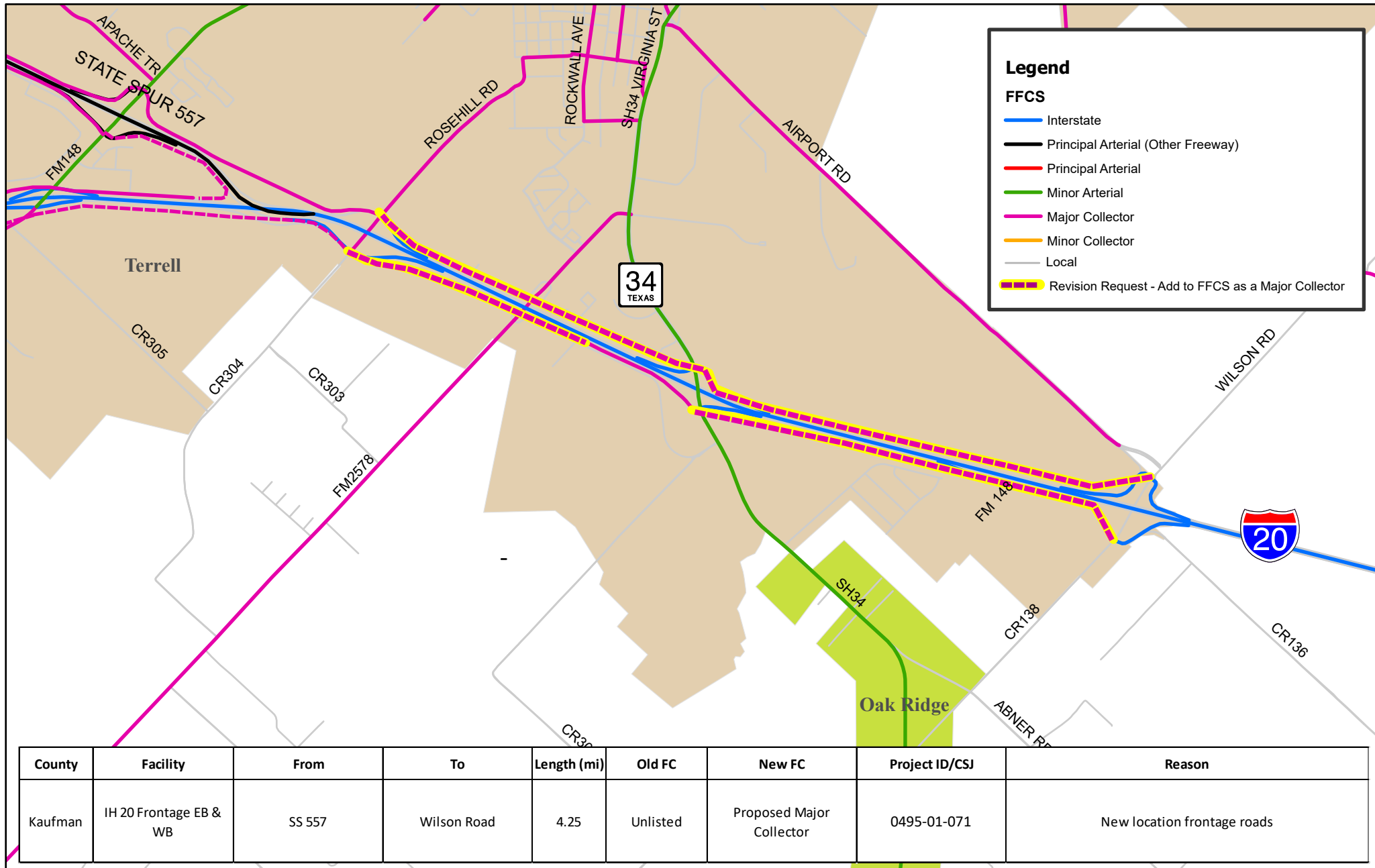
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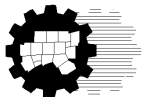
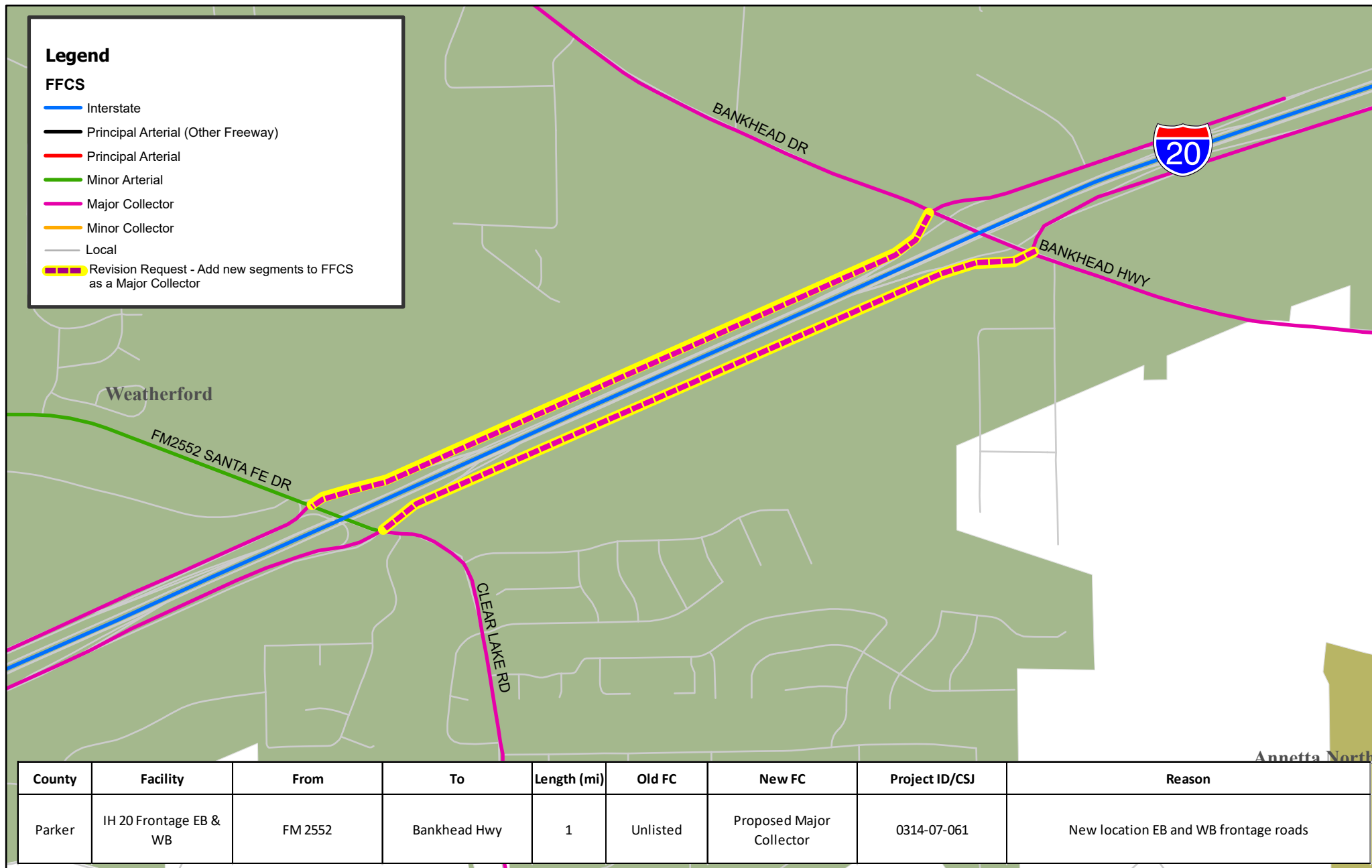
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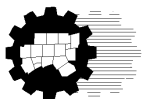


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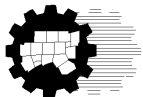
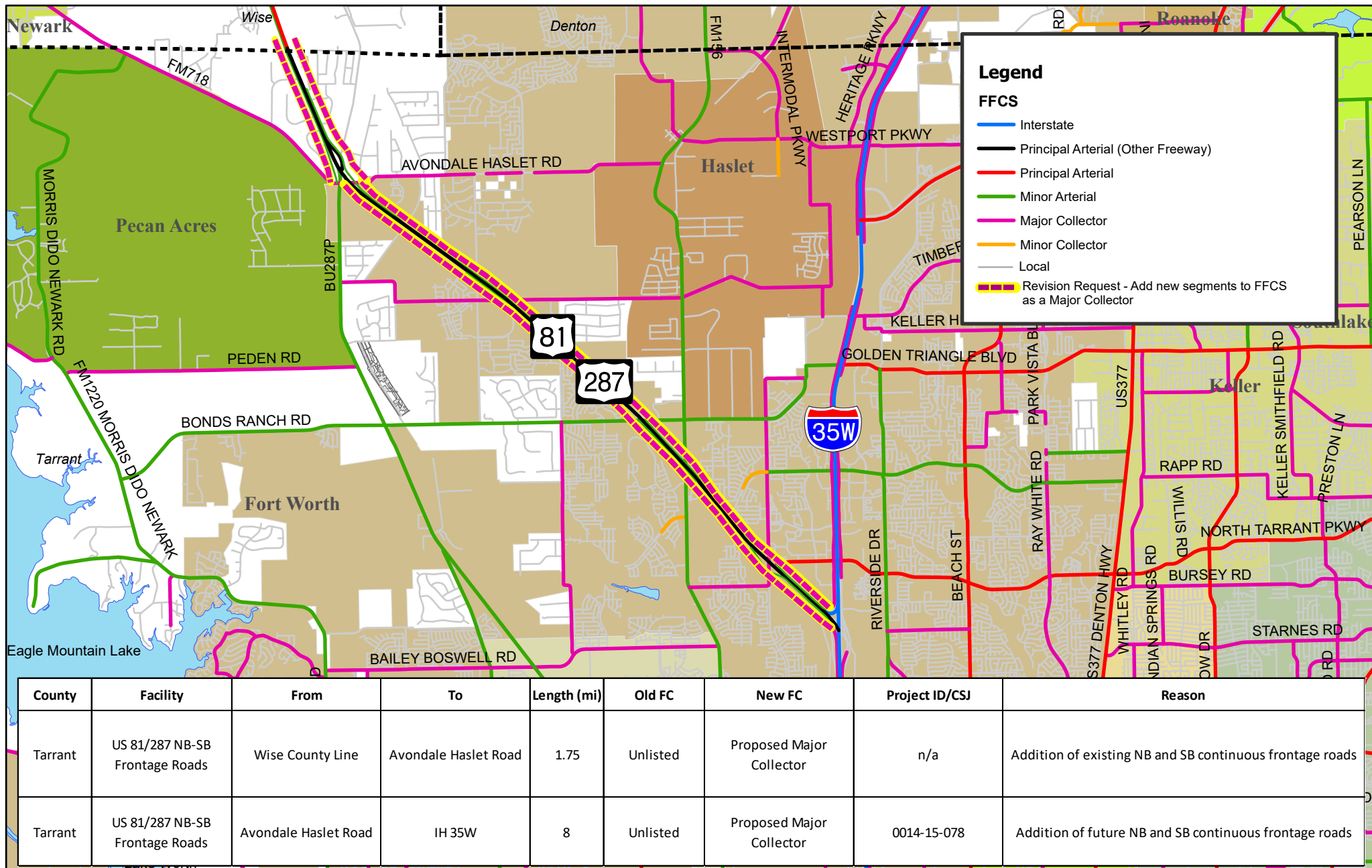
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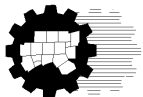
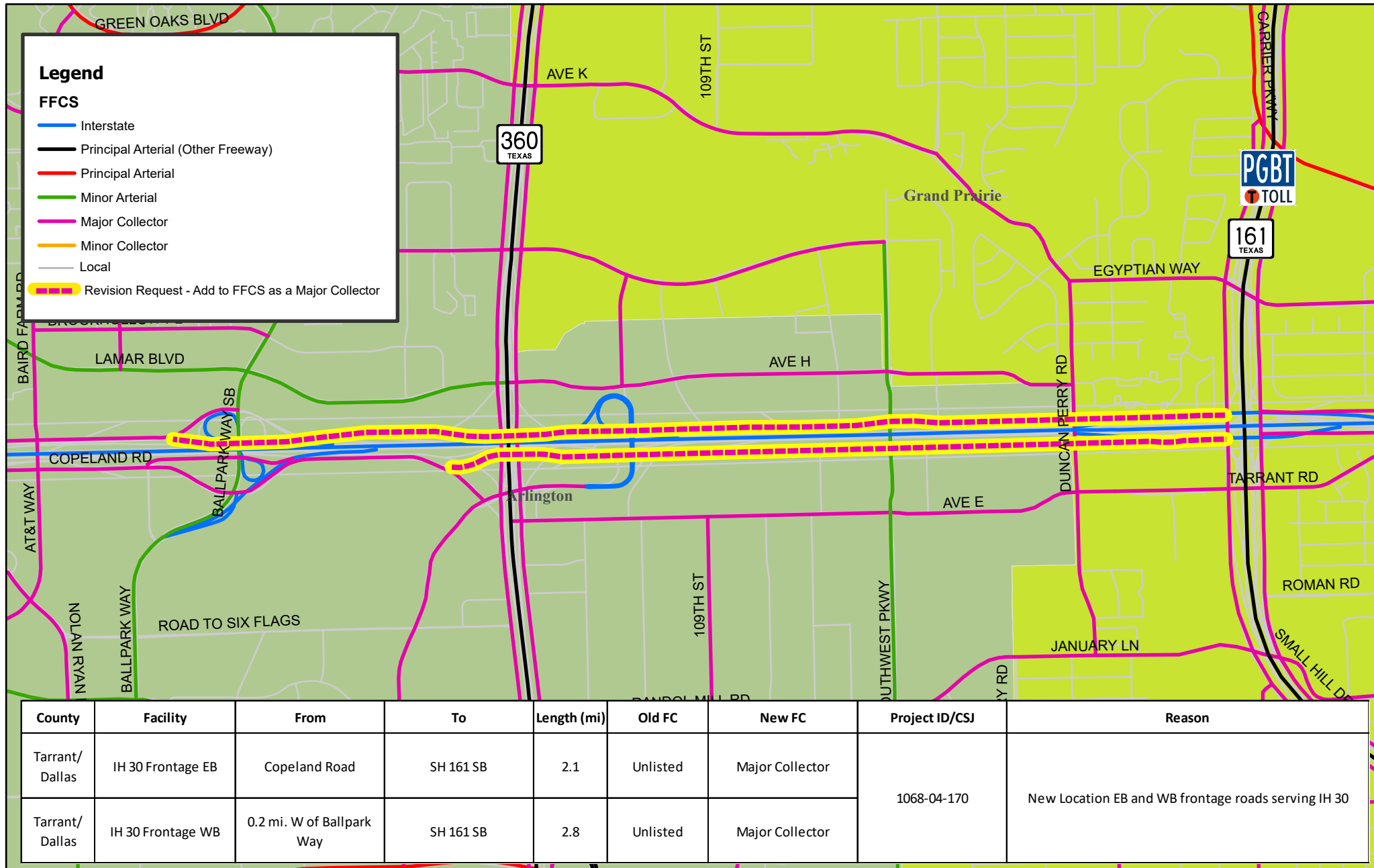


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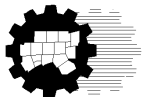
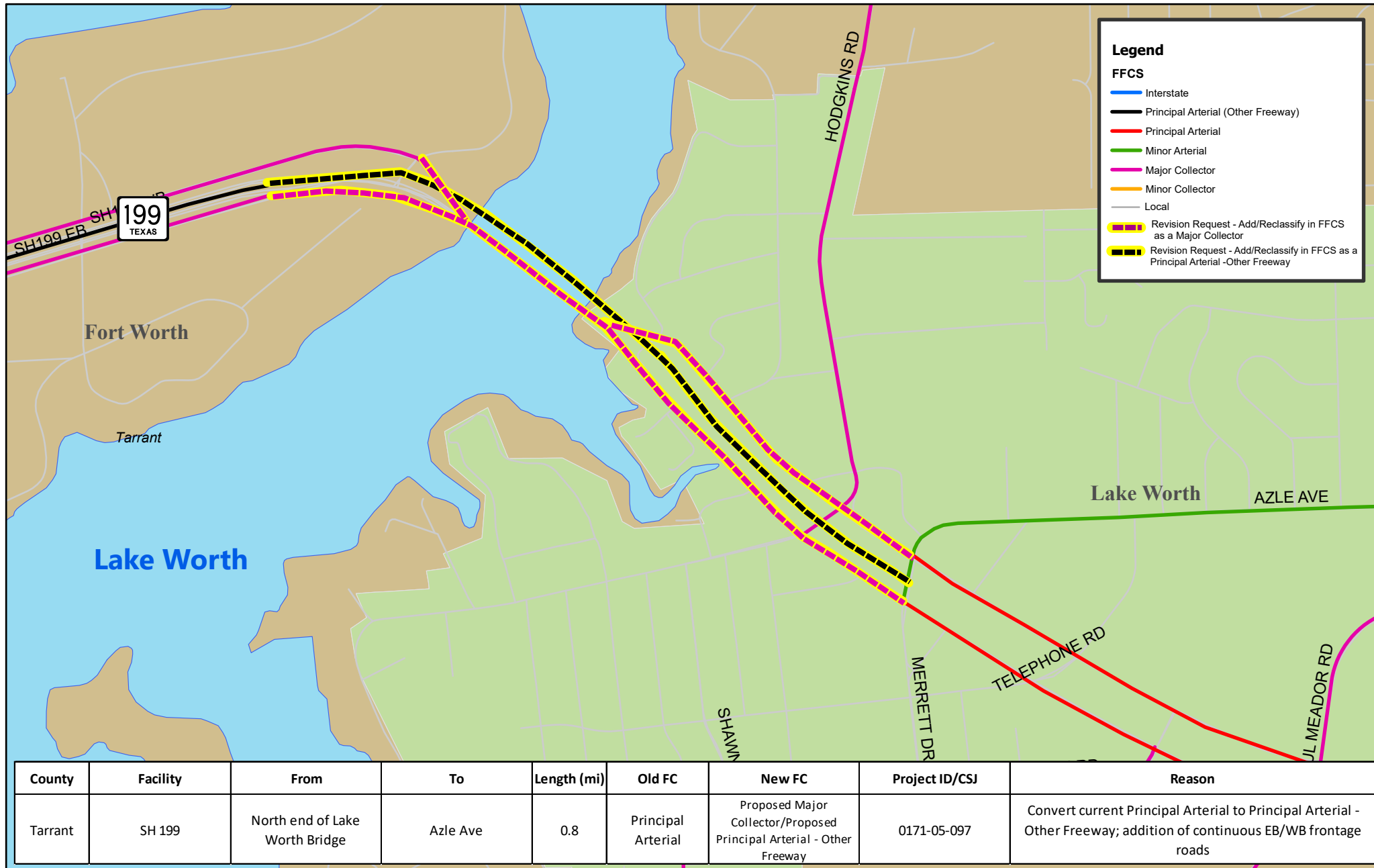


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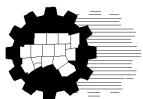
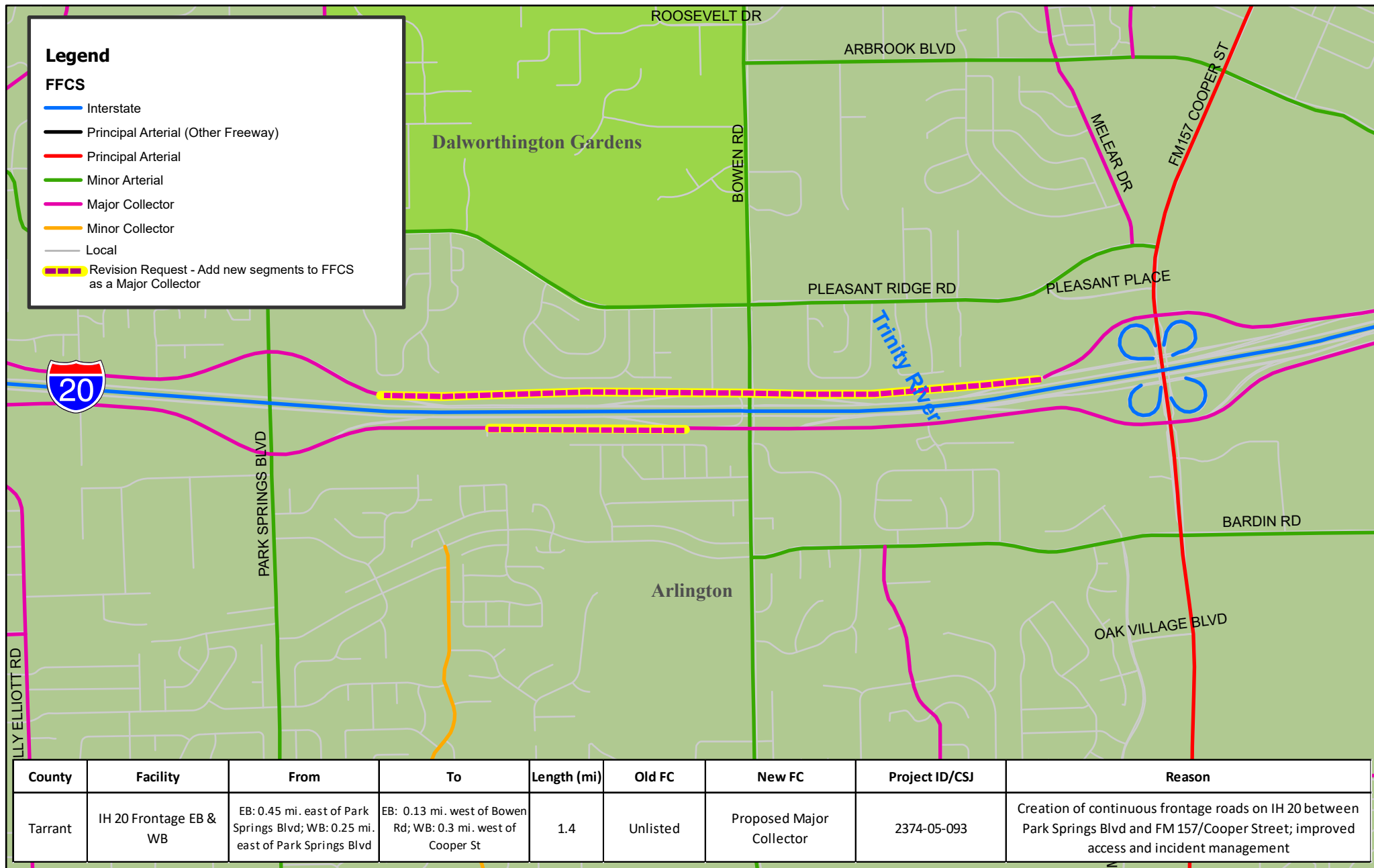
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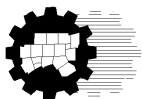
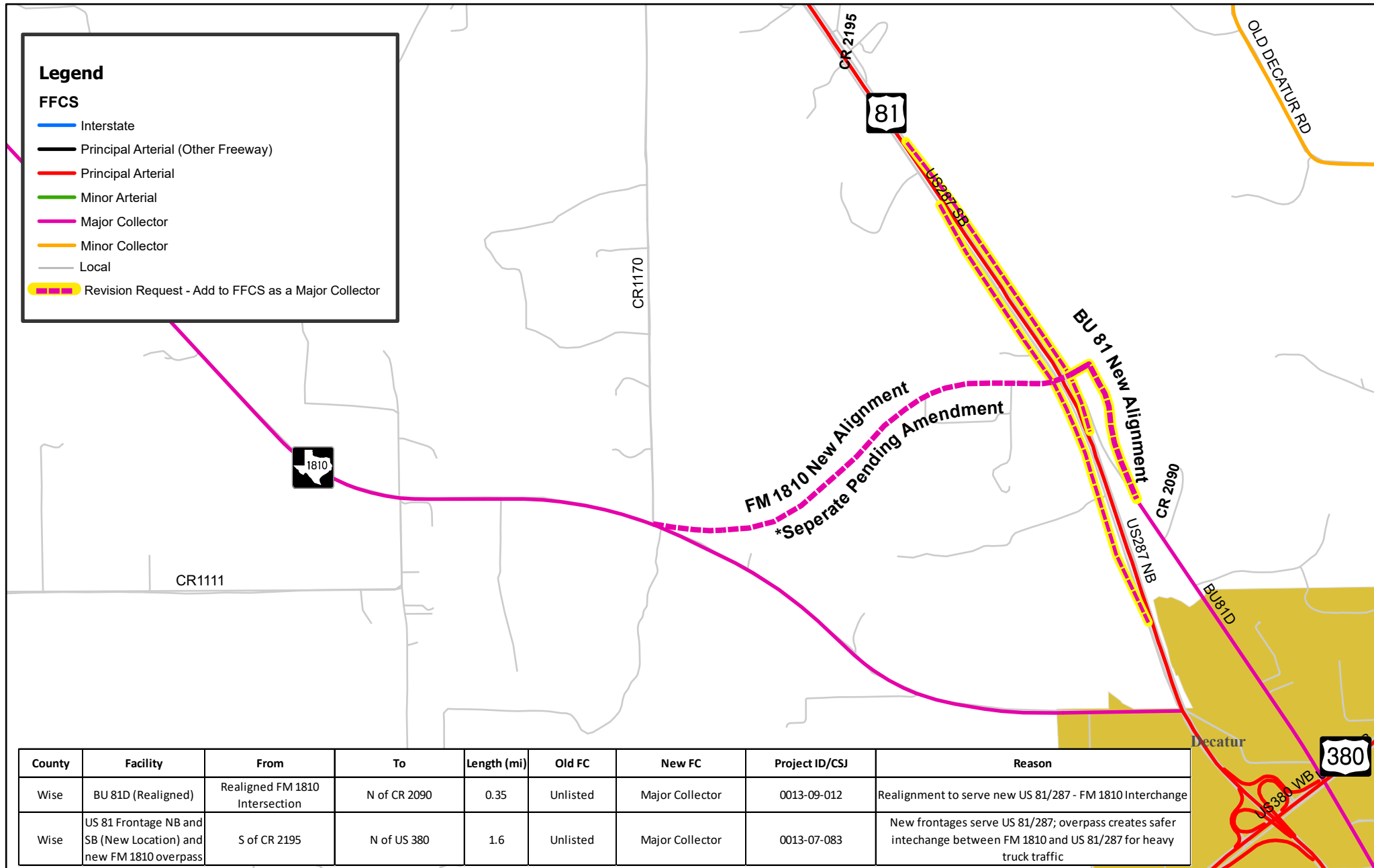
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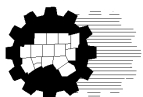
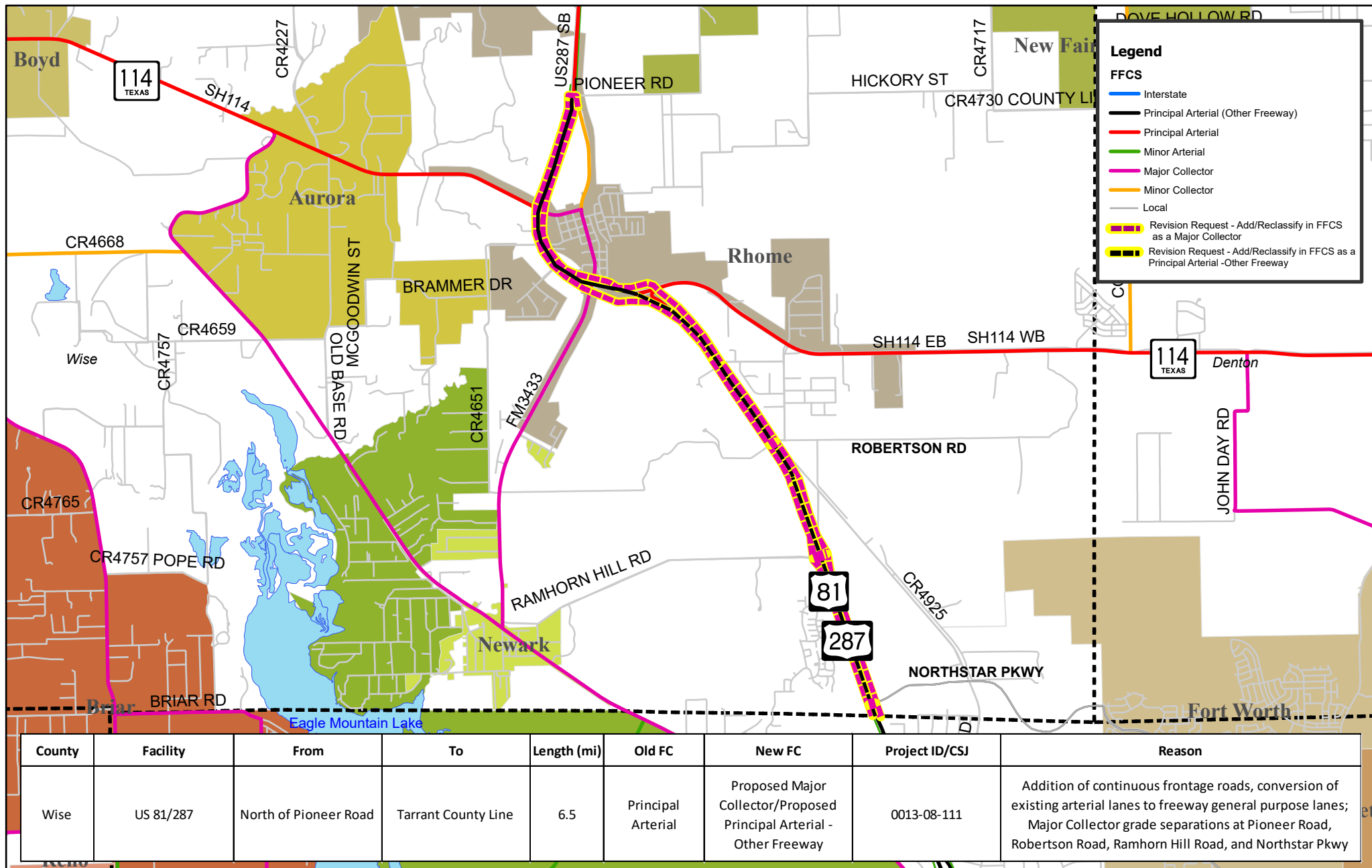


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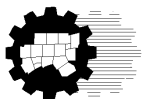
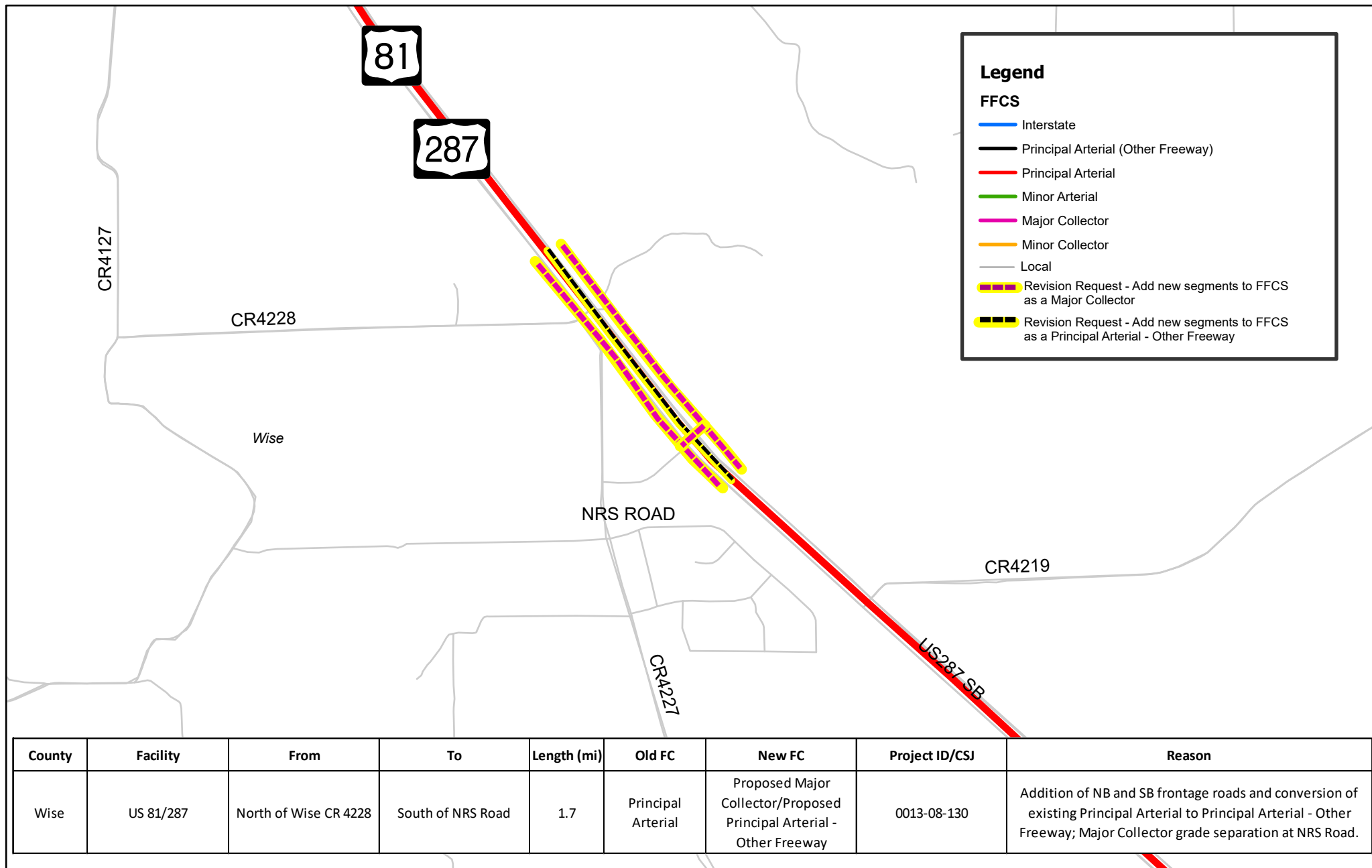
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As requested by NCTCOG and TxDOT Fort Worth and approved as part of the Transportation Improvement Program (TIP)



County	Facility	From	To	Length (mi)	Old FC	New FC	Reason	Original Submission to TxDOT	Re-Submission to TxDOT	FHWA Final Approval
Tarrant	AT&T Way (new extension)	SH 180/Division Street	Abram Street	0.35	N/A	Major Collector	Extension of existing Major Collector; increased mobility for stadium/special event and factory traffic	Jul-20		Feb-23
Dallas	Danieldale Road	Clark Road	IH 35E	7	Principal Arterial	Minor Arterial	Initial classification as a Principal Arterial was in anticipation of 6-lane buildout which did not happen. New plans call for a multimodal roadway, including dedicated bike lanes through a portion of the corridor.	Jul-20		
Denton/Collin	Frontier Parkway/Parvin Road	FM 1385	Dallas North Tollway	4.5	Local	Major Collector	Proposed 4-lane roadway. Will serve as major east-west connector in area with a high rate of residential and commercial population growth.	Jul-20		
Parker	SH 171 (existing Columbia Street and Waco Street)	SH 171/Main Street	US 180/Mineral Wells Highway	0.25	Local	Principal Arterial	Safety, diverts truck and other vehicular traffic away from courthouse square; roadway will be upgraded to 4 lanes divided.	Jul-20		Project withdrawn by city
Parker	US 180 (existing Waco Street and Bridge Street)	US 180/Mineral Wells Highway	FM 51/Main Street	0.25	Local	Principal Arterial	Safety, diverts truck and other vehicular traffic away from courthouse square; roadway will be upgraded to 4 lanes divided.	Jul-20		Project withdrawn by city
Parker	US 180 (existing Bridge Street and Spring Street)	FM 51/Main Street	US 180/Fort Worth Highway	0.3	Local	Principal Arterial	Safety, diverts truck and other vehicular traffic away from courthouse square; roadway will be upgraded to 4 lanes divided.	Jul-20		Project withdrawn by city
Parker	Columbia Street	SH 171/Main Street	Elm Street	0.1	Local	Major Collector	Part of proposed east bypass; links existing Principal Arterial and Major Collector	Jul-20		Project withdrawn by city
Parker	US 180/Mineral Wells Highway	Waco Street	Main Street	0.1	Principal Arterial	Local	Existing roadway will be downgraded to serve local traffic	Jul-20		Project withdrawn by city
Parker	US 180/Fort Worth Highway	Main Street	Santa Fe Street/Spring Street	0.25	Principal Arterial	Local	Existing roadway will be downgraded to serve local traffic	Jul-20		Project withdrawn by city
Parker	FM 51/Main Street	Bridge Street	Courthouse Square	0.2	Minor Arterial	Local	Existing roadway will be downgraded to serve local traffic	Jul-20		Project withdrawn by city
Parker	SH 171/Main Street	Courthouse Square	Columbia Street	0.2	Principal Arterial	Local	Existing roadway will be downgraded to serve local traffic	Jul-20		Project withdrawn by city
Collin	Panther Creek Parkway	Dallas North Tollway	0.31 miles east of Dallas North Tollway	0.3	Minor Collector	Minor Arterial	Extension of existing FFCS Minor Collector will accommodate large volumes of traffic serving planned residential and commercial development. Panther Creek Parkway is currently a Minor Arterial to both the east and west of the proposal, so a gap in the system will be filled.	Mar-22		Jun-22
Collin	Panther Creek Parkway	0.31 miles east of Dallas North Tollway	SH 289/Preston Road	1.75	Local	Major Collector				Jun-22

Tarrant	East-West Connector	SH 360	international Parkway	1.2	N/A	Minor Arterial	New location roadway will provide additional freight, employee and passenger access to Dallas-Fort Worth International Airport. Continuation of Rental Car Drive Minor Arterial to the east. Projected 2028 traffic volume of 24,700 vpd. Ultimate 4 Lane, divided roadway.	Mar-22		Jul-22
Dallas	Sunrise Road	Pleasant Run Road	Belt Line Road	1.15	Local	Major Collector	Will serve large volume of north-south freight movement in area. Links SL 9 with major east-west Arterials Belt Line Road and Pleasant Run Road.	Mar-22		
Dallas	Sunrise Road	Belt Line Road	Ferris Road	1.38	N/A	Major Collector				
Dallas	Copenhagen Avenue	Olympus Blvd	Belt Line Road	1,15	N/A	Major Collector	Both roadways serve Cypress Waters large mixed-use development. Copenhagen Avenue will provide direct access to planned DART transit station at Belt Line Road for residents and businesses, while Olympus Blvd. provides a through movement within the development and is an existing Major Collector from Ranch Trail to IH 635.	Mar-22		
Dallas	Olympus Blvd	Belt Line Road	Ranch Trail	1.75	Local	Major Collector				
Tarrant	Worth Creek Parkway	Brewer Blvd	Chisholm Trail Parkway NB ramps	0.5	Unlisted	Major Collector	Provides direct access from Chisholm Trail Parkway to new Tarleton State University - Fort Worth campus	Apr-22		
	Previously approved by RTC, resubmitted to TxDOT TP&P									
Wise	FM 1810 (realigned)	East of Public Road 1122	BU 81D	1.25	Unlisted	Major Collector	Creates safer intersection for the heavy truck traffic on FM 1810 with US 81/287	Jul-18	Apr-22	
Kaufman	FM 148 (realigned)	South of FM 3039	US 175	1.4	Unlisted	Major Collector	Improved access to US 175; diverts thru truck traffic from downtown Crandall	Jul-18	Apr-22	
Tarrant	Haslet Parkway	FM 156	IH 35W	2.7	Unlisted	Minor Arterial	Strategic Freight Route, improved overall west to east access in Northern Tarrant County	Jul-18	Apr-22	
Denton	FM 1171 Extension	IH 35W	FM 156	3.2	Unlisted	Minor Arterial	Improved east-west mobility and access to IH 35W for southwest Denton County. Provides additional mobility options during special events at Texas Motor Speedway.	Jul-18	Apr-22	
Tarrant	Center Street	Highlander Blvd	Cravens Park Drive	1.7	Unlisted	Major Collector	Continuation of existing Center Street Major Collector to the north. Existing IH 20 overpass provides north-south commercial and residential mobility in area. Projected Year 2045 daily traffic volume of 5,900. Closes gap in current FFCS.	May-13	Apr-22	Nov-22
Dallas	East Branch Parkway	IH 30	IH 20	11.25	Unlisted	Principal Arterial/Other Freeway	Future Tollway	May-13	Apr-22	
Dallas/Ellis	State Loop 9	US 67	IH 20	35	Unlisted	Principal Arterial	Future staged southern Dallas County Loop; section from IH 35E to IH 45 currently under construction	May-13	Apr-22	
Johnson/Hood	US 377 (Cresson Bypass)	BU 377 N of Cresson	BU 377 S of Cresson	1.75	Unlisted	Principal Arterial	Cresson bypass with grade separation over rail; currently under construction	May-13	Apr-22	
Parker	[East] Weatherford Loop (Ric Williamson Memorial Hwy)	FM 51/Main Street	US 180/Fort Worth Highway	6	Unlisted	Principal Arterial	Eastern continuation of current Ric Williamson Memorial Highway loop around Weatherford	May-13	Apr-22	



Resolved
Cancelled



NCTCOG

FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM PROPOSED AMENDMENTS

INFORMATION AS PRESENTED TO RTC ON MARCH 9, 2023

PROPOSED FFCS AMENDMENTS

Need amendments to resolve current TIP exceptions

Out-of-cycle updates require an amendment.

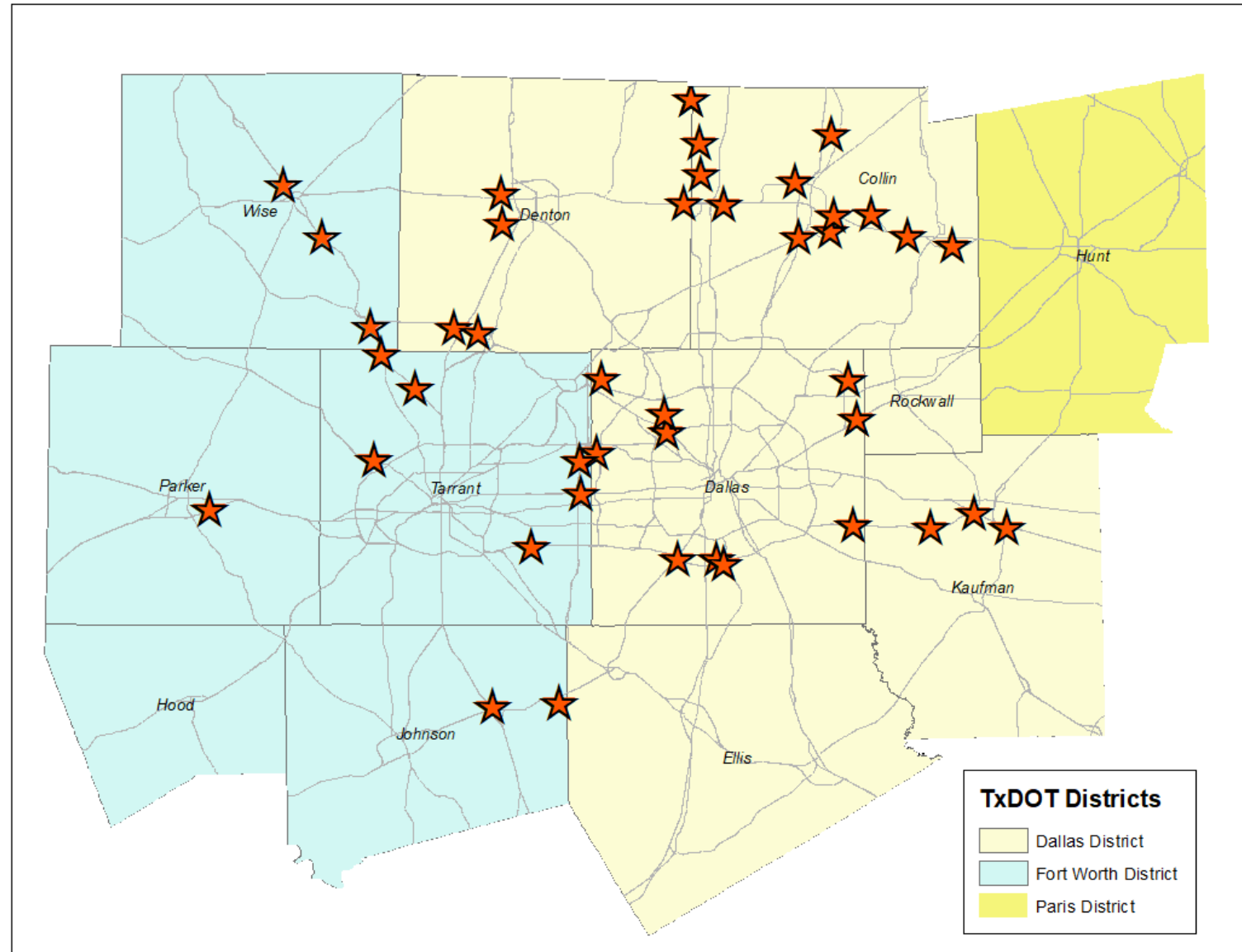
44 amendments to the Federal Functional Classification System (FFCS)

- 29 amendments within the TxDOT Dallas District
- 14 amendments within the TxDOT Fort Worth District
- 1 within both the TxDOT Dallas and Paris Districts



PROPOSED AMENDMENT LOCATIONS

Individual project details
provided in Reference Items
5.1 and 5.2



US 380 ACTION SUMMARY

US 380 bypass first included in Mobility 2045 Update, June 2022

New location freeways/realignments require addition to FFCS

TxDOT setting alignment through current study

RTC action requests designation of US 380 Bypass as a realignment in the FFCS

Final alignment will carry recommended FFCS designation



REQUEST FOR ACTION

Request Regional Transportation Council approval of these 44 amendments to the Federal Functional Classification System

Transmit these approved amendments to TxDOT and FHWA



STATUS OF PREVIOUS RTC-APPROVED FFCS AMENDMENTS (AS OF MARCH 3, 2023)

The RTC has previously approved a series of 28 FFCS amendments in 2013, 2018, 2020, and 2022

5 approved by FHWA

8 cancelled by local government

15 pending FHWA approval





North Central Texas Council of Governments

FTA's Low or No Emission & Bus/Bus Facilities Grant Opportunity

Surface Transportation Technical Committee
3.24.2022

Julie Anderson

PROGRAM FUNDING OVERVIEW

Infrastructure Investment and Jobs Act (IIJA)

Joint Notice of Funding Opportunity released Jan 27, 2023

Low or No Emissions (5339c)

Provides funding for purchase or lease of zero-emission and low-emission transit buses, as well as the acquisition, construction, or leasing of supporting facilities and equipment.

\$1.22B in funding available

Bus and Bus Facilities (5339b)

Assist in financing of buses and bus facilities capital projects, including:

- 1) replace, rehabilitate, purchase, or lease buses and related equipment
- 2) rehabilitate, purchase, construct, or lease bus-related facilities

\$469M in funding available



Low or No Emission & Bus/Bus Facilities
Grant Application

Applicants can apply to BOTH programs, but will only be awarded under one program (if selected)

GRANT PROGRAM PRIORITIES

Purpose

- ☐ Support state and local efforts to buy or modernize buses
- ☐ Improve bus facilities
- ☐ Support workforce development

Requirements

- ☐ Must include a Zero Emissions Transition Plan
- ☐ 5% of federal request must be dedicated to workforce development



PROPOSED PROJECT

- ☐ Purchase *up to* 10 EV buses for NCTCOG subrecipients
 - ☐ Limited to small public transit providers
 - ☐ Focus on replacement of buses coming up on or beyond their useful life
- ☐ Purchase *up to* 5 EV charging stations
- ☐ Workforce development training
- ☐ Development of Zero-Emission Transition Plan for small transit providers



ESTIMATED PROJECT BUDGET

	Total	Federal	Local (TDCs)
EV Buses*	\$5,000,000	\$4,250,000	\$750,000
EV Charging Stations	\$1,500,000	\$1,500,000	\$300,000
Workforce Development**	\$279,605	\$223,684	\$55,921
Administrative Costs	\$500,000	\$400,000	\$100,000
TOTAL	\$7,279,605	\$6,073,684	\$1,205,921

*Cost share for buses is 85 Federal/15 Local; all others are 80 Federal/20 Local

**NOFO requires that Workforce Development be 5% of the federal request amount for vehicles



SCHEDULE

Date	Milestone
January 23, 2023	NOFO Released
March 24, 2023	STTC Action
April 13, 2023	RTC Action
April 13, 2023	Application Due
April 27, 2023	Executive Board Endorsement
By June 28, 2023	Award Announcement



REQUESTED ACTION

Recommend Regional Transportation Council Approval of a regional project grant application submittal to the Fiscal Year (FY) 2023 Low-No & Bus/Bus Facilities Competitive Grant programs, not to exceed \$7,205,921 including the use of 1,205,921 Transportation Development Credits (TDCs) as match.

Direct staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP, and other planning/administrative documents to include this FTA grant, if selected.



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CONTACT



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Julie Anderson

Senior Transportation Planner

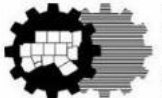
janderson@nctcog.org | 817-704-5625



COVID-19 #00X INFRASTRUCTURE PROGRAM TRANSIT PARTNERSHIP (ROUND 2)

Surface Transportation Technical Committee

March 24, 2023



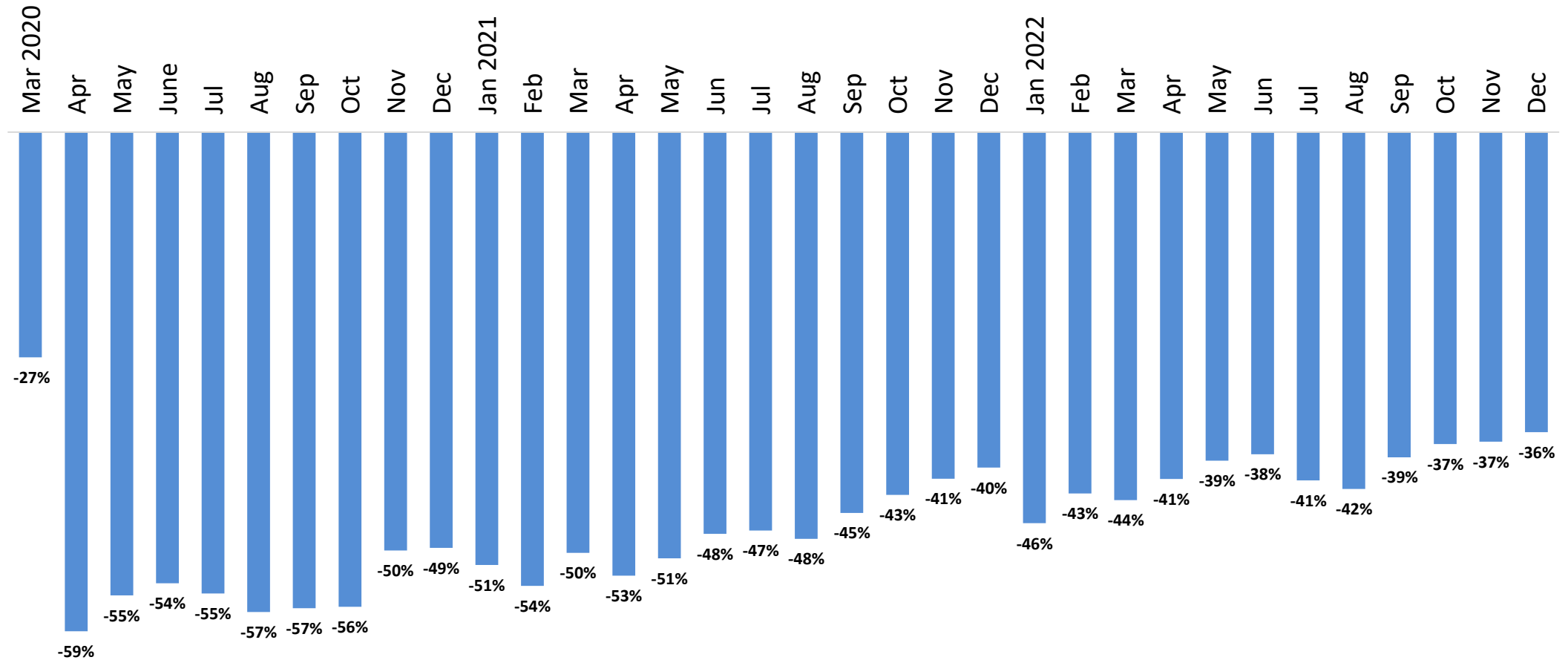
North Central Texas
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Transportation Department

PURPOSE AND BACKGROUND

- In response to a decline in transit ridership due to the COVID-19 outbreak, the Regional Transportation Council (RTC) approved a \$25 million placeholder of funds for transit investments in the COVID-19 #00X Round 3 Infrastructure Program in November 2020.
- In March 2021, the RTC awarded \$14 million to several projects, including:
 - Regional Transit Education Campaign
 - Insurance for Passenger Rail Integration
 - Regional Railroad Design Review
 - Regional Bus Stop Improvements
- In October 2021, the RTC awarded an additional \$620,000 for a first/last mile connection between the Trinity Railway Express Centreport Station and DFW Airport.
- Additional projects are being proposed to utilize the remaining funding and complete this initiative.

TRANSIT IMPACTS (WEEKDAY RIDERSHIP)

Decrease vs Baseline



REGIONAL BUS STOP IMPROVEMENTS

- Many bus stops leave transit riders waiting in the grass and dirt
- The proposed projects would provide funding for concrete foundations, overhead shelters, lighting, seating, real-time schedule information, etc.
 - \$2,780,000 of Surface Transportation Block Grant (STBG) funds for bus stops in the Trinity Metro service area
 - \$2,100,000 of STBG funds for bus stops in the Dallas Area Rapid Transit (DART) service area
 - \$1,000,000 of STBG funds for bus stops in the Denton County Transportation Authority (DCTA) service area
- The above funding would be matched with regional Transportation Development Credits (TDC)



DCTA A-TRAIN EXPANDED SERVICE

- There are instances when the DCTA A-Train service connection does not align with the larger DART system during major events in downtown Dallas, especially for a return trip.
- The proposed project would fill this gap by extending service for ~130 annual events.
- \$3,000,000 of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds proposed (to be matched with Regional TDCs)
- This funding can only be spent for the first three years of the expanded service.
- DCTA would be responsible for funding this service once the RTC's funds are exhausted.

NCTCOG-IMPLEMENTED TRANSIT PROGRAMS

- Regional Transit Coordination Program
 - Would fund NCTCOG staff time for regional coordination of transit services with a focus on increasing economies of scale, technical assistance, mobility on demand, and mobility as a service.
 - \$1,000,000 of STBG funds proposed (to be matched with Regional TDCs)
- Transit Driver Workforce Development and Training Program
 - Would address the shortage of transit drivers (especially for small transit providers) by providing CDL license tuition reimbursement
 - Program would be coordinated with the regional and county workforce development agencies
 - \$500,000 of STBG funds proposed as 100 percent federal per federal legislation for workforce development programs/projects

PROPOSED FUNDING DISTRIBUTION

- In Round 1 of the Transit Partnership, more projects were funded in the West than in the East
- Most projects in Round 2 will be funded in the East in order to bring the COVID-19 # 00X program in closer alignment with the RTC approved East/West funding split of 69 percent East and 31 percent West.

Subregion	Round 1 Funding Split for COVID-19 # 00X Transit Program	Resulting Funding Split for COVID-19 # 00X Transit Program
East	65%	69%
West	35%	31%

APPROVAL TIMELINE

Meeting/Task	Date
RTC Director's Report	March 9, 2023
Public Meeting	March 2023
STTC Action	March 24, 2023
RTC Action	April 13, 2023

PROPOSED ACTION

- Recommend RTC approval of:
 - Proposed COVID-19 #00X Infrastructure Program Transit Partnership (Round 2)
 - Amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the project funding

CONTACT INFORMATION

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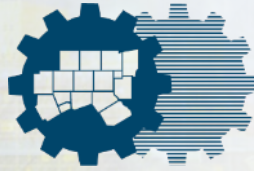
817-695-9134

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**COVID-19 #00X Infrastructure Program: Transit Partnership (Round 2)
Proposed Projects**

Implementing Agency	City	Limits/Project Name	Project Scope	Fiscal Year	Proposed Funding				Comments
					Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	TDCs ¹	Total Proposed Funding	
DART	Various	Construct new bus stop accommodations in the DART service area	Construct bus shelters including concrete pads, overhead shelters, lighting, seating, real-time schedule information, etc.	2024	\$0	\$2,100,000	420,000	\$2,100,000	Regional TDCs (Category 2) to be utilized in lieu of a cash match
DCTA	Various	Construct new bus stop accommodations in the DCTA service area	Construct bus shelters including concrete pads, overhead shelters, lighting, seating, real-time schedule information, etc.	2024	\$0	\$1,000,000	200,000	\$1,000,000	Regional TDCs (Category 2) to be utilized in lieu of a cash match
Trinity Metro	Various	Construct new bus stop accommodations in the Trinity Metro service area	Construct bus shelters including concrete pads, overhead shelters, lighting, seating, real-time schedule information, etc.	2024	\$0	\$2,780,000	556,000	\$2,780,000	Regional TDCs (Category 2) to be utilized in lieu of a cash match
DCTA	Various	DCTA A-Train	Expand A-Train service for three years to coincide with special events in the DCTA and DART service areas	2024	\$3,000,000	\$0	600,000	\$3,000,000	Regional TDCs (Category 2) to be utilized in lieu of a cash match; DCTA would be responsible for funding the service after RTC funding is exhausted or first three years of service
NCTCOG	Various	Transit Driver Workforce Development and Training Program	Program to provide Commercial Driver License tuition reimbursement to address the shortage of transit vehicle drivers	2024	\$0	\$500,000	0	\$500,000	100% federally funded per federal legislation
NCTCOG	Various	Regional Transit Coordination Program	Regional coordination of transit services with a focus on increasing economies of scale, technical assistance, mobility on demand, and mobility as a service.	2025, 2026	\$0	\$1,000,000	200,000	\$1,000,000	Regional TDCs (Category 2) to be utilized in lieu of a cash match
Total					\$3,000,000	\$7,380,000	1,976,000	\$10,380,000	

1: TDCs - Transportation Development Credits (are not cash and do not count in funding totals)



Dallas-Fort Worth
CLEAN CITIES

Environmental Protection Agency Climate Pollution Reduction Grants Program for the Metropolitan Statistical Area

Savana Nance
Air Quality Planner III
Surface Transportation Technical Committee
3.24.2023

Climate Pollution Reduction Grants (CPRG) Background

Created by Section 60114 of the Inflation Reduction Act

Purpose: Develop and implement plans for reducing greenhouse gas emissions (GHG) and other harmful air pollutants

Will be administered by the EPA in two phases:

- Phase 1: \$250 Million Non-Competitive Planning Grants
- Phase 2: \$4.6 Billion in Competitive Implementation Grants

<https://www.epa.gov/inflation-reduction-act/climate-pollution-reduction-grants>



Phase 1: Planning Grants

\$1 million is available for the Dallas-Fort Worth (DFW)-Arlington metropolitan statistical area (MSA)

- Includes Wise, Denton, Collin, Parker, Tarrant, Dallas, Rockwall, Kaufman, Ellis, Johnson, and Hunt counties
- Inclusion of neighboring jurisdictions, outside the boundary lines of the MSA, is allowed and encouraged
- No match required

\$3 million to each State, DC, and Puerto Rico

- If Texas chooses to not receive planning funds, 3 additional MSAs in Texas will each become eligible for \$1 million

To be eligible to apply for Phase 2 Implementation funding, entities and proposed projects must be covered by either a State or MSA Phase 1 planning grant



Eligible Applicants – Planning Grants

Environmental Protection Agency (EPA) requires one eligible entity to be the lead applicant on behalf of the entire MSA to encourage regional climate planning

Lead applicant will need letters from cities within MSA and neighboring jurisdictions indicating their commitment to work with lead applicant

Eligible applicants include:

- States
- Air pollution control agencies
- “Municipalities” as defined by Section 302 of the Clean Air Act*
- Groups of municipalities, such as a council of governments

**Section 302 of the Clean Air Act defines "municipality" as a city, town, borough, county, parish, district, or other public body created by or pursuant to State law*



Deliverables – Planning Grants

Deliverable #1: Priority Climate Action Plan (PCAP)

- GHG inventory and quantified GHG reduction measures
- Low-income and disadvantaged communities' benefits analysis
- Review of authority to implement

Deliverable #2: Comprehensive Climate Action Plan (CCAP)

- GHG emissions projections, reduction targets, and reduction measures
- Benefits analysis for full geographic scope and population covered by the plan
- Low-income communities benefit and workforce analysis
- Plan to leverage other federal funding

Deliverable #3: Final Report

- Report on progress towards GHG reduction and next steps



Eligible Use of Funds- Planning Grants

- Staffing to develop deliverables
- Planning and implementing meetings for fostering collaboration between government, the public, and stakeholders
- Outreach and education for stakeholders
- Subawards to municipalities, air pollution control agencies, regional planning organizations, non-governmental organizations, academic institutions
- Modeling and analytical costs (including software)
- Supplies
- Incidental costs related to the above activities, including but not limited to travel, membership fees, and indirect costs



Next Steps & Upcoming Deadlines

Milestone	Due Date
Regional Meeting	March 30, 2023
Texas' Notice of Intent to Participate	March 31, 2023
Municipalities' Letter of Support to Lead Applicant	April 21, 2023
State's Completed Application MSA's Notice of Intent to Participate	April 28, 2023
Completed Applications for MSAs	May 31, 2023
Information on Competitive Implementation Grants Released and Planning Funds Awarded	Summer 2023
Deliverable #1: Priority Climate Action Plan	March 1, 2024
Deliverable #2: Comprehensive Climate Action Plan	Summer 2025
Deliverable #3: Final Report	Summer 2027



Action Requested

Recommend Regional Transportation Council (RTC) approval of NCTCOG as lead applicant to pursue Phase 1 funding from the EPA Climate Pollution Reduction Grants program on behalf of the DFW Metropolitan Statistical Area

Attend Regional Opportunity for EPA CPRG Meeting for More Details

Thursday, March 30, 2023

12:30pm- 2:00pm

Transportation Council Room with Zoom option

Send Letter of Support to NCTCOG by April 21, 2023

Instructions and template available on www.nctcog.org/aqfunding



Contact Us



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



Dallas-Fort Worth
CLEAN CITIES



dfwcleancities.org



cleancities@nctcog.org





A red, rectangular stamp with the word "DRAFT" in a bold, sans-serif font. To the left of the word is a small icon of a document with a red checkmark.

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

March 16, 2023

Chairman Jon Niermann
MC 100
Texas Commission on Air Quality
P.O. Box 13087
Austin, TX 78711-3087

Reference: Dallas-Fort Worth Ozone Nonattainment & Section 185 Fee

Dear Chairman, Niermann:

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG) would like to extend our thanks for the dedication and hard work from staff at the Texas Commission on Environmental Quality. Continually, our collaboration and partnership has benefitted the Dallas-Fort Worth (DFW) region. These collaborations and partnerships are significantly more important today and into the foreseeable future due to recent actions announced by the Environmental Protection Agency (EPA). Recently, the EPA reclassified our region from "Serious" to "Severe" ozone nonattainment under the existing 2008 National Ambient Air Quality Standard (NAAQS) and from "Marginal" to "Moderate" ozone nonattainment under the most recent 2015 NAAQS.

These reclassifications are a result of regional ozone and design value stagnancy over the last five years, even with worldwide daily changes that occurred in 2020 and beyond due to the COVID-19 pandemic. Questions persist and remain unanswered as to what it will take to comply with these standards and protect public health. In addition, the DFW region is estimated to pay an obligation of approximately \$45 million per year in Section 185 Fees from major stationary point sources if attainment to the 2008 ozone NAAQS is not met before 2027. These are serious and avoidable. The ramifications will threaten future economic prosperity - not only locally, but statewide and beyond. Greater focus on compliance is called for in this situation.

 **DRAFT**

Chairman Jon Niermann
Page Two

March 16, 2023

Attached with this letter are primary areas of interest for further communication between the Texas Commission on Environmental Quality (TCEQ) and the Regional Transportation Council. The RTC remains committed to implementing projects and programs that will reduce ozone-forming emissions in the DFW region. State efforts need to be heightened in order to successfully attain both ozone NAAQS as practicable as possible, but most certainly by regulatory deadlines. If you have any questions or comments, please contact Jenny Narvaez at jnarvaez@nctcog.org or Chris Klaus at cklaus@nctcog.org.

Sincerely,

Duncan Webb
Regional Transportation Council Chair
Collin County Commissioner

NV:so
Attachment

cc: Donna Huff, Deputy Director, Office of Air/Air Quality Division, TCEQ
Michael Eastland, Executive Director, NCTCOG
Michael Morris, P.E., Director of Transportation, NCTCOG
Chris Klaus, Senior Program Manager, NCTCOG
Jenny Narvaez, Program Manager, NCTCOG

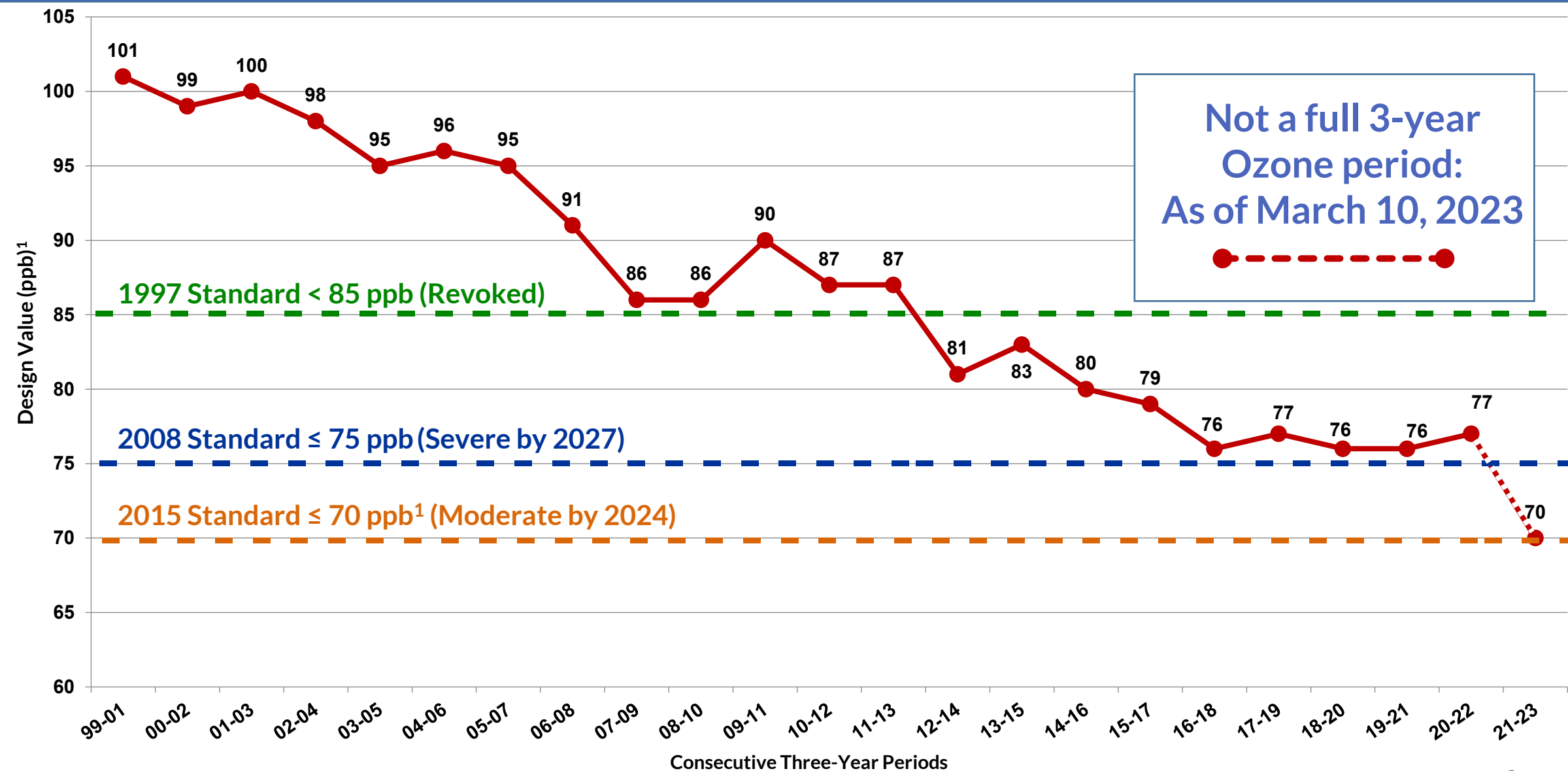
Start of 2023 Ozone Season and Letter to the Texas Commission on Environmental Quality

Surface Transportation Technical Committee • March 24, 2023

Nick Van Haasen, Air Quality Planner



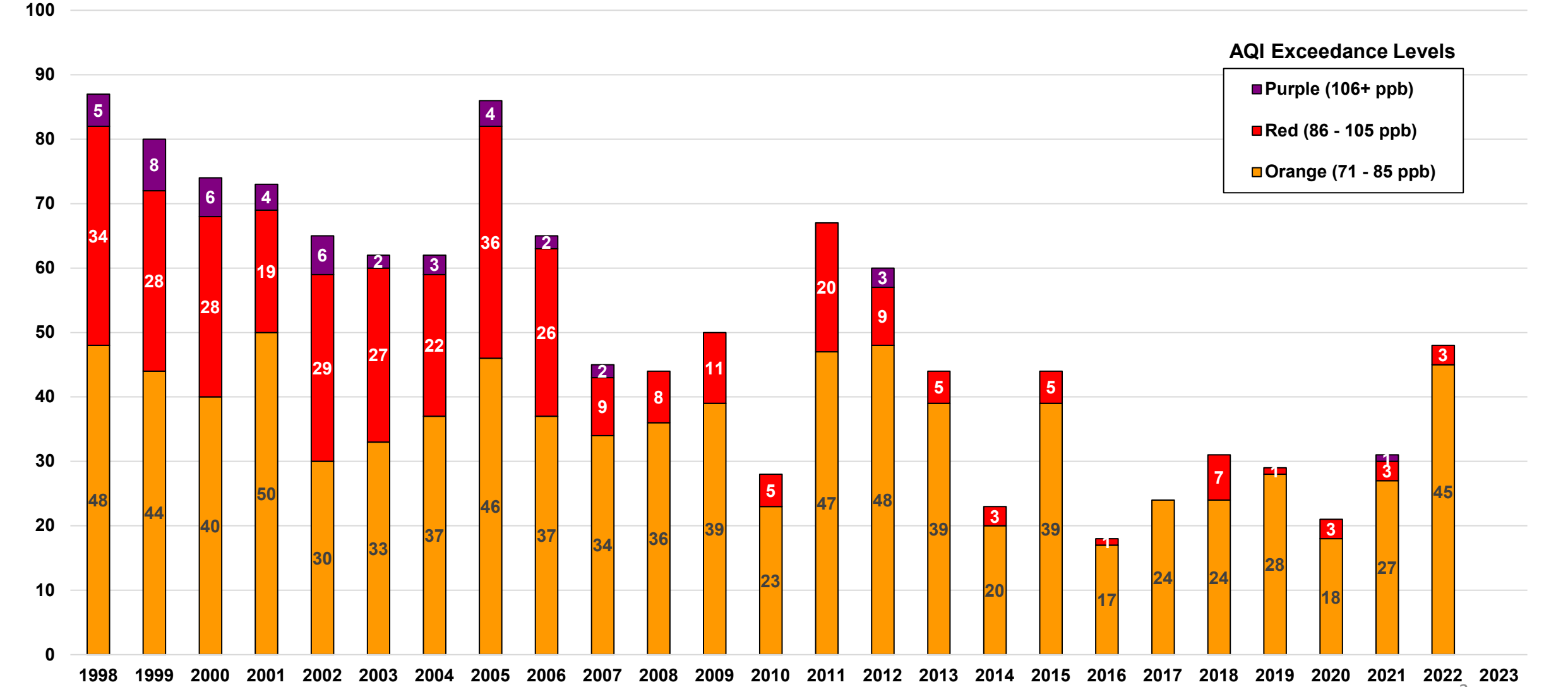
Ozone Design Value Trends



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

8-Hour Ozone NAAQS Exceedance Trends

Based on ≤ 70 ppb (As of March 10, 2023)

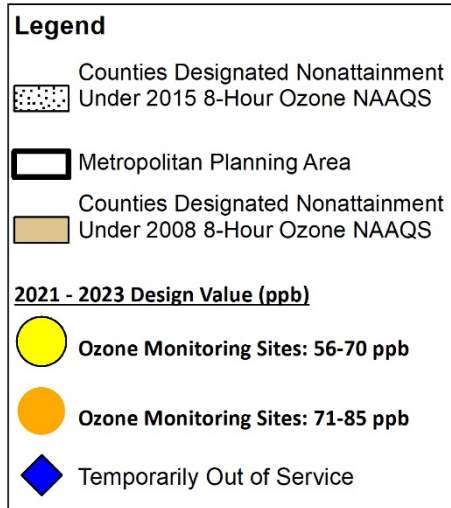


Exceedance Level indicates daily maximum eight-hour average ozone concentration.
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

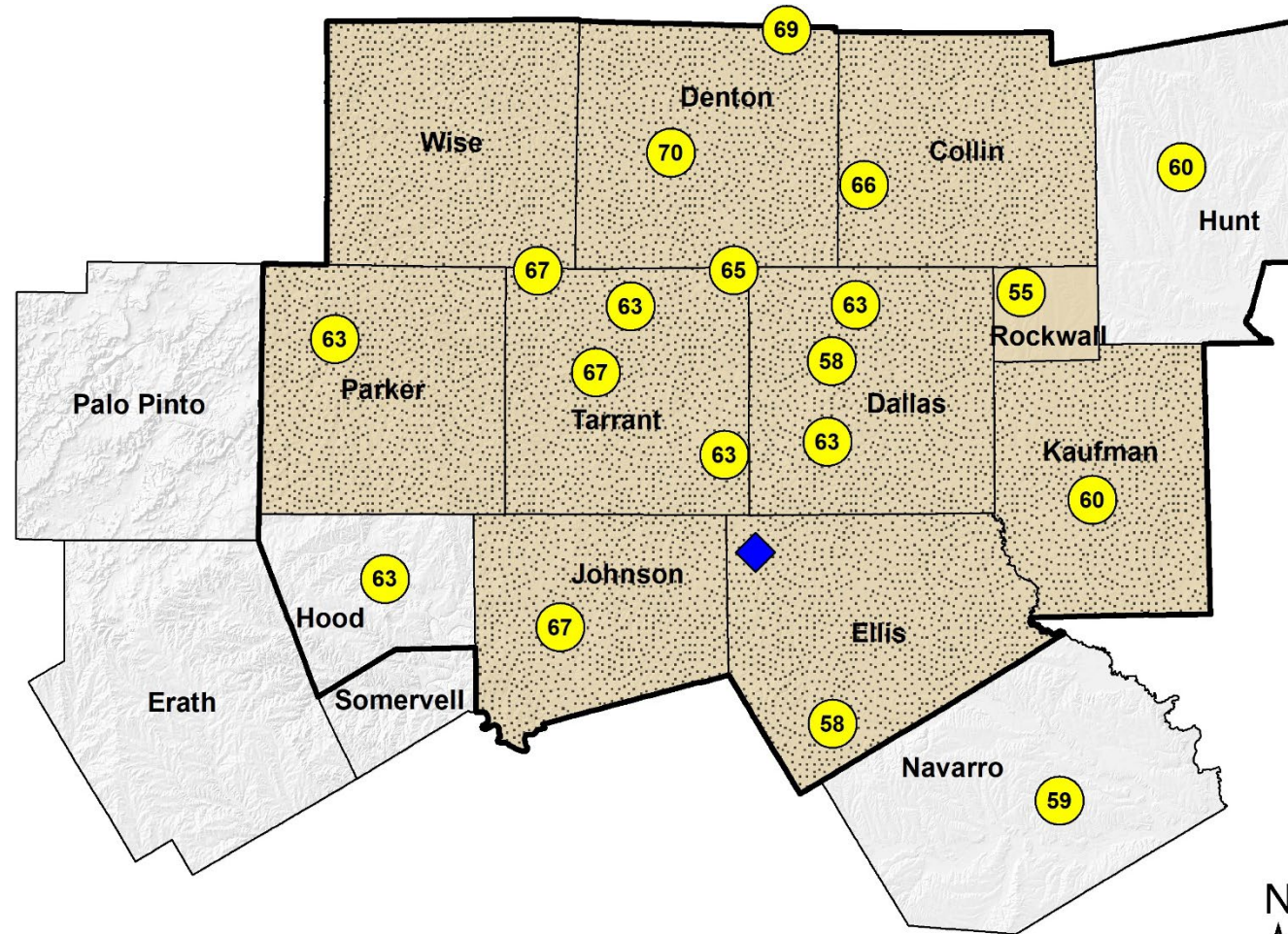
Source: TCEQ, http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl
ppb = parts per billion

Regulatory Ozone Monitor Locations with Design Value

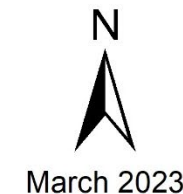
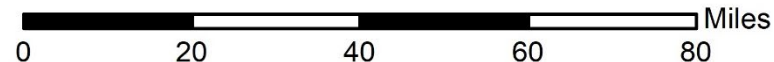
As of March 10, 2023



Colors represent Air Quality Index Breakpoints



North Central Texas
Council of Governments



2008 Ozone National Ambient Air Quality Standards Attainment Scenario

Monitor Values to Reach Attainment

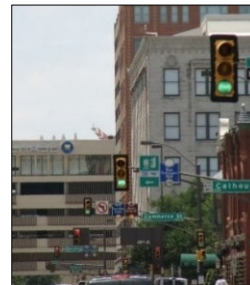
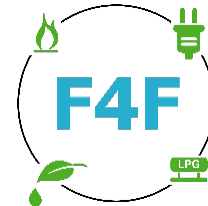
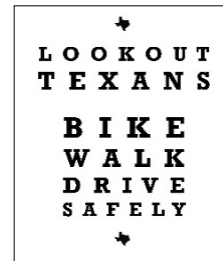
Five Highest Monitors	4 th Highest Value for Season			2023 Ozone Season Design Value
	2021	2022	2023	
Cleburne Airport	75	82	70	75
Denton Airport South	81	78	68	75
Frisco	81	73	73	75
Fort Worth Northwest	76	80	71	75
Pilot Point	85	77	65	75

Based on 2021-2023 Ozone Monitor Data

Sample of Mobile Source Air Quality Initiatives



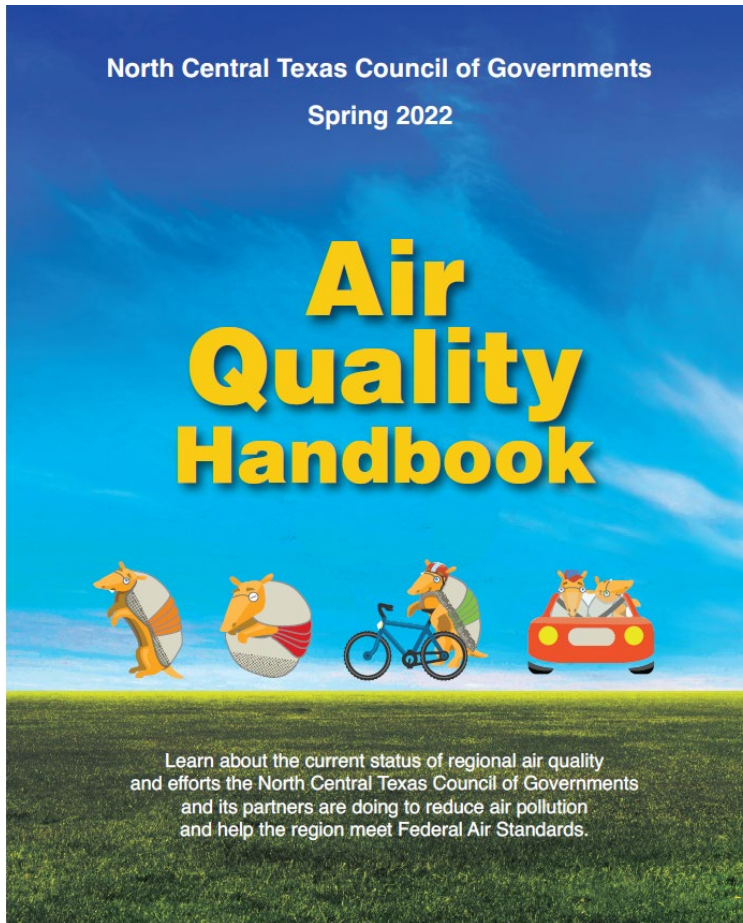
Rideshare. Record. Reward.



Air Quality Handbook

Multilingual

English



North Central Texas Council of Governments
Spring 2022

Air Quality Handbook

Learn about the current status of regional air quality and efforts the North Central Texas Council of Governments and its partners are doing to reduce air pollution and help the region meet Federal Air Standards.

https://www.nctcog.org/getmedia/3e4466f8-aad7-4979-b336-d0b79c6fd10e/aq2022printer_spring.508e33.pdf?lang=en-US

Spanish



North Central Texas Council of Governments
Primavera 2022

Manual de la Calidad del Aire

Conozca el estado actual de la calidad del aire regional y los esfuerzos que el North Central Texas Council of Governments y sus socios están haciendo para reducir la contaminación del aire y ayudar a la región cumplir con los Estándares Federales del Aire.

<https://www.nctcog.org/getmedia/8d3a380e-dc11-4286-8efa-e430b74e337c/aq2022spanish.b128ac.pdf?lang=en-US>

Vietnamese



Hội đồng Chính quyền Bắc Trung Texas Mùa
Xuân 2022

Sổ tay Chất lượng Không khí

Tìm hiểu về hiện trạng chất lượng không khí trong khu vực và những nỗ lực mà Hội đồng Chính quyền Bắc Trung Texas cùng các đối tác đang thực hiện để giảm ô nhiễm không khí và giúp khu vực đáp ứng các Tiêu chuẩn Không khí Liên bang.

<https://www.nctcog.org/getmedia/787b9fe9-94d9-4d76-9701-020876a06e61/AQHbkViet.pdf>

Draft Communication to the Texas Commission on Environmental Quality

Major Source Emissions (Section 185) Fees

Offering to assist in assessment of program

Expand partnership to continue offering aggressive programs to reach attainment and avoid further sanctions

Texas Commission on Environmental Quality (TCEQ) Predicted Forecast versus Observed

Requesting review of why projected design value was significantly different than observed including:

- Researching current state of regional Nitrogen Oxides (NO_x):Volatile Organic Compounds (VOC) chemistry ratio

- Investigating how impacts from COVID-19 may have played a role in high emissions in 2020

State implementation Plan (SIP) Boundaries

Requesting reevaluation of SIP boundaries including:

- Investigating regional airshed and transport leading to high ozone background levels from outside nonattainment area

- Establishing emissions tracking and apportionment for Texas

Inspection and Maintenance Vehicle Program Fraud

Requesting changes to the system to reduce fraudulent activity, in coordination with the Department of Public Safety

Draft Letter to be Provided to RTC for Action

FOR MORE INFORMATION

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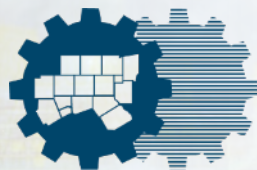
NICK VAN HAASEN

Air Quality Planner III

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



Dallas-Fort Worth
CLEAN CITIES

Creation of Dallas-Fort Worth Clean Cities Technical Advisory Committee

Lori Clark, Program Manager and
DFW Clean Cities Director

Surface Transportation Technical Committee
3.24.2023

Background

Department of Energy (DOE) Redesignates Coalitions ~5 Years

Redesignations Identify Opportunities and Goals for Strengthening Coalition Activities

Goal to Establish Stakeholder Advisory Committee Identified in Latest Redesignation
DOE Approved Redesignation Effective November 19, 2019

Renewed Emphasis Associated with New DOE “Active and Effective Coalition”
Expectations
Launched This Year



Advisory Committee Purpose

Assist and Advise Coalition Staff on Initiatives that Improve Regional Air Quality and Reduce Transportation Energy Use by:

- Providing Diverse Perspectives

- Assisting with Event/Project Publicity and Networking

- Increasing Stakeholder Collaboration/Engagement

- Informing Adoption of a Coalition Strategic Plan

Use Strategies/Technologies in the Clean Cities Portfolio:

- Alternative and Renewable Fuels/Infrastructure

- Operational Best Practices (e.g., Idle Reduction, Fuel Economy Improvements)

- Energy Efficient Mobility Systems/Emerging Transportation Technologies



Potential Committee Members

Should be knowledgeable about alternative fuels*, vehicles, or infrastructure or other subject matters relating to the Advisory Committee

Could include roles such as public sector fleet managers, private sector fleet managers, sustainability planners, energy managers, and infrastructure developers

Types of organizations could include alternative fuel providers, alternative fuel vehicle manufacturers, universities, utilities, transit agencies, local governments, special districts, and advocacy/interest groups

*Alternative fuel types include electricity, hydrogen, natural gas, propane, biodiesel, and ethanol, including renewable versions of each fuel.



Structure and Timeline

Structure:

- At least 5 members
- Minimum 51% Public Sector
- Chair and Vice Chair officers

Timeline:

- Collect nominations through May 31
- Finalize membership and hold initial meeting Summer 2023

Submit nominations including a brief explanation of expertise and interest in the Committee to cleancities@nctcog.org by May 31, 2023. More details at www.dfwcleancities.org.



For More Information



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Program Manager & DFW Clean Cities Director

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Joslyn Billings

Air Quality Planner

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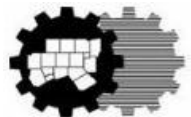
<https://www.dfwcleancities.org/>



CARBON REDUCTION PROGRAM

Surface Transportation Technical Committee

March 24, 2023



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- One of the new funding programs created via the Infrastructure Investment and Jobs Act (IIJA) was the Carbon Reduction Program (CRP).
- Goal of the program is to provide funding for projects that reduce carbon dioxide emissions from on-road sources.
- The Federal Highway Administration and the Texas Department of Transportation have provided guidance on these funds, and they can now be programmed on projects.
- Metropolitan Planning Organizations (MPO) have project selection authority for regional allocations, similar to Surface Transportation Block Grant (STBG) funds.

CARBON REDUCTION STRATEGY

- CRP requires that states, consulting with MPOs, develop a Carbon Reduction Strategy with the goals of:
 - Reducing traffic congestion by promoting use of non-single occupant vehicle trips
 - Promoting vehicles and modes of travel that reduce transportation emissions
 - Assisting the construction of transportation assets that reduce transportation emissions
 - Calculating the carbon emissions from the construction of transportation facilities in the State
- This strategy is not binding.
- CRP funding is available even though the State's Carbon Reduction Strategy is not completed yet.
 - Funding is not contingent on achievement of the goals.

ELIGIBLE PROJECTS

- CRP funds are very similar to Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds.
- Eligible project types include, but are not limited to:
 - Bicycle/pedestrian improvements
 - Transit improvements
 - Alternative fuel (e.g., electric vehicle, hydrogen, natural gas) infrastructure deployment
 - Projects that improve traffic flow but do not add capacity (e.g., turn lanes, signal improvements/re-timing, ITS)
 - Vehicle-to-Infrastructure technology deployment
 - Efforts to reduce the environmental impacts of freight movement
- More information on eligible project types can be found at:
https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm

AVAILABLE FUNDING

- Urban areas will receive 65% of the funds allocated to Texas based on population.
- Dallas-Fort Worth region to receive approximately \$18-19 million federal per year, except for FY2024 (~\$55 million federal).
 - 2024 allocation includes 2022, 2023, and 2024 funds
- Funding for our region will follow the RTC-approved air quality funding split for the IIJA of 36% West and 64% East.
- CRP funds must be obligated within 4 years of being apportioned (the year of authorization plus 3 years). Thus, timely obligation of funding is critical.

PLAN FOR PROGRAMMING

- To ensure that the first couple of years of funding is obligated quickly, staff proposes utilizing the first three years of funding on:
 - Few, large projects
 - Existing projects (trade CMAQ or STBG for CRP)
 - Projects that can advance quickly
- Two projects from the 2024-2026 M&O and Safety Program have already been funded with CRP funds (Air Quality Energy Efficiency Initiatives and Community College Transit Pass Pilot Program in the East)
- Propose to change recently approved trades with Dallas Area Rapid Transit for Silver Line from CMAQ/STBG to CRP (\$35.328 million)
- A plan for utilizing the West's portion of CRP funds will be brought back later.
- Coordination is ongoing regarding proposals for how the remaining funds (FY 2025+) can be programmed.

REQUESTED ACTION

- Recommend RTC approval of:
 - The proposed plan to utilize the first increment of CRP funds
 - Amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents as needed to incorporate this funding

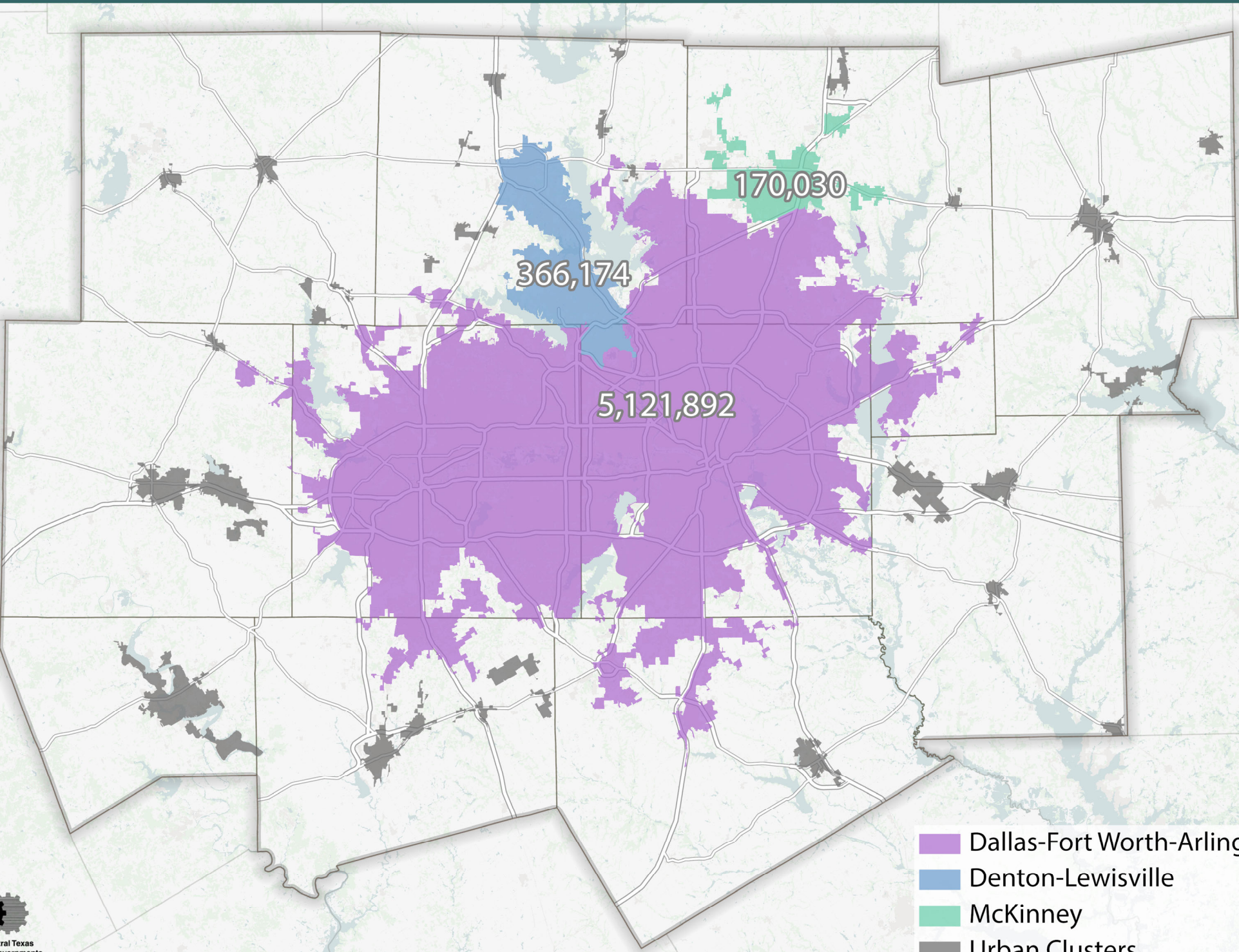
CONTACT/QUESTIONS?

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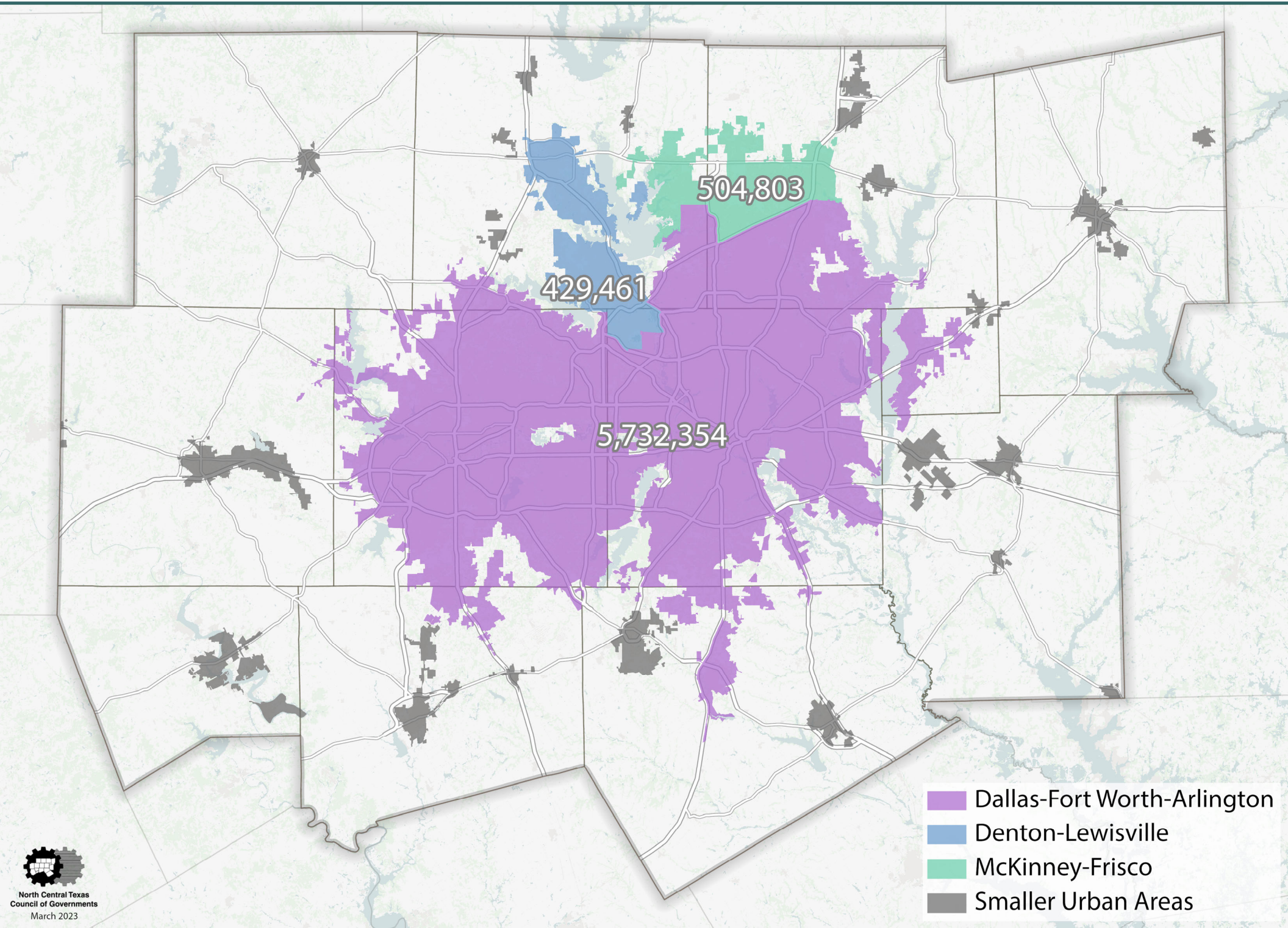
Urban Areas (2010) - In Effect March 27, 2012 to December 29, 2022

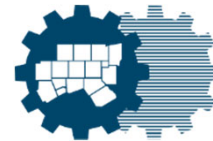


ELECTRONIC ITEM 12

- Dallas-Fort Worth-Arlington
- Denton-Lewisville
- McKinney
- Urban Clusters

Urban Areas (2020) - In Effect December 29, 2022 to Present





NCTCOG PRESENTATION

Local Clean Air Project Spotlight

Surface Transportation Technical Committee

March 24, 2023

North Central Texas Council of Governments

Project Spotlight – City of Dallas

Awarded Project	One CNG Powered Dump Truck; 99% NOx Emissions Reduction
Technology Replaced	One Diesel Powered Dump Truck
Project Geographic Area	City of Dallas
Implementation Date	August 2021
Awarded Amount Total Project Cost	\$57,750 \$183,669
Call for Projects	Clean Fleets North Texas 2019
Funding Source	Environmental Protection Agency National Clean Diesel Funding Assistance Program



Project Spotlight – City of Dallas



Dump Truck Side Profile



Contact Us



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TRANSPORTATION

PUBLIC MEETING

APRIL 10 · NOON · 616 SIX FLAGS DR. ARLINGTON, TX

PRESENTATIONS

Federal Railroad Administration Grant Program and Legislative Update

NCTCOG is looking to integrate regional efforts with statewide planning for an intercity high-speed passenger rail corridor from Fort Worth, through Dallas and to Houston. Additionally, transportation issues, including high-speed rail, continue to be a focus in the U.S. Congress and Texas Legislature. Staff will provide an update on legislative issues related to high-speed rail.

Car Care Awareness and Vehicle Temporary Tags Update

The Car Care Awareness (CCA) program is designed to educate communities on proper vehicle maintenance and how it contributes to the regional air quality solution. For information on auto repair or replacement part discounts as well as a list of car care clinics being held throughout the region, visit www.ntxcarcare.org. Additionally, staff will provide an update on improper vehicle inspections and registrations involving temporary tags and how they are affecting regional air quality.

Start of 2023 Ozone Season

The Dallas-Fort Worth region does not meet attainment for federal air quality standards for the pollutant ozone. The 2023 ozone season began on March 1 and runs through November 30. NCTCOG staff will present an introduction to the pollutant, an overview of current progress, an ozone season update and strategies to help reduce air pollution and reach attainment.

Dallas-Fort Worth (DFW) Clean Cities Advisory Committee

The DFW Clean Cities Coalition is creating an advisory committee to provide support to Coalition staff by providing diverse input, assisting with event publicity and networking and increasing stakeholder engagement. Staff will provide details on this effort, including the committee member nomination process.

Walk to School Day 2023

Walk to School Day is October 4! NCTCOG will be giving out promotional prizes and raffling off bikes to generate interest and excitement for students at participating schools. Staff will provide an overview of upcoming activities and promotions for this event.

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

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

Attend in person, watch the presentations live at publicinput.com/nctcogApr23, or participate via phone by dialing 855-925-2801 then code 2865.



RESOURCES & INFORMATION

Transit Strategic Partnerships
nctcog.org/strategicpartnerships-transit

Mobility 2045 - 2022 Update:
Administrative Revisions
nctcog.org/mobility2045

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

Vehicle Incentive & Funding Opportunities:
nctcog.org/aqfunding

MINUTES**Regional Transportation Council
PUBLIC MEETING****Regional Safety Program****Mobility 2045 Update: Transportation Conformity Determination****Modifications to the Fiscal Year 2022 and 2023 Unified Planning Work Program (UPWP)****Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, Feb. 6, 2023, at noon in Arlington. Patrons could attend in person, via phone, or view the live stream at www.nctcog.publicinput.com/nctcogFeb23. Natalie Bettger, Senior Program Manager, moderated the meeting, attended by 66 people.

Public Meeting Purpose and Topics

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

- Regional Safety Program – **presented by Natalie Bettger**
- Mobility 2045 Update: Transportation Conformity Determination – **presented by Jenny Narvaez and Amy Johnson**

Modifications to the Fiscal Year 2022 and 2023 Unified Planning Work Program (UPWP) were also posted online for public review and comment.

The public meeting was held to educate, inform, and seek comments from the public. Comments were solicited from those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at www.nctcog.publicinput.com/nctcogFeb23.

Summary of Presentations***Regional Safety Program presentation:***

<https://www.nctcog.org/getmedia/971a6b6d-b985-4f14-a113-4eff8b3be2e4/Regional-Safety-Update.pdf>

Metropolitan Planning Organizations (MPOs) like NCTCOG are required to monitor and set targets for a specific set of performance measures. In December 2017, the Regional Transportation Council (RTC) established initial safety performance targets for 2018 and adopted the Regional Safety Position, which states even one death on the transportation system is unacceptable.

The Roadway Safety Plan provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads. It serves as a guide to identify crash factors,

which contribute to a high number of fatal and serious injuries. The overall goal is to eliminate fatal crashes by 2050.

The Regional Safety Plan emphasizes the following areas on a regional level:

- Speeding
- Distracted driving
- Impaired driving
- Intersection safety
- Bicyclist and pedestrian safety
- Roadway and lane departures
- Occupant protection
- Motorcycles

Staff are working on developing a list of high-priority safety improvement projects for implementation after the Roadway Safety Plan is completed. Additional information can be found in the presentation slide deck at www.nctcog.publicinput.com/nctcogFeb23.

Mobility 2045 Update: Transportation Conformity Determination presentation:

<https://www.nctcog.org/getmedia/99df7f47-96b6-4e27-991e-caff291de3e0/Mobility-2045-Update-Transportation-Conformity-Determination.pdf>

Transportation Conformity is a federal requirement in nonattainment areas to conduct air quality analysis on projects, programs, and policies identified in transportation plans, federally funded projects, and projects required for federal approval. The 2022 Transportation Conformity Determination applies to the Mobility 2045 - 2022 Update as well as the 2023-2026 Transportation Improvement Program (TIP). It satisfies the following requirements:

- Demonstrates projected emissions from transportation projects are within emission limits
- Ensures federal funding and approval are applied to transportation projects consistent with air quality planning goals
- Ensures transportation control measures approved in State Implementation Plans (SIPs) are given priority for federal funding

The Mobility 2045 - 2022 Update was impacted by the Federal Highway Administration's Conformity review process, which focused on ensuring consistency between the long-range plan and the short-range plan, the TIP, and the networks being used for the air quality analysis. No projects were added or removed as part of this process, and the changes are reflected in roadway recommendation maps and tables. The financial constraint requirement for the Plan did not change, but there was an increase in funding for infrastructure maintenance and a decrease in funding for freeways, tollways, and arterials. For more information on the Mobility 2045 - 2022 Update and the 2022 Transportation Conformity Determination, visit www.nctcog.org/PlanInProgress.

Summary of Online Review and Comment Topic

Modifications to the Fiscal Year 2022 and 2023 Unified Planning Work Program (UPWP) handout:

<https://www.nctcog.org/getmedia/b8a473da-41b8-4399-a9a4-704c7cdaf24b/Modifications-to-the-Fiscal-Years-2022-and-2023-Unified-Planning-Work-Program.pdf>

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

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

The proposed modifications to the Fiscal Year 2022 and 2023 UPWP address project updates and funding adjustments. The Regional Transportation Council took action on the aforementioned items on February 9, 2023. This item will be submitted to TxDOT in early March.

COMMENTS RECEIVED DURING THE MEETING

Roadway Safety Plan

Phyllis Silver, Citizen

A. Pedestrian crosswalks

Comment: Traffic lights are currently set where pedestrians can cross while cars are turning into the lane. Since this is a safety issue, there needs to be a delay for cars or traffic lights should not allow them to turn until pedestrians have finished crossing. This is especially an issue on Preston Road/Forest Lane and Preston Road/Royal Lane.

Summary of Response by Natalie Bettger: NCTCOG will have its partner agencies look into this issue and see if there is an opportunity to not allow vehicles to turn while pedestrians are crossing.

B. Cellphone use while driving

Comment: There needs to be more awareness around cell phone use while driving in general and not just in school zones.

Summary of Response by Natalie Bettger: NCTCOG is trying to create more programs with the \$50 million allocated from the Regional Transportation Council to promote the dangers of cell phone use while driving.

Citizen

A. Reducing speed limits

Question: If traffic deaths went up when there were less cars on the road and speeds were higher, is there an effort to lower speed limits to reduce traffic deaths?

Summary of Response by Natalie Bettger: Lowering speed limits is a possible countermeasure being considered to help prevent deaths. The greater the speed, the more serious the collision. NCTCOG would look at which routes could be appropriate to apply it to and then the road operator, whether it is the Texas Department of Transportation or a local organization, would have to investigate before implementing the speed limit modification.

B. Funding prioritization

Question: Is there an effort to prioritize funding to address deficiencies in intersections with higher accidents or deaths?

Summary of Response by Natalie Bettger: Yes, NCTCOG has completed an intersection safety plan that looks at crashes and the types of injuries at different intersections. We looked at the crashes and the severity of the injuries at those locations to prioritize where we would designate funding for intersection improvements.

Mobility 2045 Update Transportation Conformity Determination

Hexel Colorado, Citizen

A: Crash Analysis Studio

Comment: On Page 5 of the Mobility 2045 Update, it says, “Analyze crashes to find room for safety improvement”. Does NCTCOG utilize the Crash Analysis Studio developed by Strong Towns?

Summary of Response by Amy Johnson: NCTCOG does not use that tool in our crash analysis reference, which is included in our safety chapter. It includes information related to crash density and is done in collaboration with our safety team.

B: Road diets

Comment: On Page 5 of the Mobility 2045 Update, one of the bubbles under Infrastructure Maintenance says, “Existing roadways: Maintained to ensure their reliability and maximize their useful life”. Does NCTCOG make it a priority to actively seek out opportunities for road diets, even on roads where constituents have yet to request it?

Summary of Response by Amy Johnson: We don't actively seek to implement anything that's not requested by community members or elected officials who represent them on our Regional Transportation Council. In that section, a lot of the projects included are more in the freeway and tollway category where we look at ways we could use asset optimization to enhance roadways without having to go through major reconstruction. In terms of road diets, they're not directly included in the Plan, but we do include context sensitive complete streets, which are quite similar. Urbanism and ruralism are also considered.

Kristine, Citizen

A. HOV lanes

Question: With regards to the changes to HOV lanes, are you reducing planned HOV lanes, increasing them, or changing their alignments. How does that relate to ozone emissions?

Summary of Response by Jenny Narvaez: HOV lanes help reduce the number of single occupancy vehicles on the roads, which has an influence on and improves air quality. The more automobiles on the road, the more pollutants they produce. Additionally, driving at lower speeds when there is heavy traffic on the roads increases car emissions.

Phyllis Silver, Citizen

A. Ozone alert days

Comment: In the past, public transportation agencies would have free or reduced fares during ozone alert days. There needs to be more public education on ozone.

Summary of Response by Jenny Narvaez: NCTCOG staff will work on publicizing more information on ozone and will also look into free and reduced fares for days with a high ozone alert. More information on ozone can also be found at www.AirNorthTexas.org.

Other

Hexel Colorado, Citizen

A. Eliminating minimum parking requirements

Comment: Countless books, studies, and local and national advocacy groups call for eliminating minimum parking requirements. We have more than enough "studies" on the matter. Is NCTCOG willing to "test" instead of just "study"? I know this is a city code matter but if recommendation came from the top, it would make a huge difference.

Summary of Response by Amy Johnson: NCTCOG staff are currently working on parking counts. Efforts might include action items or pilot programs, and we would be able to connect you to the appropriate staff for more information.

B. Universal Studios in Frisco

Comment: The development of Universal Studios in Frisco will likely increase traffic, increase the commute for low-wage workers, and increase surface parking lots in the area. How did NCTCOG allow this to happen?

Summary of Response by Natalie Bettger: When NCTCOG does not believe there is a suitable employment and housing balance, we look at the ability to connect transportation services to those facilities for workers. We also seek methods to develop additional affordable housing in certain communities, and we collaborate with cities to do so. We are aware other venues identical to this have been created in our region. We aim to strike a balance between obtaining affordable housing surrounding the site and providing a transit alternative for people to utilize when traveling to employment locations.

A. Job sprawl

Question: What is NCTCOG doing about job sprawl?

Summary of Response by Natalie Bettger: NCTCOG works with local communities and jurisdictions to address land use and transportation linkages to reduce people's need to drive and travel long distances.

B. Alternative modes of transportation

Question: What is NCTCOG doing to actively promote the use of different modes of transportation?

Summary of Response by Natalie Bettger: NCTCOG has a sustainable development group that looks at land-use densities to match up housing and job balances as well as a program called Try Parking It, which encourages the use of alternate modes of transportation. In 2020, the Regional Transportation Council adopted a policy to reduce travel by 20 percent every year. We also have a transit education campaign that emphasizes the benefits of using public transportation. We coordinate with cities and other local partners to improve regional walking and biking connectivity. We also work with local entities to ensure transportation options, utilities, and new developments are available to them.

Summary of Response by Amy Johnson: The NCTCOG long-range plan includes all of the different projects, programs, and policies NCTCOG staff work on, including job sprawl, land-use issues, and transit.

Ashley, Citizen

A. Reimbursement program for alternative modes of transportation

Question: Does NCTCOG have or promote a reimbursement program for people to use alternative modes of transportation to commute to work?

Summary of Response by Natalie Bettger: NCTCOG does not have a reimbursement program, but we do have an incentivized program called Try Parking It (TPI). The Try Parking It website and app allows users to log their commutes and encourages carpooling, taking transit, biking, walking, and teleworking. These activities reduce demand and assist in sustaining our transportation system.

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

Social Media

Twitter

Alrighty, @NCTCOGtrans is having a meeting on public transportation within the DFW/North Central Texas area generally. It's their February monthly meeting. Updates as they are presented 📢 – Denton Transit Posting (@dTXTransitPosts)



Please see Attachment 1 for a full list of the comments received.

Mail

Phyllis Silver, Citizen

Please see Attachment 2 for comments submitted via postal mail.



Denton Transit Posting

Feb 6 • 23 tweets • 5 min read

Alrighty, @NCTCOGtrans is having a meeting on public transportation within the DFW/North Central Texas area generally. it's their february monthly meeting. Updates as they are presented 📌



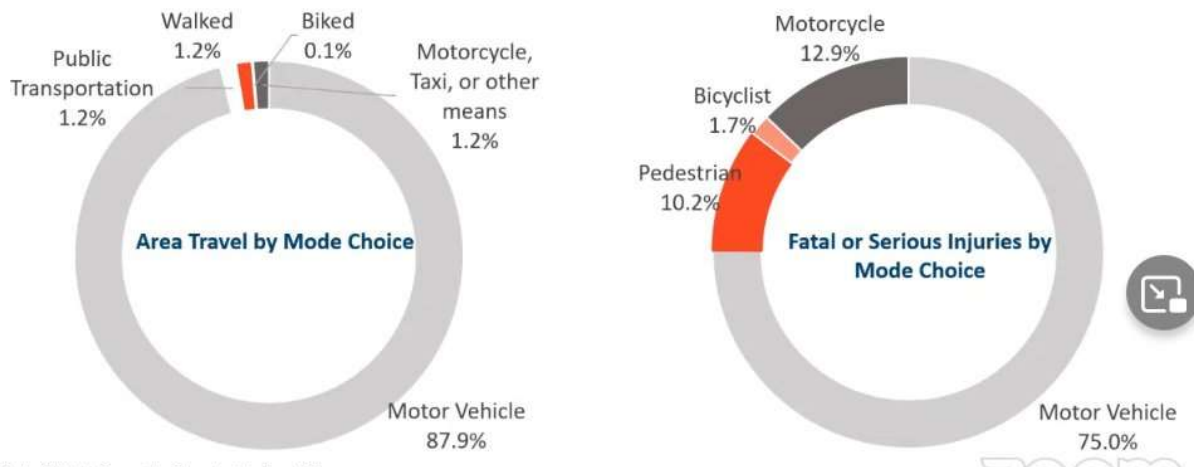
two presentations today: the regional safety plan, and the regional mobility 2045 plan.

First, safety plan: They note there's been an increase in regional traffic violence and fatalities

we see that bikers and pedestrians make up a tiny fraction of people on the roads, but a much larger fraction of fatalities. Again, applying a class analysis to this:

People who cannot afford cars are disproportionately killed by those who can.

Region-wide Analysis - Percentage Fatal and Serious Injuries by Travel Mode (2016-2020)



(also worth noting: there's an interesting idea of "pedestrian" in this data. Do people walking from Loophole to Eastside count as pedestrians? I'm not sure. Do people walking around at the park count as pedestrians? Almost certainly not.)

you'll note that their proposed resolutions to these issues don't include "slow down traffic on dangerous roads" or "add barriers between 1-4 ton vehicles and people without airbags" or "give young drivers, drunk drivers, and old drivers" good non-car options

Regional Safety Plan Emphasis Areas Based on Overrepresentation Analysis



Regional Emphasis Areas

- Speeding
- Distracted driving
- Impaired driving
- Intersection safety
- Bicyclist and pedestrian safety
- Roadway and lane departures
- Occupant protection
- Motorcycles

Additional "Areas of Concern"

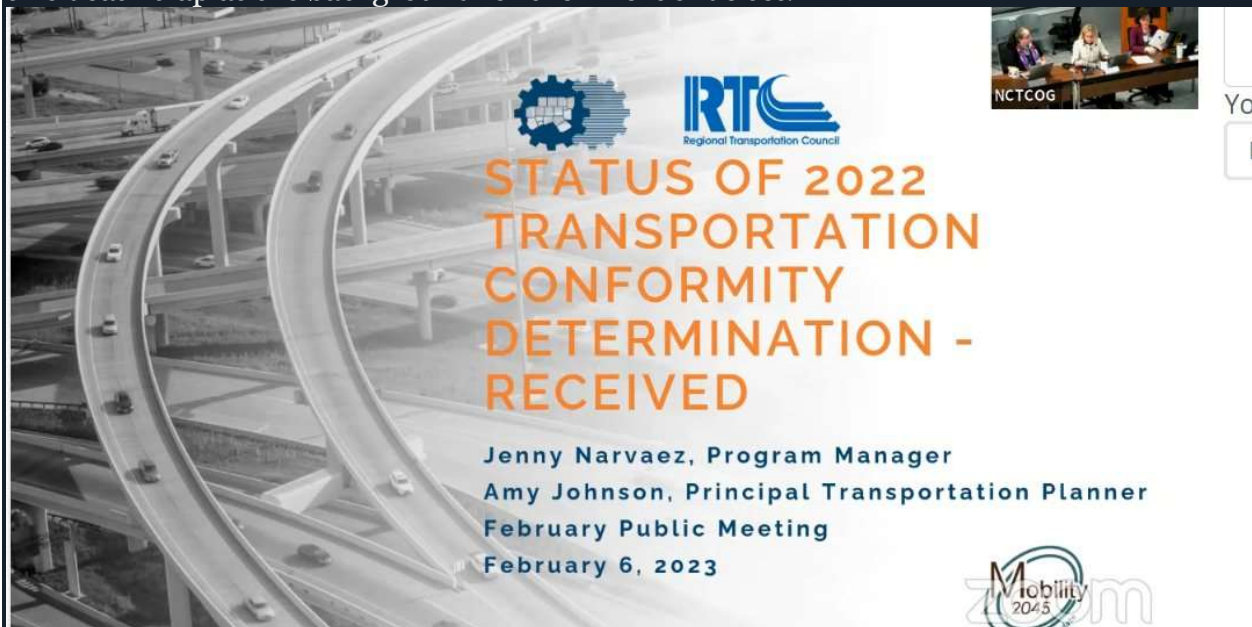
- Wrong way driving
- Crashes occurring at night*
- Younger drivers*
- Older road users (65+)*

apparently the state is looking at increasing the weight limit on semis to > 80,000 miles. NCTCOG might put in some opposition to this.

They also note that regional policing agencies are overwhelmed by the amount of crashes on our roads and literally can't document them all

*80,000 lbs, oops.

immediately after asking for suggestions on how to make roads less deadly, they include this death trap as the background for their next slide set.



periodic reminder that we are not in conformity for air quality -

I've been told recently this is mostly because On road vehicle emissions and also a few concrete plants. Wonder what that concrete is used a lot for. Nonetheless.

we had to submit some stuff for possible changes, but don't worry: no changes to new hwys getting laid, minor changes to how they might get laid, and we're still financially constrained. still spending around \$40B on maintenance, and another \$40B to build more stuff to maintain

@hexel_co this u?

Hexel Colorado On Page 5 of the Mobility 2045 Update, Executive Summary, next to TECHNOLOGY, it says "Analyze crashes to find room for safety improvement". For analyzing crashes, does NCTCOG utilize the Crash Analysis Studio developed by Strong Towns?

a minute ago

↩ Reply 🚩 Flag

fighting the good fight in the public comments box

Hexel Colorado On Page 5 of the Mobility 2045 Update, one of the bubbles under Infrastructure Maintenance says "Existing roadways: maintained to ensure their reliability and maximize their useful life." Does NCTCOG make it a priority to actively seek out opportunities for road diets, even on roads where constituents have yet to request it? (i.e. roadways that are purely thoroughfares may not have local residents & businesses to request it

a caller mentions that many lights put pedestrians in the place of crossing during green lights - eg left turning cars getting a left turn signal at the same time pedestrians get a cross. Also says that people don't listen to anti-cell phone PSAs, and we should do more on that

i love this woman. she also proposes free/reduced DART/DCTA/TM fares on ozone alert days

in response to Hexel's question about actively seeking out road diet options, NCTCOG says no, they mostly look at trying to optimize freeways and tollways without reconstructing them. they do mention that they look at context-sensitive complete streets

I asked about their "changes to HOV lanes" segment and how that relates to their Ozone goals. they cite the idea that it reduces congestion thereby reducing emissions (we know this one is false. adding space for more cars just gets more cars stuck in traffic, not less traffic)

Hexel calls in lmao. We've all been there. He asks about reducing job sprawl, citing an article showing that Dallas has one of the highest rates of job sprawl in the country. He calls out land use reforms to enable less driving, or more walk/bike/bus trips.

He calls out the focus on driver behavior for road safety (which again, we know *does not work*), and says that we could put that effort into pushing modal shift, calling modal shift "the only fundamental solution."

"as the son of an immigrant, i can say we don't necessarily drive because we want to, or because we enjoy it, or because we're good at it, but because we have to."

I feel this. A friend of mine, bad driver, used to work in flower mound. I worried for them every day they worked.

But they didn't have any options.

Says "as long as we equate population to traffic, we will never solve traffic." (it's true. more population can give you the ability to build even better transit options, instead of ever more deadly roads)

NCTCOG says they do have programs trying to address job sprawl and lack of density, trying to work with local communities on land use. Says they have a sustainable development group trying to reduce the need for people to go the entire way across DFW for work

Also say they're looking at expanding broad band access to allow people who might otherwise drive a long distance to work from home, and laying bike trails that can connect to jobs, trying to "give people options."

I didn't realize it was "roast NCTCOG" day today.

Question: "If speeds went up during covid due to less traffic, which led to more deaths, have we looked at reducing speeds"

NCTCOG: "so we could look at roads, then have partners look at them, then maybe go in and change"

Hexel asks about removing the laws that require the oceans of ugly parking that we see around the region. They say they have someone working on that. Also this comment from Hexel. (staff says they're not aware of the development somehow?)

Hexel Colorado A recent development that, in my opinion, is a failure in land use & transportation planning, is the announcement of Universal Studios in Frisco. With no connections to any form of mass transit, this is going to be a huge traffic generator. Will likely employ low-wage workers from across metroplex who can't afford to live in Frisco. Plans show sea of surface parking lots surrounding the planned development.

How did NCTCOG allow this to happen?

Regional Safety Update - Comments

I am pleased that the COG considers this topic a priority.

pg. 5 of handout - Reduce deaths on Texas Roadways - by half by 2035 and to zero by 2050 - I think the schedule needs to be more aggressive. I realize that a lot of planning and analysis needs to be done to achieve these goals, however the target dates for these reductions should be sooner. Also, a benchmark for 2028 (5 years from now) needs to be developed. This issue is too important to push this off to the distant future.

page 10 of handout - I agree with all the "enhance safety" factors. I am particularly interested in controlling ~~texting~~ while driving and improving bicycle and pedestrian safety.

I would like to see more emphasis placed in making it safe for pedestrians to cross streets at traffic signals. Time should be given for pedestrians to cross prior to cars turning into the pedestrian crossing. A few examples in North Dallas are: Preston Road at Forest Lane and the shopping centers immediately south and immediately north of Forest Lane. Another example is at Preston Road and Royal Lane, along with the intersections immediately to the north and south of Royal Lane. As of my last trip to ^{the} Preston and Royal ^{area} a few weeks ago, the temporary traffic signals that were installed after the destruction of the October 2019 tornado had not been replaced with permanent traffic signals. The temporary signals do not have

all the safety features as the permanent signals. Also, the hardware involved with the temporary signals take up more room on the ground, making it difficult for pedestrians and wheelchair users to navigate when crossing the street. Note: these temporary traffic signals are at the shopping center intersection immediately to the north of Royal Lane.

Question: I would be interested to know when the permanent traffic signals will be installed. It has already been more than 3 years since the tornado.

Comments:

As for the use of cell phones, I have observed that the majority of motorists either text or speak on the phone at red lights. Although they are not moving the vehicle at that time, texting and talking on the phone serves as a distraction from the responsibility of driving safely.

pg. 7 of handout - I would like to see the development of techniques to prevent wrongway driving. Too many innocent lives are lost due to these tragedies.

I agree with the participant at the February 6, 2023 public meeting who suggested that there would be fewer car crashes if fewer people had to rely on their vehicles for transportation. If public transportation was more reliable and if it was easier to get to and from bus stops and rail stations, more people would rely on transit.

I previously submitted the enclosed transcription of an NPR interview about Hoboken, New Jersey, where there have been zero traffic deaths in 4 years. Since this transcript is in line with the Regional Safety Update, I am submitting it again.

Status of 2022 Transportation Conformity Determination - Received

Comments

I think that the general public needs more education about what creates the ozone formation shown on slide 4. On days when the ozone is at a dangerous level, years ago it was reported in the media that it was an ozone alert day. Fares on public transportation were either free or reduced on those days. The fare reduction or elimination created increased awareness on the part of the public.

During our February 6 meeting, one of the presenters reported that computer and cell phone alerts go out to people on those days with high ozone. This is fine, but it is my understanding that people have to sign up to receive these alerts. If this is true, then the people who receive these alerts already have an awareness of air quality issues. We need to target people who are not aware of the magnitude of the problem. Education can be through television, radio, print (newspapers and magazines) and advertising on the sides and back of buses. It would be appropriate for the television news to have short lessons on air quality issues, including the dangers of ozone and its effect on the environment and our lives. I recently saw a lesson about the dangers of carbon dioxide in the air on the local CBS news station. We need to learn about these topics more often.

Phyllis Silver 2/22/2023



Phyllis Silver

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NATIONAL

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

August 1, 2022 · 4:28 PM ET

Heard on All Things Considered



ARI SHAPIRO

MEGAN LIM



PATRICK JARENWATTANANON

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

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

ARI SHAPIRO, HOST:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SHARP: Thank you.

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Feb. 2023
For Submission with
Comments on
Regional Safety Update
Phyllis
Silver

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PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

This report is a compilation of general public comments submitted by members of the public from Monday, Jan. 20, through Sunday, Feb. 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email, online and in person at the monthly RTC meeting.

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

In addition, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. The tool allows users to drop a pin on a location in the region and leave a detailed comment. No new comments were submitted this month through the tool.

However, you can view past comments by visiting:

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

Air Quality

Twitter –

1. Grand Prairie was named the 2022 Air North Texas Partner of the Year for our efforts in improving air quality in the region. Thank you to our citizens and city employees for their amazing involvement with this initiative. #AirNTX #CityofGP

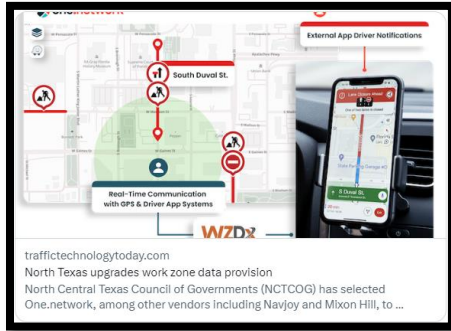
Photo and graphic source: @NCTCOGtrans — City of Grand Prairie, TX (@gp_tx)



Innovative Technology

Twitter –

1. Great to see the news spread of our partnership w/ @NCTCOGtrans. By allowing any government in TX & beyond to procure our #connected #workzone management solutions, they're helping remove barriers to providing lifesaving info to road users. — one.network (@onenetworkHQ)



2. We're excited by @NCTCOGtrans' enthusiasm for our new partnership & the great news coverage it's getting! NCTCOG is enabling any road agency in the US to adopt our #workzone #data sharing tech, helping keep workers & drivers safe on the roadways.

<https://itsinternational.com/its2/its5/its6/news/texas-sharing-onenetwork> — one.network (@onenetworkHQ)

Freight

Twitter –

1. “I want to see us transition from an intermodal hub to a logistics hub,” says @NCTCOGtrans Director Michael Morris. A lower focus on moving parts and an increase in manufacturing/assembly of goods here in DFW would be a big shift. But likely a beneficial one: more jobs, dollars. — Grapevine Economic Development (@GrapevineEcoDev)

Public Involvement

Twitter –

1. Alrighty, @NCTCOGtrans is having a meeting on public transportation within the DFW/North Central Texas area generally. it's their february monthly meeting. Updates as they are presented 🗣️ — Denton Transit Posting (@dTXTransitPosts)



RTC/STTC/Executive Board

Twitter –

1. Build that sound wall! Today at the @NCTCOGtrans Regional Transportation Council meeting we secured funding to build the #CottonBelt continuous sound wall behind the vacant property in University Place owned by @Plano_Schools for a future school. ½ — Cara Mendelsohn (@caraathome)



This will close the wall gap & provide better sound mitigation for nearby University Place homeowners. Also approved funding for limited parts of the Cotton Belt trail. @dartmedia Dallas community meeting tonight for the project - 7pm, Tx A&M @txextension Coit @ McCallum. 2/2 — Cara Mendelsohn (@caraathome)

I feel like I have an associates degree in sound walls thanks to my time at the tollway.

😂 — Carrie Rogers (@carrieofdallas)

Roadways

Email –

1. Trish Donaghey

Major Concern

We NEED either a N-S stop sign OR a traffic light at the intersection of FM 982 and FM 546 in unincorporated Collin Co.!!! Between 4p and 7p, rush hour traffic stacks up about a mile at the T at Branch FD. East-bound cars wait at the T intersection to turn N or S, but cars traveling 50+ mph heading N or S do NOT stop! Cars waiting, waiting, waiting for a break in the N-S traffic risk being broadsided if they don't see a speeding S bound car coming over the nearby hill. Do you require a certain number of fatalities before a N-S stop sign or a traffic light is installed at this intersection?!

Second Concern

The amount of traffic going over the two-lane lake bridges has increased about ten times in the past 27 yrs., and it stacks up at rush hour, like a slow moving train. Will there be additional bridges built to accommodate the increased traffic?

Third Concern

It is a challenge for us to exit our driveway onto FM 982 when traffic is heavy and moving FAST. It's almost like we need a light at the end of our driveway! Perhaps decreasing the speed from 50 mph to 40 mph would help us find a break and get up to speed?

HELP!!!

Response by NCTCOG Transportation staff:

Thank you for contacting the NCTCOG Transportation Department. Your comments will be provided to the Regional Transportation Council. In addition, please contact Clarence Daugherty, Collin County Director of Engineering at cdaugherty@co.collin.tx.us to see if traffic signal evaluations have been requested from TxDOT. Jennifer Vorster, Area Engineer for the TxDOT Collin County Area Office may also be able to assist you with these concerns. She can be reached at 972-542-2345.

2. Dr. Larry Marshall

It appears that TXDOT has abandoned this project and left an unsafe potholed outside lane. TXDOT has gone silent on this issue and is unresponsive to date on where the project is going in the future. The merging lane westbound is still a danger to drivers merging which has increased the accident potential westbound and with the persistent potholes on the bridge even greater risks than before construction started. Your help is needed to awaken TXDOT on this issue.

Response by NCTCOG Transportation staff:

Thank you for this question. The Texas Department of Transportation (TxDOT) has said they are aware of the need to advance work in this corridor. TxDOT is seeking a contractor to complete work on a sound wall. Completion of the sound wall on the project's north side will allow TxDOT to open a lane that relieves the burden on the merge lane.

Twitter –

1. Join us from 5:30 -7:30 pm Feb. 16 or Feb. 21 to learn about the #US380 widening project between Coit Rd. & FM 1827 in @CityOfMcKinney @Town_of_Prosper @NCTCOGtrans

Details: <https://tinyurl.com/5bcnhn49> — TxDOT Dallas (@TxDOTDallas)



Toll Roads and Lanes

Facebook –

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



This app doesn't work thousands of people are not getting the HOV discount, and GoCarma doesn't care. Travelling for medical treatment for our son and they haven't given us an HOV discount yet! This huge failure on the NTTA TXDPS — Barbara Brewer

Thank you for providing feedback on the GoCarma app. Please complete the form at this link <https://gocarma.typeform.com/to/YgMsppBT> so our customer service team can help determine what might be causing issues with your account. You can also reach out to the team through the chat feature in the app itself or email team@gocarma.com. Staff is available Monday through Friday from 9 am to 5 pm.

Additionally, please see the below tips for maintaining your GoCarma account:

- You might need to update your app settings. When you open the app, follow the prompts at the top of the home screen. (This article: <https://support.gocarma.com/.../3272121-is-the-app-set-up-ok> is a great resource and helps explain the app settings.)
- If you are carpooling with your son, he either needs his own GoCarma account, or a verified Occupant Pass should be in your vehicle. If your son does not have a smartphone, you can order an Occupant Pass for him at <https://support.gocarma.com/.../3195127-what-if-someone...>
- To receive the HOV discount, you must be carpooling on the TEXpress Lanes during the peak periods, which are Monday through Friday from 6:30 am to 9:00 am and 3:00 pm to 6:30 pm.

Please don't hesitate to reach out to us with any additional questions. We want to ensure everything is working properly for you. – NCTCOG Transportation Department

We have the device unfortunately it doesn't work correctly! GoCarma is constantly telling people it will be corrected on their toll tag and NTTA says it's a GoCarma app problem. I would be interested to find out how many Texans that are using the HOA correctly are being overcharged! — Barbara Brewer

Bicycle/Pedestrian/Sustainable Development

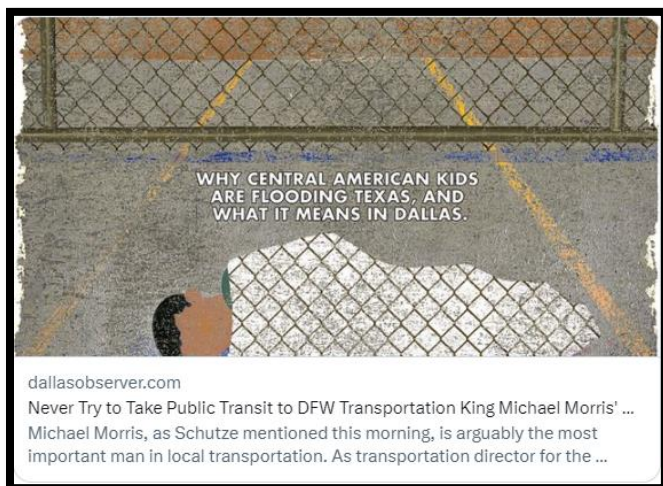
Twitter –

1. What does it say about @NCTCOGtrans if their Regional Transportation Committee meets every month in a building w/ no sidewalk out front?

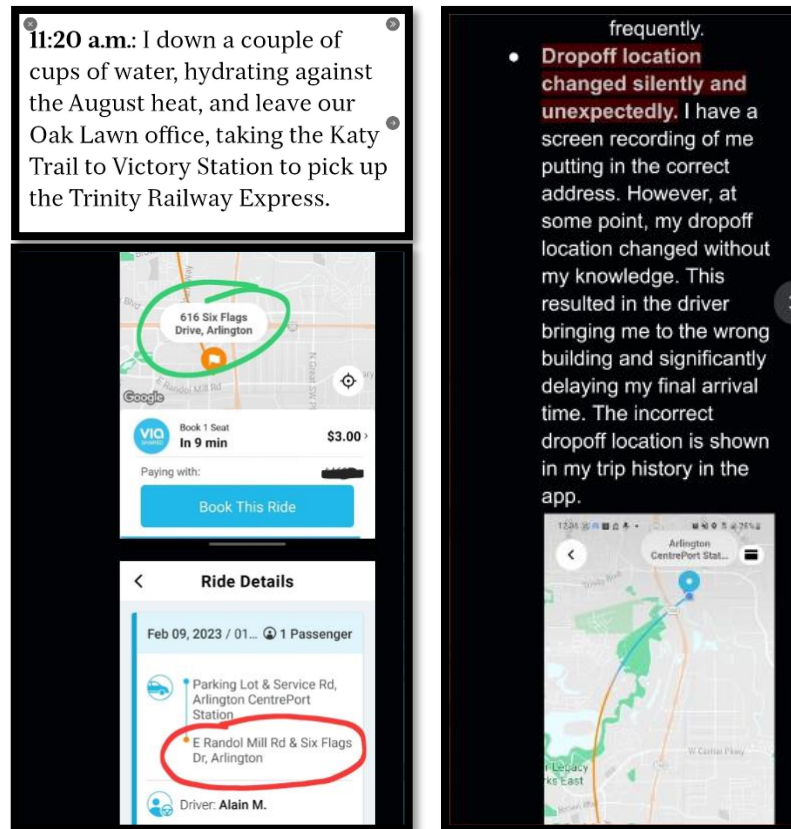
Technically it's within walking distance of passenger rail: a Six Flags rollercoaster 🎢 — Hexel (@hexel_co)



Dallas Observer had a very funny article on just that years back: — Nathaniel Barrett (@ncoxbarrett)



Lol well I have a 2023 update on this effort. I even started same way: biking to Victory on KT. Not to Morris' house, so no need to go all way to Dt FtW. But got my first (sad) taste of Arlington Via. — Hexel (@hexel_co)



Such a good post. — Doyle Rader (@DoyleRader)

2. Excited to have officially kicked off my podcast, **By Way Of Dallas**, about walkability, transportation, and mobility! Ergo, my target audience is basically @VoteOmarNarvaez @TxDOTDallas @NCTCOGtrans @dartmedia We're just getting started 😊🚲 — Hexel (@hexel_co)

Transit

Twitter –

1. \$407,309,124.00 That is how much @CityOfDallas paid to @dartmedia fiscal year 2021-22. How do we evaluate if we are getting a good return for our investment? Should we expect more transportation services for \$407m? @NCTCOGtrans — Cara Mendelsohn (@caraathome)

Offer a RFQ for what DART does and see what the bids come in at. Is DART Police included in that number? — Parker Woodruff (@AirspeedParker)

Yes, \$407m is the total \$ we give to dart directly from sales tax. We also pay them \$1m/yr to operate the North Oak Cliff Streetcar and approx \$250k/yr for a

senior rides program (which should be unnecessary/covered by their senior program). — Cara Mendelsohn (@caraathome)

I thought the MTA piece of the sales tax wouldn't otherwise be collectable from Dallas...so does it actually pass thru the City's hands to DART or does it come straight from the state comptroller? Or does the city decide what to do with the 1 percentage point of tax? — Parker Woodruff (@AirspeedParker)

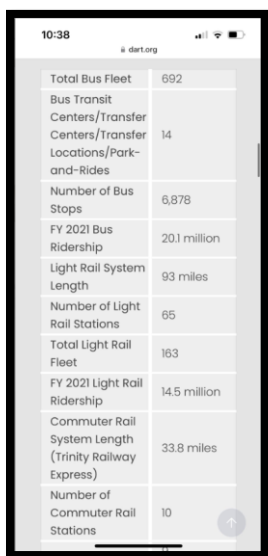
Per our agreement with Dart, the comptroller remits 1 cent of our Dallas sales tax directly to Dart. — Parker Woodruff (@AirspeedParker)

Does the City of Dallas have the authority to directly form DART's operations and find a better use of the percentage point of sales tax which DART gets? It's my understanding the City can't otherwise collect the MTA piece of sales tax unless it's used for transit...

\$407MM buys a lot of Uber passes — Parker Woodruff (@AirspeedParker)

If you could get believable ridership numbers the inefficiency would blow people's minds. That's equal to giving 77 free \$10 Uber rides to every single household in Dallas! — Matthew Marchant

Last year *40,000* riders per day on light rail? Give me a break. Take away the fair ridership and then have someone audit 10 random days with a physical count and we'll get a real number. — Matthew Marchant (@MatthewMarchant)

A screenshot of a mobile application displaying various statistics for DART (Dallas Area Rapid Transit). The app interface includes a status bar at the top showing the time as 10:38 and the URL dart.org. The statistics are presented in a two-column table with a light gray background and white text. The data includes fleet sizes, ridership figures for fiscal year 2021, and system lengths for different transit modes.

Total Bus Fleet	692
Bus Transit Centers/Transfer Centers/Transfer Locations/Park-and-Rides	14
Number of Bus Stops	6,878
FY 2021 Bus Ridership	20.1 million
Light Rail System Length	93 miles
Number of Light Rail Stations	65
Total Light Rail Fleet	163
FY 2021 Light Rail Ridership	14.5 million
Commuter Rail System Length (Trinity Railway Express)	33.8 miles
Number of Commuter Rail Stations	10

I think the same thing about bike lanes — East Dallas Brian (@DallasPolitix)

🚲 I walk in Victory area a ton during the day and never ever see any bikes. I have seen several people trip over the divider and cars run into it. — Matthew Marchant (@MatthewMarchant)

@CityOfDallas has a bad habit of allowing some expensive trend influencing policy. Activists yell, "We need more ____!" And when it gets funded bc of poor leadership and finally implemented, its application is either outdated or in an area that has no need for it.
— JohnnyAlamo (@Johnyalamo)

You really aren't going to have high bike ridership numbers unless you Also fix exclusionary zoning so you can have enough dense housing and close businesses. — Mitchell Davis (@therealallpro)

Your stations are mostly parking lots. Develop them with minimal parking, add housing and retail designed for transit, generate new property taxes — Curtis Rogers 🚲 (@CurtRog)

Start by looking at their Income Statements. Track revenue, itemized expenses and profits, say as a % of revenue. You can compare these ratios to others in the same industry. Leverage the \$407m to enforce performance based on measurable parameters. I could go on. — Enrique MacGregor (@EnriqueMacG)

Find several communities with what you consider good transportation services and benchmark their cost to ours. — Tim Feemster (@tsfeemster)

We aren't. — Dorian Isenberg (@DorianIsenberg)

Well, the first thing to do is fire all of the highly paid consultants (\$1M saved), interview a wide pool of Dart users (cost next to nothing) and have a line of transportation providers that can replace dart if they no longer are efficient (millions saved). — Bonni M. Crisfulli (@BonniCrisfulli)

Serious question: Could some of those dollars be better utilized subsidizing ridesharing trips? At what price point would residents take a rideshare & for what length of travel? 407M seems like too much; especially when many DART trips are 3 hrs for a 30 min trip in a rideshare — Foxhole (@foxholestrategy)

That's probably not a good roi and that's just dallas. I see the near empty dart train almost every day in Irving: — Republic of Texas (@dreamerintexas)

2. Jobs available. This is a great first job for teens. No public transit available. @NCTCOGtrans Six Flags Over Texas is looking to hire 500 seasonal jobs — Cara Mendelsohn (@caraathome)



I would think a lack of mass transit makes it an awful job for teens (or anyone else) — Tommythesaurusrex (@BombyFuntington)

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.

US 380 PLANS MOVE FORWARD

As Collin and Denton counties continue to grow at a rapid pace, TxDOT is committed to alleviating congestion along the US 380 corridor, a major east/west connector among North Texans.



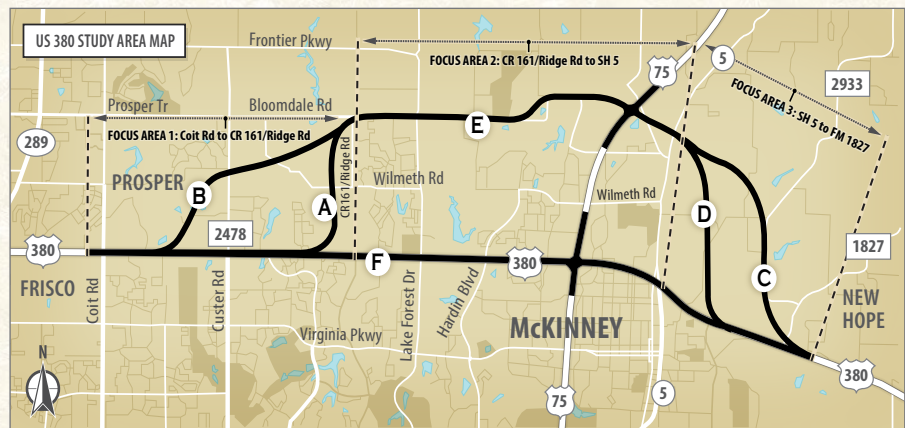
With Collin County surpassing 1 million residents a few years ago and Denton County following close behind, the approximately 60-mile stretch of roadway is vital to the area's growth.

Plans are currently being developed to create a six- to eight-lane freeway with frontage roads along US 380. Denton County's project is in the early stages of public involvement. The Collin County section has been divided into five projects, all at different environmental stages. One of the most high-profile projects, which runs from Coit Road in Prosper to FM 1827 in McKinney, is nearing the final stages of planning.

Last year, TxDOT determined widening the roadway in that area was not recommended along its current alignment, due to the potential impact to businesses and residences. Thus, several alternatives were proposed and analyzed.

The preferred alternative was announced in the draft environmental impact study in January.

The selected route will stay along the current US 380 corridor farther before moving north,



SOURCE: TxDOT

TxDOT graphics

just west of County Road 161/Ridge Road. The alignment then continues along Bloomdale Road before veering south near FM 2933. The route will have fewer displacements and

avoid impacting a horse therapeutic facility, which was a major public concern.

More on BACK PAGE »

JANUARY 2023 LET PROJECTS

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	+/- (%)	EST. TOTAL COST (M)	CONTRACTOR
1	0092-03-057	IH 45	SH 34 to south of SL 161	Repair roadway	\$2.71	\$2.67	-1.53%	\$3.10	Gibson & Associates, Inc.
2	0095-03-107*	VA	Various locations to in the Dallas District	Seal coat and pavement markings	\$21.84	\$21.78	-0.26%	\$23.63	Brannan Paving Co., Ltd.
3	0196-02-128 ¹	IH 35E	At 1171 and Main St.	Interchange improvement	\$84.50	\$105.46	24.80%	\$106.90	Sema Construction, Inc.
4	1013-01-038	FM 546	At FM 3286 intersection	Intersection improvement	\$2.81	\$3.31	17.80%	\$3.75	A. K. Gillis & Sons, LLC
5	1014-02-043	FM 548	At Parker Creek	Bridge replacement	\$3.84	\$4.09	6.61%	\$4.99	Indus Road & Bridge, Inc.
6	1567-02-037	FM 423	W Lake Highlands Dr. to Lake Ridge Dr.	Landscape development	\$0.22	\$0.49	20.89%	\$0.27	C. Green Scaping, L.p.

* 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 million

EST. JANUARY 2023 TOTALS	\$115.92	\$137.81	11.39%
DISTRICT FY CUMULATIVE LETTINGS	\$961.31	\$1,080.88	
DALLAS DISTRICT FY LETTING VOLUME CAP	\$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.

FEBRUARY 2023 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
1	0047-14-087	US 75	West University Dr. to south of Virginia Pkwy.	Landscape Development	\$0.59
2	0092-02-141	IH 45	8.4 miles south of IH 20	Bridge Maintenance	\$3.92
3	0173-02-077	SH 34	Ellis County line to FM 1390	Rehabilitate Existing Roadway	\$11.62
4	0442-02-169	IH 35E	At Woody Branch	Bridge Maintenance	\$2.08
5	0816-02-083	FM 455	At Creek Creek	Replace Bridge and Approaches	\$4.13
6	0918-47-347*	Marsalis Ave.	Various Intersections to In City of Dallas	Traffic Signal Improvements	\$1.81
7	1047-03-076	FM 1382	1 mi N of Penn Branch Pkwy. to 1200' N of Penn Branch Pkwy.	Drainage Improvements & Install Median Barrier	\$3.76

* Unmapped.

ESTIMATED TOTAL \$27.91 M

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

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0918-47-096	West Spine Rd.	On West Spine Rd., within the Cedar Hill State Park	Rehabilitation of existing park road	\$4.55	01/23/2023
2	0195-03-101	IH 35E	From US 77 to IH 35W	Resurfacing	\$6.08	01/23/2023

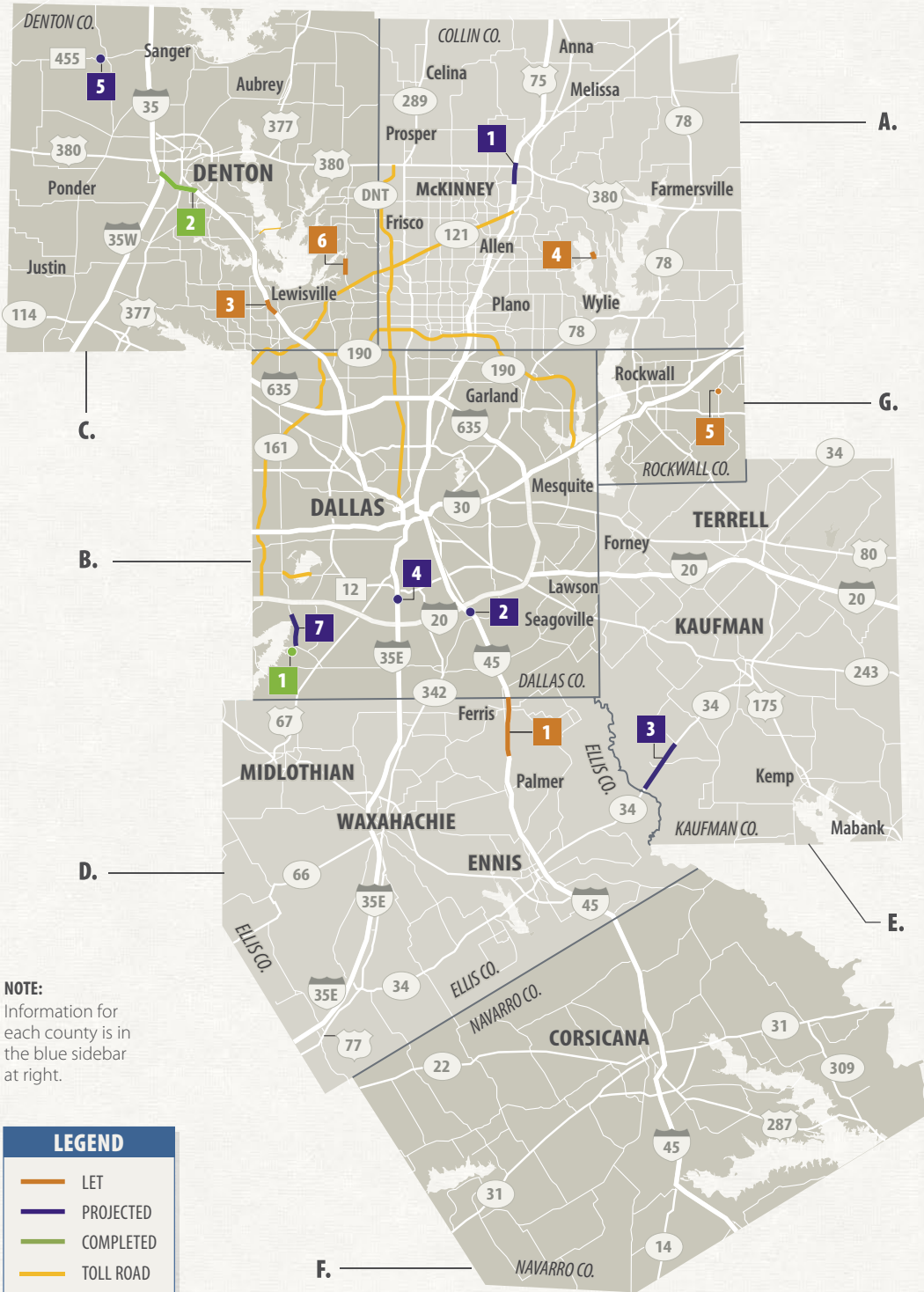
ESTIMATED TOTAL \$10.63 M

SOURCE: Texas Department of Transportation.

TxDOT graphic

DALLAS DISTRICT PROJECTS MAP

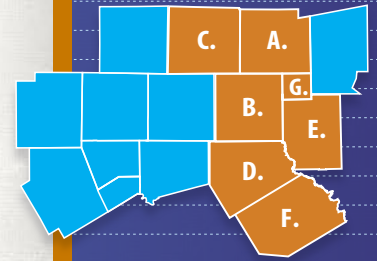
Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in **January 2023**, are projected to let in **February 2023**, or have recently been **completed**.



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

LEGEND	
—	LET
—	PROJECTED
—	COMPLETED
—	TOLL ROAD

SOURCE: TxDOT research
***POPULATION ESTIMATE:** NCTCOG



2022 DALLAS DISTRICT ESTIMATE TOTALS

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

A. | COLLIN COUNTY

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

B. | DALLAS COUNTY

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

C. | DENTON COUNTY

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

D. | ELLIS COUNTY

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

E. | KAUFMAN COUNTY

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

F. | NAVARRO COUNTY

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

G. | ROCKWALL COUNTY

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

Continued from COVER STORY »



Both Collin and Denton counties have had interim projects that address congestion and safety concerns with today's current traffic.

Denton County's interim US 380 project will widen the highway and eliminate at-grade crossings at five intersections. That project is currently under construction and is expected to be complete in 2025. Eventually, the entire US 380 corridor would be a controlled access highway, with stoplights only on frontage roads, which will manage congestion and improve mobility.

Throughout all phases of public involvement for the US 380 project in Prosper/McKinney, TxDOT received thousands of comments from the public regarding potential new alignments. As TxDOT nears making a record of decision, the public will have another chance to share their feedback. Two public hearings are scheduled in February for the community to learn about the plans for US 380. All materials will be available online at www.keepitmovingdallas.com/US380EIS starting at 5:30 p.m. Feb. 16 and 21.

1. FUNDING SOURCES



Motor Fuel Taxes



Vehicle Registration Fees



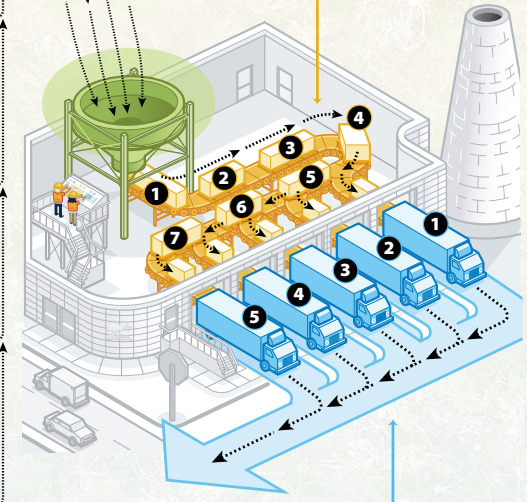
Prop 1/Prop 7



Federal Reimbursements

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

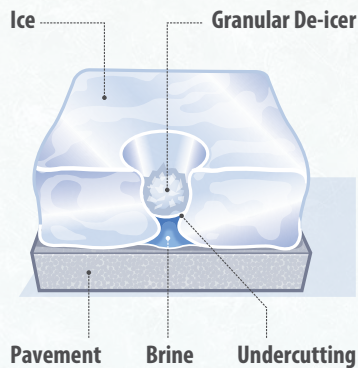
1. Connectivity
2. Preservation
3. Safety
4. Mobility
5. Roadway Maintenance

TxDOT PREPARED FOR WINTER WEATHER

HOW DO THE CHEMICALS WORK?

Granular De-Icer

A granular de-icer – salt for instance – lowers the freezing point of water from 32 °F to about 15 °F (depending on how much you use). When salt makes contact with ice, melting begins immediately and spreads out from that point, creating a salt/water mix (brine) that continues melting the ice, undercutting the bond between the ice and the road.



Melting Ice Takes Time

The temperature and the amount of ice or snow on the road determine de-icing material amounts and melting rates. As temperatures drop, the amount of de-icer needed to melt a given quantity of ice increases significantly.

WHICH MATERIALS ARE USED ON THE ROADS?



Before an ice/snow event

- Liquid salt-based anti-icers help prevent ice formation



During an ice/snow event

- Various salt-based granular de-icers are used to help melt ice already formed on the road

AFTER SNOW/ICE EVENT

- Stockpiles/supplies are replenished (multi-day storm)
- Roadways are swept/cleaned of excess aggregate
- Winter plan effectiveness is evaluated and adjusted
- Roadway repairs are scheduled (potholes, guardrails, structures, etc.)
- Equipment is serviced and prepared for the next winter storm

SOURCE: Texas Department of Transportation

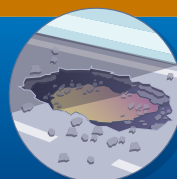
Credit: DEAN HOLLINGSWORTH/TxDOT Information Specialist

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>