AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE
Friday, June 28, 2024
North Central Texas Council of Governments

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

1:30 – 1:35 1. **Approval of May 24, 2024, Minutes**

☑ Action ☐ Possible Action ☐ Information Minutes: 5

Presenter: Walter Shumac, III, STTC Chair

Item Summary: Approval of the May 24, 2024, 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. **Modifications to the Fiscal Year 2024 and Fiscal Year 2025 Unified Planning Work Program**

Presenter: Vickie Alexander, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2024 and FY2025 Unified Planning Work Program (UPWP) will be requested. Direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications will also be sought.

Background: The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2024 and FY2025 UPWP was approved by the Regional Transportation Council and NCTCOG Executive Board in July 2023 and identifies the activities to be carried out between October 1, 2023, and September 30, 2025. Amendments to this document are being proposed to reflect new initiatives, project updates, and funding adjustments. The proposed amendments are provided in Electronic Item 2.1.1 and are posted on the NCTCOG website for public review and comment as part of the

June 2024 public outreach opportunity. Additional information is provided in Electronic Item 2.1.2.

Performance Measure(s) Addressed: Administrative

2.2. **Opportunity to Support Sponsorship of the Infrastructure Summit 2024 in Recognition of Metropolitan Planning Organization 50th Anniversary**

Presenter: Brian Wilson, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval to utilize $25,000 in Regional Transportation Council Local funds to support sponsorship of the Infrastructure Summit 2024 will be requested.

Background: Throughout 2024, the North Central Texas Council of Governments (NCTCOG) and Regional Transportation Council are celebrating 50 years as the Metropolitan Planning Organization for the Dallas-Fort Worth area. The August meeting of the Regional Transportation Council will be held at the Infrastructure Summit 2024 at the Irving Convention Center. A luncheon with guest speakers is planned before the meeting to recognize this Anniversary milestone and the partnerships in the region that have led to the transportation success achieved.

Performance Measure(s) Addressed: Administrative

1:40 – 1:50 3. **Application to the Environmental Protection Agency Clean Heavy-Duty Vehicles Grant Program**

☑ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of a grant application to the Environmental Protection Agency (EPA) Clean Heavy-Duty Vehicles Grants Program.

Background: Authorized by the Inflation Reduction Act of 2022, the EPA Clean Heavy-Duty Vehicles (CHDV) Grant Program has made $932 million available to reduce vehicle and equipment emissions through the replacement of non-zero emission heavy-duty vehicles with zero-emission vehicles. The CHDV Grant Program has two sub-programs, the School Bus sub-program and the Vocational Vehicles sub-program (includes vehicles used for a vocation, such as refuse trucks, utility

vehicles, transit vehicles, etc.). Eligible activities include the replacement of existing non-zero emission Class 6 and 7 vehicles with battery-electric or hydrogen fuel cell versions, infrastructure (charging infrastructure, hydrogen refueling infrastructure, renewable energy systems, installation costs, intelligent equipment, and software, etc.) workforce development or training, and implementation costs. Staff proposes to apply to the Vocational Vehicle sub-program on behalf of public agencies and private fleets in the Dallas-Fort Worth region. To determine the amount of funding to apply for, staff is requesting feedback from the region through a survey due Friday, June 28, 2024. Completion of a survey is non-binding and there is no obligation on the part of the entity to replace vehicles through the program if the North Central Texas Council of Governments (NCTCOG) is awarded. If awarded, NCTCOG will issue an open, competitive Call for Partners to select program participants who will receive funds to replace vehicles. The maximum amount of funding that can be requested in an individual application is $60 million. Applications for the Clean Heavy-Duty Vehicle Grant Program are due to EPA by July 25, 2024. NCTCOG staff proposes to apply for up to $60 million on behalf of the region, with the final amount to be determined based upon assessment of regional fleet demand. All federal funding will be used as pass-through to fund project implementation; staff administrative efforts will be funded using RTC Local funding from the NCTCOG Grants Management and RTC Initiative Fund as recently approved by the RTC and NCTCOG Executive Board. Electronic Item 3 provides additional details.

Performance Measure(s) Addressed: Air Quality

1:50 – 2:00 4. **Blue-Green-Grey Round Four Application for New Ideas**

☑ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Sydnee Mangini, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval will be requested for the North Central Texas Council of Governments (NCTCOG) to open the Blue-Green-Grey Applications for New Ideas Round 4. Staff will provide information and the schedule for the Blue-Green-Grey Round 4 funding opportunity for the North Central Texas region.

Background: NCTCOG's Blue-Green-Grey Applications for New Ideas Round 4 will open on July 15, 2024, and applications will be due on August 16, 2024. The program has $250,000 in RTC

Local funds available with no local match required. Eligible projects are within the 12-county Metropolitan Planning Area and incorporate three elements – Blue (water), Green (environmental), and Grey (transportation infrastructure). The goal of the Blue-Green-Grey program is to break silos and support innovative pilot projects that provide resources for cities and organizations to replicate these ideas throughout the metroplex. Eligible applicants include individuals, private firms, educational entities, nonprofit organizations, and governmental agencies. A hybrid format pre-application workshop will be held on July 17, 2024, which will cover the schedule, goals, eligibility, application process and application scoring for interested parties. More information is available in Electronic Item 4.1 and Electronic Item 4.2 is the pre-application workshop flyer.

Performance Measure(s) Addressed: Air Quality

2:00 – 2:20 5. **Director of Transportation Report on Selected Items**

☐ Action ☐ Possible Action ☑ Information Minutes: 20

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. Transit 2.0 Implementation – Next Steps (Electronic Item 5.1)
2. High-Speed Rail: Press Releases, Article, Correspondence, City of Dallas Position, and Schedule of Workshop for Regional Transportation Council (Electronic Item 5.2)
3. Friends of the Safety Committee Meeting
4. Committee Status Survey Results: August 2024 and March 2025
5. Regional Transportation Council 50th Anniversary Meeting and Planning
6. Current Hold on Regional Transportation Council Policy – Temporary Suspension of Dynamic Pricing of Managed Lanes During Reconstruction
7. North Texas Center for Mobility Technologies – Intelligent Power Management Strategy for Electric Vehicles Grid Integration in Localized Communities (Electronic Item 5.3) (Electronic Item 5.4)

8. Emissions Inventory Development Association with Transportation Conformity
9. Federal Transit Administration Planning Grant: Trinity Railway Express

Performance Measure(s) Addressed: Administrative

2:20 – 2:30 6. **2025 Unified Transportation Program and Regional 10-Year Plan Update**

☐ Action ☐ Possible Action ☑Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: The Committee will be briefed on the proposed changes for the Regional 10-Year Plan Update.

Background: Since December 2016, the Regional Transportation Council has annually approved a set of projects funded with Category 2 (Metropolitan Planning Organization selected) and Category 4 (Texas Department of Transportation [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 2023, 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 2025 Unified Transportation Program (UTP). Electronic Item 6.1 includes additional information about the process. Electronic Item 6.2 contains the proposed list of planned projects for the Regional 10-Year Plan. Electronic Item 6.3 contains the 10-Year Plan projects that have let or been completed.

Performance Measure(s) Addressed: Roadway, Safety

2:30 – 2:40 7. **Nonregulatory Monitoring for Health and Attainment Policy**

☐ Action ☐ Possible Action ☑ Information Minutes: 10

Presenter: Daniela Tower, NCTCOG

Item Summary: Staff will present an overview of a new policy that will encourage the continued development of a monitoring network to track movement of air pollution into Dallas-Fort Worth (DFW) counties that are in near-nonattainment for the ozone and fine particulate matter standards.

Background: The DFW region continues to remain in nonattainment for the pollutant ozone with classifications of severe under the 2008 standard and serious under the 2015 standard. Current regulatory monitors in attainment counties within the region are beginning or are exceeding both ozone

standards. Additionally, with the Environmental Protection Agency's lowering of the fine particulate matter annual standard, two regulatory monitors are currently over the 9ug/m^3 limit. While knowing the health effects of these two pollutants, increased stringency on standards, and monitoring values on the rise, it is important to better understand the influences of transport and potential sources. More information will be presented.

Performance Measure(s) Addressed: Air Quality

2:40 – 2:50 8. **National Zero Emission Freight Corridor Strategy**

☐ Action ☐ Possible Action ☑Information Minutes: 10

Presenter: Jared Wright, NCTCOG

Item Summary: Staff will present an overview of the recently released National Zero-Emission Freight Corridor Strategy and projects in the NCTCOG region that align with the strategy.

Background: On March 12, 2024, the Joint Office of Energy and Transportation released the first National Zero-Emission Freight Corridor Strategy. This document provides guidance to align investments in zero-emission infrastructure deployment, focusing on areas with the greatest potential to support early adoption of zero-emission medium- and heavy-duty vehicles. Several freight corridors and locations in the NCTCOG region are identified in the first phases of the National Zero-Emission Freight Corridor Strategy, aligning with currently announced projects and other federal investments in the region. Electronic Item 8 provides more information.

Performance Measure(s) Addressed: Air Quality

2:50 – 3:00 9. **Surface Transportation Technical Committee/Regional Transportation Council Officers**

☐ Action ☐ Possible Action ☑ Information Minutes: 10

Presenter: Dan Kessler, NCTCOG

Item Summary: Staff will brief the Surface Transportation Technical Committee (STTC) on its officers and the Regional Transportation Council (RTC) officers for the 2024-2025 term.

Background: According to the RTC Bylaws and Operating Procedures, the Executive Board of the North Central Texas Council of Governments annually designates a Chair, Vice Chair, and Secretary for STTC. STTC officers being recommended for approval by the Board are G. "Gus" Khankarli, P.E., Chair, Director, Transportation Department, City of Dallas; Ricardo Gonzalez, Vice Chair, Director of Transportation Planning and Development, Texas Department of Transportation, Fort Worth District; and Brian Shewski, P.E., PTOE, Secretary, Transportation Manager,

Transportation Engineering, City of Plano. In addition, the new Regional Transportation Council officers are Clay Lewis Jenkins, Chair, County Judge, Dallas County; Rick Bailey, Vice Chair, Commissioner, Johnson County; and Brandon Jones, Secretary, Councilmember, City of Lewisville.

Performance Measure(s) Addressed: Administrative

3:00 – 3:10 10. **Fast Facts**

☐ Action ☐ Possible Action ☑ Information Minutes: 10

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

1. *Aliyah Shaikh* – November 2024 Transportation Improvement Program Modification Submittal Deadline
2. *Brian Wilson* – Progress North Texas 2024 (Handout)
3. *Jesse Brown* – Auto Occupancy/High - Occupancy Vehicle Quarterly Subsidy Report (Electronic Item 10.1)
4. *Alyssa Cunningham* – Air Quality Funding Opportunities (www.nctcog.org/AQfunding)
5. *Alyssa Cunningham* – Upcoming Dallas-Fort Worth Clean Cities Events (https://www.dfwcleancities.org/events)
6. *Carolyn Burns* – Clean Air Quality Project Spotlight: GUMBO Workforce (Electronic Item 10.2)
7. *Daniela Tower* – 2024 Ozone Season Update (Electronic Item 10.3)
8. *Jackie Castillo* – May Public Meeting Minutes (Electronic Item 10.4)
9. *Jackie Castillo* – July Public Meeting Notice (Electronic Item 10.5)
10. *Jackie Castillo* – April – May Public Comments Report (Electronic Item 10.6)
11. Written Progress Reports:
    - Partner Progress Reports (Electronic Item 10.7)

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

12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on July 26, 2024.***

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE
May 24, 2024

The Surface Transportation Technical Committee (STTC) met on Friday, May 24, 2024, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Joe Atwood, Melissa Baker, James Rogge (representing David Boski), Tanya Brooks, Matt Bryant, Jim Chin (representing Daniel Burnham), Farhan Butt, Brenda Callaway, Travis Campbell, John Cordary, Jr., Bridell Miers (representing Clarence Daugherty), Arturo Del Castillo, Caryl DeVries, Duane Hengst (representing Greg Dickens), Phil Dupler, Chad Edwards, Eric Fladager, Chris Flanigan, Karina Maldanado (representing Austin Frith), Ricardo Gonzalez, Robyn Root (representing Gary Graham), Tom Hammons, Barry Heard, Matthew Hotelling, John D. Hudspeth, Jeremy Hutt, Kathleen Bednarz (representing Thuan Huynh), Joel James, William Janney, Gus Khankarli, Alonzo Liñán, Stanford Lynch, Chad Marbut, Wes McClure, Brian Moen, Mark Nelson, Jim O'Connor, Cintia Ortiz, Dipak Patel, Martin Phillips, Kelly Porter, Tim Porter, Elizabeth Reynolds, Jahor Roy, Greg Royster, Jeff Kelly (representing Davis Salmon), Brian Shewski, Walter Shumac, III, Ray Silva-Reyes, Chelsea St. Louis, Errick Thompson, Caleb Thornhill, Jennifer VanderLaan, Gregory Van Nieuwenhuize, Daniel Vedral, Jana Wentzel, and Robert Woodbury.

Others present at the meeting were: Gustayo Baez, Taylor Benjamin, Natalie Bettger, Chris Bosco, Carolyn Burns, Mohammad Butt, Jackie Castillo, Chandra Muruwandham, Lori Clark, Dina Colarossi, Amber Ellis, Kevin Feldt, Nathan Fishman, Rebekah Gongora, Christie Gotti, Amy Hodges, Jeremy Hutt, Dhaval Jariwala, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Kevin Kokes, Siddhesh Kudale, Dan Lamers, Kurt Lehan, James McLane, Anthony Moffa, Michael Morris, Gopindra Nair, Jeff Neal, Quang Nguyen, Dylan Niles, Vercie Pruitt-Jenkins, Maggie Quinn, Jackson Reasoner, Minesha Reese, Rylea Roderick, Kyle Roy, Gwen Schaulis, Toni Stehling, Kimberlin To, Daniela Tower, Brendon Wheeler, Jeff Whitacre, Amanda Wilson, Brian Wilson, Hua Yang, and Alexander Young.

1. **Approval of the April 26, 2024, Minutes:** The minutes of the April 26, 2024, meeting were approved as submitted in Electronic Item 1. Jim O'Connor (M); Mark Nelson (S). The motion passed unanimously.

2. **Consent Agenda:** The following items were included on the Consent Agenda:

    2.1. **Proposed Amendments to the Mobility 2045 – 2022 Update:** A recommendation was requested for the Regional Transportation Council (RTCs) approval to amend the Mobility 2045: the Metropolitan Transportation Plan for North Central Texas – 2022 Update for the Texas Department of Transportation (TxDOT) to advance planning and design activities with the inclusion of one and the removal of two non-regionally significant roadway projects.

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

3. **Air Quality and Safety Demonstration Projects:** Anthony Moffa requested a recommendation for Regional Transportation Council (RTC's) approval of funding and implementing three demonstration projects, including vehicle safety components, metal license plate readers, and a heavy-duty diesel vehicle emission tampering assessment. The first one is the car care safety integration project. He mentioned there's an existing car care awareness program with emphasis on emissions and wants to integrate safety into that to be more holistic. North Central Texas Council of Governments (NCTCOG) wants to reduce vehicle crashes although the safety program is being eliminated on January 1, 2025, so the timing is critical on this also aligns with the Texas Department of Transportation (TxDOT) Vision Zero or End The Streak with no roadway deaths by 2050. The second project is the vehicle emissions and license plate project. Last month it was known as the license plate reader project that will be moving to metal plates, so this project would do some research to observe what fraud trends may exist with metal plates. The connection to air quality was these vehicles circumventing what they did with the paper plates, and they may be doing it with the metal plates, circumventing the mandatory emissions inspection. The third project, the truck assessment goods movement program has elements of emissions tampering with heavy duty trucks. Anthony mentioned an Environmental Protection Agency (EPA) initiative project assessed potentially tampered trucks at an auction site in Fort Worth and found that nearly half of the trucks had either their emissions tampered with or removed completely. Anthony mentioned there aren't any diesel emissions testing requirements in the state, and the problem is there's a disconnect between the air chemistry modeling and the regional air quality monitors. He briefly went through the budget and the funding sources; the car care safety integration with a $200,000 budget utilizing RTC local funds as an education campaign. NCTCOG's partnering with vendors to coordinate replacement of certain safety components if they were deemed bad or inoperable. These are the vehicle inspection license plate project with the budget of $200,000 utilizing regional Toll Revenue (RTR) funds for the assessment of potential license plate fraud. In the truck assessment goods program, with a budget of $600,000 with RTR funds. Anthony mentioned the remaining schedule; requesting approval during the June RTC meeting, the Executive Board meeting in July; and with anticipation to implement the projects in early Fiscal Year 2025. An overview of the proposed projects was contained in Electronic Item 3.

   A motion was made to recommend Regional Transportation Council (RTC) approval of funding and implementing demonstration projects, Car Care Safety Integration - $200,000 RTC Local, license plate readers - $200,000 Regional Toll Revenue (RTR), truck assessment and goods movement program - $600,000 RTR, and administratively amend Transportation Improvement Programs (TIP) and Statewide TIP, along with other planning and administrative documents to include the amended funding. Kelly Porter (M); Robert Woodbury (S). The motion passed unanimously.

4. **2025 – 2028 Transportation Improvement Program Development:** Christie Gotti requested a recommendation of the Regional Transportation Council (RTC's) approval of the 2025 – 2028 Transportation Improvement Program (TIP) document, including the final listing of RTC commitments. Christie referred to it as an inventory of all the funded projects in our region, whether they are funded with federal, state or local dollars, if they are of regional significance, they have to be listed correctly in the TIP in order to proceed for implementation. The TIP is updated every two years. The TIP in general has approximately $8.5 billion of transportation improvements. Christie noted, the split of federal, state, regional funding, which are Regional Toll Revenue (RTR) funds, local funding, and the separate transit formula funding is a category on its own. There were over 1,100 active projects. Of those 1,100, approximately half of them will be within the four-year window or in the

environmental clearance section of the new TIP. The others are either under construction or underway at this time. Christie mentioned that the North Central Texas Council of Governments (NCTCOG) has been coordinating with 75 implementing agencies to review these projects. Christie presented two maps that show all projects in the TIP by project type and which projects have engineering, right-of-way acquisition, or utility type of work funded only at this time versus the ones that have construction funding. Christie noted NCTCOG's reviewing, as requested by our federal and state partners, which have reflected that the TIP is huge and asked if there is any way it can be made smaller without removing projects. In response, NCTCOG is proposing to treat some projects as grouped projects and explained that a grouped project is not shown individually in the TIP but can proceed as part of a "grouped listing." Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects cannot be grouped. The activities proposed to be grouped are exempt from the conformity process. This is one-way NCTCOG is trying to reduce the number of entries that go into the state listing. However, it does not reduce what the RTC will be asked to approve.

A motion was made to approve the recommendation of the Regional Transportation Council's approval of the 2025-2028 Transportation Improvement Program (TIP) document, including the final TIP listings to be included in the STIP, and amending the Unified Planning Working Program (UPWP) and other planning/administrative documents as needed. Kelly Porter (M); Chad Marbut (S). The motion passed unanimously.

5. **Active Transportation Infrastructure Investment Program Grant Application Partnership for the Cotton Belt Trail**: Kevin Kokes requested a recommendation of the Regional Transportation Council (RTC's) approval of a partnership with Dallas Area Rapid Transit (DART) to submit a grant application for funding to construct Phase 3a of the Cotton Belt Trail along with the Silver Line rail project. This grant opportunity is from the Federal Highway Administration (FHWA) and focused specifically on active transportation. The DART/North Central Texas Council of Governments (NCTCOGs) proposal under this grant program is to fund the next phase of construction for Phase 3A for the Cotton Belt Trail Corridor. As mentioned in previous meetings, this is a regionally significant trail corridor and has been in the mobility plan for nearly 30 years. Engineering design and the first two phases of construction are occurring as a part of DART's construction of the Silver Line. DART has been a fantastic partner in this process coordinating with NCTCOG, the seven cities, and the three counties in which this trail is located. Kevin noted overall, it will be more than 24 miles of trail construction. The engineering is nearly complete and was funded by the RTC. Plans have been issued for construction for most of the corridor and is nearly complete in the rest of the corridor. However, since planning level costs were prepared many years ago the current construction costs are much higher than what we initially anticipated. Kevin mentioned that's why NCTCOG is continuously pursuing these federal grant opportunities and other sources of funds to help implement this project. The first two phases of construction of the trail are fully funded. Phase one consists of critical bridges in Dallas and Plano as well as grade rail crossings in various locations being constructed by the Silver Line contractor. Phase two has 11 miles of trail corridor, and solicitation for a second DART contractor is anticipated to begin later this year. Phase two was funded through a variety of actions by the RTC as well as the Rebuilding American Infrastructure and Sustainability and Equity (RAISE) grant awarded last year. Kevin mentioned another grant awarded by the Texas Department of Transportation (TxDOT) through the statewide call for projects. There are two strategic locations targeted for this current grant application in phase 3a. Kevin highlighted under this program through the FHWA, there are areas of emphasis for the grant program priorities. There is a significant emphasis on rail with trail

type projects as well as projects that improve safety, efficiency, reliability of the transportation network, and connections to communities. The Cotton Belt connects directly to rail stations throughout this corridor. The grant program also prioritizes projects to improve the quality of life of disadvantaged communities and the ability to expand mobility. NCTCOG staff has been strategically targeting sections of this trail through the federal grant opportunities for those places where the Trail connects disadvantaged populations and improves their access to the rail stations in this corridor. Kevin mentioned there are two trail sections of phase three targeted for construction with this application. The first is a half-mile extension of the Phase 2 trail segment in Addison to the Carrollton city limits. This trail section is significant since it will provide access for a workforce housing area to the immediate north in Carrollton, and that community will gain access via the trail to the Addison rail station further to the east. The second area to be included in this application is on the border of Dallas and Coppell in the Cypress waters area, consisting of 2.4 miles of trail. This area has a significant amount of employment and housing under development and planned around this rail station. The budget prepared by the project engineer identifies Phase 3a total project cost of approximately $22.6 million. There are $6.2 million funds programmed in the Transportation Improvement Program (TIP), with a combination of federal and local funds being provided by Dallas County and the City of Coppell. As such there is a funding gap. The federal grant application funding request will be for $12 million, which is the maximum amount that can be submitted for this grant program. Staff is requesting $4.3 million of Regional Toll Revenue (RTR) funds to apply towards the local match requirements. Kevin provided the schedule to proceed forward for the grant application. The Notice of Funding Opportunity was released in March. NCTCOG staff prepared the grant application, and DART will submit the application on behalf of the cities. RTC action will be requested at the June meeting for approval of this partnership, the funding requests, and then the grant application will be submitted by the June 17, 2024, deadline. Electronic Item 5 provided more details.

A motion was made to approve the recommendation of the Regional Transportation Council's approval to support the partnership with Dallas Area Rapid Transit (DART) to submit the Federal Highway Administration (FHWA) 2024 Active Transportation Infrastructure Investment Program grant application for the Cotton Belt Trail Phase 3a construction requesting $12 million in federal funding, the contribution of $4.3 million Regional Toll Revenue funds for non-federal match should the project be selected for funding award, and to direct staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP along with other planning/administrative documents to incorporate these changes, if awarded funding. Tanya Brooks (M); Gus Khankarli (S). The motion passed unanimously.

6. **Director of Transportation Report on Selected Items**: Michael Morris announced the Regional Transportation Council (RTC) will pick their new officers between now and June where the subcommittees recommendations will be announced, and then presented to the Executive Board for approval. Michael highlighted Transit 2.0, flagging seven of the nine tasks work program with two major consultants. Of the seven specific projects going on, he wanted to ensure there is active involvement in this particular project, task 2. North Central Texas Council of Governments (NCTCOG) is trying to determine what legislation we may need or what legislation we don't want to have in the future. Amanda Wilson and Rebekah Gongora are the staff leads on that particular topic. Rebekah is slotted to bring the legislative program in the August, September time frame to the RTC and the consultants. Michael noted task 3, to develop strategies to increase Transit Authority membership. Michael noted Dan Kessler's presentation mentioned control totals and regard to how much

growth in the future will be inside or outside transportation authorities. Task 4 is developing collaborations between the existing transit authorities with two areas of focus. The first area of focus was on the demand side where the transit service touches the boundaries. He noted that task also has a cost component or a supply side component. He also noted this committee will be asked the question when it comes to the regional Van Pool program and do we need three different transportation authorities, each running a vanpool program? Michael briefly went through task 5. Task 6 is largely for the cities requesting more information on why there isn't more economic development around our rail stations that are underutilized. Michael requested for anyone within the communities wanting to get more involved, to send an e-mail to him, Ken Kirkpatrick, or April Leger. Michael announced that Taylor Benjamin, Kyle Roy, and Amanda Wilson were conducting a survey to obtain results in regard to a previous idea Michael mentioned during the April meeting. He requested all of the Surface Transportation Technical Committee (STTC) members to vote with electronic pads that were provided for the survey questions. The first question was a fun one and the second question was more on a serious note, if STTC meetings were to be held virtually, how many meetings per year should be virtual? The choices were: zero – STTC meetings should only be held in-person; two – every six months, four – once a quarter; and six – every other month. Michael mentioned he will review the results and implement what works best for all of the STTC members. Michael mentioned the RTC's reviewing of their cluster representatives. Vercie Pruitt-Jenkins has sent corresponding letters out that are due at the end of June. Michael noted there is a hold on the RTC policy of the temporary suspension of dynamic pricing of managed lanes during reconstruction as requested by Ceason Clemons with the Texas Department of Transportation (TxDOT), until we receive further direction from the districts. Kelly Porter asked if there are any updates on high-speed rail? Michael highlighted that he and Brendan Wheeler went to the high-speed rail conference and gave a presentation as a session on Texas High-Speed Rail. He provided an example about the Japanese high-speed train not having a fatality in 55 years. Michael compared high-speed rail to the fatalities on Interstate 45 between 30 in Houston. High-speed rail would not just be a convenience, but a safety initiative. Michael also mentioned the Friends of the Safety Committee meeting in Austin was scheduled for the following week with Natalie Bettger and Michael as hosts. Michael responded to the second part of the question in regard to the High-Speed Rail workshop being planned in July. Michael was waiting to hear from some City Councilmembers of their availability to attend the workshop in July to determine when it would be scheduled. Michael noted that a major economic development study of high-speed rail with the intention of the report being completed by the end of the year.

7. **2050 Demographics for New Mobility Plan:** Dan Kessler highlighted the process for developing 2050 Regional Population and Employment Control Totals for guiding the development of the upcoming Mobility 2050 Transportation Plan. This effort is being carried out by North Central Texas Council of Government's (NCTCOG) Research and Information Services and Transportation Department, led by Donna Coggeshall, the agency's lead demographer. Federal regulations require that demographic forecasts be reviewed and updated every four years in conjunction with development of the metropolitan transportation plan. One of the first steps in this process is the development of our regional control totals for population and employment. A long-standing practice of the Council of Governments is to rely on national economists to provide data to support this process who will analyze the competitiveness of the Dallas-Fort Worth metropolitan area relative to other economic regions across the state, and the nation. Dan highlighted the different forecasts that have been evaluated including data from Woods & Pool and Perryman and Associates. As part of this assessment staff looked closely at a number of variables including Dallas-Fort Worth's share of the State's activity, population to employment ratios, and annual compound growth

rates. Results of the analysis supported the use of the Perryman & Associates estimates of 2050 population and employment for the Dallas-Fort Worth Metropolitan Planning Area in 2050. This forecast anticipates that the 2050 population will exceed 12.4 million persons, employment will reach 8.6 million, with a resultant population to employment ratio of 1.43. Dan highlighted the next step in the 2050 demographic forecast process, is the allocation of activity to more than six thousand traffic survey zones in the region which is now nearing completion. The data is being reviewed internally and will be provided to local governments and agencies in July for review and comment. Dan introduced NCTCOG staff working on this project and expressed his appreciation for their dedication toward completion of this project.

8. **Updates on Dallas-Fort Worth Clean Cities Coalition:** Lori Clark briefed the Committee on the Dallas Fort Worth Clean Cities coalition. North Central Texas Council of Governments (NCTCOG) is designated as the host agency for Dallas-Fort Worth Clean Cities by the Department of Energy (DOE). Lori mentioned we're one of around eighty coalitions nationwide, working at the local grassroots level in our local context to advance goals of the national program. Lori highlighted a few key words from the national mission statement: prosperity, environmental, economic, and energy security; partnerships; and deployment of clean transportation solutions. Lori shared the spectrum of Clean Cities technologies, which includes all types of transportation, rail, aviation, construction equipment; all alternative fuels (anything that's not gasoline or diesel); idle reduction and fuel efficiency; and looking at the system as a whole to determine how to make it as efficient as it can be. At the local level, staff focuses on the technologies that help achieve our air quality goals, related to ozone nonattainment and particulate matter, which means technology solutions to get us to as close to zero emissions as possible. Lori referenced the previous presentation on demographics and suggested that with more people in the region, if all those people are driving conventional vehicles, that will concentrate the air pollution that much more. Again, Lori underscored the need to shift transportation to cleaner burning technologies and that Clean Cities is a highly impactful program. Lori presented the graphs that were provided in Electronic Item 8. Lori mentioned recent reporting that is done every year with a lot of organizations submitting data to us, including 45 fleets. Based on the reported information, she highlighted that had it not been for the alternative fuel and efficiency activities happening in those fleets, there would have been 65 tons more ozone forming nitrogen oxides (NO_X) emissions over calendar year 2023. Impacts on greenhouse gas (GHG) and petroleum displacement were also noted. Lori highlighted a couple of things that NCTCOG started doing the last couple of years in its work as Clean Cities staff. First, they developed a Clean Cities Technical Advisory Committee, in collaboration with people representing a cross-section of organizations. Lori presented membership of that Advisory Committee meeting and invited more involvement through nominations being accepted over the next couple of months. The Advisory Committee recently developed a Strategic Plan to give focus over the next four years, which Lori shared. There is a process with the DOE every five years to get redesignated where DOE goes through an assessment talking to our stakeholders, working to determine if NCTCOG should continue to host the Clean Cities Coalition, etc. The process with the DOE has begun. There will be a stakeholder meeting by the end of June or the beginning of July. The meeting is designed to discuss the local mission statement and how does that relate to the national mission, looking for partnership agreements from organizations, support the work that we're doing in this area, and involved with NCTCOG. Partnership agreements are due by September 30, 2024. Templates are provided on the website at www.dfwcleancities.org.

9. **Invitation to Participate in the Charging Smart Program:** Amy Hodges provided a brief update to invite local governments to participate in Charging Smart, a new designation program that provides recognition to municipalities for electric vehicle (EV) readiness. Charging Smart is a technical assistance and designation program that aims to remove barriers to the deployment of electric vehicle charging infrastructure. It is for local governments and provides nationally recognized best practices and policies for communities to streamline their planning, permitting and inspection processes to support the deployment of EV infrastructure. Amy noted an important aspect of this program provides the opportunity for local governments to receive recognition for their efforts to achieve EV readiness. The program also supports the Justice 40 initiative which means that 40 percent of the program's benefits will go to underserved communities. The of role Dallas Fort Worth Clean Cities as a subrecipient to the organization that developed this program, the Interstate Renewable Energy Council, will be to provide no cost technical assistance to help participating local governments achieve their EV-readiness goals. The framework of the program is very similar to another program, SolSmart, which was also developed by the Interstate Renewable Energy Council. SolSmart removes barriers to solar deployment, whereas Charging Smart removes barriers to EV charging deployment and makes internal local government processes more efficient. The recognition part of the program provides the opportunity for the community to showcase on their website and through social media their achievements toward EV readiness. In addition to providing the opportunity to help underserved communities, this program aligns with Mobility 2045 and our regional planning~~,~~ by supporting three of our air quality emphasis areas, high emitting vehicles, idling, and energy and fuel use. Amy provided a high-level overview of the steps a city would go through to achieve designation. First, a city would complete a self-assessment and sign a commitment letter and then provide those to the North Central Texas Council of Governments (NCTCOG). Amy briefly provided an overview of the framework process~~-~~with additional detail provided in Electronic Item 9. Amy mentioned an informational webinar will be held on June 5, 2024, to provide more detail on the program and introduce an upcoming cohort which will provide the opportunity for a peer group of local governments to progress through the program together.

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

    Brian Wilson provided the Connecting North Texas handbooks for each member. A new publication that explains our role, the role of the Transportation Department, and the Regional Transportation Council as the Metropolitan Planning Organization by looking at several elements of the planning process, transportation, safety, air quality, military planning, and more. Please let Brian know if additional copies are needed for your upcoming meetings and presentations or for your organization.

    Gwen Schaulis mentioned the Mobility 2050 Outreach Toolkit is available at www.nctcog.org/M50. The toolkit is for committee members to disseminate information to your respective communities, and contains templates such as an article, slides, social media posts, and public input tools in both English and Spanish. We appreciate you helping spread the word about mobility 2050 input opportunities. More information on outreach efforts was sent along with the presentations following the meeting.

    Maggie Quinn briefed the Committee for air quality planning, air quality funding, the Environmental Protection Agency (EPA's) heavy duty, clean heavy-duty vehicle grant program that just opened up a program as part of the Inflation Reduction Act. It offers funding to replace class six and seven vehicles with eligible zero emission class six and

seven vehicles with approximately a billion dollars in funding. The program will close at the end of July. Additionally, the Texas Volkswagen Environmental Mitigation Program is still open and continues to accept applications that replaces diesel powered freight class four to eight vehicles with all electric vehicles and for local governments that grant program covers 100 percent of the incremental costs for electric trucks and refueling. Details provided at www.nctcog.org/aqfunding. For the Dallas-Fort Worth (DFW) clean cities, events on the EPA clean heavy duty vehicles program, North Central Texas Council of Governments (NCTCOG) hosted a webinar and educational webinar on June 10, 2024, from 2:00 pm to 3:00 pm virtually. To register for events, visit: https://www.dfwcleancities.org/events. On June 11, 2024, the North Central Texas Hydrogen User Forum was at the University of Texas at Arlington. For the information item we have on a hydrogen fueling planning project, a project partner under GTI Energies Houston to Los Angeles I-10 Corridor study, NCTCOG hosted a local project advisory group, urban, and rural groups to gain community input on hydrogen specifically in the Texas Triangle. when it comes to hydrogen refueling. For more information on Air Quality project spotlight: Hydrogen Planning Project, details were provided in Electronic Item 10.1.

Daniela Tower provided the 2024 ozone season update with almost three months or more into the ozone season. As of Tuesday, May 14, 2024, we were at 75 parts per billion. On the 2008 standard, there have been three exceeding days starting about two weeks ago. More details were provided in Electronic Item 10.2.

Jackie Castillo announced a hybrid public meeting was held here on Tuesday, April 9, 2024, staff presented information related to Mobility 2050, the Department of Energy, multimodal delivery project, regional roadway safety update bridging highway divides for Dallas-Fort Worth communities, federal grant program or grant award, and vehicle emissions reduction initiatives. Details provided in Electronic Item 10.3. A collection of comments received on the mentioned topics, additionally, will be hosting an online input opportunity on June 10, 2024, staff will have information related to transportation planning and their quality initiatives. The comment period will end on July 9, 2024. More information was provided in Electronic Item 10.4. The public comments report is a collection of general comments received or submitted by members of the public from Tuesday, March. 20, 2024 through Tuesday, April 19, 2024. Comments related to Mobility 2050 and Transit were the majority. More information was provided in Electronic Item 10.5.

Written Progress Reports were provided in Electronic Item 10.6.

11. **Other Business (Old or New):** Walter Shumac, III, announced Wes McClure's retirement of 30 years and moving to Oklahoma.

12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on June 28, 2024.

North Central Texas Council of Governments

TO: Surface Transportation Technical Committee DATE: June 21, 2024

FROM: Vickie Alexander
Program Manager

SUBJECT: Modifications to the FY2024 and FY2025 Unified Planning Work Program for Regional Transportation Planning

The Unified Planning Work Program for Regional Transportation Planning (UPWP) is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization (MPO) staff. The FY2024 and FY2025 UPWP was approved by the Regional Transportation Council and NCTCOG Executive Board in July 2023 and identifies the activities to be carried out between October 1, 2023, and September 30, 2025.

Listed below, and in the following attachment, is the third set of proposed modifications to the FY2024 and FY2025 UPWP. Included in these amendments are new initiatives, project updates, and funding adjustments. The proposed modifications are posted on the NCTCOG website for public review and comment as part of the June 2024 public outreach opportunity.

The following modifications reflect new initiatives proposed for inclusion in the Unified Planning Work Program that have not yet been approved by the Regional Transportation Council:

3.04 Public Transportation Planning – Understanding Transportation Alternatives for an Aging Population (add initiative and $50,000 in Transportation Planning Funds)

5.02 Subarea Studies and Local Government Assistance – Comprehensive Transportation Planning Studies and Technical Support (add Johnson County Thoroughfare Plan Update as a Category 2 project utilizing existing Transportation Planning Funds)

The following modifications affect existing projects for which text updates and/or financial adjustments are being proposed:

1.04 Computer and Audio/Video Resources (add $20,000 in Transportation Planning Funds to support the purchase of software licenses for NCTCOG staff)

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P.O. Box 5888, Arlington, Texas 76005-5888
(817) 640-3300 FAX: (817) 640-7806 recycled paper
www.nctcog.org

3.02 Regional Air Quality Planning – Rider 7 Air Quality Planning Activities (add $488,995 in Texas Commission on Environmental Quality funds and update text to remove reference to Hunt County and include fine particulate matter)

3.03 Air Quality Management and Operations – Air Quality Initiatives: Energy Efficiency (change funding source from $1,408,000 in Carbon Reduction Program funds, matched with Transportation Development Credits, to $1,408,000 in Regional Toll Revenue funds with no matching funds)

3.03 Air Quality Management and Operations – Regional Energy Management (add $125,000 in Department of Energy funds and $20,000 in Regional Transportation Council Local funds, and update text to reflect funding through FY2025 as the result of a funding award)

3.05 Transit Management and Operations – Sustainability and Innovative Solutions for Transit (change funding source from $7,000 in Carbon Reduction Program funds, matched with Transportation Development Credits, to $7,000 in Regional Toll Revenue funds with no matching funds)

5.01 Regional Transportation Studies – High-Speed Passenger Technology (move $400,000 in Federal Railroad Administration funds from FY2024 to FY2025 to support consultant activities)

VII. Overview of Work Program Funding (update Exhibit VII-1, FY2024 and FY2025 TPF Programming Summary, to reflect an increase of $83,523 in NCTCOG's FY2024 allocation of Federal Transit Administration 5303 Transportation Planning Funds and an increase of $165,723 in NCTCOG's FY2024 allocation of Federal Highway Administration PL 112 Transportation Planning Funds)

VII. Overview of Work Program Funding – Proposed Budget (update Exhibit VII-3, Anticipated Equipment/Software Purchases to reflect the addition of $20,000 in Transportation Planning Funds to support the purchase of software licenses for NCTCOG staff under Subtask 1.04)

The following modifications have previously been approved by the Regional Transportation Council and are now being incorporated into the Unified Planning Work Program:

1.02 Program and Policy Administration – Grant Management and RTC Initiatives (add initiative and $600,000 in Regional Transportation Council Local funds)

3.03 Air Quality Management and Operations – Vehicle Emissions Inspection and License Plate Project (add initiative and $100,000 in Regional Toll Revenue funds)

3.03 Air Quality Management and Operations – Truck Assessment and Goods Movement Program (add initiative and $307,000 in Regional Toll Revenue funds)

3.03 Air Quality Management and Operations – Car Care Safety Integration Project (add initiative and $100,000 in Regional Transportation Council Local funds)

3.05 Transit Management and Operations – Enhancing Mobility within the Southern Dallas Inland Port (add $2,910,000 in Federal Transit Administration funds, $780,000 in Regional Toll Revenue funds, and $180,000 in local funds to support work activities)

3.07 Congestion Management Operations – Regional TRADE Platform and 511DFW (add $667,000 in Surface Transportation Block Grant Program funds matched with Transportation Development Credits, and update text to include flood warning driver alert system as an anticipated work product)

4.02 Coordination of Transportation and Environmental Planning Processes – Blue-Green-Grey Silo-Busting Initiatives (add $74,910 in Regional Transportation Council Local funds and update text to add FY2025 to reflect extension of the agreement for the Blue-Green Neighborhood Beautification Design Guidelines and Pilot Project – Dallas Bottom)

4.02 Coordination of Transportation and Environmental Planning Processes – Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management (add $283,800 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, and $283,800 in Texas Water Development Board funds to support ongoing activities)

5.01 Regional Transportation Studies – Strategic Corridor Initiatives (add $150,000 in Regional Toll Revenue funds to support work activities on the Regional Outer Loop)

5.03 Land-Use/Transportation Initiatives – Sustainable Development Initiatives, Increasing Safe and Accessible Transportation Options (move project and associated funding in the amount of $516,909 in Transportation Planning Funds from Subtask 5.03 to a new, separate Subtask, which will be Subtask 5.13, 2.5 Percent Set-Aside for Increasing Safe and Accessible Transportation Options, per a request from the Texas Department of Transportation)

5.03 Land-Use/Transportation Initiatives – Dallas Opportunity Zone 1: North Oak Cliff Planning and Conceptual Engineering Study (add $3,000,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, and update text to support ongoing work activities in FY2025)

5.03 Land-Use/Transportation Initiatives – South Dallas Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades (add $400,000 in Federal Highway Administration funds, $300,000 in Congestion Mitigation and Air Quality Improvement Program funds, $100,000 in Regional Toll Revenue funds, and $500,000 in local funds as a result of NCTCOG becoming the implementing agency)

5.03 Land-Use/Transportation Initiatives – Advancing Regional Safety in the Dallas-Fort Worth Region (move project and associated funding in the amount of $4,000,000 in Federal Highway Administration funds and $1,000,000 in Regional Toll Revenue funds as matching funds from Subtask 5.03 to Subtask 5.07, Roadway and Railroad Safety)

5.07 Roadway and Railroad Safety – Advancing Regional Safety in the Dallas-Fort Worth Region (add project and associated funding in the amount of $4,000,000 in Federal Highway Administration funds and $1,000,000 in Regional Toll Revenue funds as matching funds moved from Subtask 5.03, Land-use/Transportation Initiatives noted above)

5.09 Regional Military and Community Coordination – Aviation, Aerospace, and Defense Manufacturing Agile Curriculum Program (add $200,000 in Regional Transportation Council Local funds as contingency funding pending extension of Department of Defense grant)

5.13 2.5 Percent Set-Aside for Increasing Safe and Accessible Transportation Options (create new Subtask for project and add associated funding in the amount of $516,909 in Transportation Planning Funds being moved from Subtask 5.03, Land-Use/Transportation initiatives noted above)

IX. NCTCOG Planning and Implementation Activities Beyond the FY2024 and FY2025 Unified Planning Work Program (update table of FY2026 non-locally funded projects approved by the Regional Transportation Council for consistency with the 2023-2026 Transportation Improvement Program)

The following project is being included in Chapter VIII., Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area. These projects are included in the UPWP for information only, no action by the Regional Transportation Council is required:

Traffic and Multimodal Study for Southern Inland Port Area Including Truck Ordinance/Pedestrian Safety Elements in Downtown Wilmer

Please contact Vercie Pruitt-Jenkins at (817) 608-2325 or VPruitt-Jenkins@nctcog.org or me at (817) 695-9242 or valexander@nctcog.org if you have any questions or comments regarding these proposed modifications to the FY2024 and FY2025 UPWP prior to the Surface Transportation Technical Committee meeting. A recommendation will be requested at the meeting for Regional Transportation Council approval of the proposed modifications, as well as direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications.

va
Attachment

AMENDMENT #3 TO THE FY2024 AND FY2025 UNIFIED PLANNING WORK PROGRAM

1.02 Program and Policy Administration

Grant Management and RTC Initiatives

Other Funding Sources

This work program element, initiated in FY2024, supports North Central Texas Council of Governments (NCTCOG) staff efforts to pursue and manage competitive grants and to advance priority initiatives of the Regional Transportation Council. This initiative supports NCTCOG responsibilities as the direct recipient of federal funds to maximize federal grant funding for project implementation. NCTCOG staff will also provide support services to regional partners to help fulfil grant requirements and ensure project sustainability after grant closeout. Staff work activities may include, but are not limited to, application development, project management, financial and programmatic reporting, compliance monitoring, and collaboration with project partners. Regional Transportation Council Local funds will support this initiative. Anticipated products include:

- **Grant applications;**
- **Financial and programmatic reports; and**
- **Grant-specific deliverables.**

3.02 Regional Air Quality Planning

Rider 7 Air Quality Planning Activities

Other Funding Sources

Rider 7 funding is appropriated for each biennium for air quality planning activities to reduce ozone **and now fine particulate matter ($PM_{2.5}$)** in "affected counties" not designated as nonattainment areas for the ozone **or $PM_{2.5}$** National Ambient Air Quality Standards ~~and other areas~~ **but are** at significant risk of being designated nonattainment for ~~ozone~~**either standard** in the future. **Based off ozone regional design values from the 2023 ozone season,** ~~Two counties~~**Hood County is at high risk for being designated nonattainment under the 2008 standard. With the Environmental Protection Agency's new reconsideration of the $PM_{2.5}$ standard, monitors** in ~~the Dallas-Fort Worth Metropolitan Planning Area~~**Dallas and Fort Worth** are ~~eligible for this funding: Hood and Hunt, and~~ **at risk of being designated nonattainment.** ~~w~~**W**ork will be done **in these areas** to help maintain ozone **and $PM_{2.5}$** attainment. This work element will be supported through Texas Commission on Environmental Quality funds and is ongoing throughout FY2024 and FY2025. Anticipated products include:

- Various emission inventories; and
- Monitoring of pollution levels.

3.03 Air Quality Management and Operations

Air Quality Initiatives: Energy Efficiency

Other Funding Sources

As the transportation sector decarbonizes, there is a need for stronger understanding of and collaboration with the energy sector. This is especially true with regard to properly managing the impacts of additional electrical load on the electric grid, particularly related to fleet electrification where substantial grid load could be added in single locations. Strategies to mitigate grid strain, such as collocating renewable or on-site generation, integrating electrical storage, or pairing transportation electrification projects with energy efficiency or energy conservation initiatives are becoming more important. Other projects could include opportunities to increase use of renewable natural gas to offset use of conventional natural gas, or to serve as a source of clean hydrogen. Efforts also include increasing resiliency to ensure availability of fuels in the event of emergencies. Work includes consideration of the Justice40 Initiative. This work element will be supported through ~~Carbon Reduction Program funds matched with Transportation Development Credits~~ **Regional Toll Revenue funds** and will be ongoing throughout FY2024 and FY2025. Anticipated products include:

- Technical support, outreach, and education to local governments and other fleet stakeholders with regard to energy management, renewable energy, energy efficiency, and energy diversification/redundancy for emergency response;
- Identification of resilience and efficiency improvements needed on the electric grid to accommodate transportation electrification;
- Implementation of specific energy management projects;
- List of recommended strategies to improve resilience and optimize efficiency, including assessment of cost, feasibility, and effectiveness;
- Development and maintenance of website resources, including www.gosolartexas.org and www.conservenorthtexas.org;
- Engagement with utilities;
- Identification and preparation of competitive grant applications to seek additional funds to support regional goals and initiatives; and
- Evaluation of emissions associated with energy generation.

Regional Energy Management

Other Funding Sources

In collaboration with the NCTCOG Environment and Development Department and funded through the State Energy Conservation Office (SECO), NCTCOG Transportation Department staff will continue efforts to increase the capacity and resources of local governments related to integration of energy and transportation sectors, including promotion of energy efficiency and conservation, renewable energy and distributed energy resources, and energy resilience. Reduction in energy consumption helps improve air quality by reducing emissions associated with energy generation, or at least mitigating increased demand associated with population and economic growth and electrification of the transportation system. Energy resilience measures help reduce risks of operational interruptions associated with power outages or other grid events. As EV adoption grows and the transportation system and energy grid become more integrated, this

topic is growing in importance. This work element will be supported through funds provided by the Department of Energy and Regional Transportation Council Local funds and is funded through FY20~~24~~**25**. Anticipated products include:

- Educational and outreach events for local government to provide information on energy management topics;
- Promotional efforts for local governments to participate in regional energy-related programs;
- A white paper on resilient electric vehicle charging infrastructure planning;
- An inventory of energy management strategies for local governments to consider implementing;
- Outreach to local governments with regard to required annual energy reporting;
- Maintenance of websites at www.gosolartexas.org and www.conservenorthtexas.org;
- Partnerships within the region and across the state to expand regional energy efficiency programs, including support for the Regional Integration of Sustainability Efforts (RISE) Coalition; and
- Submittal of reports to SECO.

Vehicle Emissions Inspection and License Plate Project

Other Funding Sources

The North Central Texas Council of Governments works to reduce emissions from the transportation sector and related emission sources by facilitating projects that reduce emissions from vehicles. Efforts include the assessment of potential metal license plate fraud in the region by purchasing license plate reading cameras to gather data, assess the rate of counterfeit metal license plates, and determine next steps. These efforts will help ensure vehicles are not circumventing the State's vehicle Inspection and Maintenance (I/M) Program and will occur in the ground-level ozone nonattainment area. This work element will be supported through Regional Toll Revenue funds. Partner assistance may be used. Work activities will be ongoing throughout FY2025. Anticipated products include:

- **Outreach and education to local governments;**
- **Purchase of license plate reading equipment;**
- **Partner agreement(s) and oversight; and**
- **Data analysis and final report.**

Truck Assessment and Goods Movement Program

Other Funding Sources

The North Central Texas Council of Governments implements projects to reduce emissions from the transportation sector and related emission sources. Efforts include emissions tampering evaluation of heavy-duty diesel trucks operating in the region and the assessment of tampering severity and impacts to determine options to limit these illegal practices. Another strategy will include collecting emissions data from vehicles to validate regional modeling efforts and identify high-emitting vehicles to develop air quality planning strategies in the nonattainment area. This initiative will occur in the ground-level ozone nonattainment area. This work element will be supported through Regional Toll

Revenue funds. Consultant and partner assistance may be used. Work activities will be ongoing throughout FY2025. Anticipated products include:

- **Collection of emissions data from vehicles to develop air quality planning strategies;**
- **Purchase of tampering detection equipment, software, and supplemental supplies;**
- **Consultant and partner agreement(s) and oversight; and**
- **Data analysis and final report.**

Car Care Safety Integration Project

Other Funding Sources

In an effort to reach the US Department of Transportation's Vision Zero goal of eliminating vehicle-related fatalities in the region by 2050, there is interest to continue educating the public on the importance of proper vehicle safety component operation and maintenance. Vehicle safety assessments will be integrated into existing emissions Car Care Awareness efforts through partnerships with vendors and may include the replacement of safety components in vehicles, if warranted. Public event priority locations will be within ozone nonattainment, low-income and disadvantaged communities (LIDAC). This work element will be supported through Regional Transportation Council Local funds. Partner assistance may be used. Activities will be ongoing throughout FY2025. Anticipated products include:

- **Partner agreement(s) and oversight;**
- **Outreach and education at Car Care Awareness events;**
- **Maintenance of website; and**
- **Data analysis and final report.**

Understanding Transportation Alternatives for an Aging Population

Transportation Planning Funds

During FY2025, data will be collected and areas of concern evaluated related to the availability of supportive transportation options for seniors. Contributing factors such as health and income along with the availability and accessibility of current transportation options will be examined. This work will help to inform future directions in the provision of supportive transportation services for seniors. University assistance will be utilized. Anticipated products include:

- **Summary of data trends identified; and**
- **Policy recommendations regarding future directions for supportive transportation services for seniors.**

3.05 Transit Management and Operations

Sustainability and Innovative Solutions for Transit

Other Funding Sources

This implementation activity is ongoing throughout both FY2024 and FY2025, supporting coordination and implementation of sustainable transit initiatives and innovative solutions. The Program supports Chapter 461 of the Texas Transportation Code that focuses on maximizing the benefits of the State's investment in public transit through the coordination of services and other innovative transit-related projects. Activities include developing projects to encourage access to public transportation, including coordination with local Transportation Management Associations (TMAs). Regional Toll Revenue funds~~, Carbon Reduction Program funds,~~ and Regional Transportation Council Local funds~~, and Transportation Development Credits~~ will support these activities. Anticipated products include:

- Identification and preparation of competitive grant applications to seek additional funds to support regional initiatives;
- Coordination with transit agencies, community colleges, colleges, and universities to provide students with transit passes;
- Technical assistance for new and existing TMAs;
- Short- and long-range solutions that move the region toward more comprehensive, coordinated, accessible, efficient, and effective public transit services; and
- Policies, programs, and projects that support and encourage sustainable transportation options around the region while elevating customer service and air quality.

3.07 Congestion Management Operations

Regional TRADE Platform and 511DFW

Other Funding Sources

This program is ongoing throughout FY2024 and FY2025, supporting development, testing, implementation, and operations of the Transportation Systems Management and Operations Regional Aggregated Data Exchange (TRADE) data hub and 511DFW. There is a significant need for the transportation industry to roll out an enterprise solution that will provide standardized interfaces to reduce integration costs with the result being consistent and effective data sharing across the region. NCTCOG plans to integrate data sources from the various regional partners and other sources into a cloud-based system that will reduce redundancy while maximizing scalability, consistency, and security. The TRADE platform will incorporate standard data inputs from across the region and allow each agency the freedom to procure systems that best meet their needs. The 511DFW system will feed information into and may consume data from the data hub. 511DFW comprises the public-facing regional Traveler Information System, and the agency-facing user interface for information and performance measures platform. The 511DFW system's public website (511dfw.org) provides personalized travel information and the Transit Trip Planner link. This program uses Surface Transportation Block Grant Program funds, Texas Department of Transportation funds, Regional Toll Revenue funds, and Transportation Development Credits to support activities in this area. Consultant services may be utilized. Anticipated products include:

- Review of data hub platforms in other regions to utilize best practices (e.g., CalTrans and Florida Department of Transportation);
- Inventory of data sources and prioritization of data needs for agencies in the region;
- Evaluation and integration of new and existing data types/sources into and from a regional data hub;
- Evaluation, improvement, implementation, and operations of the 511DFW system with outreach and communications planning and educational services to enhance public awareness and use of 511DFW;
- Collection and verification of data ensuring that devices and systems are operated and maintained at a level to detect and report accurate information (i.e., speeds, counts, and other data items);
- Agreements for regional communication, infrastructure, and information sharing, including the Memorandum of Understanding between the Dallas-Fort Worth regional Intelligent Transportation System (ITS) partner agencies;
- Agreements for data and video sharing with individual partners or third-party sources;
- Establishment of the North Central Texas Regional Communications Network Committee, comprised of the partners that have executed a Memorandum of Understanding, to move forward with formation of a regional network, including determination of scope, schedule, framework, components, and other criteria to establish the structure and cost of the regional network;
- Guidance and assistance to the North Central Texas Regional Communications Network Committee as it proceeds with the development of regional network parameters and requirements; ~~and~~
- Implementation of the ITS data sharing opportunities for the DFW region~~.~~**; and**
- **Flood warning driver alert system.**

4.02 Coordination of Transportation and Environmental Planning Processes

Blue-Green-Grey Silo-Busting Initiatives

Other Funding Sources

The focus of the "Blue-Green-Grey" initiative is to help evolve the transportation planning process away from where lack of communication or coordination/inclusion with planners or champions of various disciplines resulted in disjointed projects or "silos". Blue-Green-Grey is an effort to identify and implement "silo-busting" projects focusing on three elements – blue (water), green (environment), and grey (transportation infrastructure). Since the program's initiation in 2017, nine total projects out of three rounds of funding solicitation were selected for implementation as examples of how to develop new ideas for transportation enhancements and/or mitigation through engaging multiple disciplines, providing lessons learned and encouragement for similar projects to be replicated elsewhere in the region. Work performed during FY2024 **and FY2025** will focus on completion of the last of three projects selected from a 2021 funding solicitation: Blue-Green Neighborhood Beautification Design Guidelines and Pilot Project – Dallas Bottom District. Supported through utilization of Regional Transportation Council (RTC) Local funds, staff will determine if new funding rounds can be advanced enabling the program to support additional projects beyond FY2024. Anticipated products include:

- Small-scale green infrastructure pilot project in the Dallas Bottom District, along with supporting beautification plan documentation and visual aids;
- Final reports/case studies summarizing impacts, lessons learned, and any future plans; and,

- Presentation panels, expert reviews, and other program performance documentation and administrative materials supporting additional funding initiatives and project awards, if justified.

5.02 Subarea Studies and Local Government Assistance

Comprehensive Transportation Planning Studies and Technical Support

Transportation Planning Funds

This subtask is ongoing throughout FY2024 and FY2025, providing an evaluation of multimodal transportation needs within a specific geographic area or along an arterial or transit corridor. Subarea studies are designed to study a specific issue and allow for a comprehensive assessment of general transportation needs within an area prior to examining system alternatives. A portion of this subtask is dedicated to assisting local governments in developing the transportation component of a city's comprehensive plan or in the development of citywide transportation plans through the delivery of travel forecasts and technical support for these efforts. This subtask includes technical assistance enabling the North Central Texas Council of Governments (NCTCOG) to respond to ad hoc requests for information and assistance from local governments, transportation authorities, public agencies, Transportation Management Associations, and private interests. Due to the large number of similar requests, NCTCOG will prepare countywide subarea forecasts that can be used to assist local governments with thoroughfare planning needs and to answer many technical assistance questions. Additionally, this subtask allows for coordinated planning efforts that provide Travel Demand Model ridership data and technical analysis to local transit agencies.

Specific projects in this work subtask are listed below. The list is not all inclusive, as additional requests may be considered pending staff and resource availability. The timing in which local governments are ready to begin studies and the availability of NCTCOG staff and consultant assistance drive the scheduling of these efforts. Consultant assistance may be utilized to support these studies, and local governments may be responsible for consultant assistance funding. The policies set forth to guide the activity in this Work Program element are contained in Exhibit I-5. This Work Program subtask also provides traffic forecasting and technical support for subtasks conducted by other program areas within the department. Anticipated products include:

- Countywide subarea forecasts and identification of recommendations;
- Thoroughfare planning guidelines;
- Travel demand modeling for study corridor alternatives and alignment analyses;
- Report of daily volumes, peak-hour volumes, levels-of-service, vehicle miles traveled, ridership totals, boarding and alighting figures, and other travel model data for studies;
- Collection and transmittal of travel model networks, Geographic Information System shape files, and performance reports as model outputs;
- Project updates on the NCTCOG website; and
- Incorporation of recommendations into the next Metropolitan Transportation Plan.

Provided below is a list of ongoing and candidate projects in the Dallas-Fort Worth area which will be conducted or supported based on regional priorities, schedules of partner transportation agencies, and staff and funding availability. This list is divided into three categories that provide a scaled level of NCTCOG staff involvement: Category 1 – NCTCOG is conducting the study;

Category 2 – NCTCOG is providing limited analysis and data to support an external study; and Category 3 – NCTCOG is providing existing data in response to small, ad hoc requests for technical assistance.

Roadway

Category 1

- Hood County Transportation Plan (including Chisholm Trail Parkway Extension)
  A countywide plan will be developed that incorporates land-use planning, traffic count and accident data, demographic projections, travel demand modeling, local government committee assistance, and public involvement.
- North Tarrant County Transportation Subarea Study
  This study will focus on an assessment of transportation needs in northwest Tarrant County. This effort will include a review of current and future traffic volumes, with attention given primarily to the regional arterial system in regard to connectivity and capacity needs.
- Love Field Surface Transportation Planning Study (Mockingbird Lane)
  NCTCOG, working with the City of Dallas, will evaluate roadway and transit options to maximize accessibility to Love Field now and in the future. This study will analyze roadway improvement scenarios along the southern entrance corridor, which includes Mockingbird Lane, as well as evaluate the impacts of various other improvements.

Category 2

- City of Balch Springs Master Thoroughfare Plan Update
- Dallas County Major Capital Improvement Program (MCIP)
- City of Dallas Comprehensive Thoroughfare Plan Update
- City of Dallas Area Planning Program
- City of Dallas Bike Plan Update
- City of Dallas Comprehensive Plan Update
- City of Garland Bobtown/Lyons Connection
- Hunt County Thoroughfare Plan
- Dallas Fort Worth International Airport Landside Modernization Road Map
- East-West Connector for Dallas Fort Worth International Airport
- City of Lake Worth Thoroughfare Planning Assistance
- City of Richardson Comprehensive Plan
- City of White Settlement Thoroughfare Planning Assistance
- City of Cedar Hill West Side Mobility Assistance
- **Johnson County Thoroughfare Plan Update**

5.03 Land-Use/Transportation Initiatives

Sustainable Development Initiatives

~~Increasing Safe and Accessible Transportation Options~~

~~*Transportation Planning Funds*~~

~~During FY2024 and FY2025, NCTCOG staff will coordinate with various local governments, transportation agencies, and the Texas Department of Transportation (TxDOT) to increase safe and accessible options for multiple travel modes for people of all ages and abilities. Technical assistance and education and training will be provided on the concepts and principles related to Complete Streets and context-sensitive design. Anticipated products include:~~

- ~~Adoption of regional and local Complete Streets standards or policies, and the development of Complete Streets prioritization plans that identify a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street;~~
- ~~Development of transportation projects and plans that support a network of active transportation facilities (sidewalks, bikeways, or pedestrian and bicycle trails) to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activity centers;~~
- ~~Planning and technical assistance to create multiuse transportation facilities, including bikeways or pedestrian and bicycle trails that make connections within or between communities, increase public transportation ridership, and improve the safety of bicyclists and pedestrians;~~
- ~~Multimodal corridor coordination with the regional model on active transportation modes and performance measure reporting; and~~
- ~~Education and training on Complete Streets and context-sensitive design topics.~~

Dallas Opportunity Zone 1: North Oak Cliff Planning and Conceptual Engineering Study

Other Funding Sources

Work will continue in FY2024 **and FY2025** on this project, which contains three components within this Opportunity Zone. The first component involves the planning and concept engineering of the Jefferson Viaduct, the Houston Viaduct, the interface thoroughfare street entitled Greenbriar Lane, and the extension onto Jefferson Boulevard. The engineering firm has been retained. This future system of thoroughfare streets is impacted by the age of the infrastructure, changes to the Dallas levee flood control system, economic development opportunities, and context-sensitive design. The second component involves Eads Avenue on the eastern side of IH 35E. The third component is a program that involves traffic calming and access management. All three of these emphasis areas involve planning and concept engineering. It is anticipated that a majority of this work will be conducted through a procurement process engaging the engineering community. The funding source is Surface Transportation Block Grant Program funds, matched with Transportation Development Credits. This item will provide planning assistance to the City of Dallas and is part of a larger system of transportation projects in and near the future high-speed rail station. Anticipated products include:

- Identification of project needs and goals;
- Preliminary work scope for the Viaducts/Greenbriar Lane/Jefferson Boulevard;
- Context-sensitive designs for Eads Avenue; and
- Identification of principles necessary for traffic calming and access management.

South Dallas Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades

Other Funding Sources

In FY2022, NCTCOG was awarded grant funding from the United States Department of Transportation (USDOT) under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program to implement mobility infrastructure near stations on the Dallas Area Rapid Transit (DART) Blue Line in the East Oak Cliff neighborhood of South Dallas. The project will improve connectivity to transit through building new sidewalks, implementing bus stop and rail station safety enhancements, and extending a multi-use trail. NCTCOG staff will oversee project management of the RAISE South Dallas Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades project once initiated. Contractor and subrecipient assistance will be utilized. Federal Highway Administration funds, **Congestion Mitigation and Air Quality Improvement Program funds,** Regional Toll Revenue funds, and local funds will support these activities. Anticipated products include:

- Coordination with DART and the City of Dallas to implement project improvements;
- Oversight on procurement of services as needed;
- Reporting on grant progress and deliverables;
- Budget monitoring and oversight, including coordination with the Transportation Improvement Program; and
- Execution of agreement and documentation of compliance to grant requirements through monitoring and onsite reviews.

~~Advancing Regional Safety in the Dallas-Fort Worth Region (SS4A)~~

~~*Other Funding Sources*~~

~~In FY2023, NCTCOG was awarded grant funding from the United States Department of Transportation (USDOT) under the Safe Streets and Roads for All (SS4A) discretionary grant program to identify and plan transportation safety improvements throughout the region. The project will include Road Safety Audits (RSAs), Safe Routes to School Planning, and demonstration projects. NCTCOG staff will oversee project management of the Advancing Regional Safety in the Dallas-Fort Worth Region (SS4A) project once initiated. Consultant assistance will be utilized. Federal Highway Administration funds and Regional Toll Revenue funds will support these activities in FY2024 and FY2025. Anticipated products include:~~

- ~~Roadway Safey and Safe Routes to School reports;~~
- ~~Demonstration project evaluation reports;~~
- ~~Reporting on grant progress and deliverables;~~
- ~~Budget monitoring and oversight, including coordination with the Transportation Improvement Program; and~~
- ~~Documentation of compliance to grant requirements through monitoring and onsite reviews.~~

5.07 Roadway and Railroad Safety

Advancing Regional Safety in the Dallas-Fort Worth Region

Other Funding Sources

In FY2023, NCTCOG was awarded grant funding from the United States Department of Transportation (USDOT) under the Safe Streets and Roads for All (SS4A) discretionary grant program to identify and plan transportation safety improvements throughout the region. The project will include Road Safety Audits (RSAs), Safe Routes to School Planning, and demonstration projects. NCTCOG staff will oversee project management of the Advancing Regional Safety in the Dallas-Fort Worth Region (SS4A) project once initiated. Consultant assistance will be utilized. Federal Highway Administration funds and Regional Toll Revenue funds will support these activities in FY2024 and FY2025. Anticipated products include:

- Roadway Safety and Safe Routes to School reports;
- Demonstration project evaluation reports;
- Reporting on grant progress and deliverables;
- Budget monitoring and oversight, including coordination with the Transportation Improvement Program; and
- Documentation of compliance to grant requirements through monitoring and onsite reviews.

5.13 2.5 Percent Set-Aside for Increasing Safe and Accessible Transportation Options

Transportation Planning Funds

During FY2024 and FY2025, NCTCOG staff will coordinate with various local governments, transportation agencies, and the Texas Department of Transportation (TxDOT) to increase safe and accessible options for multiple travel modes for people of all ages and abilities. Technical assistance and education and training will be provided on the concepts and principles related to Complete Streets and context-sensitive design. Anticipated products include:

- Adoption of regional and local Complete Streets standards or policies, and the development of Complete Streets prioritization plans that identify a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street;
- Development of transportation projects and plans that support a network of active transportation facilities (sidewalks, bikeways, or pedestrian and bicycle trails) to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activity centers;
- Planning and technical assistance to create multiuse transportation facilities, including bikeways or pedestrian and bicycle trails that make connections within or between communities, increase public transportation ridership, and improve the safety of bicyclists and pedestrians;
- Multimodal corridor coordination with the regional model on active transportation modes and performance measure reporting; and
- Education and training on Complete Streets and context-sensitive design topics.

VII. Overview of Work Program Funding

Proposed Budget

This section summarizes the budget for the FY2024 and FY2025 UPWP. Financial support for FY2024 and FY2025 will be provided from a number of sources, including the Federal Highway Administration, the Federal Transit Administration, the Environmental Protection Agency, the Department of Energy, the Department of Defense, the Texas Department of Transportation, the North Texas Tollway Authority, and the Texas Commission on Environmental Quality. In addition, various local sources will be acquired to assist in the funding of this program.

The US Department of Transportation provides funds through programs of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Both FHWA PL-112 and FTA 5303 funds are provided annually to MPOs to support metropolitan regional transportation planning activities based on an 80 percent federal/20 percent local match requirement. The Texas Department of Transportation will provide the 20 percent match for the FHWA-112 and FTA 5303 funds for FY2024 and FY2025 to the MPO to carry out the UPWP in the form of Transportation Development Credits. These Transportation Development Credits are provided by metropolitan areas building toll roads and are used on a Statewide basis to provide the match funds needed for all Metropolitan Planning Organizations. The FY2024 and FY2025 FHWA and FTA funding levels reflected in this program are summarized in Exhibit VII-1. The formula-based FHWA PL-112 allocation to the UPWP for the Dallas-Fort Worth Metropolitan Area is ~~$10,026.046~~ **$10,191,769** in FY2024 and $10,026,046 in FY2025 for a two-year total of ~~$20,052,092~~ **$20,217,815**. The FTA 5303 funding is ~~$3,843,584~~ **$3,927,107** in FY2024 and $3,843,584 in FY2025 for a two-year total of ~~$7,687,168~~ **$7,770,691**. An estimated balance of $5,524,849 in unexpended/unobligated FHWA PL-112 funding will be available from the FY2023 authorization. Each of these funding amounts is incorporated by source agency into the Work Program by task and subtask. Total FHWA PL-112 and FTA 5303 funding for the FY2024 and FY2025 UPWP is estimated at ~~$33,264,109~~ **$33,513,355**. Transportation Planning Funds in the amount of ~~$30,053,000~~ **$30,123,000** have been programmed and allocated to each of the UPWP subtasks as shown in Exhibit VII-2. These programmed funds include the FTA 5303 allocation of ~~$7,687,168~~ **$7,770,691**, the estimated FY2023 FHWA PL-112 fund balance of $5,524,849, and ~~$16,840,983~~ **$16,827,460** of Fiscal Years 2024 and 2025 FHWA PL-112 funding. The remaining balance of Fiscal Years 2024 and 2025 FHWA PL-112 funds of ~~$3,211,109~~ **$3,390,355** is anticipated to be carried over to Fiscal Year 2026.

Proposed Budget

Provided in Exhibit VII-3 is an inventory of computer hardware, software/licenses, and maintenance items, as well as other equipment anticipated to be purchased during the period of the FY2024 and FY2025 Unified Planning Work Program to support work activities outlined in Tasks 1 through 5 of the Work Program. Also included are the video/web hosting services required to live stream and record/post meetings of the Regional Transportation Council per State legislation, as well as other meetings, as appropriate. The source of funding utilized to obtain these items or services is provided in the table, along with the specific Work Program Subtask in which the funding is programmed to accommodate the work activities.

EXHIBIT VII-3
Anticipated Equipment/Software Purchases

Quantity	Description	Estimated Price	Funding Source	Subtask
100	Microcomputer systems (desktops, portable, tablet)	$281,500	RTC Local	1.04
4	Laser printers and image scanners for network group usage	$41,000	RTC Local	1.04
---	Other computer hardware items, replacements, accessories, and upgrades (for example, docking stations, headsets, text and image scanners, hard drives, additional RAM, projectors, monitors/televisions, video cards, network cabling, warranty extensions)	$40,000	RTC Local/ TPF	1.04
---	Two years of software support by Caliper and specific renewal for 50 TransCAD licenses and one TransModeler license	$156,000	TPF	1.04
---	Software purchases/upgrades (for example, the current or higher versions of: SmartSheet, Adobe licenses, and Turning Point), software/services, cable service, application subscriptions, advanced mapping/presentation software, and software support renewals	~~$125,000~~ $145,000	TPF	1.04
---	Web-based traffic count reporting software, including annual maintenance and support	$16,000	TPF	1.04
---	Audio/video equipment, updates, and maintenance for Transportation Department meeting rooms, including the Transportation Council Room; video/web hosting services for the Transportation Council Room	$250,000	RTC Local	1.04
---	Bicycle-pedestrian count equipment	$20,000	STBG Local	5.03
---	Public involvement subscriptions	$162,000	TPF	1.01
---	Outreach and educational subscriptions	$136,000	CMAQ	1.01

VIII. Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area

Dallas County

Traffic and Multimodal Study for the Southern Inland Port Area, including Truck Ordinance/Pedestrian Safety Elements in Downtown Wilmer: Dallas County will lead a traffic and multimodal study in the South Dallas Inland Port area bounded by Loop 9 to the south, SH 342/Lancaster Hutchins Rd to the west and north of Pleasant Run Rd to the

north, and IH 45 to the east in southern Dallas County. This study will analyze the regional traffic control options (signalization, alternative intersection design) and right-of-way (ROW) needs for safe and efficient operations along thoroughfares in the southern portion of the Dallas County Inland Port (DCIP). This study will also include an evaluation of context sensitive solutions for truck ordinance and pedestrian safety elements primarily focused on Wilmer since the City of Wilmer is experiencing truck traffic passing through downtown Wilmer on Belt Line Rd despite posted truck traffic restrictions to discourage truck traffic in this part of the city. The project involves County, City staff, consultant services and possibly NCTCOG staff. The work will commence in early FY2025 and is expected to take approximately 12 months for completion. The project will involve public and stakeholder outreach, and data collection and analysis of existing transportation, land use, market, utilities and environmental conditions and immediately adjacent areas that impact capacity and delay time. The anticipated final deliverables include a comprehensive traffic impact analysis along the regional thoroughfare corridors within this area to be in compliance with Mobility 2050 and an analysis of the resulting ultimate ROW needs at full build out plus a special focus on Belt Line Road in downtown Wilmer with respect to truck restrictions and pedestrian safety elements. The project is funded with $380,000 in Regional Toll Revenue funds and a Local Contribution of $345,000 for a total of $725,000.

IX. NCTCOG Planning and Implementation Activities Beyond the FY2024 and FY2025 Unified Planning Work Program

The following table reflects non-locally funded planning and implementation projects that have been approved by the Regional Transportation Council for FY2026. These projects will be carried out by the North Central Texas Council of Governments and are or will be included in the 2023-2026 Transportation Improvement Program. The FY2024 and FY2025 Unified Planning Work Program covers the period of October 1, 2023, through September 30, 2025. Initiation of the projects in the table below falls outside the timeframe of this Work Program and the projects are being shown here to reflect NCTCOG's commitment to the projects and aid in the federal review of the Transportation Improvement Program.

FY2026 Non-Locally Funded Projects Approved by the Regional Transportation Council for Inclusion in the Transportation Improvement Program

TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2026 FUNDING
11622.4	TRAVEL SURVEY, DATA COLLECTION, MODEL REFINEMENT PROGRAM: TO PROVIDE TRAVEL INFORMATION USED TO CREATE ANALYTICAL TOOLS FOR ALL PLANNING, AIR QUALITY, AND MANAGEMENT PROJECTS IN THE MPA; ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES; INCLUSION OF NON-MOTORIZED TRIPS IN THE REGIONAL TRAVEL MODEL; DEVELOPMENT OF DYNAMIC TRAFFIC ASSIGNMENT MODEL FOR ROADWAY NETWORK ANLAYSIS; CONDUCT TRAVEL SURVEYS AND INTERSECTION OPERATIONAL ANALYSES	STBG	TDCs	$2,850,000

TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2026 FUNDING
11655.2	REVENUE AND PROJECT TRACKING SYSTEM (RAPTS) TRACK, MONITOR, AND ASSESS REGIONAL TRANSPORTATION AND AIR QUALITY PROJECTS THROUGH THE RAPTS WEBSITE; INCLUDES SOFTWARE DEVELOPMENT AND NCTCOG STAFF TIME	STBG	TDCs	$515,000
11694.1	REGIONAL AIR QUALITY INITIATIVES; IDENTIFY AND IMPLEMENT INITIATIVES TO IMPROVE AIR QUALITY AND ATTAIN FEDERAL STANDARDS, INCLUDING STRATEGIES TO SUPPORT INCREASED ADOPTION OF ZERO-EMISSION AND OTHER LOW-EMISSION VEHICLES, IMPLEMENTATION AND EVALUATION OF NEW EMISSIONS-REDUCING TRANSPORTATION TECHNOLOGIES, DEVELOPMENT OF REGIONAL RESOURCES TO ADVANCE EMISSIONS-REDUCING EFFORTS, AND COORDINATION EFFORTS ACROSS LOCAL STAKEHOLDERS	STBG	TDCs	$3,200,000
11615.4	REGIONAL GEOSPATIAL IMAGERY: DATA COLLECTION/PLANNING; DATA COLLECTION/PLANNING COOPERATIVE DIGITAL AERIAL PHOTOGRAPHY DATA COLLECTION TO IMPROVE TRAVEL DEMAND MODEL, AND CORRIDOR ALIGNMENT PLANNING, AND TRACK POPULATION/EMPLOYMENT CHANGES, AND SUPPORT VARIOUS ADDITIONAL ANALYTICAL TRANSPORTATION PLANNING ACTIVITIES	STBG	State	$1,437,500
16004	NORTHWEST AND SOUTHWEST FORT WORTH SUBAREA STUDIES; NORTHWEST STUDY: BOUNDED BY US 377 TO W, SH 114 TO N, FM 730 TO W, & IH 820 TO S; SOUTHWEST STUDY: IH 20/IH 820 TO N, FM1187 TO W, US 377 TO S, AND CHISHOLM TRAIL TO E; DEVELOP SUB-REGIONAL TRANSPORTATION PLANS TO IDENTIFY NEEDED IMPROVEMENTS AND ESTABLISH A MULTI-MODAL TRANSPORTATION NETWORK WITH ADDITIONAL FOCUS AREAS ON LAND-USE, SAFETY, AND CONGESTION; AREAS OUTSIDE THIS STUDY AREA WILL ALSO BE INCLUDED AS THEY IMPACT TRAVEL WITHIN THE AREA; INCLUDES CONSULTANT AND NCTCOG STAFF TIME	STBG	TDCs	$300,000

TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2026 FUNDING
11613.3	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES, PLANNING, AND IMPLEMENTATION ACTIVITIES IN SUPPORT OF THE REGION'S GOOD MOVMNT INCL; NCTCOG STAFF TIME & CONSULTANT ASSISTANCE TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT; MOVMNT, DATA COLLECTION & ANALYSIS, SAFETY, COORD WITH PRIVATE SECTOR PARTNERS IN FREIGHT BUSINESS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUCATION, AND OVERSIGHT OF PARTNER IMPLEMENTATION PROJECTS	STBG	TDCs	$2,625,000
11650.1	TRANSPORTATION TECHNICAL SUPPORT; TECHNICAL ASSISTANCE FOR DEVELOPING, MONITORING, ENVIRONMENTALLY APPROVING, AND IMPLEMENTING CORRIDOR STUDIES/PROJECTS ACCORDING TO CAPITAL ASSET MANAGEMENT PRINCIPLES	STBG	TDCs	$1,800,000
11647.2	LAND USE/TRANSPORTATION AND BIKE/PEDESTRIAN INITIATIVES INCLUDES BICYCLE/PEDESTRIAN PLANNING, TRANSIT ORIENTED DEVELOPMENT, REGIONAL PEDESTRIAN SAFETY PROGRAM, IMPLEMENTATION OF SUSTAINABLE DEVELOPMENT INITIATIVES, REGIONAL WAYFINDING, AND ADA COMPLIANCE; INCLUDES NCTCOG STAFF TIME AND POSSIBLE CONSULTANT ASSISTANCE TO DEVELOP AND IMPLEMENT FUNDING PROGRAMS, COLLECT AND ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL, SAFETY AND EDUCATION	STBG	TDCs	$3,110,000
14038.2	MANAGEMENT AND OVERSIGHT OF REGIONAL SAFETY PROGRAM; INCLUDING REGIONAL DATA TOOLS AND ANALYSIS, TRAFFIC INCIDENT MANAGEMENT, DRIVE AWARE NORTH TEXAS SAFETY CAMPAIGN, STRATEGIC TARGETING OF AGGRESSIVE DRIVING AND ROAD RAGE, INCLUDES CONSULTANT, NCTCOG STAFF TIME AND EQUIPMENT	STBG	TDCs	$6,070,000
11663.3	ENTIRE MANAGED LANE SYSTEM; DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE & NCTCOG STAFF TIME	STBG	TDCs	$2,088,000

TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2026 FUNDING
16007	SPECIAL EVENTS MANAGEMENT; INCLUDING MEASURES SUCH AS EXTENDED TRANSIT SERVICE FOR EVENTS, STAGING OF TOW TRUCKS TO CLEAR INCIDENTS QUICKLY, CLEARING ROADWAYS QUICKLY AFTER INCIDENTS, ETC. TO REDUCE CONGESTION DURING SPECIAL EVENTS; INCLUDES NCTCOG STAFF TIME	STBG	TDCs	$600,000
11691.1	IMPLEMENT AND OPERATE TRAVELER INFORMATION SYSTEM; DEVELOP CONCEPT OF OPERATIONS AND DEPLOYMENT OF TRANS SYS MANAGEMENT AND OPERATIONS DATA ENGINE TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S TRANSP NETWORK BY INTEGRATING DATA SOURCES INCL REGIONAL TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYS; ITS DATA UPDATES AND COMPLIANCE; COORDINATION WITH REGIONAL PARTNERS ON INFORMATION SHARING AND AGREEMENT TRACKING; ADMINISTRATION OF MOBILITY ASSISTANCE PATROL; INCLUDES NCTCOG STAFF TIME	STBG	TDCs	$2,765,000
11616.1	REGIONAL TRAFFIC SIGNAL RETIMING PROJECT; DEVELOP AND IMPLEMENT TRAFFIC SIGNAL COORDINATION IN THE DFW NON-ATTAINMENT AREA; INCLUDES IMPROVING SIGNAL OPERATION AND PROGRESSION THROUGH TRAFFIC SIGNAL RETIMING, EQUIPMENT AND IMPLEMENTATION, AND EVALUATION OF THE RESULTANT IMPROVEMENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	CMAQ	State/Local	$4,500,000
11612.3	REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR); TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.COM; PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	STBG	TDCs	$1,360,300

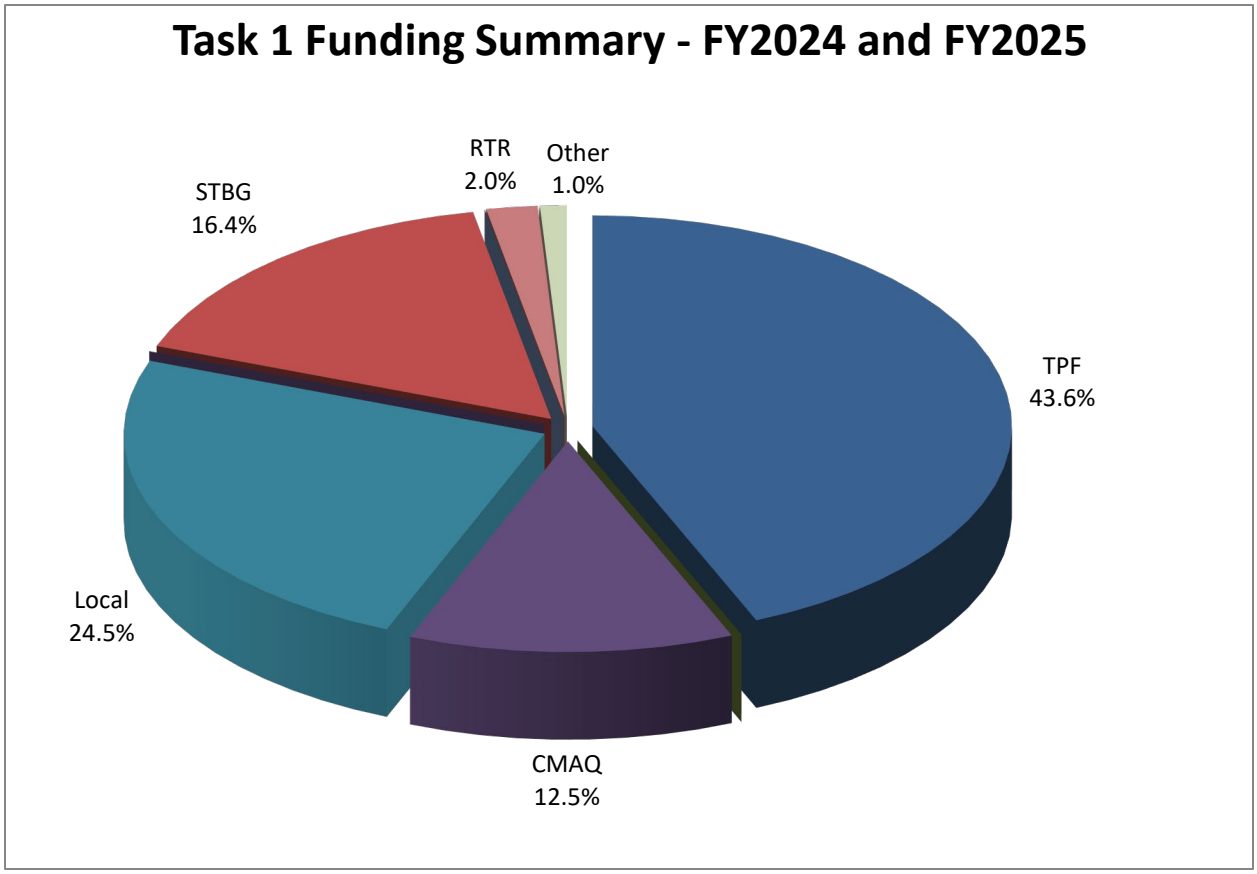
TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2026 FUNDING
11657.2	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM; IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	CMAQ/STBG	TDCs	$2,100,000
11699.2	REGIONAL VANPOOL PROGRAM FOR (WESTERN SUBREGION); OPERATE VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; INCLUDES COST OF VEHICLE LEASING AND PART OF ADMINISTRATIVE COSTS	STBG	TDCs	$682,000
21044	DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM BOUNDED BY IH 635 TO THE SOUTH, DALLAS NORTH TOLLWAY TO THE WEST, PRESTON ROAD TO THE EAST, AND SPRING VALLEY ROAD TO THE NORTH; ENGINEERING AND CONSTRUCTION OF THE DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM	STBG	TDCs	$8,000,000
16009	REGIONAL TRANSIT COORDINATION PROGRAM; REGIONAL COORDINATION OF TRANSIT SERVICES WITH A FOCUS ON INCREASING ECONOMIES OF SCALE, TECHNICAL ASSISTANCE, MOBILITY ON DEMAND, AND MOBILITY AS A SERVICE	STBG	TDCs	$500,000
11660.1	AIR QUALITY ENERGY EFFICIENCY INITIATIVES: ENERGY EFFICIENCY MEASURES TO IMPLEMENT PROJECTS TO REDUCE ENERGY USE AND INCREASE ENERGY EFFICIENCY WITHIN THE PUBLIC AND PRIVATE SECTOR TO REDUCE AIR QUALITY IMPACTS; COORDINATE REGIONAL COLLABORATION, EVALUATE IMPACTS, AND DEVELOP RESOURCES ADDRESSING ELECTRIC GRID IMPACTS ASSOCIATED WITH ELECTRIFICATION OF TRANSPORTATION, AND DEPLOY STRATEGIC ELECTRIFICATION INFRASTRUCTURE TO ASSESS IMPACTS AND FILL GAPS; INCLUDES NCTCOG STAFF TIME	CRP	TDCs	$950,000
11635.2	IMPLEMENTATION AND ADMINISTRATION OF AIR QUALITY AND TRANSPORTATION PROJECTS FUNDED WITH RTR FUNDS; IMPLEMENTATION AND ADMINISTRATION OF AIR QUALITY AND TRANSPORTATION PROJECTS FUNDED WITH RTR FUNDS; CSJ 0918-00-404 COVERS FUNDING IN FY2024 & FY2025	RTR	N/A	$800,000

TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2026 FUNDING
21014.2	REGIONAL TRANSIT COORDINATION PROGRAM; REGIONAL COORDINATION OF TRANSIT SERVICES WITH A FOCUS ON INCREASING ECONOMIES OF SCALE, TECHNICAL ASSISTANCE, MOBILITY ON DEMAND, AND MOBILITY AS A SERVICE	STBG	TDCs	$500,000
16008	TECHNOLOGY AND INNOVATION 3.0; STAFF SUPPORT FOR PROJECTS FOCUSED ON IMPROVING REGIONAL BROADBAND ACCESS FOR TRANSPORTATION PURPOSES, COORDINATING AND SUPPORTING EMERGING MOBILITY TECHNOLOGY DEPLOYMENTS AND CONNECTED VEHICLE/INFRASTRUCTURE IMPROVEMENTS; SUPPORTING WORKFORCE DEVELOPMENT AND RESEARCH INITIATIVES; AND MANAGING ADMINISTRATIVE TASKS TO FACILITATE PROJECTS	STBG	TDCs	$750,000
11554.3	AUTOMATED TRANSPORTATION SYSTEM INITIATIVE; ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED AUTOMATED TRANSPORTATION SYSTEMS (ATS) IN THE DFW REGION AND EVALUATE CONNECTIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS; INCLUDES PROJECT PLANNING AND DEVELOPMENT SUPPORT FOR ATS	STBG	TDCs	$250,000
			Subtotal	$47,752,800

E. Funding Summary

Subtask	TPF[1]		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
1.01	$2,671,000	$2,780,000				$4,489,000	$4,640,000	
			CMAQ	$873,000	$883,000			
			NCTCOG Local	$2,000	$2,000			
			STBG	$943,000	$975,000			
Subtotal								$9,129,000
1.02	$186,000	$201,000				**$1,291,700**	**$2,561,400**	
			Local	**$821,800**	**$2,135,500**			
			NCTCOG Local	$59,900	$59,900			
			STBG	$224,000	$165,000			
Subtotal								**$3,853,100**
1.03	$0	$0				$153,000	$156,000	
			Local	$5,000	$8,000			
			NCTCOG Local	$10,000	$10,000			
			RTR	$138,000	$138,000			
Subtotal								$309,000
1.04	$142,000	**$162,000**				$506,000	$279,000	
			Local	$364,000	$117,000			
Subtotal								**$785,000**
Total	$2,999,000	**$3,143,000**		**$3,440,700**	**$4,493,400**	**$6,439,700**	**$7,636,400**	**$14,076,100**

[1] Transportation Planning Funds (TPF) include both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor person hours, they are not reflected in the funding tables.


Task 1 Funding Summary - FY2024 and FY2025
RTR
2.0%
Other
1.0%
STBG
16.4%
TPF
43.6%
Local
24.5%
CMAQ
12.5%

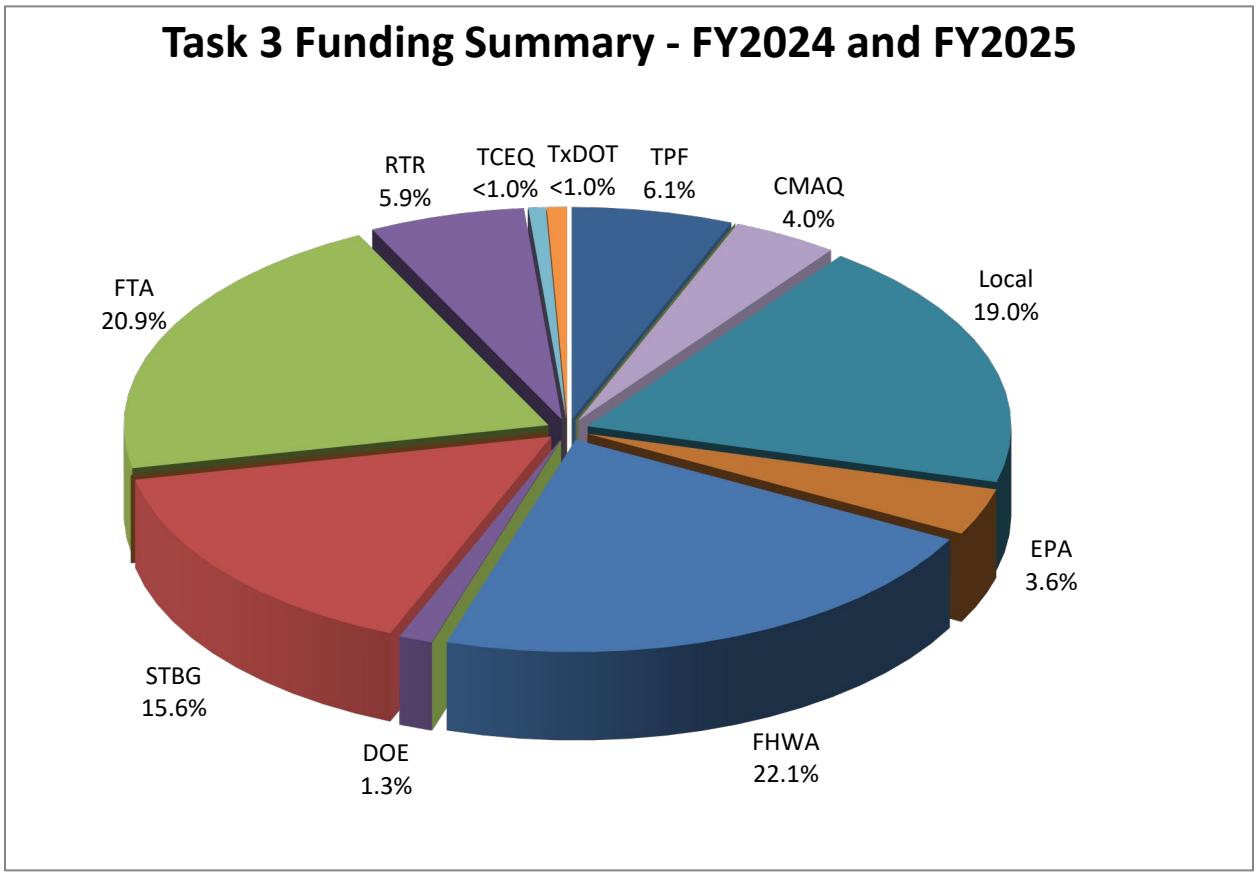
E. Funding Summary

Subtask	TPF[1]		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
3.01	$1,764,000	$1,773,000				$3,054,000	$2,967,000	
			RTR	$743,000	$646,000			
			STBG	$547,000	$548,000			
Subtotal								$6,021,000
3.02	$546,000	$555,000				**$1,062,000**	**$1,495,245**	
			EPA	$268,000	$360,000			
			TCEQ	**$248,000**	**$580,245**			
Subtotal								**$2,557,245**
3.03	$0	$0				$25,465,937	**$30,217,416**	
			CRP	**$0**	**$0**			
			DOE	$590,872	**$1,014,906**			
			EPA	$3,864,800	$0			
			FHWA	$5,714,000	$19,196,000			
			Local	$11,228,147	**$5,063,047**			
			RTR	**$673,118**	**$1,593,463**			
			STBG	$3,395,000	$3,350,000			
Subtotal								**$55,683,353**
3.04	$885,000	**$925,000**				$1,690,400	**$2,184,000**	
			FTA[2]	$604,000	$314,000			
			RTR	$151,000	$357,000			
			STBG	$50,400	$588,000			
Subtotal								**$3,874,400**
3.05	$0	$0				$16,381,700	**$14,133,300**	
			CMAQ	$132,000	$409,000			
			CRP	$0	**$0**			
			FTA[2]	$15,011,000	**$10,366,300**			
			Local	$565,400	**$1,203,000**			
			RTR	$319,300	**$1,579,000**			
			STBG	$354,000	$576,000			
Subtotal								**$30,515,000**
3.06	$641,000	$640,000				$1,027,000	$640,000	
			RTR	$386,000	$0			
Subtotal								$1,667,000

Subtask	TPF[1]		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
3.07	$0	$0				$14,913,000	**$10,717,300**	
			CMAQ	$3,672,000	$881,000			
			FHWA	$1,826,000	$1,117,300			
			Local	$3,204,000	$2,719,000			
			RTR	$554,000	$483,000			
			STBG	$5,097,000	**$5,108,000**			
			TXDOT	$560,000	$409,000			
Subtotal								**$25,630,300**
Total	$3,836,000	**$3,893,000**		**$59,758,037**	**$58,461,261**	**$63,594,037**	**$62,354,261**	**$125,948,298**

[1] Transportation Planning Funds (TPF) include both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor person hours, they are not reflected in the funding tables.

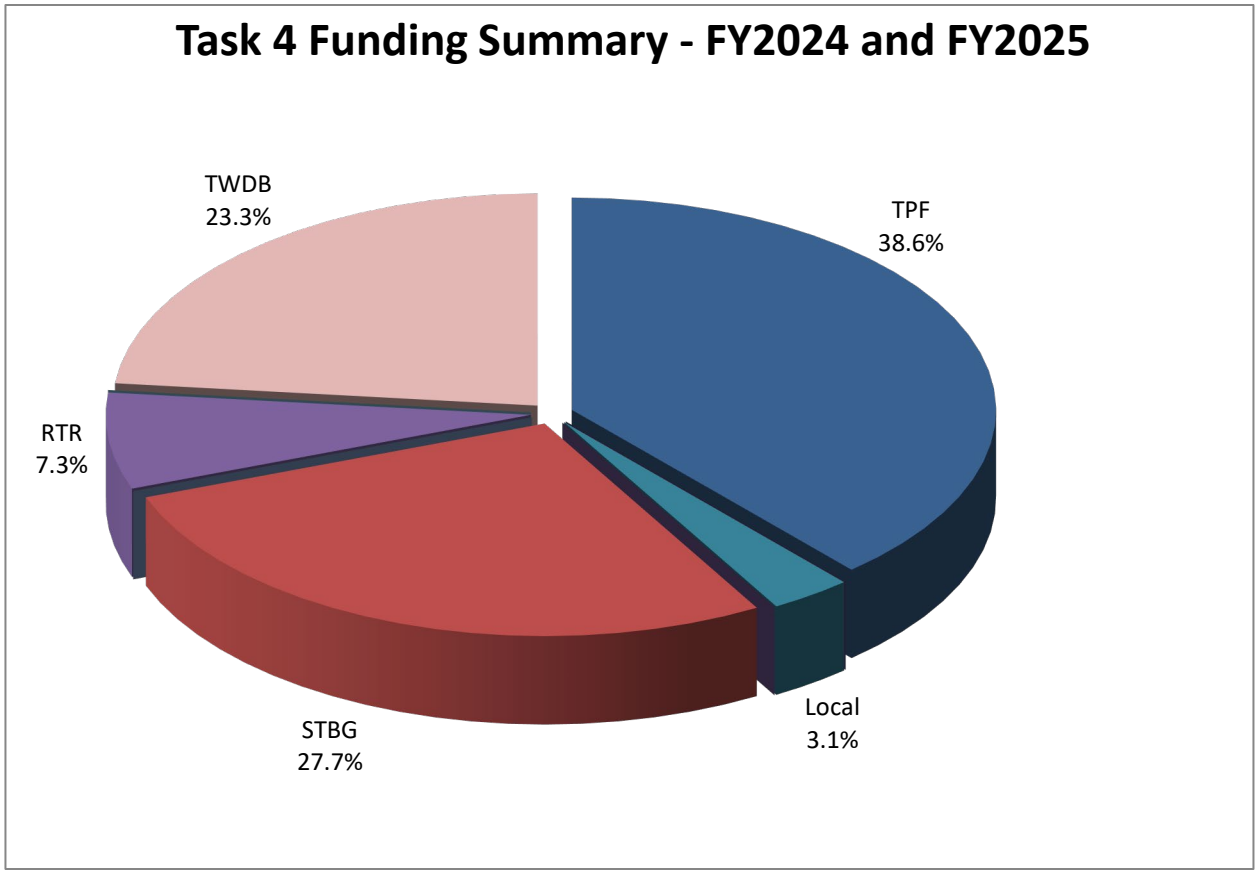
[2] Includes FTA 5307 funds.



E. Funding Summary

Subtask	TPF[1]		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
4.01	$1,674,000	$1,923,000				$1,674,000	$1,923,000	
Subtotal								$3,597,000
4.02	$146,000	$153,000				**$3,436,500**	**$3,217,510**	
			Local	$248,500	**$74,910**			
			RTR	$482,000	$276,000			
			STBG	**$1,465,000**	**$1,396,800**			
			TWDB	**$1,095,000**	**$1,316,800**			
Subtotal								**$6,654,010**
4.03	$45,000	$0				$45,000	$0	
Subtotal								$45,000
4.04	$47,000	$0				$47,000	$0	
Subtotal							$0	$47,000
Total	$1,912,000	$2,076,000		**$3,290,500**	**$3,064,510**	**$5,202,500**	**$5,140,510**	**$10,343,010**

[1] Transportation Planning Funds (TPF) include both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor person hours, they are not reflected in the funding tables.


Task 4 Funding Summary - FY2024 and FY2025
TWDB
23.3%
TPF
38.6%
RTR
7.3%
STBG
27.7%
Local
3.1%

E. Funding Summary

Subtask	TPF[1]		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
5.01	$749,000	$813,000				**$10,571,657**	**$6,808,000**	
			FRA	**$100,000**	**$400,000**			
			Local	$107,000	$10,000			
			NTTA	$40,000	$30,000			
			RTR	**$479,000**	**$469,000**			
			STBG	$8,902,657	$4,848,000			
			TXDOT	$194,000	$238,000			
Subtotal								**$17,379,657**
5.02	$711,000	$736,000				$1,057,000	$1,103,000	
			STBG	$96,000	$117,000			
			RTR	$250,000	$250,000			
Subtotal								$2,160,000
5.03	**$315,397**	**$241,694**				**$5,089,097**	**$7,925,694**	
			CMAQ	$0	**$300,000**			
			FHWA	**$8,000**	**$400,000**			
			FTA	$516,000	$164,000			
			Local	$254,000	**$1,002,000**			
			RTR	**$2,000**	**$100,000**			
			STBG	$3,993,700	**$5,718,000**			
			USDOT	$0	$0			
Subtotal								**$13,014,791**
5.04	$90,000	$87,000				$312,000	$500,000	
			STBG	$222,000	$413,000			
Subtotal								$812,000
5.05	$32,000	$32,000				$32,000	$32,000	
Subtotal								$64,000
5.06	$127,000	$149,000				$16,145,000	$12,803,000	
			FTA	$6,618,000	$8,665,000			
			STBG	$6,221,000	$3,087,000			
			Local	$3,179,000	$902,000			
Subtotal								$28,948,000
5.07	$333,000	$336,000				**$2,219,300**	**$7,989,500**	
			FHWA	**$150,000**	**$3,850,000**			
			Local	$11,800	$0			
			RTR	**$37,500**	**$2,462,500**			
			STBG	$1,637,000	$1,341,000			
			TxDOT (SPR)	$50,000	$0			
Subtotal								**$10,208,800**

Subtask	TPF[1]		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
5.08	$159,000	$160,000				$506,700	$498,000	
			Local	$347,700	$338,000			
Subtotal								$1,004,700
5.09	$152,000	$150,000				**$1,280,300**	$345,000	
			DOD	$135,000	$0			
			Local	**$993,300**	$195,000			
Subtotal								**$1,625,300**
5.10	$171,000	$143,000				$3,577,350	$1,429,000	
			STBG	$3,049,800	$970,400			
			Local	$295,800	$20,000			
			TXDOT	$60,750	$295,600			
Subtotal								$5,006,350
5.11	$0	$0				$1,460,000	$791,000	
			Local	$1,460,000	$791,000			
Subtotal								$2,251,000
5.12	$0	$0				$16,200	$6,000	
			Local	$16,200	$6,000			
Subtotal								$22,200
5.13	**$255,603**	**$261,306**				**$255,603**	**$261,306**	
Subtotal								**$516,909**
Total	$3,095,000	$3,109,000		**$39,427,207**	**$37,382,500**	**$42,522,207**	**$40,491,500**	**$83,013,707**

[1] Transportation Planning Funds (TPF) include both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor person hours, they are not reflected in the funding tables.

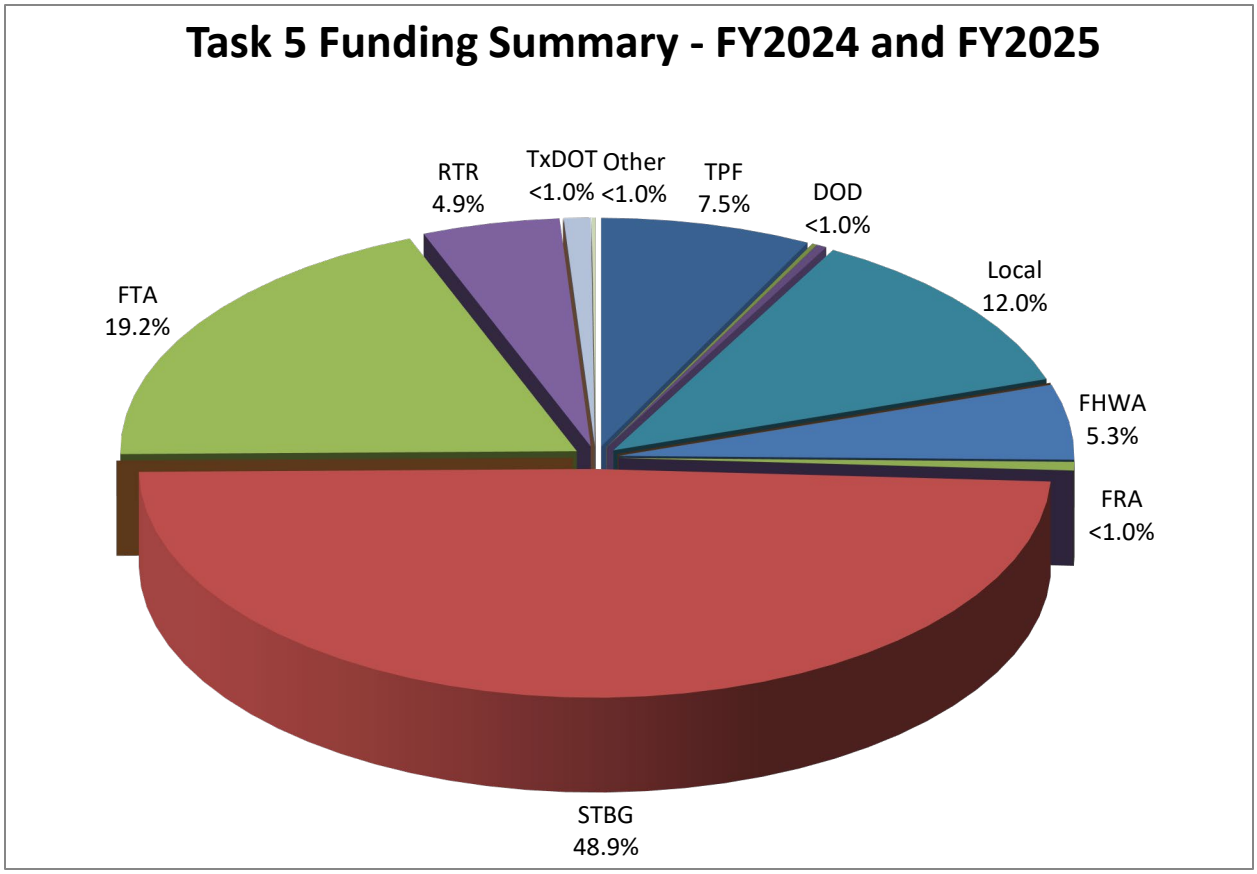
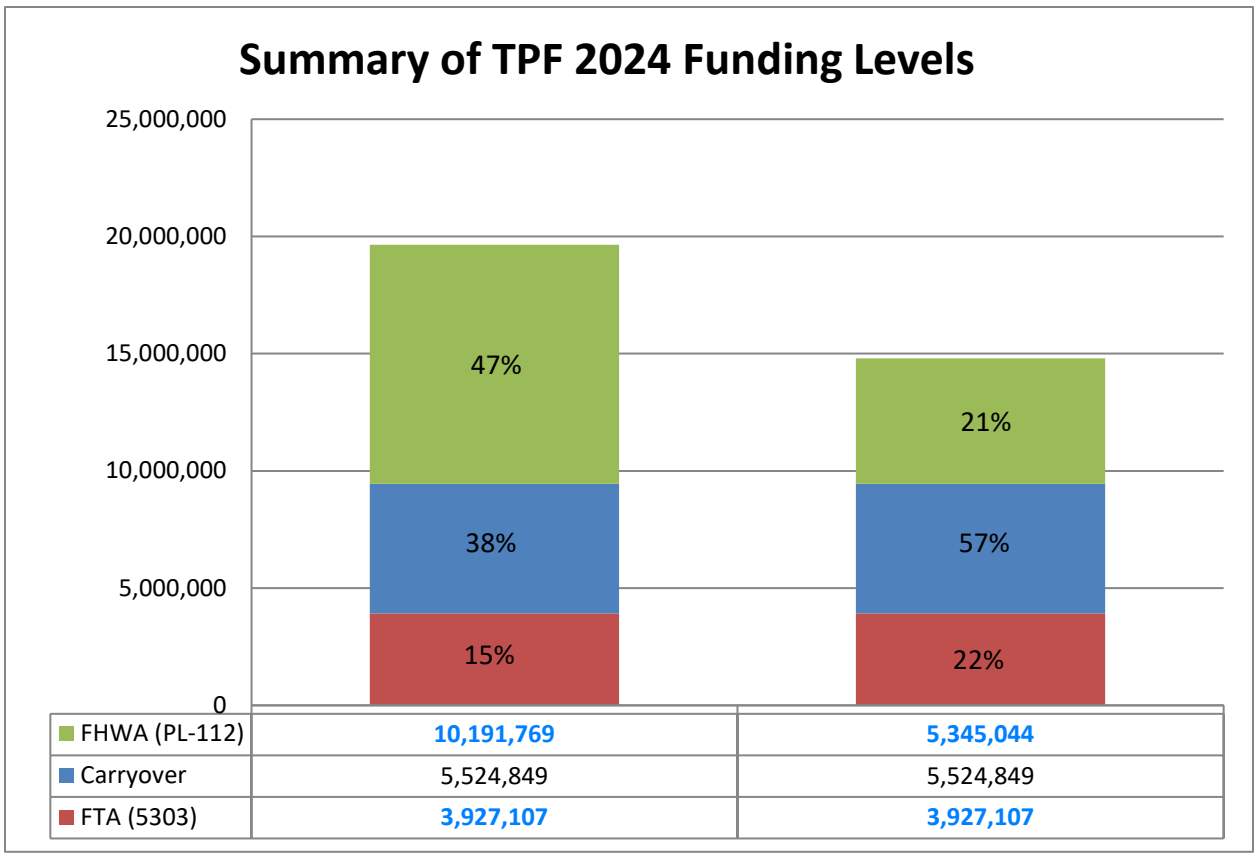
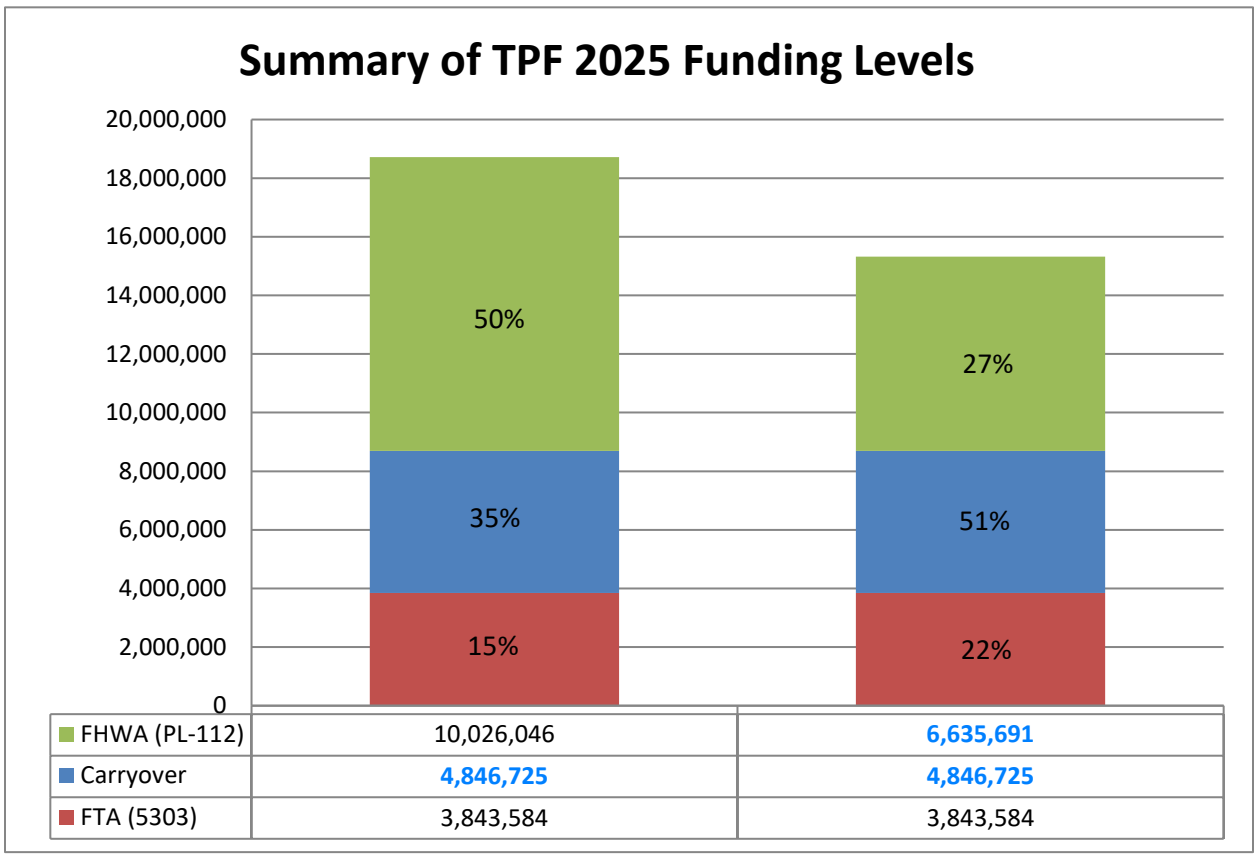

Task 5 Funding Summary - FY2024 and FY2025
RTR
4.9%
TxDOT
<1.0%
Other
<1.0%
TPF
7.5%
DOD
<1.0%
Local
12.0%
FHWA
5.3%
FRA
<1.0%
STBG
48.9%
FTA
19.2%

EXHIBIT VII-1
FY2024 AND FY2025 TPF PROGRAMMING SUMMARY

	FY2024		FY2025	
	Allocation	Programmed	Allocation	Programmed
FTA Section 5303	**3,927,107**	**3,927,107**	3,843,584	3,843,584
FHWA (PL-112)				
Carryover	5,524,849	5,524,849	**4,846,725**	**4,846,725**
New Allocation	**10,191,769**	**5,345,044**	10,026,046	**6,635,691**
Total TPF	**19,643,725**	14,797,000	**18,716,355**	**15,326,000**
Carryover		**4,846,725**		**3,390,355**
Two-Year Totals				
FTA Section 5303	**7,770,691**			
FHWA PL-112	**25,742,664**			
Total	**33,513,355**			
Programmed	**30,123,000**			
Carryover	**3,390,355**			



FHWA (PL-112)	**10,191,769**	**5,345,044**
Carryover	5,524,849	5,524,849
FTA (5303)	**3,927,107**	**3,927,107**



FHWA (PL-112)	10,026,046	**6,635,691**
Carryover	**4,846,725**	**4,846,725**
FTA (5303)	3,843,584	3,843,584

EXHIBIT VII-2
FY2024 AND FY2025 ALLOCATION OF TRANSPORTATION PLANNING FUNDS

Subtask	Subtask Title	TPF		
		FY2024	FY2025	Total
1.01	Community Outreach	$2,671,000	$2,780,000	$5,451,000
1.02	Program and Policy Administration	$186,000	$201,000	$387,000
1.03	Fiscal Management	$0	$0	$0
1.04	Computer and Audio/Video Resources	$142,000	**$162,000**	**$304,000**
	Task 1 - Administration and Management	$2,999,000	**$3,143,000**	**$6,142,000**
2.01	Development of Travel Models	$546,800	$552,000	$1,098,800
2.02	Transportation Data Collection and Development	$215,000	$212,000	$427,000
2.03	Model Applications	$481,200	$600,000	$1,081,200
2.04	Demographic Data and Forecasts	$643,000	$644,000	$1,287,000
2.05	Data Management	$643,000	$654,000	$1,297,000
2.06	Ensuring Equity, Nondiscrimination, and Environmental Justice in MPO Planning/Program Activities	$258,000	$267,000	$525,000
2.07	Performance-based Planning and Coordination	$168,000	$176,000	$344,000
	Task 2 - Transportation Data Development and Maintenance	$2,955,000	$3,105,000	$6,060,000
3.01	Transportation Project Programming	$1,764,000	$1,773,000	$3,537,000
3.02	Regional Air Quality Planning	$546,000	$555,000	$1,101,000
3.03	Air Quality Management and Operations	$0	$0	$0
3.04	Public Transportation Planning	$885,000	**$925,000**	**$1,810,000**
3.05	Transit Management and Operations	$0	$0	$0
3.06	Congestion Management Planning	$641,000	$640,000	$1,281,000
3.07	Congestion Management Operations	$0	$0	$0
	Task 3 - Short-Range Planning, Programming, and Operations	$3,836,000	**$3,893,000**	**$7,729,000**
4.01	Metropolitan Transportation Planning	$1,674,000	$1,923,000	$3,597,000
4.02	Coordination of Transportation and Environmental Planning Processes	$146,000	$153,000	$299,000
4.03	Understanding the Public Return on Investment for Transportation Funding	$45,000	$0	$45,000
4.04	Regional Passenger Rail Planning and Evaluation Process Development	$47,000	$0	$47,000
	Task 4 - Metropolitan Transportation Plan	$1,912,000	$2,076,000	$3,988,000
5.01	Regional Transportation Studies	$749,000	$813,000	$1,562,000
5.02	Subarea Studies and Local Government Assistance	$711,000	$736,000	$1,447,000
5.03	Land-Use/Transportation Initiatives	**$315,397**	**$241,694**	**$557,091**
5.04	Transportation Asset Management	$90,000	$87,000	$177,000
5.05	Transportation System Security and Emergency Preparedness	$32,000	$32,000	$64,000
5.06	Regional Freight Planning	$127,000	$149,000	$276,000
5.07	Roadway and Railroad Safety	$333,000	$336,000	$669,000
5.08	Regional Aviation Planning and Education	$159,000	$160,000	$319,000
5.09	Regional Military and Community Coordination	$152,000	$150,000	$302,000
5.10	Transportation Technology and Innovation Program	$171,000	$143,000	$314,000
5.11	North Texas Center for Mobility Technologies	$0	$0	$0
5.12	Red River Navigation System Feasibility Study	$0	$0	$0
5.13	**2.5 Percent Set-Aside for Increasing Safe and Accessible Transportation Options**	**$255,603**	**$261,306**	**$516,909**
	Task 5 - Special Studies	$3,095,000	$3,109,000	$6,204,000
	FUNDING TOTALS	$14,797,000	**$15,326,000**	**$30,123,000**

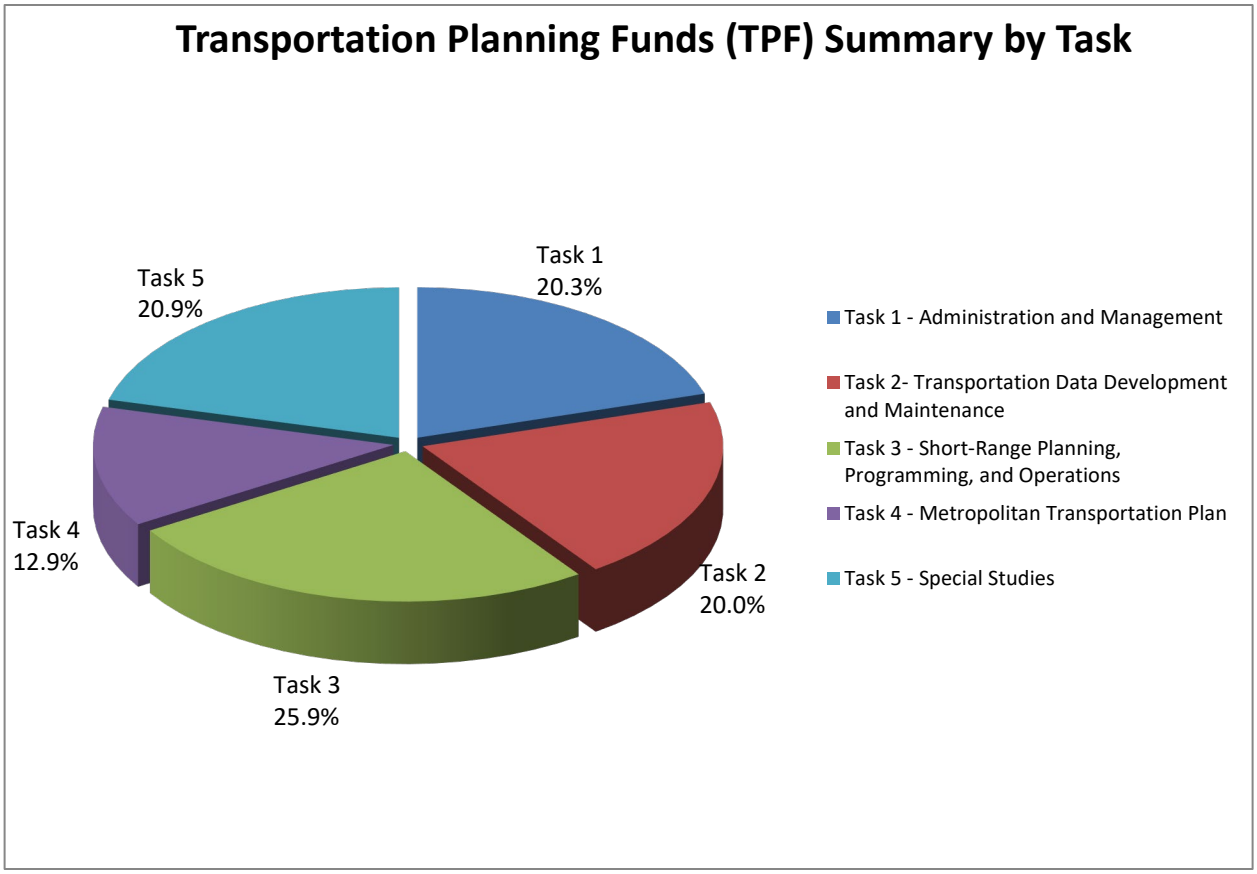

Transportation Planning Funds (TPF) Summary by Task
Task 1
20.3%
Task 2
20.0%
Task 3
25.9%
Task 4
12.9%
Task 5
20.9%
Task 1 - Administration and Management
Task 2- Transportation Data Development and Maintenance
Task 3 - Short-Range Planning, Programming, and Operations
Task 4 - Metropolitan Transportation Plan
Task 5 - Special Studies

EXHIBIT VII-4
FY2024 AND FY2025 UPWP FUNDING SUMMARY

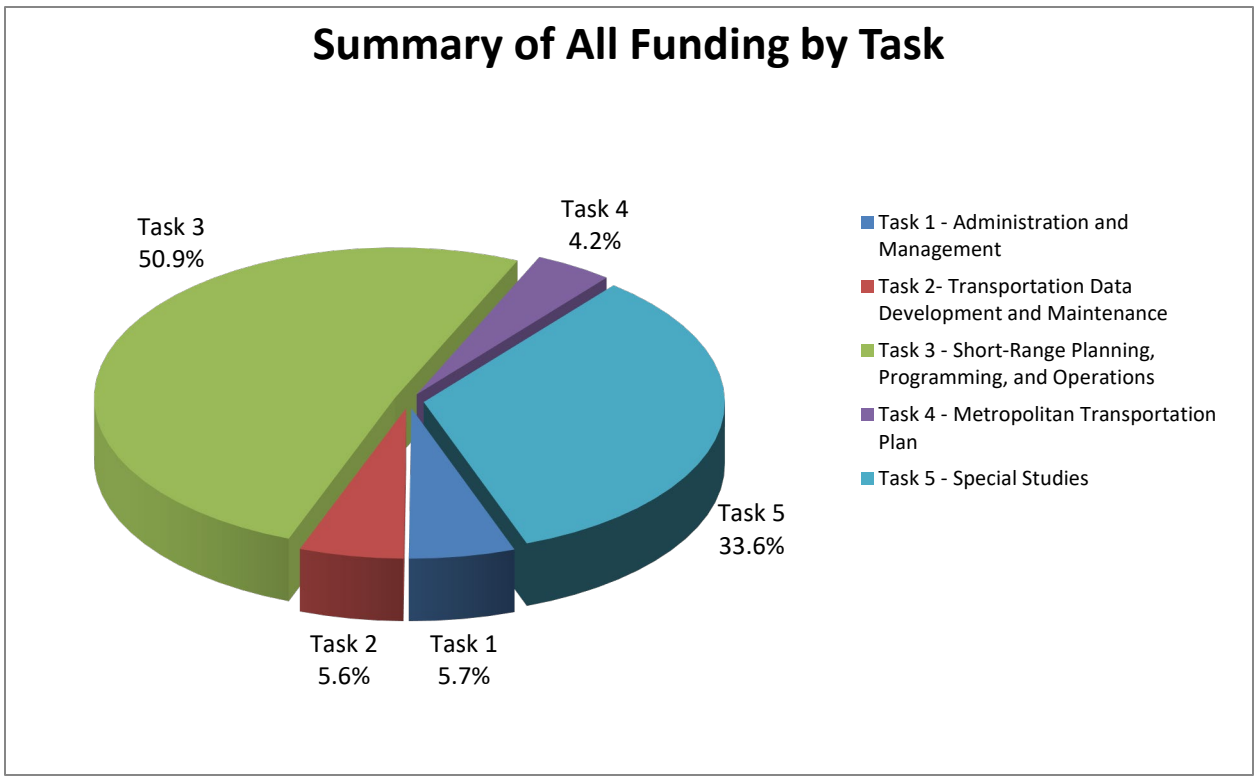
Funding Source	Task 1 Administration and Management		Task 2 Transportation Data Development and Maintenance		Task 3 Short Range Planning, Programming, and Operations		Task 4 Metropolitan Transportation Plan		Task 5 Special Studies		Two-Year Total Funds	
Fiscal Year	**FY2024**	**FY2025**	**FY2024**	**FY2025**	**FY2024**	**FY2025**	**FY2024**	**FY2025**	**FY2024**	**FY2025**	**FY2024**	**FY2025**
TPF [1]	$2,999,000	**$3,143,000**	$2,955,000	$3,105,000	$3,836,000	**$3,893,000**	$1,912,000	$2,076,000	$3,095,000	$3,109,000	$14,797,000	**$15,326,000**
CRP	$0	$0	$0	$0	**$0**	**$0**	$0	$0	$0	$0	**$0**	**$0**
CMAQ	$873,000	$883,000	$0	$0	$3,804,000	$1,290,000	$0	$0	$0	**$300,000**	$4,677,000	**$2,473,000**
DOD	$0	$0	$0	$0	$0	$0	$0	$0	$135,000	$0	$135,000	$0
DOE	$0	$0	$0	$0	$590,872	**$1,014,906**	$0	$0	$0	$0	$590,872	**$1,014,906**
EPA	$0	$0	$0	$0	$4,132,800	$360,000	$0	$0	$0	$0	$4,132,800	$360,000
FHWA	$0	$0	$0	$0	$7,540,000	$20,313,300	$0	$0	$158,000	**$4,250,000**	$7,698,000	**$24,563,300**
FRA	$0	$0	$0	$0	$0	$0	$0		**$100,000**	**$400,000**	**$100,000**	**$400,000**
FTA[2]	$0	$0	$0	$0	$15,615,000	**$10,680,300**	$0	$0	$7,134,000	$8,829,000	$22,749,000	**$19,509,300**
Local	**$1,190,800**	**$2,260,500**	$0	$0	$14,997,547	**$8,985,047**	$248,500	**$74,910**	**$6,664,800**	**$3,264,000**	**$23,101,647**	**$14,584,457**
NCTCOG Local	$71,900	$71,900	$0	$0	$0	$0	$0	$0	$0	$0	$71,900	$71,900
NTTA	$0	$0	$0	$0	$0	$0	$0	$0	$40,000	$30,000	$40,000	$30,000
RTR	$138,000	$138,000	$0	$0	**$2,826,418**	**$4,658,463**	$482,000	$276,000	**$768,500**	**$3,281,500**	**$4,214,918**	**$8,353,963**
TxDOT (SPR)	$0	$0	$0	$0	$0	$0	$0		$50,000	$0	$50,000	$0
STBG	$1,167,000	$1,140,000	$3,100,000	$4,455,000	$9,443,400	**$10,170,000**	**$1,465,000**	**$1,396,800**	$24,122,157	**$16,494,400**	**$39,297,557**	**$33,656,200**
TWDB	$0	$0	$0	$0	$0	$0	**$1,095,000**	**$1,316,800**	$0	$0	**$1,095,000**	**$1,316,800**
TCEQ	$0	$0	$0	$0	**$248,000**	**$580,245**	$0	$0	$0	$0	**$248,000**	**$580,245**
TxDOT	$0	$0	$10,000	$210,000	$560,000	$409,000	$0	$0	$254,750	$533,600	$824,750	$1,152,600
USDOT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$6,439,700**	**$7,636,400**	$6,065,000	$7,770,000	**$63,594,037**	**$62,354,261**	**$5,202,500**	**$5,140,510**	**$42,522,207**	**$40,491,500**	**$123,823,444**	**$123,392,671**
Two-Year Total	**$14,076,100**		$13,835,000		**$125,948,298**		**$10,343,010**		**$83,013,707**		**$247,216,115**	

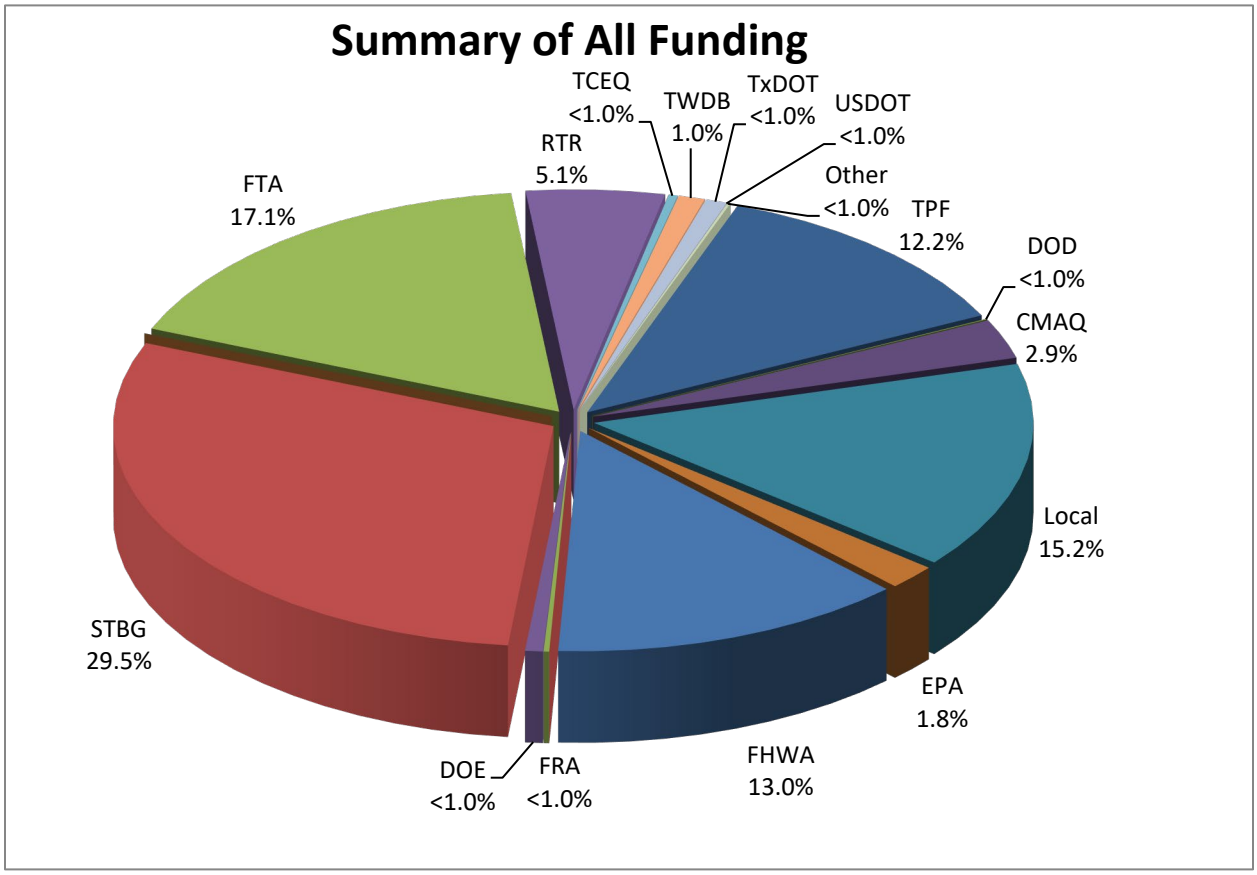
[1] Transportation Planning Funds (TPF) include both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor man hours, they are not reflected in the funding tables.

[2] Includes FTA 5303 funds.

Combined Transportation Planning Funds[3]	**$27,988,506.00**
Estimated Unexpended Carryover	$5,524,849.00
TOTAL TPF	**$33,513,355.00**

[3] Estimate based on prior years' authorizations.


Summary of All Funding by Task
Task 3
50.9%
Task 4
4.2%
Task 5
33.6%
Task 2
5.6%
Task 1
5.7%
Task 1 - Administration and Management
Task 2- Transportation Data Development and Maintenance
Task 3 - Short-Range Planning, Programming, and Operations
Task 4 - Metropolitan Transportation Plan
Task 5 - Special Studies


Summary of All Funding
TCEQ
<1.0%
TWDB
1.0%
TxDOT
<1.0%
USDOT
<1.0%
RTR
5.1%
Other
<1.0%
TPF
12.2%
FTA
17.1%
DOD
<1.0%
CMAQ
2.9%
Local
15.2%
STBG
29.5%
EPA
1.8%
DOE
<1.0%
FRA
<1.0%
FHWA
13.0%

Modifications to the FY2024 and FY2025 Unified Planning Work Program

Surface Transportation Technical Committee
June 28, 2024

Transportation Department
North Central Texas Council of Governments

ELECTRONIC ITEM 2.1.2

Reallocation of Funding Between Subtasks – No Additional Funding

UPWP Project	Funding Adjustment
5.03 Sustainable Development Initiatives, Increasing Safe and Accessible Transportation Options	TPF - ($516,909)
5.13 2.5 Percent Set-Aside for Increasing Safe and Accessible Transportation Options	TPF - $516,909
5.03 Advancing Regional Safety in the Dallas-Fort Worth Region	FHWA - ($4,000,000) RTR - ($1,000,000)
5.07 Advancing Regional Safety in the Dallas-Fort Worth Region	FHWA - $4,000,000 RTR - $1,000,000

Transportation Programming Increase from Transportation Planning Funds

UPWP Project	Additional UPWP Funding
Computer and Audio/Video Resources	$20,000
Understanding Transportation Alternatives for an Aging Population	$50,000
Total Increase	**$70,000**

Total Programming Increases/Decreases in Other Funding Sources

UPWP Project	Funding Source	UPWP Funding Changes
Grant Management and RTC Initiatives	Local - $600,000	$600,000
Rider 7 Air Quality Planning Activities	TCEQ - $488,995	$488,995
Air Quality Initiatives: Energy Efficiency	CRP - ($1,408,000) RTR - $1,408,000	$0
Regional Energy Management	DOE - $125,000 Local - $20,000	$145,000
Enhancing Mobility within the Southern Dallas Inland Port	FTA - $2,910,000 RTR - $780,000 Local - $180,000	$3,870,000
Sustainability and Innovative Solutions for Transit	CRP - ($7,000) RTR - $7,000	$0
Vehicle Emissions Inspection and License Plate Project	RTR - $100,000	$100,000

Total Programming Increases/Decreases in Other Funding Sources (Cont'd)

UPWP Project	Funding Source	UPWP Funding Changes
Truck Assessment and Goods Movement Program	RTR - $307,000	$307,000
Car Care Safety Integration	Local - $100,000	$100,000
Regional TRADE Platform and 511DFW	STBG - $667,000	$667,000
Blue-Green-Grey Silo Busting Initiatives	Local - $74,910	$74,910
Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management	STBG - $283,800 TWDB - $283,800	$567,600
Strategic Corridor Initiatives	RTR - $150,000	$150,000
Dallas Opportunity Zone 1: North Oak Cliff Planning and Conceptual Engineering Study	STBG - $3,000,000	$3,000,000

Total Programming Increases/Decreases in Other Funding Sources (Cont'd)

UPWP Project	Funding Source	UPWP Funding Changes
South Dallas Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades	FHWA - $400,000 CMAQ - $300,000 RTR - $100,000 Local - $500,000	$1,300,000
Aviation, Aerospace, and Defense Manufacturing Agile Curriculum Program	Local - $200,000	$200,000
Total Increase		**$11,570,505**

Transportation Planning Funds
Two-year Summary

Original FY2024 and FY2025 US FTA 5303	$ 7,687,168
Additional FY2024 US FTA 5303	$ 83,523
New FY2024 and FY2025 US FTA 5303	$ 7,770,691
FY2024 and FY2025 US FHWA Estimated PL	$20,052,092
Additional FY2024 US FHWA PL	$ 165,723
New FY2024 and FY2025 US FHWA PL	$20,217,815
Original FY2023 US FHWA Estimated PL Carryover	$ 5,524,849
Total Transportation Planning Funds	$33,513,355
Prior Anticipated Expenditures	$30,053,000
Additional Funds Programmed for FY2025	$ 70,000
Anticipated Expenditures	$30,123,000
PL Balance to Carry Over to FY2026	$ 3,390,355

Modification Schedule

June 10	Initiation of Public Outreach
June 28	Action by Surface Transportation Technical Committee
July 11	Action by Regional Transportation Council
July 25	Action by NCTCOG Executive Board
July 26	Submittal of Modifications to Texas Department of Transportation

Requested STTC Action

Recommend Regional Transportation Council Approval of:

- **Proposed UPWP modifications outlined in Electronic Item 2.1.1**
- **Direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications**

Unified Planning Work Program Contact Information

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North Central Texas Council of Governments
Transportation Department

Copy of FY2024 and FY2025 UPWP can be found at
https://www.nctcog.org/trans/study/unified-planning-work-program

Application to the Environmental Protection Agency Clean Heavy-Duty Vehicles Grant Program

Surface Transportation Technical Committee

June 28, 2024

Juliana VandenBorn

Air Quality Planner

ELECTRONIC ITEM 3

Program Overview and Eligibility

Environmental Protection Agency (EPA) Clean Heavy-Duty Vehicles (CHDV) Grants Program		
Sub-Programs	School Bus Sub-Program: Replace school buses Vocational Vehicles Sub-Program: Replace vocational* Class 6 and 7 heavy-duty vehicles with zero-emission (ZE) vehicles	
Eligible Applicants	States, municipalities**, nonprofit school transportation associations, Indian Tribes	
Available Funding	$932 million in funding; $400 million for nonattainment areas $500,000 to $60 million per award (includes infrastructure and workforce)	
Vehicle Eligibility for Vocational Vehicles Sub-Program	Replacement Vehicle: • Non-zero emission vehicle*** with Gross Vehicle Weight Rating (GVWR) of 19,501 to 33,000 lbs • Must operate > 7,000 miles/year or idled for at least 500 hours/year for prior 24 months	New Vehicle: • 2023 or newer Class 6/7 hydrogen fuel cell or battery-electric vehicle • Purchased after EPA award • Subject to Build America, Buy America

*Any vehicle that is equipped for a particular industry, trade or occupation (construction, refuse, heavy hauling trucks).
**Defined as "a city, town, borough, county, parish, district, or other public body created by or pursuant to state law."
***Vehicles that emit tailpipe emissions or exhaust; includes any fuel type except for electricity and hydrogen.

Program Benefits

Clean Heavy-Duty Program provides new opportunities for the region, including:

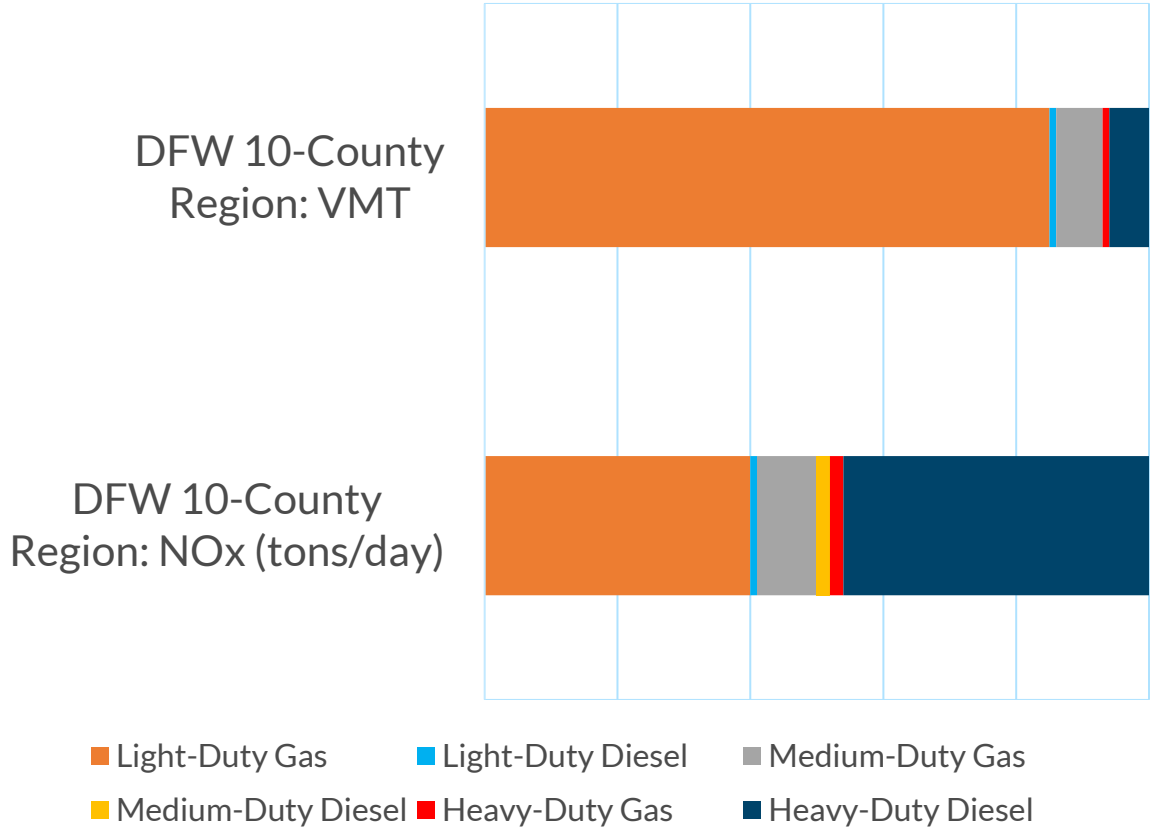
Increased funding levels for hydrogen fuel cell vehicles and electric vehicles

Allows for replacement of non-diesel (gasoline, compressed natural gas, propane) vehicles

Flexible scrappage alternatives

Funding for infrastructure, renewable on-site power generation systems, and workforce development activities related to zero-emission vehicles

Vehicle Miles Traveled Versus Nitrogen Oxides Contribution by On-Road Vehicle Type in Dallas-Fort Worth



Emissions Impact of Heavy-Duty Diesel is Disproportionately High Compared to Miles Traveled

Proposed NCTCOG Application

Request up to $60 million from EPA CHDV Grant Vocational Vehicle Sub-Program on behalf of the region

Reserve all EPA funds for project implementation by using NCTCOG Grants Management and RTC Initiative Fund to fund project administration/grant management

Eligible Projects	Any battery-electric or hydrogen fuel cell vocational vehicle and infrastructure that operates within or frequently travels through the NCTCOG service area Public and private entities eligible* May also fund workforce development projects
Project Selection	Call for Projects or other Selection Process upon EPA award
Funding Level	Maximum federal share allowed by EPA** 33% to 65% per battery-electric vehicle 60% to 80% per hydrogen fuel cell vehicle Remaining cost paid by program participants Workforce and implementation costs not subject to maximum federal share
Priority Project Locations	10-county ozone nonattainment area***

*Must adopt Clean Fleet Policy **Funding cap includes vehicles and infrastructure
***Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise

Schedule

Milestone	Date
STTC Recommendation of RTC Approval	June 28, 2024
NCTCOG Clean Vehicle Funding Survey Due	June 28, 2024
RTC Approval	July 11, 2024
Executive Board Approval	July 25, 2024
EPA Application Deadline	July 25, 2024
Anticipated Notification of Selection	November 2024
Anticipated Awards	February 2025
If Awarded, NCTCOG Opens Call for Projects	April-May 2025

For more information go to www.nctcog.org/AQfunding

Action Requested

Recommend Regional Transportation Council Approval of:

NCTCOG Application to the EPA CHDV Program for up to $60,000,000*

Amendment of the Unified Planning Work Program and any Other Planning/Administrative Documents as Necessary If Awarded

*Could fund a maximum of approximately 375 vehicles

Contact Us

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Dallas-Fort Worth CLEAN CITIES

dfwcleancities.org

cleancities@nctcog.org

CHDV Per Vehicle Funding Cap

EPA will fund cost share percentage of the new vehicle, up to the per-vehicle funding cap

Project implementation costs are not included or subject to the per-vehicle caps listed on the table

- Ex: Personnel/benefits, contractual services, consulting on vehicle deployments, travel, supplies, etc.

Vehicle Type	Battery-Electric Vehicles (BEVs)		Hydrogen Fuel Cell Vehicles (FCEVs)	
	EPA Cost Share Percentage of New Vehicle Price	Per-Vehicle Funding Cap (Vehicle + Infrastructure)	EPA Cost Share Percentage of New Vehicle Price	Per-Vehicle Funding Cap (Vehicle + Infrastructure)
School Bus	75%	$280,000*	N/A	N/A
Straight/Box Truck	65%	$190,000	80%	$400,000
Step Van		$160,000		$340,000
Septic/Bucket Truck		$330,000		$670,000
Other		$355,000		$720,000
Refuse Hauler	50%	$260,000	70%	$600,000
Street Sweeper		$315,000		$720,000
Transit Bus	33%	$265,000	60%	$780,000

*ADA-compliant school buses are eligible for an additional $20,000 per-vehicle funding cap

Blue-Green-Grey Applications for New Ideas – Round 4

Surface Transportation Technical Committee | June 28, 2024

Sydnee Mangini, Senior Transportation Planner

ELECTRONIC ITEM 4.1

Hatcher Station Community Garden - Image courtesy of DART

Application for New Ideas

Funding: $250,000 total; no local match required

Anticipated awards: ~3

Call opens: July 15, 2024

Pre-application workshop: July 16, 2024

Call closes: **August 16, 2024 at 5PM**

Green Bicycle Parking in Bishop Arts
Image courtesy of Amanda Popken Design

Website: www.nctcog.org/greeninfrastructure

Program Overview

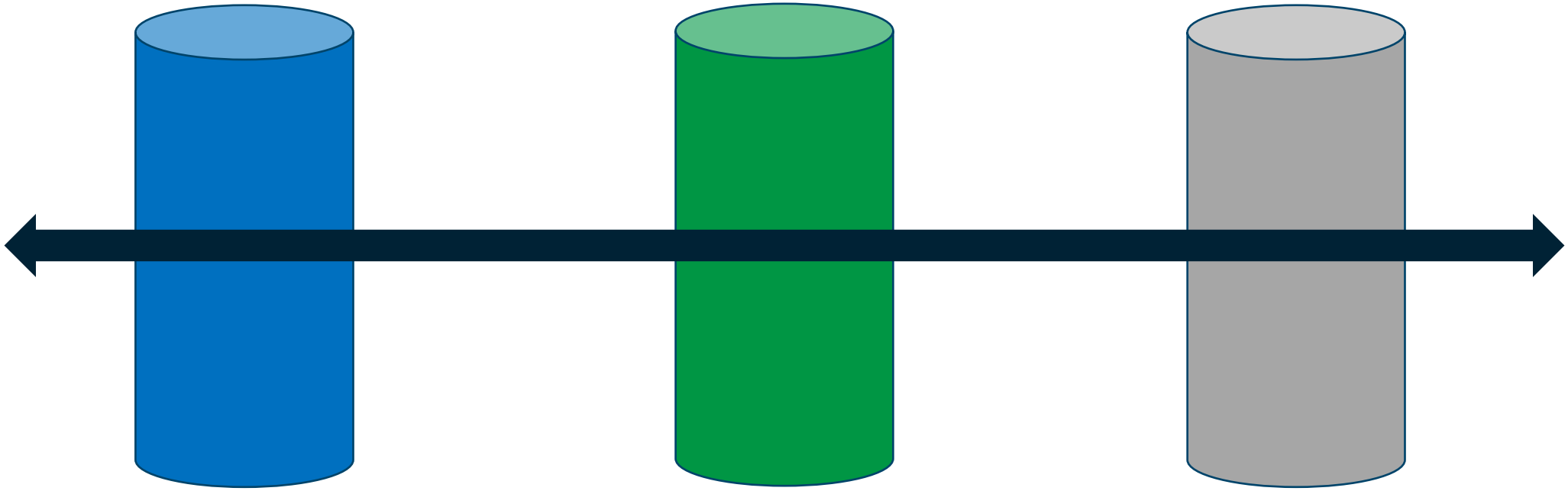
The purpose of the Blue-Green-Grey (BGG) program is to promote the planning and construction of green or sustainable infrastructure in the region

Advance small projects with **innovative** outcomes that can be scaled and/or replicated regionally

Focus on three elements:

- Blue – Water
- Green – Environment
- Grey – Transportation Infrastructure

What is Blue-Green-Grey?



Water (Blue)

Examples:
Rainwater harvesting
Bioswales

Environment (Green)

Examples:
Solar lighting
Native vegetation

Transportation (Grey)

Examples:
Recycled trail materials
LED roadway lighting

Previous Funding Rounds

Round 1

- 53 applications received
- 3 projects awarded
- Total funding allocated: $109,170

Round 2

- 8 applications received
- 3 projects awarded
- Total funding allocated: $138,500

Round 3

- 9 applications received
- 3 projects awarded
- Total funding allocated: $201,410

Total funding: $449,080 (RTC Local)

Previously Funded Projects

Funding Years

2017	Farmers Branch Conceptual Bus Stop Designs	Southlake BioPod – Burney Lane Reconstruction	University Park Micro-Detention Project
2018	DART Hatcher Station Community Garden Pilot Program	Bishop Arts Bicycle Parking Retrofitting Pilot	Watauga Biofiltration System
2021	City of Allen Inlet Floatables Filter	City of Dallas Bottom District Green Neighborhood Design Guidelines	University of Arlington Biofiltration Swales Testing

Project reports can be found here: www.nctcog.org/greeninfrastructure

Project Examples

Projects may be either a feasibility assessment and/or planning for a Blue-Green-Grey project

OR

Project is ready for construction/implementation

<u>Project deliverables may look like:</u>

- Guidelines or planning documents for a pilot construction project that other entities can use
- Various test sites for a specific project
- Development/feasibility assessment of new technology or processes that could be integrated into any project

Evaluation Criteria

Team Qualifications (10 points)	• Does the proposed team have the correct mix of experience and expertise?
Impact (20 points)	• Would the project have a long-term effect? • Does the project have the potential to change future designs? • Does the project include an educational component? • Does the project incorporate native vegetation?
Innovation/Significance (25 points)	• Does this project shift current designs or practices by using new or uncommon approaches, design, or methodologies? • How well does the project include the three elements (water, environment, and transportation infrastructure)? • Does the project address an important problem or challenge?

Evaluation Criteria (Cont.)

Applicability, Adaptability, Transferability, and Practicality (30 points)	• Could the project be used in other communities or settings? • Is the project realistic? • Is the project consistent with eligible funding programs and Regional Transportation Council objectives?
Collaboration with Various Stakeholders (15 points)	• Does the project collaborate with any outside entities? • Does the project show evidence of buy-in from project partners?
Other Considerations (not formally scored)	• Equity • Geographic distribution • Diversity of disciplines

Pre-Application Workshop

SAVE THE DATE: hybrid format pre-application meeting on **July 16**

Interested parties can join to learn about the proposal submittal and review process

Round 4 Schedule

Funding Initiative Announced	July 1, 2024
Call for Applications Open (materials available online)	July 15, 2024
Pre-application Workshop	July 16, 2024
Applicants submit questions for FAQ	July 15, 2024 – August 1, 2024
NCTCOG staff available to meet for preliminary application review	July 15, 2024 – August 1, 2024
Applications Due	5 PM on August 16, 2024
Application Review and Scoring	September 2024
Recommended Projects Presented to STTC and RTC	October/November 2024
Announce Awarded Projects	December 2024

Requested Action

Recommend Regional Transportation Council approval of:

Opening the Round 4 of the Blue-Green-Grey Application for New Ideas

CONTACT US

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Shawn Conrad, PhD
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Devia Joshi
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North Central Texas Council of Governments

Save the Date!

Blue-Green-Grey Pre-Application Meeting

About BGG

The Blue-Green-Grey (BGG) program, hosted by the North Central Texas Council of Governments (NCTCOG) promotes innovative projects that incorporate water, environment, and transportation elements that can be replicated in the region.

www.nctcog.org/greeninfrastructure

July 17

Join the hybrid meeting to learn about the BGG proposal submittal and review process.

Left: Design for enhanced bus stop with water quality inlet & bioswale.
Farmers Branch Conceptual Bus Stop Designs BGG project, 2020.

Regional Transit 2.0:
Policy Oversight ("Project Review Committee")

Task	Lead Local Entity	Oversight Members (RTC Members)		Lead NCTCOG Staff	Transit Authority Lead	Lead Consultant
		Primary	Secondary			
1 – Project Management	RTC Staff	N/A	N/A	Michael Morris April Leger	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies McKinsey
2 – Develop Transit Legislative Program	RTC	RTC Committee of the Whole	-	Amanda Wilson Rebekah Gongora	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies
3 – Develop Strategies to Increase Transit Authority Membership	Transportation Authorities	DART, DCTA, Trinity Metro Representatives	Cities/Counties	Karla Windsor	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies
4 – Develop Collaborations Between Existing Transit Authorities	Transportation Authorities	DART, DCTA, Trinity Metro Representatives	RTC Committee of the Whole	Karla Windsor	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies
5 – Develop Strategies for Authority Board Partnerships & Teamwork	Transportation Authorities Member Cities	DART, DCTA, Trinity Metro Representatives	DART, DCTA, Trinity Metro Member Cities	Michael Morris	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	McKinsey

ELECTRONIC ITEM 5.1

Regional Transit 2.0:
Policy Oversight ("Project Review Committee") continued

Task	Lead Local Entity	Oversight Members (RTC Members)		Lead NCTCOG Staff	Transit Authority Lead	Lead Consultant
		Primary	Secondary			
6 – Develop Strategies for In-Fill Development	Member Cities	DART, DCTA, Trinity Metro Member Cities	DART, DCTA, Trinity Metro Representatives	Karla Windsor	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies
7 – Review of Fare Collection Strategies	Transportation Authorities	DART, DCTA, Trinity Metro Representatives	Cities/Counties	Amanda Wilson Rebekah Gongora	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies
8 – Develop Recommendations for Transit Authority/Member City Paradox	Transportation Authorities Member Cities	DART, DCTA, Trinity Metro Representatives	DART, DCTA, Trinity Metro Member Cities	Michael Morris	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	McKinsey
9 – Final Report	RTC Staff	RTC Committee of the Whole	-	All NCTCOG Staff	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies McKinsey

On Fri, May 17, 2024, at 9:08 AM Ezra Silk <ezra.silk@gmail.com> wrote:
Thanks to all of our incredible speakers and sponsors, our host Sidley Austin, and all who attended HSR2024.

See below for some key quotes and full recordings of both days.

NEWS RELEASE: Buttigieg, Pelosi, Other Leaders Headline U.S. High-Speed Rail Conference

More than 200 industry, labor, political and academic leaders converged to advance strategies and policies for building a nationwide high-speed rail network in America.

WASHINGTON, D.C. — May 17, 2024 — U.S. Transportation Secretary Pete Buttigieg, House Speaker Emerita Nancy Pelosi, former White House Infrastructure Coordinator Mitch Landrieu, and other high-profile advocates for high-speed rail headlined the U.S. High Speed Rail annual conference May 14-15 in Washington, D.C. They were among more than 200 industry, labor, political and academic leaders who converged at the sold-out event to advance strategies and policies for building a nationwide high-speed rail network in America.

Conference speakers asserted that America is entering a new era of progress on high-speed rail, following unprecedented investments by the Biden Administration; Brightline West breaking ground on a bullet train from Las Vegas to Southern California last month; major new labor agreements; and federal designation of seven high-speed rail corridors around the country, from the Southeast to Texas to the Pacific Northwest.

At the conference, sessions focused on a range of plans to turn high-speed rail into a major mode of transportation in America. Panelists discussed strategies to launch new high-speed rail projects in major regions across the country, massively speed up project development and construction timelines and ensure the initial lines taking shape out West successfully demonstrate the sweeping benefits of high-speed rail.

Here's what some of the leading conference speakers said:

U.S. Secretary of Transportation Pete Buttigieg:
"I'm coming to this increasingly now as a parent. Our twins are two and a half years old. I was on drop-off duty this morning and they have begun — I have no idea why — they've been asking me about my work. … I tell them I work on cars, that I work on planes and that I work on trains, and I'm working on making those trains go faster. And one of the things I really love is the thought that they're two and a half now, and if we hit our marks, they will never know a world without high-speed rail in the United States."

U.S. House Speaker Emerita Nancy Pelosi:
"One of the biggest challenges in our country, at the kitchen table, because of cost, is housing, housing, housing. All over the country. Mass transit and high-speed rail is an answer to that. … If you're talking clean air, this is an answer. If you're talking about a measure of job creation, this is an answer. Any subject you can bring up from environmental protection to you name it, high-speed rail and mass transit is an answer to it."

U.S. Sen. Alex Padilla:
"It's not just about high-speed rail in California, or now with the Brightline project connecting the Los Angeles region to Las Vegas. … These are really initial legs in what I think is an eventual national network."

White House Advisor Mitch Landrieu:
"It really follows a kind of simple motto that the president has — if you invest in the American people, and you invest in building things in America, and you build it from the bottom up and make sure everybody is included, everybody does better."

Congressman Rick Larsen:
"Thanks to the [Bipartisan Infrastructure Law], we made the largest investment in passenger rail since the founding of Amtrak more than 50 years ago. A high quality, high-speed intercity passenger rail network is our goal. And you have my commitment that we will continue to work toward that vision."

Former California Governor Jerry Brown (via video):
"In California, this is something we've been working on not just for years, but for decades. It's not just the product of one politician or one party. We've required both Republicans and Democrats. Arnold Schwarzenegger got the ball rolling. Before that, when I was governor for the first time, I'd suggested studies to get the ball rolling with high-speed rail. And now, after my term in office and Gavin Newsom following up, we have a continuity. We have a continuing investment, expressing a strong political will. If you want to do that in other parts of America, that's what it takes."

Ray LaHood, former U.S. Transportation Secretary and U.S. High Speed Rail Coalition Co-Chair:
"Without the national government taking the initiative, without the national government in China, Japan, Europe — that's why they have good trains, comfortable trains, affordable trains. Because the national government set the standard and put forth the money. … If people say to you, 'How do we get rail?' You've got to have leadership at the top."

Roger Millar, Washington State Transportation Secretary:
"Serious planning takes serious money…Because we're not building an expressway in a region, we're not building a bridge across the river. We're building a high-speed rail corridor in two states, a province, two countries, et cetera, et cetera. There's a lot to be done."

Brightline CEO Mike Reininger:
"Probably one of the most important end results of this program is, it is the beginning of an industry. This is where the next one and the next one and the next one start. And so the expertise, whether it's construction expertise or technological expertise, is really going to be put to the test in this program. It will make the second, third and fourth ones easier."

Andy Byford, Amtrak Senior Vice President of High-Speed Rail:
"California is making great strides, and Brightline is making superb progress and people have said, 'Well, hang on a minute, where's Amtrak in all of this?' … These things start small — seeds that develop into large oaks — but we are putting together Amtrak's national strategy as America's railroad."

U.S. High Speed Rail CEO Andy Kunz:

“The recent federal investments are a huge boost to American high-speed rail. But let’s not kid ourselves. We’re going to need hundreds of billions of dollars and major policy reforms to develop a high-speed rail network worthy of our great country…The U.S. High Speed Rail Association and our growing advocacy coalition are laser-focused on addressing these challenges and seizing the historic opportunities before us.”

Amit Bose, head of the Federal Railroad Administration:
“When it comes to expanding world class passenger rail, including high-speed rail in America, we’re now talking about clear progress. We’re talking about turning shovels, not just possibilities.”

Congressman Seth Moulton:
“While a lot of people will be talking about fixing roads and bridges, high-speed rail is truly about the future. It’s about the future for America, not just because it’s a better way to get around, but because of what high-speed rail does for our communities. Everyone says they want classic small-town America. They want to be able to walk to local restaurants instead of driving to a strip mall with a whole bunch of chains. Well, the reason we have strip malls and chains is because we all drive cars everywhere we go. You want walkable downtowns, you have to be able to walk. You get walkable downtowns when you have train stations.”

Congressman Jim Costa:
“Big things are hard to do. And frankly there’s no book on how you build high-speed rail in America. In California, we’re writing that book.”

“To build this network in America, we’re going to have to do what they’ve done in Europe and in Asia. We’re going to have to get a Congress in the next Congress and an administration that wants to provide a dedicated source of revenue like the Federal Highway Fund for a high-speed rail network in America. I just don’t see how you build this without having a source of revenue.”

Rod Diridon, U.S. High Speed Rail Coalition Co-Chair and Chairman Emeritus, Mineta Transportation Institute:
“America is becoming a Third World country when it comes to transportation. It’s just a sad thing because we led the world for so long.”

“The worst polluters are short-hop airlines. And that’s the transportation mode that high-speed rail replaces. … If we’re going to save this planet for our kids, we’ve got to have high-speed rail systems replacing carbon combustion.”

Greg Regan, President, AFL-CIO Transportation Trades:
“There are multiple people that are going to need a workforce and they are going to need it soon. And they are going to need it well trained and ready to move. So this is where I would challenge a lot of these folks, a lot of employers, to look to us as a partner. And we can try to figure out a system that can create a pipeline of railroad workers of all crafts and classes that are going to be ready to take the mantle and move this industry forward.”

Meg Cederoth, Director of Planning and Sustainability, California High-Speed Rail Authority:
“We are on a path to an operating railroad. And we are very clear in anchoring ourselves in some core priorities: Making sure that we have a clear definition of what we’re building. Making sure we are transparent and accountable to the stakeholders who are invested in this system. And making sure we

set clear milestones and achieve the progress that we have articulated and bring integrity to what we're doing. This megaproject delivery is crucial to realizing a high-speed rail system in California and it's crucial to advancing the program overall."

Arthur Sohikian, Executive Director, High Desert Corridor JPA:
"A year ago, I was in the audience and I was struggling to see if there were any dotted lines on anybody's map that showed the High Desert Corridor. A year later, to see everybody's map have it? It's exciting."

For more conference information, go to https://hsr2024.com/. Zoom recordings of conference sessions can be accessed via these links:

Day 1a:
https://us06web.zoom.us/rec/share/r2pVero06jSkNd8X8LMHURw_CR75zsSqaxR5uFQGP89xz01XhwbSbSpR6G9BbCt_.e5-gsFhYtvGWQsir?startTime=1715691510000
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Day 1b:
https://us06web.zoom.us/rec/share/r2pVero06jSkNd8X8LMHURw_CR75zsSqaxR5uFQGP89xz01XhwbSbSpR6G9BbCt_.e5-gsFhYtvGWQsir?startTime=1715698589000
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Day 2a:
https://us06web.zoom.us/rec/share/NCyvyvy8SgDB0GtC5OSmKnJGKfqDBJmut0MTxuP0rc-7N_i30knWEz6kdaeNqVLs.AdmGXGAYFiJqkVCZ?startTime=1715775992000
Passcode: zm0%2zC$

Day 2b:
https://us06web.zoom.us/rec/share/NCyvyvy8SgDB0GtC5OSmKnJGKfqDBJmut0MTxuP0rc-7N_i30knWEz6kdaeNqVLs.AdmGXGAYFiJqkVCZ?startTime=1715790338000
Passcode: zm0%2zC$

About USHSR

The U.S High Speed Rail Coalition mobilizes leading labor unions, companies, and public servants to advance investments and policies that are making high-speed rail a reality in America. The Coalition has aggressively advocated for funding for Brightline West, California High Speed Rail, and other key projects in recent years.

Join Us in DC in May: www.hsr2024.com

Ezra R. Silk | Political Director, U.S. High Speed Rail Coalition
+1 860 916 8964

High-speed rail crucial to keeping North Texas booming, Arlington is ready to help | Opinion

star-telegram.com/opinion/opn-columns-blogs/other-voices/article288511589.html

Jim Ross May 16, 2024

By Jim Ross

May 16, 2024 5:28 AM

The future isn't just approaching; it's here. In 2023, the Dallas-Fort Worth area topped the nation in population growth and secured the second spot for job creation, welcoming more than 152,598 residents and adding more than 154,000 jobs, as reported by the U.S. Census and federal employment data.

This rapid expansion underscores an immediate need for innovative solutions. Situated at the heart of this growth, Arlington is ready to be a committed partner, making the high-speed rail project connecting Dallas, Arlington and Fort Worth not just an ambitious vision, but a present-day necessity.

The rapid increase in population and continued job growth in our region are a call to action. We must ensure that our infrastructure can provide safe and efficient mobility options to support our needs. The rail project is more than a transportation solution; it's a strategic response to the here and now — our current growth and the opportunities it presents.

Last year, DFW's job growth ranked second only to the New York City area, highlighting the robust economic vitality of our region. High-speed rail stands to propel this growth further by improving access between our cities within the region and creating new opportunities for growth and collaboration. With the potential connection to other high speed rail lines in Texas, creating never-before seen economic opportunities.

The rail line means direct access to a larger workforce, new businesses and additional tourists for all of North Texas. It's an investment in our economic future, starting now.

This rail project is not merely about enhancing connectivity within our state but is also a testament to our region's commitment to progress and innovation. By facilitating faster, more efficient travel, we're not only catering to our growing population and its needs but also attracting international businesses and tourists, keen to engage with a region that stands at the forefront of technological and infrastructural advancement.

Arlington's commitment to this project as a regional partner underscores our city's focus on connection and collaboration, through a significant project that further enhances DFW's appeal to overseas investors and collaborators. As we forge ahead with high-speed rail,

we’re laying down the tracks for a future where Texas is not just a participant in the global market, but a leader.

I call upon our community members, policymakers and stakeholders at every level to recognize the monumental impact this project has not just on our immediate surroundings, but on our global standing. By supporting the high-speed rail project, we are making a statement to the world: Texas is ready to lead, innovate and thrive on the global stage.

The time to act is now. Let us embrace this project with the foresight and ambition it deserves, propelling Texas into a future where we are not just keeping pace but setting the pace for the world to follow.

Jim Ross is mayor of Arlington.

HNTB Corporation
The HNTB Companies
Infrastructure Solutions

5700 Granite Parkway
Suite 550
Plano, TX 75024

Telephone (214) 748-8400
www.hntb.com

May 14, 2024

[add property owner name]
[add property owner address]
[add property owner address – city, state, zip]

Re: Right-of-Entry Agreement Instructions
Property ID: [add property ID]
Geo ID: [add Geo ID]

Dear Property Owner,

The North Central Texas Council of Governments (NCTCOG) with their consultant are conducting a study on the possible environmental effects of constructing a high-speed train from downtown Fort Worth to downtown Dallas, a project length of approximately 31 miles. Please see the attached fact sheet for more information. HNTB is contacting landowners of properties adjacent to the proposed Project and those who may be affected to request permission for their employees and their contractors to enter the property to perform various types of investigations on NCTCOG's behalf.

The enclosed Right-of-Entry Agreement (Agreement) provides a detailed explanation of the types and nature of the investigations that are needed.

If you wish to grant HNTB and their contractors right-of-entry onto your property, please follow these steps to complete and return the enclosed Agreement **within fifteen days of the date of this letter**.

- Sign and date the Agreement
- Add your comments and conditions for the right-of entry at the bottom of the Agreement
- Make a copy for your records
- Mail the original to: Nicole Alldredge, 5700 Granite Pkwy Suite 550, Plano, TX 75024. A self-addressed, stamped envelope has been included for your use
- If you wish to verify HNTB or their contractors, please contact: Program Manager Brendon Wheeler, PE, CFM, NCTCOG, (682) 433-0478 or BWheeler@nctcog.org
- If you have any additional questions, please contact: Ian Bryant, AICP, Senior Project Manager, HNTB, (469) 879-9670 or ibryant@hntb.com

Please note that you are not required to grant NCTCOG right-of-entry at this time; however, we appreciate your consideration of this request.

Regards,

Ian Bryant, AICP
Senior Project Manager, HNTB
Ibryant@hntb.com

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RIGHT OF ENTRY AGREEMENT

Project Name: DFW High-Speed Rail Service

Project Limits: Downtown Fort Worth to Downtown Dallas

Counties: Tarrant and Dallas

Parcel ID: [add parcel ID info]

Property Legal Description: [add legal description]

The undersigned property owner or their authorized designee (the Grantor) grants the North Central Texas Council of Governments' (NCTCOG) contractors (specifically HNTB, ERG, VRX, Cross Spectrum) right-of-entry (ROE) for the real property (the Property) shown on the attached map (Attachment A) for the purposes of conducting environmental investigations for the DFW High-Speed Rail Service Project. This document will be referred to as the Agreement.

NCTCOG has proposed to construct high-speed rail service between Downtown Fort Worth and Downtown Dallas within Tarrant and Dallas Counties. HNTB is the project consultant, working on behalf of NCTCOG. The Property is located within an area that may be affected by the Project.

NCTCOG and HNTB on behalf of NCTCOG are required by state and federal environmental laws to determine whether there are specific environmental resources located in the vicinity of the Project and evaluate the potential to impact resources located in the Corridor as shown on the attached project fact sheet. HNTB or its contractors may be performing investigations for the Project and may be identifying environmental resources along the corridor, including but not limited to: wetlands and streams, cultural resources (historical and archeological), regulated materials, threatened and endangered species, and sensitive habitats or areas. HNTB contractors include Environmental Research Group (ERG), Cross Spectrum Acoustics (CSA), and VRX, Inc.

Work needed to complete environmental investigations for the Project will be conducted by HNTB contractors on behalf of NCTCOG. The investigations may include surveys to identify archeological sites and, if sites are present, further evaluation of those sites to determine eligibility for inclusion in the National Register of Historic Places and designations as a State Antiquities Landmark may be required. In some cases, the investigations may also involve limited hand excavation (such as shovel-dug probes). Any needed excavation will be backfilled, and the surface will be returned as close as possible to its original state.

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RIGHT OF ENTRY AGREEMENT

In addition, HNTB or its contractors may need to investigate habitats or locations that may be home to threatened or endangered species as well as wetlands or streams. Land surveying in the project vicinity, along the right-of-way, may also need to be performed. Field investigations would likely take place on foot.

The Grantor understands and agrees to the following terms and conditions:

- After granting the requested right-of-entry, the Owner, or the owner's authorized agent with signatory responsibility, reserves all rights, titles and interest in and to the property.
- The right-of-entry shall not prejudice the Owner's rights to any relocation benefits for which the Owner(s) would otherwise be eligible.
- The Owner(s) or the owner's authorized agent with signatory responsibility, grants HNTB or its contractors access to perform the investigation work at its own risk and expense. Temporary flagging or temporary markers may be used to locate specific features or survey points on the property.
- HNTB or its contractors are authorized to cross other portions of the Property to gain access to the Corridor for purposes of the investigative work.
- To the extent possible, HNTB and its contractors will walk the Corridor and observe all of the information needed for the investigation, without using excavations, and will leave the Property in substantially the same condition as it was prior to the investigation.
- The Agreement shall be effective the date it is executed and shall remain in effect until December 31, 2024.
- The Grantor may be present during the investigation. Please indicate the preferred method for notification at the bottom of the form.
- The Grantor will contact any tenants or lessees on the Property or will provide the names and contact numbers to HNTB prior to HNTB or its contractors entering the Property.
- The right-of-entry, unless revoked or terminated, shall extend to and bind the signatory parties, their heirs, executors, administrators, legal representatives, successors, and assigns, including the contractors, consultants, agents and all other HNTB has deemed necessary to share in this right-of-entry.
- If the Owner is not the original individual, by signature, the undersigned authorized representative of the Owner with signatory authority warrants and represents that he or she is duly authorized and empowered to enter into and to execute the right-of-entry on behalf of the Owner.
- If the property is owned by multiple Owners, all legal Owners must sign this right-of-entry form for it to be effective.
- Any artifacts found during the investigation will be documented in the field and then returned to the place where they were found.

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RIGHT OF ENTRY AGREEMENT

If you have any questions about the investigations or surveys that may be conducted, or if you have information about the Property you wish to share, please contact:

Ian Bryant, AICP, Project Manager, HNTB

Email Address: ibryant@hntb.com

Telephone Number: (469) 879-9670

Note that information, conditions, or comments concerning the Property may be described below.

This agreement applies to the Dallas-Fort Worth High-Speed Rail Project and Parcel ID [insert parcel ID], and shall be effective as of the date of signature(s) below:

_____

SIGNATURE OF PROPERTY OWNER/AUTHORIZED AGENT

_____

PRINTED NAME OF PROPERTY OWNER/AUTHORIZED AGENT

_____

DATE

CONTACT INFORMATION

Telephone Number: _____

Email Address: _____

Mailing Address: _____

_____

_____

_____

SIGNATURE OF PROPERTY OWNER/AUTHORIZED AGENT

_____

PRINTED NAME OF PROPERTY OWNER/AUTHORIZED AGENT

_____

DATE

CONTACT INFORMATION

Telephone Number: _____

Email Address: _____

Mailing Address: _____

_____

_____

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RIGHT OF ENTRY AGREEMENT

Comment/Conditions for right-of-entry or denial of right-of-entry

(Include contact information for advanced notification)

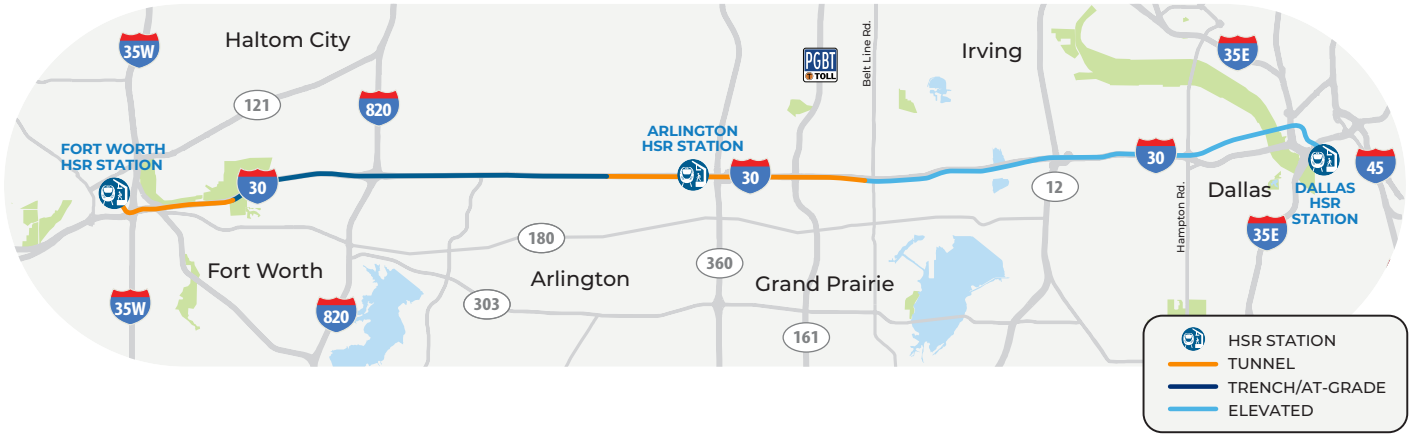
_____
_____
_____
_____
_____
_____
_____

_____

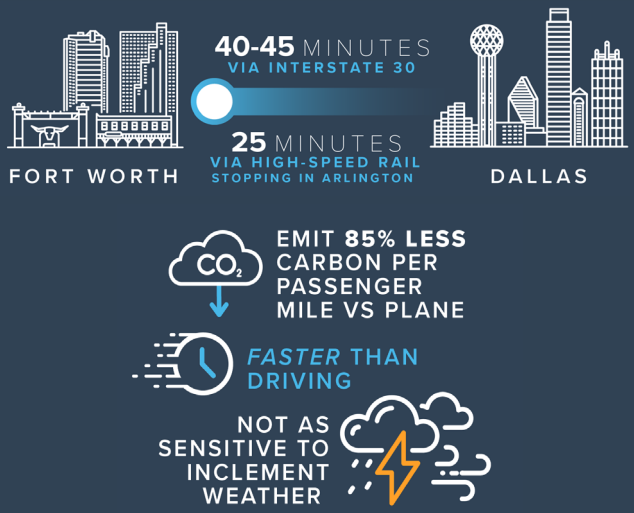
DALLAS-FORT WORTH
HIGH-SPEED RAIL SERVICE PROJECT

HIGH-SPEED TRANSPORTATION
DALLAS-FORT WORTH

The North Central Texas Council of Governments and their consultant are conducting a study on the possible environmental effects of constructing a high-speed train from downtown Fort Worth to downtown Dallas.



BENEFITS OF HIGH-SPEED RAIL



During this environmental study, team members will review and analyze potential impacts to nature, including water and wetlands and local species and ecological systems. The team will also study community impacts, including air quality, noise and vibration and visual impacts, among others. This study began in March 2024 and will be complete by March 2025.

There is no timeline for funding or construction of this project at this time.

For additional information on this project, visit our website: www.nctcog.org/dfw-hstcs

You can also leave comments or questions here and a project team member will respond.

North Central Texas Council of Governments

240876

COUNCIL CHAMBER

June 12, 2024

WHEREAS, in February 2021, the city began development of a master plan for expansion of the Kay Bailey Hutchison Convention Center; and

WHEREAS, on November 8, 2022, Dallas voters approved a new two percent hotel occupancy tax to fund expansion of the Kay Bailey Hutchison Convention Center and improvement of certain facilities within Fair Park; and

WHEREAS, planned improvements at Fair Park following the November 8, 2022 election include renovations to Cotton Bowl Stadium and Fair Park Music Hall; and

WHEREAS, the city is currently examining expansion of the city's streetcar system including a connection to the M-Line Trolley and future connections to Fair Park, the Dallas Zoo, Deep Ellum, Trinity Groves, and Lower Greenville; and

WHEREAS, on April 10, 2024, City Council adopted a historic and cultural preservation plan to broaden the role of the city's historical and cultural preservation efforts beyond the historic preservation program within the Department of Planning and Urban Design;

WHEREAS, on March 6, 2024, City Council was briefed on major downtown transportation initiatives including the Eddie Bernice Johnson Union Station, high-speed rail, and expansion of the streetcar system; and

WHEREAS, City Council requested an economic impact study on the impacts of the Dallas to Fort Worth high speed rail alignment following the March 6, 2024 briefing; and

WHEREAS, for purposes of this resolution, the Central Business District is the area defined by Section 28-114.11 of the Dallas City Code.

Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1. That, at this time, except for streetcar expansion projects currently under consideration, City Council does not support construction of new aboveground passenger rail lines through the Central Business District, Uptown, and Victory Park areas.

SECTION 2. That many large projects are underway in the city and, except for streetcar expansion projects currently under consideration, City Council is proritizing redevelopment of the Kay Bailey Hutchison Convention Center and the needs of Fair Park and other historically significant parks and residential neighborhoods ahead of construction of new aboveground passenger rail lines through the Central Business District, Uptown, and Victory Park areas.

SECTION 3. That City Council commits to revisit the proposed Dallas to Fort Worth high speed rail discussion after it recieves and considers the economic impact study requested by City Council at the March 6, 2024 City Council briefing.

SECTION 4. That this resolution shall take effect immediately from and after its passage in accordance with the Charter of the City of Dallas, and it is accordingly so resolved.

APPROVED BY
CITY COUNCIL

JUN 12 2024

CITY SECRETARY

North Texas Center for Mobility Technologies
Project Tracker

	Description	Funding	Action	Status	NCTCOG Staff Lead	RTC Commitment ($2.5M) for NTCMT; Remaining Funds
T2021-01 TRN6796	Airspace Hazard Identification and Alerting Service (AHAS) for Advanced Air Mobility - UNT	Project Budget - $400,000 NCTCOG - $100,000	Aug STTC/Sep RTC 2021	Completed	N/A	$2,400,000
T2021-02	Automotive Millimeter Wave Radar Sensor-Enabled Safety Enhancement Technologies for Cyclists - UNT	Project Budget - $200,000; NCTCOG - $50,000	Aug STTC/Sep RTC 2021	Cancelled	N/A	$2,400,000
T2022-02 TRN6958	Research and Development of Edge-Centric Hosted 5G Infrastructure Test Platform	Project Budget - $500,000 NCTCOG - $125,000	August STTC/ September RTC 2022	~$80,000 expended	Connor Sadro Transportation Planner III Transportation Department Office: (817) 608-2395 Email: csadro@nctcog.org	$2,275,000
T2022-01 TRN6797	Development, Implementation, and Evaluation of Digital Transformation in Parking and Transportation Services: UTA Case Study	Project Budget - $487,000; NCTCOG - $120,000	Aug STTC/Sep RTC 2022	~$72,000 expended	Travis Liska Principal Transportation Planner Transportation Department Office: (817) 704-2512 Email: TLiska@nctcog.org	$2,155,000
T2023-01 TRN7342	Advanced Air Mobility / Urban Mobility System Within the Dallas-Fort Worth Metroplex (NTXAAMPP) – UNT	Project Budget - $1,320,000; NCTCOG - $330,000	October STTC / November RTC 2023	No invoices yet. Amendment #1 pending.	Ernest Huffman Program Manager Transportation Department Office: (817) 704-5612 Email: EHuffman@nctcog.org	$1,825,000
NEW	Intelligent Power Management Strategy for EV Grid Integration in Localized Communities	Project Budget - $336,000; NCTCOG - $84,000	June STTC / July RTC 2024		Lori Clark Senior Program Manager Transportation Department Office: (817) 695-9232 Email: lclark@nctcog.org	$1,741,000
	Project Budget Total	**$3,043,000**				

06/2024

North Texas Center for Mobility Technologies

Sponsored Research Project Funding Report

Intelligent Power Management Strategy for Electric Vehicle Grid Integration in Localized Communities

Background

Project Overview

This project is to develop a "how to" guide or comprehensive EV grid integration strategies for localized grid networks to effectively optimize power distribution, improve grid resilience, and enhance network capability.

Technical Approach

Task/ Milestone	Period	Deliverables
Network data analysis and regularity study on EV grid integration planning	Week 1 -12	• Regulation Report • Standard Summary • Execution Plan • Sponsor monthly update meetings
Research and design a scale and acquire hardware and model for the EV grid integration evaluation platform	Week 13 – 20	• Hardware Design and Implementation Plan • Sponsor monthly update meetings
Develop a physical system-level EV grid integration evaluation platform	Week 21 – 44	• Assembled and Verified EV Grid Integration Platform • Sponsor monthly update meetings
Identify the possible four-quadrant grid-supporting capability of EVs	Week 45 – 60	• Potential Electric Vehicles Ancillary Service Report • Sponsor monthly update meetings
Create an effective EV grid integration strategy for localized networks	Week 61 – 80	• Tested and Simulated EV Grid Integration Strategy • Sponsor monthly update meetings
Study and research identify potential EV grid integration plans in localized networks	Week 81 - 96	• City Planning Report • Sponsor monthly update meetings

Impacts of the Research

The deliverables of this project will increase this region's aptitude for planning EV charging grid resilience. By implementing an evaluation platform that measures the EV grid integration, this research will provide city planners with a comprehensive strategy to replicate efforts in their respective localities. The impacts of this cohesive strategy means North Texas will have legacy infrastructure that supports the growth of innovative fuel alternatives through access of necessary infrastructure.

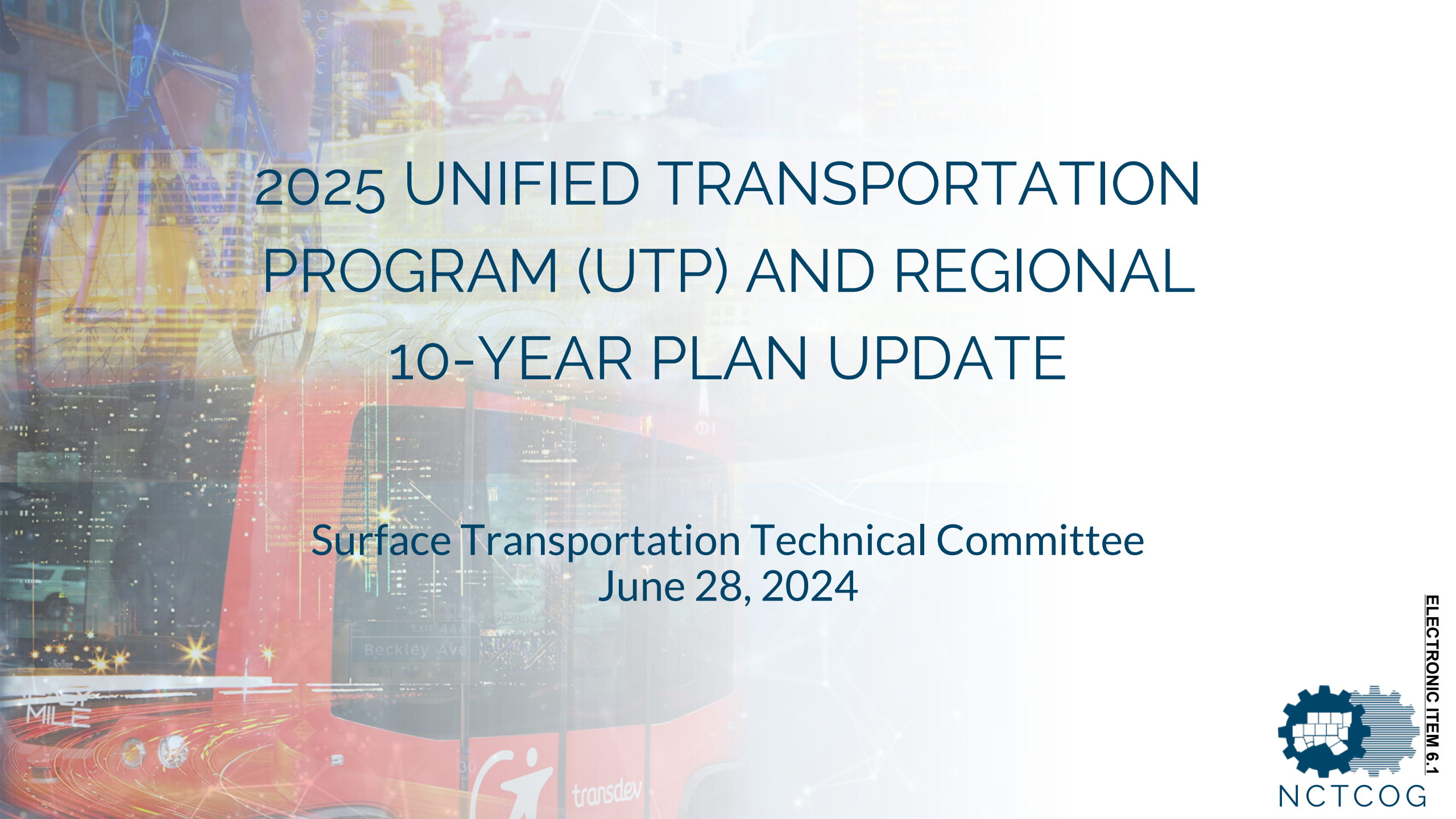
Research sponsored by: Naser Abusaad, Barlett and West

University leads: Dr. King Man Siu (UNT); Dr. Hassan Qandil (UNT)

Project budget: $336,000

NCTCOG Contribution: $84,000

Please feel free to contact Lori Clark if you have any questions.



2025 UNIFIED TRANSPORTATION PROGRAM (UTP) AND REGIONAL 10-YEAR PLAN UPDATE

Surface Transportation Technical Committee
June 28, 2024

ELECTRONIC ITEM 6.1

NCTCOG

BACKGROUND

- Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods
- Includes projects funded with Category 2 (MPO selected), Category 4 (Texas Department of Transportation [TxDOT] District selected), and Category 12 (Texas Transportation Commission [TTC] selected)
- The Regional 10-Year Plan was originally approved by the Regional Transportation Council (RTC) in December 2016
- This plan is updated annually in conjunction with the development of TxDOT's UTP

ACTIVITIES SINCE LAST UPDATE

- TxDOT began developing the 2025 UTP in Fall 2023
- NCTCOG staff has coordinated with the TxDOT Districts regarding project updates (e.g., costs/funding, environmental clearance and let dates), and potential new projects
  - Includes 2024 projects that need additional funding to cover cost overruns at letting
- To satisfy a February 16, 2024 deadline set forth by TxDOT, a draft project listing was developed that included project revisions and potential new projects

PRINCIPLES FOR THE DEVELOPMENT OF THE REGIONAL 10-YEAR PLAN

- Project should be included in the Metropolitan Transportation Plan
- Focus on “system” versus new, stand-alone projects
- Fully fund existing projects before funding new projects (with a focus on projects letting in the next 2-3 years)
- Ensure equity of county allocations
- Maintain toll lanes/toll managed lanes on selected corridors
- Re-fund previously unfunded projects, when possible
- Ensure all RTC projects are approved in 2025 UTP (including “placeholders”)
- Projects must be scored and should have a score sufficient to qualify for funding

REGIONAL FUNDING ALLOCATIONS FOR 2017-2025 UTPs

Funding Category*	2017 UTP	2018 UTP	2019 UTP	2020 UTP	2021 UTP	2022 UTP	2023 UTP	2024 UTP	2025 UTP (Proposed)
Category 2	$3.784	$3.607	$3.832	$3.516	$2.913	$2.931	$3.205	$3.470	$3.448
Category 4	$0.830	$1.553	$1.637	$1.537	$1.340	$1.348	$1.593	$2.341	$2.626
Category 12	$0.812	$2.130	$1.395	$3.041	$3.089	$2.601	$3.132	$4.082	TBD
Total Allocation	**$5.426**	**$7.290**	**$6.864**	**$8.094**	**$7.342**	**$6.880**	**$7.930**	**$9.893**	**TBD**

* Amounts shown in billions

WEST/EAST DISTRIBUTION – CATEGORY 2 AND NON-FORMULA FUNDS

- In coordination with TxDOT, the TIP Team has tracked lettings, change orders, and other charges for Category 2 funding since 2014 to determine carryover for each subregion.
- Coordination with TxDOT is also ongoing regarding the region's non-formula (e.g., Category 12) tracking efforts.
- More details on the region's latest Category 2 carryover balance and non-formula tracking will be provided once coordination with TxDOT and funding decisions have been finalized.

NEXT STEPS

- Incorporate changes to listings if the region receives any Category 12 funding from the TTC
- Finalize project listings in coordination with the TxDOT Districts and TxDOT Headquarters
- Bring back the listings for approval, including Category 12 amounts and changes to the Let/Completed projects list (e.g., 2024 cost overruns)
- Provide an update on the region's Category 2 carryover balances and latest information on West/East non-formula fund tracking
- Bring back any project changes to the committees if the TTC action is different than proposed project listings

TIMELINE/ACTION

MEETING/TASK	DATE
Funding Targets Received	January 30, 2024
Initial draft list due to TxDOT	February 16, 2024
STTC Information	**June 28, 2024**
RTC Information	July 11, 2024
Public Involvement	July 2024
STTC Action	July 26, 2024
RTC Action	August 8, 2024
TxDOT Public Involvement for 2025 UTP	July 2024 and August 2024
Anticipated TTC Approval of 2025 UTP	August 2024

CONTACT/QUESTIONS?

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

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

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

Dylan Niles
Transportation Planner I
Ph: (682) 433-0512
dniles@nctcog.org

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2025 - FY2034

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
												$2,041,849,239	$2,173,143,889	$1,615,545,886	$1,811,910,369	$560,432,371	$560,432,371	$1,804,062,095	$1,804,062,095	
Collin County Projects																				
TBD	1012-02-030	FM 545	FM 2933 to BS-78D	Realign existing roadway to improve horizontal and vertical alignment and add shoulders	June 2019 (Actual)	September 2045 ~~2028~~	2045 ~~2029~~	Funding previously reduced and moved to CSJ 0047-04-031, which was ready to advance sooner; Remaining Category 4 funding moved to CSJ 1012-03-043; RTL: June 2024	$9,324,256	$9,324,256	$0			$0	$0					81.22
TBD	1012-02-043	FM 545	Champions Way to West of CR 1377	Realign existing roadway to improve horizontal and vertical alignment and add shoulders	June 2019 (Actual)	September 2028	2029	Breakout project (from TIP 13076/CSJ 1012-02-030); Dallas District pursuing Category 11 Safety funding for this project	$14,540,243	$21,879,638	$0			$14,540,243	$0					81.22
N/A	N/A	North/ South Roadways	West and East of Lake Lavon		TBD	TBD	TBD	Feasibility study being done by NCTCOG; In prior years, moved $100,000,000 of Category 12 funds to the US 380 corridor; Moved $15,000,000 of Category 2 to TIP 13036/CSJ 0009-12-219 and $35,000,000 of Category 2 to TIP 55221/CSJ 0009-12-215; Reduction in Category 2 funding offset by increase in Category 12 funding; Funding moved to breakout project CSJ 0135-04-036	TBD	TBD	$0	$0	$0			$0	$0			70.56
N/A	N/A	Regional Outer Loop	DNT to SH 121		TBD	TBD	TBD	Working on local environmental document; Collin County desires that local funds be used on Regional Outer Loop, so federal funds were moved to North/South Roadways and US 380 projects; Collin County to contribute $111,249,684 in bond funds over next 5 years	TBD	TBD	$0	$0	$0							70.00
N/A	N/A	Regional Outer Loop	US 380 to Rockwall County Line; North/South Arterial		TBD	TBD	TBD	Collin County desires that local funds be used on Regional Outer Loop, so federal funds moved to US 380 project; Collin County to contribute $32,400,000 in bond funds over next 5 years	TBD	TBD	$0	$0	$0							70.00
13071	0364-04-051	Spur 399	US 75 to SH 5	Reconstruct and widen 4 lane freeway to 8 lane freeway and construct 4/8 lane continuous to 4/8 lane continuous frontage roads	March 2023 (Actual)	April 2025 ~~August 2027~~	2025 ~~2027~~	Breakout of larger US 380 project; RTL: November 2026	$42,547,677	$42,547,677	$42,547,677	$42,547,677	$42,547,677							67.27
55156	0364-04-049	Spur 399	At SH 5	Construct interchange	July 2020 (Actual)	April 2025 ~~June 2028~~	2025 ~~2028~~	Project added to the 10-Year Plan via 2020 UTP; RTL: October 2024	$40,620,470	$40,620,471	$40,620,471	$40,620,471	$40,620,471							80.91
55287	0047-10-002	Spur 399	SH 5 to US 380	Construct 0 to 6/8 lane freeway and construct 0 to 4/6 lane continuous frontage roads	March 2023 (Actual)	February 2032	2032	New US 380 breakout project; TxDOT requested Category 12 funding through 2023 UTP, but the full amount was not awarded; $150,000,000 of Category 12 funding was formerly Category 2 funding (part of a funding exchange to advance IH 30 Canyon project in Dallas); RTL: November 2026; Dallas District requesting additional Category 12 funding for this project; Category 12 decisions by TxDOT HQ and TTC are pending	$938,159,376	$891,648,906	$410,572,142	$0	$55,307,745	$0	$78,144,397	$0	$0	$277,120,000	$277,120,000	50.68
TBD	0047-10-005	Spur 399	SH 5 to Airport Road	Construct 0 to 6/8 lane freeway and construct 0 to 4/6 lane frontage roads	TBD	February 2032	2032	New project being proposed for funding; Dallas District requesting Category 12 funding for this project; Category 12 decisions by TxDOT HQ and TTC are pending; RTL: November 2026	N/A	$193,072,654	$42,371,957			$0	$42,371,957					TBD
13010	0047-09-034	SH 5	South of FM 1378 to Spur 399	Reconstruct and widen 2 lane undivided roadway to 4 lane divided urban roadway	July 2020 (Actual)	June 2027	2027	RTL: March 2026	$15,586,877	$16,467,260	$16,467,260	$15,586,877	$16,467,260							72.39
13072	0047-05-058	SH 5	SH 5/Spur 399 intersection to Stewart Rd.	Reconstruct and widen 4 lane arterial to 8 lane freeway and construct 0 to 4/6 lane continuous frontage roads	March 2023 (Actual)	April 2025 ~~January 2030~~	2025 ~~2030~~	Breakout of larger US 380 project; Funding offset by reduction on CSJ 0135-03-053; RTL: November 2026	$24,199,370	$24,199,370	$24,199,370	$24,199,370	$24,199,370							60.18
13073	0047-05-057	SH 5	Stewart Road to El Dorado Parkway	Reconstruct and widen 4 lane undivided roadway to 6 lane divided roadway	July 2020 (Actual)	April 2025 ~~June 2026~~	2026	Breakout project of larger SH 5 project (TIP 13026/CSJ 0047-05-054) that is the priority section for Collin County and the City of McKinney; Category 2 funding previously partially offset by reduction on TIP 13026/CSJ 0047-05-054; Category 2 funding to be transferred to TIP 13073.1/CSJ 0047-05-061; RTL: ~~October 2024~~ April 2025	$116,433,994	$69,238,582	$69,238,582	$86,750,627	$39,555,215	$29,683,367	$29,683,367					78.69
13073.1	0047-05-061	SH 5	North of El Dorado Parkway to Power House Street	Reconstruct 4 to 4 lane roadway	TBD	June 2027	2027	Breakout project from TIP 13073/CSJ 0047-05-057	N/A	$56,267,909	$56,267,909	$0	$47,195,411	$0	$9,072,498					78.69
13026	0047-05-054	SH 5	Power House Street to South of CR 275	Reconstruct and widen 2 lane undivided roadway to 4 lane divided urban roadway (ultimate 6 lanes)	July 2020 (Actual)	September 2028	2029	Category 2 funding previously moved to breakout project (TIP 13073/CSJ 0047-05-057) that is the priority section for Collin County and the City of McKinney; RTL: ~~September 2024~~ April 2025	$91,698,188	$81,216,979	$0	$0	$0							78.69

Amounts only include Cat 2, 4, 12 funds
Red text indicates updates since August 2023 RTC meeting

STTC Information
June 28, 2024

ELECTRONIC ITEM 6.2

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2025 - FY2034

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
												$2,041,849,239	$2,173,143,889	$1,615,545,886	$1,811,910,369	$560,432,371	$560,432,371	$1,804,062,095	$1,804,062,095	
13026.2	0047-04-030	SH 5	South of CR 275 to South of SH 121	Reconstruct, widen, and realign 2 lane undivided roadway to 4 lane divided roadway (ultimate 6) and realign SH 121/SH 5 interchange	August 2021 (Actual)	September 2028	2029	Project will be considered for funding in future 10-Year Plan Update; RTL: ~~September 2024~~ April 2025	$37,953,344	$37,282,758	$0	$0	$0							80.73
13075	0047-04-029	SH 5	South of SH 121 to South of Melissa Rd	Reconstruct and widen 2 lane (4 lane transitional) undivided roadway to 4 lane divided urban roadway (ultimate 6)	August 2021 (Actual)	September 2027	2028	Project will be considered for funding in future 10-Year Plan Update; RTL: September 2025	$3,545,375	$10,045,880	$0	$0	$0	$0	$0					85.68
13021	0047-04-032	SH 5	North of Collin County Outer Loop to FM 455 with Transitional Section/North of Hackberry Drive	Reconstruct and widen 2 lane rural highway to 4 lane urban	September 2018 (Actual)	August 2033	2033	RTL: ~~December 2023~~ January 2025	$37,505,048	$58,404,773	$58,404,773			$37,505,048	$58,404,773					73.07
TBD	0047-04-033	SH 5	North of Hackberry Drive to CR 375	Reconstruct and widen 2 lane rural highway to 4 lane urban	September 2018 (Actual)	August 2032	2032	RTL: ~~December 2023~~ January 2025	$32,473,108	$51,292,734	$32,473,108			$32,473,108	$32,473,108					75.64
54023	0091-03-022	SH 289	N Bus 289C, North of Celina to N CR 60/CR 107 (Grayson County Line)	Reconstruct and widen 2 lane rural highway to 4 lane divided urban (Ultimate 6)	December 2018 (Actual)	August 2033	2033		$32,875,158	$37,331,924	$37,331,924			$32,875,158	$37,331,924					68.46
55280	0135-11-024	US 380	Denton/Collin County Line to East of SH 289	Reconstruct 6 lane arterial to 6 lane freeway and construct 0 to 4/6 lane continuous frontage roads	July 2023 (Actual)	August 2033	2033	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project was not proposed for funding; Category 12 funding (but not the full request) awarded through 2024 UTP; RTL: May 2026; Dallas District requesting to shift Category 12 funding to CSJ 0047-10-005 and 0047-10-002; Category 12 decisions by TxDOT HQ and TTC are pending	$180,320,000	$645,742,361	$90,160,000							$90,160,000	$90,160,000	72.12
55281	0135-02-068	US 380	East of SH 289 to West of Lakewood Drive	Reconstruct 6 lane arterial to 6 lane freeway and construct 0 to 4/6 lane continuous frontage roads	July 2023 (Actual)	August 2033	2033	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project was not proposed for funding; Category 12 funding (but not the full request) awarded through 2024 UTP; RTL: May 2026; Dallas District requesting to shift Category 12 funding to CSJ 0047-10-005 and 0047-10-002; Category 12 decisions by TxDOT HQ and TTC are pending	$95,536,000	$267,702,667	$47,768,000							$47,768,000	$47,768,000	72.90
13067	0135-02-065	US 380	Coit Road to JCT US 380/University Drive	Coit Road to Lakewood: Reconstruct 6 to 6 lane arterial; Lakewood to JCT US 380/University Drive: Reconstruct and widen 6 lane arterial as an 8 lane freeway with 0 to 4/6 lane continuous frontage roads	September 2023 (Actual)	September 2029	2030	Breakout of larger US 380 project; Category 2 funding offset by reduction on CSJ 0135-03-053; Part of 2022 SE Connector Cat 2/12 exchange; Category 2 funds previously removed from this project and replaced with Category 12 funds; Funding moved to a portion of the SE Connector project (TIP 55041.1/CSJ 0008-13-250) so it could be advanced prior to February 2023; RTL: June 2027; Dallas District requesting to move Category 12 funding to CSJ 0047-10-005; Category 12 decisions by TxDOT HQ and TTC are pending	$165,692,800	$378,147,900	$120,000,000	$0	$0	$45,692,800	$0			$120,000,000	$120,000,000	69.40
13070	0135-15-002	US 380	JCT US 380/West University (West of McKinney) to JCT US 380/East University (East of McKinney)	Construct 0 to 8 lane freeway and 0 to 4/6 lane frontage roads	September 2023 (Actual)	September 2029 ~~2027~~	2030 ~~2028~~	Breakout of larger US 380 project; Part of the 2022 UTP Southeast Connector funding exchange and received Category 12 funding; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the full amount was not awarded by the TTC; Instead of proposing $100,000,000 of Category 2 funding on the project, $100,000,000 of Category 12 funding to be proposed for TTC approval as part of a funding exchange to advance the IH 30 Canyon project in Dallas; $9,588,561 of Category 4 funding previously moved to cover increased costs on TIP 20115/CSJ 0081-03-047, CSJ 0095-03-108, and CSJ 0095-03-109; RTL: June 2027; Propose to move Category 4 funding to TIP 13070.1/CSJ 0135-15-004; Dallas District proposing to shift Category 12 funding to breakout CSJs 0135-15-005 and 0135-15-006; Category 12 decisions by TxDOT HQ and TTC are pending	$810,036,080	$2,709,384,784	$386,513,136	$0	$0	$94,718,639	$0	$0	$0	$386,513,136	$386,513,136	87.62
13070.1	0135-15-004	US 380	JCT US 380/West University Drive to JCT US 380/East University Drive	Construct 0 to 8 lane freeway	TBD	September 2029	2030	Breakout from TIP 13070/CSJ 0135-15-002; $60,000,000 of the Category 2 funding completes the Collin County Federal/Local Partnership that was approved by the RTC on November 9, 2023; Collin County funds being removed from another section of US 380 (TIP 13069/CSJ 0135-04-036) and replaced with Category 2 funds on this project	N/A	$1,413,626,944	$457,944,757	$0	$136,775,300	$0	$321,169,457					87.62
TBD	0135-15-005	US 380	JCT US 380/West University Drive to US 75	Construct 0 to 4/6 lane frontage roads	TBD	September 2029	2030	Breakout from TIP 13070/CSJ 0135-15-002; Dallas District requesting Category 12 funding for this project; Category 12 decisions by TxDOT HQ and TTC are pending	N/A	$474,142,925	$11,141,247			$0	$11,141,247					87.62

Amounts only include Cat 2, 4, 12 funds
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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2025 - FY2034

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
												$2,041,849,239	$2,173,143,889	$1,615,545,886	$1,811,910,369	$560,432,371	$560,432,371	$1,804,062,095	$1,804,062,095	
TBD	0135-15-006	US 380	US 75 to JCT US 380/East University Drive	Construct 0 to 4/6 lane frontage roads	TBD	September 2029	2030	Breakout from TIP 13070/CSJ 0135-15-002; Dallas District requesting Category 12 funding for this project; Category 12 decisions by TxDOT HQ and TTC are pending	N/A	$338,673,518	$8,753,838			$0	$8,753,838					87.62
13068	0135-03-053	US 380	JCT US 380/East University (East of McKinney) to FM 1827	Reconstruct and widen 6 lane arterial to 8 lane freeway and construct 0 to 4/6 lane continuous frontage roads	September 2023 (Actual)	September 2027	2028	US 380 breakout project; RTL: June 2027; Propose to move Category 2 funding to breakout project (TIP 13070.1/CSJ 0135-15-004)	$16,083,200	$16,083,200	$0	$16,083,200	$0	$0	$0					95.51
55283	0135-03-056	US 380	FM 1827 to JCT US 380/West Princeton Drive	Reconstruct and widen 6 to 10 lane freeway and construct 0 to 4/6 lane continuous frontage roads	November 2023	April 2034 ~~2033~~	2034 ~~2033~~	New US 380 breakout project; TxDOT requested Category 12 funding through 2023 UTP and 2024 UTP, but the project was not proposed for funding; RTL: March 2027; Propose to move Category 2 funding to TIP 13070.1/CSJ 0135-15-004	$16,552,435	$130,041,119	$0	$1,000,000	$0					$0	$0	59.54
55284	0135-16-002	US 380	JCT US 380/West of Princeton Drive to JCT US 380/East of Princeton Drive	Construct 0 to 8/10 lane freeway and construct 0 to 4/6 lane continuous frontage roads	November 2023	April 2034 ~~2033~~	2034 ~~2033~~	New US 380 breakout project; TxDOT requested Category 12 funding through 2023 UTP and 2024 UTP, but the project was not proposed for funding; RTL: March 2027; Propose to move Category 2 funding to TIP 13070.1/CSJ 0135-15-004	$464,290,445	$958,923,280	$0	$1,000,000	$0					$0	$0	50.00
13069	0135-04-036	US 380	JCT US 380/East Princeton Drive to CR 560	Reconstruct and widen 4 lane arterial to 8 lane freeway and construct 0 to 4/6 lane continuous frontage roads	November 2023	March 2029	2029	US 380 breakout project; Staff previously placed Collin County North/South roadway placeholder funding on this section of US 380 as it includes a N/S roadway bridge at the lake; ~~Project also includes $60,000,000 of Collin County funds to complete the funding exchanges on the Panther Creek Parkway and McKinney National Airport runway projects approved by the RTC in November 2020;~~ Project was awarded $40,008,000 of Category 12 Strategic Priority funding via 2022 UTP; RTL: March 2027; Dallas District requesting to shift Category 12 funding to TIP 55287/CSJ 0047-10-002 and CSJ 0047-10-005; Category 12 decisions by TxDOT HQ and TTC are pending	$127,008,000	$699,957,905	$40,008,000	$27,000,000	$0			$0	$0	$40,008,000	$40,008,000	87.62
55285	0135-04-038	US 380	CR 560 to JCT US 380/Audie Murphy (West of Farmersville)	Reconstruct and widen 4 lane arterial to 6 lane freeway and construct 0 to 4/6 lane continuous frontage roads	June ~~July~~ 2023 (Actual)	September ~~October~~ 2032	2033	New US 380 breakout project; TxDOT requested Category 12 funding through 2023 UTP and 2024 UTP, but the project was not proposed for funding; RTL: July 2026; Propose to move Category 2 funding to TIP 13070.1/CSJ 0135-15-004	$20,944,000	$88,788,389	$0	$1,000,000	$0					$0	$0	67.01
55286	0135-17-002	US 380	JCT US 380/Audie Murphy (West of Farmersville) to West of CR 698 (Collin/Hunt County Line)	Construct 0 to 6 lane freeway and construct 0 to 4/6 lane continuous frontage roads	June ~~July~~ 2023 (Actual)	October 2033 ~~2032~~	2034 ~~2033~~	New US 380 breakout project; TxDOT requested Category 12 funding through 2023 UTP and 2024 UTP, but the project was not proposed for funding; RTL: July 2026; Propose to move Category 2 funding to TIP 13070.1/CSJ 0135-15-004	$506,016,000	$687,620,789	$0	$1,000,000	$0					$0	$0	60.92
55282	0135-05-028	US 380	West of CR 698 (Collin/Hunt County Line) to CR 698/CR 699 (Collin/Hunt County Line)	Reconstruct 4 lane arterial to 4 lane freeway and construct 0 to 4/6 lane continuous frontage roads	June ~~July~~ 2023 (Actual)	October 2033 ~~2033~~	2034 ~~2034~~	New US 380 breakout project; TxDOT requested Category 12 funding through 2023 UTP and 2024 UTP, but the project was not proposed for funding; RTL: July 2026; Propose to move Category 2 funding to TIP 13070.1/CSJ 0135-15-004	$35,280,000	$29,553,648	$0	$1,000,000	$0					$0	$0	61.27
55233	0135-03-046	US 380	West of Bridgefarmer Road to 4th Street	Reconstruct and widen 4 lane roadway to 6 lane divided	January 2020 (Actual)	May ~~March~~ 2025	2025	Project added to the 10-Year Plan via 2020 UTP; Project also has $11,000,000 of Collin County funds; RTL: December 2024	$44,225,917	$80,313,309	$69,313,309	$24,189,901	$24,189,901	$9,036,016	$45,123,408					81.70
55233.1	0135-03-057	US 380	Airport Drive to West of Bridgefarmer Road	Reconstruct and widen 4 lane roadway to 6 lane divided	January 2020 (Actual)	May ~~March~~ 2025	2025	Breakout of TIP 55233/CSJ 0135-03-046; RTL: December 2024	$34,556,833	$62,703,386	$62,703,386	$34,556,833	$62,703,386							81.70
55234	0135-04-033	US 380	4th Street to CR 458	Reconstruct and widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	May ~~March~~ 2025	2025	Project added to the 10-Year Plan via 2020 UTP; RTL: December 2024	$7,722,380	$12,353,457	$12,353,457	$7,722,380	$12,353,457							76.46
TBD	TBD	US 380	Denton County Line to Hunt County Line		N/A	N/A	N/A	Collin County to contribute $316,053,616 in bond funds over next 5 years; Funding previously moved to breakout project (CSJ 0135-03-053); Former placeholder for US 380 corridor	$450,000,000		$0									72.91
55292	0135-10-065	US 380	Teel Pkwy/Championship Drive to Denton/Collin County Line	Reconstruct and widen 4 to 6 lane arterial and construct 0 to 4/6 lane continuous access/frontage roads	July 2023 (Actual)	September 2029	2030	TxDOT requested Category 12 funds through 2024 UTP, but it was not proposed for TTC approval; RTL: May 2026	$65,684,224	$85,953,092	$0							$0	$0	80.20
																			$2,137,154,303	

Total Proposed Funding - Collin County

Amounts only include Cat 2, 4, 12 funds
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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2025 - FY2034

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
												$2,041,849,239	$2,173,143,889	$1,615,545,886	$1,811,910,369	$560,432,371	$560,432,371	$1,804,062,095	$1,804,062,095	
Dallas County Projects																				
13000	1068-04-170	IH 30	Dallas County Line to SH 161	Reconstruct and widen from 6 to 8 main lanes with 2 to 2 reversible managed lanes and construct 0 to 4 lane continuous frontage roads; Modifications to SH 161 connections	December 2023	September 2027 ~~March 2024~~	2027 ~~2024~~	Project being implemented by the Fort Worth District, but using Dallas District Category 2 and 4 funding since it is physically within Dallas County	$22,000,000	$22,000,000	$22,000,000	$11,000,000	$11,000,000	$11,000,000	$11,000,000					88.54
13018	0581-02-146	IH 30	at SL 12	Reconstruct interchange	July 2023	August 2045	2045	RTL: November 2026	$301,896,000	$237,562,696	$0									76.19
13030	0009-11-254	IH 30	IH 35E to IH 45	IH 35E to Cesar Chavez Blvd: Reconstruct and widen 6 to 12 general purpose, reconstruct 2/6 lane discontinuous to 2/6 lane discontinuous frontage roads and remove 4 westbound collector distributor lanes; Cesar Chavez Blvd to IH 45: Reconstruct and widen 6 to 7 general purpose, reconstruct 1 to 1 lane HOV-R and construct 0 to 2/4 lane discontinuous frontage roads	December 2020 (Actual)	February 2025	2025	Project was awarded $213,000,000 of Category 12 Strategic Priority funding and $62,000,000 of $111 funding in the 2020 UTP; The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country; TIP 21079/CSJ 0918-47-385); Design funded with $2,000,000 STBG and $2,000,000 of TTC funding for the entire IH 30 corridor; Project was awarded an additional $101,538,342 of Category 12 funding in 2022 UTP; Project also has $7,000,000 of local funds to cover any funding gap; RTL: December 2023; Trade reduced Category 12 funding on this project and replaced it with Category 2 funding (offset by reduction on TIP 13070/CSJ 0135-15-002, TIP 55287/CSJ 0047-10-002, TIP 13005/CSJ 0171-05-068, TIP 13008/CSJ 2266-02-148) in order to enable project to let on time as Category 12 funding not available until out years	$592,741,858	$635,154,457	$625,214,446	$390,000,000	$409,736,294	$74,203,516	$93,939,810	$85,000,000	$85,000,000	$36,538,342	$36,538,342	81.67
13043.2	0009-11-259	IH 30	IH 635 to Bass Pro Drive (in Garland)	From IH 635 to Bobtown Rd: Reconstruct and widen from 8 to 11 lanes (Ultimate 12); Roadway and ramp modifications; From Bobtown Rd to Bass Pro Dr: Operational improvements	July 2023 (Actual)	August 2045 ~~2029~~	2045 ~~2029~~	Funding moved to breakout project (CSJ 0009-11-252); The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country; TIP 21079/CSJ 0918-47-385); Design would be funded with $2,000,000 STBG and $2,000,000 of TTC funding for the entire IH 30 corridor; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the full amount was not awarded; Category 12 funding previously moved to TIP 13043.4/CSJ 0009-11-267; RTL: ~~April 2024~~ May 2029	$244,239,359	$218,070,855	$0					$0	$0			80.71
13043.4	0009-11-267	IH 30	IH 635 to Bass Pro Drive (in Garland)	From IH 635 to Bobtown Road: Reconstruct and widen from 8 to 11 lanes (Ultimate 12); Roadway and ramp modifications; From Bobtown Road to Bass Pro Drive: Operational improvements	July 2023	August 2029	2029	Category 12 funding (but not the full request) proposed for TTC approval through 2024 UTP (offset by decrease on TIP 13043.2/CSJ 0009-11-259); RTL: April 2024	$144,249,665	$170,626,142	$88,707,912					$88,707,912	$88,707,912			80.71
13043.1	0009-11-252	IH 30	IH 45 to Ferguson Rd	Reconstruct and widen from 8 to 10 general purpose lanes and reconstruct 4/6 discontinuous to 2/6 discontinuous frontage roads	December 2023	August 2032	2033	The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country; TIP 21079/CSJ 0918-47-385); Design funded with $2,000,000 STBG and $2,000,000 of TTC funding for the entire IH 30 corridor; TxDOT requested additional Category 12 funding through 2023 UTP and 2024 UTP, but the project has not received additional funding; RTL: September 2026	$1,049,886,905	$1,329,352,588	$25,000,000					$25,000,000	$25,000,000			77.40
55253	0009-11-248	IH 30	at Bass Pro Drive	Reconstruct Interchange	September 2018 (Actual)	September 2026	2027	RTL: December 2023	$64,878,660	$79,147,850	$79,147,850	$32,439,330	$39,573,925	$32,439,330	$39,573,925					88.84
14032.2	0442-02-161	IH 35E	at Bear Creek Road	Construct intersection improvements including reconstructing existing 4 lane continuous to 4 lane continuous frontage roads with the addition of a Texas U-Turn and sidewalks	April 2019 (Actual)	February 2025	2025	Part of the 2022 SE Connector Category 2/STBG trade; Project also has $7,257,395 of CMAQ and $100,000 of STBG funding; RTL: December 2024	$10,869,026	$18,043,932	$10,686,537	$3,611,631	$10,686,537							78.38
55061	0196-03-199	IH 35E	IH 30 to North of Oak Lawn Avenue	Reconstruct 10 to 10/11 general purpose lanes, 4/6 lane discontinuous to 2/6 lane discontinuous frontage roads, and 2/4 to 2/4 collector distributor lanes	July 2005 (Actual)	August 2045	2045	Improvements called for in the MTP by 2036	$412,374,508	$49,140,915	$0									72.81
55062	0196-03-266	IH 35E	North of Oak Lawn Avenue to SH 183	Reconstruct and widen 10 to 11/12 general purpose lanes, and reconstruct existing 4/6 to 4/6 lane frontage roads	August 2021	August 2045	2045	Improvements called for in the MTP by 2036	$556,200,000	$1,143,105,300	$0									68.59
55094	0442-02-159	IH 35E	US 67 to Ann Arbor Ave	Construct 0 to 1 reversible express lane	TBD	August 2045	2045	Funding was previously removed from this project	$0	$0	$0									74.33
55163	2374-01-192	IH 635	SL 354 (Denton Drive) to BNSF RR	Construction of ultimate IH 35E/IH 635 interchange, including 8/10 to 8/12 general purpose lanes, 4 lane discontinuous to 4/6 continuous lane frontage roads, and 4 to 4 lane concurrent managed lanes	June 2025	August 2045	2045	RTL: June 2025	$400,000,000	$1,222,240,156	$0									77.58

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2025 - FY2034

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
												$2,041,849,239	$2,173,143,889	$1,615,545,886	$1,811,910,369	$560,432,371	$560,432,371	$1,804,062,095	$1,804,062,095	
55164	2374-07-075	IH 635	West of Luna Road to BNSF RR	Reconstruct and widen 10 to 12 general purpose lanes, reconstruct 4 to 4 concurrent managed lanes, and 4 to 4/6 lane continuous frontage roads; Reconstruction of IH 35E/IH 635 interchange	June 2025	August 2045	2045	RTL: December 2027	$80,000,000	$70,568,436	$0									78.18
55304	0047-07-249	US 75	South of Royal Lane to Churchill Way	Operational improvements (Construct ramp modifications and add auxiliary lanes) for improved weaving and lane balance	December 2023 (Actual) ~~June 2024~~	August 2034 ~~2028~~	2034 ~~2028~~	TxDOT requested Category 12 Clear Lanes funding through 2023 UTP and 2024 UTP, but the project was not proposed for funding; RTL: September 2024	$42,159,701	$38,959,659	$0					$0	$0			79.21
53198	0094-07-044	SH 183	1 mile East of Loop 12 to West end of Elm Fork Trinity River Bridge	Reconstruct existing 8 general purpose lanes, 2 to 4 concurrent Managed Lanes, and 4/6 discontinuous to 6/8 continuous frontage roads (Ultimate)	TBD	August 2045	2045	Funding previously moved to TIP 11527	$0	$0	$0									71.09
54072	0094-07-045	SH 183	West End of Elm Fork Trinity River Bridge to West of IH 35E	Reconstruct and widen 6/8 to 6/8 general purpose lanes, and reconstruct 4/6 discontinuous to 4/8 lane continuous frontage roads (Ultimate)	TBD	August 2045	2045	Funding previously moved to TIP 11527	$0	$0	$0									68.99
TBD	TBD	SH 183	SH 161 to Story Road	Construct 6 to 8 general purpose lanes and 2 to 6 concurrent managed lanes	TBD	TBD	TBD	Project to be funded by the private sector	$360,000,000	$360,000,000	$0									72.81
TBD	TBD	SH 183	PGBT Western Extension (SH 161) to SL 12					Funding previously moved to TIP 53003 and 11527	$0	$0	$0									65.95
TBD	TBD	SH 183	SL 12 to SH 114					Funding previously moved to TIP 11527	$0	$0	$0									65.95
55105	2964-10-006	SL 9	US 67 to IH 35E	Construct 0 to 2 (Ultimate 6) lane continuous frontage roads	September 2023 (Actual)	August 2033	2033	RTL: March 2027	$172,632,262	$294,837,666	$10,000,000	$10,000,000	$10,000,000							71.29
55112	0353-05-120	SL 12	At Skillman	Reconstruct grade separation	March 2025	~~August 2045 September 2030~~	~~2045 2031~~	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Funding previously moved to CSJ 0047-04-031; Discussions underway between City of Dallas, TxDOT and NCTCOG regarding project scope; Once scope discussions have concluded, funding will be re-evaluated	$18,000,000	$51,779,102	$0									78.89
55014.2	0261-02-081	US 67	At Lake Ridge Parkway	Construct interchange	February 2021 (Actual)	March 2027	2027	Project split out from TIP 55014/CSJ 0261-01-041; RTL: March 2024	$28,309,411	$31,790,409	$31,790,409	$28,309,411	$31,790,409							64.93
53110	0095-02-096	US 80	East of Belt Line Road to Lawson Road	Reconstruct and widen 4 to 6 mainlanes and 2/4 lane continuous frontage road to 4/6 lane continuous frontage roads	April 2020 (Actual)	September 2027 ~~June 2024~~	2029 ~~2024~~	Project split out from TIP 53109; TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; Category 4 funding reduced and moved to CSJ 2374-02-162; Project awarded $103,240,838 of Category 12 Clear Lanes funding via the 2022 UTP; $63,822,920 of Category 12 funds moved to TIP 53110.2/CSJ 2472-02-162 (2022 10-Year Plan Update); RTL: June 2024; Additional Category 12 funding received TTC approval through 2024 UTP; Dallas District requesting to shift additional Category 12 funding to this project from TIP 53108/CSJ 0095-10-033; Category 12 decisions by TxDOT HQ and TTC are pending	$308,600,174	$366,563,487	$321,600,174	$0	$0	$49,066,566	$62,066,566	$259,533,608	$259,533,608			79.95
TBD	0095-02-125	US 80	East of Town East Blvd. to East of Gus Thomasson Road	Reconstruct and widen 4 to 6 mainlanes and 2/6 to 4/6 lane frontage roads	April 2020 (Actual)	September 2028	2029	TxDOT requested Category 12 Clear Lanes funding through 2023 UTP and 2024 UTP, but the full amount was not received; RTL: ~~December 2023~~ May 2024	$65,062,577	$72,263,747	$33,062,577	$0	$0	$5,000,000	$0	$33,062,577	$33,062,577			65.12
53108	0095-10-033	US 80	IH 30 to East of Town East Blvd	Reconstruct and widen 4 to 6 mainlanes and 2/6 lane continuous to 4/6 lane continuous frontage roads	April 2020 (Actual)	September 2028	2029	Category 2 funding to be moved to TIP 53109/CSJ 0095-02-107; Category 12 funding (but not full request) received TTC approval through 2024 UTP; Dallas District requesting to shift Category 12 funding from this project to TIP 53110/CSJ 0095-02-096; Category 12 decisions by TxDOT HQ and TTC are pending; RTL: ~~December 2023~~ May 2024	$138,742,391	$127,902,882	$69,128,274	$0	$0	$8,000,000	$0	$69,128,274	$69,128,274			75.63
																		Total Proposed Funding - Dallas County	**$1,316,338,179**	

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2025 - FY2034

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
												$2,041,849,239	$2,173,143,889	$1,615,545,886	$1,811,910,369	$560,432,371	$560,432,371	$1,804,062,095	$1,804,062,095	
Denton County Projects																				
TBD	0081-05-049	Greenbelt/ Regional Outer Loop	At FM 428	Construct interchange	TBD	August 2031	2031	Category 2 funding previously moved to TIP 13036/CSJ 0009-12-219	$92,575,000	$106,461,250	$92,575,000	$92,575,000	$92,575,000							59.61
55197	0195-02-074	IH 35	US 77 (North of Denton) to South of FM 455	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct and widen 4 lane discontinuous to 4/6 lane continuous frontage roads	November 2019 (Actual)	July 2026	2026	New project awarded Category 12 Strategic Priority funding via the 2020 UTP; $196,670,000 of Category 12 funds moved to TIP 55197.2/CSJ 0195-02-081 in the 2022 UTP; RTL: ~~March~~ October 2024	$471,915,462	$495,359,007	$495,359,007			$194,480,533	$217,924,078			$277,434,929	$277,434,929	90.11
55197.2	0195-02-081	IH 35	North of FM 455 to North of View Rd	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct and widen 4 lane continuous to 4/6 lane continuous frontage roads	October 2019 (Actual)	December 2024	2025	Project split out from TIP 55197/CSJ 0105-02-074; $196,670,000 Category 12 funds moved to this project from TIP 55197/CSJ 0195-02-074 via the 2022 UTP; RTL: March 2024	$175,274,675	$175,274,675	$175,274,675							$175,274,675	$175,274,675	90.11
55197.3	0195-02-084	IH 35	North of View Rd to Denton/Cooke County Line	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct and widen 4 lane continuous to 4/6 lane continuous frontage roads	October 2019 (Actual)	November 2027 ~~December 2025~~	2028 ~~2026~~	Project being split out from TIP 55197/CSJ 0105-02-074 and TIP 55197.2/CSJ 0195-02-081; Project also has $2,574,631 of Category 11 funding; RTL: June 2024	$69,515,027	$116,266,771	$66,940,396							$66,940,396	$66,940,396	90.11
13033	0196-02-124	IH 35E	FM 407 to Dallas County Line	Reconstruct and convert 2 reversible to 4 concurrent managed lanes; Reconstruct 6 to 8 collector-distributor lanes (Dallas C/L to SH 121); Reconstruct 8 to 8 general purpose lanes (SH 121 to FM 407); Reconstruct 2/6 to 2/8 continuous frontage (FM 407 to SRT/SH 121); and reconstruct 4/6 to 2/6 continuous frontage from (SRT/SH 121 to Dallas C/L)	TBD	August 2045	2045	Some funding previously moved to TIP 13033.2/CSJ 0196-02-127 and TIP 13033.4/CSJ 0196-02-126; Remaining Category 2 funding moved to IH 35E at Lake Sharon/Dobbs/Corinth project through 2020 10-Year Plan Update; Denton Priority Project #1	$745,933,304	$1,327,976,454	$0	$0	$0							78.82
13033.2	0196-02-127	IH 35E	At Business 121	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	January 2025	2025	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Denton Priority Project #4; Project also has $5,800,085 of local funds for aesthetic improvements; RTL: ~~November 2023~~ June 2024	$93,444,954	$100,151,183	$94,351,098	$93,444,954	$94,351,098							82.90
13033.4	0196-02-126	IH 35E	At Corporate Drive	Reconstruct grade separation and existing 4 lane continuous to 4 lane continuous frontage roads	March 2013 (Actual)	January 2025	2025	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Denton Priority Project #5; Project also has $4,161,470 of local funds for aesthetic improvements; RTL: ~~November 2023~~ June 2024	$89,145,930	$100,424,053	$96,262,582	$89,145,930	$96,262,582							81.45
25033.2	0196-02-125	IH 35E	Turbeville Road to FM 407	Reconstruct existing 4 general purpose lanes (NB only); Widen and convert 2 lane reversible to 4 lane concurrent managed lanes; Widen 4/6 lane continuous to 4/8 lane continuous frontage roads	February 2019 (Actual)	August 2045 ~~May 2028~~	2045 ~~2028~~	Funding previously moved to TIP 13033.4/CSJ 0196-02-126 and TIP 13033.1/CSJ 0196-02-128; Remaining Category 2 funding moved to TIP 13033.1/CSJ 0196-02-128, TIP 13033.2/CSJ 0196-02-127, TIP 13033.4/CSJ 0196-02-126, TIP 25033.3/CSJ 0196-01-109, and IH 35E at Lake Sharon/Dobbs/Corinth projects through 2020 10-Year Plan Update	$671,000,928	$1,194,575,209	$0									76.34
25033.3	0196-01-109	IH 35E	South of Mayhill Road to South of SL 288	Reconstruct grade separation and existing 4 lane continuous to 4 lane continuous frontage roads	March 2013 (Actual)	June 2025	2025	Split from TIP 25033.2/CSJ 0196-02-125; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); RTL: ~~December 2023~~ February 2024	$124,498,919	$139,130,348	$139,130,349	$114,498,919	$129,130,349	$10,000,000	$10,000,000					89.53
13033.5	0196-01-113	IH 35E	at Lake Sharon Drive/Dobbs Road	Construct interchange	March 2013 (Actual)	January 2028	2028	Denton Priority Project #6; $34,014,485 of Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update) and TIP 13033/CSJ 0196-02-124; Category 2 funding previously decreased and moved to TIP 13033.1/CSJ 0196-02-128 and TIP 13033.2/CSJ 0196-02-127 and TIP 25033.3/CSJ 0196-01-109; Part of 2022 Southeast Connector Cat 2/12 exchange; RTL: ~~March 2024~~ December 2025	$110,453,401	$132,825,451	$74,405,503	$12,918,639	$12,918,639					$61,486,864	$61,486,864	68.29
30001	N/A	IH 35E	TBD	Phase 2 Placeholder	TBD	TBD	TBD	Part of the Loop 9 Category 2/STBG exchange approved by the RTC in October 2021; Funding ($25,725,634) will be placed on a project in a future 10-Year Plan Update; Project also has $10,574,366 of CMAQ funding	TBD	TBD	$0	$0	$0							N/A
55230	0081-13-058	IH 35W	Tarrant County Line to SH 114	Reconstruct and widen 4 lane rural to 6 lane urban freeway	May ~~August~~ 2023 (Actual)	September 2035	2036	Improvements called for in the MTP by 2036	$90,000,000	$370,165,234	$0									91.84
55242	0081-13-050	IH 35W	SH 114 to IH 35W/IH 35E Interchange	Widen and reconstruct 4 lane rural to 6 lane urban freeway	May ~~August~~ 2023 (Actual)	September 2035	2036	Improvements called for in the MTP by 2036	$338,580,457	$820,389,261	$0									86.73
TBD	0081-13-071	IH 35W	South of FM 407 to FM 2449	Reconstruct and widen 2 to 4/6 lane discontinuous frontage roads	July 2020 (Actual)	September 2028	2029	Propose to move Category 2 and 12 funding from TIP 55259/CSJ 0081-13-065 to this project, which is the higher priority; Category 12 decisions by TxDOT HQ and TTC are pending RTL: September 2025	N/A	$446,891,327	$24,537,247	$0	$24,537,247							TBD

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FY2025 - FY2034

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
												$2,041,849,239	$2,173,143,889	$1,615,545,886	$1,811,910,369	$560,432,371	$560,432,371	$1,804,062,095	$1,804,062,095	
55259	0081-13-065	IH 35W	Dale Earnhardt Way to FM 407	Reconstruct and widen 4 lane discontinuous to 4/6 lane continuous frontage roads	July 2020 (Actual)	September 2028 ~~June 2025~~	2029 ~~2025~~	TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the full amount was not awarded; Propose to move Category 2 and 12 funding to CSJ 0081-13-071 from this project; Category 12 decisions by TxDOT HQ and TTC are pending; RTL: September ~~June~~ 2025	$213,024,000	$227,696,967	$188,486,753	$24,537,247	$0					$188,486,753	$188,486,753	86.76
20115	0081-03-047	US 377	South of FM 1171 to Crawford Road	Reconstruct and widen roadway from 2 lane rural to 4 lane divided urban	March 2019 (Actual)	September 2027 ~~August 2033~~	2028 ~~2033~~	MPO Milestone Policy Project; RTL: December 2024 ~~2023; Project also has $10,370,168 of RTR funding~~	$135,994,285	$158,898,975	$158,898,975	$46,665,102	$66,010,541	$78,959,015	$92,888,434					76.98
															Total Proposed Funding - Denton County				**$1,606,221,585**	
Ellis County Projects																				
14028	0172-12-007	BUS 287S	McKinney Street to Breckinridge Street	Construct grade separation at the intersections of Bus US 287/Ennis Avenue and the UPRR Line and East Main Street and reconstruct Ennis Avenue from 4 to 4 lanes	November ~~June~~ 2023 (Actual)	October 2026 ~~September 2025~~	2027 ~~2026~~	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has $14,300,000 of STBG, $2,500,000 of Category 11, and $2,000,000 of local funding; RTL: ~~March~~ September 2024	$37,559,187	$40,877,707	$12,500,000	$12,500,000	$12,500,000							67.56
13020	1394-02-027	FM 1387	Midlothian Parkway to Long Branch Road/Bryson Lane	Reconstruct and widen from 2 lane undivided rural to 4 lane urban divided (6 lane ultimate)	October 2023	August 2030 ~~September 2027~~	2030 ~~2028~~	RTL: June 2027	$114,613,001	$91,993,860	$25,000,000	$25,000,000	$25,000,000							70.00
13028	1051-01-052	FM 664	FM 1387 to Westmoreland Road	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway (Ultimate 6 lane)	September 2020 (Actual)	July 2028	2028	RTL: July 2025 ~~December 2024~~	$57,151,237	$70,099,157	$70,099,157	$57,151,237	$57,151,237	$0	$12,947,920					82.22
13035.1	1051-01-051	FM 664	IH 35E to West of Ferris Road	Reconstruct and widen 2/4 lane rural roadway to 6 lane divided urban	January 2020 (Actual)	September 2028	2029	RTL: February 2025 ~~September 2024~~	$136,614,301	$107,442,389	$85,442,389	$85,442,389	$85,442,389							81.42
13035.2	1051-03-001	FM 664	West of Ferris Road to IH 45	Realign and widen from West of Ferris Road to North Central 2 to 6 lanes; From North Central to IH 45: Construct 0 to 6 lanes	January 2020 (Actual)	September 2027	2028	Breakout of TIP 13035.1/CSJ 1051-01-051; RTL: January 2024 ~~July 2023~~	$71,769,506	$74,481,854	$74,481,854	$65,769,506	$68,481,854	$6,000,000	$6,000,000					71.72
13029	0092-03-053	IH 45	At FM 664	Construct interchange	January 2020 (Actual)	September 2027	2028	Project was awarded Category 12 Strategic Priority funding via the 2019 UTP; RTL: January 2024 ~~July 2023~~	$79,643,105	$83,760,306	$83,760,306	$37,643,105	$37,643,105	$8,000,000	$12,117,201			$34,000,000	$34,000,000	76.70
13076	2921-01-010	Spur 394	IH 35E to FM 877	Construct 0 to 4 lane roadway on new location	TBD	June 2028	2028	Staff proposes to add project to the 10-Year Plan; Project in proximity to future Waxahachie ISD high school	N/A	$33,600,000	$33,600,000	$0	$33,600,000							TBD
53119	0172-08-103	US 287	West of Boyce Road to East of Cooke Road	Reconstruct 4 lane arterial to 4 lane freeway; Construct 0 to 4 lane continuous frontage roads and interchange at Boyce Road and Cooke Road	July 2024	August 2033	2033	RTL: June 2027; Project in proximity to Ennis Speedway	$106,995,255	$161,537,399	$10,000,000	$10,000,000	$10,000,000							60.13
55014	0261-01-041	US 67	At Lake Ridge Parkway	Construct interchange	February 2021 (Actual)	March 2027	2027	Project added to the 10-Year Plan via 2020 UTP; RTL: March 2024	$48,260,662	$49,310,617	$49,310,617	$48,260,662	$49,310,617							64.93
															Total Proposed Funding - Ellis County				**$444,194,323**	
Kaufman County Projects																				
13074.1	0697-07-002	FM 429	US 80 to South of US 80	Reconstruct, widen, and realign 2 lane to 4 lane roadway with shoulders	February 2024	August 2029 ~~2028~~	2029 ~~2028~~	Part of the Loop 9 Category 2/STBG exchange approved by the RTC in October 2021; RTL: June 2026	$10,793,730	$44,170,482	$10,793,730	$10,793,730	$10,793,730							62.29
13074.2	1089-04-002	FM 429	US 80 to North of US 80	Reconstruct, widen, and realign 2 lane to 4 lane roadway with shoulders	February 2024	August 2028	2028	Part of the Loop 9 Category 2/STBG exchange approved by the RTC in October 2021; RTL: June 2026	$1,049,495	$8,840,686	$1,049,495	$1,049,495	$1,049,495							62.29
55111	2588-01-017	FM 548	Windmill Farms Blvd to South of SH 205 (Rockwall County Line)	Widen and reconstruct 2 lane rural to 4 lane urban divided (6 lane ultimate)	July 2019 (Actual)	March 2029	2029	RTL: February 2025 ~~October 2024~~	$50,925,644	$77,233,536	$8,448,796	$8,448,796	$8,448,796							80.78
55111.2	2588-01-022	FM 548	North of US 80 to Windmill Farms Blvd	Widen and reconstruct 2 lane rural to 6 lane urban divided	July 2019 (Actual)	March 2026	2026	Project split out from TIP 55111/CSJ 2588-01-017; RTL: October 2024	$93,294,641	$115,245,043	$115,245,043	$93,294,641	$115,245,043							80.78
TBD	0095-14-036	IH 20	West of FM 741 to Big Brush Creek	Construct 0 to 4 lane continuous frontage roads	April 2020 (Actual)	August 2031	2031	RTL: July 2025	$221,825,281	$222,049,823	$8,500,000			$8,500,000	$8,500,000					71.25
55220	0495-01-071	IH 20	SP 557 to East of CR 138 (Wilson Road)	Construct 0 to 4 lane continuous frontage roads	April 2020 (Actual)	August 2033	2033	RTL: August ~~May~~ 2025	$94,577,000	$102,673,057	$8,500,000			$8,500,000	$8,500,000					52.68
13081	0495-01-083	IH 20	SH 34 to Wilson Road	Construct 0 to 4 lane continuous frontage roads	April 2020 (Actual)	August 2033	2033	RTL: March 2025	$125,895,000	$127,192,128	$8,500,000			$8,500,000	$8,500,000					52.48
TBD	0095-03-098	US 80	South Frontage Road at Buffalo Creek	Replace bridge and approaches	August ~~June~~ 2023 (Actual)	September 2026	2027	Project also has $3,000,000 of Category 6 funding; RTL: September 2024	$8,459,450	$7,832,824	$4,832,824			$7,162,468	$4,832,824					81.12
TBD	0095-03-099	US 80	South Frontage Road at Buffalo Creek Relief	Replace bridge and approaches	August ~~June~~ 2023 (Actual)	September 2026	2027	Project also has $7,000,000 of Category 6 funding; RTL: September 2024	$12,810,607	$12,119,326	$5,119,326			$9,720,327	$5,119,326					80.84

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FY2025 - FY2034

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												$2,041,849,239	$2,173,143,889	$1,615,545,886	$1,811,910,369	$560,432,371	$560,432,371	$1,804,062,095	$1,804,062,095	
TBD	0095-03-100	US 80	Westbound at Buffalo Creek	Replace bridge and approaches	August ~~June~~ 2023 (Actual)	September 2026	2027	Project also has $4,700,000 of Category 6 funding; RTL: September 2024	$11,376,881	$10,117,033	$5,417,033			$9,552,580	$5,417,033					79.13
TBD	0095-03-101	US 80	Eastbound at Buffalo Creek	Replace bridge and approaches	August ~~June~~ 2023 (Actual)	September 2026	2027	Project also has $3,600,000 of Category 6 funding; RTL: September 2024	$10,266,737	$9,120,233	$5,520,233			$8,476,036	$5,520,233					72.45
TBD	0095-03-102	US 80	Westbound at Buffalo Creek Relief	Replace bridge and approaches	August ~~June~~ 2023 (Actual)	September 2026	2027	Project also has $9,800,000 of Category 6 funding; RTL: September 2024	$19,132,276	$16,954,409	$7,154,409			$15,199,473	$7,154,409					77.14
TBD	0095-03-103	US 80	Eastbound at Buffalo Creek Relief	Replace bridge and approaches	August ~~June~~ 2023 (Actual)	September 2026	2027	Project also has $7,300,000 of Category 6 funding; RTL: September 2024	$15,884,959	$14,035,782	$6,735,782			$12,047,356	$6,735,782					74.05
TBD	0095-03-108	US 80	At Buffalo Creek	Replace bridge and approaches	August ~~June~~ 2023 (Actual)	September 2026	2027	RTL: September 2024	$9,080,212	$8,454,897	$8,454,897			$9,080,212	$8,454,897					81.20
TBD	0095-03-109	US 80	At Buffalo Creek Relief	Replace bridge and approaches	August ~~June~~ 2023 (Actual)	September 2026	2027	RTL: September 2024	$12,260,082	$16,688,562	$16,688,562			$12,260,082	$16,688,562					77.42
55072	0451-02-028	SH 205	US 80 in Terrell to South of FM 548	South of FM 548 to North of US 80: Widen 2 lane rural highway to 4 lane divided; From North of US 80 to US 80: Reconstruct 4 lane rural highway to 4 lane divided with raised median and continuous left turn lane throughout entire limits (6 lane Ultimate)	April 2019 (Actual)	August 2033	2033	RTL: June 2024	$100,693,482	$112,454,818	$112,454,818			$100,693,482	$112,454,818					54.67
											Total Proposed Funding - Kaufman County								**$333,414,948**	
Rockwall County Projects																				
13017	2588-02-008	FM 548	South of SH 205 (Kaufman County Line) to SH 205	Widen and reconstruct 2 lane rural to 4 lane divided urban roadway (Ultimate 6)	July 2019 (Actual)	March 2029	2029	Project also has $2,400,000 of Category 1 funding; RTL: February 2025 ~~October 2024~~	$11,470,963	$17,435,497	$11,470,963	$11,470,963	$11,470,963							78.71
83221	1015-01-024	FM 549	SH 205 to SH 276	Widen from 2 lane rural to 4 lane urban roadway	May 2019 (Actual)	June 2026 ~~August 2033~~	2026 ~~2033~~	RTL: December 2022	$34,252,875	$46,019,486	$46,019,486			$34,252,875	$46,019,486					61.74
13038.1	0451-05-003	SH 205	JCT SH 205/John King (South Goliad Street) to JCT SH 205/John King (North Goliad Street)	Reconstruct 4 lane to 4 lane roadway	January 2020 (Actual)	April 2027 ~~2026~~	2027 ~~2026~~	Project split out from TIP 55074; RTL: June ~~March~~ 2024	$45,802,555	$57,941,410	$57,941,410	$45,802,555	$57,941,410							83.19
55074	0451-04-021	SH 205	JCT SH 205/John King (North Goliad Street) to North of John King (Collin County Line)	Reconstruct and widen 4 to 6 lane roadway	January 2020 (Actual)	August 2045 ~~April 2026~~	2045 ~~2026~~	RTL: March 2024	$9,988,490	$9,988,490	$0	$9,988,490	$0							88.75
55074.1	0451-04-025	SH 205	JCT SH 205/John King (North Goliad Street) to North of John King (Collin County Line)	Reconstruct and widen 2 lane to 4 lane roadway (6 lane ultimate)	January 2020 (Actual)	April 2027	2027	Project split out from TIP 55074; Project also has $400,000 of Cat 1 funding; Cat 2 and Cat 1 funding was transferred from TIP 55074/CSJ 0451-04-021	N/A	$9,988,490	$9,988,490	$0	$9,988,490							88.75
55071	0451-01-053	SH 205	South of FM 548 to JCT SH 205/John King (S. Goliad Street)	Widen 2 lane rural highway to 4 lane divided (6 lane Ultimate)	January 2020 (Actual)	September 2028	2029	RTL: June 2024	$146,822,331	$132,731,313	$132,731,313	$44,046,699	$44,046,699	$102,775,632	$88,684,614					75.83
											Total Proposed Funding - Rockwall County								**$258,151,662**	
Various County Projects																				
11618.2	0918-00-362	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	August 2025	2025	Additional funds paying for a proposed expansion of this program; Includes $4,725,000 of STBG; Project was awarded $2,331,000 of Category 12 Strategic Priority funds in the 2022 UTP	$7,056,000	$7,388,240	$2,331,000						$2,331,000	$2,331,000	$2,331,000	N/A
											Total Proposed Funding - Various County								**$2,331,000**	
Total Category 2, 4, and 12 Funding											$6,097,806,000	$1,840,065,767	$2,168,601,642	$1,120,393,862	$1,564,709,892	$560,432,371	$560,432,371	$1,804,062,095	$1,804,062,095	
Total Amount Remaining for Programming											$251,742,724	$201,783,472	$4,542,247	$495,152,024	$247,200,477	$0	$0	$0	$0	
Total Allocation/Authorizations											$6,349,548,724									

Future Project Lettings (FY 2025-FY 2034)			
	Category 2	Category 4	Category 12
2025-2034	$2,168,601,642	$1,564,709,892	$2,364,494,466
Total	**$2,168,601,642**	**$1,564,709,892**	**$2,364,494,466**

Amounts only include Cat 2, 4, 12 funds
Red text indicates updates since August 2023 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY2025 - FY2034

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
												$779,242,068	$809,165,246	$725,228,909	$814,046,686	$278,000,000	$278,000,000	$171,900,000	$171,900,000	
Hood County Projects																				
54018	0080-03-049	US 377	Overstreet Blvd to Pirate Drive	US 377 from Overstreet Blvd to SH 144: Widen 4 lane to 6 lane divided (Transition section at end with auxiliary lanes); From SH 144 to Pirate Dr: Upgrade 4 lane rural highway to 4 lane urban highway with 0 to 4 lane discontinuous access roads; Reconstruct SH 144 interchange	May 2024 (Actual) ~~October 2023~~	September 2027 ~~2026~~	2028 ~~2026~~	TxDOT requested Category 12 funding through 2024 UTP, but it was not proposed for TTC approval	$90,000,000	$131,704,197	$102,000,000	$25,000,000	$50,000,000	$0	$52,000,000	$0		$0		72.76
Total Proposed Funding - Hood County																			**$102,000,000**	
Johnson County Projects																				
13040	0747-05-043	FM 157	Main Street from 8th Street to North of County Road 108B	Realign roadway 2 lane rural to 2 lane urban with sidewalks and turn lanes	August 2021 (Actual)	April 2025 ~~November 2024~~	2025	Project split out from TIP 13041/CSJ 0747-05-042	$8,000,000	$10,400,000	$10,400,000	$8,000,000	$10,400,000								78.10
13041	0747-05-042	FM 157	US 67 to 8th Street	Reconstruct rural 2 lane to urban 2 lane with sidewalks and turn lanes	August 2021 (Actual)	April 2025 ~~November 2024~~	2025		$8,500,000	$9,500,000	$9,500,000	$8,500,000	$9,500,000								87.39
54053	0747-05-035	FM 157	BU 287P to US 67	Realign and widen roadway from 2 to 4 lanes urban divided	October 2026 ~~April 2024~~	November 2028 ~~October 2027~~	2029 ~~2028~~		$138,000,000	$294,926,815	$138,000,000	$78,000,000	$78,000,000	$60,000,000	$60,000,000						72.84
11955.1	1181-02-033	FM 917	West of Ave F to Main Street	Construct railroad grade separation and realign FM 917	September 2027 ~~2023~~	September 2028 ~~2026~~	2029 ~~2027~~		$10,979,774	$50,000,000	$10,000,000	$10,000,000	$10,000,000								77.01
11955.2	1181-03-036	FM 917	Main Street to East of SH 174	Construct railroad grade separation and realign FM 917	September 2027 ~~2023~~	September 2028 ~~2026~~	2029 ~~2027~~	Project split out from TIP 11955/CSJ 1181-02-033	$3,792,460	$64,000,000	$3,000,000	$3,000,000	$3,000,000								86.06
52501	3372-01-010	FM 3391	IH 35W to East of CR 602	Widen from 2 lanes to 6 lanes from IH 35W to Hurst Avenue and 2 lanes to 4 lanes from Hurst Avenue to CR 602	May 2023 (Actual)	September 2028 ~~August 2025~~	2029 ~~2027~~	Propose to replace Category 4 funding with Category 2 due to the project not being eligible for Category 4; To be offset by removal of Category 2 funding on TIP 13037/CSJ 0171-05-094, which will be replaced with Category 4	$50,000,000	$68,999,035	$68,661,515	$0	$68,661,515	$50,000,000	$0						65.51
13046	0014-03-088	IH 35W	Bethesda Rd to Asher Rd	Reconstruct interchange at FM 917	March 2024 (Actual) ~~October 2023~~	August 2026	2026		$33,230,769	$68,000,000	$68,000,000			$32,000,000	$68,000,000						84.42
14063	0019-01-146	SH 174	North of Elk Drive to Wicker Hill Road	Reconstruct and widen from 4 to 6 lanes rural divided with sidewalks	August 2023	June 2025 ~~2024~~	2025 ~~2024~~	Part of the 2022 SE Connector Category 2/STBG exchange; $6,510,000 of STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066) in 2022 10-Year Plan Update; Project also has $900,000 of CMAQ funding and $22,179,782 of STBG funding	$29,589,782	$29,589,782	$6,510,000	$6,510,000	$6,510,000								82.15
Total Proposed Funding - Johnson County																			**$314,071,515**	
Parker County Projects																				
14042	0717-01-025	FM 113	Old Millsap Road to North of Old Millsap Road	Realign FM 113 (2 to 2 lanes)	December 2023 (Actual) ~~March 2024~~	September 2025	2026	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has $1,400,000 of Category 11 funding; STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066)	$600,000	$1,699,775	$600,000	$600,000	$600,000								71.72
14041	0008-09-037	FM 1187	Maverick St to FM 5	Reconstruct and widen from 2 lanes (with center turn lane) to 4 lane (with center turn lane) urban roadway (6 lane ultimate); Intersection improvements	December 2025 ~~March 2024~~	September 2027 ~~2028~~	2028	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has $1,290,000 of CMAQ funding; STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066) in 2022 10-Year Plan Update	$7,440,000	$14,740,000	$13,450,000	$6,150,000	$13,450,000								78.61
13054	0314-07-061	IH 20	FM 2552 to Bankhead Highway	Construct 0 to 4/6 lane continuous frontage roads	August 2023	May 2029	2029	$31,000,000 of Category 12 Strategic Priority funding awarded in the 2022 UTP	$77,000,000	$77,000,000	$77,000,000			$46,000,000	$46,000,000			$31,000,000	$31,000,000		75.83
21093.1	0008-03-131	IH 20	From FM 1187 to US 180	Reconstruct from 6 to 6 general purpose lanes and reconstruct and widen 4 continuous to 4/6 lane continuous frontage roads	May 2027	September 2033 ~~2034~~	2034 ~~2035~~	A part of the US 287 Category 2/STBG exchange approved by the RTC on October 2021; $588,436 of STBG to remain on the project; Funding exchange will be completed in a future UTP	$400,000,000	$448,000,000	$0	$0	$0								61.50
Total Proposed Funding - Parker County																			**$91,050,000**	
Tarrant County Projects																				
21024	0718-02-076	FM 156	At Industrial Blvd	Construct intersection improvements including left and right turn lanes and sidewalks	May 2022 (Actual)	June 2025	2025	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has $3,000,000 of CMAQ funding	$3,499,146	$6,365,000	$3,364,563	$3,364,563	$3,364,563								88.97
13019	0008-16-043	IH 20/SH 183	At Chisholm Trail Parkway	Add northbound and southbound direct connect ramps	January 2025	May 2029 ~~September 2028~~	2029 ~~2028~~	Project also has $20,000,000 of STBG funding	$31,085,095	$51,085,095	$31,085,095	$31,085,095	$31,085,095								63.16
13027.1	2374-05-084	IH 20	Park Springs Blvd. to Dallas County Line	Reconstruct and widen from 8 to 10 general purpose lanes and 4/6/8 lane continuous to 4/6/8 lane continuous frontage roads	December 2027 ~~June 2023~~	September 2034	2035	Split from IH 20 from US 287 to Park Springs Blvd; Funding previously moved to TIP 13027.2/CSJ 2374-05-093	$365,000,000	$407,310,400	$0	$0	$0								76.01
13027.2	2374-05-093	IH 20	Park Springs Blvd. to Dallas County Line	Reconstruct eastbound & westbound frontage roads from 4/8 lane discontinuous to 4/8 lane continuous on IH 20 from Park Springs to Cooper street; On eastbound IH 20 exit to Bardin road (frontage road) improve drainage	January 2027 ~~October 2023~~	November 2028 ~~September 2026~~	2029 ~~2027~~	$50,000,000 of Category 2 funding previously offset by a reduction on TIP 13027.1/CSJ 2374-05-084; TxDOT requested Category 12 funding through 2024 UTP, but it was not proposed for TTC approval; Project funding previously reduced in order to offset funding increase on TIP 13061.1/CSJ 0008-03-133	$100,000,000	$150,000,000	$25,000,000	$25,000,000	$25,000,000								76.01

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10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY2025 - FY2034

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
												$779,242,068	$809,165,246	$725,228,909	$814,046,686	$278,000,000	$278,000,000	$171,900,000	$171,900,000	
55043.1	2374-05-094	IH 20	Little Road to Park Springs Blvd.	Reconstruct and widen from 8 to 10 general purpose lanes, 4/6 discontinuous lanes to 4/8 continuous frontage road lanes; Add shared-use path and sidewalks	September 2020 (Actual)	September 2031	2032	Project is a breakout of TIP 55043/CSJ 2374-05-066; Part of the Southeast Connector project; Project was awarded $100,000,000 of Category 12 funding through 2023 UTP	$200,000,000	$200,000,000	$100,000,000					$100,000,000	$100,000,000			82.70
13002	1068-01-230	IH 30	Cherry Lane to Green Oaks Road	Reconstruct from 6 to 8 main lanes and reconstruct 2/8 lane discontinuous to 2/8 lane discontinuous frontage roads; Reconstruct IH 30/SH 183 interchange	September 2027 ~~January 2024~~	October 2032 ~~September 2027~~	2033 ~~2028~~	Category 2 funding moved to TIP 55045/CSJ 0008-13-206; Project will be re-funded in a future 10-Year Plan update; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but project was not proposed for funding by the TTC	$350,000,000	$350,000,000	$0									73.24
TBD	1068-02-072	IH 30	East of IH 35W to Cooper Street	Widen 6 to 8/10 general purpose lanes	January 2025	September 2036 ~~2032~~	2037 ~~2033~~	Project will be funded in a future 10-Year Plan Update	$1,000,000,000	$1,120,000,000	$0									60.78
13001	1068-02-147	IH 30	West of Cooper Street to Dallas County Line	Reconstruct and widen 6 to 8 general purpose lanes, convert 2 concurrent managed lanes to 2/3 concurrent managed lanes, and reconstruct existing 4/6 discontinuous to 4/6 discontinuous frontage road lanes	January 2026 ~~December 2023~~	June 2028 ~~September 2027~~	2028	TxDOT to build safety barriers into managed lane design	$212,820,000	$218,820,000	$218,820,000	$42,180,000	$48,180,000	$170,640,000	$170,640,000					80.82
53070	0014-02-055	IH 35W	South of Garden Acres to South of Alsbury Blvd	Construction of new interchange IH 35W at FM 1187, with 4/6 lane continuous to 4/8 lane continuous one way frontage roads, ramp modifications including new ramps, construct 0 to 2 northbound collector distributor lanes, and shared use path	August 2027 ~~2023~~	September 2032 ~~2027~~	2033 ~~2028~~	TxDOT requested Category 12 funding through 2023 UTP and 2024 UTP, but project was not proposed for funding by the TTC	$170,000,000	$170,000,000	$0									83.01
13005.1	0008-14-132	IH 820	Navajo Trail/Cahoba Drive to Marine Creek Parkway	Relocate ramps, realign frontage roads, and add bridges	February 2026	January 2030 ~~2028~~	2030 ~~2028~~	Project is a breakout of TIP 13005/CSJ 0171-05-068	$20,000,000	$510,000,000	$20,000,000	$20,000,000	$20,000,000							86.84
13056	0008-05-029	Lancaster Avenue/ SH 180	IH 35W to Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	April 2026	June ~~September~~ 2027	2027 ~~2028~~	Overall project has a $16.43 million commitment from City of Fort Worth; Additional Category 2 funding to be added to this project and TIP 13057/CSJ 0008-06-052 in a future 10-Year Plan Update as approved by the RTC in February 2023 as part of RAISE grant submittal package	$112,500,000	$93,930,160	$87,500,000	$37,500,000	$62,500,000	$0	$25,000,000					80.42
13057	0008-06-052	Lancaster Avenue/ SH 180	IH 35W to Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	April 2026	June ~~September~~ 2027	2027 ~~2028~~	Split from TIP 13056; Overall project has a $16.43 million commitment from City of Fort Worth; Additional Category 2 funding to be added to this project and TIP 13056/CSJ 0008-05-029 in a future 10-Year Plan Update as approved by the RTC in February 2023 as part of RAISE grant submittal package; Project awarded $20 million RAISE grant (plus $5 million state match)	$37,500,000	$72,500,000	$37,500,000	$37,500,000	$37,500,000							79.36
13064	0094-05-070	SH 183	At Pumphrey	Construct intersection improvements including turn lanes and new traffic signal	August 2024	March 2029 ~~January 2027~~	2029 ~~2027~~		$21,000,000	$21,000,000	$21,000,000	$10,000,000	$21,000,000							61.51
55034	0364-05-039	SH 183	SH 121 to SH 10	Widen 3/4 to 6 concurrent managed lanes and reconstruct and widen existing 2/6 lane discontinuous to 4/6 discontinuous frontage roads (ultimate)	April 2023	TBD ~~August 2023~~	TBD ~~2023~~	~~Project to be funded by the private sector as part of the North Tarrant Express CDA;~~ Funding source to be determined	$1,000,000,000		$0									72.81
55035	0094-02-136	SH 183	West of SH 360 to Dallas County line	Widen 7 to 8 general purpose lanes, 2 to 6 managed-concurrent, reconstruct 4/6 lane discontinuous to 4/6 lane discontinuous frontage roads & existing 4 lane collector distributor from SH 360 to International Parkway	April 2023	TBD ~~August 2023~~	TBD ~~2023~~	~~Project to be funded by the private sector as part of the North Tarrant Express CDA;~~ Funding source to be determined			$0									72.81
13005	0171-05-068	SH 199	North of Azle Ave to South of IH 820	Construct 0 to 4 main lanes (6 ultimate) with interchange at IH 820	February 2026	January 2030 ~~2028~~	2030 ~~2028~~	$20,000,000 of Category 2 funds previously moved to CSJ 0008-14-132 (part of the SH 199 improvements); Project funding previously reduced by $110 million in order to offset funding increases on other projects (TIP 13057/CSJ 0008-06-052, TIP 13008/CSJ 2266-02-148, TIP 13003/CSJ 1068-01-214, and TIP 13063/CSJ 0014-15-078) due to lack of consensus between TxDOT and local governments on the project scope; Once scope has been agreed upon, funding will be re-programmed in future 10-Year Plan Updates; $70,000,000 of Category 12 funding was formerly Category 2 funding (part of a funding exchange to advance IH 30 Canyon project in Dallas	$180,000,000	$370,000,000	$70,000,000	$0	$0				$70,000,000	$70,000,000	86.64
13037	0171-05-094	SH 199	North University Drive/West Northside Drive to South of IH 820	Reconstruct and widen 4 to 6 lane divided urban	February 2027 ~~2024~~	September 2028 ~~June 2026~~	2029 ~~2026~~	Propose to replace Category 2 funding with Category 4 and move Category 2 to TIP 52501/CSJ 3372-01-010, which is not eligible for Category 4	$68,661,515	$138,661,515	$68,661,515	$68,661,515	$0	$0	$68,661,515					78.28
13008	2266-02-148	SH 360	North of E. Randol Mill Rd. to South of E. Randol Mill Rd.	Reconstruct 6 to 8 main lanes and railroad underpass and 4/8 lane to 4/8 lane continuous frontage roads	November 2017 (Actual)	December 2028 ~~2027~~	2029 ~~2028~~	Project is split out from TIP 51346; $70,000,000 of Category 12 funding was formerly Category 2 funding (part of a funding exchange to advance IH 30 Canyon project in Dallas	$70,000,000	$100,000,000	$70,000,000	$0	$0				$70,000,000	$70,000,000	94.82
13058	2266-02-150	SH 360	SH 183 to IH 30	Operational improvements	April 2026 ~~June 2024~~	March 2029 ~~September 2026~~	2029 ~~2027~~		$20,000,000	$330,000,000	$20,000,000	$20,000,000	$20,000,000							77.49

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10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY2025 - FY2034

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
												$779,242,068	$809,165,246	$725,228,909	$814,046,686	$278,000,000	$278,000,000	$171,900,000	$171,900,000	
14092	2266-02-159	SH 360	Trinity River to Post and Paddock	Construct 0 to 2 lane continuous southbound frontage road, bridge over Riverside Parkway, and new sidewalks	September 2025	September 2028 ~~January 2027~~	2029 ~~2027~~	Part of the US 287 Category 2/STBG exchange approved by the RTC in October 2021; Project also has $102,097 of CMAQ	$12,638,436	$82,739,912	$12,638,436	$12,638,436	$12,638,436							73.82
55044.1	0172-06-105	US 287	Village Creek Road to Berry Street	Reconstruct 6 to 6 mainlanes plus auxiliary lanes with 4 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes; Add shared-use path and sidewalks	September 2020 (Actual)	September 2031	2032	Project is a breakout of TIP 55044/CSJ 0172-06-080; Project is part of the Southeast Connector project; TxDOT requested Category 12 Strategic Priority funding through 2023 UTP, but project was not proposed for funding by the TTC; Project was awarded $178,000,000 of Category 12 funding through 2024 UTP	$178,000,000	$178,000,000	$178,000,000					$178,000,000	$178,000,000			80.36
13063	0014-15-078	US 81/US 287	South of North Tarrant Parkway to Avondale Haslet Road	Operational improvements including ramp modifications, 2/6 discontinuous to 4/8 continuous frontage roads lanes, and sidewalks	November 2025 ~~2023~~	April 2029 ~~September 2026~~	2029 ~~2027~~	Project added to the 10-Year Plan via 2020 UTP	$174,280,000	$450,280,000	$194,280,000	$96,600,000	$116,600,000	$77,680,000	$77,680,000					81.86
11572	0902-48-579	US 81/US 287	at FM 3479/Harmon Rd/North Tarrant Parkway	Construct North Tarrant Parkway over US 81 with turnaround on eastside; Construct Harmon Rd over US 81	November 2023	April ~~May~~ 2025	2025	Part of the 2022 SE Connector Category 2/STBG exchange; Project also includes $1,653,702 of local funding; STBG funds on this project were exchanged for Category 2 funding in 2022 10-Year Plan Update (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066)	$18,055,079	$25,056,079	$23,402,377	$14,821,102	$23,402,377							100.00
53029	0014-15-033	US 81	North of Harmon Road to North of IH 35W	Reconstruct 2 to 2 lane northbound frontage road	November 2023	May 2025	2025	MPO Milestone Policy Project (letting deadline of end of FY2025); Project also has $6,016,331 of STBG funding	$8,558,000	$10,800,000	$4,783,669	$2,541,669	$4,783,669							72.02
53030	0014-15-034	US 81	North of Harmon Road to North of IH 35W	Reconstruct 2 to 2 lane existing southbound frontage road	November 2023	May 2025	2025	MPO Milestone Policy Project (letting deadline of end of FY2025); Project also has $7,227,821 of STBG funding	$11,647,311	$19,066,000	$11,838,179	$2,838,179	$11,838,179							70.49
53031	0014-15-035	US 81	North of Harmon Road to North of IH 35W	Reconstruct northbound and southbound exit ramp to Harmon Road/North Tarrant Parkway and southbound entrance ramp from Harmon Road	November 2023	May 2025	2025	MPO Milestone Policy Project (letting deadline of end of FY2025)	$1,988,174	$1,838,179	$1,838,179	$1,838,179	$1,838,179							71.26
53032	0014-15-036	US 81	North of FM 3479 to North of IH 35W Interchange	Construct auxiliary lane for northbound exit to North Tarrant Parkway; Auxiliary lane for southbound entrance from North Tarrant Pkwy	November 2023	May 2025	2025	MPO Milestone Policy Project (letting deadline of end of FY2025)	$13,904,785	$18,856,480	$18,856,480	$1,856,480	$18,856,480							73.68
53074	0014-15-087	US 81	Wise/Tarrant County Line to Avondale Haslet Road	Reconstruct 4 to 4 lane freeway; Construct/reconstruct/re-stripe 4 lane, 2-way discontinuous to 4 lane, 1-way continuous frontage roads	TBD	May 2029	2029	New project proposed by TxDOT Fort Worth District	N/A	$38,000,000	$38,000,000			$0	$38,000,000					TBD
21019	0080-07-099	US 377	at RM 2871	Intersection improvements including construction of new dual left turn lanes and reconstruction of right turn lane on eastbound RM 2871, and traffic signal improvements to accommodate the additional turn lanes	April 2026 ~~2024~~	April 2029 ~~September 2024~~	2029 ~~2025~~	Part of the 2022 SE Connector Category 2/STBG exchange; Existing STBG funds on this project were exchanged for Category 2 funding (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066)	$5,842,298	$47,842,627	$5,000,000	$5,000,000	$5,000,000							77.66
																			$1,261,568,493	
Wise County Projects																				
13004.3	0013-09-012	BU 81-D	CR 1160 - Realigned FM 1810 intersection to North of CR 2090	Realignment of BU 81-D at realigned intersection of US 81/287 and FM 1810/BU 81-D	September 2023	October 2028 ~~September 2027~~	2029 ~~2028~~	Split from TIP 13004/CSJ 2418-01-013	$6,000,000	$6,000,000	$3,600,000	$3,600,000	$3,600,000							67.70
13004.1	2418-01-013	FM 1810	West of CR 1170 to intersection of US 81/287 at FM 1810	Realignment of FM 1810 and grade separation & retaining walls at realigned intersection at US 81/287 & BU 81D	October 2025 ~~September 2023~~	October 2028 ~~September 2028~~	2029 ~~2028~~		$25,000,000	$25,000,000	$13,300,000	$13,300,000	$13,300,000							67.70
13004.2	0013-07-083	US 81	North of CR 2195 to North of US 380	Construct mainlane grade separation at relocated FM 1810 and US 81D, with addition of ramps and 0 to 2 lane access roads	September 2023	October 2028 ~~September 2029~~	2029 ~~2028~~	Split from TIP 13004/CSJ 2418-01-013; Project also has $8,000,000 in Category 1 funding	$42,700,000	$71,700,000	$16,700,000	$16,700,000	$16,700,000							68.44
55302	0013-08-147	US 81	Northstar Parkway to Wise/Tarrant County Line	Reconstruct 4 to 4 lane freeway and grade separation; Construct/reconstruct/restripe 4-lane, 2 way discontinuous frontage roads to 4 lane, one-way continuous frontage roads	August 2025 ~~November 2023~~	December 2027	2028		$40,000,000	$81,400,000	$81,400,000	$0	$41,400,000	$40,000,000	$40,000,000					61.99
																			$115,000,000	
Various County Projects																				
11619.1	0902-00-311	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2024	2025	Additional funds paying for a proposed expansion of this program; Includes $3,132,000 of STBG; Project was awarded $900,000 of Category 12 Strategic Priority funding via 2022 UTP	$4,032,000	$4,168,462	$900,000							$900,000	$900,000	N/A
																			$900,000	

Total Category 2, 4, and 12 Funding		$1,884,590,008	$612,785,218	$788,708,493	$476,320,000	$645,981,515	$278,000,000	$278,000,000	$171,900,000	$171,900,000
Total Amount Remaining for Programming		$415,365,759	$166,456,850	$20,456,753	$248,908,909	$168,065,171	$0	$0	$0	$0
Total Allocation/Authorizations		$1,954,370,977								

Future Project Lettings (FY2025-FY2034)			
	Category 2	Category 4	Category 12
2025-2034	$788,708,493	$645,981,515	$449,900,000
Total	**$788,708,493**	**$645,981,515**	**$449,900,000**

Amounts only include Cat 2, 4, 12 funds
Red text indicates updates since August 2023 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Planned Projects
FY2025 - FY2034

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Approved	Cat 12 Proposed	MPO Project Score
												$47,040,000	$97,000,000	$0	$0	$96,077,618	$96,077,618	
Hunt County Projects																		
13052	2659-01-010	FM 1570	IH 30 to SH 66	Construct 2 lane to 4 lane divided with shoulders (HMAC pavement and RR crossing) North project	June 2025	September 2027 ~~2026~~	2028 ~~2027~~	Hunt County is doing environmental clearance	$22,400,000	$38,000,000	$38,000,000	$16,800,000	$38,000,000					82.54
13051	0692-01-020	FM 1570	SH 34 to IH 30	Widen 2 to 4 lane divided roadway (South Project)	June 2027	October 2027	2028		$26,640,000	$35,728,000	$31,900,000	$26,640,000	$31,900,000					90.27
13065	0009-13-174	IH 30	FM 2642 to Monty Stratton Parkway	Reconstruct and widen 4 lane to 6 lane freeway and 2/6 lane continuous to 4/6 lane continuous frontage roads	March 2022 (Actual)	September 2026	2027	Project was awarded Category 12 funds via the 2020 UTP and 2024 UTP	$191,077,618	$191,077,618	$122,577,618	$0	$26,500,000			$96,077,618	$96,077,618	62.27
13078	0009-13-194	IH 30	Monty Stratton to East of Division St	Reconstruct and widen 4 to 6 lane freeway	August 2024 ~~TBD~~	August 2034 ~~May 2028~~	2034 ~~2028~~	Propose to move Category 2 funding to TIP 13065/CSJ 0009-13-174 which is the higher priority	$224,000,000	$224,000,000	$0	$1,000,000	$0					69.84
13079	0009-13-195	IH 30	East of Division St to East of Lamar St	Reconstruct and widen 4 to 6 lane freeway	August 2024 ~~TBD~~	August 2034 ~~May 2028~~	2034 ~~2028~~	Propose to move Category 2 funding to TIP 13065/CSJ 0009-13-174 which is the higher priority	$168,000,000	$168,000,000	$0	$1,000,000	$0					68.32
13080	0009-13-196	IH 30	East of Lamar St to East of FM 513	Reconstruct and widen 4 to 6 lane freeway	August 2024 ~~TBD~~	August 2034 ~~May 2028~~	2034 ~~2028~~	Propose to move Category 2 funding to TIP 13065/CSJ 0009-13-174 which is the higher priority	$280,000,000	$280,000,000	$0	$1,000,000	$0					65.90
13053.2	0083-11-026	SH 11	West of SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements	September 2019 (Actual)	August 2034 ~~2026~~	2034 ~~2026~~	Breakout project for control section break (offset by reduction on TIP 13053/CSJ 0768-01-057); Coordination between project stakeholders on scope is delaying the project	$648,000	$672,000	$600,000	$600,000	$600,000					65.49
												Total Proposed Funding - Hunt County					**$193,077,618**	
Total Category 2, 4, and 12 Funding											$193,077,618	$47,040,000	$97,000,000	$0	$0	$96,077,618	$96,077,618	
Total Amount Remaining for Programming											$0	$0	$0	$0	$0	$0	$0	
Total Allocation/Authorizations											$193,077,618							

Future Project Lettings (FY 2025-FY 2034)			
	Category 2	Category 4	Category 12
2025-2034	$97,000,000	$0	$96,077,618
Total	**$97,000,000**	**$0**	**$96,077,618**

Amounts only include Cat 2, 4, 12 funds
Red text indicates updates since August 2023 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2024

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
Collin County Projects														
14071	1392-01-044	FM 1378	FM 3286 to South of FM 3286	Construct intersection improvements (sidewalks and turn lanes)	February 2020 (Actual)	May 2023 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG trade; Project also has $4,971,784 of CMAQ funding	$8,426,353	$1,710,685	$1,710,685			
54005	2351-01-017	FM 2478	FM 1461 to US 380	Widen 2 lane rural highway to 4 lane divided; Realign intersection at FM 1461; 6 lane ultimate	September 2017 (Actual)	September 2020 (Actual)	2021	Project completed in January 2024	$24,834,021	$24,834,021	$24,834,021			
54005.1	2351-02-014	FM 2478	FM 1461 to North of FM 1461	Widen 2 lane rural highway to 4 lane divided; 6 lane ultimate; Realign intersection of FM 1461	September 2017 (Actual)	September 2020 (Actual)	2021	Project split out from TIP 54005/CSJ 2351-01-017; Project completed in January 2024	$3,219,051	$3,219,051	$3,219,051			
20083	2679-02-008	FM 2514	FM 2551 to West of FM 1378	Widen 2 lane rural to 4 lane (Ultimate 6 lane) urban roadway including new pedestrian improvements and left/right turn lanes	May 2014 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with $2,879,212 RTR and $1,202,000 CMAQ; Project completed in April 2021	$16,867,792	$13,600,000	$13,600,000			
55037	2679-03-016	FM 2514	North of Drain Drive to Brown Street	Widen facility from 2 lane to 4/6 lane urban divided	February 2019 (Actual)	July 2022 (Actual)	2022	Project also has Category 1 funding to cover funding gap	$33,641,069	$24,107,754	$24,107,754			
55038	2679-03-015	FM 2514	East of Lavon Parkway to North of Drain Drive	Widen facility from 2 lane to 4 lane urban divided (ultimate 6 lane divided)	February 2019 (Actual)	July 2022 (Actual)	2022	Project also has Category 1 funding to cover funding gap	$16,744,842	$11,360,404	$11,360,404			
83209	2056-01-042	FM 2551	FM 2514 to FM 2170	Reconstruct and widen 2 lane rural to 6 lane urban divided	November 2010 (Actual)	April 2023 (Actual)	2023	Project also has Category 1 funding to cover funding gap	$46,333,942	$45,920,230	$45,920,230			
14071.2	3476-02-013	FM 3286	FM 1378 to East of FM 1378	Construct intersection improvements (sidewalks and turn lanes)	February 2020 (Actual)	May 2023 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG trade; Project also has $3,392,988 of CMAQ funding	$5,212,988	$1,820,000	$1,820,000			
35004	0816-04-101	FM 455	US 75 to CR 286	Reconstruct and widen 2 lane rural to 4 lane divided	November 2017 (Actual)	December 2015 (Actual)	2016	Funds are Proposition 1 - Category 4; Project completed in August 2020	$2,746,785	$2,746,785		$2,746,785		
13055	0047-04-031	SH 5	SH 121 to North of Collin County Outer Loop	Reconstruct and widen 2 lane rural to 4 lane urban roadway	September 2018 (Actual)	December 2022 (Actual)	2023		$39,271,527	$39,479,990		$39,479,990		
13015	0549-03-024	SH 121	Collin County Outer Loop to North of FM 455	Reconstruct and widen from 2 lane to 4 lane rural divided; Construct 0 to 4 lane discontinuous access road and FM 455 interchange	January 2018 (Actual)	October 2020 (Actual)	2021		$38,917,859	$38,917,859		$38,917,859		
55073	0451-03-013	SH 205	North of John King to SH 78	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	April 2018 (Actual)	July 2022 (Actual)	2022		$31,480,213	$33,380,213	$33,380,213			
13025	0047-14-084	US 75	North of FM 455 to CR 370	Construct interchange	June 2012 (Actual)	June 2018 (Actual)	2018	Project completed in April 2020	$19,863,387	$22,000,000	$22,000,000			
13044	0047-06-161	US 75	At Ridgeview Drive	Reconstruct interchange	June 2019 (Actual)	June 2022 (Actual)	2022	Project also has $8,447,878 of Category 1 funding and $8,945,594 of STBG funding	$43,578,574	$27,300,067	$27,300,067			
20084	0047-14-053	US 75	North of CR 370 to CR 375 (Grayson County Line)	Reconstruct and widen from 4 lane to 6 lane freeway and reconstruct and widen existing 4 lane continuous frontage road to 4/6 lane continuous frontage roads	June 2012 (Actual)	January ~~May~~ 2024 (Actual)	2024	MPO Milestone Policy Project (Round 2); TxDOT requested Category 12 Clear Lanes funding through 2023 UTP; Additional Category 12 funding received through 2024 UTP	$80,040,840	$80,669,840		$16,870,821	$63,799,019	
											Total Approved Funding - Collin County			**$371,066,899**

Amounts only include Category 2, 4, 12 funding.
Red text and strikethroughs indicate changes since August 2023 RTC meeting

ELECTRONIC ITEM 6.3

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2024

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
Dallas County Projects														
55240	2374-04-085	IH 20	West of Cockrell Hill Road to Hampton Road	Construct 0 to 4 lane frontage road	July 2019 (Actual)	December 2021 (Actual)	2022	Commitment to Red Bird Mall area	$79,838,372	$80,581,578	$80,581,578			
52527	1068-04-119	IH 30	SH 161 to NW 7th Street	Construct 0 to 4 lane frontage roads	December 2016 (Actual)	June 2018 (Actual)	2018	Project completed in August 2022	$24,549,664	$26,460,236		$26,460,236		
54033	1068-04-149	IH 30	NW 7th Street to Belt Line Road	Construct 0 to 2/3 lane westbound frontage road and ramp modifications	December 2016 (Actual)	June 2018 (Actual)	2018	Category 11 funds used to fund the remainder of the project; Project completed in August 2022	$13,291,213	$11,000,000		$11,000,000		
55169	0009-11-241	IH 30	Bass Pro Drive to Dalrock Road	Construct 0 to 6 lane frontage roads, Bayside bridge, and ramp modifications; Reconstruct Dalrock interchange	September 2018 (Actual)	March 2021 (Actual)	2021	Project was awarded Category 4 funds via the 2019 UTP; Project also has $5,000,000 of Category 1 funding for potential cost overruns	$120,678,632	$120,574,879		$120,574,879		
55179	0009-11-238	IH 30	Bass Pro Drive in Garland to Dalrock Road	Widen to add shoulder	March 2019 (Actual)	March 2021 (Actual)	2021	Project was awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has $3,500,000 of Category 1 funding for potential cost overruns	$13,601,005	$30,182,264	$7,827,157		$22,355,107	
13012.2	0196-03-274	IH 35E	IH 635 to Denton County Line	Reconstruct and widen 6 general purpose lanes to 8 general purpose lanes and reconstruct existing 2/8 discontinuous frontage road lanes to 2/8 discontinuous frontage road lanes	March 2013 (Actual)	August 2021 (Actual)	2021	Design-build project; Project was awarded $229,655,586 of Category 12 Clear Lanes funding and $182,098,750 of Design-Build funds by the TTC	$614,317,018	$432,218,268	$202,562,682		$229,655,586	
13012.3	0196-03-282	IH 35E	IH 635 to Denton County Line	Reconstruct existing 2 managed lanes to 2 managed lanes	March 2013 (Actual)	August 2021 (Actual)	2021	Project split out from TIP 13012.2/CSJ 0196-03-274; Category 2 funds are offset by a reduction in funding on TIP 13012.2/CSJ 0196-03-274; Project was awarded $14,470,000 of Design-Build funds for the remainder of the project	$93,951,732	$79,481,732	$79,481,732			
54119.5	0442-02-162	IH 35E	Ellis County Line to Bear Creek Road	Construct interchange at SL 9 and IH 35E	November 2017 (Actual)	February ~~April~~ 2024 (Actual)	2024	Project also has $583,000 of STBG funds	$22,719,613	$17,657,092	$17,657,092			
55067	0092-14-088	IH 45	Lenway St. to Good Latimer	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual)	December 2019 (Actual)	2020		$30,136,042	$30,136,042	$30,136,042			
55249	0092-02-130	IH 45	At SL 9	Reconstruct existing 2 to 2 lane southbound frontage road and ramp modifications	November 2017 (Actual)	July 2021 (Actual)	2021	Project added to the 10-Year Plan via 2020 UTP; Funding offset by reduction in funding on TIP 55094/CSJ 0442-02-159; Project also has $395,464 of Category 1 funding	$4,228,798	$3,833,334		$3,833,334		
54111	2374-01-171	IH 635	At Skillman/Audelia	Interchange improvements	June 2015 (Actual)	August 2019 (Actual)	2019	Project has Category 12 funds from the MPO Revolver Swap; $7,202,000 of Design-Build funding to offset reduction in Category 2 funding	$57,972,000	$50,770,000	$46,393,000			$4,377,000
55060.1	2374-01-137	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Project also has $63,193,281 of Design-build funding	$246,941,214	$183,747,933	$30,500,000	$132,848,147	$20,399,786	

Amounts only include Category 2, 4, 12 funding.
Red text and strikethroughs indicate changes since August 2023 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2024

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
55060.2	2374-01-191	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Project split out from TIP 55060.1/CSJ 2374-01-137; Project also has $6,513,375 of Design-build funding	$49,935,875	$43,422,500	$43,422,500			
55075.1	2374-02-053	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with $25,000,000 CMAQ, $92,752,017 STBG, and $7,014,863 Category 11; Project also has $122,653,801 of Design-Build funding	$408,845,681	$161,425,000	$8,430,000	$42,151,853	$110,843,147	
55075.2	2374-02-152	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with $7,142,858 STBG; Project split out from TIP 55075.1/CSJ 2374-02-053; Project also has $26,139,846 of Design-build funding	$200,405,486	$167,122,782	$167,122,782			
55075.3	2374-02-153	IH 635 (E)	At IH 30	Reconstruct interchange	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with $25,000,000 STBG; Project split out from TIP 55075.1/CSJ 2374-02-053; Project also has $83,400,711 of Design-build funding	$303,694,615	$195,293,904	$195,293,904			
55165.1	2374-01-183	IH 635 (E)	East of US 75 to Miller Road	Widen 8 to 10 general purpose lanes and reconstruct existing 4/8 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Project also has $125,710,231 of Design-build funds	$432,206,098	$306,495,867			$306,495,867	
55165.2	2374-01-190	IH 635 (E)	East of US 75 to Miller Road	Reconstruct existing 2 managed lanes to 2 managed lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Project split out from TIP 55165.1/CSJ 2374-01-183; Project also has $8,509,875 of Design-build funding	$65,242,375	$56,732,500	$56,732,500			
54069	2964-01-048	SH 161	South of SH 183 to North of Belt Line Road	Widen and reconstruct 4 (6 lanes during peak period) to 8 general purpose lanes	January 2018 (Actual)	June 2018 (Actual)	2018	Project completed in April 2021	$20,927,948	$20,927,948		$20,927,948		
55065	0092-01-059	SH 310/ SM Wright Interchange	Pennsylvania Avenue to North of Al Lipscomb Way	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual)	December 2019 (Actual)	2020	Related to TIP 55067/CSJ 0092-14-088 and TIP 20062/CSJ 0092-01-052	$11,916,518	$11,916,518	$11,916,518			
35000	0430-01-057	SH 352	North of Kearney Street to US 80 EB Frontage Road	Reconstruct 4 lane undivided rural to 4 lane divided urban roadway with intersection and sidewalk improvements	December 2016 (Actual)	March 2020 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with $701,700 CMAQ and $1,452,481 Category 11; Category 12 funds are part of MPO Revolver Swap; Project completed in August 2022	$11,599,215	$9,915,000	$7,900,000			$2,015,000
13032	0009-02-067	SH 78	At Gaston Ave	Reconfigure intersection with sidewalk improvements	December 2018 (Actual)	May 2021 (Actual)	2021	August 2017 RTC Proposition 1 Adjustment; Remainder of project funded with $7,000,000 of CMAQ funds; Project completed in January 2024	$6,336,367	$1,000,000	$1,000,000			
11527	0581-02-124	SL 12	At SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	May 2020 (Actual)	2020	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP; Project also has $2,000,000 of Category 1 funding for potential cost overruns	$194,356,319	$156,607,670			$156,607,670	
54119.1	2964-10-008	SL 9	IH 35E to Dallas/Ellis County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July 2021 (Actual)	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has $432,000 of CMAQ funding, $3,788,000 of RTR funding, $2,500,000 of Category 1 funding, and $20,087,399 of STBG funding; Category 2 funding removed and replaced with STBG funding as part of a funding exchange to reduce the region's STBG carryover balance	$24,307,399	$0	$0			

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2024

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
54119.2	2964-10-009	SL 9	Ellis/Dallas County Line to IH 45	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July 2021 (Actual)	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has $408,000 of CMAQ funding, $6,000,000 of Category 1 funding, and $54,055,351 of STBG funding; Category 2 funding removed and replaced with STBG funding as part of a funding exchange to reduce the region's STBG carryover balance	$54,463,351	$0	$0			
53003	0094-03-060	SS 482	At SH 114 and SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	May 2020 (Actual)	2020	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP	$91,202,288	$156,607,670			$156,607,670	
53110.2	2374-02-162	IH 635	At US 80 Interchange	Reconstruct existing interchange	April 2020 (Actual)	July ~~May~~ 2024	2024	$90,000,000 previously moved from TIP 53110/CSJ 0095-02-096 and $10,350,386 moved from TIP 53109/CSJ 0095-02-107 to this breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP (offset by decrease on TIP 53110/CSJ 0095-02-096)	TBD	$193,068,308		$129,245,388	$63,822,920	
53109	0095-02-107	US 80	East of Town East Blvd. to East of Belt Line Road	Reconstruct and widen 4 to 6/8 mainlanes and 2/4/6 lane continuous frontage road to 4/6 lane continuous frontage roads and reconstruct IH 635 interchange	April 2020 (Actual)	July ~~May~~ 2024	2024	TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; $10,350,386 previously moved to TIP 53110/CSJ 2374-02-162; Category 12 funding awarded through 2024 UTP	TBD	$289,691,842	$37,916,764	$228,404,680	$23,370,398	
55120	0197-02-124	US 175	East of East Malloy Bridge Rd. to Kaufman County Line	Ramp modifications, mill and inlay existing frontage roads	July 2020 (Actual)	October 2020 (Actual)	2021	Project completed in December 2021	$907,339	$907,339	$907,339			
													Total Approved Funding - Dallas County	**$2,837,778,206**
Denton County Projects														
83255	0816-02-072	FM 455	West of FM 2450 to East of Marion Road	Reconstruct and widen 2 lane rural highway to 4 lane divided urban	February 2018 (Actual)	July 2022 (Actual)	2022	Project also has $23,052,037 of Category 1 funding	$70,480,395	$44,660,582	$44,660,582			
55177	0353-09-002	SH 114	West of US 377 to East of US 377	Construct 0 to 6 lane grade separation over US 377	November 2018 (Actual)	June 2021 (Actual)	2021	Project completed in March 2024	$32,367,838	$32,367,839	$26,109,253	$6,258,586		
51060	0353-02-053	BS 114K	At UP RR Underpass in Roanoke DOT No 795 342V	Replace railroad underpass and improve BS 114-K drainage	August 2015 (Actual)	November 2019 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has $3,000,000 of bridge funds and $552,921 of CMAQ; Project completed in April 2024	$11,088,528	$7,500,000	$7,500,000			
13033.3	0195-03-090	IH 35	IH 35W to US 380	Reconstruct interchange and existing 4 lane continuous to 4/8 lane continuous frontage roads	January 2012 (Actual)	April 2024 (Actual) ~~November 2023~~	2024	Project awarded Category 12 Strategic Priority funding via the 2020 UTP; $8,812,906 of Category 12 funding previously moved to CSJ 0195-03-099	$205,860,139	$161,782,387	$30,969,735			$130,812,652
55198	0195-03-087	IH 35	US 380 to US 77 North of Denton	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and 4 lane continuous to 4/6 lane continuous frontage roads	November 2019 (Actual)	April 2024 (Actual) ~~November 2023~~	2024	Project awarded $79,709,425 of Category 12 Strategic Priority and $100,000,000 of Category 12 Clear Lanes funding via the 2020 UTP; Additional Category 12 funding received TTC approval through 2024 UTP; Category 11 funding to cover remaining costs	$261,858,377	$233,357,330		$43,647,905		$189,709,425
55250	0195-02-076	IH 35	At FM 455	Reconstruct and widen 4 to 6 mainlanes and reconstruct existing 4 to 4 lane frontage roads	October 2019 (Actual)	July 2022 (Actual)	2022	Project awarded Category 12 Strategic Priority funding via the 2020 UTP	$40,791,605	$28,212,007		$1,349,711		$26,862,296

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2024

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
13033.1	0196-02-128	IH 35E	At FM 1171/Main Street	Reconstruct grade separation and existing 4 to 4 lane continuous frontage roads	March 2013 (Actual)	January 2023 (Actual)	2023	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Denton Priority Project #3; Project also has $18,815,274 of STBG funds and $2,549,146 of local contribution	$105,457,045	$85,852,625	$85,852,625			
13033.6	0195-03-099	IH 35E	North Texas Blvd to IH 35W	Reconstruct interchange and existing 4 lane continuous to 4/6 lane continuous frontage roads (facility transition area)	October 2019 (Actual)	April 2024 (Actual) ~~November 2023~~	2024	Project split out from TIP 13033.3/CSJ 0195-03-090; Category 12 funding previously moved from TIP 13033.3/CSJ 0195-03-090; Category 11 funding to cover remaining costs	$116,185,323	$85,215,324	$35,008,319	$31,394,099	$10,000,000	$8,812,906
20118	0081-04-025	US 377	IH 35E to South of FM 1830	Widen 2 lane to 6 lane urban divided section with sidewalk improvements	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has $9,237,129 2MP1, $12,465,854 4P1, & $2,901,189 CMAQ; Project completed in May 2021	$18,441,508	$1,098,811	$1,098,811			
20120	0081-03-048	US 377	Henrietta Creek Road to North of BS 114K	Reconstruct and widen 2/4 to 4 lane divided urban	August 2015 (Actual)	November 2019 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has $2,847,689 of Category 1 & $1,922,275 of CMAQ; Project completed in April 2024	$18,803,011	$13,444,113	$13,444,113			
20215	0081-04-035	US 377	At UP RR Overpass (0.4 miles South of IH 35E)	Replace with 6 lane overpass (2 to 6 Lanes)	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has $2,269,248 2MP1, $4,019,642 of 4P1, and $4,690,906 of Category 1 funds; Project completed in May 2021	$10,207,204	$1,500,000	$1,500,000			
55104	0135-10-057	US 377/380	SL 288 to US 377/US 380 Intersection	Add raised median with left turn lanes, add right turn lanes and re-stripe for shared use	June 2018 (Actual)	June 2020 (Actual)	2020	Also has $95,000 local, $2,017,722 Category 11, and $665,000 CMAQ; Local funding is the money required to pay for additional bicycle/pedestrian scope items that TxDOT will not fund	$20,616,737	$17,839,014	$17,839,014			
20096	0135-10-050	US 380	US 377 to West of CR 26 (Collin County Line)	Widen 4 to 6 lanes divided urban with new grade separations at FM 423, FM 720, Navo Rd., Teel Pkwy, and Legacy Drive with sidewalk improvements	June 2018 (Actual)	July 2021 (Actual)	2021	Construction also funded with $56,200,000 CMAQ and $22,277,120 STBG	$132,896,797	$62,367,423	$62,367,423			
55235	0353-02-037	SH 114	East of IH 35W to BUS 114K	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads	August 2020 (Actual)	April 2023 (Actual)	2023	Part of the Loop 9 Category 2/STBG trade approved by the RTC in October 2021	$68,192,321	$68,192,321	$68,192,321			
55260	0353-09-003	SH 114	BUS 114K to West of US 377	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads	August 2020 (Actual)	April 2023 (Actual)	2023		$28,239,411	$28,239,411	$28,239,411			
													Total Approved Funding - Denton County	**$1,059,272,130**
Ellis County Projects														
11751	1051-01-037	FM 664	(On Ovilla Road) from Westmoreland Road to IH 35E	Widen 2 lanes to 6 lanes urban divided including intersection improvements along Ovilla Road/FM 664 with sidewalk improvements	June 2015 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has $1,921,068 Category 11 & $15,173,331 STBG; Leaving funds in for change orders; Project completed in June 2021	$28,247,127	$17,100,000	$17,100,000			

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2024

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
13042	0048-04-094	IH 35E	At FM 387 (Butcher Road)	Reconstruct interchange; Reconstruct and widen 4 lane discontinuous to 4/6 lane continuous frontage roads	June 2019 (Actual)	January 2022 (Actual)	2022	Funding from TIP 55092/CSJ 0048-04-090; Project also has 4,000,000 of Category 1 funds	$45,984,067	$42,000,000		$42,000,000		
13034	0442-03-042	IH 35E	At FM 664	Reconstruct interchange	January 2020 (Actual)	February 2024 (Actual)	2024	Project also has $7,627,931 of Category 11 funding	$79,799,197	$77,154,426		$77,154,426		
54119.6	0442-03-044	IH 35E	Reese Drive to Dallas County Line	Construct interchange at Loop 9 and IH 35E	November 2017 (Actual)	February ~~April~~ 2024 (Actual)	2024	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Part of the 2022 SE Connector Category 2/STBG exchange; Project also has $100,000 of STBG funding	$34,602,495	$28,715,389	$28,715,389			
54119.3	2964-12-001	SL 9	From IH 35E to Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July 2021 (Actual)	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has $734,000 of CMAQ funding and $1,500,000 of Category 1 funding; Category 2 funding removed and replaced with STBG funding as part of a funding exchange to reduce the region's STBG carryover balance	$4,690,541	$0	$0			
54119.4	2964-12-002	SL 9	Dallas/Ellis County Line to Ellis/Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July 2021 (Actual)	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has $96,000 of CMAQ funding and $1,500,000 of Category 1 funding; Category 2 funding removed and replaced with STBG funding as part of a funding exchange to reduce the region's STBG carryover balance	$5,034,801	$0	$0			
35001	0172-05-115	US 287	At Walnut Grove Road	Construct interchange	April 2017 (Actual)	April 2019 (Actual)	2019	Project also has $976,621 of Category 11 funding; Project completed in December 2021	$27,616,577	$26,700,000		$26,700,000		
													Total Approved Funding - Ellis County	**$191,669,815**
Kaufman County Projects														
83284	0751-05-001	FM 148	South of FM 3039 to US 175	Realign existing 2 lane rural undivided roadway to 2 lane rural undivided roadway	June 2019 (Actual)	June 2023 (Actual)	2023	Includes $5,000,000 of Kaufman County funding; Category 11 to cover remainder of cost overrun	$13,687,533	$6,894,899	$6,894,899			
TBD	0095-03-085	FM 460	at US 80	Replace bridge and approaches	April 2020 (Actual)	June 2022 (Actual)	2022	Project awarded INFRA grant funding; Category 4 funding was committed as well as part of grant application; Project also has $1,882,263 of Category 6 funding and $3,944,904 of Category 10 funding	$6,723,349	$6,443,588		$6,443,588		
53086	0095-03-080	US 80	Lawson Rd. (Dallas/Kaufman C/L) to FM 460	Reconstruct and widen 4 to 6 mainlanes and reconstruct and widen 2/4 lane discontinuous frontage roads to 4/6 lane continuous frontage roads	April 2020 (Actual)	June 2022 (Actual)	2022	Project also has $1,000,000 of Category 11 funding	$112,819,452	$133,000,000		$133,000,000		

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2024

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
51460	0197-03-054	US 175	FM 148 to CR 4106 in Crandall	Construct new 2 lane frontage roads; Convert existing frontage road from 2 lane, 2-way to 2 lane, 1-way frontage road and ramp modifications	February 2019 (Actual)	October 2020 (Actual)	2021	Project completed in September 2023	$12,972,961	$12,925,618	$12,925,618			
55134	0197-03-074	US 175	Dallas County Line to West of FM 1389	Ramp modifications, mill and inlay existing frontage roads	July 2020 (Actual)	October 2020 (Actual)	2021	Project also has $1,000,000 of Category 1 funding for potential cost overruns; Project completed in December 2021	$1,238,789	$2,163,200	$2,163,200			
13077	0197-03-078	US 175	West of FM 148 Bypass to East of FM 148 Bypass	Construct new interchange at FM 148	April 2020 (Actual)	June 2023 (Actual)	2023	Project also has $3,662,623 of Category 11 funding	$43,212,466	$39,549,843	$39,549,843			
													Total Approved Funding - Kaufman County	**$200,977,148**
Rockwall County Projects														
83222	1015-01-023	FM 3549	IH 30 to North of SH 66	Widen from 2 lane rural to 4 lane urban divided section with sidewalk improvements	March 2016 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has $859,000 of CMAQ & $733,798 Category 11; Project was completed in August 2021	$9,250,063	$8,325,063	$8,325,063			
13036	0009-12-219	IH 30	SH 205 to West of FM 2642 (Hunt County Line)	Reconstruct & widen 4 to 6 main lanes; Reconstruct & widen 4 to 4/6 lane continuous frontage roads; Construct new & reconstruct existing interchanges; Ramp modifications; Pedestrian improvements	March 2019 (Actual)	June 2023 (Actual)	2023	Project awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has $50,000,000 of CMAQ fundS	$342,870,407	$295,320,406	$89,062,713		$206,257,693	
55195	0009-12-220	IH 30	Dalrock Road to East of Horizon Road	Construct 0/4 to 4/6 lane frontage roads; Reconstruct Horizon Road interchange and ramp modifications	March 2019 (Actual)	October 2022 (Actual)	2023	Split from TIP 13036/CSJ 0009-12-219; Project awarded Category 12 Clear Lanes funding via the 2020 UTP	$199,292,314	$199,292,314		$32,045,599	$167,246,715	
55221	0009-12-215	IH 30	Dalrock Road to SH 205	Add shoulder; Reconstruct and widen 6 general purpose lane to 8 general purpose lane; Reconstruct 4/6 discontinuous frontage road lanes to 4/6 continuous frontage road lanes; Ramp modifications and interchange at FM 740	March 2019 (Actual)	October 2022 (Actual)	2023	Project awarded Category 12 Clear Lanes funding via the 2020 UTP	$113,230,273	$113,230,273	$66,992,876		$46,237,397	
55222	0009-12-221	IH 30	Dalrock Road (Rockwall County Line) to East of Dalrock Road	Transition from Dalrock Interchange including reconstruction of existing 4 to 4 lane frontage roads and ramps	September 2018 (Actual)	March 2021 (Actual)	2021	Project split out from TIP 55169/CSJ 0009-11-241; Project was awarded Category 4 funds via the 2019 UTP; Project also has $1,000,000 of Category 1 funding for potential cost overruns	$8,124,858	$7,000,000		$7,000,000		
2998	1290-02-017	SH 276	SH 205 to FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18; Project also has $1,658,000 of CMAQ and $699,442 of Category 1; Project was completed in February 2021	$16,957,442	$14,900,000	$14,900,000			
55096	1290-03-027	SH 276	FM 549 to East of FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Category 1 funds will be used to cover overruns; Project was completed in February 2021	$719,165	$719,165	$719,165			
													Total Approved Funding - Rockwall County	**$638,787,221**

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2024

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
Various County Projects														
11618.2	0918-00-341	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	February 2023 (Actual)	2023	Additional funds paying for a proposed expansion of this program; Includes $4,387,500 of STBG; Project was awarded $1,696,500 of Category 12 Strategic Priority funds in the 2022 UTP	$6,084,000	$1,696,500				$1,696,500
11618.2	0918-00-342	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	August 2024	2024	Additional funds paying for a proposed expansion of this program; Includes $4,575,000 of STBG; Project was awarded $2,013,000 of Category 12 Strategic Priority funds in the 2022 UTP	TBD	$2,013,000				$2,013,000
										Total Approved Funding - Various County				**$3,709,500**
Total Category 2, 4, and 12 Funding										$5,115,617,976	$1,945,164,388	$1,220,455,834	$1,583,698,975	$366,298,779

Project Lettings			
	Category 2	Category 4	Category 12
2016	$0	$2,746,785	$0
2018	$79,243,039	$58,388,184	$0
2019	$547,894,686	$201,700,000	$442,115,800
2020	$88,735,687	$0	$315,230,340
2021	$423,397,476	$176,584,658	$252,010,693
2022	$221,390,598	$182,793,299	$26,862,296
2023	$434,235,603	$71,525,589	$421,438,305
2024	$150,267,299	$526,717,319	$492,340,320
Total	**$1,945,164,388**	**$1,220,455,834**	**$1,949,997,754**

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10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2024

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
Denton County Projects														
54068	3559-01-004	SH 170	Tarrant County Line to SH 114 Interchange	Restripe 2 to 4 main lanes and ramp modifications	May 2020 (Actual)	June 2020 (Actual)	2020	Part of the 2022 SE Connector Category 2/STBG trade; Project also has $4,971,784 of CMAQ funding; Project being completed under TIP 54088/CSJ 3559-02-007	$1,000,000	$0				$0
													Total Approved Funding - Denton County	**$0**
Hood County Projects														
54114	0080-11-001	US 377	Johnson/Hood County Line to South of SH 171	Construct 0 to 4 lane divided roadway with interchange at US 377 and BU 377; Grade separation at FWWR and SH 171	September 2017 (Actual)	August 2018 (Actual)	2018	Category 2 funds for this project have been exchanged for Category 7 due to increased cash flow capacity at the federal level; Project also has $11,000,000 in local funding from Hood County	$46,969,449	$0	$0			
													Total Approved Funding - Hood County	**$0**
Johnson County Projects														
13060	0172-10-013	US 287	Tarrant County Line to Lone Star Road/FM 157	Construct freeway auxiliary lanes, new 0 to 2 lane frontage roads, ramps, Texas U-turn at Lone Star Bridge and widen from 2 to 3 lanes, Lone Star Road widen 2 to 3 lanes, shared use path, intersection improvements at US 287 and Lone Star Road/FM 157, retaining wall, drainage structure, sidewalks and signals	August 2021 (Actual)	August 2021 (Actual)	2021	Project added to the 10-Year Plan via 2020 UTP; Category 2 funding previously removed and replaced with STBG funding to help reduce regional carryover balance	$17,554,206	$0	$0			
54125	0080-12-001	US 377	North of SH 171 to Johnson/Hood County Line	Construct 0 to 4 lane divided roadway with an interchange at US 377 and BU 377	September 2017 (Actual)	August 2018 (Actual)	2018	Project split out from TIP 54114/CSJ 0080-11-001 in Hood County; Project also has $10,750,000 of Category 12 (425) funds	$13,744,381	$3,950,000	$3,950,000			
													Total Approved Funding - Johnson County	**$3,950,000**
Parker County Projects														
14012	0313-02-057	FM 51	North of Cottondale Road to Texas Drive	Widen 2 lane roadway to 3 lanes urban; intersection improvements including turn lanes and new signal improvements	March 2019 (Actual)	May 2019 (Actual)	2019	Flooding issue; Project also has $3,650,000 of Category 5 and $900,000 of Category 7 funds; Cost overruns being covered with Category 1 funds; Project completed in January 2024	$21,057,907	$12,000,000	$12,000,000			
14012.1	0171-03-070	SH 199	North of Ash Street to North of Old Springtown Road	Reconstruct roadway and intersection improvements	March 2019 (Actual)	May 2019 (Actual)	2019	Project split out from TIP 14012/CSJ 0313-02-057; Grouped project; Fully funded with Category 1 funds; Project completed in January 2024	$2,303,163	$0	$0			
13061	0008-03-094	IH 20	IH 20/IH 30 Split to Tarrant/Parker County Line	Construct interchange at Walsh Ranch Parkway including auxiliary lanes	February 2023 (Actual)	May 2023 (Actual)	2023	Project split out from CSJ 1068-05-014; $9,000,000 of Category 4 funds previously moved to TIP 13061.2/CSJ 0008-16-044	$28,293,108	$28,293,108		$28,293,108		

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10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2024

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
13061.1	0008-03-133	IH 20	FM 1187/FM 3325 to IH 20/IH 30 Split	Reconstruct 2 lane continuous to 2 lane continuous frontage roads, construct shared use path, construct new ramps on IH 20 between FM 1187/FM 3325 and IH 30, lower IH 20 main lanes at FM 1187/FM 3325 & westbound IH 20, lower IH 30 main lanes	April 2023 (Actual)	May 2024 (Actual)	2024	Project is a breakout of TIP 13061/CSJ 0008-03-094; TxDOT requested Category 12 Strategic Priority funding through 2023 UTP, but the project was not proposed for Category 12 funds; Additional Category 2 and 4 funding proposed to cover anticipated cost increases	$57,093,262	$90,000,000	$27,500,000 ~~$25,000,000~~	$62,500,000 ~~$52,000,000~~		
13062	1068-05-014	IH 30	IH 20/IH 30 Split to Tarrant/Parker County Line	Lower the mainlanes under Walsh Ranch Pkwy at IH 30 (No change to capacity)	April 2023 (Actual)	May 2024 (Actual)	2024	Grouped project; TxDOT requested Category 12 Strategic Priority funding through 2023 UTP, but Category 4 funds used instead; Additional Category 2 and 4 funding proposed to cover anticipated cost increases	$40,390,214	$62,000,000	$29,150,000 ~~$26,500,000~~	$32,850,000 ~~$21,500,000~~		
												Total Approved Funding - Parker County		**$192,293,108**
Tarrant County Projects														
11244.1	0718-02-045	FM 156	US 81/287 to Watauga Road (McElroy)	Reconstruct and widen 2 lane to 4 lane divided	July 2018 (Actual)	August 2018 (Actual)	2018	Category 2 funds for this project were exchanged for Category 7 due to increased cash flow capacity at the federal level; Project already had $13,109,245 of Category 7 before this change; TxDOT wants to keep remainder for potential change orders	$48,600,000	$0	$0			
13061.2	0008-16-044	IH 20	Tarrant/Parker County Line to Markum Ranch Road	Construct new IH 20 interchange at Minor 1/Bentley Road (including auxiliary lanes)	February 2023 (Actual)	May 2023 (Actual)	2023	Project is a breakout of TIP 13061/CSJ 0008-03-094	$26,105,384	$26,515,384	$6,875,000	$19,640,384		
55182	0008-16-042	IH 20	Bryant Irvin Road to Winscott Road	Construct 1 auxiliary lane in each direction and ramp modification	April 2019 (Actual)	April 2020 (Actual)	2020		$20,961,182	$23,000,000		$23,000,000		
13003	1068-01-214	IH 30	SS 580 (East of Linkcrest Drive) to IH 820	Reconstruct and widen 4 to 6 main lanes; Reconstruct and widen 4 lane discontinuous frontage to 4/6 lane continuous frontage roads; Reconstruct SS 580 interchange and westbound exit ramp to Academy Blvd	July 2022 (Actual)	July 2024	2024	$50,000,000 of Category 12 Texas Clear Lanes funding awarded in the 2022 UTP; $35,000,000 of the Category 2 funding offset by decrease on SH 199 (TIP 13005/CSJ 0171-05-068); Additional Category 2 and 4 funding proposed to cover additional costs	TBD	$272,000,000	$66,000,000 ~~$60,000,000~~	$156,000,000 ~~$135,000,000~~	$50,000,000	
55041.1	0008-13-250	IH 820	Ramey Ave to Brentwood Stair Road	Reconstruct and widen freeway from 4/8 to 8 main lanes and 4/6 discontinuous frontage road lanes to 4/6 continuous frontage road lanes and remove 4 to 0 collector distributor lanes; Add shared-use path and sidewalks	September 2020 (Actual)	February 2023 (Actual)	2023	Project is a breakout of TIP 55041/CSJ 0008-13-125; Part of the Southeast Connector project; Category 2 funds previously transferred from several projects (TIP 13070/CSJ 0135-15-002, TIP 13067/CSJ 0135-02-065, and TIP 13033.5/CSJ 0196-01-113) to this project in order to fully fund it (2022 10-Year Plan Update/2023 UTP)	$451,409,000	$451,409,000	$451,409,000			
21022	0008-13-248	IH 820	at Trinity Railway Express Line from North of Trinity Blvd to South of SH 10	Reconstruct northbound 2 to 2 general purpose lanes and approaches	February 2023 (Actual)	May 2023 (Actual)	2023	Part of the US 287 Category 2/STBG trade approved by the RTC in October 2021	$19,092,215	$19,092,215	$19,092,215			

Amounts only include Category 2, 4, 12 funding.
Red text and strikethroughs indicate changes since August 2023 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2024

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
13006	0353-03-100	SH 114	FM 1938 to Dove Road	Construct 0 to 2 lane eastbound frontage road from FM 1938 to Solana/Kirkwood with the addition of auxiliary lanes & construct 0 to 2 lane westbound & 0 to 2 lane eastbound frontage roads from Solana/ Kirkwood to Dove with the addition of auxiliary lanes & ramp modifications	June 2020 (Actual)	July 2020 (Actual)	2020	Local contribution of $3,000,000 by the City of Southlake	$31,413,964	$33,000,000	$33,000,000			
13007	0364-01-147	SH 121	Stars and Stripes Blvd to South of IH 635	Construct IH 635 and FM 2499 deferred connections	April 2009 (Actual)	March 2018 (Actual)	2018	Design-build; Project also has $1,600,000 of Category 1 funding; Project completed in August 2021	$371,600,000	$370,000,000			$370,000,000	
13049	0364-01-148	SH 121	Glade Road to SH 183	Interim operational bottleneck improvement, ITS, and illumination	August 2018 (Actual)	September 2018 (Actual)	2019	Also has $1,600,000 of STBG funds & $1,800,000 of Category 1 funds; Cat 2 funds replaced with $25,000,000 of Cat 7 funds; Project completed in December 2020	$16,964,773	$0	$0			
54088	3559-02-007	SH 170	IH 35W to Denton County Line	Construct 0 to 4 mainlanes	May 2020 (Actual)	June 2020 (Actual)	2020	Project awarded $154,000,000 of Category 12 Strategic Priority funding in the 2020 UTP; Project completed in March 2024	$98,999,997	$155,000,000				$155,000,000
13066	0094-01-032	SH 183	At UP RR & UP RR Spur	Replace railroad underpass	July 2021 (Actual)	March 2023 (Actual)	2023	Project also has $12,000,000 of Category 6 funding	$26,588,577	$18,594,527	$18,594,527			
55173	0171-05-097	SH 199	South end of Lake Worth Bridge to Azle Avenue	Construct 0 to 6 lane freeway, construct bridges over SH 199	April 2020 (Actual)	June 2020 (Actual)	2020		$5,929,113	$22,000,000		$22,000,000		
55176	0171-04-050	SH 199	North of FM 1886 to South end of Lake Worth Bridge	Reconstruct & widen 4 lane arterial to 6 lane freeway; Reconstruct 4 lane to 4 lane frontage roads; Construct bridges over Lake Worth & traffic management system	April 2020 (Actual)	June 2020 (Actual)	2020		$97,837,881	$113,999,400	$45,006,400	$68,993,000		
51346	2266-02-086	SH 360	North of E. Abram Street to IH 20 Interchange	Reconstruct and widen from 6 to 8 lanes	November 2017 (Actual)	February 2018 (Actual)	2018	Project completed in April 2021	$53,391,000	$55,000,000	$55,000,000			
13059	0172-09-037	US 287	Union Pacific Railroad to Johnson County Line	Construct freeway auxiliary lanes, construct 0/4 to 4 frontage road lanes, Texas U-turn, retaining walls, drainage structures, sidewalks, and signalization	August 2021 (Actual)	August 2021 (Actual)	2021	Project added to the 10-Year Plan via 2020 UTP; Category 2 funding previously removed and replaced with STBG funding to help reduce regional carryover balance; Project also has $1,000,000 of Category 1 funds	$12,193,894	$0	$0			
55041	0008-13-125	IH 820	IH 20 to Ramey Ave	Reconstruct and widen freeway from 4/8 to 8/14 main lanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes; Add shared-use path and sidewalks	September 2020 (Actual)	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Design-build project; Project awarded $340,202,000 of Category 12 Clear Lanes funding via the 2019 UTP and an additional $89,400,000 via the 2020 UTP; Project also awarded $106,400,000 of Design-Build funding	$575,822,671	$469,422,670	$39,820,670		$429,602,000	

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2024

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
55042	0172-09-028	US 287	IH 20 Interchange to Sublett Road	Reconstruct and widen 4 to 6 general purpose lanes and 4/6 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes, and add shared-use path and sidewalks	September 2020 (Actual)	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Design-build project; Project also awarded $6,400,000 of Design-Build funding	$36,400,000	$30,000,000		$30,000,000		
55044	0172-06-080	US 287	IH 820 to Village Creek Road	Reconstruct 6 to 6 mainlanes plus auxiliary lanes with 4 discontinuous frontage road lanes to 4/6 continuous frontage road lanes; Add shared-use path and sidewalks	September 2020 (Actual)	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Design-build project; Project also awarded $19,600,000 of Design-Build funding	$109,474,141	$89,874,140	$49,874,140	$40,000,000		
55043	2374-05-066	IH 20	IH 820 to Little Road	Reconstruct & widen from 8/10 to 10 general purpose lanes, 4/6 discontinuous frontage road lanes to 4/8 discontinuous frontage road lanes, 0 to 8 collector distributor lanes (from IH 820 to US 287) and add shared-use path and sidewalks	September 2020 (Actual)	February 2022 (Actual)	2022	Split from IH 20 from US 287 to Park Springs Blvd; Project is part of the Southeast Connector project; Project a part of the 2022 Category 2/STBG trade; Project also includes $97,873,821 of STBG funding; Project also awarded $190,400,000 of Design-Build funding	$726,945,646	$536,545,646	$330,215,646	$153,000,000		$53,330,000
55045	0008-13-206	IH 20	IH 20/IH 820 Interchange to Forest Hill Drive	Reconstruct and widen 8 to 12 mainlanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes and add shared-use path and sidewalks	September 2020 (Actual)	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Project also awarded $27,200,000 of Design-Build funding	$142,692,716	$115,402,715	$115,402,715			
11251.2	0008-14-059	IH 820	IH 35W to SH 121/SH 183/SH 26	Reconstruct and widen 4 general purpose lanes to 6 general purpose lanes	April 2023	December ~~November~~ 2023 (Actual)	2024	Project to be funded by the private sector as part of the North Tarrant Express CDA; NTE Segments 1 and 2	N/A	$0	$0			
53104	0364-01-054	SH 121	IH 820 to FM 157	SH 121 from IH 820 to SH 183: Reconstruct and widen 4 to 6 concurrent HOV/managed lanes; Transition onto SH 183 from SH 121 to FM 157: Reconstruct concurrent HOV/managed lanes to transition from new 6 lane section to the west to the existing 4 lane section	April 2023	November 2023 (Actual)	2024	Project to be funded by the private sector as part of the North Tarrant Express CDA; NTE Segments 1 and 2	N/A	$0	$0			
Total Approved Funding - Tarrant County														**$2,800,855,697**
Wise County Projects														
53141	0312-04-022	FM 730	Approximately 3 miles north of SH 114 to SH 114 in Boyd	Reconstruct and widen existing 2 to 2 lane urban roadway and replace bridge and culvert structures	N/A	August 2023 (Actual)	2023	Original Prop 1 project; Project not eligible for Category 4 funding, so previously changed to Category 2; Project also has Category 6 funding under CSJ 0312-04-029; Related to grouped project 0312-04-029	$30,817,569	$26,000,000	$26,000,000			
Total Approved Funding - Wise County														**$26,000,000**

Amounts only include Category 2, 4, 12 funding.
Red text and strikethroughs indicate changes since August 2023 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2024

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
Various County Projects														
11619.1	0902-00-309	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	December 2022 (Actual)	2023	Additional funds paying for a proposed expansion of this program; Includes $2,567,500 of STBG; Project was awarded $812,500 of Category 12 Strategic Priority funding via 2022 UTP	$3,380,000	$812,500				$812,500
11619.1	0902-00-310	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	November ~~September~~ 2023 (Actual)	2024	Additional funds paying for a proposed expansion of this program; Includes $6,037,000 of STBG; Project was awarded $875,000 of Category 12 Strategic Priority funding via 2022 UTP	$7,812,000	$1,775,000				$1,775,000
											Total Approved Funding - Various County			**$2,587,500**
Total Category 2, 4, and 12 Funding										$3,025,686,305	$1,328,890,313	$636,276,492	$849,602,000	$210,917,500

Project Lettings			
	Category 2	Category 4	Category 12
2017	$0	$0	$0
2018	$58,950,000	$0	$370,000,000
2019	$12,000,000	$0	$0
2020	$78,006,400	$113,993,000	$155,000,000
2021	$0	$0	$0
2022	$495,492,501	$223,000,000	$53,330,000
2023	$561,791,412	$47,933,492	$430,414,500
2024	$122,650,000	$251,350,000	$51,775,000
Total	**$1,328,890,313**	**$636,276,492**	**$1,060,519,500**

Amounts only include Category 2, 4, 12 funding.
Red text and strikethroughs indicate changes since August 2023 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Let or Completed Projects
FY2017 - FY2024

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12
Hunt County Projects													
55152	1290-07-001	SH 276	West of FM 36 to SH 34	Construct 4 lane facility on new location (Quinlan Bypass) with a continuous left turn lane	November 2018 (Actual)	October 2020 (Actual)	2021	Project completed in August 2023	$14,191,647	$16,400,000	$16,400,000		
13039	2658-01-013	FM 2642	FM 35 to SH 66	Widen 2 lane to 4 lane divided urban with sidewalks	June 2020 (Actual)	January 2023 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has $5,020,844 of Category 11 funding	$30,044,518	$25,023,674	$25,023,674		
13050	0009-13-167	IH 30	At FM 1570	Construct interchange	March 2022 (Actual)	October 2022 (Actual)	2023	Project was awarded Category 12 funds via 2018 UTP; Project was awarded an additional $1,200,000 of Category 12 Strategic Priority funds in 2022 UTP; Part of the 2022 SE Connector Category 2/STBG exchange; Project also has $6,500,000 of Category 7 funding and $5,892,103 of Category 11 funding	$64,767,102	$52,374,999	$23,375,000		$28,999,999
55223	0009-13-173	IH 30	West of FM 1903 to East of FM 1903	Reconstruct overpass and approaches	March 2022 (Actual)	October 2022 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has $4,990,478 of Category 1 funding	$44,670,227	$39,679,749	$39,679,749		
55224	0009-13-168	IH 30	East of FM 1565 to East of FM 36	Reconstruct overpass	March 2022 (Actual)	October 2023 (Actual)	2024	Project was awarded Category 12 funds via 2018 UTP; Project was awarded an additional $1,000,000 of Category 12 Strategic Priority funds in 2022 UTP; Project also has $4,098,997 of Category 11 Change Order funding	$76,034,119	$71,660,123	$13,689,859	$8,373,452	$49,596,812
55225	0009-13-169	IH 30	East of CR 2511 to East of FM 1565	Reconstruct overpass	March 2022 (Actual)	October 2023 (Actual)	2024	Project was awarded Category 12 funds via the 2018 UTP; Project was awarded an additional $1,000,000 of Category 12 Strategic Priority funds in 2022 UTP; Project also has $794,237 of Category 11 Change Order funding	$53,725,782	$52,931,546	$1,820,209	$5,000,000	$46,111,337
55226	0009-13-170	IH 30	West of CR 2511 to East of CR 2511	Construct new interchange	March 2022 (Actual)	October 2023 (Actual)	2024	Project was awarded Category 12 funds via 2018 UTP; Project was awarded an additional $1,200,000 of Category 12 Strategic Priority funds in 2022 UTP; Project also has $500,937 of Category 11 Change Order funding	$58,708,986	$58,208,050	$111,778	$5,000,000	$53,096,272
21051	0009-13-175	IH 30	at Monty Stratton Parkway	Widen overpass from 4 lane to 6 lane; Construct eastbound to westbound U-turn	March 2022 (Actual)	October 2022 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has $3,508,282 of Category 1 funding	$18,638,110	$15,129,828	$15,129,828		
13053	0768-01-057	SH 24/ SH 11	Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements	September 2019 (Actual)	March 2023 (Actual)	2023		$4,665,736	$4,665,736	$4,665,736		
Total Approved Funding													**$336,073,705**
Total Category 2, 4, and 12 Funding										$336,073,705	$139,895,833	$18,373,452	$177,804,420

Project Lettings			
	Category 2	Category 4	Category 12
2017	$0	$0	$0
2018	$0	$0	$0
2019	$0	$0	$0
2020	$0	$0	$0
2021	$16,400,000	$0	$0
2022	$0	$0	$0
2023	$107,873,987	$0	$28,999,999
2024	$15,621,846	$18,373,452	$148,804,421
Total	**$139,895,833**	**$18,373,452**	**$177,804,420**

Amounts only include Category 2, 4, 12 funding.
Red text and strikethroughs indicate changes since August 2023 RTC meeting

National Zero-Emission Freight Corridor Strategy

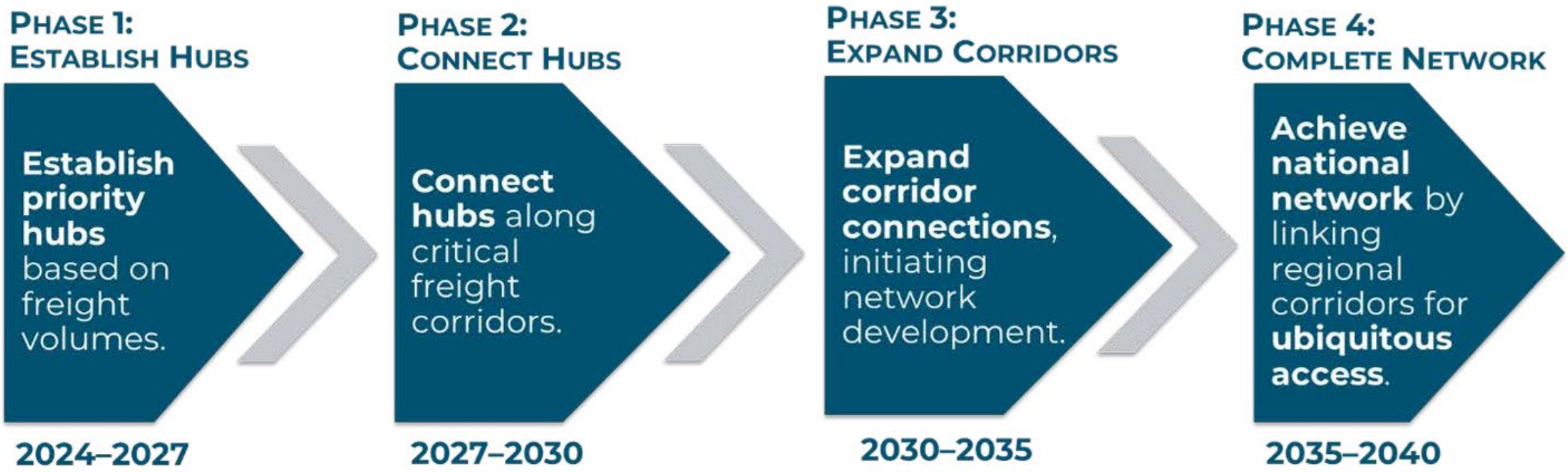
Jared Wright, Senior Air Quality Planner

Surface Transportation Technical Committee

June 28, 2024

ELECTRONIC ITEM 8

National Zero-Emission Freight Corridor Strategy



Phase 1 Focus areas: states that encourage zero-emission fleets, areas in nonattainment, and areas that align with DOE corridor planning projects

Phase 3: Zero-emission freight vehicles are prevalent, and 37,000 miles of zero-emission freight corridors are prioritized (72% of the National Highway Freight Network)

Phase 4: DOE Clean Hydrogen Hubs in full production

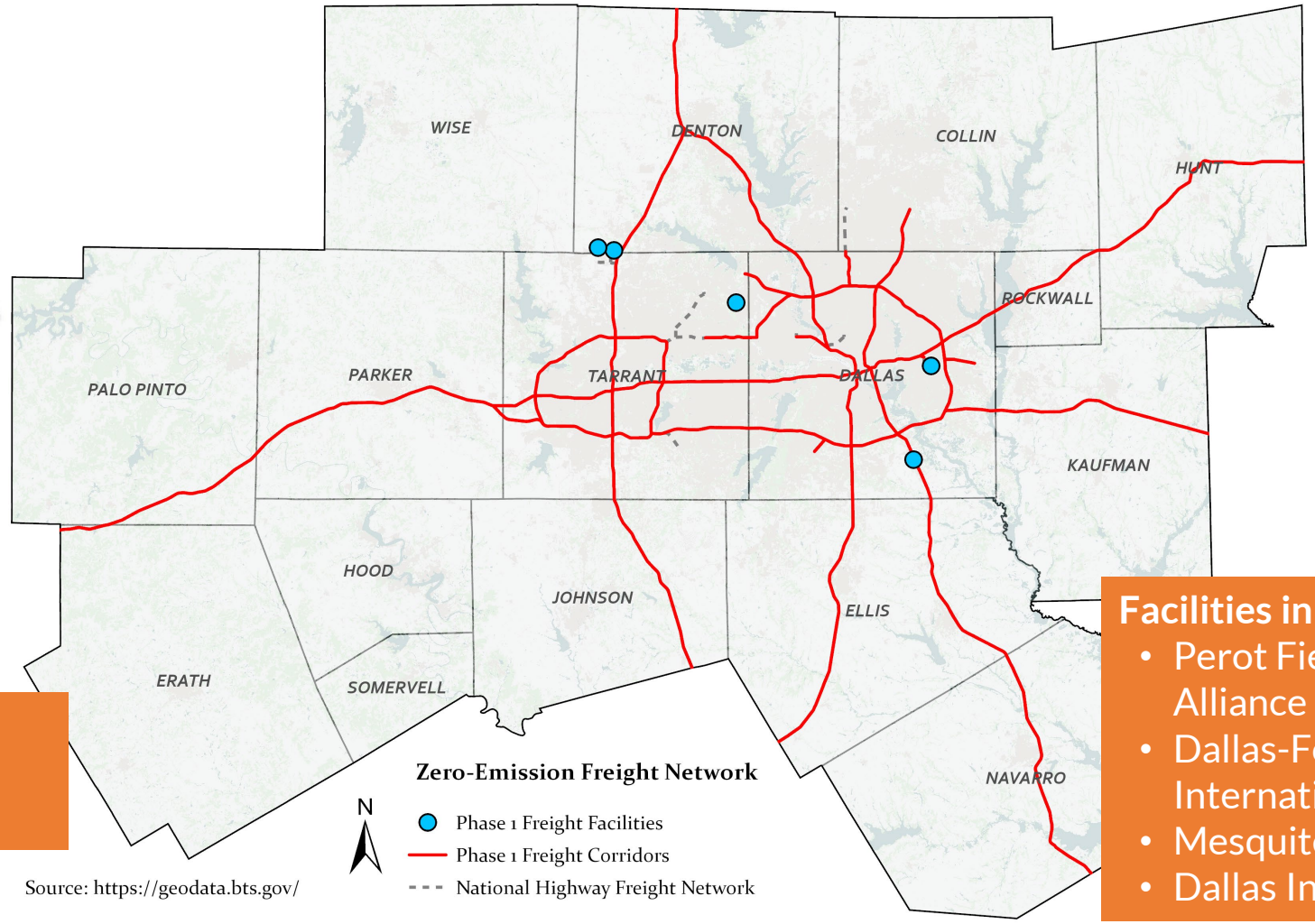
Source: zef-corridor-strategy.pdf (driveelectric.gov)

Phase 1 of National Zero-Emission Freight Corridor Strategy in Texas

PHASE 1:
ESTABLISH HUBS

Establish priority hubs based on freight volumes.

2024–2027



Source: https://geodata.bts.gov/

5 of 25 identified facilities in Texas are in the NCTCOG region

Facilities in NCTCOG Region:

- Perot Field Fort Worth Alliance Airport and Facility
- Dallas-Fort Worth International Airport
- Mesquite Rail Facility
- Dallas Intermodal Terminal

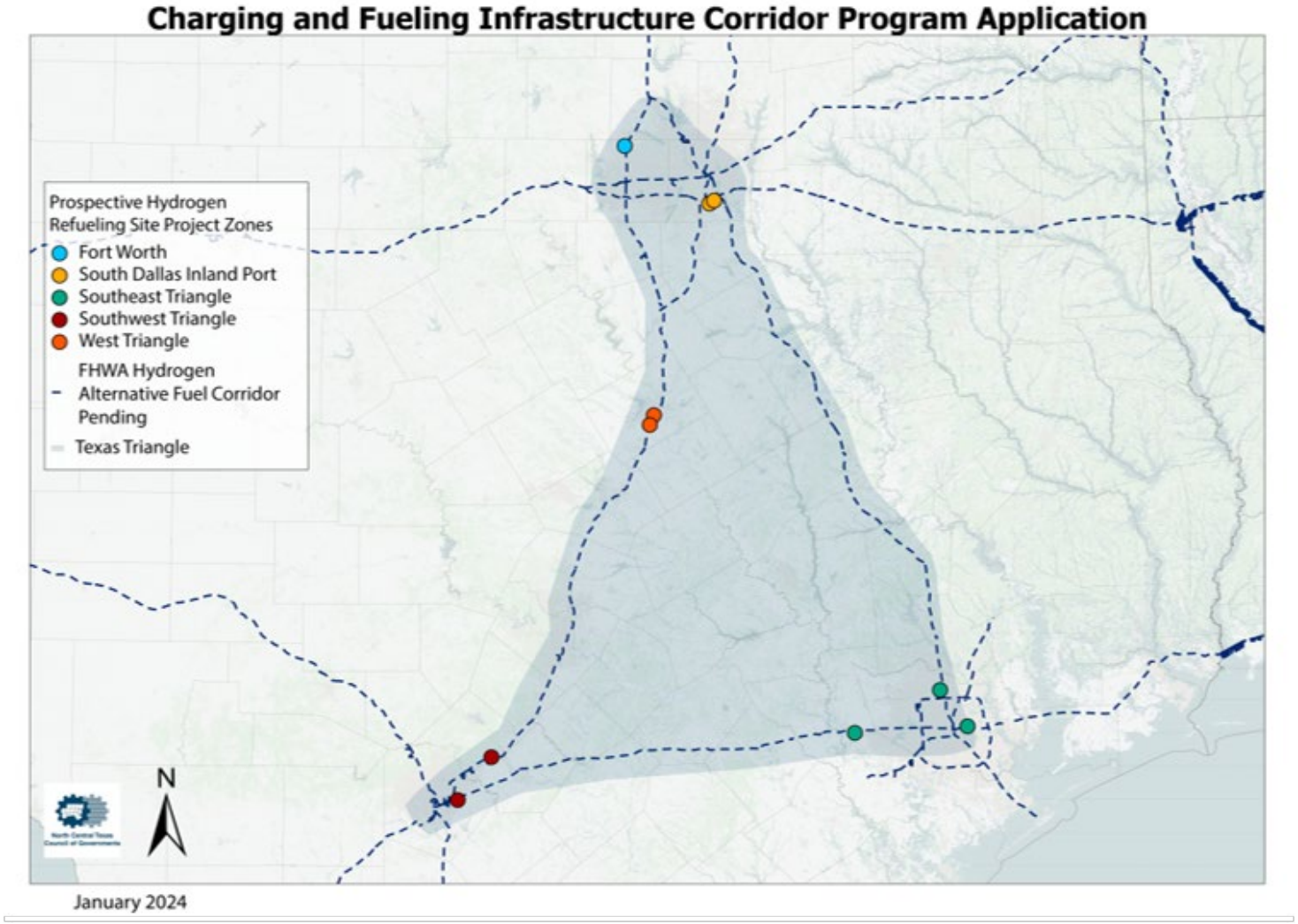
Local Construction Synergies

NCTCOG Charging and Fueling Infrastructure Corridor Award

- Construct up to 5 publicly accessible medium-/heavy-duty hydrogen refueling stations across the Texas Triangle
- $70 million award announced in January 2024

Gage Zero and Hillwood Charging Hub

- Planned EV charging facility for medium-/heavy-duty trucks at AllianceTexas
- Plans announced April 2024



Local Planning Synergies

NCTCOG IH 45 Zero Emission Vehicle Plan (Completed)

Developed recommendations for refueling/recharging stations to facilitate zero emission vehicle travel from Houston to DFW

Houston to Los Angeles IH 10 Corridor Project

- GTI Energy Led Project Awarded by the Department of Energy
- Utilize computer modeling to develop a replicable blueprint for heavy-duty hydrogen refueling in the Texas Triangle and IH 10 corridor
- NCTCOG is a project partner

TxDOT Medium-/Heavy-Duty Charging Infrastructure Task Force

- Task force established to plan medium-/heavy-duty infrastructure for Texas
- NCTCOG is a member

Regional Opportunities

Local governments can utilize NCTCOG region inclusion in plan to leverage federal investments

- Inclusion in the plan, alternative fuel corridor designations, and national freight corridor designations provide opportunities to prioritize federal funding
- Corridors and facilities represented in these plans provide areas for private sector
- May be useful for comprehensive plans or economic development corporations

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Other Phase 1 and 2 Freight Locations in Texas

Facility Type	Facility Name
Intermodal Freight/Air-to-Truck	Austin-Bergstrom International Airport
	El Paso International Airport
	George Bush Intercontinental Airport
	San Antonio International Airport
Intermodal Freight/Marine Roll-on Roll-off	Port of Beaumont
	Port of Galveston
	Port of Houston (Houston)
	Port of Houston (La Porte)
	Port of Houston (Pasadena)

Facility Type	Facility Name
Intermodal Freight/ Rail	El Paso, TX
	Jacintoport Terminal
	Houston, TX – Englewood (Wallisville Rd)
	Houston, TX – Pearland
	Houston, TX – Settegast (Kirkpatrick Blvd)
	Barbours Cut Container Terminal
	Laredo, TX
	San Antonio, TX – SAIT
Principal Ports	Houston Port Authority, TX
	Texas City, TX
	Beaumont, TX

See Appendix D on Page 82: zef-corridor-strategy.pdf (driveelectric.gov)

Other Phase 1 Freight Corridors in Texas

Road Name	County Name
IH 10	Austin
	Bexar
	Caldwell
	Chambers
	Colorado
	El Paso
	Fayette
	Fort Bend
	Gonzales
	Guadalupe
	Harris
	Hudspeth
	Jefferson
	Orange
	Waller

Road Name	County Name
IH 110	El Paso
IH 14	Bell
IH 20	Eastland
	Smith
	Van Zandt
IH 30	Franklin
	Hopkins
	Titus
IH 35	All counties
IH 45	All counties
IH 37	Bexar
IH 410	Bexar
IH 610	Harris

Road Name	County Name
IH 69	Fort Bend
	Harris
	Montgomery
	Webb

Road Name	County Name
TX 146	Harris
TX 225	Harris
TX 228	Harris
Gulf St	Jefferson
US 290	Harris
US 57	Frio
Saunders St	Webb
Airway Blvd	El Paso
Trowbridge Dr	El Paso
Hardy Toll Rd	Harris
Lockwood Dr	Harris
Will Clayton Pkwy	Harris

See Appendix D on Page 82: zef-corridor-strategy.pdf (driveelectric.gov)

High-Occupancy Vehicle Quarterly Report

Surface Transportation Technical Committee Meeting

June 28, 2024

North Central Texas Council of Governments

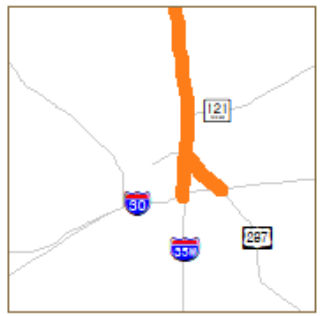
ELECTRONIC ITEM 10.1

Managed Lane System

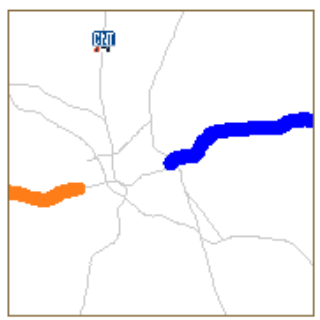
Current Express/HOV + New Managed Lanes

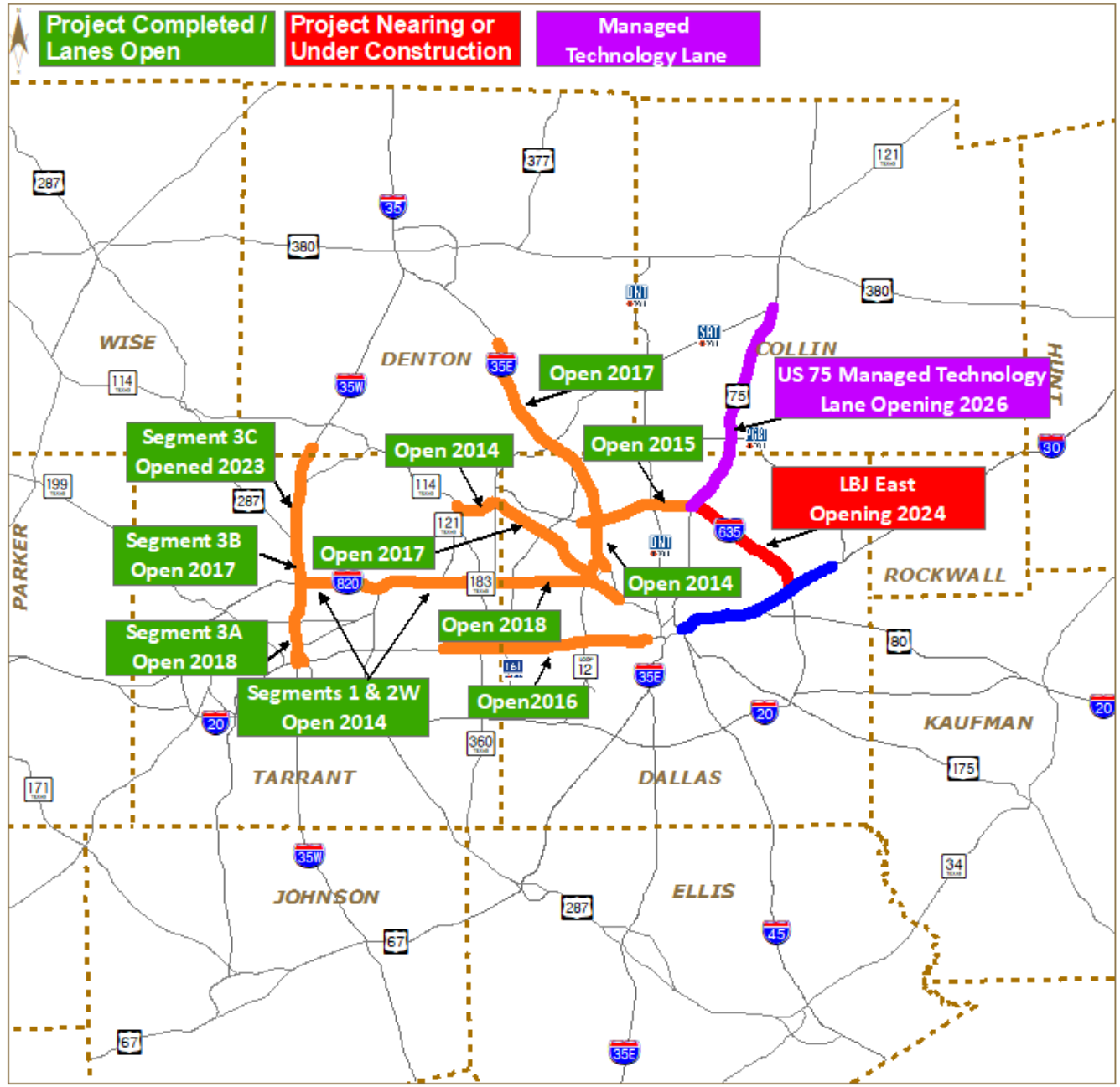
- Current Express/ HOV Lanes
- Current TEXpress Managed Lanes
- TEXPress Managed Lanes Under Construction
- Managed Technology Lane
- Major Roadways

Fort Worth CBD



Dallas CBD





North Central Texas Council of Governments

March, 2024

Toll Managed Lane Data Monitoring

Cumulative December 2013 – March 2024

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

$9,822,673 as of November 2023

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

$12,407 from October 2014 – March 2024

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 – March 2024			
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*	$5,799,128	Negligible	0
LBJ Express • *IH 635 from Preston Road to Greenville Avenue* • *IH 35E from Loop 12 to IH 635*	$4,023,545	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

Update

Automated Vehicle Occupancy Verification

Through May 31, 2024

HOV Users

January 24, 2020 – May 31, 2024

Users: 74,154

Vehicles: 72,440

Occupant Passes: 13,248

Total and HOV Transactions

January 24, 2020 – May 31, 2024

Total Transactions – 5,370,801

- LBJ/NTE Partners – 3,542,702
- TxDOT – 1,828,098

Total HOV Transactions – 2,546,645 (~47%)

- LBJ/NTE Partners – 1,731,849
- TxDOT – 814,796

Unique Vehicles – 63,206

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North Central Texas Council of Governments

Dallas-Fort Worth CLEAN CITIES

Air Quality Project Spotlight: GUMBO Program

Surface Transportation Technical Committee

June 28, 2024

North Central Texas Council of Governments

ELECTRONIC ITEM 10.2

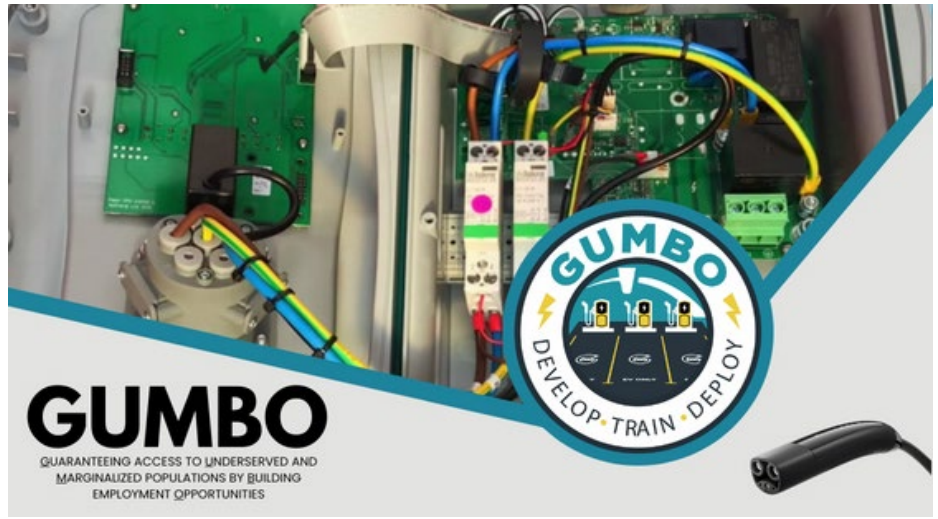
Guaranteeing Access to Underserved and Marginalized Populations by Building Employment Opportunities (GUMBO)

Dallas-Fort Worth Clean Cities is working to expand technician training at local colleges to include installation and maintenance of electric vehicle charging equipment

Supports the Justice40 Initiative by targeting disadvantaged communities with this training and job opportunity

Community-based organizations, colleges, and workforce development programs are invited to get involved by spreading awareness of the program

To participate, email cleancities@nctcog.org!



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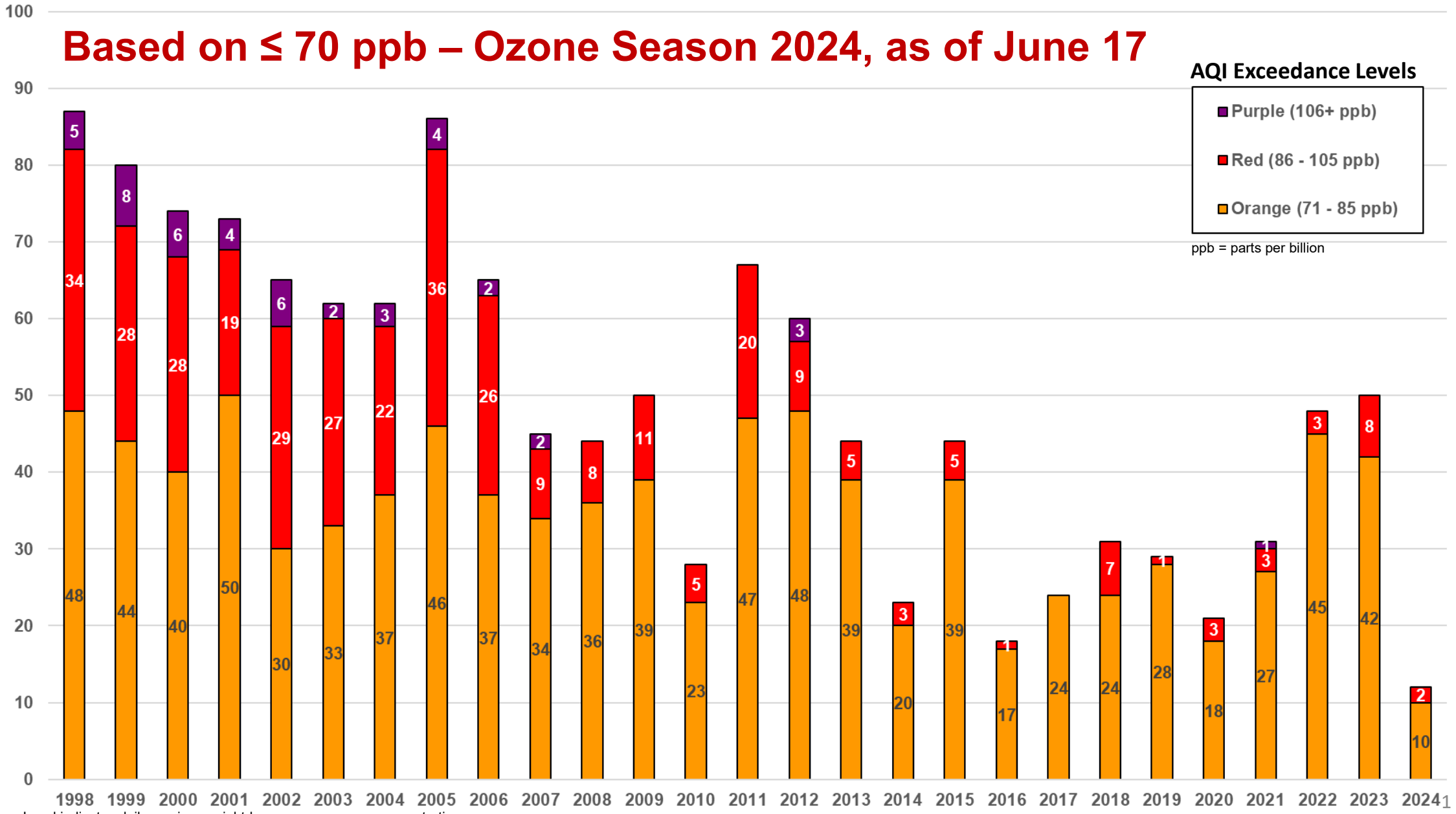
8-HOUR OZONE NAAQS HISTORICAL TRENDS

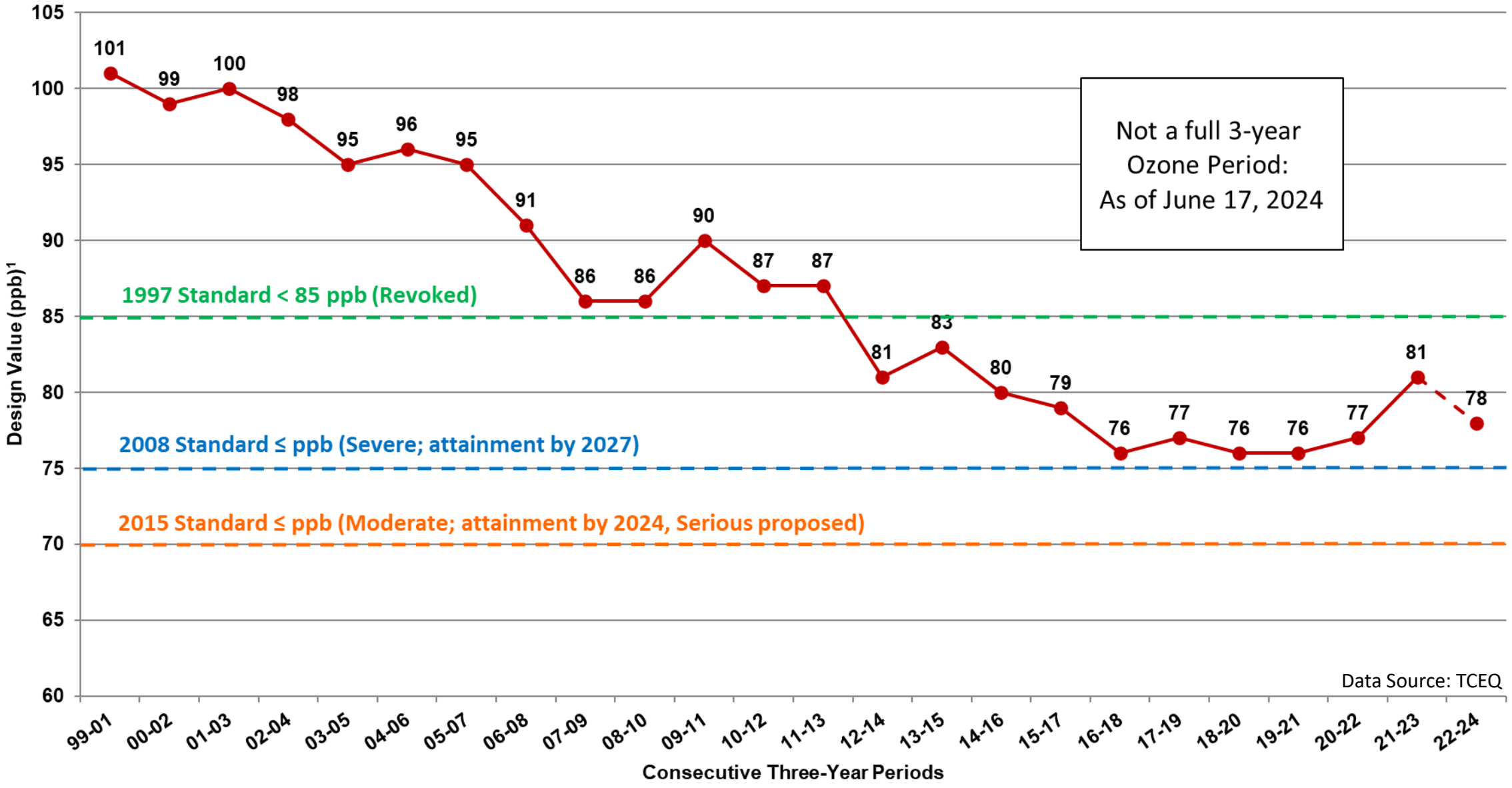


Exceedance Level indicates daily maximum eight-hour average ozone concentration.
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the for the revised ozone standard of 70 ppb.

Source: TCEQ http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl

ELECTRONIC ITEM 10.3

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).

FOR MORE INFORMATION

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

MINUTES

Regional Transportation Council
PUBLIC MEETING

Planning Advances for High-Speed Rail Between Dallas and Fort Worth

2025-2028 Transportation Improvement Program (TIP)

New National Air Quality Standard: Fine Particulate Matter

Proposed Amendments to Mobility 2045 - 2022 Update

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, May 13, 2024, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at www.publicinput.com/nctcogMay24. Dan Lamers, Senior Program Manager, moderated the meeting attended by 123 people.

Public Meeting Purpose and Topics

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

- Planning Advances for High-Speed Rail Between Dallas and Fort Worth – **presented by Brendon Wheeler**
- 2025-2028 Transportation Improvement Program (TIP) – **presented by Cody Derrick**
- New National Air Quality Standard: Fine Particulate Matter – **presented by Daniela Tower**

The public meeting was held to educate, inform and seek comments from the public. Comments were solicited from those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at www.publicinput.com/nctcogMay24.

Summary of Presentations

Planning Advances for High-Speed Rail Between Dallas and Fort Worth presentation:
https://www.nctcog.org/getmedia/4b1bd333-151b-4f81-8d22-d7e0dfc90f01/Planning-Advances-for-High-Speed-Rail-between-Dallas-and-Fort-Worth.pdf

The High-Speed Transportation Connections Study traverses Dallas, Irving, Cockrell Hill, Grand Prairie, Arlington, Pantego, Dalworthington Gardens, Hurst, Euless, Bedford, Richland Hills, North Richland Hills, Haltom City and Fort Worth.

The study's purpose is to:

- Evaluate high-speed transportation alternatives, including alignments and technology

- Connect Dallas-Fort Worth to other high-performance passenger systems in Texas
- Enhance and connect the Dallas-Fort Worth regional transportation system
- Obtain federal environmental approval of the viable alternative

The study is currently in the National Environmental Policy Act (NEPA) process. Environmental reviews are conducted during this phase to assess the potential environmental implications of the proposed actions. Once this process is completed, NCTCOG will be able to investigate financial and operational options through public/private partnerships for implementation.

The NEPA process is expected to conclude in Spring 2025. For more information on the High-Speed Transportation Connections Study and to sign up for project notices, visit www.nctcog.org/dfw-hstcs.

2025-2028 Transportation Improvement Program (TIP)
https://www.nctcog.org/getmedia/90db971e-7ac3-4d59-bfe1-05d995b4bed1/2025-2028-Transportation-Improvement-Program-TIP.pdf

The TIP is a funding and inventory document of transportation projects within the Dallas-Fort Worth metropolitan planning boundary. It is mandated by the federal and State government and contains funding from federal, State and local sources. A new TIP is developed every two years and updated on a quarterly basis.

NCTCOG staff is currently reviewing existing projects, gathering information on additional locally funded projects, making needed revisions to existing project schedules and funding, and developing revised project listings for Fiscal Years 2025 through 2028. The draft 2025-2028 TIP roadway and transit list includes approximately $8.42 billion in funding and 1,132 roadway and transit projects.

The RTC will take action on the 2023-2026 TIP on Thursday, June 13, 2024.

New National Air Quality Standard: Fine Particulate Matter presentation:
https://www.nctcog.org/getmedia/095a78ce-3eec-4dbf-b265-bb7b0ec5a019/New-National-Air-Quality-Standard-Fine-Particulate-Matter.pdf

The Environmental Protection Agency (EPA) recently lowered the fine particulate matter ($PM_{2.5}$) standard from 12 to 9 micrograms per cubic meter ($\mu g/m^3$). This adjustment carries significant implications for regulatory timelines. Effective February 7, 2024, this change will shape future decisions and strategies based on monitored data. While other particulate matter standards remain unchanged, the primary annual standard has been modified.

Monitoring stations play a crucial role in assessing air quality, particularly in densely populated areas like Dallas and Tarrant counties. Despite some monitors in outlying counties showing compliance, the potential for non-attainment looms in more populated areas. Factors beyond local emissions, such as meteorological conditions and geographic features, can influence $PM_{2.5}$ levels. The EPA's designation process for non-attainment areas involves a comprehensive analysis, considering factors like monitor values, chemical precursors, weather patterns and geographical features.

Texas Commission on Environmental Quality (TCEQ) is responsible for submitting crucial data to the EPA by May 1, 2024. Public engagement and data collection efforts are underway to meet the end-of-year deadline for the designation package. The final decision on non-

attainment designations is expected by February 6, 2026, potentially triggering the implementation of revisions to State Implementation Plans (SIP). Despite challenges, various programs and grants are available to NCTCOG to support efforts to maintain or achieve compliance with air quality standards.

Summary of Online Review and Comment Topics

Proposed Administrative Amendments to the Mobility 2045 - 2022 Update handout: https://www.nctcog.org/getmedia/405fb440-e310-45fe-8d5f-43c013530bea/Proposed-Amendments-to-Mobility-2045-%e2%80%93-2022-Update.pdf

NCTCOG staff is proposing to add three road projects to the Mobility 2045 - 2022 Update. Adding these projects will aid TxDOT in advancing planning and design activities.

COMMENTS RECEIVED DURING THE MEETING

Planning Advances for High-Speed Rail Between Dallas and Fort Worth

David Yaqubian, Citizen

A. Project investors

Question: Your presentation noted that you are negotiating with Amtrak. Is that correct? Have you spoken with foreign investors? Did any of them stand out?

Summary of response by Brendon Wheeler: Yes, we've had several conversations with Amtrak, especially since they've come onto the scene over the last year or so. We have spoken with foreign investors in the past, and they are concerned with the NEPA process because it poses a potential risk because they can't control the NEPA process, timing, or cost. Texas Central was more the exception than the rule because they accepted the NEPA process and have spent hundreds of millions of dollars with nothing to show for it yet, which is a significant risk for a private investor. NCTCOG, as the regional metropolitan planning organization, can advance the NEPA process for this corridor, much like we do for the dozens of highway, arterial and commuter rail projects in our region on a daily basis.

Summary of response by Dan Lamers: A few countries including China, Spain, Italy, and Japan have expressed interest in our regional high-speed transportation project. Texas Central is partnering with Amtrak, but they were initially working with the Japan railway high-speed rail industry. This technology was approved for use in the Houston-to-Dallas corridor. This project is unique as it is not as ubiquitous as the US rail system. Each operator uses slightly different technologies, such as different gauges and electricity sources. The goal is to clear these differences and have serious conversations with these operators to ensure a smooth transition. The gauge of the track remains the same, but the use of an electric catenary can vary.

B. Project funding

Question: Has the team heard of the High-Speed Rail Act? If that were to pass, could that fund this project?

Summary of response by Brendon Wheeler: Absolutely. The last transportation bill by Congress, the Federal-State Partnership for Intercity Passenger Rail (FSP) Grant Program, allocated $66

billion towards passenger rail, including high-speed rail. However, much of this funding has been squandered for other activities. About $12 billion of this was aimed at intercity rail. This grant program is mostly allocated for Amtrak and other long-distance lines, but high-speed rail could submit to it. The availability of this funding has required the Federal Railroad Administration (FRA) to build a program for planning inner city passenger rails. This is a new program for the FRA, as they have traditionally been safety organizations for freight rail lines. Passing the High-Speed Rail Act is an example of how future funding may be funneled through an existing program, such as the FRA or another agency. This new program aims to ensure that passenger rail is not overlooked in the US and that new corridors are planned for.

Pablo Peña, Citizen

A. Environmental approval

Question: Have the Dallas, Arlington, and Fort Worth stations received environmental approval?

Summary of response by Dan Lamers: The Dallas station is federally approved. For the Arlington and Fort Worth stations, we've worked with those cities over the last six years to identify suitable locations. The Arlington station will be located underground near IH30 and Baird Farm. It's underground because the interchanges of IH30 at SH 161, President George Bush Turnpike and SH 360 make it impossible to run a rail line above ground through such complex infrastructure. We intend to build the Fort Worth station underground between the current Fort Worth Central Station, which serves Amtrak, TEXRail and Trinity Railway Express, and the new Texas A&M campus, which is now being built. We need to identify the specific station locations and any environmental or social impacts associated with them. These stations will be identified through this process, much like the Dallas station was identified through the Houston-to-Dallas process.

B. NEPA process

Question: How far along is the NEPA process?

Summary of response by Dan Lamers: The official environmental process began on March 4, 2024. Our goal is to complete it in 12 months, which means we should be finished by early 2025. However, we've been working on this for years, with the intention of starting the first steps of the process before 2020. We did not initiate the actual process earlier because once you start it, you have 12 months to meet federal standards and complete it. We wanted to be sure we had done preliminary work, such as an alternatives analysis, before officially commencing the process.

Devon Skinner, Citizen

A. Project grading

Question: Can you go over the process of how the grading of the high-speed rail was determined? Was the natural grading of the ground influencing its speed or was there a more technical reason for how the route was graded?

Summary of response by Dan Lamers: The answer is essentially all of the above. The best route is a straight line from point A to point B, which is how we ended up on the IH 30 corridor. We aimed to stay on public right of way as much as possible to avoid impacts on privately held

land. Currently, 85 to 90 percent of the route is on public right of way. In terms of elevation, we needed to match the station heights from Houston to Dallas to provide a smooth, one-seat journey, resulting in no train changes at the Dallas station. Transfers in the train sector are known to diminish ridership, comparable to how consumers prefer direct flights at airports, which is why elevation in Dallas was needed. Dallas also benefits from natural grade as we move north from the already planned Texas Central high-speed rail station. We were unable to pass through Arlington due to interchange difficulties. In Fort Worth, we encountered issues with the downtown Mixmaster and Tower 55, where the Union Pacific and Burlington Northern mainlines intersect. We also wanted to be able to travel south from Fort Worth in the future, which necessitated a north-south station.

B. Autonomous transportation

Question: What would autonomous transportation look like in practice going from Arlington to the DFW airport? What are some examples of what that could look like?

Summary of response by Dan Lamers: We aim to utilize the latest automotive technology, such as autonomous vehicles and transport, to revolutionize transportation systems. Our approach is to create a flexible infrastructure that can adapt to technological advancements. By using autonomous vehicles on a simple roadway structure, we can ensure efficient transportation from point A to point B. These vehicles, which are available now, can accommodate anywhere from four people to small buses, offering a versatile and forward-thinking solution.

Phyllis Silver, Citizen

A. Brightline West project

Comment: I appreciated Brendon discussing the connectivity at Union Station with TRE, Amtrak, and DART's light rail. He also emphasized the importance of connectivity at airports. I hope TEXRail and the future Silver Line will be considered for high-speed rail connectivity, though this wasn't specifically mentioned. My brother in Las Vegas sent me information about the Brightline West project, which will connect Las Vegas to Southern California. Brendon briefly mentioned California, and this project has broken ground. I'm curious if NCTCOG is looking at best and worst practices from this project?

Summary of response by Dan Lamers: Yes, we have had conversations with the developers of Brightline West. Brendon and I met with them about six months ago to understand what they were doing and how. It's interesting their corridor will be largely in the IH 15 corridor, much like ours in the IH 30 corridor. They discovered, as we did, that being in public right of way is advantageous. They have received all their approvals and completed the NEPA process. Once they finalize their funding, they will be ready to start construction. Regarding connectivity to the airport, Brendon mentioned the proposed connection with DFW Airport. The RTC's policy ensures equal access to airports in the region. Currently, you can reach Love Field through DART and DFW Airport from the north via TEXRail. You can also get to DFW indirectly through the Trinity Railway Express, which stops at CentrePort station, with shuttles to the airport. We are planning the Silver Line connection into the airport, allowing access from the eastern part of the region. Airport access is crucial, and all high-speed rail developers we've talked to agree that a connection to DFW Airport is essential.

Gary Hennessy, Citizen

A. Partnering entities

Question: With respect to high-speed rail, are there any limitations to the number of entities that can be combined to create this rail throughout Texas? Is there a comprehensive evaluation of all transportation throughout North Central Texas showing how much can be saved on the DFW Airport expansion by building high-speed rail?

Summary of response by Dan Lamers: There hasn't been a statewide study conducted. However, there are plans for a joint economic study between the cities of Dallas, Arlington and Fort Worth regarding the currently planned high-speed rail. The focus of discussion seems to be on an impact study for either DFW or Love Field. Although the study has not yet begun, we have a good idea of the travel patterns, both within the State and nationally, which could facilitate such a study. High-speed rail offers an efficient alternative to short-haul aviation, such as Houston to Dallas, which was previously served by frequent flights. This allows airlines to focus on longer-haul flights while high-speed rail handles regional intercity trips. Urban areas can rely on light rail, commuter rail and bus systems for local transportation needs. The region's expansion, including DFW Airport's Terminal F and Love Field's potential additional services, indicates the area's significance not only as a destination but also as a transfer hub. While the region presents a promising market, the decision to build high-speed rail ultimately rests with entities that will determine if potential demand justifies the cost. This puts the initiative in a position for further evaluation and serious consideration by those responsible for its construction and operation.

New National Air Quality Standard: Fine Particulate Matter

David Yaqubian, Citizen

A. Data monitoring stations

Question: Why do we have very few data monitoring stations, and who is responsible for them?

Summary of response by Daniela Tower: Data monitoring stations are limited due to challenges in obtaining accurate parameters and finding suitable locations for monitoring results. The monitoring network is also extended, and establishing stations takes time. Prior to the EPA standard change, there was no need for more stations, especially in less densely populated areas. However, official monitoring stations are now being established. These stations meet EPA standards and the data from these stations provide a better overview of the situation. While some stations may not meet these standards, the data from these stations also help provide a better understanding of the situation. TCEQ mostly oversees the stations.

Pablo Peña, Citizen

A. Regional growth

Question: Is there a correlation between the region being in non-attainment and the growth that we've been seeing in the past 10 to15 years, and could that impact the region being in non-attainment in the future?

Summary of response by Daniela Tower: Yes, growth implies more people must commute, which means more cars on the road and more building. However, there is still need for

development, and cars are much cleaner now. If that wasn't the case, we'd probably be in worse shape. In terms of the region's future non-attainment, I believe it will rely on how we handle things over time, what technology is doing and how much additional transportation is available.

Summary of response by Dan Lamers: Yes, additional population will certainly have an impact, but as Daniela indicated, it's not just about supply or demand from the population. It's also related to the transportation supply side, and the two must be balanced. That's why we're going through this process. As I mentioned before Daniela spoke, our long-range transportation plan must demonstrate that we can comply with those standards in the future. The plan includes the assumption that there will be an additional 3 to 4 million people in this region at that time.

Devon Skinner, Citizen

A. Non-attainment penalty fees

Question: Is there an administrative penalty from the EPA for falling out of compliance? Are there administrative penalties until we reach attainment? Is there a grace period? If so, what does that look like?

Summary of response by Daniela Tower: Yes, there will be consequences, but the timeframe and grace period are still uncertain. We are evaluating what can be done to address these issues and how they will impact the SIP. Many aspects remain unclear, but we will keep you updated.

Summary of response by Dan Lamers: TCEQ is responsible for the SIP, and our local actions feed into that plan. Our classification category affects how long we have to meet attainment deadlines. For ozone, we've been working on this for 30 years, with several deadlines passing. When we miss a deadline, we get reclassified and must take additional steps to ensure future compliance. It's misleading to say we're not compliant with ozone standards because we did meet the initial standards. However, over the years, the threshold has been lowered repeatedly. While this is frustrating, it's beneficial for public health as it keeps pressure on us to reduce harmful ozone-forming emissions. The same approach applies to particulate matter.

Phyllis Silver, Citizen

A. Wind transport

Question: How are wind and Sahara dust measured? When you're measuring particulate matter, how can you tell whether we're responsible or if it's air from another region?

Summary of response by Daniela Tower: NCTCOG is currently looking into data and seeking a database that collects information on special events, such as Saharan dust and wildfires, which can bring significant amounts of particulate matter into the region. We are gathering data to correlate high-emission days with special events and certain meteorological conditions. While we cannot directly measure the specific particles in the air, we can use data and correlations to determine if the particles were generated locally.

Summary of response by Dan Lamers: The process Daniela is referring to is called transport. We face the same issue with ozone during the summer when the winds in our region are primarily out of the south. Many ozone-forming components blow up from the Houston area into our region. There's a lot of national discussion about this issue, where someone needs to be

responsible, but the people affected are in the non-attainment area. So far, there is no good answer for how the nation is dealing with transport.

B. Particulate matter determination

Question: Can someone determine whether a particular particulate matter is from the desert or a wildfire? Can the actual particles be analyzed to identify what they are? Can it be determined if it's from car emissions, desert dust or something else?

Summary of response by Daniela Tower: In theory, the possibility exists, but in practice, it is highly complex and costly due to the extensive data collection and analysis required for elusive particles. This analysis is primarily conducted through correlating typical weather events rather than directly analyzing the particles, as direct analysis is too intricate and expensive to perform daily.

Summary of response by Dan Lamers: As you mentioned, we are aware when we exceed the standards and have anecdotal knowledge of environmental conditions locally, statewide, nationally and internationally. We understand from the best available science how long it takes for such events to occur. For example, with Sahara dust, one can visibly observe it outside. While we may not analyze individual particles, we can closely correlate these events with known occurrences.

Other

Ann Zadeh, Citizen

C. Data monitoring stations

Comment: I want to quickly acknowledge that we appreciate the update on the high-speed rail conversation. You've noted that there aren't as many as we would like, and we share that concern. We hope we can find a way to have a more robust monitoring system. During my time on city council, we talked about air pollution possibly decreasing during the pandemic, and we hoped to maintain that as things returned to normal. Clearly, we haven't achieved that. We appreciate the focus on other modes of transportation rather than just building more freeways. I will follow up with additional questions via public comment before the end of the comment period.

Summary of response by Dan Lamers: Thank you, and we look forward to receiving your comments and questions.

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

Mail

Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

Email

Lori Clark, NCTCOG

Please see below for updates needed to TIP 25129:

Thanks so much for the call earlier, I feel that it was very productive. Below is a recap of where we landed on TIP and MTP items for your review and concurrence. Please review and confirm ASAP so that we can rework the cost information appropriately. Next week is our deadline to finalize updated TIP listings in time to be included in the mailout for the Regional Transportation Council (MPO policy board) meeting on June 13, where they will be asked to approve TIP listings. Thanks in advance!

TIP items: Prior to today, NCTCOG and FHWA had not had detailed discussions on TIP listings for the CFI Corridor ($70M for hydrogen stations) award because this project had individual listings for each location, no complications related to "bundling" as with the other projects. Discussion today was triggered by questions that arose during coordination b/w NCTCOG and other MPOs about the TIP listings needed in other MPO tips around Texas. NCTCOG had proposed 6 TIP listings: one for NCTCOG staff $ only, including project administration (currently listed at 2025-2028-TIP-Development-Chapter-7.pdf (nctcog.org) as MPO Project ID 25129) one for each of the 5 fueling sites, inclusive of all $ expected to be spent in conjunction w/that site for both pre-NEPA and post-NEPA activities (as an example, the 2 locations within NCTCOG boundaries are currently listed at the same link as MPO Project IDs 25129.1 and 25129.2) Per discussion, TIP listings will be restructured as follows: One listing (MPO Project ID 25129) that includes all Phase 1 (pre-NEPA) expenses, inclusive of both the $625K for NCTCOG and the funding allocated to Pilot Truck Stops for pre-NEPA activities, all to be reclassified as preliminary engineering. This TIP listing will then align with the initial funding obligation at the time of agreement execution upon TIP/STIP approval.

Update Description - proposal: Phase 1 (pre-NEPA) activities to build a network of five hydrogen refueling stations around the Texas Triangle; includes NCTCOG project management, public engagement, preliminary design and engineering, and other pre-NEPA activities; includes NCTCOG staff time.

Update Total Project Cost Information: all phase 1 costs need to be reclassified into Preliminary Engineering; update other categories so that Total Project Cost reflects the full award ($70M federal + match). This will ensure that the entire award is reflected in the TIP during initial FY25-28 TIP/STIP approval, clearing the way for agreement execution. One for each of the 5 fueling sites, with costs reduced to reflect only Phase 2 (post-NEPA) expenses, which are the construction, operations, and maintenance costs that will be incurred at each location. FHWA advises NOT to proceed with these TIP listings in other MPO areas at this time. FHWA advises using the quarterly TIP Mod process to add these specific sites to other MPOs' TIPS with their respective costs once locations are finalized. NCTCOG proposes to retain the listings for 25129.1 and 25129.2 (the sites within the NCTCOG boundary) with the following updates: Description will be updated – proposal: Phase 2 (post-NEPA) activities to design and construct a hydrogen refueling station for heavy-duty trucks along the FHWA-designated [fill in appropriate interstate] corridor, including construction, operation, and maintenance expenses Updated total project costs: will be reduced to reflect Phase 2 costs (construction, operations,

and maintenance) only, to correspond with the addition of location-related Phase 1 expenses that are being added to 25129

MTP items: FHWA advised that an amendment or other update to Mobility 2045 is needed due to the magnitude of funding awarded through these discretionary grants. The CFI Corridor project for hydrogen stations is captured in concept under the Air Quality Initiatives: Communities Program (MTP reference AQ2-003), but the program cost estimate is $51 million. The hydrogen award alone is $70 million. The timing of the Mobility Plan update needs to coincide with timing of TIP/STIP approval (expected August). NCTCOG will capture all 3 FHWA discretionary awards in the updates. Since we have an ongoing Conformity, Barbara suggested that there may be opportunity to dovetail the updates needed to accommodate these discretionary grants with any update recommendations flagged during conformity review.

Action item: Barbara and Jose will follow up on this separately to evaluate best approach Mobility 2050 will need to include this + other discretionary awards as individual project listings.

Chad Marbut, City of Weatherford

Good Afternoon,
Please add “auxiliary lanes” to the scope of CSJ 0314-07-086 in the TIP per our public request.

CSJ 0314-07-086 CONSTRUCT NEW EASTBOUND ENTRANCE RAMP FROM BETHEL ROAD; CONSTRUCT NEW WESTBOUND EXIT RAMP TO BETHEL ROAD; WIDEN EXISTING BRIDGE OVER TIN TOP ROAD;

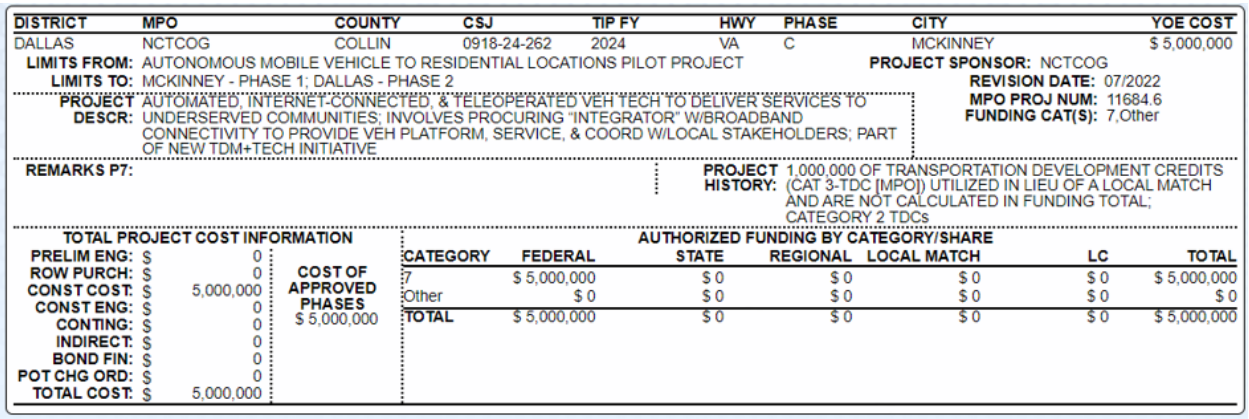
CONSTRUCT NEW AUXILIARY LANES

If you have any questions please let me know.

Nattalie Bettger, NCTCOG

Good morning,

I am requesting the following project be cancelled via TIP development. NCTCOG staff has coordinated with the cities of Dallas and McKinney and there is no longer a desire to move forward with this project. If you need any additional information, please let me know. Thank you.



DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	COLLIN	0918-24-262	2024	VA	C	MCKINNEY	$ 5,000,000

LIMITS FROM: AUTONOMOUS MOBILE VEHICLE TO RESIDENTIAL LOCATIONS PILOT PROJECT
LIMITS TO: MCKINNEY - PHASE 1; DALLAS - PHASE 2
PROJECT DESCR: AUTOMATED, INTERNET-CONNECTED, & TELEOPERATED VEH TECH TO DELIVER SERVICES TO UNDERSERVED COMMUNITIES; INVOLVES PROCURING "INTEGRATOR" W/BROADBAND CONNECTIVITY TO PROVIDE VEH PLATFORM, SERVICE, & COORD W/LOCAL STAKEHOLDERS; PART OF NEW TDM+TECH INITIATIVE

PROJECT SPONSOR: NCTCOG
REVISION DATE: 07/2022
MPO PROJ NUM: 11684.6
FUNDING CAT(S): 7,Other

REMARKS P7:

PROJECT HISTORY: 1,000,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 TDCs

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$	0
ROW PURCH:	$	0
CONST COST:	$	5,000,000
CONST ENG:	$	0
CONTING:	$	0
INDIRECT:	$	0
BOND FIN:	$	0
POT CHG ORD:	$	0
TOTAL COST:	$	5,000,000

COST OF APPROVED PHASES $ 5,000,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
7	$ 5,000,000	$ 0	$ 0	$ 0	$ 0	$ 5,000,000
Other	$ 0	$ 0	$ 0	$ 0	$ 0	$ 0
TOTAL	$ 5,000,000	$ 0	$ 0	$ 0	$ 0	$ 5,000,000

James Hancock, NTTA

Please clarify/update scope of the above project to reflect the Frontage Roads are and will be continuous.

Caryl DeVries, City of Grand Prairie

The City of Grand Prairie requests the inclusion of the Jefferson Street project (CSJ: 0918-47-432; TIP Code: 21085) in the 2025-2028 TIP. The city anticipates that the project will be ready to let before the end of calendar year 2024.

Please contact me with any questions.

Cinthia Rodriguez, TxDOT Dallas District

Good Afternoon,

We would like to submit a public comment that the scope on the project below not be changed.

NCTCOG Public Meeting May 13, 2024

Attachment 1

High Speed Rail Service Dallas - Fort Worth

Comments

I appreciate the use of color printer in the handout because markings on maps and legends accompanying the maps have designated colors. This way the reader can identify what each colored line represents.

I also appreciate the photos and concept visualizations contained in this handout.

New National Air Quality Standard: Fine Particulate Matter

Comment

I appreciate that COG is continuing to monitor our air quality and devising methods to improve it.

I had questions about the presentation and they were responded to in the live meeting.

Draft 2025-2028 TIP Document

Questions - page 8

I would like clarification of the words "left" + "lefts" in the 1st bullet. I thought that perhaps it means projects that were initiated. If that is the case, I don't understand that there were 1100 local lefts and 104 local completions. How can the completed projects be a higher number than the number initiated? Perhaps I am not understanding correctly what "lefts" are. I welcome clarification. Thank you.

Phyllis Salmon
5/26/2024

TRANSPORTATION PUBLIC MEETING

JULY 8 · NOON · 616 SIX FLAGS DR. ARLINGTON, TX 76011

PRESENTATIONS

Regional 10-Year Plan Update

Each year, the Regional Transportation Council approves an update to the Regional 10-Year Plan, which identifies major projects to be implemented in the region. An updated draft of the project list covering projects from FY2025 to FY2034 will be presented for review and comment.

Access North Texas: 2026 Update

Access North Texas is the regional public transportation coordination plan for the 16-county North Central Texas area. The plan, which is updated every 4 years, documents the transportation needs of older adults, individuals with disabilities and individuals with lower incomes across the region. Upon completion of the plan, local governments and transportation agencies may use the Access North Texas Plan to help with their transportation planning. For more information, visit www.AccessNorthTexas.org.

Transit Strategic Partnerships

The Transit Strategic Partnerships Program is a competitive grant program that funds innovative transit projects supporting services for seniors, persons with disabilities and low-income populations from public agencies looking to directly implement service and those seeking partnership with an existing transit provider. The May 2024 cycle for proposal submissions has closed, and an update on selected projects will be provided for review and comment. For more information, visit www.nctcog.org/strategicpartnerships-transit.

Charging Smart

Charging Smart is a new technical assistance and designation program recognizing communities for electric vehicle (EV) readiness. Staff will provide an overview of this program and its role to provide assistance to aid cities in streamlining plans, permits and inspections to deploy EV charging infrastructure more efficiently. For more information, visit www.dfwcleancities.org/charging-smart.

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

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

*Attend in person, watch the presentations live at **publicinput.com/nctcogJuly24** or participate via phone by dialing 855-925-2801 then code 10300.*

@nctcogtrans

North Central Texas Council of Governments

RESOURCES & INFORMATION

Mobility 2050 Public Input Summary:
publicinput.com/Mobility2050

NCTCOG Spatial Data Cooperative Program
nctcog.org/sdcp

Mobility 2045 – 2022 Update: Administrative Revision:
publicinput.com/nctcogJuly24

Try Parking It:
tryparkingit.com

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

This document is a compilation of general public comments submitted from Saturday, April 20 through Sunday, May 19, 2024 via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting. This month, comments related to walking, biking, sustainable development and roadways were in the majority.

Additionally, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. This tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received four new comments related to bicycle and pedestrian, roadway, and transit conditions. You can view these new comments as well as past comments by visiting http://nctcoggis.maps.arcgis.com/apps/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2.

Air Quality

Twitter –

1. In preparation for the 2026 FIFA World Cup, which will be partially hosted in the Dallas-Fort Worth area, @NCTCOGtrans has applied for $55 million in federal grant funding for the acquisition of 59 electric buses. — The Texan (@TheTexanNews)

Facebook –

1. The way you drive plays a big role in fuel consumption! Speeding, reckless and aggressive driving increases fuel use, costs more for the driver & contributes to poor air quality. #CarCareMonth #NTXCarCare #CarMaintenance #WednesdayWisdom — NCTCOG Transportation Department

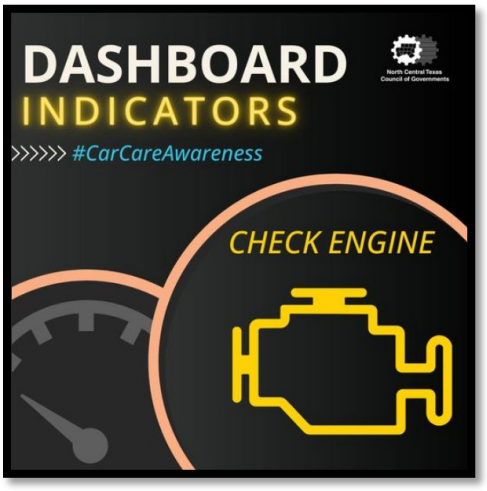
Ya think? 🤣🤣🤣 — Wm Atkins

2. Did you know? Checking the Air Quality Index on AirNorthTexas.org and limiting time outside when air quality is poor can help protect you from asthma triggers like wildfires and smoke. #AsthamaAwarenessMonth #AQAW2024 — NCTCOG Transportation Department

Wow. — Rob Dentremont

3. This light indicates a potentially serious problem with your vehicle. It also means your emissions are higher than normal. Help keep our air clean, address the light as soon as possible! Learn more at ntxcarcare.org #CarCareAwareness #CarCareTips #TipTuesday —

NCTCOG Transportation Department



My check engine light was on. Then I travelled for 6 weeks so disconnected the batter. Upon reconnect, no light, and passed inspection a month later: — Rob Dentremont

Bicycle/Pedestrian/Sustainable Development

Instagram –

1. Learn your rights and responsibilities when walking, biking or driving. Together, we can make our streets safer for everyone! — NCTCOG Transportation (@nctcogtrans)

Laura, consider yourself an opp — Jasper Snowberger (@jasper_snowberger)

I personally get 50 points each day — Rylan Luttmer (@lightning_446)

2. Why Bike & Roll to School? Because it builds community and empowers students of all abilities to enjoy physical activity, and foster social connections. Join us on May 8. For details, see the link in our bio! #BikeRollToSchoolDay #SafeRoutestoSchool #SafeRoutes

#ActiveTravel #NationalBikeMonth — NCTCOG Transportation (@nctcogtrans)

> Hey @rosemontdadsclub, are y'all doing bike bus to school on this day?? 😀 Cc: @dallasbicyclecoalition — Hexel Colorado (@hexel.co)

3. Thank you to everyone who came out to our Spring General Meeting! And thank you @fcbrewing for generously sharing your space. Check out some of the pictures and slides above. We got to hear from @nctcogtrans about the DFW Discovery Trail, set have all but a couple miles complete by 2025. @dartdaily shared an update on the Silver Line and accompanying Cotton Belt trail. The train is set to run by late 2025 and Phase 2 construction of the trail should begin by spring 2025. Lastly @dalldot shared about bike facility best practices from Portland, Oregon, one of the best biking cities in the country. Some of the reasons that Portland is so successful are because they prioritize pedestrians and cyclists above all else, include world class Dutch standards for bike and road design, and limit traffic speed and volume where cars and bikes mix. We also learned about bike boulevards that are part of the Dallas Bike Plan and a new facility type that advocates like us can help be successful here in Dallas. Links to more information and the full slide deck are in our stories today and saved in our events story highlight. — Dallas Bicycle Coalition (@dallasbicyclecoalition)

4. Look Out Texans is a program of @nctcogtrans, designed to help spread awareness of safe driving practices and keep Texans alert. Be aware of other vehicles and predict movements of drivers and pedestrians. Anticipate turning movements and opening car doors to avoid

collisions. Bike, walk, drive safely. go.ridetm.org/lookout — Trinity Metro (@ridetrinitymetro)

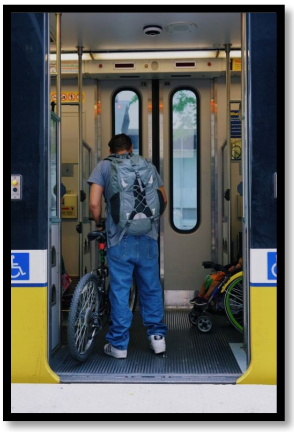
5. Today is Bike & Roll to School Day! This annual celebration highlights the benefits of walking and bicycling, as well as the importance of traffic safety. Find more information about the event by checking out the link in our bio! 🚲 🛴 🛹 #BikeRollToSchoolDay #BikeToSchool — NCTCOG Transportation (@nctcogtrans)

> For everybody reading this post, students riding bicycles or walking to school and other places whenever possible make for terrific ways to help reduce car traffic, road congestion, and air pollution, as well as providing a great way to get in physical activity! — Paul McManus (@paul.mcmanus.10)

Facebook –

1. 🚲 💡 Did you know? You can take your bike on DART buses, trains, and the TRE. Join the 2024 DART Bike to Work Challenge for your chance to win a custom DART bikes at the annual Bike to Work Day event on May 10! All you have to do is take a picture of yourself using your bike in tandem with DART to get to work! Tag us by May 3 and use #DARTBike2Work — Dallas

Area Rapid Transit (Official DART page)



> Who's up for the DART 2024 Bike to Work Challenge? — NCTCOG Transportation Department
>
> > Nice job, NCTCOG Transportation Department, just go ahead and jump on board DART's promotion. So none of you need feel guilty about never biking to work. Don't feel bad, at least one city is doing the same thing. — Rob Dentremont

2. Learn your rights and responsibilities when walking, biking or driving. Together, we can make our streets safer for everyone! — NCTCOG Transportation Department

> Drivers in Amarillo will look you dead in the eyes and mash the gas — Clinton Corbin Ferguson

3. Learn your rights and responsibilities when walking, biking or driving. Together, we can make our streets safer for everyone! — NCTCOG Transportation Department

> Amen — Wilfran Oliveros

4. Take Dallas Area Rapid Transit (Official DART page)'s Bike to Work Challenge and you could win a custom bike! You'll also make a positive impact on your health and the environment by combining your bicycle and DART on your commute to work. Find out more: https://bit.ly/4dkcBIf — NCTCOG Transportation Department

> Oh wow, NCTCOG Transportation Department, so impressive of you to jump onto DART's initiative. You don't have one of your own. — Rob Dentremont

5. Did you know that biking to school helps reduce traffic and improves air quality? Join us this Wednesday and make an impact on your community! Read more about the benefits of Bike & Roll to School Day here: https://bit.ly/4bpi2UC? #BikeRollToSchoolDay #AQAW2024 — NCTCOG Transportation Department

Wow, you guys are impressive. Let the schoolkids bike to school but none of you bike to work – hypocrites! — Rob Dentremont

6. Today is Bike & Roll to School Day! This annual celebration highlights the benefits of walking and bicycling, as well as the importance of traffic safety. 🚲 🛴 🛹 Find more information about the event here: https://bit.ly/3Qh6bj3 — NCTCOG Transportation Department

For everybody reading this post, students riding bicycles or walking to school and other places whenever possible make for terrific ways to help reduce car traffic, road congestion, and air pollution, as well as providing a great way to get in physical activity! — Paul McManus

When is bike and roll to work day for you, NCTCOG Transportation Department? So you can do something for real instead of piggybacking on backs of children. — Rob Dentremont

Twitter –

1. Look Out Texans is a program of @NCTCOGTrans, designed to help spread awareness of safe driving practices and keep Texans alert. Be aware of other vehicles and predict movements of drivers and pedestrians. Bike, walk, drive safely. http://go.ridetm.org/lookout — Trinity Metro (@TrinityMetro)

2. Our Viridian Elementary Bike & Roll Event was a huge success! Over 90 bikes and scooters today! @NCTCOGtrans @HEBISDpeople @BuhrowSonya @ViridianPTA — Melanie Mans,

M.Ed. (@PrincipalMans)

3. Today is Bike & Roll to School Day! This annual celebration highlights the benefits of walking and bicycling, as well as the importance of traffic safety. 🚲 🛴 🛹 Find more information about the event here: https://bit.ly/3Qh6bj3 — NCTCOGTransportation (@NCTCOGtrans)

#BikeSafe — U in the Driver Seat (@UDriverSeat)

Mail –

1. Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

Please see Attachment 2 for response by NCTCOG Transportation Staff.

Innovative Technology

Facebook –

1. Get ready to witness the future in action 🤖 On May 8, Arlington will host a Multimodal Delivery Showcase, featuring autonomous ground robots and uncrewed aircraft systems, that will be used to test the delivery of food to residents through an innovative pilot project. More information about the pilot project will be shared at the public demonstration. The event is

scheduled for 5:30 to 7 p.m. outside the Bob Duncan Center. — City of Arlington, TX – City Hall

Is it true Arlington is the largest U.S. city without mass transit? — Rob Dentremont

2. Yesterday we got a glimpse of the future of delivery service at the Multimodal Showcase in City of Arlington, TX - City Hall, with demonstrations of remote piloted aircraft and ground-based bots that will deliver essential items to people in the community. Learn more: https://bit.ly/3UxFcRW — NCTCOG Transportation Department

Those would make a great ice cream cart in my neighborhood! — Jere Tucker

Other

Instagram –

2. @cupa_unt and @untnlsa check out the different career opportunities at @nctcogtrans @untcareercenter — UNT Public Administration (@unt.public.administration)

2. Our @unt Urban Planning and Nonprofit Leadership students are truly inspiring. We celebrate their hard work and career paths to help our communities and nonprofits. @untnlsa @cupa_unt @unthps @untcareercenter @nctcogtrans @journey_to_dream yed — UNT Public Administration (@unt.public.administration)

Mail –

1. Phyllis Silver, Citizen

Please see Attachment 3 for comments submitted via postal mail.

Event –

1. Sunny South Dallas Food Park

Please see Attachment 4 for comments submitted at a public event.

Public Involvement

Facebook –

1. Tell us how the Dallas-Fort Worth transportation system is working for you! 🚗 🚲 🚶 #ConnectNorthTexas #PlaninProgress — NCTCOG Transportation Department

Please see Attachment 5 for comments submitted via Facebook.

2. We enjoyed participating in Lewisville's 2024 ColorPalooza this past weekend! Thankful for the opportunity to meet with members of the community and share about NCTCOG's various projects, plans, and initiatives. Find out more on our website: nctcog.org/trans — NCTCOG Transportation Department

Come to Weatherford Texas (about 4:30 is a good time) and set up at the Home Depot for a discussion at 5:00 pm so we the town people can talk with you all about your initiatives for Parker County. Use the GPS way of travel. Love to see what your opinions are. And discuss the improvements you've going to do for Parker County. — Hegre Eric

2. High-Speed Rail, list of funded projects, and more for review/comment. — NCTCOG Transportation Department

Stop pushing toll roads and public transportation. — Crystal Main

Tell Jeff Williams [redacted] of HSR to stuff it. YOU ARE BANKRUPTING TAXPAYERS. Stop being California. — Mi Licater

Roadways

Twitter –

1. DON'T FORGET TO MARK YOUR CALENDARS! We are three weeks away from the first Come & Go Open House for Access Butler Place Plan, taking place on Thursday, May 9, 4:30 – 7:30 pm at Fort Worth Central Station. For more details, visit www.AccessButlerPlacePlan.com (link in bio) #AccessButlerPlacePlan #Accessibility #Reconnect #FortWorth #Community #Transportation #FWHS #Mobility #Infrastructure #Downtown #Neighborhoods #Engagement #GetInvolved #Planning @cityoffortworth @downtownfortworth @nctcogtrans @txdot — Access Butler Place Plan (@accessbutlerplaceplan)

2. Thanks @NCTCOGtrans, @CityOfDallas Transportation Department, and North TX Tollway Authority #NTTA for hosting USTDA's Indonesia New Capital City delegation, sharing best practices to improve mobility, provide safe and reliable transportation, and deploy next-gen

solutions. — USTDA (@USTDA)

3. Good News! We're celebrating the official opening of the Irving Interchange bridges and connections today. #DFWTraffic @CityofIrving @TxDOT #TexasClearLanes @NCTCOGtrans — TxDOT Dallas (@TxDOTDallas)

Instagram –

1. MARK YOUR CALENDARS and join us for a Come & Go Open House on Thursday, May 9, 4:30 pm - 7:30 pm at Fort Worth Central Station, 1001 Jones St., Fort Worth (2nd Floor). Can't make the meeting? We have got your back, all information presented at the open house will be on the project website, along with an online community survey starting on May 9! (link in bio) #AccessButlerPlacePlan #Accessibility #Reconnect #FortWorth #Community #Transportation #FWHS #Mobility #Infrastructure #Downtown #Neighborhoods #Engagement #GetInvolved #Planning @cityoffortworth @downtownfortworth @nctcogtrans @txdot — Access Butler Place Plan (@accessbutlerplaceplan)

2. 4.8 miles of new pavement + 4.6 miles of bridges = reduced congestion in #Irving! Work started in 2020, and today we officially opened all roads! Thank you to our partners

@nctcogtrans @CityofIrving and contractor @webberllc for joining us today! #TexasClearLanes — TxDOT Dallas (@txdotdallas)

3. SHARE YOUR FEEDBACK! Take the first Access Butler Place Plan community survey today to shape future transportation, infrastructure, and mobility priorities across the Central Area, which includes Downtown Fort Worth, Butler Place, and the United Riverside. The survey will begin on May 9 at 5:00 pm and end on May 26 at 5:00 pm. #AccessButlerPlacePlan #Accessibility #Reconnect #FortWorth #Community #Transportation #FWHS #Mobility #Infrastructure #Downtown #Neighborhoods #Engagement #GetInvolved #Planning @CityofFortWorth @DowntownFortWorth @NCTCOGTrans @TxDOT — Access Butler Place Plan (@accessbutlerplaceplan)

Facebook –

1. The Access Butler Place Plan aims to reconnect, strengthen, & build community throughout Fort Worth's Central Area by identifying mobility & land use solutions that address inaccessibility, reconnect communities, and accelerate growth. Join us in a series of engagement opportunities as we work together to identify solutions to transform the Central Area's roadway infrastructure & multi-modal networks to help people get around more easily &

shape future downtown development potential! — Trinity Metro

> SMART CITY TEXAS has the solution we discovered in the past….
> #NorthTexasTraction — Jim Gyurkovic

RTC/STTC/Executive Board

Twitter –

1. The Regional Transportation Council, a body of the @NCTCOGtrans, meets monthly to discuss transportation policy and initiatives to prepare North Texas for the next 50 years of growth. This council allocates hundreds of millions of dollars annually towards current and future priority infrastructure projects. I am proud to represent @TarrantCountyTX on this body. — Manny Ramirez (@MannyRamirez_TX)

For Chris Klaus, Senior Program Manager

At the April 9, 2024 Public Meeting, I had commented (by phone) that it is potentially dangerous for pedestrians to cross Preston Road at certain shopping center intersections. The problem is that the traffic signals allow cars to turn at the same time that these same traffic signals allow pedestrians to cross onto the same road.

Here are some examples:

- Slightly South of Forest Lane on Preston Road going to and from Natural Grocers at 11661 Preston Road to Whole Foods Market at 11700 Forest Lane at the other side of Preston Road
- Slightly North of Forest Lane on Preston Road going to and from Tom Thumb at 11920 Preston Road to the other side of Preston Road
- on the South side of Royal Lane on Preston Road (at the intersection) going to and from Central Market at 10720 Preston Road to the other side of Preston Road. Also crossing Royal Lane at this intersection, pedestrians experience turning cars as these pedestrians are crossing the street.
- Slightly north of Royal Lane on Preston Road going to and from Tom Thumb at 5959 Royal Lane to the other side of Preston Road. (Tom Thumb employees and the sales receipt says 522 Royal Lane, however 522 is the Suite number, not the Street address)

I would appreciate it if COG worked with the City of Dallas to achieve safer crossings for pedestrians. DART runs an excellent Bus that travels along Preston

Road in this area. The route runs 7 days a week. It is difficult to navigate from one side of Presta Road to the other. The timing of traffic signals for pedestrians needs to be coordinated with traffic signal timing for cars.

If you have any questions or comments, please let me know. Jackie Castillo has my contact information.

I appreciate your interest in improving pedestrian safety.

Phyllis Silver
4/29/2024

Attachment 2

North Central Texas Council of Governments

May 16, 2024

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

Dear Ms. Silver:

Your recent letter to Chris Klaus, Senior Program Manager here at the North Central Texas Council of Governments (NCTCOG) on topics from the April 9, 2024, public meeting was shared with me to respond to your concerns about pedestrian safety along the Preston Road corridor in Dallas. We do appreciate your interest in the various topics presented and thank you for your feedback on these important matters.

First, we want to make you aware that NCTCOG has been working with the City of Dallas staff for several months on analysis and recommendations for the Preston Road corridor. In March, our director, Michael Morris, gave a presentation to stakeholders on safety and access improvements needed along the corridor. A copy of his presentation is included with this letter. Also, NCTCOG reached out to City of Dallas' Transportation Department and shared your letter with them. In response to your concerns, a Safety Report has been generated and staff will immediately look into the specific intersections noted in your letter. Their findings will be reported back to the department director.

NCTCOG has also produced a Pedestrian Safety Action Plan for the region. Several of the safety problems you flagged we have strategies to address. The report is also meant to act as a guide to other stakeholders in the region to implement safety strategies in their own cities. It has also been shared with the City of Dallas. It is available at www.nctcog.org/pedsafetyplan.

Again, we appreciate you bringing these matters important to our private citizens to our attention.

Please feel free to reach out to me at kwindsor@nctcog.org or 817-608-2376 if you have any further questions or concerns.

Sincerely,

Karla Windsor, AICP
Senior Program Manager
Sustainable Development Program Area

KW:bw
Attachment

cc: Jackie Castillo, NCTCOG
Chris Klaus, NCTCOG

Question Not Pertaining to Public Meeting TOPICS.

Winter/Spring 2024 Mobility Matters Newsletter on Page 3. Region Making Progress on State Safety Goals - under Driver Assistance - what is MAPP services?

Phyllis Silver
4/29/2024

Road in this area. The route runs 7 days a week. It is difficult to navigate from one side of Presta Road to the other. The timing of traffic signals for pedestrians needs to be coordinated with traffic signal timing for cars.

If you have any questions or comments, please let me know. Jackie Castillo has my contact information.

I appreciate your interest in improving pedestrian safety.

Phyllis Silver
4/29/2024

Attachment 4

North Central Texas Council of Governments

PUBLIC COMMENT SHEET

Name Krystal Stephens

Organization _____

Please provide written comments below:

No sidewalks on Traymore ave area missing sections of sidewalks throughout Neighborhood. Strg dogs everywhere lack of community Programing gun shots every night.

To submit comments or questions by mail, fax, or email, please send to:
North Central Texas Council of Governments, Transportation Department
P.O. Box 5888, Arlington, TX 76005-5888 **Phone**: (817) 695-9240 **Fax**: (817) 640-3028
E-mail: cbaylor@nctcog.org **Website**: http://www.nctcog.org/trans

North Central
Texas Council
of Governments

PUBLIC COMMENT SHEET

Name Theresa Turrin

Please provide written comments below:

3418 Sunnyvale Dallas, TX 75216
Old city Fair Park - no longer a non profit?

To submit comments or questions by mail, fax, or email, please send to:
North Central Texas Council of Governments, Transportation Department
P.O. Box 5888, Arlington, TX 76005-5888 **Phone**: (817) 695-9240 **Fax**: (817) 640-3028
E-mail: cbaylor@nctcog.org **Website**: http://www.nctcog.org/trans

North Central
Texas Council
of Governments

PUBLIC COMMENT SHEET

Name KARLA B-H

Organization [redacted]

Please provide written comments below:

[redacted] more sidewalks signals

[redacted] sidewalks need to have a way to stop tr

The ability to cross the street safely. There are sidewalks not enough signals in order to cross over.

To submit comments or questions by mail, fax, or email, please send to:
North Central Texas Council of Governments, Transportation Department
P.O. Box 5888, Arlington, TX 76005-5888 **Phone**: (817) 695-9240 **Fax**: (817) 640-3028
E-mail: cbaylor@nctcog.org **Website**: http://www.nctcog.org/trans

North Central
Texas Council
of Governments

PUBLIC COMMENT SHEET

Name Yhonda Wright

City Dallas State TX Zip Code

Please provide written comments below:

1) Hampton Road & Pop holes
2) RedBird Ln 18 wheelers going down street to fast

To submit comments or questions by mail, fax, or email, please send to:
North Central Texas Council of Governments, Transportation Department
P.O. Box 5888, Arlington, TX 76005-5888 **Phone:** (817) 695-9240 **Fax:** (817) 640-3028
E-mail: cbaylor@nctcog.org **Website:** http://www.nctcog.org/trans

NCTCOG Transportation Department
Published by Sarah Thompson · March 7 ·

Tell us how the Dallas-Fort Worth transportation system is working for you! 🚗🚲🚶
#ConnectNorthTexas #PlaninProgress

0:03 / 0:30

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Comment as NCTCOG Transportation Department

Choteau Kammel

2d Like Reply Send message Hide

Nancy Wyrick Hamouch
Having a train stop at the AA Center has worked out so incredibly well! Now get the same for the Cowboy's and Rangers' stadiums

5w Like Reply Hide 13

Gordon Scruggs
Nancy Wyrick Hamouch Arlington does not want to participate in mass transit.

1w Like Reply Hide Edited

Mi Licater
Nancy Years ago, we took that train a few times to hockey games. Sitting in a brightly-lit car, a sitting duck after 10:00 p.m., for nearly half an hour before finally departing, was more than enough experience to prove the inconvenience and lack of personal safety of 'public transit'. No thank you.

2d Like Reply Send message Hide

Reply to Nancy Wyrick Hamouch

Billy Hall
30 or more years ago there was ZERO planning on any infrastructure in Texas and now we are paying for it in groves !!!
They can build all the roads they want but it's to late and it will always be like it is now and will get worse !!!
Texas government is the worst at all levels I'm not sure what they are doing in Austin but it's nothing to help us High Tax Payers !

9w Like Reply Hide 11

Kayla Rae Sikora
Billy Hall it's not too late. Plenty of European cities have been transformed from lots of concrete to a lot more trees, plants, and pedestrian zones. The cars can coexist, but cars don't seem to be needed.

8w Like Reply Hide 3

Brian Abraham
Kayla Rae Sikora I think the problem is that the party in charge of Texas Government places a very low priority on mass transit. They won't accept the need for it or see it as justification for the cost. Additionally war's have to be waged with land owners that have little regard for the greater good.

2w Like Reply Hide 3

Kayla Rae Sikora
Brian Abraham Texas government places a low priority on people who need mass transit, medical, education, and so much more. I stayed on a charolais farm where the TGV line was placed above grade in France. It did impact some of the cows the first year, but the people said the cows got used to it. The tgv is the high speed train. The cows had already been used to the regular trains.

1w Like Reply Hide

Brian Abraham

Reply to Kayla Rae Sikora

David Pass
Billy Hall That criticism seems a bit over the top. Most other states haven't done any better. In fact considering the tremendous population increase in Texas, I think we've done pretty well. If you really don't like it here, go somewhere else!

4d Like Reply Send message Hide

Reply to Billy Hall

Tracy Blankenship
Too difficult of a survey

4d Like Reply Send message Hide

Jack Bramblett
I don't live in Ft. Worth

5d Like Reply Send message Hide

Patty Bruner
Trains do bring alot of vagrants to outskirts of the city.

6d Like Reply Send message Hide

Kayla Rae Sikora
Why do other cities with metro rail have at least one officer on a train?

NYC, Manhattan, and Washington DC, (adding Philadelphia where someone punches every ticket in the train car) can manage a LEO or some security guard on their train cars.

Y'all need to make the trains work for us, and you can't just build them and then ignore the issues that may arise.

6d Like Reply Send message Hide Edited

Stephan Schnell
High-speed Trains All over the World and also Supportive to the Environment but not in this Country 🙃 Just keep on Supporting the Auto Industry. Just creating little Parks ain't cutting it smh

7w Like Reply Hide 13

Randy Fischer
Stephan Schnell you got $2,000 for a HS rail ticket to ride to Houston? With a stop in Corsicana and Huntsville?

5w Like Reply Hide

Ken Duble
Randy Fischer It wouldn't cost that much. There would be a variety of prices, just like the airlines.

1w Like Reply Hide

Randy Fischer
Ken Duble ... 70 minutes Dallas to Houston by air nonstop
90 minutes by hsr for the same trip nonstop. Add a stop near college station - increase that 90 minutes by 30 minutes.
What business man wants to spend an extra hour each way?

Add the land acquisition and building costs to the price of those tickets.
Air routes don't have that cost.
If it was feasible, the private sector would be all over this idea.

1w Like Reply Hide

Ken Duble
Randy Fischer The 90 minutes of a 250 mph train ride includes a College Station stop, which I suspect would be closer to 5 minutes than 30. In the case of HSR, passengers check in early, have a boarding pass and wait in a secure area for the train to arrive.

HSR passengers check in 30 minutes early, vs an hour early for a domestic flight. Nor is there a baggage carousel, as bags are on the same car as the passenger.

Even so, your concerns underscore how, if NCTCOG's current plans of having separate rail stations 0.8 miles apart from each other (one of which would be across the freeway from downtown), erodes the greatest advantage of rail transit, which is to collect and deposit passengers in the midst of a bustling urban center.

The private sector can build rail, as seen by the success of Brightline in FL, with plans to expand to Las Vegas - LA. But rail, like MV, ship and air travel, thrive as a public-private partnership. Bear in mind airports, like seaports and rail stations, are public property.

1w **Like** **Reply** **Hide**

Randy Fischer
Ken Duble .... Touche on the 250 mph... That said, airliners run about 500 mph.
Please pardon me for being a devil's advocate...
Aren't those rail stations going to need TSA grade security?
Rail stations were built by the railroads. With few exceptions, the rails themselves are built, owned, and operated by individual railroad companies.
Bus stations were built by bus companies.
I can't speak to seaports.
Airports. Why are they special? Why can't the airlines pay for their own facilities? I mean, they make billions in profits every year according to the democrats (and many republicans).

1w **Like** **Reply** **Hide**

Shelley Caldwell
Randy Fischer It was the airlines' lobbying that killed bus and train everywhere except in the northeastern states.

1w **Like** **Reply** **Hide**

Randy Fischer
Shelley Caldwell .... So why do we build airports for the airlines to use? We didn't build bus stations and train stations.

1w **Like** **Reply** **Hide**

Reply to Randy Fischer

Reply to Stephan Schnell

Rob Dentremont
I am tired of surveys, but here is one for you, **NCTCOG Transportation Department**:

How many of you do not drive to the office?

Of those who drive, how many carpool?

NCTCOG Transportation Department

10w **Like** **Reply** **Hide** 6

Author

NCTCOG Transportation Department

Thank you for sharing your perspectives. We have one clarification to provide: MPO staff members do not have state vehicles. We're located in the geographic center of the DFW region, allowing us to experience firsthand the transportation challenges we work to address.

We understand the frustration surrounding surveys, and we understand that they may not be the most effective or preferred method for everyone. If you're interested, there are other options for providing your perspective on cycling in the region, like monthly hybrid public meetings, using the online Map Your Experience tool to tell us specific locations of need, or even reaching out directly via email or phone. Those are linked on our website: www.nctcog.org/m50.

We've heard a lot in the last few months about bicycle and pedestrian safety and infrastructure, and planning staff are working through all the input received so far. If you have any further questions or suggestions, please feel free to reach out.

NCTCOG.ORG

Input Opportunities for Mobility 2050

8w **Like** **Reply** **Remove Preview** 4

Cynthia Phagan Bittick

NCTCOG Transportation Department Thank you for working on the transportation challenges we all face here. I'll definitely fill out the survey!

8w **Like** **Reply** **Hide**

Rob Dentremont

NCTCOG Transportation Department you did not answer my questions. So I guess the answers are none and none. No leadership by example. Car alternatives are great - for masses. But not you. P.S. I only saw your reply by accident, no notification. Please tag me next time, no guarantee of a notification, but an effort.

8w **Like** **Reply** **Hide**

Reply to NCTCOG Transportation Department

Mi Licater

Rob Dentremont NCTCOG is an unConstitutional agency comprised of 'members' whom WE do not directly elect... and it spends millions annually without Constitutional authority.

8w **Like** **Reply** **Hide**

The comment Rob Dentremont is replying to has been deleted.

Rob Dentremont

Gordon Scruggs they are just happily earning a paycheck while pretending to try to make a difference.

9w **Like** **Reply** **Hide**

The comment Gordon Scruggs is replying to has been deleted.

Gordon Scruggs

Rob Dentremont I would recommend you do the survey with your biking friends. Although in my opinion the state seems opposed to many bicycle rules, the local government has a big say so in our area. The problem is not many people take the time to get involved and try to do anything about it. They just complain.

9w **Like** **Reply** **Hide**

The comment Jeff Bettger is replying to has been deleted.

1w Like Reply Hide

The comment Rob Dentremont is replying to has been deleted.

Rob Dentremont
Gordon Scruggs please define “improve.”

9w Like Reply Hide

The comment Gordon Scruggs is replying to has been deleted.

Gordon Scruggs
Jere Tucker they are not a state agency. They are authorized understate law to act as an agency to facilitate local transportation comprised of local representatives. Your city and county governments select the representatives. This is an opportunity to give your input.

9w Like Reply Hide

The comment Gordon Scruggs is replying to has been deleted.

Gordon Scruggs
Rob Dentremont they are only trying to provide options for us to get to work. Ultimately it’s our choice on what we want to do. If you don’t think we should need the option to ride a bike, then comment on that.

9w Like Reply Hide

The comment Rob Dentremont is replying to has been deleted.

Rob Dentremont
Gordon Scruggs I’m only interested in surveying those in power, seeking cases of leadership by example. Not just “Gee how nice if people (not us) would bike to work.”

9w Like Reply Hide

The comment Rob Dentremont is replying to has been deleted.

Rob Dentremont
Thank you for speaking up, **Jere**. I am connected to my local biking community, and am bothered by how much they all gush over these surveys, as if anyone gives a crap what the bikers have to say. Every single time...

10w Like Reply Hide 4

The comment Gordon Scruggs is replying to has been deleted.

Gordon Scruggs
Rob Dentremont in Austin in the 1980s they stopped widening roadways because it would damage Parks and neighborhoods. It was a disaster. The local transportation system has never recovered.

9w Like Reply Hide

Shelley Caldwell
Gordon Scruggs You have to go back to the late 1950s to see the beginning of the problem in Austin and Dallas -- in most Texas cities.

The transportation infrastructure in Texas was pretty good; and poised for a world-class one, since the cotton- and corn-fields, some grazing land and woods surrounded the towns and cities. We had a regional passenger train system (called the "Interurban") that fit neatly into the national ones. My parents could (and did) put me on a train in Fort Worth under the watchful eyes of the train staff, and an aunt would pick me up a few hours later in Athens, or Waco, Austin, Amarillo, or Lubbock; Roswell, or El Paso.

The airlines were growing in acceptance, but it wasn't enough for them. So they counted a massive lobbying effort to dismantle the passenger trains and force us onto planes. My parents enrolled me as an American Airlines Youth member. With my card, I could fly from Fort Worth to visit my sister in El Paso for $12 each way, and it took an hour.

Had they known why it was so cheap and convenient, they would not have fallen for the bait-and-switch of low-cost, convenient transportation subsidized by the federal government, that soon would grow to be expensive and inconvenient.

Reply to Gordon Scruggs

The comment Gordon Scruggs is replying to has been deleted.

Gordon Scruggs
Rob Dentremont improve=increase capacity to meet future demand.

9w Like Reply Hide

The comment Rob Dentremont is replying to has been deleted.

Rob Dentremont
Gordon Scruggs “improve=increase capacity to meet future demand.”

Some people believe that more capacity only induces the demand. Just one source of myriad:... **See more**

9w Like Reply Hide

The comment Gordon Scruggs is replying to has been deleted.

Gordon Scruggs
Rob Dentremont by the way, I like the article. But it says roadway demands are determined the same as in the past. This is not true for DFW. The transportation authority maintains traffic models of the entire north Texas area. These models incorporate detailed projected increased populations, trips people make to work, and other data. The modeling used is very sophisticated.

9w Like Reply Hide

The comment Gordon Scruggs is replying to has been deleted.

Gordon Scruggs
Rob Dentremont so improving our roadways is not making a difference?

9w Like Reply Hide

Reply to Rob Dentremont

Christopher Bird
I am lucky enough to live close to one of the DART lines. And I am old. So if I am thinking of having a glass of wine at a downtown Dallas haunt, I can pay $1.50 vs $50.00 at least for rideshare. I wish the coverage were broader, but, at least for me, DART is really convenient.

1w Like Reply Hide

Ganga Pathak
Shimano Bacharach abhiyan

1w Like Reply Hide

Ganga Pathak
Chora Bacharach aa hiya

1w Like Reply Hide

Kit Behringer
Need to fix the holes in the freeways

9w Like Reply Hide 6

Gordon Scruggs replied · 2 Replies

Kelly Dennison
It’s not. I live in Arlington. America’s largest city without public transportation.

1w Like Reply Hide

Lauri John
I wish that there were a regional transportation system that included Arlington & Mansfield.

9w Like Reply Hide 25

Gordon Scruggs
Lauri John it does include Arlington and Mansfield. It is for transportation in all

Joe Tarkington
Gordon Scruggs As I said previously, Arlington gets no money for mass transit because they don't have any.

9w **Like** **Reply** **Hide** 2

Gordon Scruggs
Joe Tarkington you are correct, they have no mass transportation. But they receive a significant amount of transportation funds for roadways. In fact, most of the funds spent in the Dallas for Worth area is on roadways. One example is the current roadway interchange at I 30 and SH 360. [OBJ]

9w **Like** **Reply** **Hide** Edited

Ken Duble
Gordon Scruggs Yes, but NCTCOG doesn't operate transit. What they do is regional planning and providing assistance in securing grants

1w **Like** **Reply** **Hide**

Reply to Gordon Scruggs

Joe Tarkington
Lauri John Arlington should have joined DART, but chose not to. I have seen it said many times, Arlington is the largest city in the United States that does not have public transit.

9w **Like** **Reply** **Hide** 24

Mi Licater
Joe Tarkington Arlington taxpayers are currently funding THREE varieties of PUBLIC TRANSIT: Via, (or whatever name they changed it to) HandiTran, and the UTA student buses.

THREE already. You're welcome.

8w **Like** **Reply** **Hide** 2

Joel Wasinger
Mi Licater Arlington's participation in mass transit has been late, haphazard and only after considerable prodding. Meanwhile y'all are funding all kinds of professional sports nonsense. No thanks.

8w **Like** **Reply** **Hide** 6

Annabelle Griffin Randolph
Mi Licater not good enough. We need light rail running into the entertainment district.

8w **Like** **Reply** **Hide** 3

Mi Licater
Joel Wasinger If these were actually 'professional' sports... they wouldn't require TAXPAYER PROPPING.

Great gig they've got, no?

And no, 'mass transit' is a myth. Arlington taxpayers are already forced to fund THREE DIFFERENT VARIETIES OF 'PUBLIC TRANSIT':

HANDITRAN
VIA
MAVS MOVER (UTA student buses)

8w **Like** **Reply** **Hide**

Randy Fischer
Annabelle Griffin Randolph .... If you have the money to build it, go for it.

5w **Like** **Reply** **Hide**

Ken Duble
Joe Tarkington I don't know what the enabling legislation permits for non-contiguous cities beyond Dallas County. Arlington had an election to join the T a few years back, but declined.

In 1980, a referendum would have created the Lone Star Transit Authority to encompass cities in the Metroplex, but not enough cities voted to join to move the idea forward.

LSTA would have had a penny-per-dollar tax, same as DART. Dallas approved it but FW was among the cities that didn't. The idea was ahead of its time.

Even in the DART area, cities weren't willing to approve debt to build out a commuter rail system. That's how we ended up with LRT. Unlike Atlanta San Francisco or the DC, DART never had the funding capacity nor the debt approval to build a system capable of covering distances at sufficient speed to make sense

1w **Like** **Reply** **Hide**

Reply to Joe Tarkington

Jim Gyurkovic
Lauri John there is,
It's called the **#VISION34Corridor** by Smart City Texas.
Our invention is an innovative transit solution for this metroplex which mirrors the line that founded it. From July 2 1902- Christmas Eve 1934 Northern Texas Traction company operated the INTERURBAN Electric Railway from Dallas to Ft Worth VIA Arlington.
The entire Right of way remains from this line-
JEFFERSON. LANCASTER.
DIVISION.
1 road 32 miles 100 ft wide-
We have been gaining traction with advancing this project in Dallas even last evening in Ft Worth, The problem lies right here in Arlington with the City manager Trey Yelverton, and our Mayor and my former lawyer Ross.
The single greatest impediment to progress in this entire metroplex are those 2 men.

8w **Like** **Reply** **Hide** 8

Mi Licater
Jim Gyurkovic They aren't 'standing in the way'... they simply haven't yet concocted a sufficient means of gravy for themselves off it.

Previous 'mayor' Willy will get his gravy with civil engineering contracts; Y and Big Hoss Ross will 'object' until they're satisfied with their pieces of the pie.

Then all of Arlington will be f[redacted].

7w **Like** **Reply** **Hide**

Steve Springfield
Jim Gyurkovic The current voters in Arlington wanted these men and their actions. Current Arlington voters can change Arlington by voting in future elections.

5w **Like** **Reply** **Hide**

Randy Fischer
Jim Gyurkovic .... What happened to the Interurban? Not enough passengers to support it?

5w **Like** **Reply** **Hide**

Jim Gyurkovic
Randy Fischer the Interurban route between Dallas and Ft Worth was profitable and award winning 4 seperate times in the 20s.
What killed the Interurbans was the Depression, Drilling oil and the New

Randy Fischer
Jim Gyurkovic ... In other words, lawsuits and lack of passengers killed it. Do you think it would be profitable today? Or would it lose money faster than DART does today?

5w **Like** **Reply** **Hide**

Ken Duble
Jim Gyurkovic True, but funding would be a challenge. The TX Leg is currently micromanaging municipalities. They aren't in a mood to grant autonomy for anything not favored by the oil and gas industry.

1w **Like** **Reply** **Hide**

Jim Gyurkovic
Ken Duble theoretically yes. However Brightline in Florida is the first private Transit operator in over 100 years . They built the high speed line from Miami to Orlando and also are the ones who will be constructing the Las Vegas to LA line.
Arlington TX is the crossroads of American history my friends. Nowhere else do you have the history we have. And we are absolutely underselling our importance to American and Texas History at a profound level.
Example- Handley Hill the far southwest corner of Arlington is the location of an ancient Indian burial ground, a historic African American Cemetery (Ebenezer) built on top of it,
The site of the May 24, 1841 Battle of Village Creek where General Edward H Tarrant, and Captain John B Denton (Killed in Action). Cleared the Indian villages which led to the Treaty at Birds Fort in present day River Legacy park. This hilltop also is where the very first of its kind Electric steam generating station was built, a Dam was built by the Northern Texas Traction Company exclusively for sustainable transit. WE CALL IT Lake Arlington now. Now this INTERURBAN ELECTRIC RAILWAY between Dallas and Ft Worth via Arlington ushered in the modern era of Texas history July 2, 1902. 33 years this system operated transporting over 20 million passengers.
The very first Intercontinental concrete paved roadway was built here in the Bankhead Highway which still is visible sitting between Division St and UP line. The UP was the very first Intercontinental Railroad in the southern route just 6 years after the first transcontinental railroad was finished.
The very first Intercontinental telephone cable was run here by who we now call ATT.
So it is absolutely ridiculous and disingenuous for any elected official inside this city to say that this can't be done. It will be done. It is inevitable. It is worth an unquantifiable fortune in taxable income for this city, and is a critical requirement to our survival. It's is called the **#VISION34CORRIDOR** for a reason, because the next Mayor will be constructing this. The catalyst for the future of the. Crossroads of America and the gateway between the East and where the west begins, also from the past to the future brother..
It is never a good thing to look into the future with eyes of fear. . (AB Harriman).

1w **Like** **Reply** **Hide**

Reply to Jim Gyurkovic

Mark Olson
Lauri John Arlington always has plenty of money for Jerry World and Globe Life. Much more important than mass transit. You get what you pay for. The only reason Hurst got a TRE Stop is because Bell Helicopter donated the land and wanted it for it's employees. No thanks to City of Hurst itself. The stop was originally announced as Hurst Bell. That was quickly changed to only Bell.

8w **Like** **Reply** **Hide** 4

Mi Licater
Mark Olson If few people will use it, EVERYONE shouldn't be forced to fund it. That is only fair. Bell wanted it, so BELL funded it. That's the way this should ALL work.

For all those whining about 'lack of mobility'... set yourselves on ANY intersection in either Dallas or Fort Worth, and witness how many EMPTY BUSES pass by.

The vast majority of buses are EMPTY, the vast MAJORITY of the day. They always have been empty. One of the greatest scams perpetrated.

The Interurban was PRIVATELY owned and operated. Nobody ever mentions that. When it ceased to be profitable, it FOLDED.

"The Texas Interurban Railway lines to Terrell and Denton, placed in operation in 1923 and '24 respectively, were among the last interurban lines to be built in the entire United States. In fact, even before they were built it was realized they would not be profitable, and Electric Bond and Share, a utilities holding company, committed to the city of Dallas to build the lines because of its railway contract, offered to pay half a million dollars to be let off the hook – but Dallas said, "Build!" so build they did, utilizing the Katy branch to Denton by electrifying it. "

Which is precisely why American taxpayers get to fund Amtrack: government idiots decided it was 'needed' after it ceased to be profitable. And we've been throwing sand down that rat-hole ever since.

7w **Like** **Reply** **Hide**

Randy Fischer
Mi Licater .... EXACTLY.

5w **Like** **Reply** **Hide**

Reply to Mark Olson

Reply to Lauri John

Lorna Dallas
Some of the train cars smell like urine

1w **Like** **Reply** **Hide**

Melanie Vanlandingham
A well connected, expansive network with both local and rapid bus transit will be essential. The current bus network is neither. Bus trips take hours due to inadequate routes, persistent safety and perception issues, and recent REDUCTIONS on routes. DART needs a force of bus monitors and police to improve safety and perception of safety, and an on-going, spirited marketing plan to boost ridership. But the poor local network will never be successful to meet transit goals of reducing the need for a car.

4w **Like** **Reply** **Hide** 2

Gordon Scruggs
Melanie Vanlandingham NCTCOG handles funding, you need to contact DART.

1w **Like** **Reply** **Hide**

Melanie Vanlandingham
Gordon Scruggs NCTCOG coordinates with DART for longterm regional planning.

1w **Like** **Reply** **Hide**

Reply to Gordon Scruggs

Kayla Rae Sikora
Melanie Vanlandingham it would help also if someone is waiting for a bus that they have more than a bus sign without any shade and no where to sit.

The walk to my nearest bus stop is half a mile. Then I would have to stand at that bus stop with no re... **See more**

1w **Like** **Reply** **Hide**

Reply to Melanie Vanlandingham

Cynthia Phagan Bittick
The trains in Tarrant County - TexRail - need to go to where people want to go - like a stop in the stockyards and at the zoo!

And the train from Dallas and the train from Fort Worth end in two DIFFERENT terminals. They should be connected!

9w **Like** **Reply** **Hide** Edited 18

Bill Cahill
Cynthia Phagan Bittick It's a five minute bus ride from North Side Station to the stockyards, it's really easy and the day pass covers the bus too.

With regards to Texrail going to Terminal B and DART going to Terminal A, it's a short walk between terminals there at the stations. It would be really unwieldy to route rails to the same terminals in the space that they have.

8w **Like** **Reply** **Hide** 5

Cynthia Phagan Bittick
Bill Cahill Those transitions are hard to do with suitcases - especially for people from out of town or out of the country, or locals who are just unfamiliar with the specific area, and for people traveling with children.

8w **Like** **Reply** **Hide** 2

Matt Reed
Bill Cahill just do not understand the stockyard stop not being walking distance to the stockyard as the grapevine train stops in the stockyards

8w **Like** **Reply** **Hide**

Cynthia Phagan Bittick
Matt Reed I've traveled the train many times and it's never gone through or near the stockyards, much less stopped in the stockyards.

7w **Like** **Reply** **Hide**

Nancy Wyrick Hamouch
Bill Cahill and that, my friend, is the problem. What is easy for YOU now, may not always be easy for me and my 93 yr old mother.

3w **Like** **Reply** **Hide**

Bill Cahill
Nancy Wyrick Hamouch I completely understand. But they can't put a train station everywhere. If you look at the DFW airport, if they were able to bring all of the tracks to a common area large enough for a station, it would be pretty far from any terminal.

3w **Like** **Reply** **Hide**

Brian Abraham
Cynthia Phagan Bittick Matt Reed may be talking about the Trantula that goes (or use to go) from Stockards to Grapevine.

2w **Like** **Reply** **Hide** Edited

Ken Duble
Bill Cahill I'm quite impressed with FW's current mayor. She's extending TX Rail. She seems to want to get transit done.

1w **Like** **Reply** **Hide**

Daniel Muller
It is not very well signed at all, but the Texrail terminal east of Terminal B and the DART terminal west of Terminal A are very close to each other and on the same (lower) level. As easily walkable as any other transfer (except when DART lines share the same station in the city of Dallas), especially at DFW.

1w Like Reply Hide

Reply to Bill Cahill

Kayla Rae Sikora
Cynthia Phagan Bittick and there needs to be more train lines and train stations that are within walking distance for anyone who can walk.

8w Like Reply Hide 5

Charlie Davis
Kayla Rae Sikora I agree Kayla

8w Like Reply Hide 3

Ken Duble
Kayla Rae Sikora Transport to and from stations is best performed by buses. The only way to bring rail stations close to everyone without destroying the city is tunneling. The Metroplex lacks the density to make that cost effective.

1w Like Reply Hide

Reply to Kayla Rae Sikora

Jason Willingham
Cynthia Phagan Bittick exactly awhile back I looked at trying to take mass transportation from SW FW to Plano. It would take me almost three hours one way.

8w Like Reply Hide 3

Brian Abraham
Jason Willingham the train from DFW AIRPORT to Plano comes on line in 2026.

2w Like Reply Hide

Jason Willingham
Brian Abraham, the last time I looked was a while ago, and I would have had to wait on a combination of train and bus. My route would have been from FW to DFW to Dallas, then bus to Plano; it was ridiculous.

2w Like Reply Hide

Brian Abraham
Jason Willingham well prepare to rejoice. You will be able to go from Fort Worth to the DFW North Station then transfer to the DART Silver line along the Cottonbelt rail right of way on to the Plano Richland area.

2w Like Reply Hide

Ken Duble
Jason Willingham We need a few direct trains through Grapevine that would bypass the airport. I addressed this in an earlier comment.

1w Like Reply Hide

Daniel Muller
The DART "Silver Line" from DFW to Plano will help with that. RSN.

1w Like Reply Hide

Ken Duble
Daniel Muller Not adequately. One must exit the train, cross the platform, then wait for another train to continue one's trip.

The disadvantage of public transportation over driving is the last mile dilemma at each end. A train traveling with a top sp... **See more**

1w **Like** **Reply** **Hide**

Reply to Jason Willingham

Reply to Cynthia Phagan Bittick

Xiaolan Zhou
The drive to go to a concert the Meyerson Symphony for me often times takes 80-90 minutes. Riding the Orange/Red line Dart, it is 60 minutes from my door to the lobby if the concert hall, without having to pay for parking as a bonus! Can't wait for the Silver Line to open.

1w **Like** **Reply** **Hide** 2

Aileen M Schettino
Texas needs mass transit.

8w **Like** **Reply** **Hide** 10

Randy Fischer
Aileen M Schettino .... I think Greyhound still exists.

5w **Like** **Reply** **Hide**

John Brandt
Randy Fischer Greyhound is not mass transit.

3w **Like** **Reply** **Hide**

Randy Fischer
John Brandt .... Really? Neither is a train.

3w **Like** **Reply** **Hide**

Reply to Randy Fischer

Julee Salzman Kilpatrick
Aileen M Schettino Amtrak

4w **Like** **Reply** **Hide**

Ken Duble
Aileen M Schettino Like reproductive rights and gun safety, it doesn't matter if people don't take those convictions into the polling booth.

1w **Like** **Reply** **Hide**

Reply to Aileen M Schettino

Joe Tarkington
I have a question too. Why would a regional transit aurhority have its offices in no transit Arlington?

10w **Like** **Reply** **Hide** Edited 10

Chap Dan Mel-dez
Joe Tarkington easier to control if it's local

10w **Like** **Reply** **Hide**

Joe Tarkington
Chap Dan Mel-dez DART is local and one of three systems that provide transit for Dallas Ft worth. However Arlington has chosen to not have public transit.

9w **Like** **Reply** **Hide** 7

9w Like Reply Hide 2

Ken Duble
Joe Tarkington True, but the larger picture is they've devoted the available sales tax revenue to other areas.

1w Like Reply Hide

Reply to Chap Dan Mel-dez

Rob Dentremont
Joe Tarkington "Why would a regional transit authority have its offices in no transit Arlington?" - Great question. I was told, by someone who has a NCTCOG employee friend, that "...their location is basically impossible to get to without driving." So any "leadership by example" is conveniently excused. Biking to work is great - for other people.

9w Like Reply Hide 6

Gordon Scruggs
Joe Tarkington The regional transportation Authority covers all of North Central Texas. it includes highway, rail and air transportation systems. Not just mass transportation. [OBJ][OBJ]

9w Like Reply Hide 2

Author
NCTCOG Transportation Department
Joe Tarkington Thanks for your question. Unlike regional transit authorities, such as DART, DCTA, or Trinity Metro, NCTCOG is not a transit authority, but the federally designated Metropolitan Planning Organization for the Dallas-Fort Worth region. We play a critical role in guiding the expenditure of federal and state transportation funds in the Dallas-Fort Worth region for all modes of transportation, not just public transit. Our office is in Arlington, the region's geographic center, and our focus is on creating comprehensive and inclusive transportation solutions that benefit the entire community.

We appreciate your inquiry and are committed to ensuring a well-rounded approach to transportation planning and solutions to connect North Texans to places they need to go.

If you have any more questions or if there's anything specific you'd like to discuss, please feel free to reach out. We're here to engage with the community and work towards improving transportation for everyone.

8w Like Reply 2

Joe Tarkington
NCTCOG Transportation Department So being in the geographic center of DFW is more important that being in area where the people that actually ride transit. I live in Dallas, even if you were in Ft Worth it would be better than being nowhere. You are sending the wrong message. It's time to move and become accountable.

8w Like Reply Hide 6

Randy Fischer
NCTCOG Transportation Department ... Federal funding? Why do we need federal funding for local transportation? Why should someone in ME or WA be paying for our local projects? WE should be paying for these projects since we are the ones using and benefitting from them.

8w Like Reply Hide

Kelli Anne Busey
NCTCOG Transportation Department there is absolutely no public transport available in SW Arlington. The Mayor proudly called Arlington 'the donut hole' for that reason. Now I hear they want a bus system for the rich to get to the stadiums. Great. Just great.

7w Like Reply Hide Edited 4

Gordon Scruggs
Kelli Anne Busey that is a local issue and has nothing to do with NCTCOG. OBJ

5w Like Reply Hide

Gordon Scruggs
Randy Fischer that is a congressional issue and has nothing to do with NCTCOG. OBJ OBJ

5w Like Reply Hide

Gordon Scruggs
Joe Tarkington NCTCOG has nothing to do with your local transit, other than funding. Your local city and county officials make decisions on what type of transit is in your area. OBJ

5w Like Reply Hide

Joe Tarkington
Gordon Scruggs Not totally true. Everything DART builds has federal funding. If there is no federal funding, DART does not build. He who has the gold rules.

5w Like Reply Hide

Randy Fischer
Gordon Scruggs .... The question was, why does DFW metro need federal funding? If DFW metro wants something DFW metro ought to be collecting taxes for that something.

5w Like Reply Hide

Randy Fischer
NCTCOG Transportation Department .... In other words - another level of bureaucracy that we must pay.

5w Like Reply Hide

Ken Duble
Joe Tarkington While DART has federal funding, such funding isn't available without local participation. In the case of DART member cities, this consists of a penny-per-dollar sales tax.

As the state caps total sales taxes, this tool isn't available to Arlington. The city has devoted the revenue to other needs.

1w Like Reply Hide

Reply to NCTCOG Transportation Department

Reply to Joe Tarkington

Albert Mantell
My family lives in Arlington. I live in Ft.Worth. No bus will take me there. I'm tired of the mess at I-20 & Mansfield Hwy.

5w Like Reply Hide 3

Gordon Scruggs
Albert Mantell you need to let Arlington know. They do not want to participate in mass transit. OBJ

1w Like Reply Hide

Albert Mantell
Gordon Scruggs Arlington knows all about their NO transportation policy. That's what they voted for.

1w Like Reply Hide

Reply to Gordon Scruggs

Reply to Albert Mantell

Kyle Smolarek
We need to be able to walk or cycle safely to access basic needs like grocery stores, not just recreational trails. Higher bus and train frequency would make public transit more practical and more people would choose it, meaning less cars on the road.

3w Like Reply Hide 6

Michael Seiber
Joycelyn Williams the games will be in Arlington. Not Dallas. I am surprised that all cost money to implement and who is willing to pay higher taxes? But interestingly they can find money to build parks over major highways... For as long as I have lived here Dallas has failed to progress and now filled with liberals in power positions it has become a hell hole .. now that is just my opinion

1w Like Reply Hide

Reply to Kyle Smolarek

Ed Farrar
TexDot forces traffic, because of construction, onto toll lanes?

6w Like Reply Hide Edited

Gordon Scruggs
Ed Farrar when did that happen?

1w Like Reply Hide

Ed Farrar
Gordon Scruggs they are working to expand loop 820.

A few weeks ago I was coming down I 35 and because of the construction or preparing for construction all traffic was routed onto the express lane.... **See more**

1w Like Reply Hide

Ed Farrar
Gordon Scruggs

1w Like Reply Hide

Ed Farrar
This is part of 820. Notice the center lanes (toll lanes) are open but the others are closed.

1w Like Reply Hide

Reply to Gordon Scruggs

Reply to Ed Farrar

Clay Wilson
Ahhhh another COG look in for new ways to disrupt lives and waste tax money!

3w Like Reply Hide

Gordon Scruggs
Clay Wilson they are in the process of funding most of the highway improvements around the area and many other roadway, rail, and airport improvements. If you think they should not be funded, you need to let them know.

Reply to Clay Wilson

Michael Seiber
Do you folk know what NCTCOG stands for? It is like minimum of 7 counties decided what should/shouldn't be done for mobility throughout the region. Some of these roadway plans have been on the books for 50 years.

2w **Like** **Reply** **Hide**

Gordon Scruggs
Michael Seiber https://www.nctcog.org/nctcog-region-map

1w **Like** **Reply** **Hide**

Reply to Michael Seiber

Andrew D Hess
We have a fantastic, extremely efficient, and award-winning highway system here in Dallas. It takes less than 20 min. to go point to point to most places in the Dallas/Fort Worth Metroplex by car. Maybe expanded capital expenditures for things like buses and light rail trains would be better spent subsidizing the use of Uber and other taxi services say for vouchers for those who do not own a car or can't drive or helping those with limited resources buy entry-level vehicles or a work truck to facilitate their economically productive activities.
From a time-needed perspective to travel from point A to Point B around town, nothing beats a car in Dallas!

9w **Like** **Reply** **Hide** Edited 13

Leslie Young
Andrew D Hess You must live in a different DFW Metroplex than I.

2w **Like** **Reply** **Hide** 5

Reply to Andrew D Hess

Bob Galveston
The large venues need better traffic control for the ride share drop offs and pick ups. The RevO Ride share app is saving the ride clients around 15 percent versus Lyft or Uber.
RevORideShareDFW

2w **Like** **Reply** **Hide**

Pat Roth Gouldy
How will our current transportation system handle the upcoming 2026 World Cup? How will people staying in Dallas and Ft. Worth get here? No busses, no trains.. no alternates, only driving.

9w **Like** **Reply** **Hide** 9

Mi Licater
Pat There will be shuttles, buses, etc. No need to build an entire, PERMANENT system for a SINGLE event.

8w **Like** **Reply** **Hide** 2

Brian Abraham
Mi Licater don't forget that those buses and shuttles will be trapped in gridlock right along with all the other millions of cars for that one event. But a permanent system IS needed for daily transportation.

2w **Like** **Reply** **Hide**

Reply to Mi Licater

Joycelyn Williams
Pat Roth Gouldy the TRE goes from Fort Worth to Dallas. DART and Trinity Metro go to DFW. Hope this helps.

7w **Like** **Reply** **Hide**

Pat Roth Gouldy
Joycelyn Williams thanks, I'm aware of these resources. However, the stop is just south of the airport, no help to any of us.

7w Like Reply Hide 2

Joycelyn Williams
Pat Roth Gouldy definitely take the survey if you haven't. They need to hear from people who will potentially ride the system and why they don't currently.

7w Like Reply Hide 4

Reply to Joycelyn Williams

Reply to Pat Roth Gouldy

Debbie Greenlee
Terrible. We have no real public transportation. Arlington has a few "taxis." We need trains from Dallas to Arlington to Fort Worth to Weatherford with busses that take you to/from the stations to downtown areas and neighborhoods.

9w Like Reply Hide 10

Joe Tarkington
Debbie Greenlee Arlington has chosen to not join DART. I have seen it said, more than once, that Arlington is the largest city in the United States that does not have public transit.

9w Like Reply Hide 4

Debbie Greenlee
Joe Tarkington True on both counts! It's shameful that Arlington and the rest of D/FW doesn't have a good public transportation system. We choose to add lanes to highways which only adds more cars.

9w Like Reply Hide 6

Debbie Greenlee
Ben Claybour I doubt that. Look at New York, Chicago, San Francisco!

7w Like Reply Hide 2

Debbie Greenlee
Ben Claybour According to what you provided, DART uses a LIGHT RAIL system which is different than the larger, longer, rail systems used in the cities I mentioned above.

7w Like Reply Hide 2

Debbie Greenlee
Ben Claybour That has nothing to do with my original statement. BTW I live in Texas. That is why I originally commented.

7w Like Reply Hide 4

Brian Abraham
Joe Tarkington I don't think Arlington would have been eligible to joint DART given its not being in the Dallas area/County.
Now it should absolutely be a part of what's now called Trinity Metro.

2w Like Reply Hide 2

Reply to Joe Tarkington

Brian Abraham
Debbie Greenlee The Arlington elite are mainly responsible for that. Every time a vote came up, they continuously pushed the narrative that mass transit would bring more less fortunate people to the city.
Later on, they used the maximum allowable percentage of sales tax revenue to

2w Like Reply Hide

Reply to Debbie Greenlee

Michael Seiber
Sucks

2w Like Reply Hide

Lee H.A.
Ppl are vaping in DART light rail

2w Like Reply Hide

Luiz Rodriguez
Amen

2w Like Reply Hide

John Tipton Masterson
The handicapped cars are filled with non-handicapped people sleeping in the mornings to the point that there are mornings when the handicapped cannot get a seat. This happens day after day.

3w Like Reply Hide

Sandi Dreer
My biggest pain point is being unable to travel via transit to non-member cities of Dart (Frisco, McKinney).

3w Like Reply Hide

Justin W. Allison
Fix the I 35 W south bound at Belknap 4 lanes down to 2 lanes!!! No more confused tollways!!

7w Like Reply Hide 3

Gary Simonson
Justin W. Allison they probably did that intentionally to force us onto the grossly overpriced toll lanes. Funny how much cheaper the Chisholm Trail tollway is, but it serves the west side where the decent people live in Fort Worth. Yes, that's sarcasn. We see it, ok? NE Tarranr is getting raped on tolla.

7w Like Reply Hide Edited

Harry Cating
Justin W. Allison Agreed but, oh gad, let's not start that construction again!!!

5w Like Reply Hide

Sydney Claridge
Justin W. Allison even those using the toll lanes have to deal with this bottleneck if they wish to travel from I-35W southbound to I-30 westbound.

3w Like Reply Hide

Reply to Justin W. Allison

Lang Origer Christopher
Where are the subways and the high-speed rail and the busses where is a good intermodal system for in the city and regional and national. In Europe I could take public transport and a train across continents.

3w Like Reply Hide 4

Charlie Morrow
Great improvement on I-35W North & TX 170. However, many, many streets on the north side of Fort Worth are HORRIBLE. And most streets in Dallas are in sad shape.

7w Like Reply Hide 4

Lang Origer Christopher
Charlie Morrow Yep pretty bad roads south Dallas around the VAMC

3w Like Reply Hide

Law Madsen
Spending over $40 a day to commute only to knock an hour and 1/2 off my commute time. It seem to be working well for the greedy MF's in charge of the express lanes.

3w **Like** **Reply** **Hide** Edited

Donna Youngs
My work would subsidize public transportation but the system here would require me to walk many miles, take trains and buses... and take multiple hours. We've looked at taking the train to love field...2 hours by public transportation walking, buses and trains, or 35 minutes by driving...

9w **Like** **Reply** **Hide** 8

Kayla Rae Sikora
Donna Youngs is there a park and ride that would help you to not have to make too many transfers?

8w **Like** **Reply** **Hide**

Donna Youngs
Kayla Rae Sikora nope.

8w **Like** **Reply** **Hide**

Kayla Rae Sikora
Donna Youngs I hope all of that changes soon. We live in a modern metropolis stuck in the 1930s.

8w **Like** **Reply** **Hide** 6

Reply to Kayla Rae Sikora

The comment Randy Fischer is replying to has been deleted.

Randy Fischer
Ben Claybour .... You were about DART being the biggest. Now you want to add in the TRE. We can do that - keep in mind CTA is much larger than DART

5w **Like** **Reply** **Hide**

The comment Randy Fischer is replying to has been deleted.

Randy Fischer
Ben Claybour .... Didn't I say 93 miles? I think I did.
The times I gave you are from my house at the time of my comment. That transit time will get a little better when the new rail line is finished. But still not close to driving - even during rush hour.
The only way that light rail times might be close to driving times are if one lives right next to a rail station and doesn't have to change buses or trains.

5w **Like** **Reply** **Hide**

The comment Randy Fischer is replying to has been deleted.

Randy Fischer
Ben Claybour .... In order
NY metro 248 miles
Washington DC 129 miles
Boston 114 miles
Chicago 103 miles
Check out the heavy rail going in and out of the city centers.
Then we can look at the passenger numbers for each.
Sorry I had inadvertently used the length of the NYC system in my earlier comment.

5w **Like** **Reply** **Hide**

The comment Randy Fischer is replying to has been deleted.

Randy Fischer
Ben Claybour .... Nice bragging point. 93 miles of rail - 73k passengers per day. Compared to San Diego. 65 miles of rail - 130k passengers per day.
Yeah, the DCTA connects to DART in Lewisville. So? Does that change what I said about time spent?
This from Apple Maps:
Drive to DFW in 34 minutes.
Transit to DFW in 2 hours 9 minutes.
AND if you miss a connection, you can add a half hour of time because the next bus/train doesn't run for another 30 minutes.

5w **Like** **Reply** **Hide**

The comment Randy Fischer is replying to has been deleted.

Randy Fischer
Ben Claybour .... I shouldn't have used the initials. Sorry. I was talking about the Chicago Transit Authority. They use the 3rd rail system rather than overhead lines.

5w **Like** **Reply** **Hide**

The comment Randy Fischer is replying to has been deleted.

Randy Fischer
Ben Claybour .... And if she lives in Denton or McKinney?
Or if she has to walk a mile to the TRE stop? And then wait for the next train?
All that works fine if you live on the rail line and only need to go to the airport.

5w **Like** **Reply** **Hide**

The comment Randy Fischer is replying to has been deleted.

Randy Fischer
Ben Claybour .... IDK what's going on here. Apparently, my comments have all been deleted by the NTCOG. And some yours have been deleted as well.

5w **Like** **Reply** **Hide**

Author
NCTCOG Transportation Department
Hi Randy and Ben,

We haven't deleted any comments on our end. It looks like an earlier commenter may have deleted their response, and so any replies you've made under that thread would be affected. Thank you for bringing this to our attention, and please don't hesitate to reach out if you have any further questions!

4w **Like** **Reply** Edited

Reply to Randy Fischer

Reply to Donna Youngs

America Izaguirre
N vi m

4w **Like** **Reply** **Hide**

America Izaguirre
Lo

4w **Like** **Reply** **Hide**

Patty Carten Bravo
It's not. We need efficient, safe commuter rail service

9w **Like** **Reply** **Hide** 11

Daniel Muller
As a daily rider, I am pretty sure that just two improvements could save DART:

1. Check fares, check fares, and check fares. (Actually, no one ever checks my fare anymore because I have a tap card -- ???)

2. Crack down on smoking on platforms. Even better, ask all people on the

6w Like Reply Hide 2

Reply to Patty Carten Bravo

MarySue Foster
How about reversing the NTTA decision to close a few miles of the road for rail construction during eclipse weekend when we are expecting tens of thousands of visitors on our already crowded roads?

6w Like Reply Hide 4

Joshua Demond Tyson
We need txdot to add more lighting onto the highways particularly IH20 in South Dallas

7w Like Reply Hide 8

Masa Ali
I live in Irving. I was relying on the yellow bus Dart , but they changed that few years ago, I used to take from Northgate through Beltline all the way to downtown Dallas. Now it is no longer running on that route , so that's really pissed me off and restricted my movement.that's bad and very negative experience to me .

7w Like Reply Hide

Chris Youngs
I use the TexRail to DFW all the time and it's a great way to get around. The real issue is DFW is so large, public transportation is problematic because of geography. Take DFW Airport, it's bigger than Manhattan Island. It sits in the middle of the DFW-Denton metro area, which is now over 8M people. It takes me an hour + to drive what used to be 30minutes. Traffic, while still long is way better than LA.

7w Like Reply Hide Edited 6

Kirk Breidenstein
I'm 63 and gave up driving a car, just too expensive. I ride my E bike the 2 miles down Preston to work everyday and have my doubts I will see 64.

7w Like Reply Hide Edited 3

Matt Reed
Everytime family comes to town they want to go to the stockyards. Was thinking of send them on the train.

7w Like Reply Hide

Shawn Edgar
lol horribly

7w Like Reply Hide

View more comments 50 of 79

TEXAS DEPARTMENT OF TRANSPORTATION JUNE | 2024

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.

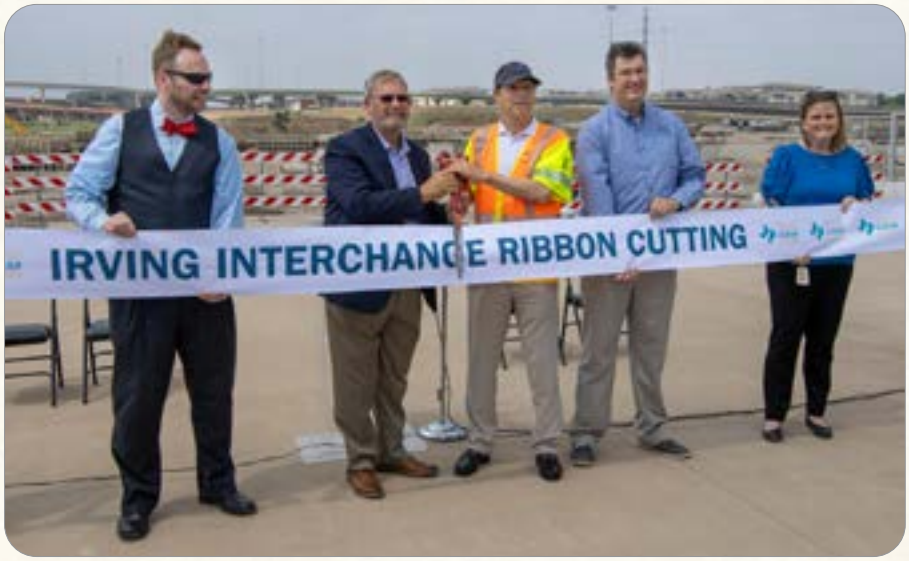
IRVING INTERCHANGE PROJECT TRANSFORMS CONGESTED CORRIDORS

DALLAS DISTRICT – A congested triangle of highway interchanges is becoming a distant memory after a massive overhaul of the corridors wraps up in Irving.

The Irving Interchange surrounds the old Texas Stadium site in the Dallas District and is where SH 183, SH 114, Loop 12 and Spur 482 intersect. Outdated cloverleaf designs, narrow highways and growing traffic demands caused significant delays for commuters and travelers and landed this location a spot on the Texas Clear Lanes Congestion Relief planning list.

> "Reducing congestion in our metro areas through "Texas Clear Lanes" is an ambitious task, but we're committed to following Governor Abbott's direction and working with state and local leaders to make a difference for drivers."
>
> – Robert C. Vaughn
> Texas Transportation Commissioner

For the past decade, TxDOT has steadily made improvements in the corridors leading up to this $301 million project. To make the junctions function, this phase included the construction of ten new direct connectors, 22 new overpasses and nearly five miles of widened highway lanes and new pavement. Work started in 2020 and all new bridges and lanes opened to traffic in spring 2024.



At the ribbon are ***{from left to right}*** City of Irving Council Member Brad LaMorgese, City of Irving Mayor Rick Stopfer, Texas Transportation Commissioner Robert C. Vaughn, City of Irving Council Member John Bloch and TxDOT Dallas District Engineer Ceason Clemens.

To celebrate the transformation, local and state leaders joined TxDOT in May to cut a ceremonial ribbon and view the changes. As traffic flowed in the surrounding corridors, Texas Transportation Commissioner Robert C. Vaughn commented on the impact the Texas Clear Lanes program is making.

"Reducing congestion in our metro areas through "Texas Clear Lanes" is an ambitious task, but we're committed to following Governor Abbott's direction and working with state and local leaders to make a difference for drivers," Vaughn said. "Since 2015, this new congestion relief program now has $75 billion of non-tolled projects that are completed, under construction, or planned."

As final items are wrapped up on the Irving project, drivers are reminded to use caution in work zones. To view current highway projects in Texas visit DriveTexas.org.

• MORE ON BACK •

FOR MORE INFORMATION on the Irving project can be found at:

MAY 2024 LET PROJECTS

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	+/-(%)	CONTRACTOR
1	0197-02-137	US 175	Bexar Street to I-20	Rehabilitate existing roadway	$28.70	$28.30	-1.39%	Texas Materials Group, Inc.
2	0387-05-028	FM 982	At FM 546 in Collin Co.	Install traffic signal	$2.34	$2.02	13.38%	Florida Traffic Control Devices, Inc.
3	2353-02-028	FM 2450	FM 156 to FM 455	Rehabilitate existing roadway	$3.39	$9.86	5.05%	Jagoe-Public Co.
4	2374-04-086	I-20	Tarrant County line to W of I-35E	Rehabilitate existing roadway	$19.91	$18.75	-5.85%	Foutsco Paving Co., LLC
*	0047-07-245	Various	Various locations in Dallas and Ellis Counties	Install wrong way driver systems and DMS	$2.71	$2.51	-7.29%	Sice, Inc.
*	0918-00-430	Various	Various locations in Dallas Co.	Pavement markings	$6.02	$4.44	26.27%	Stripe-A-Zone, LLC
				EST. MAY 2024 TOTALS	$69.07	$65.89	-8.19%	
				DISTRICT FY CUMULATIVE LETTINGS	1,253.44	$989.52		
				DALLAS DIST. FY LETTING VOLUME CAP	**$1,301,360,000****			

*** Unmapped.**

JUNE 2024 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
1	0091-09-017	BS 289C	SH 289 South to Ash St.	Rehabilitate existing roadway	$2.32
2	0092-02-138	SH 310	SH 310 at Simpson Stuart Rd. to in Dallas	Intersection improvement	$2.64
3	0195-02-087	I-35	Clear Creek to Clear Creek Relief	Bridge maintenance	$1.56
4	0196-03-294	I-35E	Hi Line Dr. to Regal Row	Drainage improvements	$6.70
5	0568-01-052	SH 34	US 77 to BI 45-G	Repair roadway	$12.75
6	0712-03-013	FM 916	Johnson County line to FM 66	Rehabilitate existing roadway	$9.76
*	0047-07-243	US 75	Various locations in Dallas/Richardson	Traffic signal improvements	$8.44
*	0918-24-278	Jupiter Rd.	Various intersections to various cities	Traffic signal improvements	$1.75
				ESTIMATED TOTAL	**$45.92 M**

*** Unmapped.**

COMPLETED CONSTRUCTION PROJECTS (FROM MAY 1-31, 2024)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0047-07-228	US 75	US 75 at Northaven Rd. Northaven Tr. from US 75 to White Rock Crk.	Construct a bike/pedestrian bridge	$9.3	5/1/2024
2	0092-01-057	SH 310	SH 310 at Lamar St. & Union Pacific RR	Replace bridge and approaches	$13.8	5/21/2024
3	0092-03-057	I-45	From Navarro County line to Dallas County line	Full depth concrete repair	$2.7	5/21/2024
4	0092-07-061	SH 356	From W of Jamestown Rd. to N of Story Rd. At W Las Colinas Blvd.	Landscaping & scenic enhancements	$0.6	5/1/2024
5	0260-02-051	US 67	From Wyatt Rd. to Johnson County line From S of W Vista Ridge Mall to FM 3040	Install cable barrier	$1.0	5/21/2024
6	0430-01-065	SH 352	From SL 12 to I-635	Full depth conc repair, mill & inlay	$3.4	5/1/2024
7	1013-01-038	FM 546	At FM 3286 intersection	Improve horizontal alignment	$3.3	5/21/2024
8	1391-01-022	FM 1377	FM 545 to CR 466	Safety treat fixed objects and provide additional paved surface width	$8.3	5/1/2024
9	2374-03-091	I-20	From I-35E to I-45	Planing, conc full depth repair, & overlay	$15.3	5/21/2024
*	0918-47-215	Various	Various intersections in the City of Dallas	Improve traffic signals	$1.9	5/1/2024
				ESTIMATED TOTAL	**$59.6 M**	

*** Unmapped.**

SOURCE: Texas Department of Transportation

TxDOT graphic

DALLAS DISTRICT PROJECTS MAP

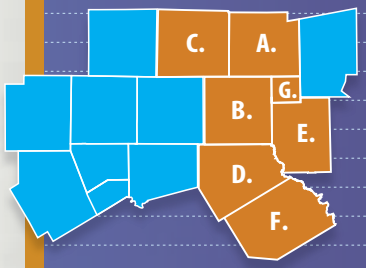
Colored and numbered boxes correspond with the **charts on page 2** and show projects that have let in **May 2024,** are projected to let in **June 2024,** or have recently been **completed.**

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

LEGEND

- LET
- PROJECTED
- COMPLETED
- TOLL ROAD

SOURCE: TxDOT research
*POPULATION ESTIMATE: NCTCOG



2023 DALLAS DISTRICT ESTIMATE TOTALS

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

A. | COLLIN COUNTY

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

B. | DALLAS COUNTY

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

C. | DENTON COUNTY

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

D. | ELLIS COUNTY

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

E. | KAUFMAN COUNTY

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

F. | NAVARRO COUNTY

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

G. | ROCKWALL COUNTY

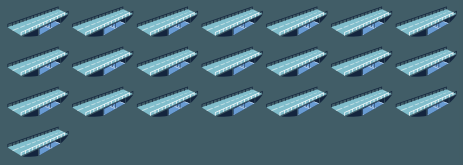
VEHICLE REGISTRATION: 107,015
*POPULATION ESTIMATE: 124,734
LANE MILES: 365

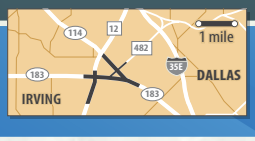
• CONTINUED FROM COVER PAGE •

32 BRIDGES WERE CONSTRUCTED INCLUDING:

10 DIRECT CONNECTORS between Loop 12, SH 183, SH 114 and Spur 482.

22 OVERPASS BRIDGES along Loop 12, SH 183, SH 114 and Spur 482.





4.6 MILES of roadway and **4.8 MILES** of bridge built as part of this project.

MATERIALS USED:

- **1.2 MILLION SQUARE FEET** of reinforced concrete slab
- **90,000 TONS** of hot mix asphalt
- **2.8 MILLION POUNDS** of steel plate beams
- **32 RETAINING WALLS** constructed
- **500+ COLUMNS** were built

PASS-THROUGH FINANCING

Pass-through financing is a financing tool the Legislature created in 2003. To date, TxDOT has entered into 15 agreements; most are agreements with public entities and one is an agreement with a private entity.

THE PURPOSE:

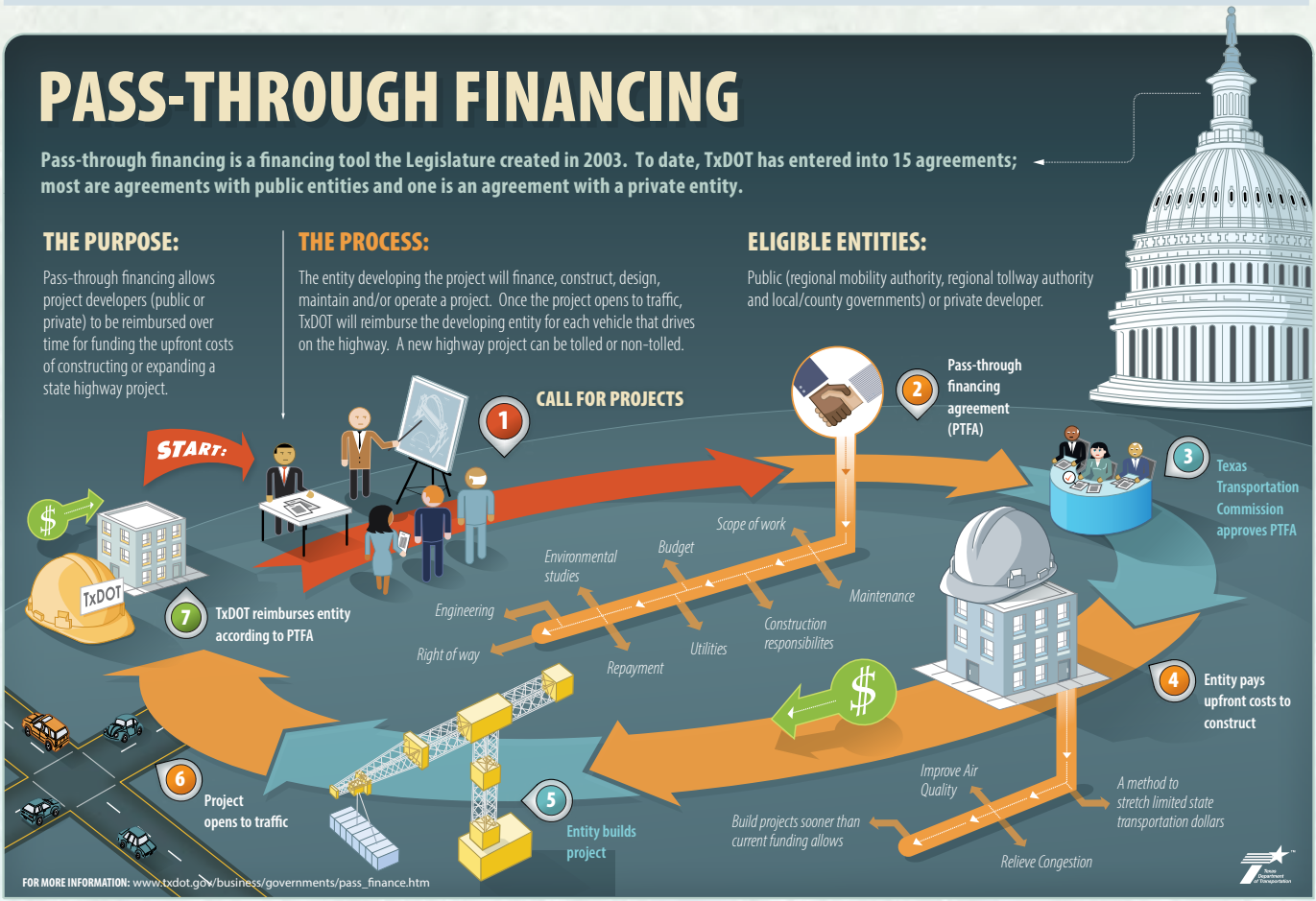
Pass-through financing allows project developers (public or private) to be reimbursed over time for funding the upfront costs of constructing or expanding a state highway project.

THE PROCESS:

The entity developing the project will finance, construct, design, maintain and/or operate a project. Once the project opens to traffic, TxDOT will reimburse the developing entity for each vehicle that drives on the highway. A new highway project can be tolled or non-tolled.

ELIGIBLE ENTITIES:

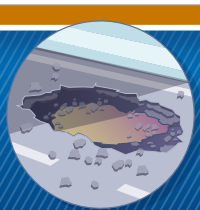
Public (regional mobility authority, regional tollway authority and local/county governments) or private developer.



SOURCE: Texas Department of Transportation

DEAN HOLLINGSWORTH/TxDOT Information Specialist

FOR MORE INFORMATION:
214-320-4480
dalinfo@txdot.gov
www.txdot.gov



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

TEXAS DEPARTMENT OF TRANSPORTATION
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