AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE
Friday, August 26, 2022
North Central Texas Council of Governments

1:30 pm **Full STTC Business Agenda**

1:30 – 1:35 1. **Approval of July 22, 2022, Minutes**

☑ Action ☐ Possible Action ☐ Information Minutes: 5

Presenter: Ceason G. Clemens, STTC Chair

Item Summary: Approval of the July 22, 2022, meeting minutes contained in Electronic Item 1 will be requested.

Background: N/A

1:35 – 1:40 2. **Consent Agenda**

☑ Action ☐ Possible Action ☐ Information Minutes : 5

2.1. **Air Quality Funding Recommandations Related to the Environnemental Protection Agency (EPA) National Clean Diesel Funding Assistance Program**

Presenter: Trey Pope, NCTCOG

Item Summary: Staff will request Committee approval of funding recommendations for the North Texas Clean Diesel Project 2021 Call for Projects.

Background : The North Central Texas Council of Governments opened the North Texas Clean Diesel Project 2021 Call for Projects (CFP) through an Environmental Protection Agency National Clean Diesel Funding Assistance Program award. The CFP award grants funds for replacements of on-road diesel vehicles and engines, nonroad diesel equipment, diesel transport refrigeration unit trailers, diesel drayage trucks, locomotive engines, and locomotive shore power installation in North Central Texas. One application was received by the CFP deadline of July 15, 2022. Staff completed review, quantified emissions, and developed project funding recommendations. This initiative is an extension of clean vehicle efforts listed as Weight-of-Evidence in the current State Implementation Plan. Electronic Item 2.1.1 provides an overview of the call for projects and staff recommendations. Electronic Item 2.1.2 provides detailed project listings.

Performance Measure(s) Addressed: Air Quality

2.2. **Transit Strategic Partnership Program: Summer 2022 Projects**

Presenter: Rachel Jenkins, NCTCOG

Item Summary: Staff will request Surface Transportation Technical Committee (STTC) recommendation for Regional Transportation Council approval to provide funding to

STAR Transit for expanded transit service to the Cities of Cedar Hill and Duncanville through the Transit Strategic Partnership Program.

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

Performance Measure(s) Addressed: Transit

1:40 – 1:50 3. **FY22 Bridge Investment Program (BIP)**

☑ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will request Surface Transportation Technical Committee (STTC) endorsement of a project to be submitted for funding consideration through the Fiscal Year 2022 (FY22) Bridge Investment Program (BIP). The proposed project will be submitted under the Bridge Projects funding category (eligible costs equal to/less than $100 million), with applications due to US DOT by September 8, 2022.

Background: In June 2022, the United States Department of Transportation (US DOT) announced a Notice of Funding Opportunity (NOFO) to solicit applications for FY22 BIP funding. This $2.36 billion program includes three categories of BIP funding opportunities: (1) Planning, (2) Bridge Projects, and (3) Large Bridge Projects (eligible costs greater than $100 million). Planning applications were due to US DOT by July 25, 2022, but NCTCOG did not submit applications under that category this year. NCTCOG also did not pursue applications this year under the Large Bridge Projects category, and those applications were due to US DOT on August 9, 2022. Just

over $1 billion of the overall FY22 BIP funds are available for the Bridge Projects funding category. Funds will be awarded on a competitive basis for bridge replacement, rehabilitation, preservation, and protection projects that: (1) improve the safety, efficiency, and reliability of people/goods movement over bridges; and (2) improve the condition of U.S. bridges by reducing (a) the number of bridges (and total person-miles traveled over bridges) in poor condition, or at risk of falling into poor condition, within the next three years, or (b) the number of bridges not meeting current geometric design standards or load/traffic requirements typical of the regional transportation network. Available at https://www.fhwa.dot.gov/bridge/bip/index.cfm, the FY22 BIP NOFO describes the application requirements, selection and evaluation criteria, applicable program and federal requirements, and available technical assistance during the grant solicitation period. Electronic Item 3.1 lists the 92 regional bridges currently rated in poor condition according to 2022 National Bridge Inventory (NBI) data, organized by TxDOT district and county location. Listings shown in green indicate bridges where treatment projects to address condition are either completed, under construction, or funded and scheduled for near-term construction. Listings shown in blue indicate bridges where the scope of potential treatment projects is pending further study. Listings shown in yellow are bridges which were further evaluated by NCTCOG, TxDOT, and other partners as potential FY22 BIP candidate projects. Staff will provide information supporting selection of the listing shown in red (Sylvania Avenue @ SH 121 – Fort Worth) and request the Committee's endorsement for submitting a BIP application to address this critical project. Electronic Item 3.2 provides additional BIP details and information on the proposed project.

Performance Measure(s) Addressed: Roadway, Safety

1:50 – 2:00 4. **Safe Streets and Roads for All Regional Grant Application**

☑ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Julie Anderson, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council approval of a regional implementation project submittal to the Fiscal Year (FY) 2022 Safe Streets and Roads for All (SS4A) Discretionary Grant program.

Background: The U.S. Department of Transportation has announced a Notice of Funding Opportunity for the solicitation of applications for FY22 SS4A funding. The Bipartisan Infrastructure Law established the new SS4A discretionary program with $5 billion in appropriated funds over the next five years. In FY22, up to $1 billion is available. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. A maximum of one grant application may be submitted per

agency. Staff will provide an overview of the proposed regional implementation grant application by the North Central Texas Council of Governments (NCTCOG), the City of Dallas, and Dallas Area Rapid Transit (DART) for Martin Luther King Jr. Blvd. and Cedar Crest Blvd. in Dallas. Road Safety Audits for the roadway corridor were facilitated by the Federal Highway Administration in 2021, in partnership with the City of Dallas, Texas Department of Transportation, and NCTCOG. The implementation project will include a complete street retrofit, technology, and safety countermeasures to improve the safety and comfort of all modes of transportation including motor vehicle, transit, bicycle, and pedestrian. The anticipated total cost for the project is $22 million, with an anticipated federal request of $17.6 million. The local match will be covered by the City of Dallas and DART. An overview of the proposed project is contained in Electronic Item 4.

Performance Measure(s) Addressed: Roadway, Safety

2:00 – 2:10 5. **Transportation infrastructure Certification TransPod and JPods**

☑ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Brendon Wheeler, NCTCOG

Item Summary: As an initial step in implementing the Transportation Infrastructure Certification Program, staff will introduce two applicant technologies: TransPod and JPods. Both technologies follow the requirements established by the RTC as defined in Policy P22-2, including the utilization of the initial certification track or pilot corridor for eventual commercial service that fulfills a transportation need identified by the Mobility 2045 Update. Staff will outline next steps for these two technologies within the Certification Program and will request action to recommend RTC advance these proposals to interested local governments that may wish to submit locations for the technology providers to consider.

Background: In May 2022, the RTC adopted Policy P22-2 to develop a process for the Transportation Infrastructure Certification Program. This program serves to guide a consensus-building path among the RTC, interested local governments, and transportation technology providers in bringing innovative transportation solutions to our region with the end goal of a commercial application serving a long-range transportation need. This transparent process ensures a level playing field for transportation technology providers wishing to prove their technology and for local governments wishing to attract unique and innovative transportation technologies to solve their transportation needs. TransPod is a hyperloop developer based in Canada, focused on developing ultra-high-speed vehicles within a low-pressure tube to carry people and goods long distances between cities. JPods is a solar-powered, overhead personal rapid transit system, similar in concept to an advanced gondola/cable car system, that operates on a

low-speed gridded network within or along existing right-of-way to transport people within an urban area. Staff is continuing to review letters of interest from technology providers wishing to join this program and will update STTC and the RTC on the results of these applications as they advance through the process. Additional details are provided in Electronic Item 5.1 and Policy P22-2 is provided as Electronic Item 5.2.

Performance Measure(s) Addressed: Good Movement, Transit

2:10 – 2:20 6. **Federal Performance Measures Update**

☑ Action ☐ Possible Action ☐ Information Minutes: 10

Presenters: James McLane and Ezra Pratt, NCTCOG

Item Summary: Staff will request endorsement of new targets for federally required performance measures. The targets are set in cooperation and coordination with the Texas Department of Transportation.

Background: Federal Performance Measures were originally introduced in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and carried through in the Fixing America's Surface Transportation (FAST) Act and Infrastructure Investment and Jobs Act (IIJA). These laws and subsequent related rulemaking require that certain performance measures be included in the long-range metropolitan transportation planning process. These measures were established by a series of five rulemakings: Highway Safety (PM1), Infrastructure Condition (PM2), System Performance/Freight/Congestion Mitigation and Air Quality (PM3), Transit Asset Management (TAM), and Public Transportation Agency Safety Plans (PTASP). Each performance measure rulemaking consists of several specific performance measures. An update will be provided on progress for the PM3, TAM, and PTASP measures. Proposed new targets for the PM3 and TAM measures will be included for future adoption by the Regional Transportation Council (RTC) on September 8, 2022, to meet the required federal due date of October 1, 2022. Electronic Item 6 provides further details.

Performance Measure(s) Addressed: Air Quality, Transit

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. High Speed Rail (Electronic Item 7.1)

2. High Occupancy Vehicle Quarterly Report (Electronic Item 7.2)
3. Parking Garage Policy Update (Electronic Item 7.3)
4. Draft Updated Rules for Public Comments at Regional Transportation Council Meetings (Electronic Item 7.4)
5. US 75 Technology Lane for Partnership with Local Government and Texas Department of Transportation

Performance Measure(s) Addressed: Roadway, Safety

2:30 – 2:40 8. **Status Report on Electric Vehicles/National Drive Electric Week**

☐ Action ☐ Possible Action ☑ Information Minutes: 10

Presenter: Soria Adibi, NCTCOG

Item Summary: Staff will provide an update on the status of electric vehicle (EV) adoption in North Texas. Upcoming National Drive Electric Week events will also be highlighted.

Background: The North Central Texas Council of Governments (NCTCOG) continues to encourage EV adoption as a strategy to improve local air quality by reducing transportation system emissions. As the industry matures, availability and adoption of this technology continues to grow in both the passenger vehicle and heavy-duty sectors. Staff has also begun planning the annual National Drive Electric Week (NDEW) event to showcase EVs to the public. NDEW is between September 23 – October 2, 2022. Additional details are available in Electronic Item 8.

Performance Measure(s) Addressed: Air Quality

2:40 – 2:50 9. **Fast Facts**

☐ Action ☐ Possible Action ☑ Information Minutes: 10

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

1. Walk to School Day Promotion 2022 (Electronic Item 9.1)
2. Comments to FHWA on National Electric Vehicles Infra Plan (Electronic Item 9.2)
3. Regional Vanpool (Electronic Item 9.3)
4. North Texas Center for Mobility Technologies Project Tracking (Electronic Item 9.4)
5. Air Quality Funding Opportunities for Vehicles (www.nctcog.org/aqfunding)
6. Dallas-Fort Worth Clean Cities Events (https://www.dfwcleancities.org/events)
7. 2022 Ozone Season Update (Electronic Item 9.5)
8. September Public Meeting Notice (Electronic Item 9.6)
9. Public Comments Report (Electronic Item 9.7)
10. Written Progress Reports:
    - Partner Progress Reports (Electronic Item 9.8)

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 September 23, 2022.***

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE
July 22, 2022

The Surface Transportation Technical Committee (STTC) met on Friday, July 22, 2022, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: David Boski, Shon Brooks, John Cordary, Jr., Hal Cranor, Jackie Culton, Clarence Daugherty, Chad Davis, Caryl DeVries, Greg Dickens, Rebecca Diviney, Phil Dupler, Chad Edwards, Eric Fladager, Chris Flanigan, Ann Foss, Eric Gallt, Gary Graham, Matthew Hotelling, John D. Hudspeth, Jeremy Hutt, Thuan Huynh, Kelly Johnson, Gus Khankarli, Eron Linn, Clay Lipscomb, Stanford Lynch, Chad Marbut, Wes McClure, Brian Moen, Mark Nelson, Jim O'Connor, Tim Palermo, Dipak Patel, Shawn Poe, John Polster, Kelly Porter, Tim Porter, Greg Royster, Brian Shewski, Walter Shumac, III, Caleb Thornhill, Gregory Van Nieuwenhuize, and Robert Woodbury.

Others present at the meeting were: Soria Adiba, Vickie Alexander, Julie Anderson, Berrien Barks, Carli Baylor, Jason Brown, Lori Clark, Nicholas Collins, Huong Duong, Kevin Feldt, Victor Fishman, Gypsy Gavia, Jilkon Giles, Christie Gotti, Lyneil Harris, Jeff Hathcoch, Mike Johnson, Major Jones, Dan Kessler, Ken Kirkpatrick, James McLane, Mindy Mize, Michael Morris, Jeff Neal, Ezra Pratt, Minesha Reese, Robert Saylor, Samuel Simmons, Bill Smith, Toni Stehling, Shannon Stevenson, Shane Tully, Alexander Young, and Susan Young.

1. **Approval of June 24, 2022, Minutes:** The minutes of the June 24, 2022, meeting were approved as submitted in Electronic Item 1. John Polster (M); Jim O'Connor (S). The motion passed unanimously.

2. **Consent Agenda:** There were no items were on the Consent Agenda.

3. **FY22 Bridge Investment Program (BIP):** Jeff Neal provided the Committee additional information on the Fiscal Year 2022 (FY22) Bridge Investment Program (BIP) and requested approval for Regional Transportation Council (RTC) action to submit applications on candidate projects under the Bridge Projects funding category. In June 2022, the United States Department of Transportation (US DOT) announced a Notice of Funding Opportunity (NOFO) for the solicitation of applications for FY22 BIP funding. This $2.36 billion program includes three categories of BIP funding opportunities: (1) Planning; (2) Bridge Projects (eligible costs equal to/less than $100 million); and (3) Large Bridge Projects (eligible costs greater than $100 million). A total of $20 million in FY22 BIP funds are available for planning opportunities. These funds will be awarded on a competitive basis for planning, feasibility analysis, and revenue forecasting associated with development of a project that would subsequently be eligible for BIP funding under either the Bridge Projects or Large Bridge Projects funding categories. Planning applications are due to US DOT by July 25, 2022, but NCTCOG plans to not submit applications under this category this year. A total of $2.34 billion in FY22 BIP funds are available for the Bridge Projects and Large Bridge Projects opportunities. Funds will be awarded on a competitive basis for bridge replacement, rehabilitation, preservation, and protection projects that: (1) improve the safety, efficiency, and reliability of people/goods movement over bridges; and (2) improve the condition of U.S. bridges by reducing (a) the number of bridges (and total person-miles traveled over bridges) in poor condition, or at risk of falling into poor condition, within the next three years, or (b)

the number of bridges (and total person-miles traveled over bridges) not meeting current geometric design standards or load/traffic requirements typical of the regional transportation network. Available at https://www.fhwa.dot.gov/bridge/bip/index.cfm, the FY22 BIP NOFO describes the application requirements, selection and evaluation criteria, applicable program and federal requirements, and available technical assistance during the grant solicitation period. Large Bridge Project applications are due to US DOT by August 9, 2022. Bridge Project applications are due to US DOT by September 8, 2022. Electronic Item 3 contained a list of regional bridges currently rated in poor condition according to 2021 National Bridge Inventory (NBI) data. Regional agencies submitting projects must complete the www.grants.gov registration process, usually requiring two-four weeks for completion, prior to submitting applications. Assuming the projected timing for application development per each FY22 BIP funding category, requests for a Regional Transportation Council (RTC) letter of support should be submitted to Kyle Roy, at kroy@nctcog.org, by the following deadlines: Planning – July 14, 2022, Large Bridge Projects – July 29, 2022, Bridge Projects – August 29, 2022. Action on this item was not requested, action will be requested at the August meeting.

4. **2023 Unified Transportation Program and Regional 10-Year Plan Update:** Cody Derrick briefed the Committee regarding the proposed changes for the Regional 10-Year Plan Update, including two proposed funding exchanges related to the Southeast Connector project. Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods. Since December 2016, the Regional Transportation Council has annually approved a set of projects funded with Category 2 (MPO selected) and Category 4 (TxDOT District selected) funds and submitted for Texas Transportation Commission (TTC) consideration with Category 12 (TTC selected) funds that cover 10 years of highway projects. Since the last update in 2021, North Central Texas Council of Governments (NCTCOG) staff has coordinated with the TxDOT Dallas, Paris (Hunt County), and Fort Worth districts regarding updates to previously approved projects, as well as potential additions to the 10-Year Plan to be included in the 2023 Unified Transportation Program (UTP). In response to a March 1, 2022, deadline set forth by TxDOT, staff worked with TxDOT to draft a list that includes these project updates and potential new candidate projects. In recent weeks, feedback was received from TxDOT Headquarters regarding the region's funding requests. Cody highlighted that not all of the region's requested Category 2 funds were being picked up due to discrepancies between the carryover balances that TxDOT Headquarters and NCTCOG/TxDOT Districts are showing, leading to more funding being requested than is available. Cody also noted that staff is in the process of coordinating with TxDOT ~~to~~ on a path forward regarding the discrepancies. The principles for the development of the Regional 10-Year Plan and historical funding allocations to the region were briefly highlighted. As part of this update to the 10-Year Plan, proposals for a Category 2/Category 12 funding exchange are being made. The Southeast Connector project came in $800M over the estimate. The project has been split into four pieces, with only the first one being fully funded. Funding is being pursued for only one additional segment at this time, which costs $468 million. To address this funding gap on the Southeast Connector project, staff is proposing that Category 2 funds be removed from several out-year projects and be replaced with Category 12 funding in the 2023 UTP. The freed-up Category 2 funds would then be used on the $468 million section of the Southeast Connector to advance it by February 2023. The projects with Category 2 funding which were proposed to change to Category 12 to offset the funding being added to the Southwest Connector segment are: TIP 13070/CSJ 0135-15-002 ($283,996,800), TIP 13067/CSJ 0135-02-065 ($120,000,000), TIP 13033.5/CSJ 0196-01-113 ($61,486,864), and FM 428 Greenbelt ($2,516,336) (after

refunding project with $50M). Instead of funding the FM 428 Greenbelt project, TxDOT is proposing to increase the amount of the swap on TIP 13070 by the same amount (to $286,513,136). Surface Transportation Block Grant (STBG) funds are not being obligated as quickly as needed, so a Category 2/STBG funding exchange is also being proposed. $97.9 million of Category 2 funds currently on a section of the Southeast Connector project are proposed to be exchanged with STBG funds. Since this Southeast Connector section can go to construction in Fiscal Year 2022, the region will be able to quickly reduce the carryover balance of STBG funds and take advantage of additional STBG funding that became available to the State. To complete the exchange, 15 projects across the region that are currently funded with $97.9 million of STBG funds are proposed to be funded with Category 2 funds instead (refer to comment section in Planned Project list for specific projects). Maps displaying the proposed projects and their statuses, as well as other major capacity projects across the region were presented. Cody noted that staff would work on finalizing project selection/update efforts with TxDOT and bring the listings back for approval by the Committee and the RTC if needed. Staff will request action from the Committee in July, RTC action in August, with TxDOT Public Involvement for 2023 UTP in July and August of 2022, and anticipated TTC approval of 2023 UTP in August 2022. Electronic Item 4.1 includes additional information about the process. Electronic Item 4.2 contains the proposed list of planned projects for the Regional 10-Year Plan. Electronic Item 4.3 contains the 10-Year Plan projects that have let or been completed. Michael Morris highlighted this has potential to receive almost $500M additional funding. The East is pushing $500 million to the West. Kelly Porter asked in regard to 287 on the Northwest side, was that reduced by $18M? Michael Morris responded it's temporary, and that the project was originally slotted for $80M of Category 2 and now it's slotted for $62M of Category 2, so we are unsettled on the balance and go with the 820 projects in Fort Worth. We are temporarily pulling the money off of the project that's not going to construction for another five years.

A motion was made to approve the request for Regional Transportation Council approval of the 2022 Regional 10-year plan project listing, the proposed funding exchanges, and administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amending other planning/administrative documents to incorporate these changes. John Polster (M); Kelly Porter (S). The motion passed unanimously.

5. **Regional Pedestrian Safety Action Plan – 2022 Update:** Julie Anderson requested a recommendation for the Regional Transportation Council to approve the regional Pedestrian Safety Action Plan – 2022 Update. The regional Pedestrian Safety Action Plan (PSAP) was endorsed by the Regional Transportation Council (RTC) on June 20, 2021, and was adopted by reference as part of the Metropolitan Transportation Plan, Mobility 2045 Update, on June 9, 2022. NCTCOG staff conducted the first annual review of the Plan. The annual implementation summary report highlights the status of the 10 Action Items from the Plan, which are: 1) Facilitate collaboration with TxDOT, local governments, and regional organizations in support of projects and programs that improve regional pedestrian safety: 2) Conduct Roadway Safety Audits (RSA) for the pedestrian safety corridors: 3) Implement safety improvements based on RSA findings for pedestrian safety corridors; 4) Develop performance measures to evaluate the effectiveness of implemented countermeasures based on measurable data; 5) Coordinate and/or support the development of educational workshops and webinars aimed at informing law enforcement of pedestrian rights and responsibilities and the importance of accurate pedestrian crash reporting; 6) Coordinate and/or support educational programs and marketing campaigns aimed at informing the public, including drivers and pedestrians, of their rights and responsibilities when traveling

on the roadway; 7) Coordinate and/or support the development and implementation of policies, programs, and marketing campaigns aimed at improving safety and higher levels of physical activity for students; 8) Complete updates to the Regional Pedestrian Safety Action Plan at least every five years to integrate as part of the Metropolitan Transportation Plan, using updated data and regional analysis; 9) Conduct annual monitoring of pedestrian safety trends and reported crashes; and 10) Support a Regional Transportation Council (RTC) legislative program that addresses lower traffic speeds, yielding to pedestrians, and the use of wireless communication devices while operating a motor vehicle. Proposed updates to the Plan include an Environmental Justice analysis and a section related to annual monitoring and outcomes. The public comment period opened June 21 and continues through August 8, 2022. A redline version was posted to the NCTCOG website. Information was provided to the PSAP Committee and the Bicycle and Pedestrian Advisory Committee to review and provide comments. 81 percent of identified pedestrian safety corridors are located in a low income/minority populated area. Added items for monitoring and outcomes include: PSAP reviewed on an annual basis, produce an annual implementation summary report, and track progress towards goal of zero pedestrian fatalities by 2050. The PSAP schedule included STTC action on July 22, 2022, a public meeting on August 8, 2022, and RTC action on August 18, 2022.

A motion was made to approve recommended RTC approval of the PSAP (2022 Update) as presented. Kelly Porter (M); Mark Nelson (S). The motion passed unanimously.

6. **Director of Transportation Report on Selected Items:** Michael Morris provided an update on items on the Director's Report. The North Central Texas Council of Governments was awarded $300, 000 in a Federal Transit Administration's Areas of Persistent Poverty Grant to help improve transportation and advance the standard of living in Southeast Fort Worth zip code of 76104 (Electronic Item 6.1). The status of the BUILD Grant with Burlington Northern Santa Fe (BNSF), Trinity Metro, and Dallas Area Rapid Transit (DART) is proceeding with option two. The region won the BUILD Grant for $25 million with a contingency of BNSF contributing $2 million for construction funds and negotiating with DART, Trinity Metro, and Trinity Railway Express for additional freight slots for double tracking. The RTC is not a party to that particular agreement. Facing a September deadline and BNSF didn't accept the last offer from the public sector transit providers. The proposed August RTC action, if agreed to by all parties, is to ratify a RTC Transportation Director (Emergency) $2 million Backstop and the priority is to get grant agreements completed by September 22, 2022, with a 90-day "cooling off" period with the NCTCOG transportation director hosting negotiations. The Trackage Rights Agreement Amendment triggers the BNSF $2 million commitment (Electronic Item 6.2). Michael noted that Trinity Metro has a new President/CEO, Richard Andreski. He also provided an update on Changing Mobility's data insights and delivering Innovative Projects during COVID Recovery (Electronic Item 6.3). Michael mentioned the Megaregions and America's Future book that highlighted work being done by the Regional Transportation Council. Michael thanked NCTCOG staff person Jeff Neal for loading projects and grants with detailed information provided in Electronic Item 6.4. The August RTC meeting will be held on August 18, 2022, in coordination with the Irving transportation Investment Summit at the Irving Convention Center. He highlighted some information for the TransPOD Certification Facility policy proposal being worked on in the region (Electronic Item 6.5). He noted that there was great discussion on the Parking Garage Policy during the July 14 RTC meeting (slide presented during Director's Report). Michael noted that the RTC approved the US 75 Technology Lane in partnership with local governments and the Texas Department of Transportation by advancing $57 million, adding green vehicles (alternative fuel and electric) to peak periods,

being open to all vehicles on weekends, and with endorsement by the Cities of Dallas, Richardson, Plano, Allen, and McKinney.

7. **Safe Streets and Roads for All Regional Grant Application:** Julie Anderson briefed the Committee on the Fiscal Year 2022 (FY22) Safe Streets and Roads for All (SS4A) Grant program, and a proposed regional SS4A implementation grant application. The Bipartisan Infrastructure Law passed and approved by Congress earlier this year established several new grant and discretionary funding programs. There are several active Notice of Funding Opportunities (NOFO) currently and several that the North Central Texas Council of Governments has already submitted. The SS4A was recently announced and has $1 billion in funding available. There is no maximum or minimum award amount; however, the NOFO provides expected minimum and maximum ranges for applicant consideration. The grant purpose is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries; focused on all users. The grant priorities are to: promote safety, employ low-cost, high-impact strategies, ensure equitable investment in the safety needs of underserved communities, incorporate evidence-based projects and strategies, and to align with USDOT priorities of equity, climate sustainability, quality job creation, and economic strength and global competitiveness. Applications are due by September 15, 2022. The two SS4A grant types: Action Plan Grant - Develop or complete a comprehensive safety action plan and conduct supplemental action plan activities (in support of an existing safety action plan). Implementation Grant - Implement projects and strategies, conduct planning and design, conduct supplemental action plan activities (in support of an existing safety action plan). Applicants must already have an established Action Plan in place and complete a Self-Certification Eligibility Worksheet to apply for an Implementation Grant. NCTCOG will submit an application based on the Regional Pedestrian Safety Action Plan (PSAP), which is focused on addressing Pedestrian Safety Corridors, implementing safety countermeasures, and conducting Roadway Safety Audits. The SS4A FY22 Implementation Grant on Martin Luther King (MLK) Jr. Blvd. will include a complete street retrofit and reconstruction and implement safety countermeasures to address the safety of all modes of transportation including motor vehicles, transit, bicycle, and pedestrian. Of all the Primary Pedestrian Safety Corridors, MLK Jr. Blvd is in the top ten of average crashes per mile. Additional application elements include requesting funding for supplemental planning activities to enhance the existing PSAP to conduct roadway safety audits (RSA) on prioritized pedestrian safety corridors in four counties: Collin, Dallas, Denton, and Tarrant. SS4A was presented to the Surface Transportation Technical Committee (STTC) at its July 14, 2022, meeting; will be provided to the RTC meeting for information on August 18, 2022; then for action at the STTC meeting on August 26, 2022. RTC action will be requested on September 8, 2022, and applications are due September 15, 2022. Executive Board endorsement will be requested on September 28, 2022.

8. **COVID Transit Recovery Campaign Update:** Carli Baylor provided a brief, high-level update on the Transit COVID Recovery Campaign. The COVID-19 pandemic caused transit ridership to decline significantly in the North Texas region. In March 2021, the Regional Transportation Council (RTC) approved funding for the COVID-19 Infrastructure Program: Transit Partnership Investments, and $1 million was allocated for a Regional Transit Educational Campaign Program or Transit COVID Recovery Campaign. North Central Texas Council of Governments (NCTCOG), Dallas Area Rapid Transit (DART), Denton County Transit Authority (DCTA), and Trinity Metro have been coordinating closely on these efforts. The three goals of the campaign are to ensure transit safety measures and technologies are understood by the public, increase trust in public transportation, and increase ridership numbers. The campaign is broken into four tactic areas, two tactics are

under Phase One and two tactics under Phase Two. During Phase One, the project team focused on growing consumer confidence and developed branded communications materials to support health and safety protocols on transit. A toolkit was created and posted online for local cities, counties, and businesses to utilize in promoting the campaign. A total of $550,000 was allocated for advertising and paid media in Phase One. $450,000 of that amount has been budgeted for the transit agencies to utilize for advertising efforts. DART and Trinity Metro started their advertising in January 2022 and are working on final reports and example creatives for these efforts. Denton County Transportation Authority is currently working on a similar plan for FY23. The remaining $100,000 of the budget utilized local media personalities to aid in establishing trust between transit agencies and riders. Promotions for each transit agency ran between July and October 2021, and an increase in ridership was seen during each monthly focus, especially for Trinity Metro and DCTA. When the overlapped influencer campaign was compared with the monthly number of transit users, there was a positive correlation. During Phase Two, the project team is focused on educating North Texas and the business community on incentives and the benefits of using transit. A total of $350,000 has been allocated to promote "Transit Is Your Friend" and $100,000 has been devoted to implement an event to promote and increase ridership demand. NCTCOG staff and the three transit agencies are in the process of determining how this money will be utilized and have been working on ways to promote the use of transit during Clean Air Action Day on Wednesday, August 3. Staff is continuing to reach out to chambers and local governments regarding this initiative. Towards the beginning of the pandemic, ridership decreased by about 50 percent. However, the numbers are increasing, and the transit team manages these quarterly reports in an online dashboard and are working hard to update it with Quarter 2 data. Staff encouraged partners to join in promoting the educational campaign. The campaign toolkit can be found at www.nctcog.org/transitrecovery. Additional details were available in Electronic Item 8.

9. **Federal Performance Measures Update:** James McLane and Ezra Pratt updated the Surface Transportation Technical Committee (STTC) on federally required performance measures. Observed progress for the measures will be provided as well as proposed targets for the next reporting period. The targets are set in cooperation and coordination with the Texas Department of Transportation (TxDOT). The performance measures were originally introduced in the Moving Ahead for Progress in the 21st Century Act (MAP-21), was signed into law in the Fixing America's Surface Transportation (FAST) Act and carried through in the infrastructure investment and Jobs Act (IIJA). An update was provided more specifically on progress for the System Performance Freight, and CMAQ measures, commonly known as PM3, and Transit Asset Management. Rulemaking PM3 and Transit Asset Management is anticipated for STTC action on August 26, 2022, Regional Transportation Council (RTC) action on September 8, 2022, and PM3's upcoming measures milestone on September 19, 2022, MPOs submit Planning Management Forms to TxDOT. Transit Asset Management's upcoming measures milestone on October 2022 provide targets to TxDOT and Federal Transit Authority. James provided an update on the individual performance measures for PM3, interstate reliability, Percentage of travel on Interstates in the MPA meeting federal threshold for reliability measures predictability of travel times, higher values indicate improvement, measure has been steadily improving over time, somewhat impacted by COVID-19 pandemic, 2021 values returned to near normal, and the RTC continues to implement policies and programs aimed at maximizing the existing system capacity, reducing demand through implementation of travel demand management strategies, and strategically adding new Interstate capacity. As for the non-interstate reliability, Percentage of travel on Non-Interstates in the MPA meeting federal threshold for reliability, higher values indicate improvement, measures predictability of travel times, measure has been

steadily improving over time, more significantly impacted by COVID-19 pandemic, 2021 values remain high, but expected to return to normal patterns over time similarly to Interstates. The RTC continues to implement policies and programs aimed at increasing traffic flow through signal timing coordination, implementing travel demand management strategies, and strategically adding new arterial street capacity. Peak hour excessive delay, hours of "excessive" delay experienced per capita on the NHS in an urbanized area now required for Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney Urbanized Areas (2010 boundaries) - less data and stability for newer reporting areas, lower values indicate improvement, measure has been slightly improving over time, strongly impacted by COVID-19 pandemic, 2021 values remain lower, but analysis of 2022 data to date indicates a return to previous trends for Dallas-Fort Worth-Arlington, the RTC continues to implement policies and programs such as robust incident management during peak hours, as well as providing other travel options such as express managed lanes, regional rail, and express bus service. Ezra Pratt provided an update on the Transit Asset Management and Public Transportation Agency Safety Plans (PTASP). Transit Asset Management (TAM): Business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair. As required, regional targets were set in coordination with providers, RTC adopted initial regional TAM targets on December 14, 2017, Regional targets need to be either reaffirmed or updated targets need to be adopted for FY2023-2026, NCTCOG is actively working with providers to meet targets through the Cooperative Vehicle Procurement Program. Providers in the region employ a variety of methods to set targets and measure performance, most set targets based on overall performance of each individual asset category and type and use a mix of FTA and custom definitions for Useful Life Benchmarks, TXDOT (Transit Division) Group Plan contains 15% targets. NEW: 2021 Bipartisan Infrastructure Law added that USDOT now requires project sponsors for Fixed Guideway CIG applications to have made progress toward TAM targets. This is also a consideration for SGR Grant rail vehicle replacement applications. TAM target recommendation for large agencies, recommend maintaining previous targets for all asset categories and types, except Equipment, for FY2023-2026, Goals for Maintained Targets continue the consistent approach from the original adopted targets, encourage continued improvement for individual providers and the overall region, provide an aspirational goal to guide regional coordination and assistance in keeping critical transit assets and infrastructure in a State of Good Repair. TAM targets for smaller providers recommend new targets for all asset categories and types be adopted for FY2023-2026, goals for Proposed Targets, maintain strong performance in Infrastructure and Facilities asset categories provide targets that are closer to regional performance, while still encouraging continued improvement for individual providers, reflect the challenges transit providers face in replacing vehicles at or past ULB amidst supply chain and operational struggles. Public Transportation Agency Safety Plan (PTASP) Annual Progress Update - Targets have four-year time horizon, adopted in 2021 by RTC, to be met by 2025, most recent year of available data (FY 2020, "Year 1") has been calculated to determine progress toward the targets. This agenda item is an information item for the July 22, 2022, STTC meeting and for the August 18, 2022, RTC meeting, for action at the August 26, 2022, STTC meeting, and September 8, 2022, RTC Meeting, and the deadline for targets is October 1, 2022. Additional details and charts presented can be located in the presentations for the July 22, 2022, meeting on the NCTCOG webpage: www.nctcog.org/sttc.

10. **Status Report on Engine Off North Texas:** Huong Duong provided a brief overview and update on the Engine Off North Texas Program. The Engine Off North Texas (EONT) Program was developed to reduce the impacts of idling in North Central Texas to help mitigate the region's ozone nonattainment status. The program focuses on providing

resources to local governments to implement idle reduction policies that focus on heavy-duty diesel vehicles and educational and outreach material about the impacts of idling. The Air Quality Policy (AQ2-005) states that efforts to improve air quality are enhanced by policies which provide guidance on best practices to minimize fleet emissions impacts through acquisition, operation, and/or maintenance behaviors. Huong reviewed the timeline and noted that Engine Off North Texas was relaunched in March of 2021. In October of 2021, the Regional Transportation Council resolution was revised to encourage adoption on an idling ordinance. In March of 2022, there was an increased interest in regional participation in idle reduction to material requests and ordinance implementation. In May of 2022, North Central Texas Council of Governments (NCTCOG) staff was invited to participate in a Heavy-Duty Vehicle Idling Working Group with the City of Austin due to the work done with EONT. NCTCOG will continue to work with local governments to minimize idling. The Engine Off North Texas Policy values are to provide guidance on idling ordinance implementation and enforcement strategies; educate local government guides, brochures, posters, and offer website information about heavy- duty vehicle idle reduction; and support regulatory metal signs and complaint hotline available to deter unnecessary idling. The Engine Off North Texas tool kit contains regulatory signs, brochures, posters, local government guides, infographics, hotlines and more, and is free upon request. Request forms can be found at www.engineoffnorthtexas.org, and once completed, email forms to engineoffnorthtexas@nctcog.org.

11. **Status Report on I45 ZEV Corridor Infrastructure Plan:** Soria Adibi provided an update on the IH 45 Zero-Emission Vehicle (ZEV) Corridor Plan. North Central Texas Council of Governments houses the Dallas-Fort Worth Clean Cities (DFWCC) that received a $80,000 planning grant in May 2020 to develop a ZEV corridor plan along IH 45 connecting the NCTCOG and Houston-Galveston Area Council (H-GAC) regions. The plan seeks to advance adoption of ZEV, including both battery electric vehicles (BEV) and hydrogen fuel cell-electric vehicles (FCEV); support future strategic initiatives (e.g., autonomous vehicles); engage a wide range of stakeholders; and acknowledge the need to revisit in 3-5 years. Currently, there is a gap of 111 miles between light-duty battery EV charging stations on IH 45, the distance between Ennis and Madisonville. The goal to meet Federal Highway Administration (FHWA) criteria is one qualifying DC fast charge station every 50 Miles. As of February 2022, qualifying stations must be within 1 mile of the corridor, provide at least 4 CCS connectors capable of providing at least 150 kilowatts charging simultaneously. The recommendations indicated that charging stations should be located in the pending gap, intersect with National Highway System Corridor, include a number of amenity types (e.g., food, shopping, etc.), and should have no direct-connect ramps. North Central Texas Council of Governments recommendations are to add charging stations on IH 45 at or near Exit 178: US 79 in Buffalo and Exit 229 (US 287) or Exit 231 (TX 31) in Corsicana. Staff has coordinated with TxDOT to ensure inclusion in Texas Electric Vehicle Charging Plan. The current status of infrastructure for heavy-duty vehicles is no electric vehicle charging designed for heavy-duty vehicles and no hydrogen fueling. The goal of the plan was to meet FHWA Distance Criteria to have one qualifying DC fast charge station every 50 miles and one hydrogen fueling station every 150 miles. Soria briefed the Committee on the Street Light data platform accessible through Texas Department of Transportation (TxDOT) and analysis provided by the Houston-Galveston Area Council. Top Routes analysis was used to visualize truck routes traveled after passing through a Zone Placed on IH 45 or at a Freight-Oriented Development that confirms the nature of traffic leaving Houston is largely destined for DFW, and vice-versa with few turnoff points between the two metropolitan areas. The approach to recommendations for infrastructure related to heavy-duty vehicles include intersection with a Freight System Corridor; no direct-connect ramps; cross-street

accessibility from both north-bound and south-bound directions of travel; turning points indicated by Street Light data; and access to at least two types of amenities with truck stops being key. The recommendations for both electric vehicles and hydrogen include to add charging stations at/near: EV and H2: Exit 60B (Beltway 8 South), Houston; EV Only: Exit 118 (TX 75/FM 1791), Huntsville; EV and H2: Exit 178 (US 79), Buffalo; EV Only: Exit 229 (US 287), Corsicana; EV and H2: Exit 273 (Wintergreen Road, at Union Pacific Intermodal Facility).

12. **Access North Texas 2022 Update:** Gypsy Gavia provided an update of Access North Texas, including an overview of outreach efforts and a summary of developed regional goals. As the regional public transportation coordination plan, Air North Texas identifies the public transportation needs of older adults, individuals with disabilities, low-income individuals and others with transportation challenges. It also specifies strategies to address needs and current challenges, eliminate gaps in service, avoid duplication of transit services, and it meets our federal and State requirements for transit coordination in the 16 counties during the next four years, the last update was in 2018. Due to COVID, North Central Texas Council of Government staff reached out virtually to over 2,900 individuals including the public, transit riders, transit agencies, non-profit organizations, health and human service agencies, educational institutions, elected officials and local government staff. In addition, 28 outreach meetings were conducted with approximately 84 attendees and engaged in various one-on-one meetings, emails, and conversations. Staff also offered a public transportation survey in English and Spanish and received over 1,500 responses from individuals and agencies. Data and analysis efforts included updating the Transit Accessibility Improvement Tool (TAIT), which identifies populations that may depend on public transportation. Staff collected demographic data including population growth, limited English proficiency, and zero-car households. As a result, this information assisted in the development of 2022 Regional Goals, including: 1) Plan and develop transportation options by assessing community needs and challenges, 2) Implement services by enhancing transportation options and expanding where service gaps exist, 3) Coordinate with transportation providers, public agencies, and stakeholders to increase efficiencies, 4) Support public transportation recovery and growth, and 5) Promote access and information about available transit. Gypsy noted each chapter will have prioritized strategies that may be applied to the counties in that section. Next steps include the drafted document to be posted online by August 2022 for public comment , final review of goals and strategies, technical committee and policy board feedback and approvals, and upon approval staff and regional partners, staff will begin to implement strategies identified in the plan. Projects seeking funding under the Transit Strategic Partnerships Program should address the updated Access North Texas document. The schedule for Access North Texas 2022 includes presentation to STTC for information, then in August staff will present at public meetings and incorporate feedback. Item will be presented to RTC as an informational item, STTC action item, and anticipate RTC action on September 8, 2022. However, schedule may change based on comments and feedback received.

13. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.

    1. Air Quality Funding Opportunities for Vehicles (www.nctcog.org/aqfunding)
    2. Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org)
    3. Status Report on Texas Volkswagen Environmental Mitigation Program Funding (Electronic Item 13.1)
    4. 2022 Ozone Season Update (Electronic Item 13.2)

5. NCTCOG Comments Letter Regarding EPA's Heavy-Duty Engine and Vehicle Standards Rule Proposal (Electronic Item 13.3)
6. TransPod Certification Facility Proposal (Electronic Item 13.4)
7. IIJA USDOT Competitive Grant Program Matrix (Electronic Item 13.5)
8. May Public Meeting Minutes (Electronic Item 13.6)
9. June Public Meeting Notice (Electronic Item 13.7)
10. Public Comments Report (Electronic Item 13.8)
11. Written Progress Reports:
    - Local Motion (Electronic Item 13.9)
    - Partner Progress Reports (Electronic Item 13.10)

14. **Other Business (Old or New):** There was no discussion on this item.

15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on August 26, 2022.

Adjourned at 3:56 PM.

NCTCOG PRESENTATION

Air Quality Funding Recommendations Related to the Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

August 26, 2022

Trey Pope
Air Quality Planner

Round 3 Funding and Applicant Eligibility

Funding Source: Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program	
Call for Projects	North Texas Clean Diesel Project 2021
Project Types	Replace Onroad and Nonroad Diesel Engines/Vehicles/Equipment; Replace Transport Refrigeration Units and Drayage Vehicles; Install Locomotive Shore Power
Round 3 Available Funding*	$318,533
Applicants	Private Fleets and Companies; Public Entities such as Local Governments
Geographic Area	10-County Nonattainment Area**

*Call for Projects Opened with Available Rebate Funding of $1,531,290; EPA Approved Adding $825,000 Moved from Unobligated Project to CFP. Round 1 (closed on January 14, 2022) Awarded $948,603. Round 2 (closed April 15, 2022) Awarded $1,089,152.
**This includes Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties.

Summary of Applications Awarding Round 3 Funds

North Texas Clean Diesel Call for Projects*							
Applicant	Activities Requested	Applicant Eligible	Activities Eligible	EPA Funds Requested	Award Status	Recommend	
						Activities	EPA Funds
MHC Truck Leasing	1	Yes	1	$220,259	Full – 45%	1	$220,259
All-Electric Replacement Truck; 45% Funding Level Eligible							
Approximate Remaining Funding for Call for Projects							$98,274

*Refer to Electronic Item X.X.2 for More Details.

Project Eligibility

North Texas Clean Diesel Project 2021			
Eligible Activities	**Funding Threshold**		
Replace Onroad Diesel Vehicles and Engines* • GVWR: 16,001 and Up; • EMY: Older - 2009 (Also EMY 2010 - Newer if Replacing with Electric); • Must Operate > 7,000 Miles/Year during 24 Months Prior to Application	**Replacement Type**	**Vehicles/ Equipment**	**Engines**
	New is Electric (Zero Emission):	**45%**	**60%**
	Cost if New is Powered by Certified to CARB Optional Low-NOx Standards:	**35%**	**50%**
	Cost for All Others or EPA Certified:	**25%**	**40%**

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

Eligibility and Scoring Criteria

North Texas Clean Diesel Project 2021		
Characteristics	**Rebate Program** Purpose: Reduces administrative burden as compared to a subgrant program.	
	Competitive Application Process Purpose: Choose the best activities for our region.	
Eligibility	**Operate in Required Geographic Area**	
	Clean Fleet Policy Adoption Purpose: Reserve Funding for Fleets that are Engaged Beyond Grant Opportunities; Consistent with RTC Adoption of Clean Fleet Policy	
Scoring Criteria	**Criteria**	**% of Total Score**
	Cost Per Ton NOx Emissions Reduced Purpose: Maximize Emissions Reductions	70%
	Rebate Recipient Oversight Criteria Purpose: Balance Project Benefits with Administrative Burden	25%
	Geographic Impact Criteria Purpose: Preference to Projects Operating in Environmental Justice Areas	5%

Schedule

Milestone	Estimated Timeframe
STTC Action to Recommend Rebate	August 26, 2022
RTC Approval of Recommended Rebate	September 8, 2022
Executive Board Authorization	September 22, 2022
Next Interim Application Deadline (Rolling 90–day deadline until all funds awarded or until project implementation deadline)	October 14, 2022
Project Implementation Deadline	January 31, 2024

Action Requested

Recommend RTC Approval of Recommended Rebate Awards and Call for Projects:
North Texas Clean Diesel Project 2021

1. $220,259 (full rebate award) to MHC Truck Leasing to replace one class 6-7 diesel short-haul freight delivery truck with an all-electric short-haul freight delivery truck

2. If Funds Become Available From Prior Awards, Apply Available Funds to Continue Call for Projects until Funds are Exhausted

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North Texas Clean Diesel Project 2021 Call For Projects Funding

Recommended Project - NTCDP 2021 (Round 3; July 15, 2022)

Applicant	Activity	Old Vehicle/Equipment Information							New Vehicle/Equipment Information (Model Year 2018 or Newer)			Maximum Allowed Funding Level	Recommended Grant Amount				NO_x Benefits		Scoring Criteria						Other Environmental Benefits			
		Type	Class/Equipment	Engine Model Year	Fuel Type	Annual Fuel Usage (gal)	Annual Mileage	Annual Usage Hours	Model Year	Fuel Type	Total Cost		Requested Rebate Amount	EPA 2020 Funds	Total Rebate Award	Local Match	NOx Tons Reduced Over 6 Years*	Cost Per Ton of NO_x Reduced	Cost per Ton Rank	Cost Per Ton NO_x Tier (Max 64 Points)	Score: Cost Per Ton NO_x Reduced (Max 70 Points)	Score: Subrecipient Oversight (Max 25 Points)	Score: Geographic Impact (Max 5 Points)	Total Score (Max 100 Points)	PM2.5 Reduced Over 6 Years*	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO_2 Reduced Over 6 Years*
MHC Truck Leasing, Inc	1	Onroad	Class 6-7 Short Haul Single Unit	2005	Diesel	3,869	31,730	N/A	2023	Electric	$489,465	45%	$220,259	$220,259	$220,259	$269,206	1.47	$150,038	1	50	70	0.0	0	70.0	0.10	0.20	0.74	261
Total Projects											**$489,465**		**$220,259**	**$220,259**	**$220,259**	**$269,206**	**1.47**	**$150,038**							**0.10**	**0.20**	**0.74**	**261**

Awarded Projects - NTCDP 2021 (Round 2; April 15, 2022)

Applicant	Activity	Old Vehicle/Equipment Information							New Vehicle/Equipment Information (Model Year 2018 or Newer)			Maximum Allowed Funding Level	Recommended Grant Amount				NO_x Benefits		Scoring Criteria						Other Environmental Benefits			
		Type	Class/Equipment	Engine Model Year	Fuel Type	Annual Fuel Usage (gal)	Annual Mileage	Annual Usage Hours	Model Year	Fuel Type	Total Cost		Requested Rebate Amount	EPA 2020 Funds	Total Rebate Award	Local Match	NOx Tons Reduced Over 6 Years*	Cost Per Ton of NO_x Reduced	Cost per Ton Rank	Cost Per Ton NO_x Tier (Max 64 Points)	Score: Cost Per Ton NO_x Reduced (Max 70 Points)	Score: Subrecipient Oversight (Max 25 Points)	Score: Geographic Impact (Max 5 Points)	Total Score (Max 100 Points)	PM2.5 Reduced Over 6 Years*	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO_2 Reduced Over 6 Years*
Smurfit Kappa	1	Nonroad	Class 8 Terminal Tractor	2002	Diesel	1,779	N/A	2,043	2022	Electric	$296,502	45%	$133,426	$133,426	$133,426	$163,076	8.86	$15,051	7	64	70	24.5	5	99.5	0.59	0.55	0.00	120
Hirschbach Motor Lines	1	Onroad	Class 8 Short Haul Single Unit	2018	Diesel	5,265	14,711	N/A	2022	Electric	$399,506	45%	$179,778	$179,778	$179,778	$219,728	0.86	$210,093	6	27	33	24.5	5	62.0	0.00	0.02	0.38	355
City of Dallas**	5	Onroad	Class 8 Refuse Hauler	2016	Diesel	3,112	8,518	N/A	2022	Low-NOx Certified CNG	$443,399	35%	$155,190	$155,190	$155,190	$288,209	0.25	$624,160	5	2	7	22.5	5	34.4	0.00	0.00	0.14	210
City of Dallas***	4	Onroad	Class 8 Refuse Hauler	2016	Diesel	4,320	11,301	N/A	2022	Low-NOx Certified CNG	$443,399	35%	$155,190	$155,190	$155,190	$288,209	0.08	$1,907,039	4	1	5	22.5	5	32.4	0.00	0.00	0.03	0
City of Dallas	1	Onroad	Class 8 Refuse Hauler	2016	Diesel	4,502	10,637	N/A	2022	Low-NOx Certified CNG	$443,399	35%	$155,190	$155,190	$155,190	$288,209	0.08	$2,019,128	3	1	4	22.5	5	31.4	0.00	0.00	0.03	0
City of Dallas	2	Onroad	Class 8 Refuse Hauler	2016	Diesel	4,538	10,288	N/A	2022	Low-NOx Certified CNG	$443,399	35%	$155,190	$155,190	$155,190	$288,209	0.07	$2,086,567	2	1	3	22.5	5	30.5	0.00	0.00	0.03	0
City of Dallas	3	Onroad	Class 8 Refuse Hauler	2016	Diesel	6,552	10,045	N/A	2022	Low-NOx Certified CNG	$443,399	35%	$155,190	$155,190	$155,190	$288,209	0.07	$2,133,340	1	1	2	22.5	5	29.5	0.00	0.00	0.03	0
Total Projects											**$2,913,003**		**$1,089,152**	**$1,089,152**	**$1,823,851**	**10.27**	**$8,995,379**								**0.59**	**0.57**	**0.64**	**685**

Awarded Projects - NTCDP 2021 (Round 1; January 14, 2022)

Applicant	Activity	Old Vehicle/Equipment Information							New Vehicle/Equipment Information (Model Year 2018 or Newer)			Maximum Allowed Funding Level	Recommended Grant Amount				NO_x Benefits		Scoring Criteria						Other Environmental Benefits			
		Type	Class/Equipment	Engine Model Year	Fuel Type	Annual Fuel Usage (gal)	Annual Mileage	Annual Usage Hours	Model Year	Fuel Type	Total Cost		Requested Rebate Amount	EPA 2020 Funds	Total Rebate Award	Local Match	NOx Tons Reduced Over 6 Years*	Cost Per Ton of NO_x Reduced	Cost per Ton Rank	Cost Per Ton NO_x Tier (Max 64 Points)	Score: Cost Per Ton NO_x Reduced (Max 70 Points)	Score: Subrecipient Oversight (Max 25 Points)	Score: Geographic Impact (Max 5 Points)	Total Score (Max 100 Points)	PM2.5 Reduced Over 6 Years*	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO_2 Reduced Over 6 Years*
Paccar Leasing	2	Onroad	Class 8 - Short Haul Combination	1990	Diesel	10,750	50,000	N/A	2022/2023	Electric	$407,804	45%	$183,512	$183,512	$183,512	$224,292	10.76	$17,059	5	64	70	23.5	5	93.5	0.41	0.35	2.27	806
Paccar Leasing	1	Onroad	Class 8 - Short Haul Combination	1992	Diesel	10,750	50,000	N/A	2022/2023	Electric	$407,804	45%	$183,512	$183,512	$183,512	$224,292	10.32	$17,783	4	64	69	23.5	5	92.5	0.43	0.34	2.26	802
Kenan Advantage Group	1	Onroad	Class 8 - Short Haul Single Unit	2011	Diesel	3,700	47,781	N/A	2022/2023	Electric	$439,770	45%	$197,897	$197,897	$197,897	$241,874	1.48	$133,356	3	50	54	24.5	5	78.3	0.00	0.04	1.02	250
Kenan Advantage Group	2	Onroad	Class 8 - Short Haul Single Unit	2011	Diesel	3,600	46,560	N/A	2022/2023	Electric	$439,770	45%	$197,897	$197,897	$197,897	$241,874	1.45	$136,184	2	50	53	24.5	5	77.3	0.00	0.04	1.00	243
City of Plano	4	Onroad	Class 8 - Refuse Truck	2014	Diesel	6,085	11,323	N/A	2021	Electric	$412,858	45%	$185,786	$185,786	$185,786	$227,072	0.25	$755,184	1	1	2	23.0	3	25.0	0.00	0.00	0.16	411
Total Projects											**$2,108,006**			**$948,603**	**$948,603**	**$1,159,403**	**24.26**	**$1,059,566**							**0.84**	**0.78**	**6.71**	**2,512**

Round 1 and Round 2 Funds Available for Call for Projects	**$1,531,290**
Round 1 Funds Awarded	**$948,603**
Round 2 Funds Awarded - Partial and Full Awards	**$582,687**
Balance Available after CFP Round 2	**$0**
Available Funding for Project Recommendations and Call for Projects after EPA Approval	**$825,000**
Round 2 Funds Awarded - Completed Partial and Full Awards	**$506,467**
Balance Available for CFP Round 3	**$318,533**
Round 3 Funds Awarded	**$220,259**
Balance Available for CFP Round 4	**$98,274**

Ineligible Projects - NTCDP 2021 (Round 1; January 14, 2022)

													Eligibility Comments
City of Plano	1	Onroad	Class 8 - Refuse Truck	2013	Diesel	5,356	10,624	N/A	2021	Diesel	$383,535	25%	$134,237	Old Engine Model Year Not Eligible Per EPA Requirements - Old Engine Model Year Must be 2009 or Older to be Replaced with a New Vehicle Diesel Fuel Type.
City of Plano	2	Onroad	Class 8 - Refuse Truck	2013	Diesel	5,468	11,080	N/A	2021	Diesel	$383,535	25%	$134,237	Old Engine Model Year Not Eligible Per EPA Requirements - Old Engine Model Year Must be 2009 or Older to be Replaced with a New Vehicle Diesel Fuel Type.
City of Plano	3	Onroad	Class 8 - Refuse Truck	2013	Diesel	3,897	8,626	N/A	2021	Diesel	$383,535	25%	$134,237	Old Engine Model Year Not Eligible Per EPA Requirements - Old Engine Model Year Must be 2009 or Older to be Replaced with a New Vehicle Diesel Fuel Type.

EPA = Environmental Protection Agency

NO_x = Nitrogen Oxides; PM2. 5= Particulate Matter Less Than 2.5 Micrometers; HC = Hydrocarbons; CO = Carbon Monoxide; CO_2 = Carbon Dioxide

B5 = 5% Biodiesel blend; B20 = 20% Biodiesel blend; ULSD = Ultra-Low Sulfur Diesel; CNG = Compressed Natural Gas

*Emissions Impacts Quantified Using EPA Diesel Emissions Quantifier (DEQ)

**Applicant has one activity for retiring two old class 8 refuse haulers with one new class 8 Low-NOx certified compressed natural gas refuse hauler

***The Federal Highway Administration (FHWA) produced cost effectiveness tables for projects funded by Congestion Mitigation Air Quality funds. The values used in the tiers reference data related to the low, median, and high cost-effectiveness projects for nitrogen oxide emissions reduction. See https://www.fhwa.dot.gov/environment/air_quality/cmaq/reference/cost_effectiveness_tables/.

Cost Effectiveness Tiers Based On Data Produced By FHWA***	Point Scale for Cost per Ton Tier
Tier 1 < $20,000	64
Tier 2 $20,001 - $90,999	55
Tier 3 $91,000 - $168,000	50
Tier 4 $168,001 - $248,999	40
Tier 5 $249,000 - $367,000	30
Tier 6 > $367,001	10 or less

Source: NCTCOG, Prepared for August 26, 2022, STTC Meeting.

ELECTRONIC ITEM 2.1.2

Transit Strategic Partnership Program: Summer 2022 Projects

RACHEL JENKINS

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

August 26, 2022

Transit Strategic Partnership Program

Federal Transit Administration funds in the region awarded through:

~ 2% set aside for Transit Strategic Partnerships

~ 98% available annually through Programs of Projects (POP) process which are allocated to transit providers

Transit Strategic Partnership Program provides process to evaluate transit project ideas and implement services based on need and feasibility

Accept projects on rolling basis

Encourage partnerships between non-service providers and existing transit providers

Not intended to make up for operating shortfalls, but demonstration of projects in urbanized areas

Background

Summer 2021:	NCTCOG finalized the Southern Dallas County Transit Planning Study Report focusing on strategic implementation of transit and mobility services.
Fall 2021:	Staff provided STTC and RTC updates on redesigned Transit Strategic Partnership Program for utilizing FTA set-aside funding.
2021 - 2022:	Staff facilitated various discussions with Cedar Hill, Duncanville, and STAR Transit on potential transit service options in each city.
Spring 2022:	STAR Transit continued discussions with city staff and proposed service projects were received.
July 2022:	STAR Transit provided finalized service details and a cost-of-service breakdown to support the funding request.

Building On Efforts

Transit Studies
Southern Dallas County

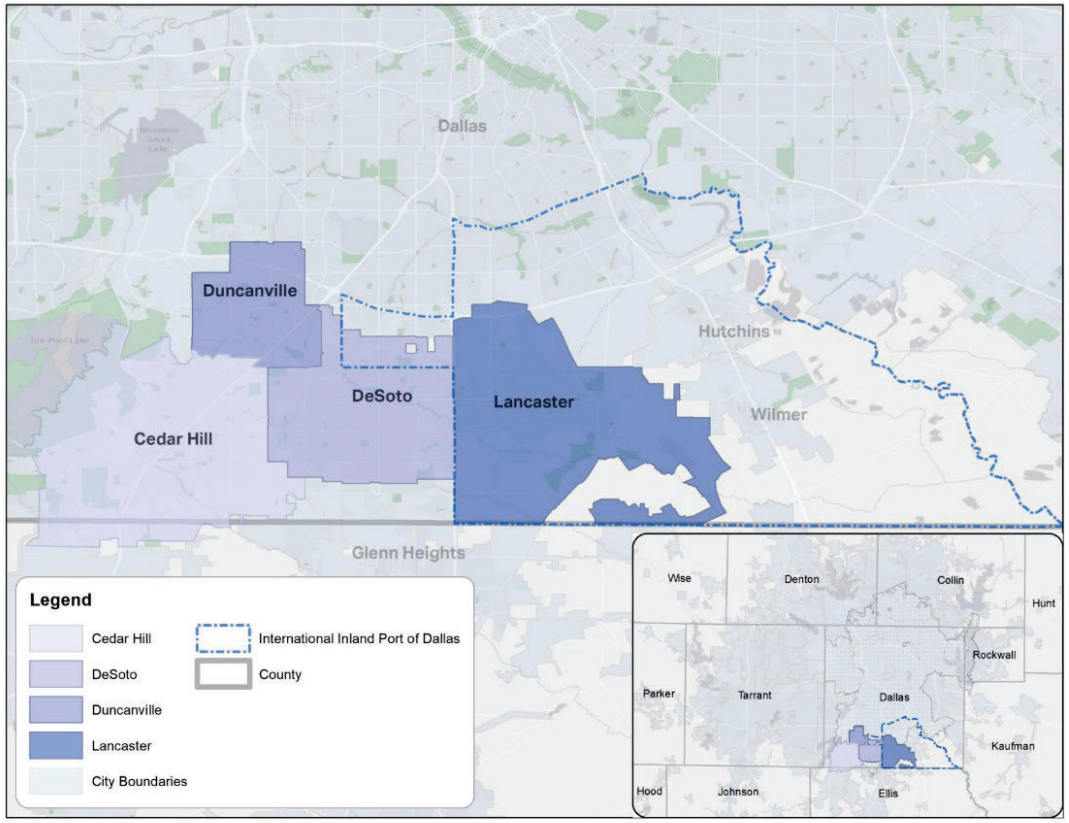
Geographic Focus	NCTCOG Region	NCTCOG Region	Outside Transit Authority Service Areas
User Focus	All Users	Vulnerable Users	All Users
Travel Modes	All Modes	Bus, Demand Response, and Paratransit	Bus and Demand Response
Planning Horizon	Long Range	Short-Medium Range	Short-Medium Range

Proposed Service Area

Service will include weekday operation of demand response and STARNow same-day service and will prioritize seniors and individuals with disabilities.

Supports recommendations from Southern Dallas County Transit Planning Study Report

Builds the foundation of transit service in the area (*Proposed Phase 1*); later phases build on this foundation



Proposed Service Overview

How Much: Not to exceed $1,260,000 total from Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program Funds

Service Area	Federal	Local	Total
Cedar Hill	$504,000	$126,000	$630,000
Duncanville	$504,000	$126,000	$630,000
TOTAL	**$1,008,000**	**$252,000**	**$1,260,000**

What: STAR Transit expansion of service to the cities of Cedar Hill and Duncanville

When: Two-Years with service start-date anticipated for Spring 2023

Future Plans: Evaluate service and possibly incorporate into STAR Transit service area

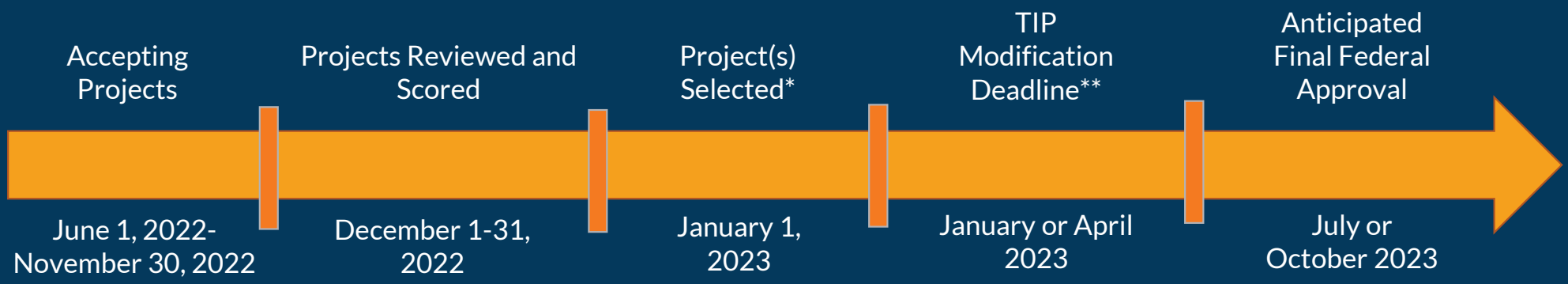
Transit Strategic Partnership Program Federal Funding

	Dallas-Fort Worth-Arlington (DFW)		Denton-Lewisville (DL)	
	Section 5307	Section 5310	Section 5307	Section 5310
Currently Available	$4,518,995	$5,877,414	$310,868	$645,831
Anticipated FY2023 Funds[1]	$305,266	$1,244,621	$164,552	$ 327,726
Total Available	**$4,824,261**	**$7,122,035**	**$475,420**	**$973,557**
Summer 2022 Project Request		$ (1,008,000)		
Remaining Funding	**$4,824,261**	**$6,114,035**	**$475,420**	**$973,557**

A portion of Section 5310 funding is available at 100% federal share with no local match component required, per the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (Pub. L. 116-260)

[1]Program funding for FY2023 includes estimated amounts from Federal Transit Administration FY2022 Apportionment set-aside for regional transit projects

Upcoming Transit Strategic Partnership Program Cycle



** Projects may get shifted to next cycle if more development is needed*

** * Selected projects may be submitted to either of the two TIP deadlines within the cycle. TIP deadlines are subject to change.*

Action Requested

STTC Approval:

To utilize up to $1,260,000 total in existing Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities funds from the Transit Strategic Partnership Program to pilot STAR Transit service expansion to the cities of Cedar Hill and Duncanville.

To revise administrative documents as appropriate to incorporate this project.

Contact Us

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FY 2022 BRIDGE INVESTMENT PROGRAM (BIP): NCTCOG REGION - POOR CONDITION BRIDGES (2022 NBI DATA)

- (Yellow) Formal treatment project yet to be identified, confirmed, or advanced into NEPA; evaluated for BIP candidacy
- (Cyan) Scope/Cost/Funding details for potential bridge treatment project(s) pending further study
- (Green) Formal treatment project funded/scheduled for letting, under construction, or completed
- (Pink) NCTCOG Selection for BIP Candidate

IDENTIFICATION						CLASSIFICATION					AGE & SERVICE							STRUCTURE		CONDITION					GEOMETRIC DATA									LOAD RATING		APPRAISAL		RESPONSE		
Structure Number	County Code/ Name	Feature(s) Intersected	Facility Carried	Latitude	Longitude	Highway System of Inventory	Functional Classification	Designated National Truck Network	Maintenance Responsibility	Owner	Year Built	Year Reconstructed	Type of Service (On/Under)	Lanes on Structure	Average Daily Traffic (ADT)	Average Daily Truck Traffic	Bypass Detour Length - miles	Structure Type, Main	Structure Type, Design	Deck	Superstructure	Substructure	Channel Protection	Culvert	Structure Length - feet	Sidewalk Width - feet (L)	Sidewalk Width - feet (R)	Roadway Width - feet	Deck Width - feet	Approach Roadway Width - feet	Total Horizontal Clearance - feet	Min. Vertical Clearance - Over	Min. Vertical Clearance - Under	Bridge Posting	Structure Status	Scour Critical	Inspection Date	TIP/UTP Improvement Projects (if known)	Improvement Type	Status
DALLAS DISTRICT: Total = 57 "Poor" Condition Bridges (37 - NHS); "On-System" - 39 (36 - NHS); "Off-System" - 18 (1 - NHS)																																								
180430C02795005	085 - Collin	Pittman Creek	W Parker Rd	33.04111	-96.75877	0 - Non NHS	16 - Urban Minor Art	No	Municipal	City of Plano	1974	1995	Highway/Waterway	6	31,559	947	1.9	1 - Concrete	19 - Culvert	N/A	N/A	N/A	8 - Stable	4 - Significant Deterioration	28.9	9.8	9.8	65.9	101.7	65.9	33.1	N/A	N/A	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Oct-20	CSJ# 0918-24-285 Plano 2022-5-9(R)	Replacement	Funded (FY 26) /Scheduled
180570M00100029	113 - Dallas	Keller Branch	Belt Line Rd	32.58516	-96.75061	1 - NHS	16 - Urban Minor Art	No	Municipal	City of Lancaster	1960	N/A	Highway/Waterway	2	3,673	N/A	1.2	2 - Concrete Continuous	1 - Slab	7 - Good	7 - Good	4 - Poor	5 - Poor	N/A	102	0	0	25.9	28.9	24	25.9	N/A	N/A	5 - Equal to or above	Open	5 - Foundations stable	Apr-21	CSJ#	Replacement	Funded (FY 25) /Scheduled
180570000911196	113 - Dallas	St. Francis Ave (NB)	IH 30	32.79529	-96.69176	1 - NHS	19 - Urban Local	No	State DOT	TxDOT	1959	N/A	Highway/Highway	2	6,050	303	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	5 - Fair	7 - Good	N/A	N/A	323.2	0	3.3	22	29.2	24	22	N/A	13.8	5 - Equal to or above	Posted for load	N/A	Jun-21	CSJ# 0009-11-250	Repair	Under Construction
180570237402444	113 - Dallas	SH 78 & ATSF R/R	IH 635 EB	32.86824	-96.66835	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1967	N/A	Highway/Rail	5	76,110	9,894	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	7 - Good	N/A	N/A	308.1	0	0	69.2	70.5	67.9	69.2	N/A	22.2	5 - Equal to or above	Open	N/A	Aug-21	CSJ# 2374-02-053 IH 635 LBJ East	Reconstruction	Under Construction
180570237402110	113 - Dallas	KCS R/R	IH 635 EB	32.8705	-96.67437	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1967	N/A	Highway/Rail	4	76,110	9,894	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	6 - Satisfactory	N/A	N/A	317.9	0	0	56.1	70.9	56.1	56.1	N/A	22.5	5 - Equal to or above	Open	N/A	Aug-21	CSJ# 2374-02-053 IH 635 LBJ East	Reconstruction	Under Construction
180570009502332	113 - Dallas	US 80/IH 635	US 80 EB Conn A (IH 635 NB)	32.79178	-96.62735	1 - NHS	12 - Other Frwy/Expwy	No	State DOT	TxDOT	1971	N/A	3rd Level (Interchange)/ Highway-Waterway	1	N/A	N/A	3.7	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	7 - Good	6 - Satisfactory	7 - Satisfactory	N/A	1630.9	0	0	24	25.9	24	24	18	16.9	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	May-20	CSJ# 2374-02-162 IH 635/US 80 Interchange	Reconstruction	Funded (FY 27) /Scheduled
180570009502331	113 - Dallas	US 80/IH 635	US 80 WB Conn B (IH 635 SB)	32.79042	-96.62569	1 - NHS	12 - Other Frwy/Expwy	No	State DOT	TxDOT	1971	N/A	3rd Level (Interchange)/Highway	1	N/A	N/A	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	7 - Good	6 - Satisfactory	N/A	N/A	1367.1	0	0	24	25.9	24	24	16.8	17	5 - Equal to or above	Open	N/A	May-20	CSJ# 2374-02-162 IH 635/US 80 Interchange	Reconstruction	Funded (FY 27) /Scheduled
180570000911372	113 - Dallas	St. Francis Ave (SB)	IH 30	32.79607	-96.69221	1 - NHS	19 - Urban Local	No	State DOT	TxDOT	1959	N/A	Highway/Highway	2	6,050	303	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	5 - Fair	6 - Satisfactory	N/A	N/A	323.2	3.3	0	22	29.2	24	22	N/A	14.9	5 - Equal to or above	Posted for load	N/A	Jun-21	CSJ# 0009-11-250	Repair	Under Construction
180570000911363	113 - Dallas	IH 30/Riverfront Blvd/Trinity River	Jefferson Blvd	32.76361	-96.81172	0 - Non NHS	17 - Urban Collector	No	Municipal	City of Dallas	1975	N/A	Highway-Bike-Ped/ Highway-Waterway-Rail	3	3,050	580	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	5 - Fair	6 - Satisfactory	7 - Satisfactory	N/A	5520	0	3.6	17.4	32.8	18	62.3	N/A	22.8	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Jul-20	North Oak Cliff Planning/CE Study	Rehabilitation/ Reconstruction	Feasibility Study Pending
180570000911357	113 - Dallas	IH 635	IH 30 WB Frontage	32.82474	-96.6283	1 - NHS	17 - Urban Collector	No	State DOT	TxDOT	1971	N/A	Highway/Highway	1	N/A	N/A	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	7 - Good	5 - Fair	N/A	N/A	1888.1	0	0	24	25.9	25.9	24	18.4	16.4	5 - Equal to or above	Open	N/A	Apr-20	CSJ# 2374-02-053 IH 635 LBJ East	Reconstruction	Under Construction
180570000911353	113 - Dallas	IH 635	IH 30 WB	32.82357	-96.62936	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1971	1998	1st/2nd Level Overpass (Interchange)/ Highway	3	81,504	6,520	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	6 - Satisfactory	N/A	N/A	350.1	0	0	50.9	54.1	47.9	50.9	16.7	16	5 - Equal to or above	Open	N/A	May-20	CSJ# 2374-02-053 IH 635 LBJ East	Reconstruction	Under Construction
1805709F4360012	113 - Dallas	Parking Lot (Fair Park)/UP Rail	S Fitzhugh Ave	32.7803	-96.74832	0 - Non NHS	16 - Urban Minor Art	No	Municipal	City of Dallas	1973	N/A	Highway/Rail	3	7,500	150	1.2	3 - Steel	5 - Box Beam or Girders (Multiple)	6 - Satisfactory	3 - Serious	6 - Satisfactory	N/A	N/A	595.1	3.9	5.6	32.8	43.6	33.1	32.8	N/A	22.9	4 - 0.1-9.9% below	Open	N/A	Jan-21	City of Dallas Resolution 22-0138	Repair	Funded (FY 22) /Let
180570237402341	113 - Dallas	US 80/IH 635	IH 635 NB Conn D (US 80 WB)	32.79035	-96.62413	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1971	N/A	4th Level (Interchange)/Highway	1	16,420	2,135	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	3 - Serious	6 - Satisfactory	5 - Fair	N/A	N/A	2067.9	0	0	24.3	25.9	24	24.3	N/A	17	4 - 0.1-9.9% below	Open	N/A	Aug-21	CSJ# 2374-02-162 IH 635/US 80 Interchange	Reconstruction	Funded (FY 27) /Scheduled
180570237402340	113 - Dallas	US 80/IH 635	IH 635 SB Conn C (US 80 EB)	32.79457	-96.62636	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1971	N/A	4th Level (Interchange)/Highway	1	16,420	2,135	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	3 - Serious	7 - Good	6 - Satisfactory	N/A	N/A	1592.8	0	0	24.3	25.9	24	24.3	N/A	16.8	4 - 0.1-9.9% below	Open	N/A	Jun-21	CSJ# 2374-02-162 IH 635/US 80 Interchange	Reconstruction	Funded (FY 27) /Scheduled
180570237402110	113 - Dallas	TAP RR	IH 635 EB	32.8705	-96.67467	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1967	N/A	Highway/Rail	5	76,110	9,894	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	6 - Satisfactory	N/A	N/A	317.9	0	0	68.6	70.9	67.9	68.6	N/A	22.5	5 - Equal to or above	Open	N/A	Aug-21	CSJ# 2374-02-053 IH 635 LBJ East	Reconstruction	Under Construction
180570237402066	113 - Dallas	TAP RR	IH 635 WB	32.87075	-96.67389	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1967	N/A	Highway/Rail	5	76,110	9,894	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	6 - Satisfactory	N/A	N/A	317.9	0	0	68.2	70.9	67.9	68.2	N/A	23.7	5 - Equal to or above	Open	N/A	Aug-21	CSJ# 2374-02-053 IH 635 LBJ East	Reconstruction	Under Construction
180570J00935005	113 - Dallas	Ten Mile Creek	Pleasant Run Rd	32.60429	-96.84335	0 - Non NHS	16 - Urban Minor Art	No	Municipal	City of Desoto	1966	1986	Highway/Waterway	5	6,000	N/A	1.9	1 - Concrete	2 - Stringer/Multi-beam or Girder	6 - Satisfactory	6 - Satisfactory	4 - Poor	6 - Fair	N/A	200.1	4.9	4.9	66.6	92.2	65.9	33.1	N/A	N/A	3 - 10.0-19.9% below	Open	5 - Foundations stable	Mar-21			
1805709M5880021	113 - Dallas	White Rock Creek Trib	Military Pkwy	32.7777	-96.71938	0 - Non NHS	16 - Urban Minor Art	No	Municipal	City of Dallas	1940	1965	Highway/Waterway	4	9,390	N/A	1.2	1 - Concrete	19 - Culvert	N/A	N/A	N/A	4 - Severely Damaged	4 - Significant Deterioration	25.9	0	0	N/A	N/A	44	22	N/A	N/A	1 - 30.0-39.9% below	Open	4 - City Street	Jan-21	Dallas 2017 Bond Prgm ID #1012550	Replacement	Funded (FY 26) /Scheduled
180570009201048	113 - Dallas	S Lamar/Budd St/UP RR	SH 310	32.74017	-96.75767	1 - NHS	14 - Other Principal Art	No	State DOT	TxDOT	1953	N/A	Highway/Highway-Rail	4	9,068	363	6.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	5 - Fair	5 - Fair	N/A	N/A	1908.1	0	0	52.2	62	56.1	25.9	N/A	22	0 - Greater than 39.9% below	Posted for load	N/A	May-20	CSJ# 0092-01-057	Replacement	Under Construction
180570000911079	113 - Dallas	IH 30/Riverfront Blvd/Trinity River	Houston St	32.76979	-96.80894	0 - Non NHS	17 - Urban Collector	No	Municipal	City of Dallas	1911	N/A	Highway-Rail-Bike-Ped/ Highway-Waterway-Rail	2	3,050	580	N/A	3 - Steel	2 - Stringer/Multi-beam or Girder	4 - Poor	5 - Fair	6 - Satisfactory	6 - Fair	N/A	4774	3.9	9.5	25.3	52.5	46.9	33.1	N/A	16.9	5 - Equal to or above	Open	3 - Scour Critical; Foundations unstable	Jul-20	North Oak Cliff Planning/CE Study	Rehabilitation/ Reconstruction	Feasibility Study Pending
180570019603190	113 - Dallas	IH 35E SB	Spur 348 NB to IH 35E NB	32.86875	-96.89824	1 - NHS	12 - Other Frwy/Expwy	Yes	State DOT	TxDOT	1970	N/A	Highway/Highway	3	66,000	2,640	N/A	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	5 - Fair	4 - Poor	6 - Satisfactory	N/A	N/A	419.9	0	0	56.1	57.7	56.1	56.1	N/A	16.6	5 - Equal to or above	Open	N/A	May-20	Evaluation pending	TBD	Under Review
180570058102010	113 - Dallas	BNSF/TRE/Drainage	Loop 12 SB	32.81498	-96.92189	1 - NHS	12 - Other Frwy/Expwy	No	State DOT	TxDOT	1948	1969	Highway/Rail-Waterway	4	58,703	4,109	1.2	3 - Steel	2 - Stringer/Multi-beam or Girder	7 - Good	6 - Satisfactory	4 - Poor	7 - Satisfactory	N/A	405.8	0	0	63.3	65.9	64	63.3	N/A	21.7	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	May-20	CSJ# 0581-01-151	Rehabilitation	Under Construction
180570019603103	113 - Dallas	Turtle Creek	IH 35E NB Frontage	32.79857	-96.81805	0 - Non NHS	17 - Urban Collector	No	State DOT	TxDOT	1959	N/A	Highway/Waterway	2	12,920	775	1.2	1 - Concrete	2 - Stringer/Multi-beam or Girder	4 - Poor	4 - Poor	7 - Good	6 - Fair	N/A	121.1	3.6	5.2	24	34.1	24	24	N/A	N/A	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Apr-20	CSJ# 0196-03-268 Lowest Stemmons	Rehabilitation	Complete
180570019702145	113 - Dallas	US 175	Lake June Rd	32.73359	-96.71336	1 - NHS	16 - Urban Minor Art	No	State DOT	TxDOT	1964	N/A	Highway/Highway	2	10,510	N/A	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	6 - Satisfactory	N/A	N/A	232	0	0	27.9	32.5	27.9	27.9	N/A	15.3	5 - Equal to or above	Open	N/A	May-20	CSJ# 0197-02-131 Dallas Loop Trail (RAISE)	Reconstruction	Pre-NEPA/ Funded
180570009202316	113 - Dallas	Malloy Bridge Rd	IH 45 SB	32.56118	-96.66502	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1995	N/A	Highway/Highway	3	28,266	6,501	1.2	5 - Prestressed Concrete	5 - Box Beam or Girders (Multiple)	5 - Fair	4 - Poor	7 - Good	N/A	N/A	149.9	0	0	49.9	52.5	49.9	52.5	N/A	16.7	5 - Equal to or above	Open	N/A	Mar-20	CSJ# 0092-02-135	Repair	Funded (FY 23) /Scheduled
180570009202315	113 - Dallas	Malloy Bridge Rd	IH 45 NB	32.56121	-96.66475	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1995	N/A	Highway/Highway	3	26,991	6,208	1.2	5 - Prestressed Concrete	5 - Box Beam or Girders (Multiple)	5 - Fair	4 - Poor	7 - Good	N/A	N/A	149.9	0	0	51.8	54.5	52.2	51.8	N/A	16.7	5 - Equal to or above	Open	N/A	Mar-20	CSJ# 0092-02-135	Repair	Funded (FY 23) /Scheduled
180570058102053	113 - Dallas	Elm Fork Trinity River	Loop 12	32.85115	-96.90768	1 - NHS	12 - Other Frwy/Expwy	No	State DOT	TxDOT	1969	N/A	Highway/Waterway	8	114,832	8,038	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	6 - Satisfactory	4 - Poor	6 - Satisfactory	6 - Fair	N/A	2001	0	0	107	116.1	107	38.1	N/A	N/A	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Jun-20	CSJ# 0581-02-151	Repair	Under Construction
180570043001012	113 - Dallas	White Rock Creek	SH 352 WB	32.76643	-96.73049	1 - NHS	14 - Other Principal Art	No	State DOT	TxDOT	1965	N/A	Highway/Waterway	3	8,713	523	1.2	2 - Concrete Continuous	1 - Slab	7 - Good	7 - Good	4 - Poor	5 - Poor	N/A	291	0	5.9	35.1	49.2	40	35.1	N/A	N/A	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	May-20	CSJ# 0918-45-757	Replacement	Complete
180570AA0222004	113 - Dallas	Parsons Slough	Malloy Bridge Rd	32.6181	-96.56049	0 - Non NHS	17 - Urban Collector	No	County	Dallas County	1965	N/A	Highway/Waterway	2	2,222	333	8.1	1 - Concrete	4 - Tee Beam	6 - Satisfactory	4 - Poor	4 - Poor	5 - Poor	N/A	131.9	0	0	25.9	29.2	24	25.9	N/A	N/A	3 - 10.0-19.9% below	Posted for load	5 - Foundations stable	Apr-21	CSJ# 0918-47-148	Replacement	Under Construction
180570044202430	113 - Dallas	IH 35E	E. 8th St.	32.75116	-96.8098	1 - NHS	16 - Urban Minor Art	No	State DOT	TxDOT	N/A	N/A	Highway/Highway	8	24,000	2,160	1.2	5 - Prestressed Concrete	2 - Stringer/Multi-beam or Girder	7 - Good	4 - Poor	7 - Good	N/A	N/A	245.1	0	0	148	171.9	144	51.8	N/A	14.6	5 - Equal to or above	Open	N/A	Jun-21	CSJ# 0442-02-088 IH 35E/US 67 S Gateway	Reconstruction	Under Construction
180570044202071	113 - Dallas	Ann Arbor Ave	IH 35E SB	32.69117	-96.82334	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1965	N/A	Highway/Highway	3	57,631	5,763	1.2	5 - Prestressed Concrete	2 - Stringer/Multi-beam or Girder	6 - Satisfactory	4 - Poor	6 - Satisfactory	N/A	N/A	128	0	0	42.7	58.7	57.1	57.1	N/A	14.5	5 - Equal to or above	Open	N/A	Nov-21	CSJ# 0442-02-088 IH 35E/US 67 S Gateway	Repair	Under Construction
1805709W3500007	113 - Dallas	Five Mile Creek	Westmoreland Rd SB	32.70668	-96.87455	0 - Non NHS	14 - Other Principal Art	No	Municipal	City of Dallas	1960	N/A	Highway/Waterway	3	10,500	N/A	1.2	1 - Concrete	2 - Stringer/Multi-beam or Girder	4 - Poor	5 - Fair	5 - Fair	5 - Poor	N/A	121.1	0	3.9	29.9	36.7	29.9	29.9	N/A	N/A	1 - 30.0-39.9% below	Posted for load	5 - Foundations stable	Feb-21			
1805709K2550005	113 - Dallas	Lancaster Kiest Shopping Center	E Kiest Blvd	32.7089	-96.80125	0 - Non NHS	19 - Urban Local	No	Municipal	City of Dallas	1959	N/A	Highway/Highway	6	13,102	131	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	5 - Fair	4 - Poor	N/A	N/A	496.1	3.6	3.6	60	74.1	60	29.9	N/A	11	1 - 30.0-39.9% below	Posted for load	N/A	May-21			
180570300001298	113 - Dallas	IH 20 Conn E (Spur 408 SB - IH 20 WB)	Spur 408 SB - IH 20 EB	32.67363	-96.94702	1 - NHS	12 - Other Frwy/Expwy	No	State DOT	TxDOT	1975	N/A	Highway/Highway	2	20,502	N/A	3.7	5 - Prestressed Concrete	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	5 - Fair	N/A	N/A	1165	0	0	30.5	31.8	29.9	30.5	N/A	34.7	5 - Equal to or above	Open	N/A	Sep-21	CSJ# 2374-04-090	Repair	Funded (FY 23) /Scheduled
180570237407426	113 - Dallas	IH 635	MacArthur Blvd EB-WB U-Turn	32.91597	-96.9584	1 - NHS	19 - Urban Local	No	State DOT	TxDOT	1992	N/A	Highway/Highway	1	9,500	N/A	1.2	5 - Prestressed Concrete	2 - Stringer/Multi-beam or Girder	6 - Satisfactory	4 - Poor	6 - Satisfactory	N/A	N/A	414	0	0	25.9	26.9	24.9	25.9	N/A	14.5	5 - Equal to or above	Open	N/A	Aug-21	City of Irving (FY 17-22 Road to the Future)	Replacement (Under Review)	Funded (FY 22) /Scheduled
180570009214256	113 - Dallas	Trinity River/UP Rail	IH 45 SB	32.74805	-96.76949	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1973	N/A	Highway/Highway-Waterway-Rail	3	44,565	7,576	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	6 - Satisfactory	4 - Poor	6 - Satisfactory	7 - Satisfactory	N/A	10865.2	0	0	56.1	57.7	56.1	56.1	N/A	16.6	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Dec-21	Special inspection pending	Repair	Complete
180610FF0025001	121 - Denton	Elizabeth Cemetery Rd	Elizabeth Creek	33.01811	-97.27673	0 - Non NHS		No	Municipal	City of Fort Worth	1989	N/A	Highway/Waterway	2	21	0	5	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	6 - Satisfactory	6 - Satisfactory	4 - Poor	5 - Poor	N/A	109.9	0	0	23.6	24	18	23.6	N/A	N/A	5 - Equal to or above	Posted for load	5 - Foundations stable	Jan-21	CSJ# 0918-46-335	Replacement	Funded (FY 26) /Scheduled
180610019503087	121 - Denton	UP Railroad	IH 35E NB Frontage	33.1964	-97.13591	0 - Non NHS	17 - Urban Collector	No	State DOT	TxDOT	1958	N/A	Highway/Rail	2	7,290	948	N/A	5 - Prestressed Concrete	2 - Stringer/Multi-beam or Girder	4 - Poor	5 - Fair	5 - Fair	N/A	N/A	170.9	0	0	27.9	31.2	27.9	27.9	N/A	21.9	5 - Equal to or above	Open	N/A	Feb-21	CSJ# 0195-03-088	Repair	Funded (FY 24) /Scheduled
180610019503084	121 - Denton	UP Railroad	IH 35E SB Frontage	33.19583	-97.13676	0 - Non NHS	17 - Urban Collector	No	State DOT	TxDOT	1958	N/A	Highway/Rail	2	7,290	948	N/A	5 - Prestressed Concrete	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	5 - Fair	N/A	N/A	170.9	0	0	27.9	31.2	27.9	27.9	N/A	22	5 - Equal to or above	Open	N/A	Feb-21	CSJ# 0195-03-088	Repair	Funded (FY 24) /Scheduled
180610019502065	121 - Denton	IH 35	FM 3163 (Milam Rd)	33.29885	-97.1778	1 - NHS		No	State DOT	TxDOT	1958	N/A	Highway/Highway	2	3,000	120	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	6 - Satisfactory	N/A	N/A	272	0	0	25.9	29.2	25.9	25.9	N/A	16.5	5 - Equal to or above	Open	N/A	Aug-21	CSJ# 0195-02-074 IH 35/35E DC Conn	Reconstruction	Funded (FY 25) /Scheduled
180610H01175014	121 - Denton	Furneaux Creek	Frankford Rd WB	32.99905	-96.89205	0 - Non NHS	16 - Urban Minor Art	No	Municipal	City of Carrollton	1983	N/A	Highway/Waterway	3	5,150	N/A	1.2	1 - Concrete	2 - Stringer/Multi-beam or Girder	4 - Poor	4 - Poor	6 - Satisfactory	6 - Fair	N/A	160.1	4.3	0	33.1	40	33.1	33.1	N/A	N/A	5 - Equal to or above	Open	5 - Foundations stable	Nov-20	CSJ# 0918-46-335 City of Carrollton (2022)	Replacement	Funded (FY 26) /Scheduled
180610019502053	121 - Denton	Clear Creek	IH 35 NB	33.33929	-97.18121	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1958	1989	Highway/Waterway	2	33,174	8,625	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	5 - Fair	6 - Satisfactory	6 - Fair	N/A	983.9	0	0	38.1	40	38.1	38.1	N/A	N/A	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Sep-19	CSJ# 0195-02-074 IH 35/35E DC Conn	Reconstruction	Funded (FY 25) /Scheduled
180610035302006	121 - Denton	West Slough	SH 114 EB	33.02232	-97.25481	1 - NHS	14 - Other Principal Art	No	State DOT	TxDOT	1930	1960	Highway/Waterway	2	25,171	1,776	6.2	1 - Concrete	4 - Tee Beam	6 - Satisfactory	6 - Satisfactory	4 - Poor	6 - Fair	N/A	113.8	0	0	38.4	41.3	38.1	38.4	N/A	N/A	3 - 10.0-19.9% below	Posted for load	8 - Foundations stable; Scour above top of footing	Sep-21	CSJ# 0353-02-037 SH 114 FTW/Roanoke	Reconstruction	FONSI/Partial Funding
180610019503134	121 - Denton	IH 35	Loop 288 EB	33.25557	-97.17758	1 - NHS	14 - Other Principal Art	No	State DOT	TxDOT	1992	N/A	Highway/Highway	2	5,980	1,196	N/A	5 - Prestressed Concrete	2 - Stringer/Multi-beam or Girder	7 - Good	4 - Poor	6 - Satisfactory	N/A	N/A	500	0	0	38.1	40	38.1	38.1	N/A	16.2	5 - Equal to or above	Open	N/A	Aug-21	CSJ# 0195-03-087 IH 35/35E DC Conn	Reconstruction	Funded (FY 23) /Scheduled
180610019503133	121 - Denton	IH 35	Loop 288 WB	33.25574	-97.1776	1 - NHS	14 - Other Principal Art	No	State DOT	TxDOT	1992	N/A	Highway/Highway	2	5,980	1,196	N/A	5 - Prestressed Concrete	2 - Stringer/Multi-beam or Girder	7 - Good	4 - Poor	6 - Satisfactory	N/A	N/A	500	0	0	27.9	40	27.9	27.9	N/A	16.7	5 - Equal to or above	Open	N/A	Aug-21	CSJ# 0195-03-087 IH 35/35E DC Conn	Reconstruction	Funded (FY 23) /Scheduled
180710AA0238001	139 - Ellis	Baker Branch	Bethel Rd	32.2932	-96.91341	0 - Non NHS		No	County	Ellis County	1950	1993	Highway/Waterway	1	62	0	3.7	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	5 - Fair	6 - Satisfactory	4 - Poor	4 - Severely Damaged	N/A	46.9	0	0	14.4	15.7	14.1	14.4	N/A	N/A	3 - 10.0-19.9% below	Posted for load	5 - Foundations stable	Feb-21	CSJ# 0918-22-164 Ellis Co MO 312/313.20	Replacement	Funded (FY 25) /Scheduled
180710F00001001	139 - Ellis	Draw	Old Alma Rd	32.27981	-96.53383	0 - Non NHS	19 - Urban Local	No	Municipal	City of Alma	1930	N/A	Highway/Waterway	2	1,178	0	N/A	2 - Concrete Continuous	1 - Slab	1 - Imminent Failure	0 - Failed	0 - Failed	3 - Remediation Failed	N/A	34.1	0	0	24	26.6	22	24	N/A	N/A	0 - Greater than 39.9% below	Closed	5 - Foundations stable	Feb-21	CSJ# 0918-22-159	Replacement	Funded (FY 25) /Scheduled
180710009204276	139 - Ellis	IH 45	IH 45 Business Loop (Palmer)	32.44645	-96.66471	1 - NHS		No	State DOT	TxDOT	1992	N/A	Highway/Highway	2	1,500	0	N/A	5 - Prestressed Concrete	5 - Box Beam or Girders (Multiple)	5 - Fair	4 - Poor	7 - Good	N/A	N/A	200.1	0	0	39.4	42.3	40	39.4	N/A	16.9	3 - 10.0-19.9% below	Posted for load	N/A	Sep-21	CSJ# 0092-03-058	Rehabilitation	Funded (FY 24) /Scheduled
180710AA0291002	139 - Ellis	Mill Creek	Lowell Rd	32.09849	-96.88426	0 - Non NHS		No	County	Ellis County	1991	N/A	Highway/Waterway	1	31	0	8.7	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	6 - Satisfactory	6 - Fair	N/A	50.9	0	0	17.1	18.4	9.8	17.1	N/A	N/A	3 - 10.0-19.9% below	Posted for load	5 - Foundations stable	Feb-21	CSJ# 0918-22-160 Ellis Co MO 312/313.20	Replacement	Funded (FY 24) /Scheduled
180710AA0288001	139 - Ellis	Mill Creek Tributary	Wray Rd	32.07887	-96.90079	0 - Non NHS		No	County	Ellis County	1991	N/A	Highway/Waterway	1	10	0	1.2	3 - Steel	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	5 - Fair	6 - Fair	N/A	30.8	0	0	14.4	16.4	9.8	14.4	N/A	N/A	2 - 20.0-29.9% below	Posted for load	5 - Foundations stable	Feb-21	CSJ# 0918-22-160 Ellis Co MO 312/313.20	Replacement	Funded (FY 24) /Scheduled
180710AA0306002	139 - Ellis	Mill Creek Tributary	White Rock Rd	32.1559	-96.81895	0 - Non NHS		No	County	Ellis County	1991	N/A	Highway/Waterway	1	52	0	8.1	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	6 - Satisfactory	6 - Satisfactory	4 - Poor	6 - Fair	N/A	61	0	0	18	18	16.1	18	N/A	N/A	5 - Equal to or above	Open	5 - Foundations stable	Feb-21	CSJ# 0918-22-160 Ellis Co MO 312/313.20	Replacement	Funded (FY 24) /Scheduled
181300009504025	257 - Kaufman	Bachelor Creek	US 80 EB	32.73724	-96.30914	1 - NHS	14 - Other Principal Art	No	State DOT	TxDOT	1925	1937	Highway/Waterway	2	8,798	792	1.2	1 - Concrete	1 - Slab	5 - Fair	5 - Fair	4 - Poor	7 - Satisfactory	N/A	102	0	0	34.4	37.4	40	34.4	N/A	N/A	4 - 0.1-9.9% below	Posted for load	8 - Foundations stable; Scour above top of footing	May-20	CSJ# 0095-04-069	Replacement	Under Construction
181300AA0347001	257 - Kaufman	Jones Creek	CR 110	32.53889	-96.15872	0 - Non NHS		No	County	Kaufman County	1986	N/A	Highway/Waterway	1	100	0	3.1	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	6 - Satisfactory	4 - Poor	4 - Poor	4 - Severely Damaged	N/A	33.1	0	0	14.8	16.1	18	14.8	N/A	N/A	0 - Greater than 39.9% below	Posted for load	5 - Foundations stable	Jan-21	CSJ# 0918-11-100	Replacement	Funded (FY 23) /Scheduled
181300009503078	257 - Kaufman	Buffalo Creek Relief	US 80 EB	32.76464	-96.48377	1 - NHS	12 - Other Frwy/Expwy	No	State DOT	TxDOT	1955	N/A	Highway/Relief for Waterway	2	30,173	7,242	1.2	1 - Concrete	2 - Stringer/Multi-beam or Girder	5 - Fair	4 - Poor	5 - Fair	6 - Fair	N/A	363.8	0	0	27.2	31.2	38.1	27.2	N/A	N/A	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Feb-20	CSJ# 0095-03-108	Replacement	Under Construction
181300009503072	257 - Kaufman	East Fork Trinity River	US 80 EB	32.77407	-96.5015	1 - NHS	12 - Other Frwy/Expwy	No	State DOT	TxDOT	1955	1978	Highway/Waterway	2	30,173	7,242	1.2	3 - Steel	2 - Stringer/Multi-beam or Girder	5 - Fair	5 - Fair	4 - Poor	5 - Poor	N/A	1415	0	0	43.3	45.6	38.1	43.3	N/A	N/A	5 - Equal to or above	Open (w/ Reinforcement)	8 - Foundations stable; Scour above top of footing	Feb-20	CSJ# 0095-03-080 US 80 Kaufman West	Reconstruction	Funded (FY 22) /Let
181990000912132	397 - Rockwall	Sabine Creek Relief	IH 30 WB	32.97663	-96.31423	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1956	1987	Highway/Waterway	2	26,134	7,318	1.2	1 - Concrete	2 - Stringer/Multi-beam or Girder	4 - Poor	4 - Poor	5 - Fair	5 - Poor	N/A	121.1	0	0	38.1	40	38.1	38.1	N/A	N/A	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Sep-21	CSJ# 0009-12-219 IH 30 Rockwall Expansion	Reconstruction	Funded (FY 23) /Scheduled
181990000912385	397 - Rockwall	East Fork Trinity River	IH 30	32.88865	-96.49169	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1995	N/A	Highway/Waterway	6	82,077	9,028	21.1	5 - Prestressed Concrete	2 - Stringer/Multi-beam or Girder	7 - Good	7 - Good	4 - Poor	8 - Stable	N/A	1049.9	0	0	112.9	118.1	113.8	56.4	N/A	N/A	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Sep-21	CSJ# 0009-12-215 IH 30 Rockwall Expansion	Reconstruction	Funded (FY 23) /Scheduled

ELECTRONIC ITEM 3.1

FY 2022 BRIDGE INVESTMENT PROGRAM (BIP): NCTCOG REGION - POOR CONDITION BRIDGES (2022 NBI DATA)

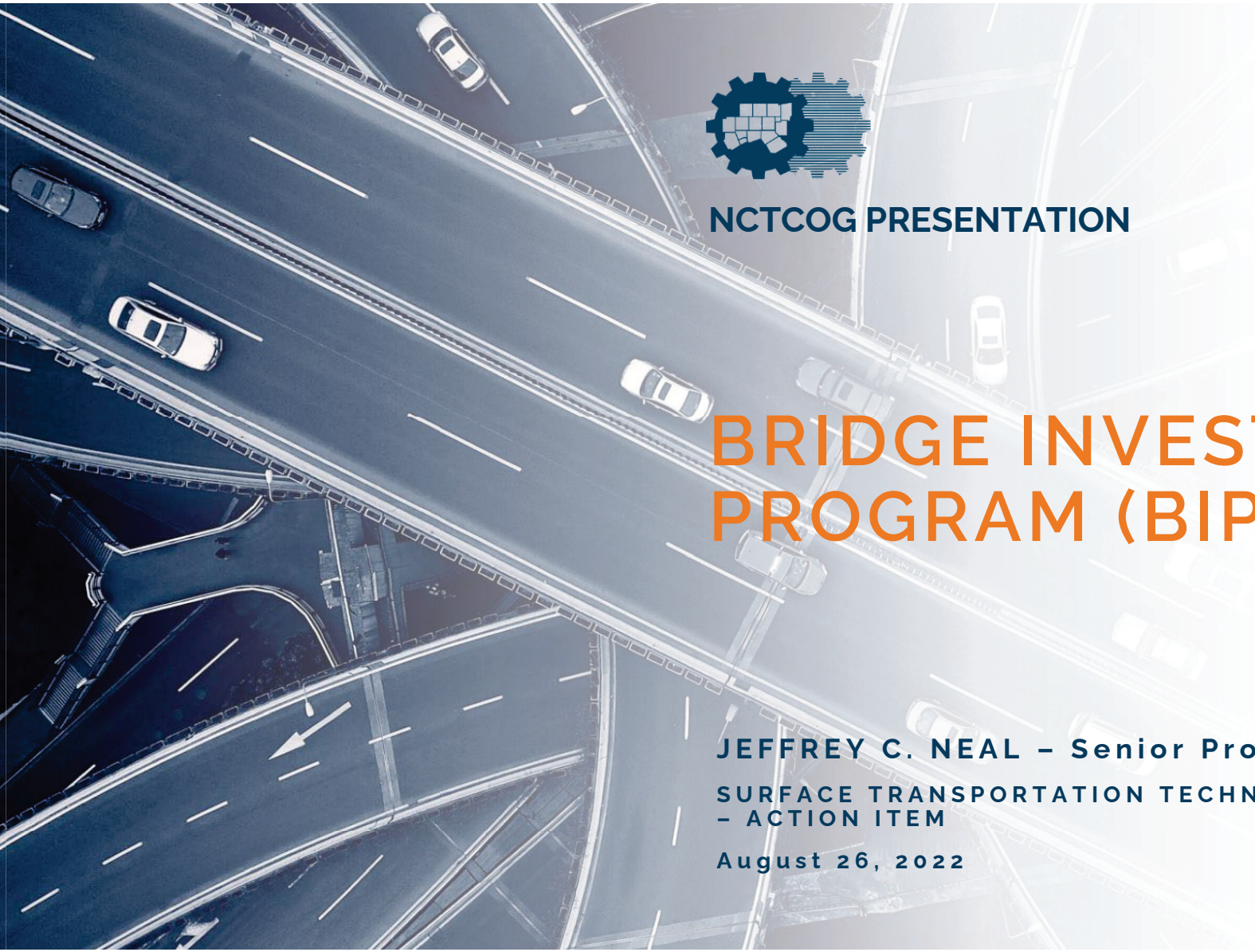
Formal treatment project yet to be identified, confirmed, or advanced into NEPA; evaluated for BIP candidacy

Scope/Cost/Funding details for potential bridge treatment project(s) pending further study

Formal treatment project funded/scheduled for letting, under construction, or completed

NCTCOG Selection for BIP Candidate

IDENTIFICATION						CLASSIFICATION					AGE & SERVICE							STRUCTURE		CONDITION					GEOMETRIC DATA									LOAD RATING		APPRAISAL		RESPONSE		
Structure Number	County Code/ Name	Feature(s) Intersected	Facility Carried	Latitude	Longitude	Highway System of Inventory	Functional Classification	Designated National Truck Network	Maintenance Responsibility	Owner	Year Built	Year Reconstructed	Type of Service (On/Under)	Lanes on Structure	Average Daily Traffic (ADT)	Average Daily Truck Traffic	Bypass Detour Length - miles	Structure Type, Main	Structure Type, Design	Deck	Superstructure	Substructure	Channel Protection	Culvert	Structure Length - feet	Sidewalk Width - feet (L)	Sidewalk Width - feet (R)	Roadway Width - feet	Deck Width - feet	Approach Roadway Width - feet	Total Horizontal Clearance - feet	Min. Vertical Clearance - Over	Min. Vertical Clearance - Under	Bridge Posting	Structure Status	Scour Critical	Inspection Date	TIP/UTP Improvement Projects (if known)	Improvement Type	Status
FORT WORTH DISTRICT: Total = 32 "Poor" Condition Bridges (12 - NHS); "On-System" - 12 (9 - NHS); "Off-System" - 20 (3 - NHS)																																						
021120AA0391002	221 - Hood	Walnut Creek	Old Granbury Rd P4	32.48916	-97.68063	0 - Non NHS		No	County	Hood County	1921	N/A	Highway/Waterway	2	221	0	14.3	1 - Concrete	1 - Slab	4 - Poor	4 - Poor	5 - Fair	7 - Satisfactory	N/A	22	0	0	21	23	18	21	N/A	N/A	5 - Equal to or above	Posted for load	8 - Foundations stable; Scour above top of footing	Apr-21	CSJ# 0902-51-029	Replacement (Design - 30%)	Funded (FY 25) /Scheduled
021120038502012	221 - Hood	Weaver Brook	FM 4	32.51773	-98.04275	0 - Non NHS		No	State DOT	TxDOT	1947	N/A	Highway/Waterway	2	1,512	151	5	1 - Concrete	1 - Slab	6 - Satisfactory	6 - Satisfactory	4 - Poor	6 - Fair	N/A	49.9	0	0	23.6	25.3	20	23.6	N/A	N/A	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Dec-20	CSJ# 0385-02-030	Replacement (Design - 30%)	Funded (FY 25) /Scheduled
021270001403194	251 - Johnson	IH 35W SB Alvarado Exit Ramp	IH 35W NB	32.42056	-97.22823	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1963	N/A	Highway/Highway	2	12,590	3,022	N/A	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	5 - Fair	4 - Poor	6 - Satisfactory	N/A	N/A	210	0	0	37.7	41.7	49.9	37.7	N/A	14.1	5 - Equal to or above	Open	N/A	Oct-20	CSJ# 0014-03-087 INFRA - NTXS Bridge	Removal (Design - 100%)	Funded (FY 22) /Scheduled
021840031401006	367 - Parker	Brazos River	IH 20 Frontage (N)	32.66697	-98.03242	0 - Non NHS	17 - Urban Collector	No	State DOT	TxDOT	1934	N/A	Highway/Waterway	2	1,160	348	N/A	3 - Steel	10 - Truss (Thru)	5 - Fair	4 - Poor	7 - Good	6 - Fair	N/A	892.1	0	0	24	27.2	32.2	24	14.8	N/A	2 - 20.0-29.9% below	Posted for load	7 - Countermeasures installed for mitigation	Sep-20	CSJ# 0314-01-084 (NEPA)	Replacement	Funded (FY 26) /Scheduled
021840C01410002	367 - Parker	Branch of Rock Creek	Knight Rd	32.82248	-98.05661	0 - Non NHS	19 - Urban Local	No	Municipal	City of Mineral Wells	1942	N/A	Highway/Waterway	2	50	0	1.9	7 - Wood or Timber	2 - Stringer/Multi-beam or Girder	5 - Fair	6 - Satisfactory	1 - Imminent Failure	6 - Fair	N/A	65	0	0	24.3	24.9	22	24.3	N/A	N/A	0 - Greater than 39.9% below	Closed	5 - Foundations stable	Feb-21	CSJ# 0902-38-129	Replacement	Under Construction
021840C01410001	367 - Parker	Branch of Rock Creek	Knight Rd	32.82262	-98.0565	0 - Non NHS	19 - Urban Local	No	Municipal	City of Mineral Wells	1932	N/A	Highway/Waterway	2	50	0	1.9	7 - Wood or Timber	2 - Stringer/Multi-beam or Girder	1 - Imminent Failure	2 - Critical	7 - Satisfactory	N/A	N/A	48.9	0	0	24	24.9	22	24	N/A	N/A	0 - Greater than 39.9% below	Closed	5 - Foundations stable	Feb-19	CSJ# 0902-38-129	Replacement	Under Construction
021840AA0229002	367 - Parker	Walnut Creek Tributary	McVoid Rd (PCT 1)	32.9949	-97.6273	0 - Non NHS	9 - Rural Local	No	County	Parker County	1949	N/A	Highway/Waterway	2	205	N/A	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	7 - Good	6 - Satisfactory	4 - Poor	6 - Fair	N/A	26.9	0	0	19.4	19.4	17.1	19.4	N/A	N/A	1 - 30.0-39.9% below	Posted for load	5 - Foundations stable	Jan-20	CSJ# 0902-38-136	Replacement	Funded (FY 23) /Scheduled
021840AA0441001	367 - Parker	Three Mile Brook Tributary	Harmony Circle	32.68167	-97.81409	0 - Non NHS	9 - Rural Local	No	County	Parker County	1944	N/A	Highway/Waterway	1	160	N/A	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	7 - Good	6 - Satisfactory	3 - Serious	7 - Satisfactory	N/A	38.1	0	0	16.7	18	13.1	16.7	N/A	N/A	2 - 20.0-29.9% below	Posted for load	5 - Foundations stable	Dec-21	Parker County	Repair	Complete
021840AA0259001	367 - Parker	Browders Creek	Lynch Bend Rd (PCT 2)	32.95081	-97.69598	0 - Non NHS	9 - Rural Local	No	County	Parker County	1991	N/A	Highway/Waterway	2	100	N/A	1.9	3 - Steel	2 - Stringer/Multi-beam or Girder	7 - Good	6 - Satisfactory	4 - Poor	5 - Poor	N/A	65.9	0	0	24	24.9	18	24	N/A	N/A	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Nov-21	Parker County	Repair	Under Construction
022200001416192	439 - Tarrant	IH 35W SB	SH 121 WB	32.76516	-97.31879	1 - NHS	14 - Other Principal Art	No	State DOT	TxDOT	1961	N/A	Highway/Highway	3	28,470	854	N/A	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	6 - Satisfactory	N/A	N/A	196.9	5.9	5.9	38.1	51.8	38.1	38.1	N/A	15	5 - Equal to or above	Open	N/A	Sep-21	CSJ# 0014-16-268 NTE Seg. 3A Ultimate	Reconstruction	EA Re-Eval/ CDA
022200036303014	439 - Tarrant	SH 121	N Sylvania Ave	32.76745	-97.30878	1 - NHS	19 - Urban Local	No	State DOT	TxDOT	1963	N/A	Highway/Highway	4	11,374	N/A	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	5 - Fair	4 - Poor	6 - Satisfactory	N/A	N/A	234.9	4.3	4.3	74.8	103.7	47.9	44	N/A	14	5 - Equal to or above	Open	N/A	May-21	CSJ# 0014-16-268 NTE Seg. 3A Ultimate	Reconstruction	EA Re-Eval/ CDA
022200017206067	439 - Tarrant	Carey St	US 287 NB	32.69341	-97.24328	1 - NHS	12 - Other Frwy/Expwy	No	State DOT	TxDOT	1965	N/A	Highway/Highway	3	34,052	1,703	N/A	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	5 - Fair	4 - Poor	6 - Satisfactory	N/A	N/A	149	0	0	54.1	55.8	54.1	46.6	N/A	14	5 - Equal to or above	Open	N/A	Jun-21	CSJ# 0172-06-080 Southeast Connector	Reconstruction	Funded (FY 23) /Scheduled
022200BB0985040	439 - Tarrant	International Pkwy & N Service Rd	Terminal E Ramp (Inbound)	32.89148	-97.0396	1 - NHS	19 - Urban Local	No	Municipal	DFW Airport	1974	N/A	Highway/Highway	2	3,000	60	N/A	4 - Steel Continuous	S - Box Beam or Girders (Multiple)	6 - Satisfactory	4 - Poor	6 - Satisfactory	N/A	N/A	754.9	0	0	29.9	33.8	29.9	29.9	N/A	15.6	5 - Equal to or above	Open	N/A	May-20	DFW Airport (Airport Terminal Program)	Reconstruction	FONSI/ Partial Funding (ATP)
022200BB0985028	439 - Tarrant	International Pkwy & N Service Rd	Terminal C Ramp (Inbound)	32.89869	-97.03869	1 - NHS	19 - Urban Local	No	Municipal	DFW Airport	1974	N/A	Highway/Highway	2	3,000	60	N/A	4 - Steel Continuous	S - Box Beam or Girders (Multiple)	6 - Satisfactory	4 - Poor	6 - Satisfactory	N/A	N/A	754.9	0	0	29.9	33.8	29.9	29.9	N/A	15.5	5 - Equal to or above	Open	N/A	May-20	DFW Airport (Airport Terminal Program)	Reconstruction	FONSI/ Partial Funding (ATP)
022200BB0985019	439 - Tarrant	International Pkwy & S Service Rd	Terminal B Ramp (Inbound)	32.90365	-97.0415	1 - NHS	19 - Urban Local	No	Municipal	DFW Airport	1974	N/A	Highway/Highway	2	3,000	60	N/A	4 - Steel Continuous	S - Box Beam or Girders (Multiple)	6 - Satisfactory	4 - Poor	6 - Satisfactory	N/A	N/A	754.9	0	0	29.9	33.8	29.9	29.9	N/A	15	5 - Equal to or above	Open	N/A	May-20	Intl Pkwy AMP Terminal A/B - RAISE Grant	Reconstruction	FONSI/Partial Funding (RAISE)
022200AA0428001	439 - Tarrant	Gilmore Branch	Grants Ln	32.93843	-97.45497	0 - Non NHS		No	County	Tarrant County	1939	N/A	Highway /Waterway	2	100	0	N/A	1 - Concrete	19 - Culvert	N/A	N/A	N/A	7 - Satisfactory	4 - Significant Deterioration	24	0	0	20	23	18	20	N/A	N/A	5 - Equal to or above	Posted for load	8 - Foundations stable; Scour above top of footing	Nov-21	CSJ# 0902-48-850	Replacement	Complete
022200LL0020001	439 - Tarrant	Big Bear Creek	S White Chapel Blvd	32.91985	-97.15778	0 - Non NHS	17 - Urban Collector	No	Municipal	City of Colleyville/ Southlake	1971	N/A	Highway/Waterway	2	7,923	158	3.7	1 - Concrete	1 - Slab	6 - Satisfactory	6 - Satisfactory	4 - Poor	4 - Severely Damaged	N/A	75.1	0	0	23	24.9	20	23	N/A	N/A	5 - Equal to or above	Posted for load	5 - Foundations stable	Dec-20	CSJ# 0902-48-893	Replacement	Complete
022200NN0045001	439 - Tarrant	Marshall Branch	J T Ottinger Rd	32.99039	-97.21574	0 - Non NHS	17 - Urban Collector	No	Municipal	Town of Westlake	1989	N/A	Highway/Waterway	2	500	25	3.7	3 - Steel	2 - Stringer/Multi-beam or Girder	6 - Satisfactory	6 - Satisfactory	4 - Poor	4 - Severely Damaged	N/A	36.1	0	0	23	23.3	19	23	N/A	N/A	5 - Equal to or above	Open	5 - Foundations stable	Jul-20	CSJ # Pending AFA Initiated	Replacement	Funded (FY 26) /Scheduled
022200HH0243002	439 - Tarrant	Village Creek Trib	Kennedale-New Hope Rd	32.62553	-97.21906	0 - Non NHS		No	County	Tarrant County	1939	N/A	Highway/Waterway	2	1,961	39	1.9	2 - Concrete Continuous	1 - Slab	4 - Poor	4 - Poor	5 - Fair	5 - Poor	N/A	21	0	0	25.9	35.4	25.9	25.9	N/A	N/A	5 - Equal to or above	Posted for load	5 - Foundations stable	Feb-20	CSJ# 0902-90-057	Replacement	Funded (FY 22) /Let
022200ZS4528003	439 - Tarrant	Live Oak Creek	Silver Creek Rd	32.79281	-97.49294	0 - Non NHS	17 - Urban Collector	No	Municipal	City of Fort Worth	1940	N/A	Highway/Waterway	2	5,269	105	6.8	1 - Concrete	4 - Tee Beam	6 - Satisfactory	4 - Poor	6 - Satisfactory	6 - Fair	N/A	105	0	0	22	24	20	22	N/A	N/A	5 - Equal to or above	Posted for load	5 - Foundations stable	Apr-20	CSJ# 0902-48-502	Replacement	Funded (FY 23) /Scheduled
022200ZR5050001	439 - Tarrant	West Fork Trinity River	Riverside Dr SB	32.75088	-97.30349	0 - Non NHS	19 - Urban Local	No	Municipal	City of Fort Worth	1931	N/A	Highway/Waterway	3	19,680	4,920	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	6 - Satisfactory	6 - Fair	N/A	292	0	0	40	44.9	40	40	N/A	N/A	3 - 10.0-19.9% below	Posted for load	5 - Foundations stable	Mar-20	CSJ# 0902-90-019	Rehabilitation	Funded (FY 23) /Scheduled
022200ZL6785004	439 - Tarrant	Little Fossil Creek	Long Ave WB	32.80991	-97.29148	0 - Non NHS	19 - Urban Local	No	Municipal	City of Fort Worth	1980	N/A	Highway/Waterway	3	7,580	1,137	1.2	5 - Prestressed Concrete	S - Box Beam or Girders (Multiple)	7 - Good	4 - Poor	6 - Satisfactory	5 - Poor	N/A	180.1	4.3	5.6	36.4	48.6	37.1	36.4	N/A	N/A	5 - Equal to or above	Open	5 - Foundations stable	Apr-21	CSJ# 0902-48-894	Replacement	Funded (FY 23) /Scheduled
022200ZL6785003	439 - Tarrant	Little Fossil Creek	Long Ave EB	32.80965	-97.29126	0 - Non NHS	19 - Urban Local	No	Municipal	City of Fort Worth	1980	N/A	Highway/Waterway	3	7,580	1,137	1.2	5 - Prestressed Concrete	S - Box Beam or Girders (Multiple)	8 - Very Good	4 - Poor	6 - Satisfactory	6 - Fair	N/A	180.1	4.3	5.6	36.4	48.6	37.1	36.4	N/A	N/A	5 - Equal to or above	Open	5 - Foundations stable	Apr-21	CSJ# 0902-48-894	Replacement	Funded (FY 23) /Scheduled
022200000813136	439 - Tarrant	IH 820	SH 183 WB	32.80909	-97.20959	1 - NHS	14 - Other Principal Art	Yes	State DOT	TxDOT	1963	N/A	Highway/Highway	2	15,963	1,756	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	5 - Fair	4 - Poor	6 - Satisfactory	N/A	N/A	348.1	4.9	0	25.9	33.1	25.9	25.9	N/A	16.4	5 - Equal to or above	Open	N/A	May-20	CSJ# 0008-13-221 Keep 820 Moving	Reconstruction	Under Construction
022200000813122	439 - Tarrant	Wilbarger St	IH 820 SB	32.69755	-97.2373	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1963	N/A	Highway/Highway	2	42,650	2,559	N/A	5 - Prestressed Concrete	2 - Stringer/Multi-beam or Girder	6 - Satisfactory	4 - Poor	6 - Satisfactory	N/A	N/A	168	0	0	32.2	35.4	36.1	32.2	N/A	13.9	5 - Equal to or above	Open	N/A	May-21	CSJ# 0172-06-080 Southeast Connector	Reconstruction	Funded (FY 23) /Scheduled
022200017105017	439 - Tarrant	West Fork Trinity River	SH 199	32.76491	-97.35089	1 - NHS	14 - Other Principal Art	No	State DOT	TxDOT	1931	1993	Highway-Pedestrian/Waterway	4	24,072	1,444	5	2 - Concrete Continuous	4 - Tee Beam	6 - Satisfactory	7 - Good	2 - Critical	6 - Fair	N/A	485.9	4.9	4.9	40	53.1	40	40	N/A	N/A	5 - Equal to or above	Open	2 - Scour Critical (Extensive scour occurred - Immediate action required to provide scour countermeasures)	Jul-21	Historic/Scour Critical evaluation to determine project scope	TBD	Under Review
022200106802057	439 - Tarrant	IH 30	SH 360 NB Frontage (Watson Rd)	32.75961	-97.0628	1 - NHS	17 - Urban Collector	No	State DOT	TxDOT	1956	1976	Highway/Highway	2	3,580	179	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	6 - Satisfactory	4 - Poor	7 - Good	N/A	N/A	244.1	2.6	2.3	22	27.6	24	22	N/A	14.8	5 - Equal to or above	Open	N/A	Jun-21	CSJ# 1068-02-076 Keep 30-360 Moving	Reconstruction	Under Construction
022200017202187	439 - Tarrant	Village Creek	BU 287 P (Kennedale Pkwy)	32.6604	-97.23605	1 - NHS	14 - Other Principal Art	Yes	State DOT	TxDOT	1998	N/A	Highway/Waterway	5	20,978	N/A	6.2	5 - Prestressed Concrete	2 - Stringer/Multi-beam or Girder	7 - Good	7 - Good	2 - Critical	6 - Fair	N/A	603	4.9	4.9	85.6	100.1	86	85.6	N/A	N/A	5 - Equal to or above	Open	2 - Scour Critical (Extensive scour occurred - Immediate action required to provide scour countermeasures)	Jun-21	Scour Critical evaluation completed with updated bridge inspection report pending (no longer poor)	None	None
022490AA0113003	497 - Wise	Big Sandy Creek	CR 1590 PCT 2	33.36878	-97.73602	0 - Non NHS		No	County	Wise County	1987	N/A	Highway/Waterway	1	125	0	6.2	3 - Steel	2 - Stringer/Multi-beam or Girder	6 - Satisfactory	6 - Satisfactory	4 - Poor	7 - Satisfactory	N/A	24.9	0	0	15.4	16.1	22	15.4	N/A	N/A	0 - Greater than 39.9% below	Posted for load	8 - Foundations stable; Scour above top of footing	Jan-20	CSJ# 0902-20-102	Replacement (Design - 100%)	Funded (FY 22) /Scheduled
022490AA0174002	497 - Wise	Denton Creek Tributary	CR 2648 PCT 1	33.39052	-97.51014	0 - Non NHS	9 - Rural Local	No	County	Wise County	1987	N/A	Highway/Waterway	2	100	N/A	6.2	3 - Steel	2 - Stringer/Multi-beam or Girder	6 - Satisfactory	6 - Satisfactory	4 - Poor	5 - Poor	N/A	60	0	0	23.6	24	16.1	23.6	N/A	N/A	0 - Greater than 39.9% below	Posted for load	8 - Foundations stable; Scour above top of footing	Jan-21	Wise County	Replacement	Under Construction
022490160601007	497 - Wise	Lake Bridgeport Spillway	FM 1658	33.22997	-97.83009	0 - Non NHS		No	State DOT	TxDOT	1972	1999	Highway/Waterway	2	804	64	5	5 - Prestressed Concrete	2 - Stringer/Multi-beam or Girder	7 - Good	7 - Good	4 - Poor	5 - Poor	N/A	321.9	0	0	40	41.7	42	40	N/A	N/A	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Mar-21	Structure under review for load capacity	TBD	Under Review
022490AA0203001	497 - Wise	Panther Creek	New Harp Rd	33.42794	-97.61174	0 - Non NHS		No	County	Wise County	1928	N/A	Highway/Waterway	1	90	0	N/A	3 - Steel	10 - Truss (Thru)	6 - Satisfactory	3 - Serious	5 - Fair	5 - Poor	N/A	69.9	0	0	16.1	16.1	16.1	16.1	N/A	N/A	0 - Greater than 39.9% below	Posted for load	8 - Foundations stable; Scour above top of footing	Dec-20	CSJ# 0902-20-097	Replacement (Design - 100%)	Funded (FY 24) /Scheduled
PARIS DISTRICT: Total = 3 "Poor" Condition Bridges (0 - NHS); "On-System" - 1 (0 - NHS); "Off-System" - 2 (0 - NHS)																																						
011170AA0916002	231 - Hunt	Farber Creek Branch	Shelby Ave	33.11441	-96.14678	0 - Non NHS		No	County	Hunt County	1935	N/A	Highway/Waterway	2	2,410	241	3.7	3 - Steel	2 - Stringer/Multi-beam or Girder	7 - Good	6 - Satisfactory	4 - Poor	7 - Satisfactory	N/A	24	0	0	19	21	16.1	19	N/A	N/A	5 - Equal to or above	Posted for load	5 - Foundations stable	Jan-20	CSJ# 0901-22-122	Rehabilitation	Funded/ Scheduled
011170AA0339001	231 - Hunt	Pecan Creek	CR 4809	33.36435	-95.93048	0 - Non NHS		No	County	Hunt County	1999	N/A	Highway/Waterway	2	10	0	3.7	3 - Steel	2 - Stringer/Multi-beam or Girder	7 - Good	6 - Satisfactory	4 - Poor	6 - Fair	N/A	40	0	0	23.3	24.9	16.1	23.3	N/A	N/A	5 - Equal to or above	Posted for load	5 - Foundations stable	Nov-21	Evaluation pending	TBD	Under Review
011170013601093	231 - Hunt	South Sulphur River	SH 224	33.21136	-95.98781	0 - Non NHS		No	State DOT	TxDOT	1975	N/A	Highway/Waterway	2	3,451	621	8.7	1 - Concrete	2 - Stringer/Multi-beam or Girder	6 - Satisfactory	5 - Fair	4 - Poor	4 - Severely Damaged	N/A	351	0	0	47.9	50.2	44	47.9	N/A	N/A	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Feb-21	CSJ# 0136-01-066	Replacement	Under Construction



NCTCOG PRESENTATION

BRIDGE INVESTMENT PROGRAM (BIP) – 2022

JEFFREY C. NEAL – Senior Program Manager

SURFACE TRANSPORTATION TECHNICAL COMMITTEE (STTC) – ACTION ITEM

August 26, 2022

ELECTRONIC ITEM 3.2

BRIDGE INVESTMENT PROGRAM (BIP) – OVERVIEW

Funding Availability

$20 Million
Planning Grants

$1.17 Billion
Large Bridges (> $100M)

$1.013 Billion
Bridge Projects (≤ $100M)

$40 Million
Tribal Facilities

$117 Million
Culvert Rehab / Replacement

TOTAL FY 22 FUNDING: $2.36 BILLION

Minimum Award

$2.5 Million
Bridge / Culvert Projects

$50 Million
Large Bridges

Maximum Award

50% of Cost
Large Bridges

80% of Cost
Bridge / Culvert Projects

Federal Cost Share Limit

80% of Cost
On-System Bridges [1]

90% of Cost
Off-System Bridges

Applicant Eligibility

1. State DOT (or group of State DOTs)
2. Metropolitan Planning Organization (MPO)
3. Local Government (or consortium)
4. Political Subdivision of State / Local Government
5. Special Purpose District / Public Authority
6. Federal Land Management Agency (FLMA)
7. Tribal Government (or consortium)
8. Multi-Jurisdictional Group of Above Entities

Project Cost Eligibility / Commitments

1. Development Phase Activities:
   Planning, feasibility analyses, revenue forecasting, NEPA / design
2. Bridge Construction Activities:
   Preservation, rehab, removal, replacement, or reconstruction
   ROW / equipment acquisition
   Operational improvements related to system performance
3. Bridge Protective Measures (e.g., seismic / scour defenses)
4. Federal Credit Assistance Subsidy / Administrative Costs
5. Maintenance (Responsible entity, lifecycle costs, & funding sources)
6. Bicycle / Pedestrian Accommodation [2]

STTC Action Item – Bridge Investment Program (BIP)

1. *Bridges on roadways maintained by a State DOT.*
2. *Federal financial participation requires safe accommodation of bicyclists / pedestrians if such operations are allowed at each bridge end, and FHWA determines safe accommodation can be provided at a reasonable cost.*

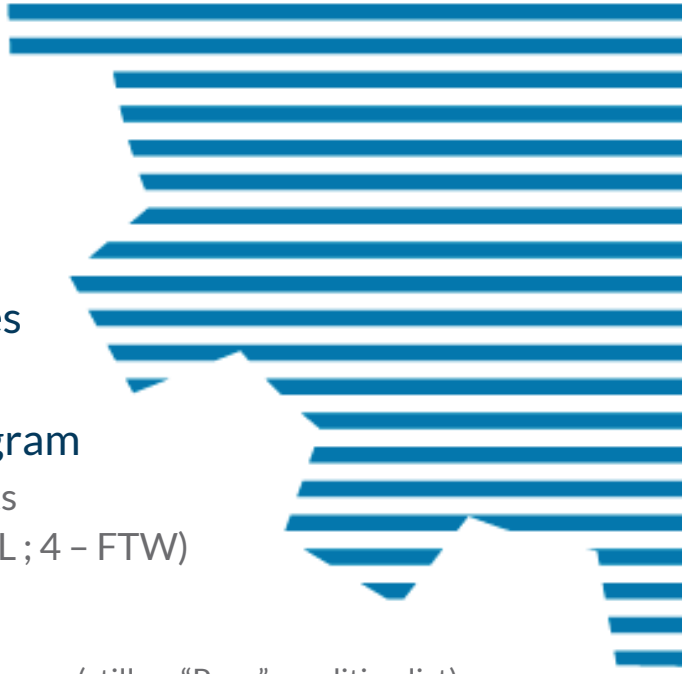
BRIDGE INVESTMENT PROGRAM (BIP) – OVERVIEW *(cont.)*

- Project Goals:
  - Reduce number of & total person-miles traveled over bridges:
    - In poor condition, or in fair condition with risk of falling into poor condition within three years
    - Not meeting current geometric design standards
    - Not meeting load & traffic requirements of the regional transportation network
  - Improve safety, efficiency, & reliability of people / freight movements over bridges
  - Provide financial assistance leveraging & encouraging non-Federal contributions
- US DOT Priority Considerations:
  - Bridge(s) in poor condition or at risk of falling into poor condition, plus one or more of the following:
  - Large Bridge Projects (> $100 Million):
    - Does not meet current geometric design standards
    - Total future eligible project costs > $1 Billion
    - Grant need > $100 Million
    - Readiness verifies award could be distributed over 4-year period
    - FLMA bridge to be divested to a non-Federal entity
    - Next delivery stage can proceed within 12 months of NEPA completion
    - Incorporates transit, such as bus express lanes
    - Demonstrates national or regional economic significance
  - Bridge Projects (≤ $100 Million):
    - Final design readiness within 12 months of NEPA completion
    - Final design completion within 12 months of initial obligation
    - Construction initiation within 18 months of initial obligation
    - Construction could not begin without FY 22 grant before 9/30/2025

STATE OF REGIONAL BRIDGES – NATIONAL BRIDGE INVENTORY (NBI)

- Total Bridges (12-county NCTCOG MPA) = **9,265**
- National Highway System (NHS) Bridges = **3,523** (38.0% of total)
- Asset Ownership/Maintenance:
  - TxDOT – 4,922 "On-system" bridges (2,826 on NHS facilities)
  - Others – 4,343 "Off-system bridges (697 on NHS facilities)
- Condition (2022 NBI Data):
  - **"Good"** – **4,611** total bridges (49.8% of total); **1,640** – NHS bridges (46.6% of total NHS)
    - "On-System" – 2,391 total (51.9%); 1,256 – NHS (76.6%)
    - "Off-System" – 2,220 total (48.1%); 384 – NHS (23.4%)
  - **"Fair"** – **4,562** total bridges (49.2% of total); **1,834** – NHS bridges (52.0% of total NHS)
    - "On-System" – 2,479 total (54.3%); 1,525 – NHS (83.2%)
    - "Off-System" – 2,083 total (45.7%); 309 – NHS (16.8%)
  - **"Poor"** – **92** total bridges (1.0% of total); **49** – NHS bridges (1.4% of total NHS)
    - "On-System" – 52 total (56.5%); 45 – NHS (91.8%)
    - "Off-System" – 40 total (43.5%); 4 – NHS (8.2%)
- Age/Geometry: Of 3,000 "Fair" bridges above 40 years of age, 472 of them have insufficient design

IDENTIFYING BIP CANDIDATES



- NCTCOG coordinated with the TxDOT Bridge Division, local TxDOT Districts, and local governments to determine "Poor" bridge candidates
- BIP statutory requirements for rapid implementation were evaluated
- INFRA Grant (2019) – North Central Texas Strategic NHS Bridge Program
  - Original Submittal – $229 million ($113 million INFRA requested) for 12 projects
  - Awarded Project – $45.5 million ($8.8 million INFRA) for seven projects (3 – DAL ; 4 – FTW)
  - Implementation – $28.5 million for four projects (1 – DAL; 3 – FTW)
    - Three projects now under construction with remaining project to be let prior to 2023
    - All projects from original submittal have treatments underway or funded/scheduled, except for one (still on "Poor" condition list)
- "Poor" Bridges – Breakdown by TxDOT District (Electronic Item 10.1):
  - Dallas: 57 bridges; 39 – "On-System" (36 – NHS); 18 – "Off-System" (1 – NHS)
  - Fort Worth: 32 bridges; 12 – "On-System" (9 – NHS); 20 – "Off-System" (3 – NHS)
  - Paris (Hunt County): 3 bridges; 1 – "On-System" (0 – NHS); 2 – "Off-System" (0 – NHS)
  - Treatments for all but 11 total bridges are funded/scheduled for construction, under construction, or completed
  - 10 bridges – More study/coordination for treatment scope, cost, and funding needed to prepare for future BIP rounds
- Proposed Project: **IH 35W/SH 121 Interchange Reconstruction Phase One – Sylvania Avenue Bridge**

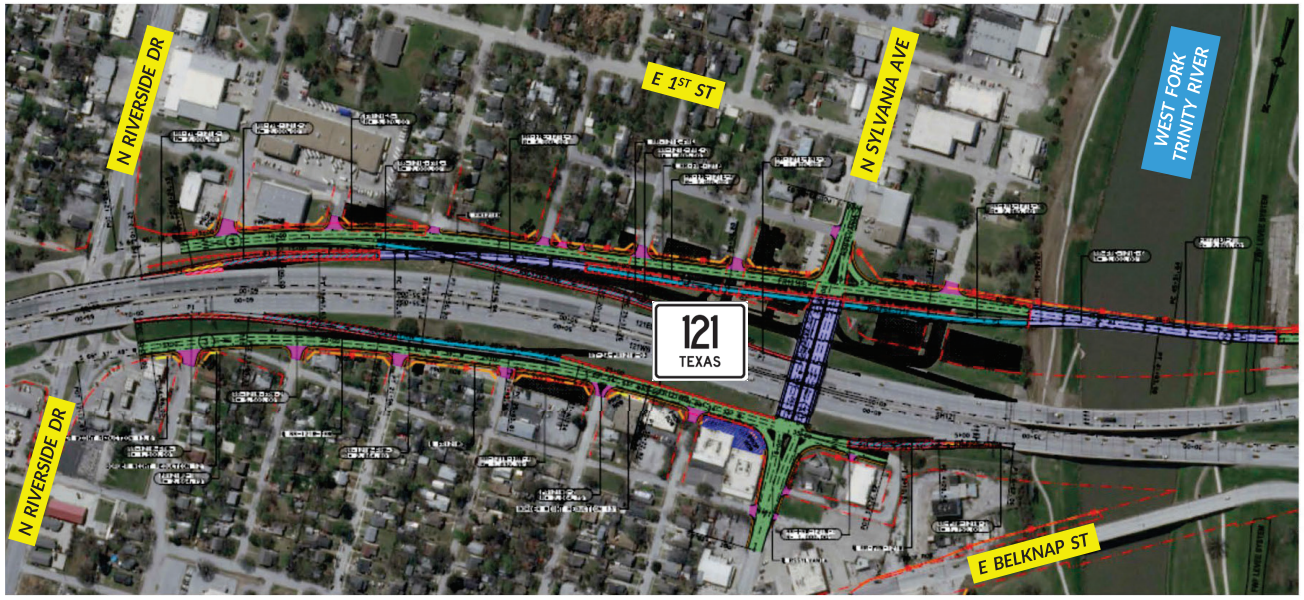
IH 35W/SH 121 INTERCHANGE – SYLVANIA AVENUE BRIDGE

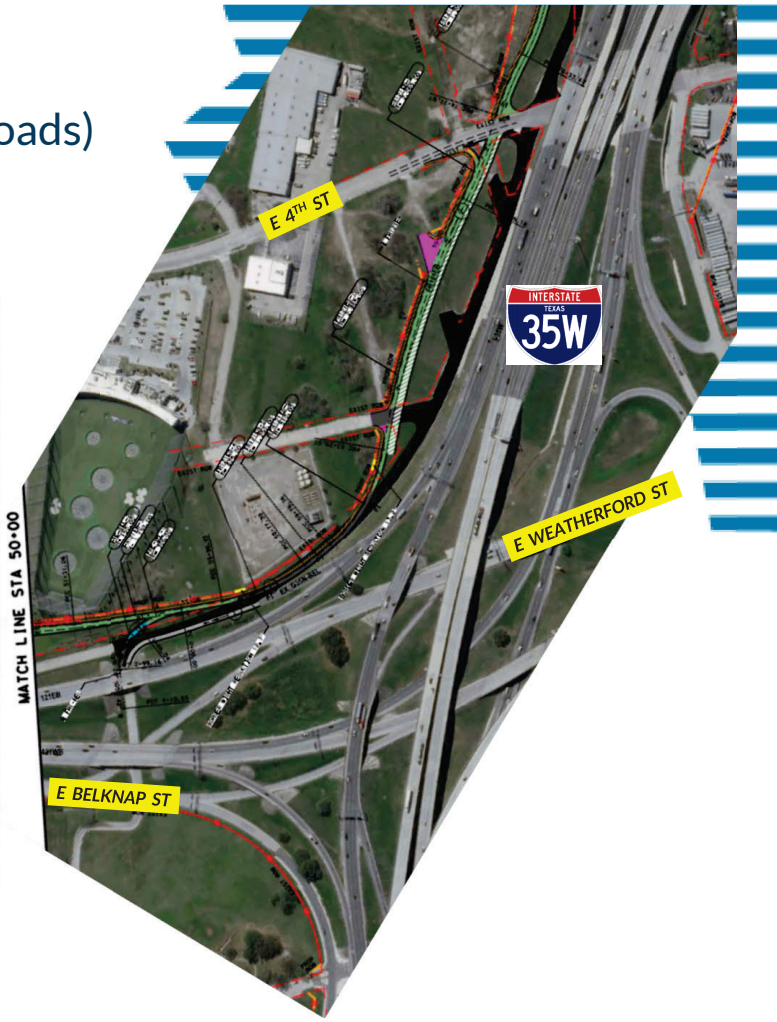
- Built in 1963
- "On-System", NHS, and on National Truck Network
- Posted for weight limit (< 10%)
- Does not meet currently acceptable design standards
- Vertical clearance: 14'-2" (NB), 13'-6" (SB)
- Overheight Vehicle Detection System (OHVeD) installed
- 13 vehicle strikes since 2004 (twice this year)

STTC Action Item – Bridge Investment Program (BIP)

IH 35W/SH 121 INTERCHANGE – SYLVANIA AVENUE BRIDGE

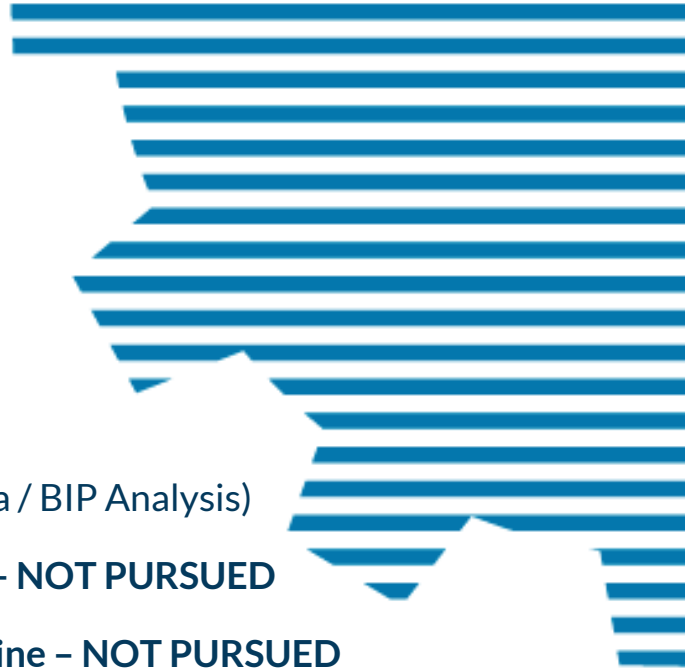
- Overall Project Cost = $106 million (incl. new ramps & frontage roads)





STTC Action Item – Bridge Investment Program (BIP)

BRIDGE INVESTMENT PROGRAM (BIP) – SCHEDULE



June 10, 2022	**BIP Notice of Funding Opportunity (NOFO) Released**
June 24, 2022	STTC Information
July 14, 2022	RTC Information
July 22, 2022	STTC Information – State of Regional Bridges (NBI Data / BIP Analysis)
July 25, 2022	**BIP "Planning" Grant Application Submittal Deadline – NOT PURSUED**
August 9, 2022	**BIP "Large Bridge" Grant Application Submittal Deadline – NOT PURSUED**
August 18, 2022	**RTC Action – "Bridge" Grant**
August 25, 2022	Executive Board Endorsement – "Bridge" Grant
August 26, 2022	STTC Endorsement – "Bridge" Grant
September 8, 2022	**BIP "Bridge" Grant Application Submittal Deadline**

BRIDGE INVESTMENT PROGRAM (BIP) – REQUESTED STTC ACTION

- Request STTC approval (endorsement) of:
  - Submittal of **IH 35W / SH 121 Interchange Reconstruction Phase One – Sylvania Avenue Bridge** for funding consideration through the FY 22 Bridge Investment Program
  - Administratively amending NCTCOG and State Transportation Improvement Programs (TIP / STIP), as well as other planning and administrative documents, to include the proposed projects if selected for an FY 22 BIP Grant award

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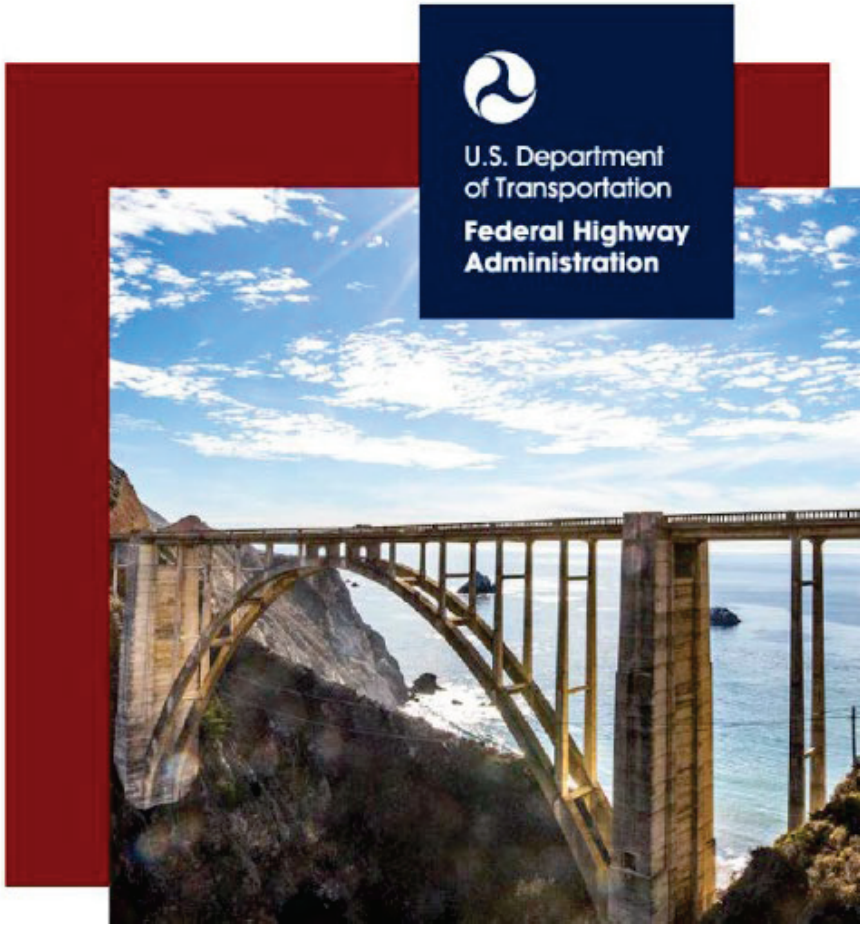


STTC Action Item – Bridge Investment Program

USDOT Bipartisan Infrastructure Law (BIL): https://www.transportation.gov/bipartisan-infrastructure-law
USDOT Bridge Investment Program (BIP): https://www.fhwa.dot.gov/bridge/bip/

North Central Texas Council of Governments

Safe Streets and Roads for All (SS4A) Regional Grant Application

Surface Transportation Technical Committee
8.26.2022

Julie Anderson

ELECTRONIC ITEM 4

Federal Funding Overview

Bipartisan Infrastructure Law (BIL)

Active BIL Grant NOFOs – FY22	Pending BIL Grant NOFOs – FY22	Completed MPO-eligible BIL solicitations
▪ **Safe Streets and Roads for All (SS4A)** ▪ Bridge Investment Program ▪ Railroad Crossing Elimination Program ▪ Reconnecting Communities Pilot Program	▪ Nationally Significant Federal Lands and Tribal Project Program (August) ▪ Consolidated Rail Infrastructure & Safety Improvements Grant Program (August) ▪ Strengthening Mobility & Revolutionizing Transportation (SMART) Program (September) ▪ Federal/State Partnership for Intercity Passenger Rail Grant Program (October) ▪ Thriving Communities Grant Program (November)	▪ Local and Regional Project Assistance Program* (RAISE) ▪ Multimodal Projects Discretionary Grant Program* (INFRA/MEGA/RURAL) ▪ Port Infrastructure Development Grant Program (PIDG) ▪ Transit-Oriented Development Pilot Program **Submitted*

Safe Streets & Roads for All (SS4A) Grant Program

Funding Availability

$400 Million
– Action Plan (Nation)

$600 Million
– Implementation (Nation)

< 15% per State
– Overall Program

Minimum Award*

$200,000
– Action Plan (All Applicants)

$3 Million
– Implementation (Rural/Tribal)

$5 Million
– Implementation (MPO/Group)

Maximum Award*

$1 Million
– Action Plan (Local/Tribal/Rural)

$5 Million
– Action Plan (MPO/Group)

$30 Million
– Implementation (Local/Rural/Tribal)

$50 Million
– Implementation (MPO/Group)

Cost Sharing

80% Federal | 20 % non-Federal

Applicant/Condition Eligibility

1. MPOs
2. Political Subdivision of a State
   (City, Town, County, Transit Agency, Special District, etc.)
3. Tribal Government
4. Multi-Jurisdictional Group of Above Entities

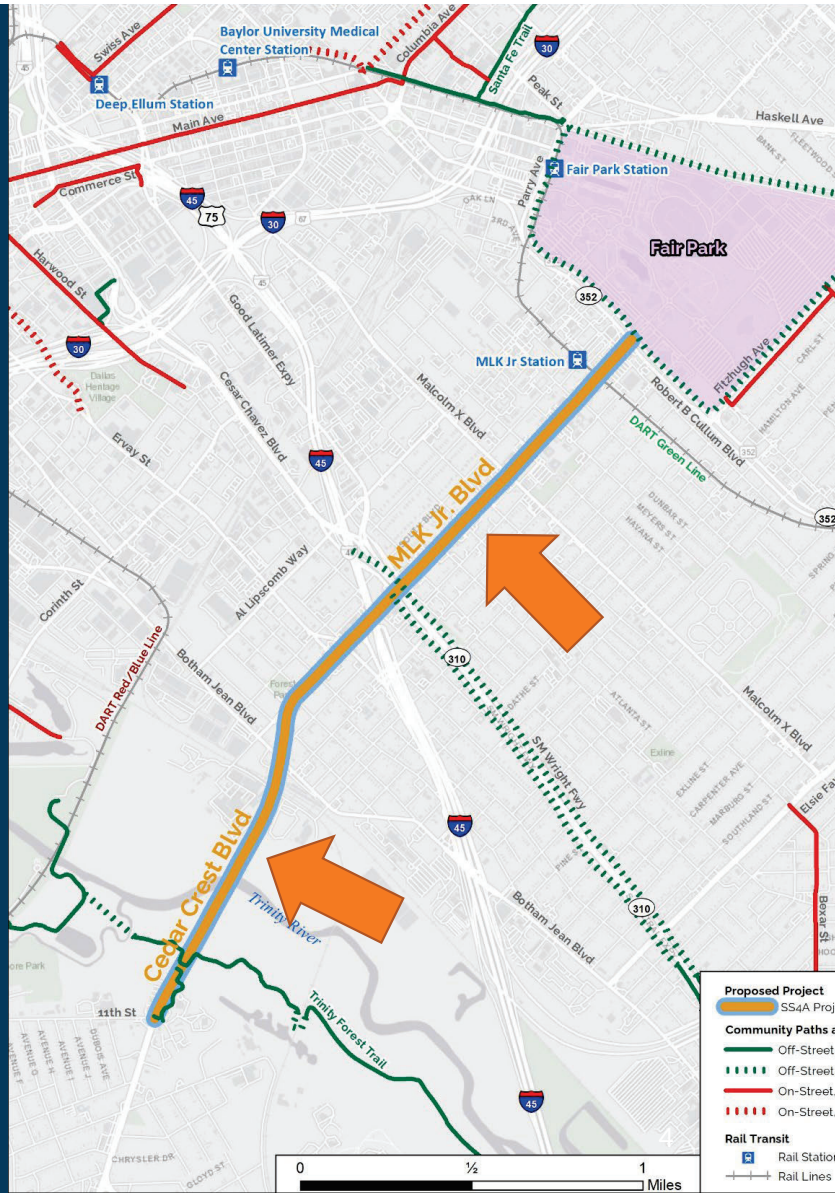
* There is no minimum or maximum award amount; however, the NOFO provides expected minimum and maximum ranges for applicant consideration.

Safe Streets Implementation Grant Project

Martin Luther King, Jr Blvd / Cedar Crest Blvd

Implement safety countermeasures to address the safety of all modes of transportation including motor vehicle, transit, bicycle, and pedestrian:

- Complete street (context-sensitive) retrofit
- DART Bus Stops / Smart Shelters upgrades
- Technology upgrades



Safe Streets and Roads for All Grant Application

Safe Streets Grant Application
Anticipated Project Budget

Component Name	Project Cost	Federal (SS4A)	Non-Federal Match	Match Source
Complete Street (Context Sensitive) Retrofit, Safety, and Technology Upgrades	$21,000,000	$16,800,000	$4,200,000	City of Dallas
DART Bus Stop / Smart Bus Shelter Upgrades	$1,000,000	$800,000	$200,000	DART
Total	**$22,00,000**	**$17,600,000**	**$4,400,000**	

Schedule

Date	Milestone
May 16, 2022	NOFO Released
July 22, 2022	STTC Information
August 18, 2022	RTC Information
August 26, 2022	**STTC Action**
September 8, 2022	RTC Action
September 15, 2022	Application Due
September 28, 2022	Executive Board Endorsement

Requested Action

Recommend Regional Transportation Council Approval of a regional implementation project grant application submittal to the Fiscal Year (FY) 2022 Safe Streets and Roads for All (SS4A) Discretionary Grant program.

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Transportation Infrastructure Certification Program

TransPod & JPods

BRENDON WHEELER, P.E.

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

AUGUST 26, 2022

RTC Policy P22-2

Develop Process for the Transportation Infrastructure Certification Program

Purpose

Provide transparent process for RTC coordination with providers

Periodic solicitation/opportunity for new technology applications

Ensure level playing field for providers and local governments

Guiding Principles

Must serve long-range transportation need (MTP)

Technology provider responsible for certification process

NCTCOG will facilitate mutual cooperation

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

ITTICP
Applicant Status

Applicant/ Technology Provider	Technology/Mode	Market Solution	Purpose/Benefit	Application Status
TransPod	Hyperloop (ultra-high-speed pod in near vacuum environment)	Statewide/Intercity/ Regional	People and Goods/ Air Quality, and Congestion Reduction	Proposal submitted; Committee Review
JPods	Personal Rapid Transit (elevated pod/modern gondola)	Local/Sub-Regional	People/Air Quality and Congestion Reduction	Proposal submitted; Committee Review
The Boring Company	Tunnel Solutions (subgrade transportation)/ Personal Rapid Transit	Regional/Local	People, Goods, Utility/Air Quality, and Congestion Reduction	Proposal submitted; staff review ongoing
Company A	Personal Rapid Transit (elevated pod/modern gondola)	Local/Sub-Regional	People/Air Quality and Congestion Reduction	Interest in submitting proposal; discussions ongoing

RTC Policy P22-2

Develop Process for the Transportation Infrastructure Certification Program

Process:

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

TransPod

- Hyperloop system for longer-range travel of people and goods
- Fully electric; can incorporate solar panels on top

- Pursuing certification in Canada and Europe
- Advancing 185-mile project in Alberta with private financing; contingency plan in place (revert to high-speed rail)

TransPod: Route Considerations

- Interest in advancing project in Texas (first in the US) connecting DFW to other Texas cities/Mexico
  - Consistent with the long-range Mobility 2045 Update
  - 1st Phase of future inter-city connection in DFW
- Feasibility analysis by TransPod on inter-city route to be completed prior to any construction
- 1st Phase: 10 – 50 mile certification track
  - Converted to commercial use once certification complete
  - Alignment should be generally straight, no sudden curves

JPods

- Personal rapid transit (PRT) system using overhead gondolas-like pods (4 seats/pod)
- Low-speed, grid network that runs along/within existing public ROW
- Fully electric, solar-powered system
- Advancing technology in several states with private funding
- Proposes revenue-sharing agreement with local governments (up to 5% of gross revenue)

JPods: Route Considerations

- Larger vision includes expansion of grid to connect areas of interest
- Initial deployments (<5 miles) may include entertainment or hospital districts, or connections to airports from adjacent hotels/rental cars/parking areas
- Temporary structure available to test market in trial locations as needed
- Contingency includes ability to completely remove structure and return ROW to original condition

Next Steps

- RTC to consider action on initiating Step 3 on September 8, 2022
- Step 3: Local governments may submit potential sites for either technology
- Staff is available for questions or to discuss opportunities on locations that may traverse multiple jurisdictions
- Staff will arrange for pre-submittal meeting with NCTCOG, cities, and technology provider to address detailed questions
- Staff to develop Submittal Package for interested local governments

Requested STTC Action

Staff requests STTC recommend RTC initiate Step 3 of RTC Policy P22-2 to allow local governments to submit potential locations of interest for TransPod or Jpods to consider.

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Policy Support to Develop Process for the
Innovative Transportation Technology Infrastructure Certification Program
(P22-02)

The Dallas-Fort Worth region has positioned itself as an innovator in using advancing technology to address transportation issues. The North Central Texas Council of Governments (NCTCOG) continues to receive interest from technology developers on implementing new and innovative infrastructure technology that is not currently in operation for a commercial application anywhere in the United States. As is the case with many new technologies, these transportation infrastructure solutions require certification by the appropriate governing entities (either local, state, or federal). This certification requirement may come in many forms, depending on the application, including safety certification to ensure the safety and welfare of the traveling public, as well as certification for use within the region as required by NCTCOG.

This policy outlines the guiding principles and process by which the Regional Transportation Council (RTC) may choose to coordinate with a technology provider to implement a certification facility in the Dallas-Fort Worth region for commercial application. To ensure flexibility with the various types of infrastructure being developed, the following process is structured in a transparent way for potential technology developers and local governments/transportation entities to express interest and collaborate on implementation opportunities. This process would allow for periodic expressions of interest to be facilitated in a timely manner.

The following are the guiding principles of this Innovative Transportation Technology Infrastructure Certification Program:

- Potential projects must serve a long-range transportation need as identified in the recommendations of the Metropolitan Transportation Plan or be considered for inclusion in a future Metropolitan Transportation Plan.
- The technology developer is solely responsible for navigating any certification process(es) with the appropriate regulating authority(ies) for the developer's specific technology as required.
- If the proposed technology is implemented and fails to perform as intended, or the certification process ends or fails, the project-sponsoring local government must have verifiable assurances that the transportation need identified will still be appropriately addressed. It is encouraged that this contingency be included in any technology infrastructure proposal. Public funds may or may not be used for the certification needs of the emerging infrastructure technology.
- NCTCOG will facilitate mutual cooperation between local governments and transportation entities where potential project limits extend across multiple jurisdictional boundaries.
- When considering locations for proposed technology facilities, local governments and transportation entities should consider the following:
    - Expected timeframes for infrastructure to be operational for public use
    - Public use goals and performance expectations of proposed transportation infrastructure.

Following the guidelines listed above, the RTC directs staff to implement the following transparent process outlined in the steps below once NCTCOG or the RTC is approached by an infrastructure technology provider to enter into this process. This process is structured to allow for periodic solicitation or acceptance of proposed technology infrastructure solutions. The following process outlines how proposals brought to NCTCOG will be handled and does not

preclude local governments and transportation entities from engaging directly with technology entities.

1) NCTCOG staff will confirm infrastructure technology solution proposed by provider conforms with this policy and a long-range transportation need as identified in the Metropolitan Transportation Plan.
2) NCTCOG staff will provide RTC with a summary of the technology provider's proposal, including any requirements and available details on the proposed operation of the technology. The RTC will take action on whether to initiate the development process for certification of the infrastructure technology.
3) Upon RTC action, local governments will submit potential locations of interest that utilize public right-of-way and serve a regional long-range transportation need.
4) The technology provider will determine the preferred location and project development opportunity to pursue based on the proposals provided by the local governments through NCTCOG.
5) The RTC will initiate project development activities and coordination efforts among the appropriate transportation agencies, local governments, and the technology provider. The RTC will direct NCTCOG staff to provide support in the project development activities and coordination efforts as needed. Project development activities and coordination efforts may include appropriation of public funds for project development and implementation.

The RTC directs staff to provide regular briefings when proposals are received and during project development. The RTC also directs staff to integrate the resulting recommendations from projects that advance into future mobility, air quality, safety, and other regional planning activities as appropriate.

FEDERAL PERFORMANCE MEASURES UPDATE

SYSTEM PERFORMANCE, FREIGHT, AIR QUALITY (PM3), TRANSIT ASSET MANAGEMENT, and PUBLIC TRANSPORTATION AGENCY SAFETY PLAN

JAMES MCLANE, EZRA PRATT

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

8.26.2022

Federal Performance Measure Schedule

Rulemaking	Next Anticipated STTC Action	Next Anticipated RTC Action	Upcoming Measure Milestone
PM1 – Roadway Safety	Late 2022	Late 2022 Early 2023	February 27, 2023 180-day mark for MPOs to agree with DOT targets or establish their own
PM2 – Pavement and Bridge	Early 2023	Early 2023	April 2023 180-day mark for MPOs to agree with DOT targets or establish their own
PM3 – System Performance, Freight, and CMAQ	August 26, 2022	September 8, 2022	September 19, 2022 MPOs submit Planning Management Forms to DOT
Transit Safety (PTASP)	Early 2025	Early 2025	Early 2025 Provide targets to TxDOT and FTA
Transit Asset Management	August 26, 2022	September 8, 2022	October 2022 Provide targets to TxDOT and FTA

PM3: System Performance, Freight, and CMAQ

PM3 Schedule

2022

First performance period ends

Second performance period begins

RTC adopts targets for 2024 and 2026

2024

Mid-performance period report due

RTC adjusts or reaffirms 2026 targets

2026

Second performance period ends

Third performance period begins

RTC adopts targets for 2028 and 2030

PM3 Measures and Targets

Measure		Desired Trend Indicating Improvement	Original Targets (Updated 2020) 2020	2022	Baseline (Latest Observed)	New Targets Forecast/Trend 2024	2026
Interstate Reliability		↗	78.6%	79.5%	78.9%	80.9%	82.1%
Non-Interstate Reliability		↗	N/A	71.1%	86.1%	77.8%	79.5%
Peak Hour Excessive Delay	Dallas-Fort Worth-Arlington	↘	N/A	15.00 hrs.	11.40 hrs.	12.91 hrs.	12.51 hrs.
	Denton-Lewisville	↘	New Measure		4.70 hrs.	4.10 hrs.	3.70 hrs.
	McKinney	↘	New Measure		1.90 hrs.	1.30 hrs.	0.90 hrs.
Truck Travel Time Reliability		↘	1.83	1.90	1.76	2.10	2.60

PM3 Measures and Targets (continued)

Measure		Desired Trend Indicating Improvement	Original Targets (Updated 2020) 2020	2022	Baseline (Latest Observed)	New Targets Forecast/Trend 2024	2026
Percent Non-SOV Travel	Dallas-Fort Worth-Arlington	↗	19.8%	20.2%	22.2%	22.7%	23.0%
	Denton-Lewisville	↗	New Measure		22.7%	22.8%	22.9%
	McKinney	↗	New Measure		22.7%	22.8%	22.9%
On-Road Mobile Source Emissions Reductions (Cumulative)	NO_X (kg/day)	↗	5,884.42	7,403.95	1,942.20	2,330.64	4,195.15
	VOC (kg/day)	↗	1,418.56	1,814.02	466.90	599.90	1,035.83

Addressing PM3 Measures

Many measures strongly impacted by COVID-19 pandemic

- Most measures returning to normal trends; some are retaining improvements

All PM3 stand to be improved by policy, program, and project recommendations of Mobility 2045 Update

- PM3 measures, metrics, and calculation techniques integrated into project selection as appropriate

Truck Travel Time Reliability continues to worsen, though it is being specifically targeted by the following policies:

- **FP3-007:** Improve efficiency by promoting safety, mobility, and accessibility on the freight networks.
- **FP3-002:** Encourage the freight industry to participate in freight system planning and development to improve air quality and delivery time reliability.
- **FP2-120:** Freight System/Network Planning

TAM: Transit Asset Management

TAM: Performance & Target Update

Business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair (SGR)

Regional targets established in coordination with providers

Challenge to establish uniform definition for vehicle useful life benchmark due to varying operating environments across region

Proposing to establish targets for large transit agencies and separate targets for small transit providers

NCTCOG is actively working with small transit providers to meet targets through the Cooperative Vehicle Procurement Program

TAM: Targets & Regional Performance (Large Agencies)

Asset Category	Metric	Desired Trend Indicating Improvement	Target	Performance		
				FY 2018	FY 2019	FY 2020
Rolling Stock (Transit Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the Federal Transit Administration (FTA) Default Useful Life Benchmark (ULB) or custom agency benchmarks		0%	2%	5.7%	5.8%
Infrastructure (Rail Track)	Rail track segments with performance restrictions		0%	0.34%	0.14%	3.39%
Equipment (Support Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the FTA Default ULB or custom agency benchmarks		0%	23%	50.4%	59.8%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below "Adequate" (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale		0%	0%	2.2%	1.7%

TAM: Targets & Regional Performance (Small Providers)

Asset Category	Metric	Desired Trend Indicating Improvement	Target	Performance		
				FY 2018	FY 2019	FY 2020
Rolling Stock (Transit Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the Federal Transit Administration (FTA) Default Useful Life Benchmark (ULB) or custom agency benchmarks		0%	24%	24%	14.7%
Infrastructure (Rail Track)	Rail track segments with performance restrictions		0%	0%	0%	0%
Equipment (Support Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the FTA Default ULB or custom agency benchmarks		0%	56%	64.9%	62.2%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below "Adequate" (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale		0%	0%	0%	0%

TAM: Various Target Setting Methods

Providers in region employ a variety of methods to set targets and measure performance

- Most set targets based on overall performance of each individual asset category and type and use a mix of FTA and custom definitions for Useful Life Benchmarks (ULB)

TxDOT (Transit Division) Group Plan contains 15% targets

NEW: 2021 Bipartisan Infrastructure Law added that USDOT now requires project sponsors for **Fixed Guideway Capital Investment Grant** applications to have made progress toward TAM targets. This is also a consideration for **State of Good Repair Grant** rail vehicle replacement applications.

TAM: Targets Recommendation (Large Agencies)

Recommend maintaining previous targets for all asset categories and types, except Equipment, for FY2023-2026

Goals for Maintained Targets

- Continue the consistent approach from the original adopted targets
- Encourage continued improvement for individual providers and the overall region
- Provide an aspirational goal to guide regional coordination and assistance in keeping critical transit assets and infrastructure in a State of Good Repair

Rolling Stock Target	0%
Infrastructure Target	0%
Equipment Target	25%
Facilities Target	0%

TAM: Targets Recommendation (Small Providers)

Recommend new targets for all asset categories and types be adopted for FY2023-2026

Goals for Proposed Targets

- Maintain strong performance in Infrastructure and Facilities asset categories
- Provide targets that are closer to regional performance, while still encouraging continued improvement for individual providers
- Reflect the challenges transit providers face in replacing vehicles at or past ULB amidst supply chain and operational struggles

Rolling Stock Target	5%
Infrastructure Target	0%
Equipment Target	25%
Facilities Target	0%

Committee Schedule

Date	Committee Meeting
July 22	STTC Information Item - Performance Measures and Draft Targets
August 18	RTC Information Item - Performance Measures and Draft Targets
August 26	STTC Action Item - Recommend Approval of Final Targets
September 8	RTC Action Item - Approval of Final Targets
October 1	Deadline for Targets

Proposed Action

Recommend RTC approval of 2024 and 2026 targets as presented for the following PM3 (System Performance, Freight, and CMAQ) measures:

- Interstate Reliability
- Non-Interstate Reliability
- Peak Hour Excessive Delay
- Truck Travel Time Reliability
- Percent Non-SOV Travel
- Total Emissions Reductions (NOx and VOC)

Recommend RTC approval of FY2023-2026 targets as presented for the following Transit Asset Management (TAM) measures:

- Rolling Stock (Transit Vehicles)
- Infrastructure (Rail Track)
- Equipment (Support Vehicles)
- Facilities (Buildings, Stations, Park & Rides)

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Opinions of Ordinary Texans Needed to Make High-Speed Trains Reality

by Michael Morris

Recent media communication in Texas is trending around the subject of high-speed rail between Houston and Dallas. The question most often raised is what is the status of Texas Central Partners and its proposed high-speed rail project? Perhaps a more important question is, as Texans, what is our interest in continuing to pursue high-speed rail corridors. Can our voices be heard? Whether you are for or against it, your voice is needed now in order to explore the future of high-speed rail under an updated vision. What if the vision eliminated fatalities, mitigated hurricane evacuation challenges and had the public own the right-of-way? What if high-speed rail met your desires?

High Speed Rail: Existing Version 1.0

In the mid-1980s, Japanese Railway and Japanese bank interests came to Texas to explore high-speed rail between Dallas and Fort Worth but did not pursue it to fruition. Since that time, federal, state and private sector interests have continued to explore high-speed opportunities in corridors across the country. Frequent studies and analyses have concluded a need for a high-speed rail connection between Dallas and Houston. The Federal Railroad Administration began requesting states to provide high-speed rail plans. In Texas, private-sector interest re-surfaced in 2009 focusing on the Houston to Dallas line. The Japanese reentered the conversation and eventually decided to form Texas Central Partners. Environmental studies have advanced, legal questions appear answered, and private sector ownership of rail right-of-way remains. The very positive aspects of this effort are the proposed development of a world class project that will reduce highway congestion, offer exceptional travel times between the two large metropolitan areas and reduce harmful mobile air emissions.

A limiting factor is a technology that restricts other providers to use the corridor, which prevents a competitive market from forming. Also, there continues to be a concern that a workable business plan has yet to materialize and right-of-way is still privately owned.

High Speed Rail: Existing Version 2.0

There have been many new opportunities that have emerged along with many advances in the high-speed rail arena over the past 15 years. A proposed high-speed rail line project between Fort Worth-Arlington-Dallas is entering the environmental review phase. Connecting this line to the Dallas-to-Houston route presents an opportunity to expand rail service from Fort Worth to Houston as a “one seat” ride, no need to transfer. Plus, current planning is underway to look at the feasibility of creating a branch-off point of this line that would connect to Austin and on to San Antonio. By planning for the new connection points now, there is

continued

Opinions of Ordinary Texans Needed to Make High-Speed Trains Reality *continued*

the opportunity to reduce overall long-term costs. This new vision is a major reason for introducing High-Speed Rail Version 2.0 as an alternative to Version 1.0.

Version 2.0 also helps foster the emergence of a megaregion by better connecting the major population centers of Texas and thereby creating super economies and maximizing gross domestic product though the resulting synergy. The concept of megaregions has been around for several years but a new book published in 2022, *Megaregions and America's Future*, gives the reader a deeper understanding of how the economics work to create these better results.

Under this newly proposed version, the rail lines would be publicly owned with the private sector being responsible for providing and operating the vehicles. Rather than one company having exclusive rights to the rail lines, it is envisioned that it would operate more like airports, which allow for many carriers. Thus, the traveling public could benefit from a competitive marketplace.

Below is a list of factors that need to be remembered as you consider your interest in the value of high-speed rail:

It can deliver consistent and reliable travel times compared to the intercity freeway system, which is often affected by congestion, traffic accidents and other automobile related incidents. It can speed up hurricane evacuation operations which are an ever-growing challenge due to the rapidly increasing population of south Texas and an increased frequency of weather events.

Its safety record is much better than that of automobile related travel which produces a staggering number of deaths each year. It also complements the State's Vision Zero Program which is focused on reducing deaths from automobile accidents.

It makes advanced medical services more readily available by providing easier access to specialized care that is being developed and delivered in each of these large metropolitan regions.

It can also be used to move light weight, high-end goods as well as people and, thereby, create more roadway capacity for high-volume freight movement by traditional rail and intercity trucks.

Funding options today are very different than those of the past. New federal legislation provides tax and fee supported funding for which high-speed rail is eligible. Getting our fair share should be an imperative, especially if Texans own the right-of-way.

As referenced, having multiple rail providers in Version 2.0 brings greater competition enhancing consumer protections similar to our airports. In addition, a new business model using latest federal funding tools, and potential State surpluses, creates an opportunity to assist land owners with additional royalty payments.

Agree or disagree with high-speed rail, but don't be silent. However, I believe we have a chance to take ownership of this decision and lead our State and nation to a new future – one where high-speed rail is transformed from concept to reality. What are your ideas?

Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments
Staff Director to the Regional Transportation Council

Regional Transportation Council

North Central Texas Council of Governments

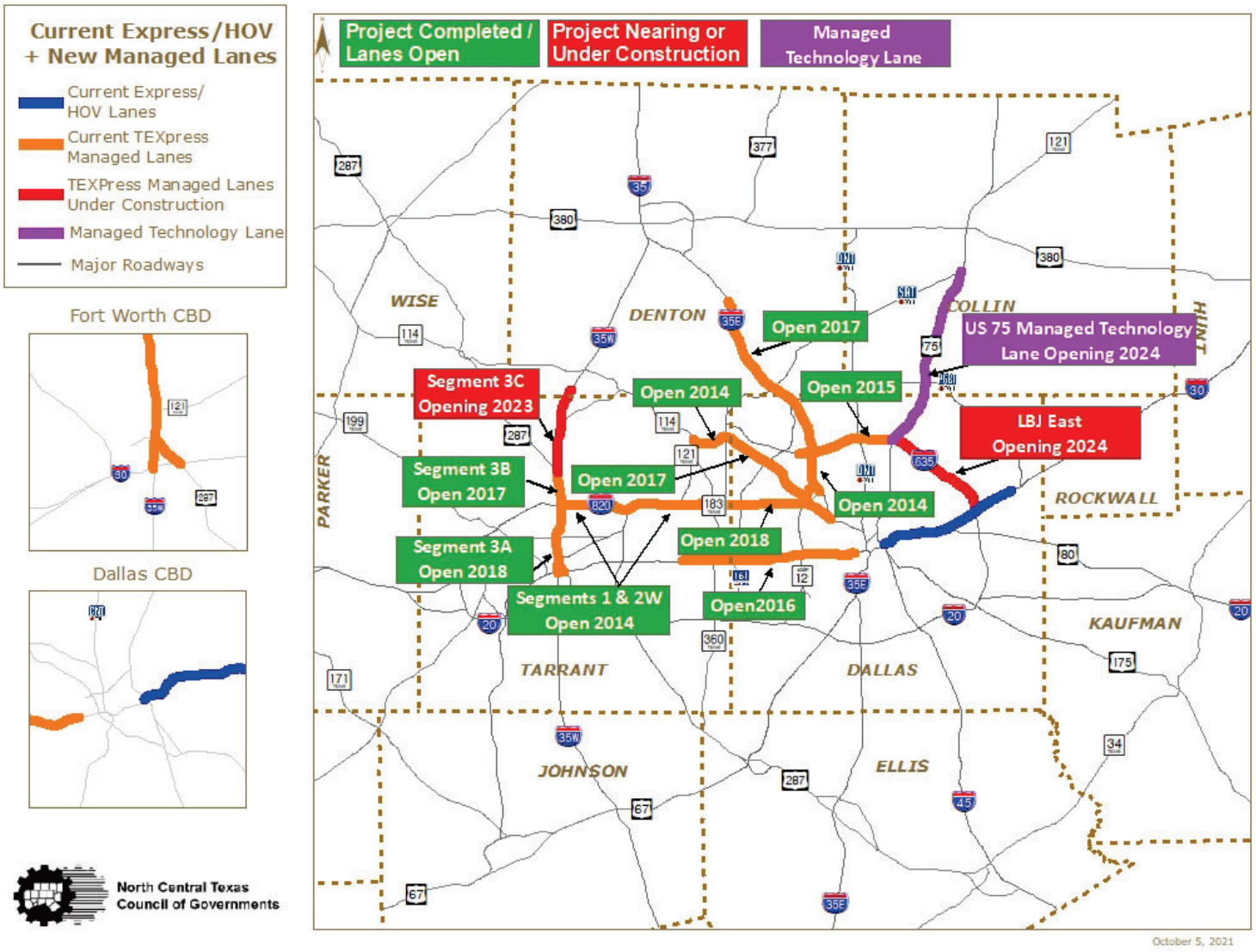
High-Occupancy Vehicle Quarterly Report

Regional Transportation Council Meeting

August 11, 2022

North Central Texas Council of Governments

Managed Lane System



Toll Managed Lane Data Monitoring

Cumulative December 2013 – May 2022

How much HOV 2+ Subsidy has the RTC been responsible for?

$ 7,291,360 as of May 2022

How much of the Vanpool Toll reimbursement has the RTC been responsible for?

$ 12,407 from October 2014 – May 2022

How long can the RTC keep the HOV policy at 2+?

For now, it remains 2+ and it will continue to be monitored quarterly

Have there been any additional NTTA customer service needs?

No, minimal impact

Have the speeds on the Toll Managed Lane facilities dropped below 35 mph?

No

Toll Managed Lane Data Monitoring

Cumulative December 2013 – May 2022			
Facility	**HOV 2+ Subsidy Costs**	**NTTA Customer Service (Additional Needs)**	**Project Performance Events (Speeds < 35 mph)**
North Tarrant Express • *SH 183/121 from IH 35W to SH 121* • *IH 35W from IH 30 to US 287*	$3,796,595	Negligible	0
LBJ Express • *IH 635 from Preston Road to Greenville Avenue* • *IH 35E from Loop 12 to IH 635*	$3,494,762	Negligible	0
DFW Connector *SH 114 from Kimball Avenue to Freeport Parkway*	N/A	Negligible	0
IH 30 Managed Lanes *IH 30 from SH 161 to Westmoreland Road*	N/A	Negligible	0
IH 35E Managed Lanes *IH 35E from FM 2181 (Teasley) to LBJ*	N/A	Negligible	0

carma

Update

Automated Vehicle Occupancy Verification

Through June 30, 2022

HOV Users

January 24, 2020 – June 30, 2022

Users: 52,857

Vehicles: 52,000

Occupant Passes: 9,351

Total and HOV Transactions

January 24, 2020 – June 30, 2022

Total Transactions – 2,661,459

- LBJ/NTE Partners – 1,786,607
- TxDOT – 874,852

Total HOV Transactions – 1,146,458 (~43%)

- LBJ/NTE Partners – 782,947
- TxDOT – 363,511

Unique Vehicles – 45,078

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Parking Garage Funding Policy

The Regional Transportation Council directs North Central Texas Council of Governments staff to support publicly owned surface and structured parking for ~~strategic~~ limited purposes that generally meet criteria including, but not limited to:

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

REGIONAL TRANSPORTATION COUNCIL

Rules for Public Comment

The Regional Transportation Council (RTC) hereby establishes reasonable rules regarding the public's right to address the Council at open meetings consistent with the Texas Open Meetings Act. The intent of these rules is to hear the views of the public prior to the RTC considering items. These rules also promote an orderly and fair process through which public comments may be received by the RTC.

Public Attendance and Conduct at RTC Meetings

The public is encouraged to attend meetings of the RTC in person or to view meetings via a livestream. Members of the public shall observe the same rules of civility, decorum and respectful conduct applicable to members of the RTC. Any person addressing the RTC or attending the RTC meeting should refrain from making personal, impertinent, profane, hostile, vulgar, obscene or slanderous remarks or becoming boisterous. Audience members should refrain from unauthorized remarks, stamping of feet, applauding, whistles, yells, and other similar demonstrations.

Public Comment

At every open meeting of the RTC, opportunity will be provided at the beginning of the meeting for members of the public to address the RTC regarding any item(s) on the agenda for consideration. This comment period will last a maximum of thirty (30) minutes. The RTC has the discretion to extend this time period upon motion and majority vote. Persons are permitted up to three (3) minutes to speak. A person addressing the RTC through a translator will be provided up to six (6) minutes. A timer will be visible to the speaker and indicate the amount of time remaining. Speakers shall conclude their comments prior to or upon expiration of the time. In the event a large number of speakers are present, the RTC may encourage large delegations to have one person speak for the group or impose reasonable time limits per individual that are more restrictive; if a delegation chooses to select a spokesperson to represent the entire delegation, the spokesperson will be provided up to five (5) minutes to speak or ten (10) minutes if the spokesperson is addressing the RTC through a translator. Subject to the comment period maximum, ~~T~~the RTC Chair will provide a notice to a speaker whose time has expired. The RTC has the discretion to modify or extend the public comment period upon a motion and majority vote.

Persons requesting translation services, to be provided by the RTC, must do so at least seventy-two (72) hours in advance of the posted meeting time.

When an RTC meeting is held in person, members of the public must attend in person to provide verbal comments at the RTC meeting. For RTC meetings held virtually, a virtual option will be provided for members of the public to provide comments.

Speakers will be called in the order they were registered. Speakers should address their comments to the RTC Chair rather than individual RTC members or the audience. Remarks

must be limited to the specific subject matter of the agenda item on which the person is speaking. These rules do not prohibit public criticism of the RTC.

Speaker Registration

Persons who wish to speak must complete and return to staff a registration card prior to the start of the RTC meeting. Registration cards are printed on yellow paper, available in the RTC meeting room and must, at a minimum, include the following information:

1. Speaker's name;
2. City of residence;
3. Zip code;
4. Agenda item(s) on which the speaker plans to speak;
5. Indication of whether speaking on/for/against agenda item(s); and
6. Any other information requested by RTC staff.

~~Speaker Warning and Removal~~Enforcement

~~The RTC Chair will provide a notice to a speaker whose time has expired.~~ The RTC reserves the right to have speakers or audience members removed from the meeting room in the event they become disruptive or make threatening, profane or otherwise inappropriate remarks in violation of the rules of conduct. The RTC Chair may direct a uniformed police officer to remove any disruptive audience member. Any RTC member may move to require the disruptive audience member to be removed following an affirmative vote of a majority of the RTC. Following a successful vote, the RTC Chair will direct a uniformed police officer to remove any disruptive audience member.

Status Report on Electric Vehicles and National Drive Electric Week

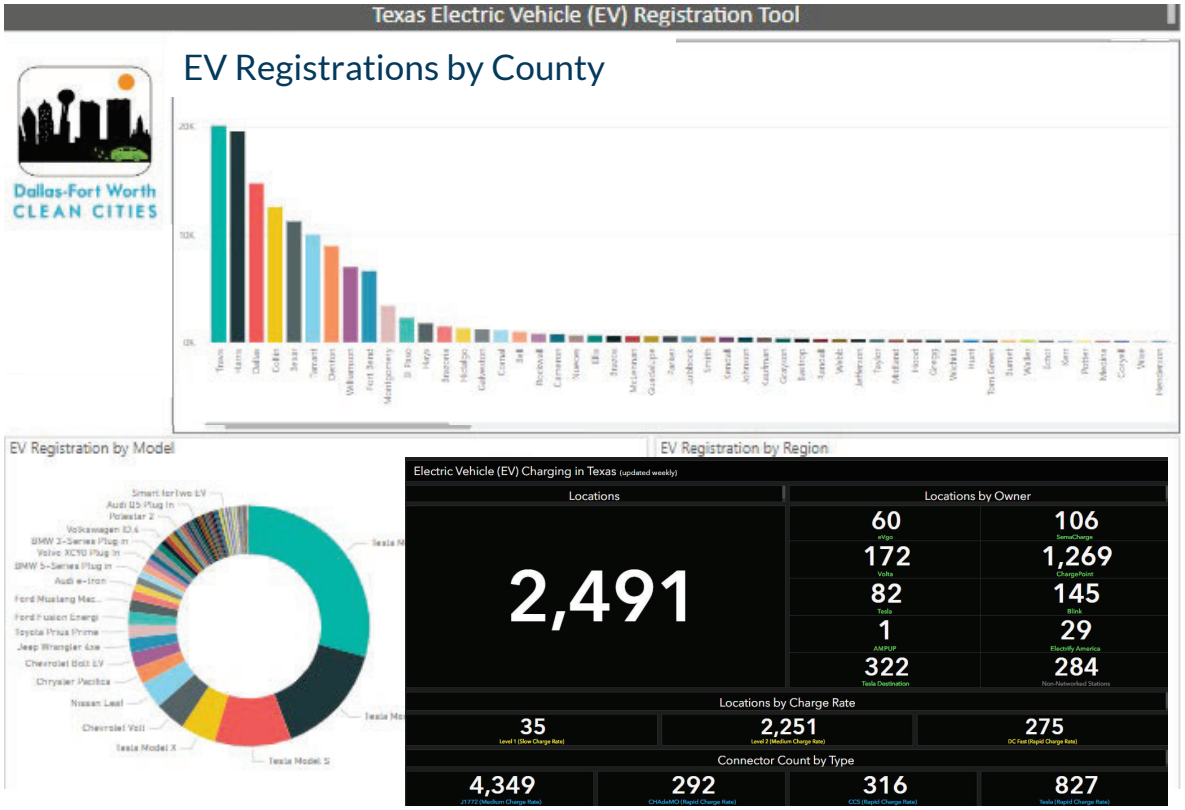
SORIA ADIBI

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

8.26.2022

ELECTRONIC ITEM 8

Data and Trends



EV Registration Data
www.dfwcleancities.org/evnt
As of August 10, 2022:
~140K EVs in Texas
~49K in NCTCOG region

September 2021:
~93K EVs in Texas

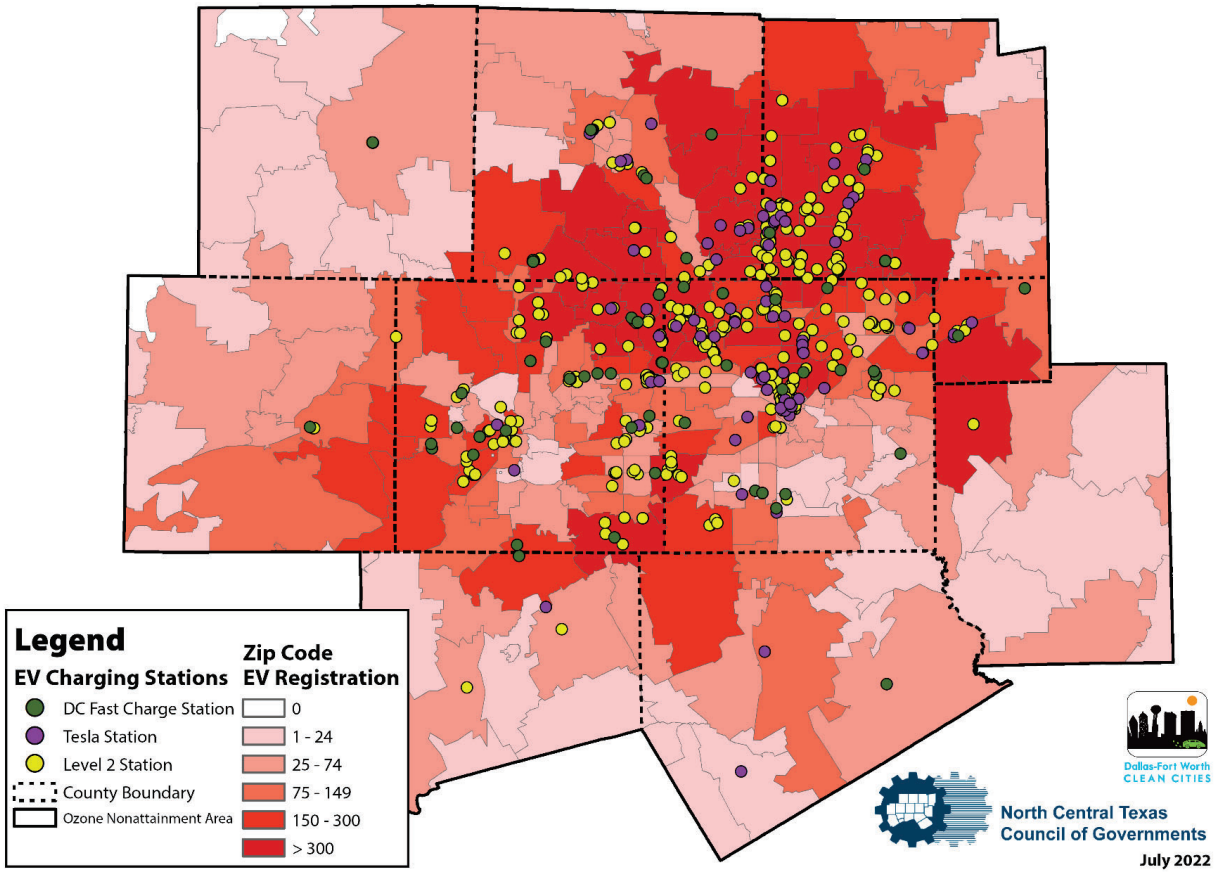
Charging Station Dashboard
https://txdot.mysocialpinpoint.com/tx_ev_plan
As of August 10, 2022:
~2,491 Chargers Statewide

EV Adoption and Infrastructure Availability

County	Level 2 Plugs*	DC Fast Charge Plugs*	Tesla
Collin	217	2	15
Dallas	529	18	37
Denton	78	15	11
Ellis	0	4	2
Johnson	5	1	1
Kaufman	2	0	0
Parker	2	1	0
Rockwall	9	5	3
Tarrant	313	28	8
Wise	2	0	0

**Excludes Tesla Stations*

EV Registration and EVSE in Ozone Nonattainment Area



National Drive Electric Week 2022

MAIN EVENT HOSTED BY NCTCOG/DFW Clean Cities and City of Dallas: EV Showcase and Food Trucks

October 2, 2022, 3:00-6:00 PM

Dallas City Hall

Promote and join in a public celebration of all things electric.

FOR LOCAL GOVERNMENT/FLEET STAFF:

Partner outreach toolkit is coming soon

Webinars and events

For more information, please visit our website:

www.driveelectricdfw.org

Image Provided By: Ken Oltmann/CoServ

Contact Us

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WALK TO SCHOOL DAY

October 12, 2022

Join children and adults around the world to celebrate the benefits of walking and bicycling

GET INVOLVED!

Receive organizing how-to's, promotional materials, and free student giveaways.

Participating schools will receive promotional and safety prizes, and a Walk to School Day banner while supplies last!

Visit www.nctcog.org/walktoschool

Why encourage your school to participate?

- Help students live healthy lifestyles
- Reduce traffic around schools and improve air quality
- Build awareness about traffic safety
- Focus attention on ways to solve safety concerns
- Build stronger school and community partnerships

The North Central Texas Council of Government's Safe Routes to School program works to improve traffic safety and encourage more walking and bicycling. To find out more, visit www.nctcog.org/SafeRoutestoSchool.

Regional Transportation Council

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

August 22, 2022

Docket Management Facility
US Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

To Whom it May Concern:

Subject: Comments Regarding the National Electric Vehicle Infrastructure Notice of Proposed Rulemaking, Docket FHWA-2022-0008

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, and the North Central Texas Council of Governments (NCTCOG) Transportation Department, which serves as staff to the RTC, attached are formal comments regarding the Federal Highways Administration's National Electric Vehicle Infrastructure Notice of Proposed Rulemaking.

The RTC appreciates the Federal Highway Administration's consideration of these comments and recommendations. If you have any questions, please contact me at (817) 695-9299 or lclark@nctcog.org or Chris Klaus, Senior Program Manager of Air Quality Planning and Operations at NCTCOG, at (817) 695-9286 or cklaus@nctcog.org.

Sincerely,

Lori Clark
Program Manager

BM:cmg
Attachment

North Central Texas Council of Governments (NCTCOG) Comments Regarding the National Electric Vehicle Infrastructure Notice of Proposed Rulemaking

The RTC appreciates the work completed by the Federal Highway Administration (FHWA) staff in developing the National Electric Vehicle Infrastructure (NEVI) Formula Program Proposed Rulemaking. The following are key elements that the RTC supports:

1. Public transparency of Electric Vehicle (EV) charging prices
2. Requirement for ENERGY STAR equipment certification
3. Electrician certification requirements and apprenticeship programs accessible to underserved communities
4. Availability of EV charging during times of emergency, including evacuation routes
5. A national standard unit of measurement in $/kWh
6. Incorporation of proper station location signage
7. Annual community engagement report to provide feedback to State Departments of Transportation
8. Data coordination with the Alternative Fuels Data Center (AFDC) to accurately inform the public of charging locations

The RTC recommends the FHWA consider the following comments when finalizing the NEVI Rulemaking Standards:

1. **Title 23 Applicable EV Charging Deployment: 680.102**
   NCTCOG reads the proposed standards as extending the requirement for all sites to include 150 kW DC Fast Charge connectors to all Title 23 funded EV charging sites, including CMAQ, STBG, HIP, and other DOT funding. NCTCOG advises against setting such prescriptive standards so broadly at the federal level. A requirement for all sites to include 150 kW DCFC connectors may not be appropriate in all cases and would eliminate eligibility for many feasible projects. Extending flexibility to include smaller DCFC and Level 2 stations can allow other federally funded EVSE projects to better accommodate the needs of local populations.

2. **5-Year Maintenance: 680.106**
   NCTCOG requests clarification on the maintenance timeline, as there was confusion when evaluating the status of charging stations beyond the maintenance period. NCTCOG is concerned that the rulemaking opens the door to widespread retirement, removal, or relocation of charging stations at the conclusion of the required five-year maintenance period. Given the amount of federal investments, much of which will be spent on labor and construction and is not recoverable, safeguards are necessary to ensure the impacts of this federal investment sustain. NCTCOG recommends adding criteria to the decision to retire a charging port at minimum, and consideration of other strategies to minimize risk of charging stations being removed, retired, or relocated. NCTCOG acknowledges that federal funds may not currently be available to support maintenance beyond five years. NCTCOG encourages including these maintenance expenses in future transportation bills, with a gradual phasing out of federal support for the infrastructure to become self-sustaining. Having a five-year maintenance period implies that stations can close after five years, which can be counterproductive to the advancement of EVSE and not allow adequate time to assess EVSE performance. One potential safeguard could be to require ongoing reporting of data submittal as proposed in 680.12 beyond five years (i.e., 10 years) for a date that reasonably protects the federal interest.

3. Funding for Level 2 EV Chargers: 680.106 (b-d)

NCTCOG requests clarification on the use of NEVI funding for stand-alone Level 2 chargers. NCTCOG understands the Notice of Proposed Rulemaking to mean that no funding can be allocated to Level 2 chargers unless that site also includes four 150 kW DCFC connectors. In other words, it reads that every single NEVI-funded site, whether on a designated corridor or elsewhere in a community after corridor saturation, must include four 150 kW DCFC ports, and that Level 2 chargers are only available as an "add-on" to a site with this minimum footprint. Discussion among many stakeholders indicates that this is not clear or well-understood by many people.

Furthermore, NCTCOG recommends providing ~~for~~ flexibility to deviate from this layout when building community charging that is not along highway corridors, where local circumstances deem appropriate. While this degree of standardization (four 150 kw DCFC minimum) is appropriate along designated corridors, once corridors are saturated, secondary highways are built out, and the NEVI funds are used to build community charging, there needs to be flexibility at the local level to use NEVI funding for whatever configuration of charging site best meets regional EV charging needs. For example, Texas' plan indicates that approximately $48.5 million of the $408 million in federal NEVI funds will be used on construction, operations, and maintenance of chargers along interstates, leaving the majority of the funds available for secondary highways and community charging in county seats and MPO areas. NCTCOG has begun assessing EV charging needs within the MPO boundary, using sources such as EV Atlas[1], National Renewable Energy Laboratory (NREL)[2], and EVI-Pro Lite [3]. Each tool provided a different assessment of the amount of DCFC versus Level 2 charging plugs needed. For example, the NREL tool indicated that Dallas County needs 47 additional Level 2 plugs, whereas EV Atlas estimates the county already has a surplus of 400 Level 2 plugs. This variability demonstrates the need for local stakeholders to have the flexibility to decide which charging option best fits their area's charging needs based on the analysis tool that best fits local context. Allowing AC Level 2 chargers to be installed without ~~also~~ having four DCFC at the same site would help extend funds to more locations and enable more widespread access to charging in communities. A more straightforward explanation of the eligibility of Level 2 ports using NEVI will minimize confusion.

4. Charging Station 24-Hour Public Availability: 680.106 (e)

NCTCOG recognizes the importance of 24-hour availability of EV charging accessibility across the corridor network, but believes that non-corridor stations within communities should have the flexibility with the 24-hour requirement. NCTCOG recommends relaxing public accessibility hours on certain non-corridor sites to align with hours of operation stated in Section 2J.01 of the current 2009 edition of the Manual on Uniform Traffic Control Devices (MUTCD), which enables state agencies to provide Specific Services

[1] EV Atlas: U.S. Passenger Vehicle Electrification Infrastructure U.S. Passenger Vehicle Electrification Infrastructure Assessment – Atlas Public Policy (atlaspolicy.com)

[2] NREL: National Plug-In Electric Vehicle Infrastructure Analysis https://www.nrel.gov/docs/fy17osti/69031.pdf

[3] EVI-Pro Lite: Electric Vehicle Infrastructure Projection Tool https://afdc.energy.gov/evi-pro-lite

signing with the gas logo to businesses that have: “Continuous operation at least 16 hours per day, 7 days per week for freeways and expressways, and continuous operation at least 12 hours per day, 7 days per week for conventional road”[4]. Creating flexibility in this requirement will allow EV users to keep the 24-hour charging accessibility on corridor networks, while also allowing other community-based chargers with more limited hours to be feasible sites. NCTCOG also requests clarification and detail on the exceptions noted for the 24-hour availability and whether these exceptions apply to certain site locations.

5. **Accommodation for Medium and Heavy-Duty Electric Vehicles**

NCTCOG supports the standardization of EVSE stations, making accommodations for medium and heavy-duty vehicles. NCTCOG recommends that FHWA go beyond simply encouraging states to consider larger vehicles and set a minimum expectation to require, whenever practicable, a design that accommodates construction of at least one pull-through space for medium and heavy-duty electric vehicles. NCTCOG suggests the creation of an EV charging site template including a designated pull-through charging space or other layout elements necessary to accommodate larger vehicles. Site templates will provide station designers with a resource to standardize layouts to accommodate larger vehicles safely.

6. **ISO 15118: 680.108**

NCTCOG requests clarification regarding implications under ISO 15118. The broad language incorporating ISO 15118 by reference may inadvertently apply requirements unintended. For example, ISO 15118 requires all stations to have grid-friendly smart charge infrastructure, including bidirectional charging. Elements of grid-friendly charging station management seem counterproductive ensuring 150 kW power flow is always available. In particular, the potential for bidirectional charging seems to be warranted only in emergency scenarios and does not seem to be an appropriate feature at corridor charging locations where guaranteed quick charge capability is a primary objective.

ISO 15118 also appears to apply a requirement for Plug & Charge technology. As Plug & Charge technology is new, in-depth directions should be available to EV users at each site. NCTCOG recommends ensuring that NEVI-funded sites also include similar payment methods customers experience at gas stations. With accommodations made to the payment method at charging stations, EV owners will have the option to meet their payment needs. NCTCOG also supports the idea of including a payment method that does not require a linked bank to make EV charging more equitable. Dallas Area Rapid Transit’s Go Pass[5] enables cash users to utilize EV charging infrastructure through tap card loading capabilities with cash at participating retailers.

7. **Inclusion of Alternative Fuel Corridor Signage Language in the Manual on Uniform Traffic Control Devices: 680.110**

NCTCOG supports including Alternative Fuel Corridor signage language on all future EV charging locations. Updates to the MUTCD should be completed before construction of EV chargers funded under Title 23 begins. NCTCOG submitted formal comments to the

[4] https://mutcd.fhwa.dot.gov/pdfs/2009r1r2/pdf_index.htm (Page 312)
[5] https://www.gopass.org/gopasstap/about

proposed MUTCD under Docket No. FHWA-2020-0001 in April 2021, which are available upon request. Recommendations for corridor identification, general service, and specific services signs included:

a. Including “end of corridor” wayfinding signage for all alternative fuels
b. Posting of general services signage in advance of highway exits where any alternative fuel, including EV charging, is available
c. Allowing for the inclusion of charging stations (and any other alternative fuel site) in specific services signage along with conventional fueling sites
d. Emergency signage along all evacuation routes

8. **Minimum Uptime requirements: 680.116**
   NCTCOG supports 97% uptime at corridor charging ports but encourages FHWA to allow flexibility of the minimum standard at non-corridor charging ports. NCTCOG encourages the 97% uptime to be a goal rather than a minimum requirement for charging sites. As specified in the Notice of Proposed Rulemaking, 90-95% uptime is a common percentage at current EV charging locations. Supporting a 90-95% uptime for non-corridor EV charging is an appropriate goal to accommodate local needs.

Finally, the RTC recommends that FHWA consider additional eligibility and incorporation of the following:

9. **Incorporation of Environmental Justice: Executive Order 12898**
   NCTCOG recommends the utilization of the Justice40 initiative to locate sites for remaining electric vehicle charging stations after alternative fuel corridors are saturated. Executive Order 14008 requires delivering 40% of overall benefits from certain federal investments to disadvantaged communities.

10. **Emergency EV Charging Locations**
    NCTCOG supports allowing NEVI funding to provide EV charging for the purposes of emergency preparedness. NCTCOG suggests incorporating rest areas as allowable sites for emergency response and mobile charging. Where appropriate, NCTCOG encourages additional NEVI funding to be allocated to emergency mobile charging or battery storage at sites along evacuation routes for both corridor and non-corridor stations.

North Central Texas Regional Vanpool Program Update

REGIONAL TRANSPORTATION COUNCIL

AUGUST 18, 2022

ELECTRONIC ITEM 9.3

Program Overview

What is the Regional Vanpool Program?

- Shared Commuter Transportation Program
- Provides Option For Commuters Traveling Long Distances or In Areas With Limited Or No Fixed-Route Transit Service
- Supports Air Quality Initiatives
- Considered a Transportation Control Measure in the State Implementation Plan

Program Operations

- Managed by DCTA and Trinity Metro
- Both Partner with Commute with Enterprise
- Services are Available Across NCTCOG's 16-county Region

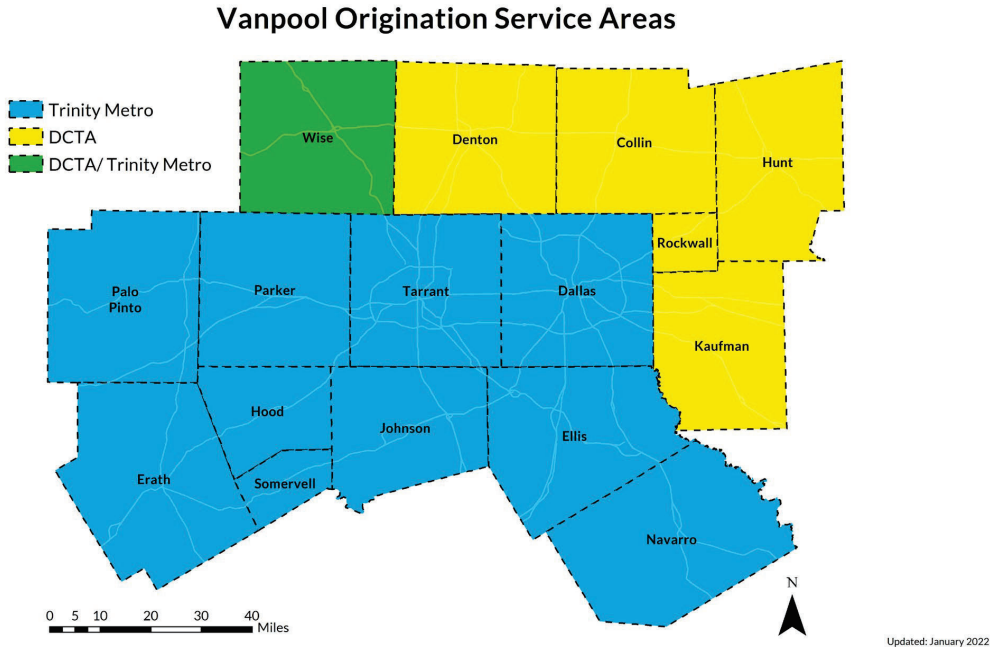
Program Funding Sources

- Federal Funding via Regional Transportation Council (RTC) Subsides
- Vanpool Program Participants

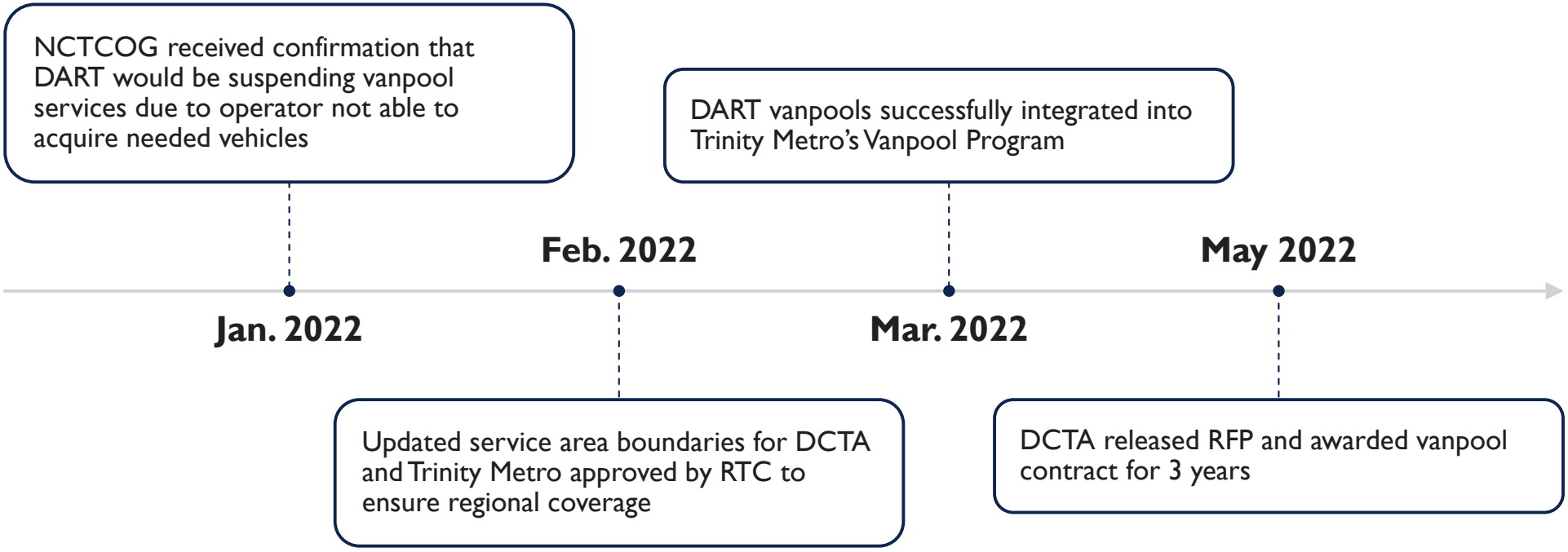
DCTA: Denton County Transportation Authority | NCTCOG: North Central Texas Council of Governments

Vanpool Program Boundaries

Transit Agency	Origination	Destinations
DCTA	Denton, Collin, Hunt, Kaufman, and Rockwall Counties	Throughout DFW
	Wise County	Denton County
Trinity Metro	Tarrant, Dallas, Ellis, Johnson, Parker, Hood, Erath, Somervell, Palo Pinto and Navarro Counties	Throughout DFW
	Wise County	Throughout DFW except Denton County



Summary of Recent Changes



DART: Dallas Area Rapid Transit

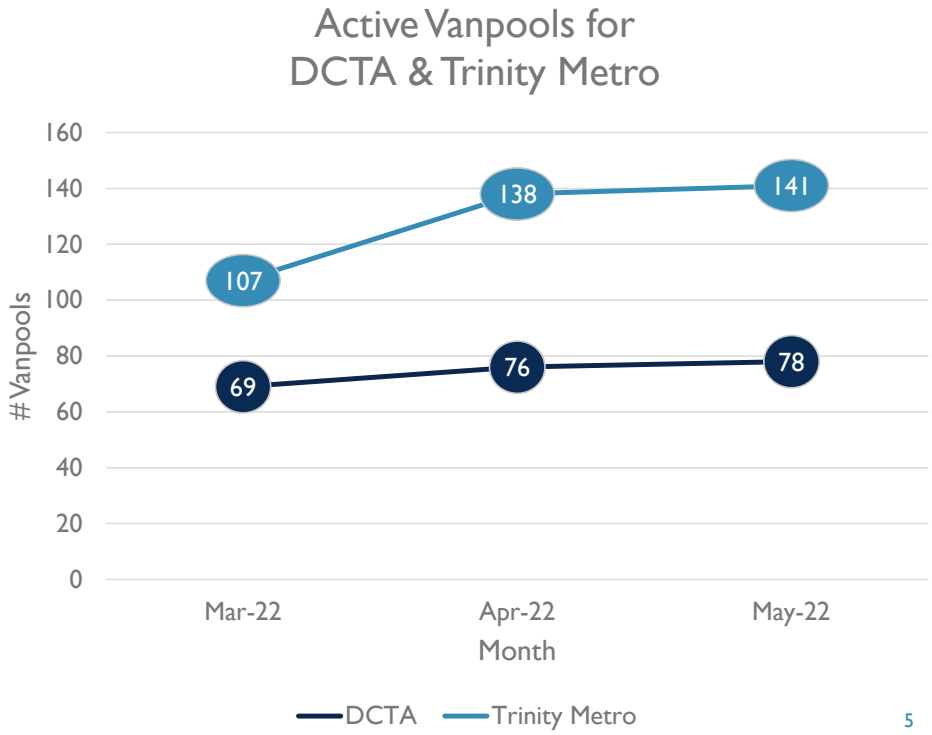
Regional Vanpool Program Trends

Active Vanpool Growth (March to May 2022)

- DCTA – Increase of 13%
- Trinity Metro – Increase of 31%

Active Vanpool Vehicle Sizes as of May 2022

- Offer 7 - 15 passenger vehicles
- Flexibility to the program has helped sustain vanpools during COVID-19



Next Steps

- Next Regional Vanpool Program update in early 2023
- Prepare for Vanpool Utilization Study in FY2023
- Continue Towards One Regional Vanpool Program in FY2025

Contact Information

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DRAFT
7/14/22

North Texas Center for Mobility Technologies

Sponsored Research Project Funding Report

Background

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

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

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

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

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

Project Overview

Project Title: Development, Implementation, and Evaluation of Digital Transformation in Parking and Transportation Services: UTA Case Study

Summary: The provision of parking and transportation services is a major challenge for campuses across the US, which leads to waste of time, gas, and emissions by visitors, students, staff, and faculty as drivers spend a significant amount of time to find a spot in lots and garages.

In this project, Spot Parking will establish a long-term relationship with the UTA research and operational teams to develop, implement, and evaluate the effectiveness of a digital parking map deployment including mobile parking guidance on campus. Spot Parking will develop a

digital map (Parking Finder) for UTA parking lots based on their permit entitlements and other important criteria such as accessibility entitlements.

Implementing the Parking Finder solution at the UTA campus will provide immediate quantitative and qualitative benefits through an elevated customer experience, while setting UTA up for future quantitative benefits via the effective analysis of parking and transportation data. This will, in turn, enable UTA to make informed planning decisions. The Spot user-interface and processing algorithm will be enhanced based on the research results, obtained from UTA case study.

The goal is to develop a digitized map for UTA's campus, implement the Spot Parking software, and evaluate the parking management benefits. The parking lot for this project-- LOT 49, is the most premium and high-demand parking lot at UTA for student commuters. Located steps away from the new UTA Health Quad, it provides 1,400 car parking stalls, which will be outfitted with vehicle detection tech. The parking lot turns over 3.5x per day, so in other words, nearly 5,000 cars park in this one parking lot throughout the day.

In partnership with Spot, the UTA research team will sponsor one PhD student and one undergraduate research assistant for the entire 2 years to collect and analyze quantitative parking data, develop a parking occupancy predictive model, evaluate the users' experience with the digital map and parking guidance, and provide recommendations on the customization and development of the Spot solution to best attend to the unique requirements of the campus.

As a result of this project, other campuses located in DFW and across the nation can review UTA's results as a case study.

Research sponsor: Spot Parking

University leads: Sharareh (Sherri) Kermanshachi, Ph.D., Associate Professor, Department of Civil Engineering, UTA; Greg Hladik, Ph.D., Executive Director of Auxiliary Services, UTA

Project budget: $487,000

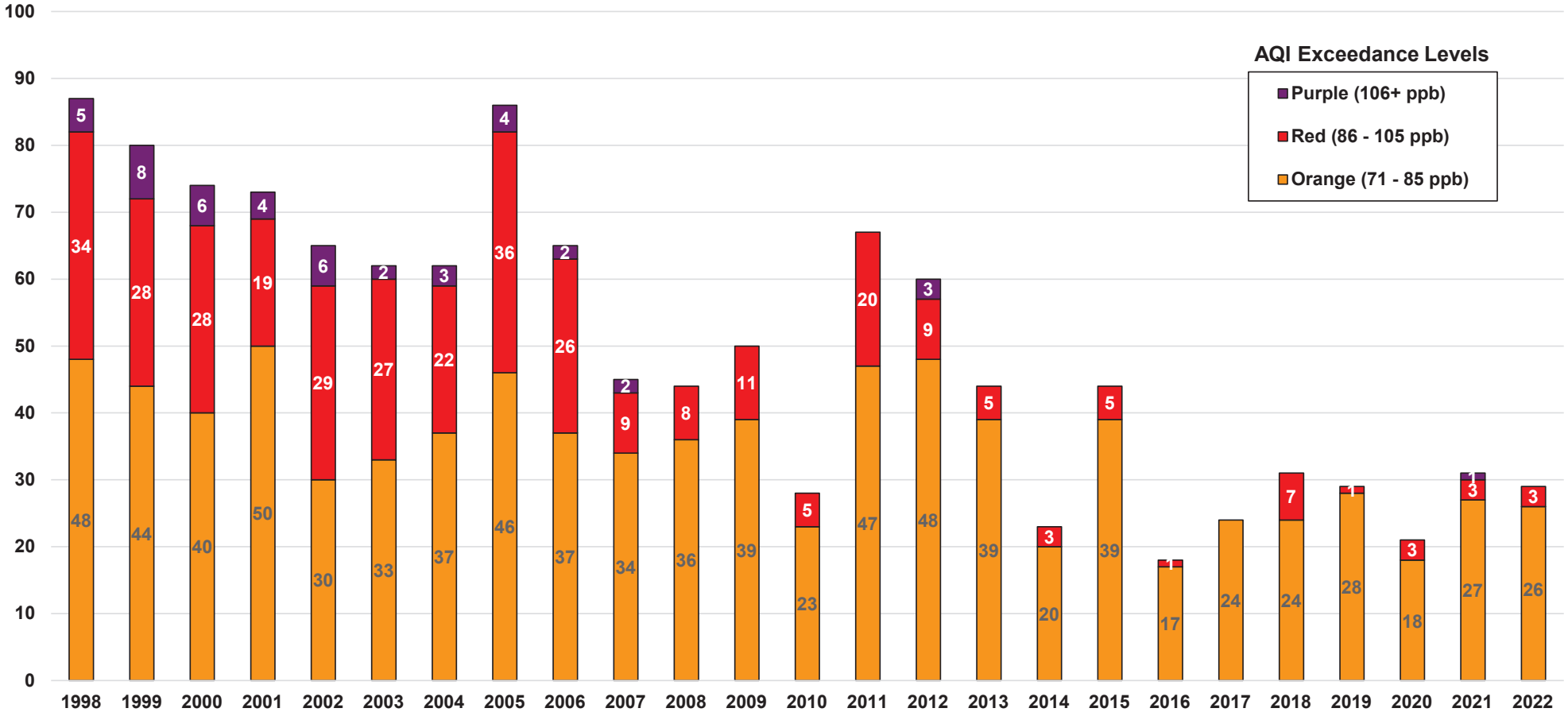
NCTCOG Contribution: $120,000

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

Please feel free to contact Thomas Bamonte if you have any questions.

8-HOUR OZONE NAAQS HISTORICAL TRENDS

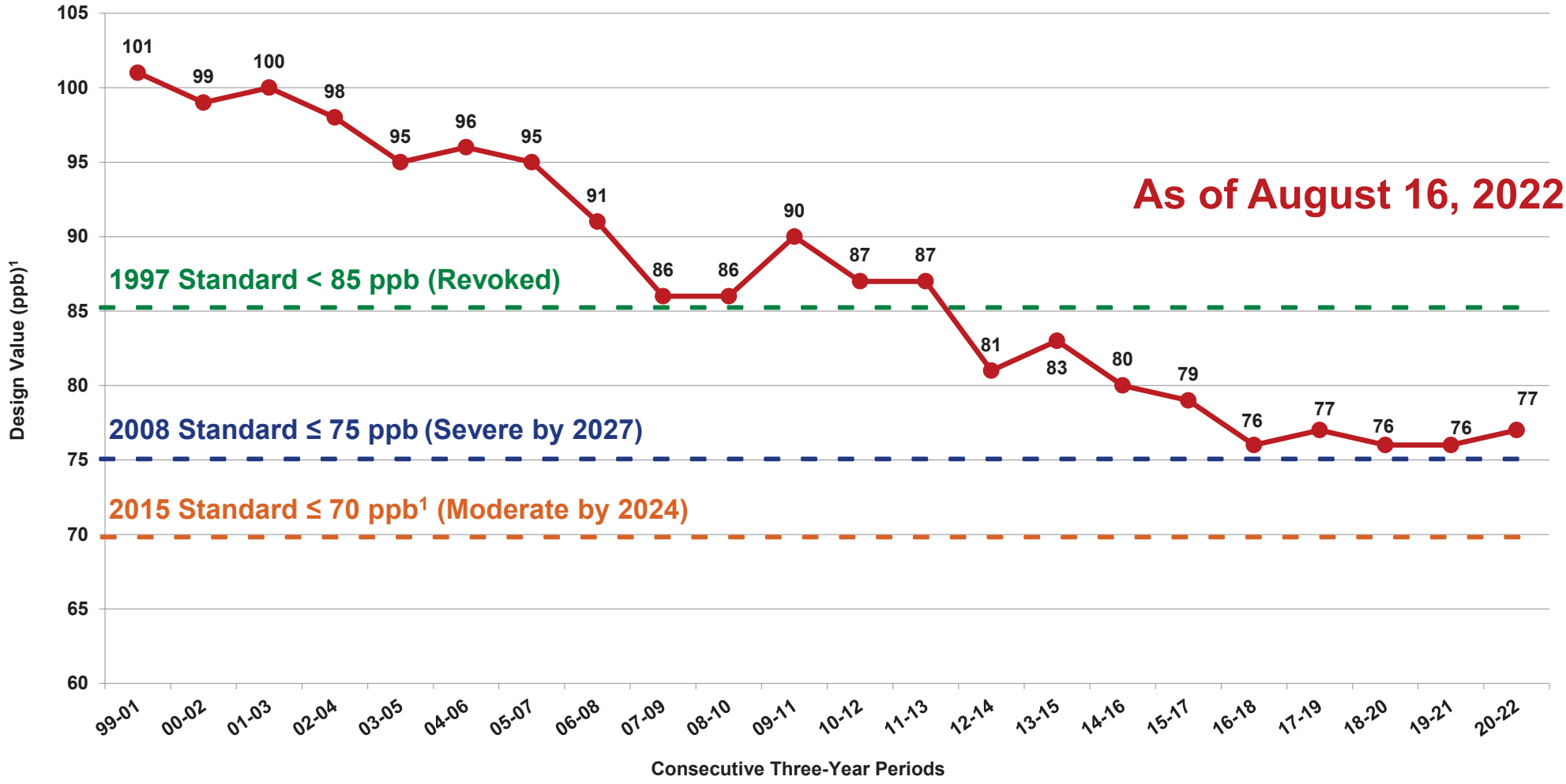
Based on ≤70 ppb (As of August 16, 2022)



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

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

8-HOUR OZONE NAAQS HISTORICAL TRENDS



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

Source: NCTCOG TR Dept

FOR MORE INFORMATION

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

TRANSPORTATION PUBLIC MEETING

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

Roadway Safety Plan

From 2016 to 2020 the NCTCOG 12-county area experienced 3,752 fatalities and 19,405 serious injuries on our roadways. The Roadway Safety Plan is the first regional plan to eliminate all fatal and serious injury crashes on our roadways by 2050. This plan uses a data-driven approach to identify especially dangerous crash types and factors that cause these injuries and recommends countermeasures to prevent them from occurring.

National Drive Electric Week

Join NCTCOG, Dallas-Fort Worth Clean Cities, and City of Dallas for National Drive Electric Week (NDEW) on Sunday, Oct. 2 at Dallas City Hall Plaza. This year's outdoor event will include a showcase of all makes and models of EVs, opportunities to visit with both EV owners and technology vendors, and food trucks. More information: driveelectricdfw.org.

Updated Rules for Public Comments at Regional Transportation Council Meetings

Members of the public can provide comments during Regional Transportation Council Meetings (RTC). Staff will present a brief overview of implementation to date as well as a procedural update being considered by the RTC.

Management & Operations (M&O) and Safety Program

The M&O and Safety Program provide funds to improve the region's air quality, manage the transportation system, and address safety issues. The funds are also used to provide planning and implementation assistance to reduce congestion and support public transit and bicycle and/or pedestrian projects and programs. Details of the program and the projects being proposed for funding will be presented.

Fiscal Year 2022 Public Transportation Funding: Programs of Projects

NCTCOG staff will present proposed transit projects funded by the Federal Transit Administration through the final award of Fiscal Year 2022 funds for the following four programs: Urbanized Area Formula, Enhanced Mobility of Seniors and Individuals with Disabilities, State of Good Repair, and Bus and Bus Facilities. This input opportunity meets the federal requirement for public participation in programs of projects. Please note DART hosts their own public meeting and can be contacted directly for more information.

ONLINE REVIEW & COMMENT (NO PRESENTATION)

Proposed Modifications to the List of Funded Projects:

nctcog.org/input

*For special accommodations due to a disability or for language interpretation, contact Carli Baylor at 817-608-2365 or **cbaylor@nctcog.org** at least 72 hours prior to the meeting. Reasonable accommodations will be made.*

*To request a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Carli Baylor at least 72 hours prior to the meeting: 817-608-2365 or **cbaylor@nctcog.org**.*

*Attend in person, watch the presentations live at **nctcog.org/input**, or participate via phone by dialing 855-925-2801 then code 3825.*

@nctcogtrans

North Central Texas Council of Governments

RESOURCES & INFORMATION

2022 Walk to School Day:
nctcog.org/walktoschool

2022 Access North Texas Update:
AccessNorthTexas.org

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

Regional Smoking Vehicle Program (RSVP):
smokingvehicle.net

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 November 8, 2018.

This report is a compilation of general public comments submitted by members of the public from Monday, June 20, through Tuesday, July 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

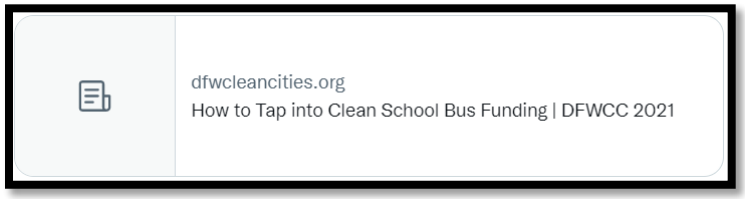
This month, public comments were received on a number of topics across social media platforms, via email and in-person. Safety comments related to DART were in the majority.

In addition, comments were accepted through Map Your Experience, the Transportation Department's online mapping tool. The tool allows users to drop a pin on a location in the region and leave a detailed comment. This month, there was 1 bicycle-pedestrian comment. To read the comments, visit: http://nctcoggis.maps.arcgis.com/apps/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2.

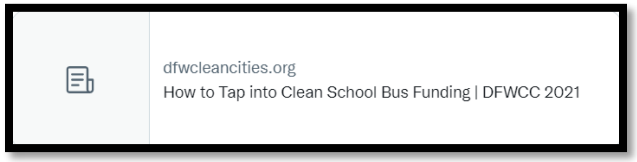
Air Quality

Twitter –

1. NEXT WEEK: School districts can hear from @NCTCOGtrans about funding opportunities and resources to procure clean school buses, made possible by bipartisan infrastructure funding. 📅July 20, 10 a.m. CT RSVP here – EDF Texas (@EDFtx)



2. Electric school buses are here, thanks to bipartisan infrastructure funding for the Clean School Bus Program 🚌🔋 Learn from @NCTCOGtrans and @EPA about procurement opportunities this Wednesday, July 20 at 10 a.m. CT. Register here – EDF Texas (@EDFtx)



3. TOMORROW, join us and the @NCTCOGtrans for a webinar to learn how to use federal, state, and local funding programs to procure clean school buses. Register at https://dfwcleancities.org/event-details/how-to-tap-into-clean-school-bus-funding. – EPA Region6 (EPAregion6)

Bicycle-Pedestrian

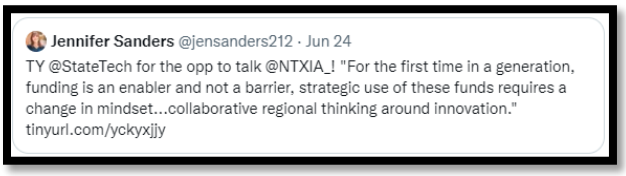
Facebook–

1. Thanks to our friends at NCTCOG Transportation Department for featuring the #RailTrail! – Denton County Transportation Authority (The DCTA Official Page)

Innovative Vehicles & Technology

Twitter –

1. Lots of information on the why, how and what's next! Shoutout to the great work underway by our partners across the region and country! #collaboration @SmartCoalitions @DallasSmartCity @MarketplaceCity @CityofCorinth @Cisco @CityOfDallas @richardson_iq @NCTCOGtrans – NTXIA (@NTXIA_)



Project Planning

Email –

1. **Eric Hunter**

Is there a website or map I can look at online of the future plans extending SH 170 west to Azle?

Thanks

Eric Hunter

Response by NCTCOG Transportation staff

Thank you for reaching out to the NCTCOG Transportation department.

Currently, there are no plans to extend SH 170 as a freeway facility further west than its current terminus at IH 35W per the current long-range Metropolitan Transportation Plan for the region, Mobility 2045 Update. Here is a link to a Map Packet from the Mobility 2045 Update that includes Major Roadway Recommendations (SH 170 as a freeway between SH 114 and IH 35W) and Arterial Capacity Improvements (showing arterial improvements west of IH 35W connecting to SH 170 at its terminus).

Here are some links to the City of Haslet's Master Thoroughfare Plan and the Haslet Parkway Project, where you can find more information on this arterial project connecting to SH 170. The City of Fort Worth recently passed their 2022 Bond Program funding improvements on Avondale Haslet Road, which connects to the Haslet Parkway project, extending arterial capacity improvements westward toward US 287.

Thank you for your question. Should you have any comments you wish to provide, please consider our interactive Map Your Experience engagement tool at www.nctcog.org/mye.

Thank you.

2. **Teri Satterwhite**

Hello

Is town of Fairview planning to add lanes to Country Club road? If so which part?

Teri

Response by NCTCOG Transportation staff

Good afternoon, Teri,

Thank you for reaching out to the NCTCOG Transportation department.

Country Club Road within the Town of Fairview is a TxDOT facility (FM 1378). Portions of this roadway are slated for improvement within the region's long-range transportation plan - Mobility 2045 Update. The TxDOT Dallas district would have the most current information on this project, including the timing of construction, the scope of improvements, and project limits. Tim Wright (Tim.P.Wright@txdot.gov) should be able to help you directly or put you in contact with the appropriate TxDOT Project Manager for this facility.

Additionally, the Town of Fairview has a Master Transportation Plan (https://fairviewtexas.org/tabsmore.html?singletabid=35) that shows generally where the future improvements along Country Club Road within the Town's limits are expected.

Thanks.

3. **David Moore**

I strongly suggest that Waxahachie have a tail option to connect itself to Dallas so I won't have to be forced to either only walk or drive to Downtown and everywhere else that is connected by train in DFW.

Response by NCTCOG Transportation staff

Good afternoon, Mr. Moore,

Thank you for reaching out to us with your questions and comments. The Waxahachie Line from downtown Dallas to Waxahachie is a recommended regional rail corridor included in the Mobility 2045 Update. The Transit Project Listings table (pages E-43 and E-44 in Appendix E. Mobility Options of the plan update) lists the Waxahachie Line in addition to several other recommendations and includes high-level implementation characteristics considered for each corridor. This project is included in the later years of the plan with a potential implementation timeline between 2037 and 2045 depending on many factors, including funding availability and demand. Page E-45 of this same appendix includes the Transit Corridor Projects map showing this Waxahachie Line as a part of the transit recommendations in this plan update.

For additional context on the considerations involved in advancing a passenger rail project in our region, particularly on an active freight corridor, please refer to the TR2-003: Regional Connections: Next Generation Transit Program section of the Mobility Options Chapter, pages 6-45 through 6-49.

Prior to advancing this project, additional study will be required to better understand the major factors influencing the timing of the Waxahachie Line including: station locations, ridership estimates, transit connections, level of capital infrastructure investment required, operational needs, and governance/funding.

Thanks.

Public Meeting and Forums

July 2022 RTC Meeting--

1. **Marcus Wood**

I am here to speak about the Riverfront Boulevard re-construction, which has been in progress for well over a decade. In February of 2021, I talked to the RTC about this project being pushed back from January 2021 to June 2022. I am here again today for the same reasons because many issues remain unresolved. Dallas County offered to install rock retainers across the entire width of Riverfront rather than a canopy over the new sidewalks, but we will still have rocks falling on cars and people after the new construction. I have attached photos to my comment sheet that showcase an alternative solution. The real problem is the delay, and it is dead in the water right now. I have submitted my written comments to other entities, such as Dallas County and the City of Dallas, and we all share the same sentiments.

Summary of Response by Michael Morris: I would like to thank you for your ongoing support of transportation in the Dallas-Fort Worth region. The item you have brought forward will be discussed with the RTC today. We have a plan of action moving forward. But I think everyone in this room shares your frustration. We will continue to move this project across the goal line.

Twitter –

1. Proud to be reappointed to the @NCTCOGtrans Regional Transportation Council and continue serving with my Dallas City Council colleagues, @VoteOmarNarvaez, @ServeDallas, and @caraathome. – Adam R. Bazaldua(@AdamBazaldua)

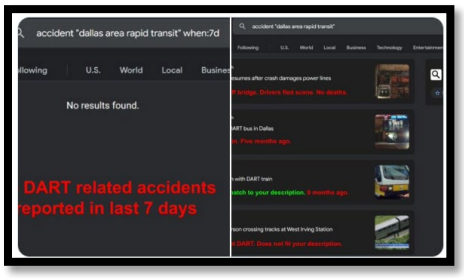
Safety

Twitter –

1. Condolences to the friends and family of the pedestrian killed by @dartmedia green line train. Another death and another accident that underscores the safety concerns of the Neighbors Sharing Cotton Belt Information & Cotton Belt Concerned Citizens Coalition. @NCTCOGtrans – caraathome (🏠) (@caraathome)

Interesting # Twitter accounts with 0-10 followers support Dart. 😂 Since Dart hasn't released crash info: 7/4/22, 10pm, southbound green line, north of Victory station, died at Parkland. Green & orange lines affected & notified if signed up. Dart police investigating. – caraathome (🏠) (@caraathome)

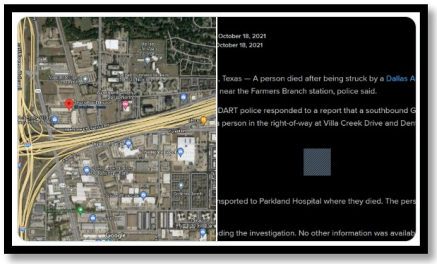
> Cara, it's been over 48 hours since you tweeted about a pedestrian killed by train. You've since shared zero details on who, when, where, how accident occurred. There has been no news in last 7 days of pedestrian-train accidents. Last news to match your tweet was 9 months ago. – Hexel (@hexel_co)



> You're right... it's concerning that @dartmedia hasn't shared this tragic incident and media hasn't reported on it yet. Where is DART's transparency about safety incidents? – caraathome (🏠) (@caraathome)
>
> > Well... since you know about this tragic incident... why don't you share details on the accident you very publicly announced? Could you at least confirm whether you're talking about a new incident from the last few days, or the incident from October of last year? – Hexel (@hexel_co)
> >
> > Because you're unwilling to explain incident to public, I will on your behalf.

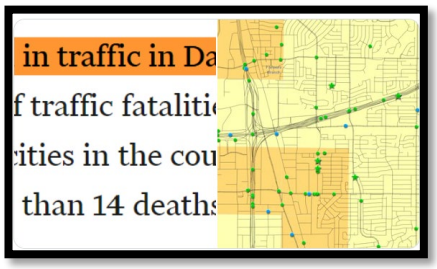
[thread start]

Based on Cara's description & public record, the accident occurred last year, October 18th, Sunday 9:20 pm in front of Texas Card House, a 24-hour poker club on Harry Hines Blvd. – Hexel (@hexel_co)



Police have not released pedestrian's name. The crossing happened in a commercial / industrial area. Chain fence lines both sides of track. Lights, cross guards, traffic light, and sidewalk present. Due to loud zone, horn likely sounded. Residences are half-mile away. – Hexel (@hexel_co)

Last year, 228 killed in Dallas traffic. At that rate, 164 car deaths in Dallas in 9 months since **the only one** DART train-pedestrian reported in 2021. From @NCTCOGtrans heat map, several car accidents & deaths in mile radius of train incident. – Hexel (@hexel_co)

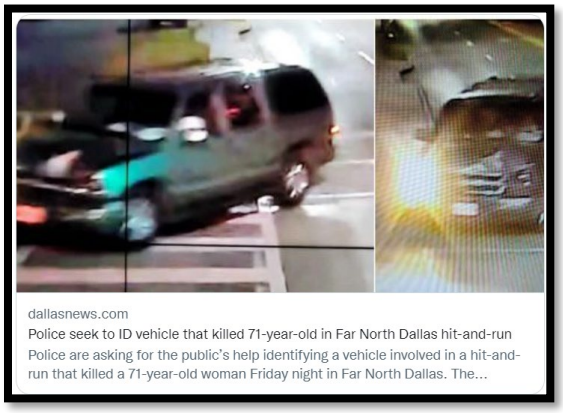


Looking at just Dallas deaths:

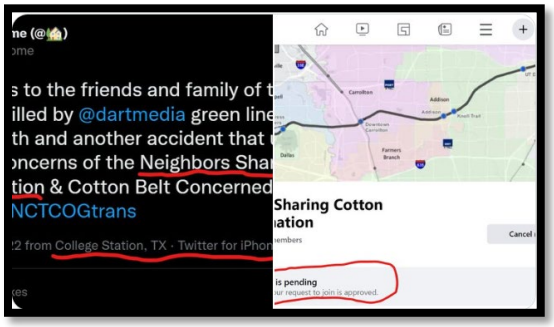
- 2021 by train per capita is 0.07 per 100k
- 2021 by car per capita is 14 per 100k
- 2022 suicide per capita is 11 per 100k
- Death by car 200x more likely than train
- Death by suicide 157x more likely than train – Hexel (@hexel_co)

According to numbers from Federal Railroad Administration, 57% of pedestrian-rail deaths attributed to suicide.While I can't say with authority on October Green Line incident, statistical odds & details of circumstance suggest suicide is likely cause. – Hexel (@hexel_co)

While train deaths are rare (and often difficult to distinguish from suicide), car deaths are exceedingly and scarily common. It's so common, 71-YR-OLD KILLED **TODAY** while writing this thread **IN YOUR AREA FAR NORTH DALLAS**. – Hexel (@hexel_co)

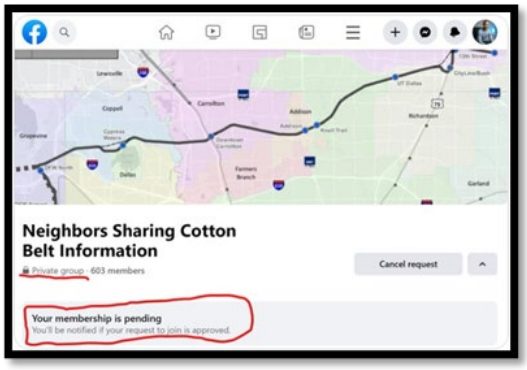


News of SUV killing woman just last night while writing about accident from year ago frustrates me. What prob happened... You tweeted from out of town; you didn't witness rail death nor learn from committee. Old story shared in exclusive private FB group, and you retold as fact – Hexel (@hexel_co)



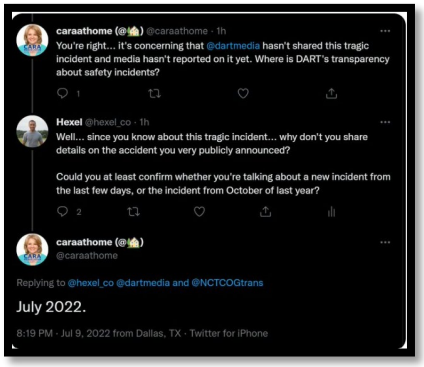
After online search showed nothing & your evasive answers explain nothing, I requested joining the FB group you proudly mention in original post. My request to has been pending for the last 2 days

I suspect my req denied because truth would be revealed if I saw what group shared – Hexel (@hexel_co)



Ok, this went from fact-checking to calling bull

It's unacceptable to pretend accident 9months ago happened days ago. Your BS answer is for plausible deniability; so you can say "I never said it happened in July '22, that's when I heard/reminded about it"-– Hexel (@hexel_co)



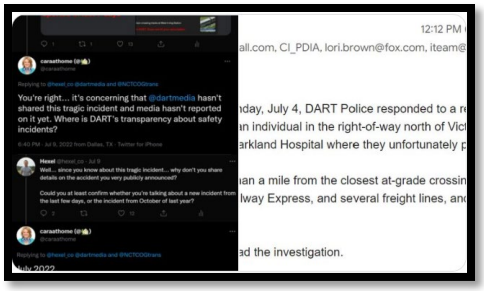
If you want to know more, you can send an open records request to @dartmedia to get the facts. – caraathome (🏠) (@caraathome)

July 2022. – caraathome (🏠) (@caraathome)

Do you really not have any more information than this? Did you just tweet something without having any idea of it was true or not? And now you refuse to admit it? – Chantz Eaton (@chantzEaton)

[thread]

Okay folks. Here is the epic conclusion to this saga. Like before, I'll provide a complete, detailed breakdown of facts w/ sources. Assessment & speculation saved for end. To recap: see timeline of Cara's tweets. Then see response from @dartmedia representative. – Hexel (@hexel_co)



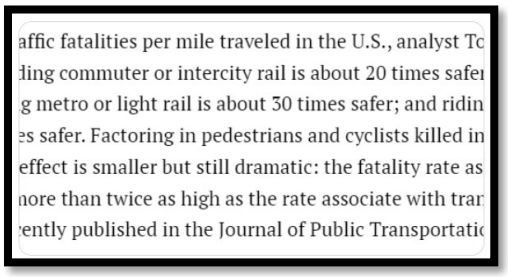
Wow, you're working hard to spin this to save face. Admit you totally made up a scenario that was 100% false. Everything I wrote about the incident - date, time, place & manner of death was confirmed. You're now pivoting to at-grade conversation to deflect. I accept your apology. – caraathome (🏠) (@caraathome)

Maybe if we banned cars people wouldn't feel that it's safer to walk along the rails than the streets – Incoherent Word Hose (@BombyFuntington)

So interesting how people will blame the pedestrian when it is a train that kills someone. When it is a motorist who hits someone, the rally cry is how evil cars are. My call is for @dartmedia to implement safety controls that stop trains when there is a person on tracks. – caraathome (🏠) (@caraathome)

Devastating, but I wish the same concern was given to all of the pedestrians struck and killed by motorists. – Katy! 🚲 (@sustainablekaty)

I mean why not educate ppl instead of leaning into their fears? 🤷 – Mitchell Davis (@therealallpro)


affic fatalities per mile traveled in the U.S., analyst Tc
ding commuter or intercity rail is about 20 times safer
g metro or light rail is about 30 times safer; and ridin
es safer. Factoring in pedestrians and cyclists killed in
effect is smaller but still dramatic: the fatality rate as
nore than twice as high as the rate associate with trar
ently published in the Journal of Public Transportatic

Gonna be quite honest I don't like DART that much but there really isn't much they can do when drunk people stumble on the tracks – Laramie! (@LaramieRat)

– Shirts Off Tees (@shirtsofftees)

Are there any more details about when and where this happened? @LoriBrownFox4 – Adam Lamont (@adamhlamont)

Horrible news. – Dee Wadsworth ☮ (@DeeWadsworth)

Liar – BigT3x (@big_t3x)

Once the train has a taste for blood it's all the train wants. #bloodlust – Chumbucket (@ObiWanKodos)

OK, so exactly when did this happen? – Gizem Leto (@GizemLeto1)

And their explanation they have "positive train control" is laughable, since that is only intended for rural/freight lines and CLEARLY doesn't work for urban commuter lines. Research doesn't support its use in cities/passenger trains. – caraathome (🏠) (@caraathome)

Cars themselves are not dangerous but we've catered infrastructure towards them for nearly a century, constantly reworking poorly designed roads to accommodate more of them and this makes cars dangerous – Incoherent Word Hose (@BombyFuntington)

It's backwards that we spend so much ridiculous spending on roads that are unsafe for pedestrians in order to accommodate more cars. Cars are the single least efficient means of moving people from one place to another, and such a waste of tax dollars – Incoherent Word Hose (@BombyFuntington)

That's why jaywalking laws exist, to shift blame off the motorist onto the pedestrian. No one blames trains cause it's illegal to walk on the tracks in Texas. Not illegal to walk in the grass next to a busy street or to cross at crosswalks. If I'm hit there it's on the car not me – Cory Krol (@dj_coryt)

Can we call on DART to put up signs that warn people of the risks of walking along train tracks? In cities with light rail that utilize a 3rd rail system for power there are signs everywhere warning of the risks of electrocution from touching the track – Cory Krol (@dj_coryt)

I mean I've almost got hit by cars multiple times when I had the pedestrian signal because they didnt bother to look when taking their right turn. With trains, basic common sense is all you need to stay safe, with cars, well... Doesnt matter how careful you are, you can get hit. – ConnorAlt (@AlternateConnor)

it makes more sense to focus on making roads safer by designing them better because roads are far more dangerous. Focus on the greater danger first imo – ConnorAlt (@AlternateConnor)

> The rail is being built now - there is a choice to make it safe or not. It's a diesel train going through a dense part of the city & over a walking trail. It's in the path for children who walk to school unaccompanied. – caraathome (🏠) (@caraathome)

That is why "look both ways" is a horrible answer someone else gave. We should strive to make our infrastructure as safe as possible for all. – caraathome (🏠) (@caraathome)

The preston trial right? Is it a horrible answer for having to cross campbell and Frankford road as well? I agree and would love to eliminate at grade crossings, but it doesnt make sense to demand transit to these bear these higher costs when we don't for car infrastructure. – ConnorAlt (@AlternateConnor)

if all of DART was elevated or buried, that would have just been more resources that could have been used elsewhere. AND same is true for roads, if we had to create a separated path for every crossing, I'd imagine those costs would balloon out of control way too quickly – ConnorAlt (@AlternateConnor)

You're right... it's concerning that @dartmedia hasn't shared this tragic incident and media hasn't reported on it yet. Where is DART's transparency about safety incidents? – caraathome (🏠) (@caraathome)

If @dallasnews can report SUV death under 24hrs on weekend, any network would pick up rail death in 50 hrs Throwing down gauntlet. Hey @FOX4 @wfaa @Dallas_Observer @keranews @DMagazine @CBS11@CBSDFW

Am I, Dallas resident, wrong? Or did City Councilwoman LIE about train death? – Hexel (@hexel_co)

Wrapping thread by tagging all on Twitter whose demands for answers were met w/ silence @adamhlamont @sustainablekaty @GizemLeto1@BombyFuntington @therealallpro @AlternateConnor @WalkableDFW @NeighborsDTX @CityOfDallas @ncoxbarrett

That's /thread

I need a drink. I'll walk. – Hexel (@hexel_co)

Transit

Twitter –

1.Just finished Exec Board meeting for @NCTCOGtrans Lots happening to improve transportation, improve air quality, make procurement easier for cities, & more. Today we approved aviation workforce dev program & automated video sharing pilot. @LMcBee4Dallas @Johnson4Dallas – caraathome (🏠) (@caraathome)

2. Residents who ride @dartmedia tell me it is unreliable. This article shares 1 of Dart's problems & impact on people's lives/transport choices. Missed in article: buses randomly no show w/no notice to riders. Watch @CityOfDallas briefing. @NCTCOGtrans – caraathome (🏠) (@caraathome)

Here is link: Dallas Morning News, 06/27/2022 – Page 1
http://edition.pagesuite.com/html5/reader/production/default.aspx?edid=e55f2bc9-4ed3-47d8-9ad3-2bd7aeb50671&pnum=0 – caraathome (🏠) (@caraathome)


Top of the mountain: Avalanche hoist Stanley Cup

The Dallas Morning News

Black farmers left in lurch by lawsuit

Ruling a 'sucker punch' for some

DART scrambles for drivers

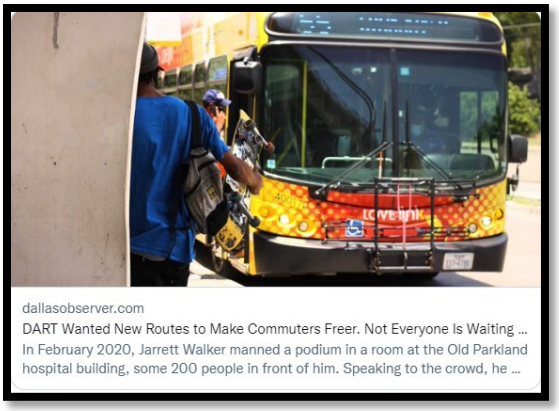
Education Lab

Texas is

The buses are indeed unreliable. I typically use the GoPass app to ensure my bus is coming before I walk to the stop – matt h (@matthavener)

> I am hearing the app isn't updated when the bus is not going to come at all but usually updated when it will be late. Do you have experience with that? Dart said to city council they decide what routes to not run when staff is short. – caraathome (🏠) (@caraathome)
>
> Fun fact! Most of the routes that are cut are routes that primarily serve POC communities - a weird coincidence, huh? – Laramie! (@LaramieRat)
>
> That's true in #D12. The residents who have complained to me & asked for help are POC in low-income apartments. One works for @DallasParkRec and is worried she will be fired for tardiness because of bus/transportation issues. She can't afford @Uber daily & has no car. – caraathome (🏠) (@caraathome)
>
> It's not incompetence - it's pure racial hatred. I've never seen a train or bus in Carrollton or Richardson be delayed. – Laramie! (@LaramieRat)
>
> It's OK, they keep posting "sorry for the bump in the road" ads on IG. – Fancy Bear (@jfpo214)

3. Real life for many @CityOfDallas residents = Concerns about @dartmedia bus service dependability. Affects every part of their life, employment. Fact missing from article: Bus ridership still down 40% pre-COVID per @NCTCOGtrans – caraathome (🏠) (@caraathome)



DART spends ~$340,000,000 a year for “14.5 million” riders. I’ve never believed their ridership data - has it ever been audited? – Matthew Marchant (@MatthewMarchant)

> Doubtful. The fare box certainly doesn't prove that level of ridership, which is still very low. They say they track ridership by sensors on the doors. Haven't seen a reconciliation of these #s. – caraathome (🏠) (@caraathome)
>
> > Dallas is one big government shell game to perpetuate debt They want to make ridership free for @dallascollegetx students to boost numbers They use high school students to boost enrollment for Dallas College They use prek kids to boost k-12 enrollment ♻️♻️♻️♻️♻️♻️♻️♻️ – Lynn Davenport (@lynnsdavenport)

I want to make rides free because you're already paying for it with your $370 million in sales tax per year. – caraathome (🏠) (@caraathome)

> You make an excellent point. Otherwise, they are double-dipping and being wasteful. – Lynn Davenport (@lynnsdavenport)

This is only for light rail – Matthew Marchant (@MatthewMarchant)

There's only 7.7 million people in the entire metroplex. 14.5 million riders is individual trips, correct? For example, I'm one person, and I ride the light rail 300 times in a year. I account for 300 "riders"? – Foxhole (@foxholestrategy)

> DART doesn't seve the entire metroplex though, because most cities in the metroplex dont pay into the system. Fort Worth is served by trinity metro, for instance. Frisco is served by nobody – ConnorAlt (@AlternateConnor)

The shortage is a huge pain. Trips are longer, because buses that came every 15 minutes were timed with the light rail. With the temporary reduction in service, the bus comes every 20, 5 minutes after the train arrived, adding 10 minutes each way :/ – ConnorAlt (@AlternateConnor)

Six years ago Dallas appointed new DART board members to better support our transportation agenda. Since then, DART is going backwards. Time for a fresh board who can help change the culture at DART from real estate development to transportation? – Dallas As A Hole (@dallasasahole)

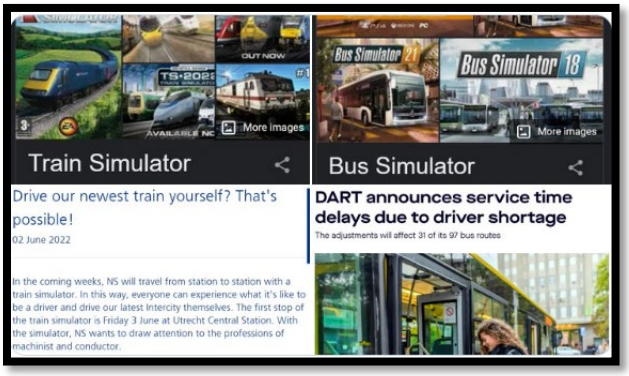
We participated in this experiment years ago to prove and document the gaps and inefficiencies. Some improvements were made but the problem remains the same. – Lynn Davenport (@lynnsdavenport)

> When you say "we participated", are you saying you were part of Neighbor Up Dallas? You're not the woman in article, and your name isn't listed on the website so I'm confused. Nonetheless, if you were part of this, where can we find documented results of experiment? – Hexel (@hexel_co)

Transit planning in DFW is an exercise in groupthink by elected officials with fragile egos and low IQs. And exactly zero of the people that “set policy” actually use the system so they don’t really care or know the facts on the ground. – Matthew Marchant (@MatthewMarchant)

> Exactly! – Grumpy Old Frog (@GrumpyOldFrog1)

4. I mean, if any North American city could use a train simulator, it would obviously be the one with the longest light rail network in the fastest expanding metro area. Right @dartmedia @NCTCOGtrans @TrinityMetro @RideDCTA ???? – Hexel (@hexel_co)



5. 📸 Here's a snap from Congresswoman Van Duyne's visit to our HQ! We are proud to be part of the ongoing solution of keeping #NorthTexas moving with our partners at @TxDOT and @NCTCOGtrans and thankful for leaders like Congresswoman Van Duyne that advocate for mobility solutions. – TEXpress Lanes 🚘 (@TEXpressLanes)


cintra
ferrovial

Regional Transportation Council
Speaker Request Card

Instructions:

1. Please mark the box indicating whether you would like to make an oral comment (pursuant to HB 2840), a written comment, or both oral and written comments.
2. Speakers are permitted up to three (3) minutes to speak. A person addressing the RTC through a translator will be provided up to six (6) minutes.
3. Please fill in your name, affiliation and agenda item you are providing comments on.
4. If you are submitting a written comment, please write your comment on this form.
5. **Please return this form to an NCTCOG employee.**

- [x] I wish to make an oral comment at the Regional Transportation Council meeting
- [ ] I wish to submit a written comment at the Regional Transportation Council meeting
- [ ] I wish to make both oral and written comments at the Regional Transportation Council meeting

Name Marcus Wood

Organization, if any _____

City of Residence Dallas **Zip Code** 75214

RTC Agenda Item # ~~12.1~~ Item 12

Please select one of the following:

- [x] I wish to speak **on** this topic
- [ ] I wish to speak **for** this topic
- [ ] I wish to speak **against** this topic

Please provide written comments below:

Will provide also.

- Riverfront
- Delays

Tx Assn of Regional Councils

Marcus Wood
President

Marcus Wood & Company
5335 Ridgelawn Drive, Dallas, Texas 75214-2034
Mobile 214.215.2235
mwood@advico.com

Member, North Texas Commercial Association of Realtors®

Verbal Opening 1pm 7/14/2022

In February 2021 I spoke to RTC about the Riverfront Boulevard reconstruction date being pushed from January 2021 to June 2022 due "in large part to UPRR, its obstructions and delays." I am here again for the same reason.

Many issues remain unresolved. For example, Dallas County offered to install a ballast rock retainer across the entire width of Riverfront rather than some sort of sidewalk canopy UPRR is requiring, but without any guidance as to design. UP says no. Photos show the danger to both vehicles and pedestrians from falling ballast rocks.

I am submitting written comments with details and suggested actions by NCTCOG and the Texas Association of Regional Councils to improve public safety with all Class 1 railroads, not just this UPRR situation.

Marcus Wood

COMMENTS TO RTC ON February 11, 2021

Marcus Wood, Dallas.

I support today's Agenda Item #6, the MPO Milestone Policy recommendations – specifically for the

"Dallas County and City of Dallas Riverfront Boulevard Reconstruction from Cadiz to UPRR" which Construction LET date is being pushed back Again from January 2021 to **June 2022** due in large part to UPRR, its obstructions and delays. This is listed on Page 203 of the February RTC Agenda Packet.

Construction START would then not occur until FALL 2022.

Construction itself is projected to take 3.5 years so COMPLETION is not likely until SPRING 2026!

I fear this project will be very disruptive to the opening and operation of the Trinity Park Conservancy's Harold Simmons Park on the Dallas Trinity Floodway and the Dallas County Criminal Courts and Jail operations.

This project needs regular, detailed high LEVEL attention by all parties through its entirety. It needs THAT SAME attention today.

Thank you.

Marcus Wood & Company
5335 Ridgelawn Drive
Dallas, Texas 75214-2034
214-215-2235 mwood@advico.com

COMMENTS TO THE REGIONAL TRANSPORTATION COUNCIL OF NCTCOG
Thursday, July 14, 2022

I am Marcus Wood writing about Agenda Item 12.1 about **Riverfront Boulevard Reconstruction Project** in Dallas County adjacent to the Dallas County Criminal Courts budgeted for $50 million (page 344; High Risk Project TIP Code 11726.4). This project Section B is between UPRR Overhead on the north to Cadiz Street at the south.

The New Estimated Start Date of September this year is unrealistic because the project is stalled by the abject disinterest by and fear of making decisions within UPRR's engineering approval system. A few years ago Class 1 railroad basically eliminated all staff engineering personnel and outsourced the activities to consultants. Approvals of a Stormwater Box Culvert design, enlarged bike and pedestrian sidewalks with long canopies, and an expanded easement on Riverfront under the overhead UPRR tracks are still needed. No one in or associated with UPRR is willing to agree to anything or offer guidance out of fear such approval might be second guessed by UPRR legal staff. This stalling has been going on for years despite the best efforts by Dallas County, City of Dallas, and NCTCOG.

- In March 2019 the construction was scheduled to start in June 2019.
- In October 2019 the construction was scheduled to start in March 2020.
- In May 2020 the construction was scheduled to start in December 2020.
- ...

ROOT OF THE PROBLEM

Class 1 railroads operate without accountability to anyone or consideration of anything than railroad profit.

- Railroads set their own railroads speeds – for example, going up to 79 mph in East Dallas on the UPRR main line within 69' ROW west of Buckner Blvd abutting single families residences on both sides.
- In Dallas Joppa vehicle bridge and at-grade crossing closure without consideration of pedestrians is a safety nightmare. UPRR's desire to do the same at Buckner Blvd (Loop 12/Forney) would be another costly, dangerous mistake on the part of Dallas and RTC.
- Ballast rocks occasionally fall off the UPRR tracks on to Riverfront (see photos) and similar overhead crossings. No railroad crossing over roads in the nation has DOT Crossing Inventory Number or Railroad Name sign. FRA has no method for even being informed about falling items no matter how severe, including injuries to those below.

- Existing railroad management does not appear to have the expertise needed to direct and evaluate engineering consultants resulting in stalled projects here and elsewhere.
- Existing U. S. DOT Crossing Inventory Forms completed by the railroads and reported in FRA data files for Dallas County crossings contain numerous errors and are out of date. One UPRR crossing completed in Mesquite in the 1980s is not in the FRA records even after both TxDOT Rail and FRA were notified nearly a year ago. Two crossings in West Dallas are listed as being in Rockwall County so they are not listed for Dallas County.

PROPOSED ACTIONS

NCTCOG and Texas Association of Regional Councils along with others should lobby FRA, Congress, and Texas officials for additional accountability to and oversight of Class 1 railroads by state and local officials. Such lobbying initiatives are within the stated Charges of the TARC Transportation Committee. Such efforts might force railroads to address their public responsibilities. Typically railroads like to say they came first so they rule, but the cities of Dallas and Fort Worth were here first.

NCTCOG is in a unique position to suggest specific recommendations to Congress because three area Representatives are on the House Transportation Committee:

- Beth Van Duyne (R) District 12
- Eddie Bernice Johnson (D) District 30
- Colin Z. Allred (D) District 32
- Plus other Texans: Brian Babin (R) 36; Randy Weber (R) 14; Troy Nehis (R) 22.

Texas, as a whole, is not receiving hundreds of millions of dollars available from the Federal government that could be used for improved and safer railroads resulting in safer roadways. Civic organizations such as Dallas-based *Texas Rail Advocates* lobby for state funding needed for accessing the Federal funds. COG staffs could play a role in articulating how such increased funding might best be used and the benefits of such.

https://texasrailadvocates.org/issues/fair-share-for-rail


3 ounces


Photo #3
UPRR Bridge at Riverfront Boulevard
Looking East
North Side
of Bridge
7.5'
4'

TEXAS DEPARTMENT OF TRANSPORTATION AUGUST | 2022

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.

THE I-35E PHASE 2 PROJECT CONTINUES

DALLAS DISTRICT – The Texas Department of Transportation's Dallas County I-35E Phase 2 project continues. The intent of this project is to relieve the congestion in a busy corridor. This $709 million project will widen and reconstruct I-35 and frontage roads between I-635 and the Denton County Line, just north of George Bush Turnpike, to meet the current traffic and safety standards.

The last time this section of highway was reconstructed was in the 1970s. As growth continues in Dallas County and surrounding areas the corridor doesn't meet today's highway demands. Construction began in the spring as crews continue to prepare for the first traffic switch in summer 2023.

SOURCE: TxDOT

Credit: TxDOT

TEXAS CLEAR LANES
CLEARING THE WAY FOR TEXAS DRIVERS

A challenge with this Texas Clear Lanes project is that traffic cannot be impacted during peak hours on the interstate. Crews will have brief lane closures during the nights or weekends; however, scheduled closures will be announced beforehand.

The contractor, Lone Star Constructors, has several opportunities to communicate with the public before lane or ramp closures. Information is provided online, through email and text, or available on Twitter and Facebook @35EPhase2.

More than 134,000 vehicles travel along this corridor daily. The final configuration will address the high volume of traffic by widening from six to eight main lanes, adding another lane in each direction of the continuous frontage roads, and maintaining and rebuilding the grandfathered managed lanes. The managed lanes will be reversible to meet the traffic demands. The completed project will include new interchanges that have enhanced safety features.

Safety for crews and the traveling public is a top priority. The department asks that the public continue to use caution in the work zone as crews work quickly to complete the project. The project is a design-build project with an accelerated timeline. The project is expected to be completed in 2025.

More on the BACK PAGE

JULY 2022 LET PROJECTS

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	(%)	CONTRACTOR
1	0095-03-080	US 80	Lawson Rd. (Dallas / Kaufman C/L) to FM 460	Reconstruct existing roadway & bridge replacement	$109.16	$119.54	9.52%	Webber, LLC
2	0162-04-057	SH 31	At Hughes Branch and at Melton Branch	Bridge replacement	$5.72	$6.00	4.85%	MP Heavy Construction Inc
3	0195-02-076	IH 35	FM 455 from to W of FM 2450 to E of Marion Rd.	Widen road - add lanes	$93.51	$111.27	18.99%	Webber, LLC
4	0196-02-131	IH 35E	Garden Ridge Blvd. to Lake Lewisville Bridge	Construct ramps	$2.32	$2.80	20.58%	Texas Materials Group, Inc.
5	0196-02-132	IH 35E	Frankford Rd. to Corporate Dr.	Highway operations program	$11.76	$19.99	69.94%	Ragle Construction, Inc.
6	0281-02-075	SH 78	At East Brown St. and at FM 544 at McCreary Rd.	Hazard elimination & safety	$1.12	$1.53	36.67%	Durable Specialties, Inc.
7	0451-03-013	SH 205	North of John King (Rockwall C/L) to SH 78	Grade, pavement, striping and signs	$28.36	$31.48	11.01%	Sterling Delaware Holding Company, Inc.
8	0918-47-341	Lawson Rd.	North of Milam to south of East Cartwright Rd.	Hazard elimination & safety	$0.81	$0.99	21.40%	Altus Construction LLC
*	0918-47-398*	Various	Various Locations in Dallas County	Preventive maintenance	$2.47	$1.68	-32.00%	Stripe-A-Zone, LLC
10	1392-01-050	FM 1378	South of Jessica Ln. to SH 5	Rehabilitate existing roadway	$5.24	$6.23	18.92%	Foutsco Paving Company, LLC
11	2679-03-015	FM 2514	East of Lavon Pkwy. to Brown St.	Reconstruct 2 lane rural to 4 lane divided	$43.17	$50.38	16.71%	Webber, LLC
12	3325-01-014	FM 3243	End of maintenance to US 287	Rehabilitate existing roadway	$6.52	$5.72	-12.27%	A. L. Helmcamp, Inc.
				EST. JULY 2022 TOTALS	$310.16	$357.61	15.30%	
				DISTRICT FY ACCUMULATIVE LETTINGS	$1,407.48	$1,388.90		
				DALLAS DISTRICT FY LETTING VOLUME CAP	$1,388,769,377**			

* Unmapped.

¹Indicates 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

Note: Accumulative Letting/Obligations decreased due to bid rejection of Klyde Warren Deck Park Extension CSJ 0196-07-034.

AUGUST 2022 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
*	0095-05-063*	VA	Various locations in the city of to Dallas and Kaufman County	Installation of Traffic Signals and Sidewalks	$1.62
*	0918-46-330*	VA	Various intersections to in Denton County	Construct Pedestrian Infrastructure	$0.99
				ESTIMATED TOTAL	$2.61 M

* Unmapped.

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

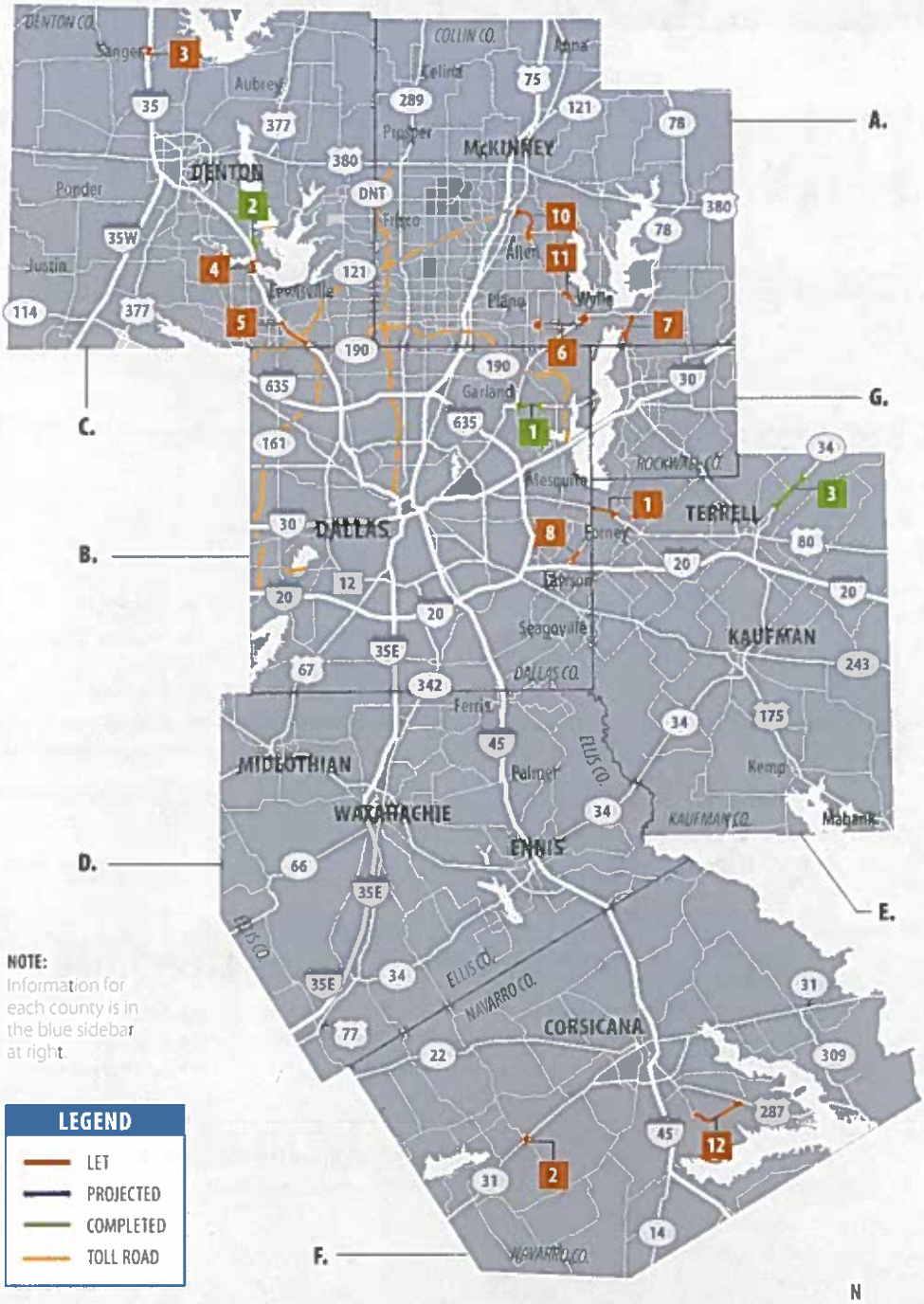
	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0009-03-050	SH 66	SH 78 to Rowlett Creek	Concrete Full Depth Repair and Pavement Markings	$0.87	7/14/2022
2	0918-46-272	CS	Swisher Rd. in Lake Dallas to Kelton Ave.	Hike and bike trails Phase 3 A-train rail	$6.72	7/07/2022
3	0173-05-041	SH 34	N of BUS 34 (Virginia St.) to 3.0 mile S of Hunt County line	Base repair, overlay and pavement markings	$2.10	7/25/2022
				ESTIMATED TOTAL	$9.69 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 **July 2022**, are projected to let in **August 2022**, 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: 1,710.268

D. | ELLIS COUNTY
VEHICLE REGISTRATION: 195,865
*POPULATION ESTIMATE: 207,620
LANE MILES: 1,547.372

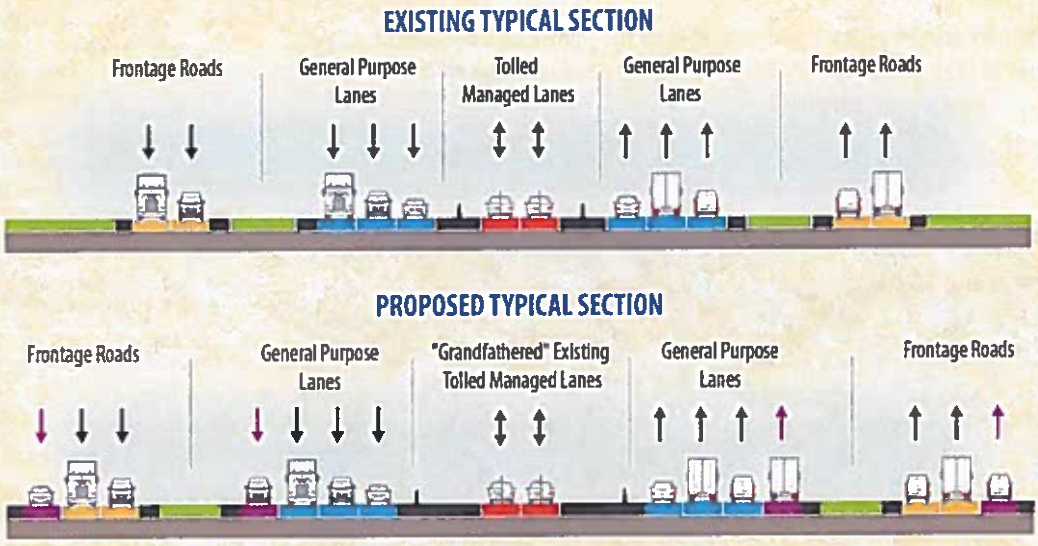
E. | KAUFMAN COUNTY
VEHICLE REGISTRATION: 141,728
*POPULATION ESTIMATE: 153,330
LANE MILES: 1,215.381

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

The final highway configuration will address the high volume of traffic by widening from six to eight main lanes, adding another lane in each direction of the continuous frontage roads, and installing the "grandfathered" in, managed lanes. The managed lanes will be reversible to meet the traffic demands.

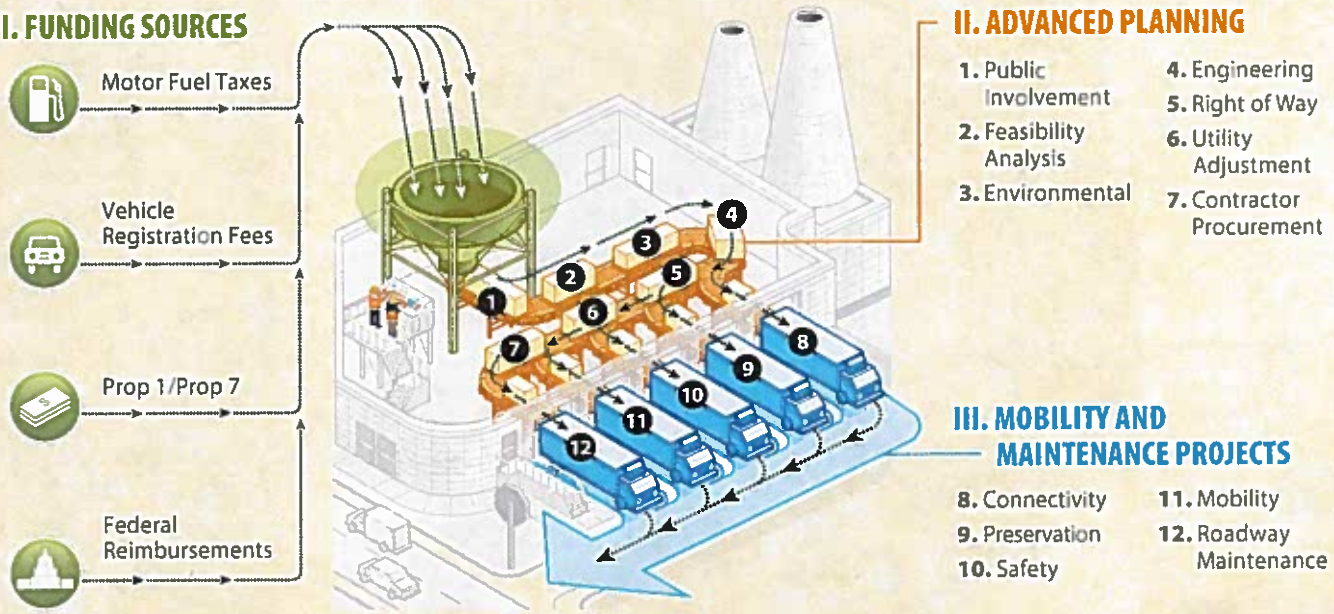


SOURCE: Texas Department of Transportation

TxDOT graphic

A VISIONARY LOOK AT THE BUSINESS OF BUILDING ROADWAYS

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



SOURCE: Texas Department of Transportation

TxDOT graphic by DEAN HOLLINGSWORTH/*Information Specialist*

TEXAS DEPARTMENT OF TRANSPORTATION
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REPORT A POTHOLE:
Visit https://www.txdot.gov/inside-txdot/contact-us/contact-us/reportIssueSubPage/roadNeedsRepair.html or call 800.452.9292. Progress report can be downloaded at http://www.txdot.gov/inside-txdot/district/dallas/progress.html