

Federal Functional Classification System Change Request Standard Operating Procedure (SOP)

Texas Department of Transportation

Transportation Planning and Programming Division

Last revision date: 11/1/2024

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Acronyms

FC	Functional Classification
FFCS	Federal Functional Classification System (FC)
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
MPO	Metropolitan Planning Organization
NHS	National Highway System
PE	Preliminary Engineering
SOP	Standard Operating Procedure
STIP	Statewide Transportation Improvement Program
STRAHNET	Strategic Highway Network
TIP	Transportation Improvement Program
TPP	Transportation Planning and Programming Division
TxDOT	Texas Department of Transportation

1.Scope and Application

This document provides a description of Federal Functional Classification System (FFCS) concepts and the Texas Department of Transportation’s (TxDOT) Standard Operating Procedure (SOP) for requesting Functional Classification (FC) changes. The main purpose of this SOP is to standardize the request submittal process for a FC change to TxDOT’s Transportation Planning and Programming Division (TPP) for approval by the Federal Highway Administration (FHWA). The procedures described in this document apply to all FC changes on all public roadways including the TxDOT-maintained highway network and locally maintained roadways requested by TxDOT Districts or Metropolitan Planning Organizations (MPO) in Texas.

The Federal-Aid Highway Act of 1973 required the use of FC to update and modify the federal-aid highway system, a requirement that is still effective today. Under federal statutes and regulations, state transportation agencies have the primary responsibility for designating and updating public roadway FC in rural and urban areas to clearly define the role each element of the roadway network plays in serving various travel needs. Figure 1 below provides the rationale for why FC changes are generally needed.

Figure 1. Reasons to Seek a FC Change

Why are FC changes necessary?



1. To reflect new functional uses of roadways.
2. To update the role each element of the roadway network plays in serving various travel needs.
3. To ensure that the roadway's design, speed, capacity, and relationship to existing and future land use development accurately reflect the intended use of the roadways.
4. To determine eligibility for federal funding to construct and maintain roadways.
5. To set or adjust roadway system performance, benchmarks, and targets for preservation, mobility, and safety.

2. What are the Functional Classifications?

A roadway segment’s FC defines the role that it plays in serving our local communities, long-distance travel, and freight needs by connecting people and goods through the roadway network. A roadway is assigned one of seven possible Functional Classifications within a hierarchy based on the primary function that it serves as shown in Table 1 below:

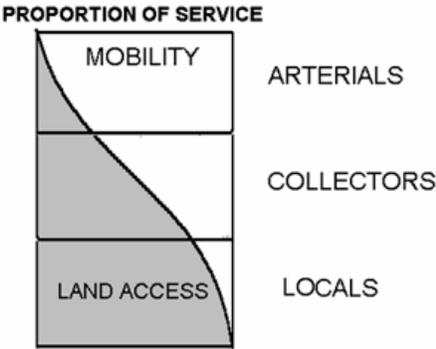
Table 1. Hierarchy of Functional Classifications

Function Classification	Hierarchy of Roadways	Statewide Planning Map Color
1	Interstate	
2	Principal Arterial – Other Freeways and Expressways	
3	Principal Arterial – Other	
4	Minor Arterial	
5	Major Collector	
6	Minor Collector	
7	Local	

Table 1 provides the color associated with each FC on the TxDOT [Statewide Planning Map](https://www.txdot.gov/projects/planning/statewide-planning-map.html) (<https://www.txdot.gov/projects/planning/statewide-planning-map.html>), which is the official record of FC in Texas. Figure 3 on the next page shows an image from the Statewide Planning Map indicating FCs for Interstate and Major Collector roadways.

Roadways generally serve one of two primary travel functions: (1) **Access**; or (2) **Mobility**. The three roadway components of the Functional Classification system – Arterials, Collectors, and Local – are distinguished by whether they serve an access or mobility function, or both. As illustrated in Figure 2, arterials serve a mobility function by providing fewer entry and exit points to enable long-distance travel, while local roadways serve an access function by providing opportunities to directly access land uses. Collectors balance both access and mobility needs. These distinctions are important because, under federal regulations, the National Highway System (NHS) consists of interconnected urban and rural principal arterials and highways that serve specific facilities and interstate and interregional travel. In addition, federal-aid highways are defined as highways on the NHS, highways on the Interstate System, and public roads not classified as local roads or rural minor collectors.

Figure 2. Access and Mobility



Source: Virginia Department of Transportation, [Functional Classification Comprehensive Guide](#), 2014.

Figure 3 on the next page illustrates this concept. The Interstate roadway, marked with blue lines, serves a mobility function, providing for through movement. The Major Collector roadways, marked with magenta lines, offer a compromise between mobility and access, providing a way for traffic to pass through, and, at the same time, access to and between land use activities.

Figure 3. Map showing FC for Interstate (blue line) and Major Collector (magenta line) roadways



3. When Do FC Changes Occur?

Under federal law, TxDOT is charged with ensuring that the FC of the state’s roadways are kept up to date. TxDOT Districts and MPOs request updates to the FC system as the roadway system and land use developments change over time. TxDOT’s oversight of the FC system involves seeking federal approval for FC changes due to changes in the transportation network and/or land use patterns. These changes are generally triggered when:

- (1) New roadways are built or extended
- (2) Existing roadways are realigned or reconstructed (includes added capacity projects)
- (3) Traffic patterns or volumes change
- (4) Land use patterns change

While FC changes will typically take effect after these triggering events, FC change requests associated with highway projects should be submitted in advance of construction, as clarified in Section 5 below.

4. What Should I Do Before Requesting a FC Change?

Prior to making a request for a FC change, it is important to consider **system continuity**, (see Figure 4 on the next page). This will support the roadway system’s operating as an interconnected network channeling traffic in both directions from arterials to collectors to locals and back again. General guidelines for maintaining system continuity include:

- A roadway’s FC should not transition to a different FC unless doing so at an intersection or where it meets another roadway where traffic may enter or exit.
- A roadway may not receive a FC above Local unless traffic volumes can support the need.

Figure 4. System Continuity

The Concept of System Continuity



According to FHWA, a basic and important tenet of the FC network is the need for SYSTEM CONTINUITY, i.e., a higher classified road should not end at a lower classified road. So, when the need to make a FC change is triggered, attention should be given to the subject road and its relationship to intersecting, adjacent, and/or nearby functionally classified roadways.

5. When is the Ideal Time to Request a FC Change?

FC changes should be addressed when a project first appears in the Transportation Improvement Program (TIP). In the case of project development, the ideal time to request a FC change is at least four (4) years before construction or when the preliminary engineering (PE) phase of a new location project is listed or grouped in the Statewide Transportation Improvement Program (STIP).

At this stage, the project is considered consistent with the TxDOT and MPO long-range plans and is programmed for funding, including federal highway aid. If a federally funded project is let for construction without an approved FC change, TxDOT may be considered to have misappropriated federal funds, which places the agency at risk of consequences or penalties.

As noted above, changes in land use, traffic patterns, and traffic volumes, regardless of the presence of a roadway project, may also warrant an FC change. Districts and MPOs are strongly encouraged to periodically review land use and roadway network function and work with TPP to make any necessary updates.

6. How Do I Submit a FC Change Request?

To ensure federal funds are used appropriately and in compliance with the law, please remember the following when preparing an FC change request:

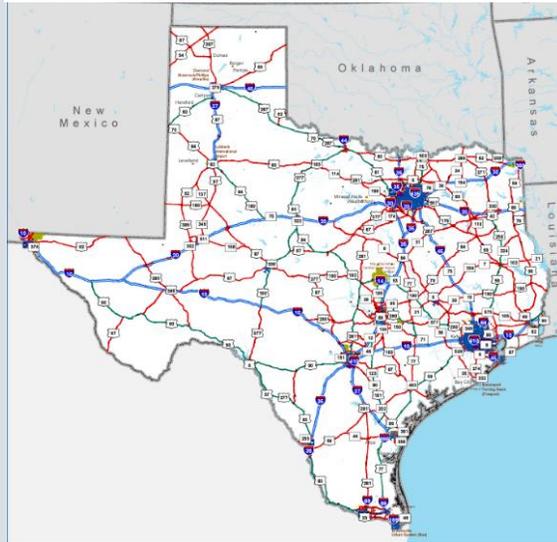
- For FC changes involving federally funded projects, requests must be submitted to TPP and approved by FHWA before a project is let for construction. Plan ahead and allow a minimum of six months for this to be processed. A federally funded project that involves a FC change should not, under any circumstances, be allowed to let without prior FC approval by FHWA. Doing so could be considered misappropriation of federal funds and subject TxDOT to consequences or penalties.
- Do not submit changes for the sole purpose of making a roadway eligible for federal funding. The basis for FC is roadway function (i.e., access and mobility), and not to establish funding eligibility.
- If a roadway is eligible for FHWA federal highway aid, it will not be eligible for Federal Emergency Management Agency (FEMA) federal disaster recovery funds.

NHS and STRAHNET Modifications and FC Change Requests

FC changes may affect a segment of the National Highway System (NHS) or Strategic Highway Network (STRAHNET). FHWA establishes the basic roles and responsibilities that they and State DOTs have in the NHS, STRAHNET and FC modification processes. While similar, FC, NHS, and STRAHNET designations differ in three fundamental ways:

1. A functional classification is applied to all public roads.
2. The NHS designation is only applied to functionally classified Principal Arterials or intermodal facilities.
3. STRAHNET assets may be located on roadways of any functional classification.

National Highway System: Texas



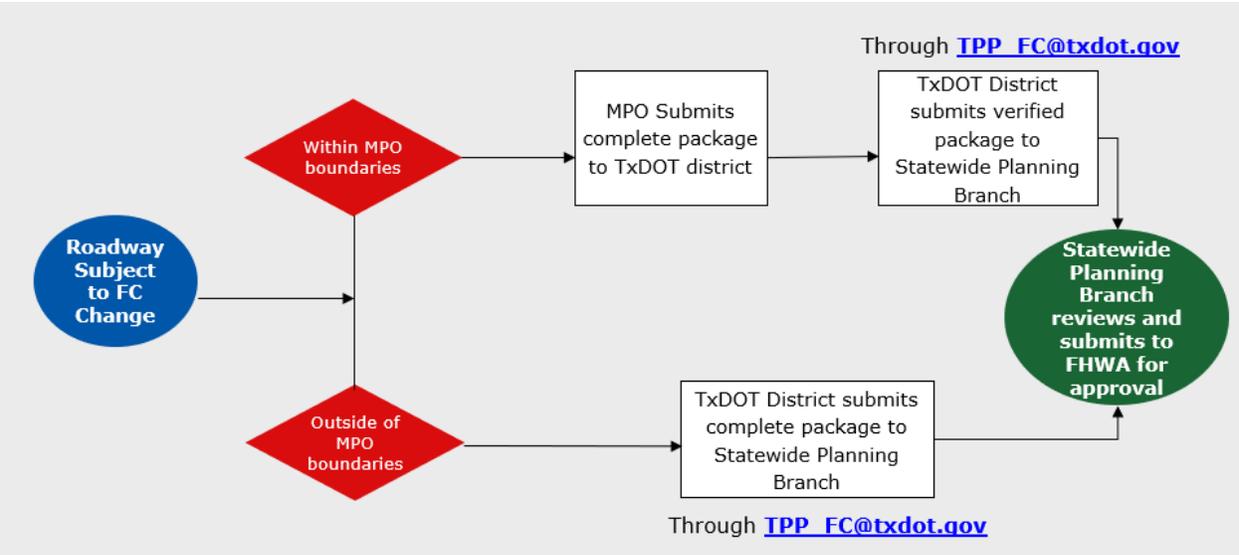
Any FC change request that will affect the NHS or STRAHNET will need to address the FC change and NHS / STRAHNET updates separately but simultaneously. In making changes to FC, the District (and MPO, as applicable) should first determine if the change will affect the NHS or STRAHNET. If so, the District should coordinate the FC change and NHS / STRAHNET updates with TPP and FHWA. In this way, all parties will understand the procedures and documents (including maps) necessary for approvals and the extent to which they can be bundled and submitted together.

- For TxDOT District-led FC change requests, coordinate with the corresponding MPO as applicable, before routing the requests to the TPP Division.
- For MPO-led FC change requests, the corresponding TxDOT District must review for concurrence and completeness of supporting documents before routing to the TPP Division.
- It is the District's responsibility to ensure that both District-led and MPO-led FC change requests are consistent and accurate (i.e., not subject to any conflicting FC requests), and address, through documentation, the criteria established for a FC change before submitting it to the TPP Division.

Required steps to submitting a complete FC change request (shown in Figure 5 on the next page) include:

- 1. The MPO (if MPO-driven FC change request) or the District (if District-driven FC change request) prepares a complete FC change request package.** The FC change request package must include a [FC Change Request Form 2373](#) that is approved (through DocuSign) by the District TP&D, along with all required supporting documentation. For additional road segments associated

Figure 5. Steps to Submitting a Complete FC Change Request



with the same FC change request, please use the [Form 2373 Additional Attachment Form](#). On the [TPP FC SharePoint](#) platform, these and additional supporting documentation are available.

The supporting documentation to accompany FC Change Request Form 2373 includes an official TxDOT FC map from the TPP Roadway Inventory Branch (in coordination with the MPO, if applicable). To request an official TPP FC map, please go to [Map Request](#). Note that the production of a map may require at least three weeks. Prior to requesting the official TxDOT FC map, the District (and MPO, if applicable) should produce a map in PDF format that shows the impacted area with legends describing the current FC and any proposed FC changes for all requested roadway segments, as well as, urban boundaries, current developments, and traffic data, as applicable.

FC Change Request [Form 2373](#) includes Table templates where FC change information should be provided. Along with details about the roadway name, segment distance and end points, existing and proposed FC, and project information, the Table template asks for the rationale for the FC change. For the rationale, choose a category from the drop-down list and, in the space below, provide a brief rationale for the FC change request stating how the road is or will be serving an Access and/or Mobility function. Consider how the road will be serving an Access or Mobility function in the near future. Will the road serve more of an access function, providing opportunities to directly access new developments (e.g., shopping centers, office complexes, and apartment complexes or subdivisions)? Will the road provide for more mobility, limiting factors that constrain through-movement (e.g., railroad crossings, traffic signals, and access points)? Or, will the road improve both mobility and access? An example rationale is provided below:

FM 1171 will improve east-west mobility and connectivity in southwest Denton County, while also providing access to the Texas Motor Speedway.

2. The District emails the FC Change Request package (for both MPO-driven and District-driven FC change requests) to the TPP Division’s Statewide Planning Branch, which processes all FC change

requests. Send the email to: TPP_FC@txdot.gov with a subject line that reads “[Name] District / [MPO Name] FC Change Request – [Route Name]”. For example, the subject line for an email from a District-driven FC change request could read “Dallas District FC Change Request – FM 1171”, and the subject line for an MPO-driven FC change request could read “Rio Grande Valley Metropolitan Planning Organization FC Change Request – West Boulevard”.

The body of the email must provide the information from the Table template on the associated FC Change Request Form 2373, including the justification and context for the FC change requested. The justification needs to be brief, but comprehensive enough for TPP’s Statewide Planning Branch to fully understand the context. Please make sure that the justification provided in the email is well-supported and considers traffic volume, connectivity, safety, development plans, multimodal considerations, access, mobility, and alignment with regional and local transportation plans so that FHWA can make an informed decision regarding the FC change request.

Once a signed FC Change Request Form 2373 is submitted to TPP_FC@txdot.gov, it will go through the following steps:

- (1) TPP’s Statewide Planning Branch will add the request to the Division’s FC tracking database and [dashboard](#). They will acknowledge receipt of the FC Change Request Form 2373 within two (2) business days.
- (2) TPP’s Statewide Planning Branch will process the FC Change Request Form 2373 and notify the corresponding TxDOT District within two (2) weeks that either:
 - Additional documentation or clarification is needed; or
 - All required documentation has been provided, TPP Division concurs with the requested FC, and the request will be forwarded to FHWA.

If the FC Change Request Form 2373 has not been approved (through DocuSign) by the District TP&D, TPP’s Statewide Planning Branch will request that the District submit a signed version before processing the request for FHWA approval.

- (3) TPP Division prepares and submits a request memo with supporting documentation to FHWA.
- (4) Once FHWA approves the change and notifies TxDOT, TPP Statewide Planning Branch will forward the FHWA approval notification to the requesting District (and MPO, if applicable) and TPP’s Data Management Section.
- (5) TPP’s Statewide Planning Branch will update the Division’s FC tracking log and [dashboard](#).
- (6) TPP’s Data Management Section will update the [Statewide Planning Map](#), which is the official record of FC for Texas.
- (7) TxDOT Districts will update [TxDOTCONNECT](#), if applicable, based on the approved FC change.

For reference, the Appendix provides images of the FC Change Request Form 2373, TPP’s FC Change Request Letter to FHWA, and a FC Change Request Package Example.

7. Additional Resources

Please visit the links provided below to learn more about FC and how to submit a FC change request or a request to assign an FC to a new roadway.

- TxDOT Resources:
 - [Statewide Planning Map](#)
 - [TxDOT.gov FC Change Requests Page](#)
 - [TPP Map Request](#)
 - [Roadway Inventory Data](#)
 - [TPP FC SharePoint](#) (includes SOP, FC Change Request Form 2373, Form 2373 Additional Attachment Form, and other documents)
 - [TPP Functional Classification Training Presentation](#)
 - [Standard Operating Procedure](#)
 - [FC Checklist \(Form 2373\)](#)
 - [Form 2373 Additional Segments Attachment](#)
 - [FAQ](#)
 - [FC Change Request Tracker Dashboard](#)
- FHWA Guidelines:
 - [Highway Functional Classification Concepts, Criteria, and Procedures](#)
- Federal Regulations:
 - [23 CFR § 470.103 \(Definitions\)](#)
 - [23 CFR § 470.105 \(Urban area boundaries and highway functional classification\)](#)
 - [23 CFR § 470.107 \(Federal-aid highway systems\)](#)

Appendix: FC Change Request Form 2373

Functional Classification Change Request

Checklist (Form 2373)

Introduction:
This form is intended for TxDOT Districts who submit a Functional Classification (FC) change outside of a Metropolitan Planning Organization (MPO) boundary or work with an MPO to address an FC change within an MPO boundary. TxDOT Districts should complete, sign, and include this form as a cover to the submittal package when requesting an FC change to the Transportation Planning and Programming Division (TPP). Each section lists the required items to be included in all FC change requests within and outside of MPO boundaries. Requests will only be reviewed and processed by TPP once all required items have been submitted.

Additional resources:
For more information on FC and to download the required documents, please visit the Transportation Planning and Programming [TPP FC Sharepoint](#) platform.

For questions or comments, please contact the TPP Division at TPP_FC@txdot.gov. The TPP Statewide Planning Branch will monitor this Inbox and respond to questions or comments. If you do not receive an initial response acknowledging receipt of the FC submittal package within two (2) business days, please contact the TPP Statewide Planning Branch Manager or the TPP Systems Planning Section Director.

A copy of this Checklist, signed by the Transportation Planning and Development Director (TP&D) for each TxDOT District, must be included with your FC change request package. A signature line (DocuSign) is included at the end of Section 3.

Section 1: Cause of Functional Classification change request
FC changes may occur in one or more of the following scenarios. Please select all that apply to your request.

New roadway(s) built or extended

Traffic patterns or volumes change

Existing roadway(s) realigned or reconstructed

Land use patterns change

Section 2: FC Change within or outside MPO boundary
FC changes may occur in one of the following scenarios. Please select which applies to your request.

FC change *within* MPO boundary

FC change *outside* MPO boundary

Functional Classification Change Request - Checklist (Form 2373)

Section 3: FC Change Request Package Items and Requirements
For FC Changes *within* MPO boundaries, the MPO submits the FC change request package to the corresponding TxDOT District. The FC change request package must include the items listed below as applicable upon submittal. The corresponding TxDOT District then submits the complete package to TPP_FC@txdot.gov.

For FC Changes *outside* MPO boundaries, TxDOT District staff submits an FC change request package to the TPP Division. The FC change request package must include the items listed below as applicable upon submittal to TPP_FC@txdot.gov.

Select items included in your FC change request package.

A list of changes (see **Table 1** for a template of the required information)

Rationale for each FC change (as indicated in the **Table 1** template)

Draft District or MPO map(s) clearly depicting proposed change(s)

Urban boundary

Current development (aerial photo, [Google Street View](#))

Land use

Major traffic generator(s)

Roadway(s) for which a FC change is being requested and most current AADT

Existing roadways with associated FC hierarchy and most current AADT

Official TPP FC Map (to request map, click [here](#))

Letter of support from city or county or MPO resolution (other backup documents such as meeting minutes or agendas can be included)

FC change request email to TPP_FC@txdot.gov

In addition to the items listed above, the following information are required for FC changes on proposed or upgraded roads. **Select items included in your FC change request package, along with supporting documentation.**

Outside MPO boundary:

 Latest approved STIP entry

Within MPO boundary:

 UTP entry

Latest approved STIP entry

 TIP (MTP or UTP) entry

Estimated open to traffic date

Estimated open to traffic date

Estimated let date

Estimated let date

Estimated let date

Estimated let date

Is the FC change associated to a project already included in the STIP / TIP or UTP? Yes No

If you answered yes to the previous question, enter the corresponding CSJ(s) on the following line. You may include this information as an attachment if more space is needed.

Form 2373 Rev. 5/28/2024
2
Form 2373 Rev. 5/28/2024

Functional Classification Change Request - Checklist (Form 2373)

List FC changes following the Table 1 template, to be included in the Change Request email to TPP_FC@txdot.gov.

Table 1: List of FC changes included in request package (example template)

Map ID	Roadway	From	To
1	Existing FC	Proposed FC	Length (mi)
	Choose an item	Choose an item	
	Project Information (if applicable): 350 character limit		
	Rationale for FC change: Choose an item		
Detailed justification and context for the FC change requested: 350 character limit		[Example: FM 1171 will improve east-west mobility and connectivity in southwest Denton County, while also providing access to the Texas Motor Speedway.]	

Map ID	Roadway	From	To
2	Existing FC	Proposed FC	Length (mi)
	Choose an item	Choose an item	
	Project Information (if applicable): 350 character limit		
	Rationale for FC change: Choose an item		
Detailed justification and context for the FC change requested: 350 character limit		[Example: FM 1171 will improve east-west mobility and connectivity in southwest Denton County, while also providing access to the Texas Motor Speedway.]	

If there are more roadway segments associated with this FC change request, please click the link for [additional table\(s\) as an attachment](#).

Note: Examples on how to fill out this table are included in the SOP, included in the [TPP FC SharePoint](#) page.

I have reviewed this FC change request package and concur with the recommendation(s). All required documents are included.

District TP&D Approval [DocuSigned by:]

Date

3
Form 2373 Rev. 5/28/2024

Appendix: TPP FC Request Letter to FHWA (TPP prepares)



125 E 11th St | Austin, Texas 78701
512.463.8588
txdot.gov

September 8, 2024

Mr. Al Alonzi
Division Administrator
Federal Highway Administration
Texas Division
300 East 8th Street, Suite 826
Austin, TX 78701

Attention: Krystal Lastrape

Dear Mr. Al Alonzi:

For your review and approval is the following Functional Classification (FC) request for [Route in County, MPO], located in the Texas Department of Transportation's (TxDOT) [XYZ District].

Roadway	From	To	Length (mi)	Rationale	Current FC	Requested FC
Route Name	From limit route	To limit route	Length in miles	Reason for change	Old Classification	New Classification

This request proposes to functionally classify the segment of [Route from Route to Route] as [Functional Classification (capitalize)]. [Route is a new location facility.]

[Include any information that will make the packet self-explanatory, eliminating the need for additional explanations in emails. As per FHWA instructions on January 17, 2024, please delete this line if there is no special note indicated.]

Attached is the FC submittal for the roadway listed in the table above. This submission includes a map of the recommended FC and documentation from [the XYZ MPO, XYZ County, XYZ City] and TxDOT's [District] supporting these changes.

If you have any questions or need additional information, please contact Giacomo Yaquinto, Statewide Planning Branch Manager, at (737) 308-9411.

Sincerely,

Humberto Gonzalez, Jr., P.E., M.B.A.
Director, Transportation Planning and Programming Division

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125 E 11th St | Austin, Texas 78701
512.463.8588
txdot.gov

Attachments

cc:

- [NAME, DISTRICT], Transportation Planning and Development Director, TxDOT
- Casey Wells, Transportation Planning and Programming Division, Systems Planning Section Director, TxDOT
- Giacomo Yaquinto, Transportation Planning and Programming Division, Manager, TxDOT
- Ibrahima Tembely, Transportation Planning and Programming Division, Planner, TxDOT
- Robert Ramirez, Transportation Planning and Programming Division, Planner, TxDOT

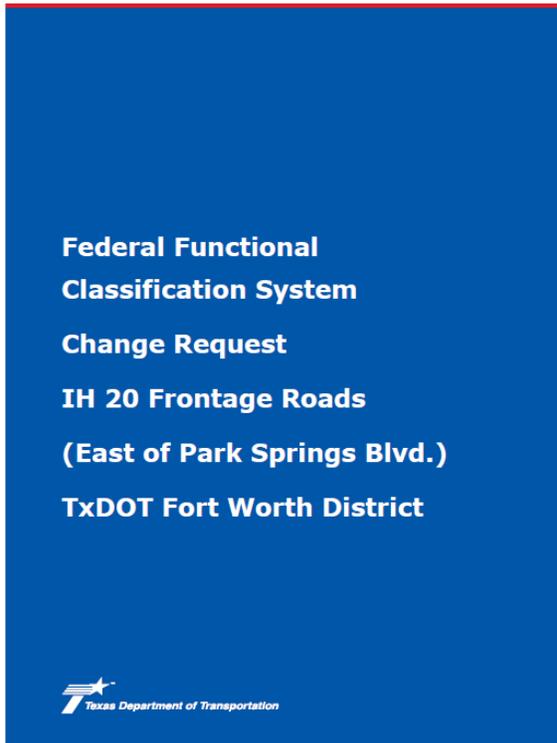
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Appendix: FC Request Package Example

Package Order

1. TPP FC Change Request Letter to FHWA (produced by TPP Statewide Planning staff)
2. TxDOT FC Change Map (produced by TPP Data Management staff upon District request)
3. Supporting Documents (Google Map, Statewide Planning Map, TIP, STIP, District/MPO Map, MPO Meeting Minutes)

DocuSign Envelope ID: 311993C7-7551-4547-8D51-C62057897351



DocuSign Envelope ID: 311993C7-7551-4547-8D51-C62057897351



125 E 11th St | Austin, Texas 78701
512.463.8588

September 16, 2024

Mr. Al Alonzi
Division Administrator
Federal Highway Administration
Texas Division
300 East Eighth Street, Suite 826
Austin, TX 78701

Attention: Krystal Lastrape

Dear Mr. Alonzi:

For your review and approval is the following Functional Classification (FC) request for IH 20 Frontage Roads (East of Park Springs Blvd.) in Tarrant County within the North Central Texas Council of Governments (NCTCOG), located in the Texas Department of Transportation's (TxDOT) Fort Worth District.

Roadway	From	To	Length (mi)	Rationale	Current FC	Requested FC
IH 20 Frontage Road Westbound (new segment)	0.2 miles east of Park Springs Blvd.	0.2 miles west of SH 157	1.4	Improves access and mobility	NA	Proposed Major Collector
IH 20 Frontage Road Eastbound (new segment)	0.5 miles east of Park Springs Blvd.	S. Bowen Road	0.5	Improves access and mobility	NA	Proposed Major Collector

This request proposes to functionally classify:

- IH 20 Frontage Road Westbound (new segment) from 0.2 miles east of Park Springs Blvd. to 0.2 miles west of SH 157 as Proposed Major Collector.
- IH 20 Frontage Road Eastbound (new segment) from 0.5 miles east of Park Springs Blvd. to S. Bowen Road as Proposed Major Collector.

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Mr. Al Alonzi 2 September 16, 2024

The IH 20 Frontage Roads (East of Park Springs Blvd.) are new facilities connecting existing frontage roads to the east and west, classified as Major Collectors. The new frontage roads will improve mobility by serving as an alternate route and enhancing residential access.

Attached is the FC submittal for the roadways listed in the table above. This submission includes a map of the recommended FC and documentation from the NCTCOG and TxDOT's Fort Worth District supporting these changes.

If you have any questions or need additional information, please contact Giacomo Yaquinto, Statewide Planning Branch Manager, at (737) 308-9411.

Sincerely,

Humberto Gonzalez, Jr., P.E.
Humberto Gonzalez, Jr., P.E., M.B.A.
Director, Transportation Planning and Programming Division

Attachments

- 1. Supporting Documentation

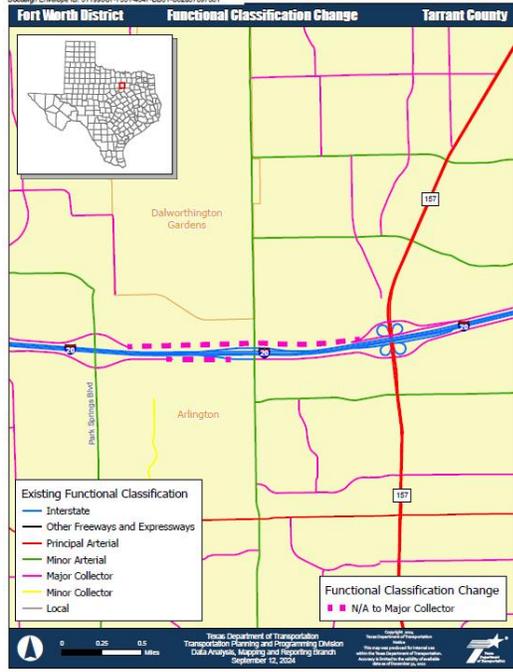
- cc: Ricardo Gonzalez, P.E., Fort Worth, Transportation Planning and Development, Director, TxDOT
Casey Wells, Transportation Planning and Programming Division, Systems Planning Section Director, TxDOT
Giacomo Yaquinto, Transportation Planning and Programming Division, Statewide Planning Branch Manager, TxDOT
Ibrahima Tembely, Transportation Planning and Programming Division, Planner, TxDOT
Robert Ramirez, Transportation Planning and Programming Division, Planner, TxDOT

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Supporting Documentation

List of Items

1. TxDOT Functional Classification Change Map
2. Supporting Documentation
 - TIP Project Page
 - MTP - Mobility 2045 Project Page
 - STIP Project Page
 - NCTCOG Map
 - Regional Transportation Council Meeting Minutes
 - Traffic Data



Google Map (existing conditions)



DocuSign Envelope ID: 311993C7-7551-4847-B051-620257897351

STIP Portal

17/01/2024 10:43:43 AM

PROJECT SPONSOR: TxDOT/FORT WORTH

REVISION DATE: 02/02/2023

MPO PROJ NUM: 12027 J

FUNDING CATE: SW-FE

REMARKS: PP: REUSE LIMITS AND SCOPE

TOTAL PROJECT COST ESTIMATION

ITEM	AMOUNT	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
PRELIM ENG	5,000,000	APPROVED						
ROW PURCHASE	100,000,000	APPROVED	4,500,000	150,000	0.0	0.0	0.0	4,650,000
CONSTR ENG	7,400,000	APPROVED	4,500,000	150,000	0.0	0.0	0.0	4,650,000
CONSTR	5,545,999	APPROVED	4,500,000	150,000	0.0	0.0	0.0	4,650,000
CONTRACT	2,600,000	APPROVED						
BOND FIN	0							
POT CHG ORD	0							
TOTAL COSTS	120,546,000							

2024-2026 STIP

DISTRICT: MPO COUNTY: CBJ TRIP FY: HWY PHASE: CITY: VOE COST: \$3,000,000

LIMITS FROM: PARK SPRINGS BLVD TO: DALLAS COUNTY LINE

PROJECT SPONSOR: TxDOT/FORT WORTH

REVISION DATE: 02/02/2023

MPO PROJ NUM: 12027 J

FUNDING CATE: SW-FE

REMARKS: PP: REUSE LIMITS AND SCOPE

TOTAL PROJECT COST ESTIMATION

ITEM	AMOUNT	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
PRELIM ENG	5,000,000	APPROVED						
ROW PURCHASE	100,000,000	APPROVED	4,500,000	150,000	0.0	0.0	0.0	4,650,000
CONSTR ENG	7,400,000	APPROVED	4,500,000	150,000	0.0	0.0	0.0	4,650,000
CONSTR	5,545,999	APPROVED	4,500,000	150,000	0.0	0.0	0.0	4,650,000
CONTRACT	2,600,000	APPROVED						
BOND FIN	0							
POT CHG ORD	0							
TOTAL COSTS	120,546,000							

2024-2024 STIP

DISTRICT: MPO COUNTY: CBJ TRIP FY: HWY PHASE: CITY: VOE COST: \$3,000,000

LIMITS FROM: PARK SPRINGS BLVD TO: DALLAS COUNTY LINE

PROJECT SPONSOR: TxDOT/FORT WORTH

REVISION DATE: 02/02/2023

MPO PROJ NUM: 12027 J

FUNDING CATE: SW-FE

REMARKS: PP: REUSE LIMITS AND SCOPE

TOTAL PROJECT COST ESTIMATION

ITEM	AMOUNT	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
PRELIM ENG	5,000,000	APPROVED						
ROW PURCHASE	100,000,000	APPROVED	4,500,000	150,000	0.0	0.0	0.0	4,650,000
CONSTR ENG	7,400,000	APPROVED	4,500,000	150,000	0.0	0.0	0.0	4,650,000
CONSTR	5,545,999	APPROVED	4,500,000	150,000	0.0	0.0	0.0	4,650,000
CONTRACT	2,600,000	APPROVED						
BOND FIN	0							
POT CHG ORD	0							
TOTAL COSTS	120,546,000							

2024-2024 STIP

DISTRICT: MPO COUNTY: CBJ TRIP FY: HWY PHASE: CITY: VOE COST: \$3,000,000

LIMITS FROM: PARK SPRINGS BLVD TO: DALLAS COUNTY LINE

PROJECT SPONSOR: TxDOT/FORT WORTH

REVISION DATE: 02/02/2023

MPO PROJ NUM: 12027 J

FUNDING CATE: SW-FE

REMARKS: PP: REUSE LIMITS AND SCOPE

TOTAL PROJECT COST ESTIMATION

ITEM	AMOUNT	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
PRELIM ENG	5,000,000	APPROVED						
ROW PURCHASE	100,000,000	APPROVED	4,500,000	150,000	0.0	0.0	0.0	4,650,000
CONSTR ENG	7,400,000	APPROVED	4,500,000	150,000	0.0	0.0	0.0	4,650,000
CONSTR	5,545,999	APPROVED	4,500,000	150,000	0.0	0.0	0.0	4,650,000
CONTRACT	2,600,000	APPROVED						
BOND FIN	0							
POT CHG ORD	0							
TOTAL COSTS	120,546,000							

Comment History

Time	User	Comment	Related Approval
20231211 07:41:05	Barbara Maloy	Approved. Approval based on TIP October 27 provision of NCTCOG KBarkeley resolution of 2023-011 with the finding for NCTCOG to support the right-of-way of MTP ID 30-80.2. The MTP Improvement of I-30-80.2 will be a 2.5-mile segment of I-30-80.2. The remaining portion of the I-30-80.2 will be covered under the MTP-011.	10/25/23: Approved
20231107 07:12:52	Barbara Maloy	Not approved. Approval pending clarification of Modify 2005 Update to 23-26 STIP project limit. Otherwise.	10/25/23: Not Approved
20231109 07:11:53	Barbara Maloy	Not approved. Approval pending additional project description.	10/25/23: Not Approved
20231107 07:11:53	Barbara Maloy	Approved. Per NCTCOG KBarkeley on Dec 13 2021, MTP ID 30-80.2 applies to the right-of-way of I-30-80.2. The MTP Improvement of I-30-80.2 will be a 2.5-mile segment of I-30-80.2. The remaining portion of the I-30-80.2 will be covered under the MTP-011.	10/25/23: Approved

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STIP Portal

17/01/2024 10:43:43 AM

PROJECT SPONSOR: TxDOT/FORT WORTH

REVISION DATE: 02/02/2023

MPO PROJ NUM: 12027 J

FUNDING CATE: SW-FE

REMARKS: PP: REUSE LIMITS AND SCOPE

TOTAL PROJECT COST ESTIMATION

ITEM	AMOUNT	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
PRELIM ENG	5,000,000	APPROVED						
ROW PURCHASE	100,000,000	APPROVED	4,500,000	150,000	0.0	0.0	0.0	4,650,000
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CONTRACT	2,600,000	APPROVED						
BOND FIN	0							
POT CHG ORD	0							
TOTAL COSTS	120,546,000							

2024-2026 STIP

DISTRICT: MPO COUNTY: CBJ TRIP FY: HWY PHASE: CITY: VOE COST: \$3,000,000

LIMITS FROM: PARK SPRINGS BLVD TO: DALLAS COUNTY LINE

PROJECT SPONSOR: TxDOT/FORT WORTH

REVISION DATE: 02/02/2023

MPO PROJ NUM: 12027 J

FUNDING CATE: SW-FE

REMARKS: PP: REUSE LIMITS AND SCOPE

TOTAL PROJECT COST ESTIMATION

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POT CHG ORD	0							
TOTAL COSTS	120,546,000							

2024-2024 STIP

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LIMITS FROM: PARK SPRINGS BLVD TO: DALLAS COUNTY LINE

PROJECT SPONSOR: TxDOT/FORT WORTH

REVISION DATE: 02/02/2023

MPO PROJ NUM: 12027 J

FUNDING CATE: SW-FE

REMARKS: PP: REUSE LIMITS AND SCOPE

TOTAL PROJECT COST ESTIMATION

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Freeway, Tollway, Express/HOV/Tolled Managed Lanes Recommendations Summary

June 6, 2023

IT Corridor	MTP ID	From	To	2023 Lanes	2025 Lanes	2028 Lanes	2030 Lanes	Asset Optimization	Total Project Cost
9 - I-420 (Dallas County)	30.80.3	FM 1582	Spur 408	8 (Prg)	8 (Prg)	8 (Prg)	8 (Prg)	Operational Improvement/ Bottleneck Removal	Included w/ 30.80.1
10 - I-420 (Parker County)	30.10.2	Spur 313	St. William Memorial Highway	4 (Prg)	4 (Prg)	4 (Prg)	4 (Prg)	Operational Improvement/ Bottleneck Removal	\$170,000,000
10 - I-420 (Parker County)	30.10.3	St. William Memorial Highway	SH 171	28 (Prg C)	28 (Prg C)	28 (Prg C)	28 (Prg C)	Operational Improvement/ Bottleneck Removal	Included w/ 30.10.1
10 - I-420 (Parker County)	30.10.4	SH 171	LC 180	28 (Prg C)	28 (Prg C)	28 (Prg C)	28 (Prg C)	Operational Improvement/ Bottleneck Removal	Included w/ 30.10.1
10 - I-420 (Parker County)	30.20.1	SH 30	East of St. Charles County Line	4 (Prg)	4 (Prg)	4 (Prg)	4 (Prg)	Operational Improvement/ Bottleneck Removal	\$70,000,000
11 - I-420 East Tarrant County	30.80.2	Park Springs Blvd	Madock Road	8 (Prg)	8 (Prg)	10 (Prg)	10 (Prg)	Operational Improvement/ Bottleneck Removal	\$370,000,000
11 - I-420 East Tarrant County	30.80.3	Madock Road	SH 380	4 (Prg)	4 (Prg)	4 (Prg)	4 (Prg)	Operational Improvement/ Bottleneck Removal	Included w/ 30.80.1
11 - I-420 East Tarrant County	30.70.1	East Southwest Parkway (Dallas County Line)	SH 360	4 (Prg)	4 (Prg)	4 (Prg)	4 (Prg)	Operational Improvement/ Bottleneck Removal	Included w/ 30.80.1
11 - I-420 East Tarrant County	30.70.2	East Southwest Parkway (Tarrant County Line)	POST WB (SH 101)	8 (Prg)	8 (Prg)	10 (Prg)	10 (Prg)	Operational Improvement/ Bottleneck Removal	Included w/ 30.80.1

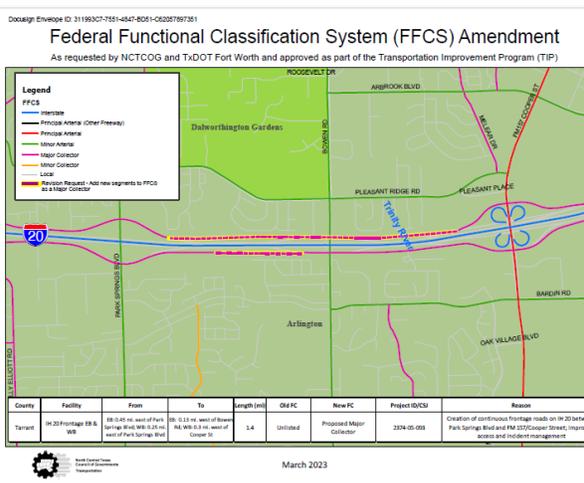
(Prg) Freeway Lanes; (Prg) Tollway Lanes; (Prg) Discontinuous Frontage Lanes; (Prg) Continuous Frontage Lanes; (Prg) Collector/ Distributor Lanes; (M/F/C) Tolled Concurrent Managed Lanes; (M/F/R) Tollable/Reversible Managed Lanes; (Prg) Concurrent Technology Lanes; (Prg) Discontinuous Express Lanes; (Prg) Tollway Lanes with some grade-separated frontage lanes but also allow some road and/or always direct access to the facility.

106, 108, 109, 110: Discontinuous Lanes; X is the minimum and Y is the maximum number of lanes for both directions.

*Temporary use of shoulder lanes during the peak periods to add additional capacity in interim years before ultimate improvements.

NOTE: Asset Optimization improvements are typically new cell improvements implemented prior to, or in lieu of, ultimate capacity improvements. These types of improvements are targeted to address location-specific operations, safety, and barriers issues within the corridor, and do not affect Transportation Corridor.

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MINUTES
REGIONAL TRANSPORTATION COUNCIL
March 9, 2023

The Regional Transportation Council (RTC) met on March 9, 2023, at 1:00 pm in the Transportation Council Room. The following members or representatives were present: Daniel Aemlin Jr., Dennis Bailey, Rick Bailey, Elizabeth Beck, Gyna Bivens, Alan Blaylock, Ceason Clemens, Jorga Clemens (representing Ron Jensen), Dianne Costa, Michael Crain, Theresa Daniel, Janet DePuy, Michael Evans, Gary Fickes, George Fuller, Raul Gonzalez, Barry Gordon, Rick Grady, Lane Grayson, Moji Haddad, Clay Lewis Jenkins, Brandon Jones, Pham Long (representing Jim Ross), B. Adam McDough, Cara Mendelson, Ed Moore, Raj Narayanan, Omar Narvaez, Manny Ramirez, David Salazar, Chris Schulmeister, Jeremy Tompkins, Oscar Trevino, William Tsao, Duncan Webb, Chad West, and Michele Wong Krause.

Others present at the meeting included: Vickie Alexander, Micah Baker, Thomas Bamonte, Benjen Barks, Natalie Bettger, Alberta Blair, David Boski, Jason Brown, Laura Cadena, Jack Carr, Molly Carroll, Curt Cassidy, Lori Clark, Dina Colavossi, Will Conway, Jeff Coulter, Clarence Daugherty, Brian Dell, Caryl DeVries, Chris Dyser, Kevin Feldt, Brian Flood, Rebekah Gongora, Quintanilla Guillermo, Paulette Hartman, Tony Hartzel, Robert Hinkler, Vince Invergo, Joel James, Dan Kessler, Gus Khankari, Ken Kirkpatrick, Chris Klaus, Tracey Knight, Dan Lamers, Sonya Landrum, Eron Linn, Paul Luedtke, Dillon Maroney, Mary McPherson O'Shaughnessy, Erin Moore, Michael Morris, Mark Nelson, Andrew Pagano, Donald Parker, Michael Peters, John Polster, Kelly Porter, James Powell, Verole Pruitt-Jenkins, Tito Rodriguez, Kathryn Rotter, Randy Skinner, Chelsea Smith, Toni Stehling, Shannon Stevenson, Lauren Trimble, Brendon Wheeler, Brian Wilson, Amanda Wilson, and Casey Wright.

1. **Opportunity for Public Comment on Today's Agenda:** This item allows members of the public an opportunity to comment on agenda items. Regional Transportation Council Chair Duncan Webb asked if there were any public comments. No members of the public chose to speak at the meeting or provide written comments.
2. **Approval of February 9, 2023, Minutes:** The minutes of the February 9, 2023, meeting were approved as submitted in Electronic Item 2. Rick Grady (M); Theresa Daniel (S). The motion passed unanimously.
3. **Consent Agenda:** There were no items on the Consent Agenda.
4. **Orientation to Agenda/Director of Transportation Report:** Michael Morris briefly highlighted that he was called to a Dallas City Council and Dallas Area Rapid Transit (DART) Board meeting to mediate regarding costs differences of approximately \$30 million regarding the DART Silver Line rail. Michael mentioned the Federal Transit Administration Low or No Emissions Grant since there is a deadline approaching April 13, 2023. He announced the public meeting date for the US 75 Technology Lane Hearing on March 16, 2023, and expressed appreciation for the partnership with Ceason Clemens and Texas Department of Transportation and RTC Chair Duncan Webb's collaboration. The Transportation Development Credit (TDC) Annual Report with details, provided in Electronic Item 4.1, was noted. The completion of phase 2 of the COVID-related Transit Program was mentioned. Regional Transportation Council members were reminded of the Medal of Honor Museum luncheon on March 20, 2023. Michael

highlighted that there were a significant number of safety items on the agenda. He highlighted Round 5 of the Fiscal Year 2024 – 2025 Metropolitan Transportation Policy Bundle with an approval deadline of 5:00 pm, May 31, 2023. Additional details provided at www.nctdco.org/policy/bundle. The remaining items were not presented.

5. **Federal Functional Classification System Amendments:** Dan Lamers requested Regional Transportation Council (RTC) approval of 44 new amendments to the currently approved Federal Functional Classification System (FFCS), as well as provided an update on the status of the series of FFCS amendments previously approved between 2013 and 2022. While inclusion in the FFCS is based on a roadway's purpose and functioning capabilities, it is also used to determine eligibility for federal funding. North Central Texas Council of Governments (NCTCOG) staff is working with Texas Department of Transportation (TxDOT) on the 44 amendments of which 29 amendments are within the TxDOT Dallas District, 14 amendments are within the TxDOT Fort Worth District, and 1 amendment is within both the TxDOT Dallas and Paris Districts. The amendments are needed to resolve the current Transportation Improvement Program (TIP) exceptions and the out-of-cycle updates require an amendment. The Regional Transportation Council (RTC) previously approved a series of 28 FFCS amendments in 2013, 2018, 2020, and 2022, of which 5 were approved by the Federal Highway Administration (FHWA), 8 cancelled by local governments, and 15 pending FHWA approval. These amendments involve the construction of new roadways and improvement of existing roadways that are included in the current 2023 – 2026 Transportation Improvement Program (TIP). These amendments are necessary to lift FFCS related TIP exceptions applied by the FHWA. New location of freeways/realignments require addition to the FFCS. NCTCOG staff is working with TxDOT to resolve the status of the 15 pending amendments and will report back when additional information is received. The US 380 Bypass was first included in the Mobility 2045 update in June of 2022 and TxDOT is setting alignment through a current study. RTC action requested designation of US 380 Bypass as a realignment in the FFCS and final alignment will carry recommended FFCS designation. This agenda item will be brought back to the RTC for further action to implement these projects.
- A motion was made to approve the 44 amendments to the Federal Functional Classification System and transmit the approved amendments to the Texas Department of Transportation and Federal Highway Administration. Clay Lewis Jenkins (M); Dianne Costa (S). The motion passed unanimously.
6. **Roadway Safety Plan:** Sonya Landrum requested Regional Transportation Council (RTC) approval of the newly developed Regional Roadway Safety Plan including analysis, High Injury network, recommended countermeasures, and next steps. A Roadway Safety Plan provides a framework for identifying, analyzing, and prioritizing roadway safety improvement on local roads. It serves as a guide to identify crash factors which contribute to a high number of fatal and serious injuries. Appropriate safety projects and countermeasures are then selected. The overall goal is to eliminate fatal crashes by 2050. The Systemic Safety Analysis approach, which this plan is based on, evaluates crash risk across an entire roadway system instead of managing risk at specific locations. This method helps identify what types of roadways and roadway characteristics produce fatal and serious injuries in the future. The goals for roadway safety are to eliminate fatal crashes from all modes of travel by 2050, prioritize safety in roadway project selection and provide guidance on countermeasure development to partner agencies, prioritize safety in roadway project selection and provide guidance on countermeasure development to partner agencies, prioritize safety in roadway project selection and provide guidance on

countermeasure development to partner agencies, work with partners to foster a culture of safety that utilizes the safe systems approach, and develop behavioral and educational countermeasures to address dangerous driving behaviors, implement a proactive approach to roadway safety to identify problems before they occur, and work with police to effectively enforce traffic rules and traffic management professionals to improve quick clearance strategies. The Systemic Safety Analysis approach evaluates risk across an entire roadway system versus managing risk at specific locations. Eight crash types or "emphasis areas" were identified in this analysis as having produced a high number of fatal and serious injuries. However, it is also helpful to identify roadways that have a history of a high number of fatal and serious injuries known as a High Injury Network. This network can be used to help improve safety in the region and be used in tandem with the findings of the systemic analysis. The third step in the Systemic Safety Analysis approach identifies potential countermeasures for each of the eight emphasis areas. Safety countermeasures can be any action undertaken to decrease the risk of a crash occurring or to reduce the severity of a crash. Countermeasures may involve engineering upgrades, behavioral education campaigns, traffic enforcement programs, or emergency response. Countermeasure selection should be data-driven and risk-based. Next steps will be to prioritize safety projects, programs, and policies by developing a list of high-priority safety improvement projects scheduled for implementation. This considers both high-crash locations and system-wide analysis. Note that this step will occur after the Roadway Safety Plan is completed. RTC region-wide safety program funding summary for Fiscal Year 2024 through 2026 includes funding for Bike/Pedestrian Education and Engineering - \$12 million; Roadway Operations, Engineering, and Intercity Connections - \$25 million; Speed Education and Enforcement - \$9 million; and \$4 million for other safety projects and programs. The draft final Roadway Safety Plan was presented to the Surface Transportation Technical Committee (STTC) and RTC for information in January and February 2023, respectively. STTC recommended RTC approval of the Roadway Safety Plan February 24, 2023, meeting. The final Roadway Safety Plan and Appendices are scheduled for publication in April 2023. Additional details presented in Electronic Item 6.

A motion was made to approve the newly developed Roadway Safety Plan and direct staff to incorporate the recommendations, including projects, programs, and policies, into future metropolitan transportation plans and other regional planning documents, as appropriate. Oscar Trevino (M); Dianne Costa (S). The motion passed unanimously.

7. **Federal and State Legislative Update:** Rebekah Gongora provided an update on federal, and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Transportation issues continue to be a focus for both the United States Congress and the Texas Legislature. A federal update on the President's Fiscal Year 2024 budget plan is expected Thursday, March 9, 2023. A recent Senate Commerce, Science, and Transportation organizational hearing addressed aviation safety issues. The Senate Environment and Public Works organizational hearing addressed railroad safety. The House Transportation and Infrastructure Committee addressed Federal Aviation Administration (FAA) reauthorization and general aviation issues. Texas Legislature dates of interest: January 10, 2023 – 88th Session of the Texas Legislature convened; March 10, 2023 - Bill filing deadline (excluding local bills); May 29, 2023 - the final day of the 88th regular session; and June 18, 2023 - the last day the Governor can sign or veto bills. Rebekah provided information on Bills of interest regarding transportation funding. House Bill (HB) 3418 proposed a vehicle mileage user fee pilot program. HB 3912 would establish the Texas Infrastructure Fund grant program. House Joint Resolution (HJR) 144 would authorize needs of the State Highway Fund. Bills of interest regarding Electric Vehicles (EVs) related

transportation funding include HB 2027 which proposes a \$1,200 tax on new EVs. HB 2028 proposes a \$300 electric vehicle (EV) recovery tax. HB 2199 proposes an additional \$400/\$200 fee for the registration of an EV. HB 3802 creates a tax on EV charging per kilowatt hour. EV-related bills of interest include HB 2191 develops plans for the EV charging infrastructure through 2040, sets standards for public EV chargers by requiring that all EV chargers must be registered, maintained, and inspected by the Texas Department of Licensing and Registration; requires that EV charging prices and fees must be disclosed, and changes the existing EV state rebate to an incentive. HB 2239 prohibits the Texas Department of Transportation (TxDOT) from accepting certain federal funds and using state money for EV programs or plans. HB 3014 exempts EVs from emissions inspections. Senate Bill (SB) 1001/HB 3045; SB 1002/HB 3008; SB 1732 regulates EV supply equipment, operation of and standards for EV charging stations. Bills of interest on tolling include HB 2325/HB 3828 - proposes cessation of tolls after bond requirements are met. SB 1423 would prohibit tolls on a portion of IH 635. HB 3822 would require non-tolled frontage roads adjacent to certain toll projects. Bills of interest on temporary tags include the use of metal plates instead of paper tags, harsher penalties for fraudulent tags, and a study on temporary tags. Bills of interest on other miscellaneous transportation topics such as air quality to provide alternative fuels, emissions, Texas Emissions Reduction Plan (TERP) changes, and tire disposal. Regarding safety, speed limits, reckless driving, vehicle safety, and inspections are being discussed. Other topics being discussed include broadband and high-speed rail.

8. **Latest Transportation Performance Metrics for the Dallas-Fort Worth Region:** Michael Morris presented the latest congestion performance metrics related to the mobility success of the Dallas-Fort Worth (DFW) region. The data presented demonstrates the congestion levels in the DFW region over time. In 2008, there were 6.2 million people in the DFW region and by 2019 there were approximately 7.4 million people, an increase of 1.1 million people in eleven years with congestion levels that only increased by 3 percentage points during that timeframe. Michael noted that the region's aggressive rail system, dynamically priced managed lane system, and a public-private partnership that funded \$7 billion in projects making it possible for the Regional Transportation Council to fund another \$7 billion in projects all contribute to the small increase in congestion. The most recent information indicates the DFW region is the 14th most congested region in the United States (US). Michael provided examples of congestion levels in other areas of the country in comparison to that of Dallas-Fort Worth.
9. **Dallas-Fort Worth High-Speed Transportation Connections Study: Phase Two:** Brendon Wheeler provided an update on coordination efforts with the Federal Railroad Administration and Federal Transit Administration to advance this project through the National Environmental Policy Act (NEPA) process and introduce next steps in Phase 2, including conceptual and preliminary engineering of a high-speed rail corridor generally along Interstate Highway (IH) 30 to support environmental analysis and documentation for the NEPA process. Following the substantial completion of Phase 1 activities, the Regional Transportation Council adopted policy P22-01 (Policy support to advance High-Speed Rail in the Dallas-Fort Worth High-Speed Transportation Connections Study into Phase 2 NEPA process) in February of 2022. The objective of this study is to evaluate high-speed transportation alternatives (both alignments and technology) to connect Dallas-Fort Worth to other proposed high-performance passenger systems in the state, enhance and connect the Dallas-Fort Worth regional transportation system, and obtain federal environmental approval of the viable alternative. Phase 2 activities for pre-NEPA actions include conceptual engineering by reducing station and alignment alternatives with continued coordination with federal partners on structure of process and with Texas

Department of Transportation, local governments, and stakeholders; this pre-NEPA effort is expected to last approximately six-to-nine months. Phase 2 NEPA activities include preliminary engineering, environmental documentation, financial and project management plans, public and agency engagement. The anticipated class of action is an Environmental Assessment with the goal of receiving a Finding of No Significant Impact within 12 months of NEPA initiation.

10. **Major Source Emissions Fee Requirements (Section 185) and the Start of 2023 Ozone Season:** Chris Klaus provided an update on air quality topics, including a summary of potential federal requirements for stationary source fees resulting from recent reclassification and the start of the 2023 ozone season. As of March 1, 2023, the start of ozone season has begun and the region is in violation of two ozone violation standards; an older standard that was established in 2008 and a newer standard established in 2015. The Environmental Protection Agency (EPA) reclassified the Dallas-Fort Worth (DFW) ozone nonattainment area from serious to severe on November 7, 2022, with a July 20, 2027, attainment deadline. Attainment will be based on ozone monitor values for years 2024, 2025, and 2026. Per EPA, attainment is reached when, at each monitor, the Design Value (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 75 parts per billion (ppb). The Federal Clean Air Act (FCAA) Section 185 fee is an annual penalty imposed if an area fails to meet its severe attainment deadline. The fee applies to major sources of ozone precursor emissions located in the 2008 standard's ozone nonattainment area which include nitrogen oxides (NOx) and volatile organic compounds (VOC). If the region does not attain the 2008 ozone standard by July 20, 2027, the fee may begin in 2028. If the Texas Commission of Environmental Quality (TCEQ) does not impose the fee, the EPA will impose the fee with interest and revenue is not returned to the state. The fee is required each year after the missed attainment deadline until the area is redesignated as attainment by the EPA for the 2008 standard. The fee is charged annually on the tons of actual ozone precursor emissions that exceed 20 percent of baseline amount. EPA-published fee rate for calendar year 2022 was \$11,122 per ton, fee is adjusted by inflation. Estimated Section 185 fee obligation for the region could be as much as \$45 million in 2029. Many clean energy and transportation funding opportunities were detailed in the presentation that will assist in roadway emissions and ultimately help to avoid Section 185 fees being in place. Funding exists for plug-in electric or fuel cell vehicles; natural gas vehicles; repower or replace older locomotive, marine, stationary equipment, or select non-road equipment electric vehicle infrastructure; and new technology for stationary sources, oil, and gas projects, and electricity storage. New funding opportunities in the future will be posted at www.nctcoq.org/AQfunding. DFW Section 185 Fee timeline: the eight-hour ozone standard important dates: November 7, 2022 - EPA reclassified Dallas-Fort Worth to severe nonattainment; spring of 2025 - potential proposal of the Texas Commission on Environmental Quality (TCEQ) Section 185 Fee program; fall of 2025 - potential adoption of the TCEQ section 185 fee program; November 7, 2026 - TCEQ Section 185 Fee program due to EPA; January 1 through December 31, 2026 - attainment year for the 2008 eight hour ozone standard; 2028 - if attainment date is missed, fee potentially imposed. Additional information was provided in Electronic Item 10. Correspondence highlighting many areas of interest for ozone attainment will be provided in April.
11. **Status Report on Vehicle Temporary Tags and Fraudulent Emissions Testing:** Chris Klaus provided an update on improper vehicle inspections and vehicle registrations involving temporary tags and highlighted recent legislative efforts that aim to reduce their prevalence. There continues to be significant fraudulent vehicle registrations in the form of

fictitious paper tags as well as improper vehicle inspections. Vehicles utilizing these fraudulent paper tags have been used to conceal crimes and to circumvent proper emissions inspections, leading to a significant loss of revenue at a state, county, and local level, exploits vehicle purchaser, risks to officer safety, bought, sold and used in crimes to conceal identity in all 50 states. Chris highlighted that by clean scanning or hooking up a vehicle that will pass an annual vehicle emissions test in place of a vehicle that would otherwise fail, inspection facilities are able to do hundreds of fraudulent emissions tests a day, oftentimes without even having the owner's vehicle present, creating a potentially large air quality impact. Texas supported ghost criminal activity in 2021. The estimated revenue lost is at least \$100 million (state, county, and local) which includes improper vehicle inspections, fictitious registrations, costs associated with serious/fatal crashes where a vehicle displayed a temporary tag, up to \$80 million in previously vetoed funds that could be used to fund initiatives such as an emissions enforcement program, putting junk/salvage cars back on the road and loss of revenue to the motor vehicle Crime Prevention Authority from a portion of a vehicle registration. Lastly there has been at least one police officer fatality resulting from pursuit of a vehicle that had a fraudulent paper tag that had been photocopied and used over 200 times. Legislatively, a bill has been proposed to eliminate the paper tag altogether. Other bills have been proposed in support of returning fees collected by residents back to counties for implementation of regional air quality and transportation initiatives. Electronic Item 11 contained details as presented.

12. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 12.1 and Surface Transportation Technical Committee attendance in Electronic Item 12.2.
13. **Other Business (Old or New):** Gary Fikes, Commissioner, Tarrant County thanked the Regional Transportation Council members who were able to attend the 13th annual Tarrant Transportation Summit on February 17, 2023. He mentioned there were great speakers, including Michael Morris, and over 650 people in attendance.
14. **Future Agenda Items:** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, April 13, 2023, in the Transportation Council Room of the North Central Texas Council of Governments.
- The meeting adjourned at 2:58 p.m.