

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, July 25, 2025

North Central Texas Council of Governments

1:30 pm Full STTC Business Agenda

1:30 – 1:35

1. Approval of June 27, 2025, Minutes

☒ Action ☐ Possible Action ☐ Information Minutes: 5

Presenter: Brian Shewski, STTC Chair

Item Summary: Approval of the June 27, 2025, meeting minutes contained in [Electronic Item 1](#) will be requested.

Background: N/A

1:35 – 1:40

2. Consent Agenda

☒ Action ☐ Possible Action ☐ Information Minutes: 5

2.1. Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program

Presenter: Jason Brown, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council approval of funding recommendations for the Dallas Fort Worth International Airport and Delta Air Lines, through the North Texas Diesel Emissions Reduction Project 2024 Call for Projects (CFP) utilizing Environmental Protection Agency (EPA) funds.

Background: The North Central Texas Council of Governments opened the North Texas Diesel Emissions Reduction Project 2024 CFP through an EPA National Clean Diesel Funding Assistance Program award. The CFP award grants fund replacements of on-road diesel vehicles and engines, nonroad diesel equipment, diesel transport refrigeration unit trailers, diesel drayage trucks, locomotive engines, and locomotive shore power installation in North Central Texas. Two applications were received by the CFP deadline of June 13, 2025: Dallas Fort Worth International Airport for one all-electric class 8 shuttle bus, and Delta Air Lines for 10 all-electric non-road ground support equipment items. [Electronic Item 2.1.1](#) provides an overview of the Call for Projects and staff recommendations. [Electronic Item 2.1.2](#) provides detailed project listings. This initiative is an extension of clean vehicle efforts listed as Weight-of-Evidence in the current State Implementation Plan.

Performance Measure(s) Addressed: Air Quality

2.2. Federal Functional Classification System Amendments

Presenter: Brian Flood, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of 14 amendments to the currently approved Federal Functional Classification System (FFCS).

Background: While inclusion in the FFCS is based on a roadway's purpose and functioning capabilities, it is also used to determine eligibility for federal funding. Amendments to the FFCS occur as the function of an existing roadway changes, or as roadways need to be added due to construction, new developments, and shifts in demographic trends. Staff is currently working with the Texas Department of Transportation (TxDOT) on 14 proposed FFCS amendments within the Dallas and Fort Worth TxDOT districts. These amendments involve the construction of new roadways and improvement of existing roadways resulting from a project development process involving North Central Texas Council of Governments staff, local governments, and external partners. Maps and tables detailing the proposed functional class changes are included in [Electronic Item 2.2](#). The Surface Transportation Technical Committee will be asked to recommend these amendments for RTC consideration at its August 2025 meeting.

Performance Measure(s) Addressed: Roadway, Safety

2.3. Funding for McKinney Amphitheater Transportation Improvements

Presenter: Christie Gotti, NCTCOG

Item Summary: A recommendation for the Regional Transportation Council approval of \$2 million in Regional Toll Revenue funding for improvements in proximity to a future amphitheater/event venue in the City of McKinney will be requested.

Background: A 20,000-seat music amphitheater is being constructed in the City of McKinney and is scheduled to open in 2026. The North Central Texas Council of Governments (NCTCOG) was approached by the City of McKinney about possible funding for improvements to facilitate access into and out of the venue. After reviewing the requests, NCTCOG staff is recommending funding for selected roadway, bicycle/pedestrian, and technology

improvements near the site. [Electronic Item 2.3](#) contains additional details on the proposed improvements and funding.

Performance Measure(s) Addressed: Bike/Ped+, Roadway

1:40 – 1:50

3. Disadvantaged Business Enterprise Program – Fiscal Year 2026-2028 Goal Update

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Emily Beckham, NCTCOG

Item Summary: Staff will provide an overview of the proposed Disadvantaged Business Enterprise (DBE) Participation goal for Fiscal Year (FY) 2026-FY2028 for United States Department of Transportation contracting opportunities. A recommendation for Regional Transportation Council approval will be requested.

Background: The North Central Texas Council of Governments (NCTCOG) is required by the Federal Transit Administration to revisit its DBE Participation Goal every three years. The current DBE Participation Goal is valid until September 30, 2025. Staff is monitoring the latest developments at the federal level, including the Mid-America Milling Company Case in the United States District Court for the Eastern District of Kentucky. Staff have developed proposed goals for the next three years based on federal requirements as of the development of the agenda. The public comment period will be completed on August 12, 2025. [Electronic Item 3](#) includes additional details.

Performance Measure(s) Addressed: Administrative, Transit

1:50 – 2:00

4. 2026 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 Category 12 funds proposed for approval by the Texas Transportation Commission (TTC) and a recommendation for Regional Transportation Council action on the proposed changes for the Regional 10-Year Plan Update will be requested.

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 TTC consideration with Category 12 (TTC selected) funds that cover 10 years of highway projects. Since the last update in 2024, North Central Texas Council of Governments 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 2026 Unified Transportation Program. [Electronic Item 4.1](#) includes additional information about the process. [Electronic Item 4.2](#) contains the proposed list of planned projects for the Regional 10-Year Plan. [Electronic Item 4.3](#) contains the 10-Year Plan projects that have let or been completed.

Performance Measure(s) Addressed: Roadway, Safety

2:00 – 2:10

5. Director of Transportation Report on Selected Items

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Michael Morris, NCTCOG

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

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

1. Regional Transportation Council Did Not Approve: Transit 2.0 Next Steps, Policy 25-01, and Proposed Funding ([Electronic Item 5.1](#))
2. Transit 2.0 Next Steps: Receipt of Transit 2.0 Report: Creation of Regional Transportation Council Subcommittee and Focus on Transit Vision ([NCTCOG - Regional Transit 2.0](#))
3. Metropolitan Planning Organization Planning Agreement Extension ([Electronic Item 5.2](#))
4. Proposed Fiscal Year 2026 House Appropriation Bill – High-Speed Rail Funding

Performance Measure(s) Addressed: Administrative

2:10 – 2:20

6. Updates Regarding Metropolitan Planning Organization-Selected Funding and Texas Department of Transportation Cost Overrun Funds

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will brief the Committee on the latest updates about Metropolitan Planning Organization (MPO)-selected funding categories and Texas Department of Transportation (TxDOT) Change Order and Cost Overrun (COCO) funds received for regional projects.

Background: In January 2024, the Texas Transportation Commission approved a rule change that updated allocation practices and limited carryover funding on certain MPO-selected categories, including Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Block Grant Program (STBG), and Category 2 - Metro Corridor funding.

A result of this rule change was clarification that TxDOT Districts must provide concurrence for all CMAQ projects going forward. TxDOT has also requested that a larger share of CMAQ funds be allocated to projects on the State Highway System. As part of the draft 2026 Unified Transportation Program (UTP), TxDOT is proposing that CMAQ allocations be reduced and flexed to non-MPO (Statewide) funding categories starting in Fiscal Year 2029. Staff will provide a status of CMAQ funding allocations, along with carryover balances for all MPO-selected categories. In addition, the United States Department of Transportation reallocated unobligated funds from the Transportation Infrastructure Finance and Innovation Act program to both the STBG and Transportation Alternatives Set-Aside programs, which will be discussed. Also, TxDOT created the COCO program in which Districts can request funding from a TxDOT committee for cost overruns. This process considers the amount of funds contributed to each project by the region. A summary of COCO funds received, and regional funds committed as a result of this process will be provided. Finally, funding shortfalls in earlier years of the UTP are creating the need to “level lettings” and slow down engineering and right-of-way acquisition expenditures, which have resulting project schedule impacts, which will be discussed. [Electronic Item 6](#) contains additional details on these topics.

Performance Measure(s) Addressed: Administrative, Air Quality

2:20 – 2:30

7. **Electric Vehicle Charging Grant – Communication to Relevant Departments Within Cities, Counties, School Districts, Universities, and Other Government Agencies**

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Joslyn Billings, NCTCOG

Item Summary: Staff will provide information on the North Texas Electric Vehicle Infrastructure Call for Projects maximizing project submittals.

Background: At the July 2025 Regional Transportation Council (RTC) meeting, the RTC approved the North Texas Electric Vehicle Infrastructure Call for Projects recommended by the Surface Transportation Technical Committee (STTC) in June 2025. Key departments who are most relevant for this opportunity to include those who own property, especially public-facing departments such as libraries, parks, recreations centers, planning and development services, and city halls. Other government communication is needed as well. STTC members are asked to forward information about this opportunity to those departments to ensure a robust number of

quality applications for this program. More details are available in [Electronic Item 7](#) and www.nctcog.org/EVcharginggrant.

Performance Measure(s) Addressed: Air Quality

2:30 – 2:40

8. 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. *Kyle Hoener* – Transportation and Stormwater Infrastructure County Government Workshop ([Electronic Item 8.1](#))
2. *Camille Fountain* – Summer 2025 Traffic Incident Management Executive Level Course Announcement – August 12, 2025 ([Electronic Item 8.2](#))
3. *Jesse Brown* – High Occupancy Vehicle Quarterly Report ([Electronic Item 8.3](#))
4. *Analisa Garcia* – Update: Air Quality Handbook (<https://www.nctcog.org/trans/quality/air>)
5. *Chris Klaus* – North Central Texas Council of Governments Comments to Texas Commission of Environmental Quality Section 185 Failures to Attain Fee Proposal ([Electronic Item 8.4](#))
6. *Daniela Tower* – 2025 Ozone Season Update ([Electronic Item 8.5](#))
7. *Juliana Vandenberg* – Air Quality Funding Opportunities (www.nctcog.org/AQfunding)
8. *Juliana Vandenberg* – Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
9. Written Progress Reports:
 - Partner Progress Reports ([Electronic Item 8.6](#))
 - June Public Meeting Minutes ([Electronic Item 8.7](#))
 - May–June Public Comments Report ([Electronic Item 8.8](#))
 - August Public Meeting Notice ([Electronic Item 8.9](#))
9. **Other Business (Old or New)**: This item provides an opportunity for members to bring items of interest before the group.
10. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on August 22, 2025**.

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
Friday, June 27, 2025**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, June 27, 2025, at 1:30 pm by videoconference. The Regional Transportation Council Bylaws and Operating Procedures establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

1. **Approval of the May 23, 2025, Minutes:** Approval of May 23, 2025, meeting minutes contained in Electronic Item 1 was requested.

A motion was made to approve the May 23, 2025, meeting Minutes as submitted in Electronic Item 1. Kelly Porter (M); Jana Wentzel (S). The motion passed unanimously.

2. **Consent Agenda:**

- 2.1. **Endorsement of the Safe Streets and Roads for All Grant Program Submittal:** A recommendation for Regional Transportation Council (RTC) endorsement of the Hemphill Street Community Based Safe Street Project submitted for the Fiscal Year (FY) 2025 Safe Streets and Roads for All (SS4A) – Implementation Grant, prepared in partnership with the City of Fort Worth was requested.

This Consent Agenda item was pulled and presented by Natalie Bettger. A motion was made to recommend Regional Transportation Council endorsement of the North Central Texas Council of Governments' submittal of the Fiscal Year (FY) 2025 Safe Streets and Roads for All (SS4A) – Implementation Grant application for the Hemphill Street Community Based Safe Street Project, in partnership with the City of Fort Worth. Action also included direction for staff to administratively amend the Transportation Improvement Program (TIP)/Statewide TIP and other planning/administrative documents to incorporate the project and funding, if selected for the FY 2025 SS4A award. Farhan Butt (M); Kelly Porter (S). The motion passed unanimously.

- 2.2. **Colleyville Traffic Signal Maintenance:** A recommendation for Regional Transportation Council (RTC) approval of up to \$150,000 in RTC Local funds was requested to fund the City of Colleyville maintenance of ten traffic signals along State Highway (SH) 26 as it transitions off the state highway system.
- 2.3. **August 2025 Transportation Improvement Program Revisions:** A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2025-2028 Transportation Improvement Program (TIP), along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes was requested.
- 2.4. **Endorsement of Backstop Funding for Regional Air Quality Initiatives Program:** A recommendation for Regional Transportation Council (RTC) endorsement of \$300,000 in RTC Local transitional funding for the Regional Air Quality Initiatives Program was requested.
- 2.5. **Heartland Flyer Funding for One Year:** A recommendation for Regional Transportation Council (RTC) approval of \$3.5 million in Regional Toll Revenue funds

to secure the continued service of the Heartland Flyer for one year was requested. Staff will seek reimbursement from the State of Texas and initiate a ridership campaign reducing the need for a subsidy.

- 2.6. **Action Supporting Backstop Funding for Diesel Emissions Reduction Act:** A recommendation for Regional Transportation Council (RTC) approval of \$175,000 in RTC Local funding for the Diesel Emissions Reduction Act (DERA) Program was requested. Funding will be returned to the RTC Local program.

A motion was made to approve Items 2.2, 2.3, 2.4, 2.5, and 2.6 on the Consent Agenda. Farhan Butt (M); Kelly Porter (S). The motion passed unanimously.

3. **Draft Fiscal Year (FY) 2026 and FY2027 Unified Planning Work Program:** Vickie Alexander presented a recommendation for Regional Transportation Council (RTC) approval of the proposed Fiscal Year (FY) 2026 and FY2027 Unified Planning Work Program (UPWP). A recommendation was also sought for the RTC to direct staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the projects and programs contained in the Work Program.

A motion was made to recommend Regional Transportation Council approval of the Draft Fiscal Year (FY) 2026 and FY2027 Unified Planning Work Program (UPWP) and direct staff to also administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the projects and programs contained in the Work Program. Clarence Daugherty (M); Mark Nelson (S). The motion passed unanimously.

4. **Charging and Fueling Infrastructure Community Electric Vehicle Charging Grant – Site Selection Criteria and Call for Projects:** Jared Wright presented a recommendation for Regional Transportation Council (RTC) approval to open the North Texas Electric Vehicle Infrastructure Call for Projects to select electric vehicle (EV) charging sites to be built using funds awarded under the Federal Highway Administration (FHWA) Charging and Fueling Infrastructure Discretionary Grant Program (CFI) Community Award.

A motion was made to recommend Regional Transportation Council approval of authorization to open the Call for Projects, including eligibility requirements, screening criteria, scoring criteria, and schedule (Call for Projects estimated to open: July 25, 2025, and estimated to close October 31, 2025), along with direction for staff to amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and update any administrative and/or planning documents as needed to incorporate the project funding. Freddie Ortiz (M); Clarence Daugherty (S). The motion passed unanimously.

5. **Director of Transportation Report on Selected Items:** Michael Morris briefed the Committee on the following topics listed on the agenda:

1. Federal Certification Review – June 4–6, 2025
2. Dallas-Fort Worth High-Speed Rail (Economic Impact Studies)
3. Unified Transportation Program Funding/Upcoming Texas Department of Transportation Project Sequencing
4. Transit 2.0 Next Steps and Policy (P25-01)
5. 2025 Transportation Alternatives Call for Projects for the North Central Texas Region
6. Progress on Federal Competitive Grants
7. Interstate Highway 345 Bridge Investment Program Large Project Grant

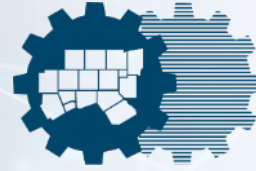
6. **Federal and State Legislative Update**: Jackie Nolasco provided an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area.
7. **2025 Public Participation Plan Update**: Carli Baylor presented an overview of the Public Participation Plan and outlined proposed revisions, which are necessary to reflect federal policies and Infrastructure Investment and Jobs Act (IIJA) requirements.
8. **Proposed Traffic Signal Program Funding Process**: Gregory Masota presented a proposed funding process for the traffic signal program. The process outlined the agency eligibility requirements, evaluation criteria for funding requests, and the categorization of traffic signal improvements. It also included recommendations for cost-sharing between agencies and the North Central Texas Council of Governments.
9. **Update on Regional Air Quality and the Dallas-Fort Worth Air Quality Improvement Plan**: Savana Nance and Daniela Tower provided an update on current air quality initiatives, including development of the Dallas-Fort Worth Air Quality Improvement Plan (DFW AQIP), a comprehensive plan to improve air quality, and latest trends regarding ground level ozone.
10. **Disadvantaged Business Enterprise Program – Fiscal Year 2026–2028 Goal Update**: Emily Beckham provided an overview of the proposed Disadvantaged Business Enterprise (DBE) Participation goal for Fiscal Year (FY) 2026-2028 for United States Department of Transportation contracting opportunities.
11. **Surface Transportation Technical Committee and Regional Transportation Council Officers**: Dan Kessler briefed the Surface Transportation Technical Committee (STTC) on its officers and the Regional Transportation Council (RTC) officers for the 2025-2026 term. New STTC officers are Brian Shewski, P.E., PTOE, Chair, Transportation Manager, Transportation Engineering, City of Plano; Kelly Porter, Vice Chair, Assistant Director of Transportation and Public Works, City of Fort Worth; and Mark Nelson, Secretary, Director of Transportation and Mobility, City of Richardson. In addition, the new Regional Transportation Council officers are Rick Bailey, Chair, Commissioner, Johnson County; Stephen Mason, Vice Chair, Mayor, City of Cedar Hill; and Jill Jester, Secretary, Councilmember, City of Denton.
10. **Fast Facts**: Staff provided a brief presentation on each item below:
 1. *Kate Zielke* – Transportation and Stormwater Infrastructure County Government Workshop
 2. *Brian Wilson* – Progress North Texas 2025
 3. *Gypsy Gavia* – Transportation Tabletop Exercise Planning for World Cup 2026
 4. *Lori Clark* – Nominations for Dallas-Fort Worth Clean Cities Technical Advisory Committee ([NCTCOG - Dallas-Fort Worth Clean Cities Technical Advisory Committee](#))
 5. *Savana Nance* – Local Clean Air Project Spotlight – Multimodal Delivery Project
 6. *Carolyn Burns* – Air Quality Funding Opportunities (www.nctcog.org/AQfunding)
 7. *Carolyn Burns* – Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
 8. Written Progress Reports:
 - Partner Progress Reports
 - May Public Meeting Minutes
 - April–May Public Comments Report

- July Public Meeting Notice

11. **Other Business (Old or New)**: No items were provided.

12. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on July 25, 2025.***

Meeting adjourned at 3:27 p.m.



NCTCOG PRESENTATION

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

Surface Transportation Technical Committee

July 25, 2025

Jason Brown, Program Manager

Funding and Applicant Eligibility

Funding Source: Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program

| | |
|--------------------------------|---|
| Call for Projects | North Texas Diesel Emissions Reduction Project 2024 – Opened December 16, 2024; Round 2 Deadline June 13, 2025 |
| Project Types | Replace Onroad and Nonroad Diesel Engines/Vehicles/Equipment; Install Locomotive Shore Power and Other Idle Reduction Technologies |
| Round 2 Amount for CFP* | \$1,275,932 |
| Applicants | Private Fleets and Companies; Public Entities such as Municipalities and Airports |
| Geographic Area | 10-County Nonattainment Area**, Area of Air Toxics Concern*** |
| Clean Fleet Policy | Must Adopt RTC Clean Fleet Policy or Similar |

*CFP Round 1 resulted in a Paccar Leasing project of \$360,017 EPA funds and approved at the June RTC meeting.

**This includes Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties.

***This includes Dallas, Denton and Tarrant counties. Source: [2022-2023 DERA Priority County List](#)



Summary of Application Requesting Funds

| North Texas Diesel Emissions Reduction Project 2024 Call for Projects* | | | | | | | |
|--|----------------------|--------------------|---------------------|---------------------|--------------|------------|-----------|
| Applicant** | Activities Requested | Applicant Eligible | Activities Eligible | EPA Funds Requested | Award Status | Recommend | |
| | | | | | | Activities | EPA Funds |
| DFW Airport | 1 | Yes | Yes | \$335,250 | Full – 45% | 1 | \$335,250 |
| Activity: All-Electric Class 8 Shuttle Bus; 45% Funding Level Eligible | | | | | | | |
| Delta Air Lines | 10 | Yes | Yes | \$379,426 | Full – 45% | 10 | \$379,426 |
| Activity: All-Electric Nonroad Ground Support Equipment ; 45% Funding Level Eligible | | | | | | | |
| Approximate Remaining Funding for Round 3 Call for Projects | | | | | | | \$561,256 |

*Refer to Electronic Item 2.1.2 for More Details.

**Two Applications Submitted by Round 2 deadline June 13, 2025.

Examples of All-Electric Projects



Project Eligibility

North Texas Diesel Emissions Reduction Project 2024 Call for Projects

| Eligible Activities | Funding Threshold | | |
|--|--|----------------------------|----------------|
| <u>Replace Onroad Diesel Vehicles and Engines*</u> <ul style="list-style-type: none"> GVWR: 16,001 and Up; EMY: Older - 2009 (Also EMY 2010 - Newer if Replacing with Zero Emission); Must Operate > 7,000 Miles/Year during 24 Months Prior to Application | <u>Replacement Type</u> | <u>Vehicles/ Equipment</u> | <u>Engines</u> |
| | New is Zero Emission Powered: | 45% | 60% |
| | New is CARB Certified Low-NO _x Powered: | 35% | 50% |
| | New is EPA Certified Diesel Powered: | 25% | 40% |
| <u>Replace Nonroad Diesel Equipment*</u> <ul style="list-style-type: none"> Must Operate > 500 Hours/Year during 24 Months Prior to Application; Eligible Tiers Vary | New is Zero Emission Powered: | 45% | 60% |
| | New is CARB Certified Low-NO _x Powered: | 35% | 50% |
| | New is EPA Certified Diesel Powered: | 25% | 40% |

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



Eligibility and Scoring Criteria

North Texas Diesel Emissions Reduction Project 2024 Call for Projects

| | | |
|-----------------|---|-------------------------|
| Characteristics | Rebate Program Purpose: Reduces administrative burden as compared to a subgrant program. | |
| | Competitive Application Process Purpose: Choose the best activities for our region. | |
| Eligibility | Operate in Required Geographic Area | |
| | Clean Fleet Policy Adoption Purpose: Reserve Funding for Fleets that are Engaged Beyond Grant Opportunities; Consistent with RTC Adoption of Clean Fleet Policy | |
| Scoring | Criteria | % of Total Score |
| | Cost Per Ton NO_x Emissions Reduced Purpose: Maximize Emissions Reductions | 65% |
| | Rebate Recipient Oversight Purpose: Balance Project Benefits with Administrative Burden | 25% |
| | Priority Project Location Purpose: Preference to Projects Operating in Priority Areas | 5% |
| | Project Resilience and Workforce Development Purpose: Preference with Ability to Protect Funded Investments, Training | 5% |

Schedule

| Milestone | Estimated Timeframe |
|---|---------------------|
| STTC Action to Recommend Rebate | July 25, 2025 |
| RTC Action to Recommend Rebate | August 14, 2025 |
| Executive Board Agreement Authorization | August 28, 2025 |
| Next Interim Application Deadline (Rolling 90-day deadline until all funds awarded or until project implementation deadline) | September 12, 2025 |
| Project Implementation Deadline | June 30, 2027 |



REQUESTED ACTION – Air Quality Funding Recommendations Related to EPA National Clean Diesel Funding

STTC approval of:

- Recommended Rebate Awards
 - \$335,250 (full rebate award of EPA funding) to DFW International Airport to replace one class 8 diesel shuttle bus with one class 8 all-electric shuttle bus
 - \$379,426 (full rebate award of EPA funding) to Delta Air Lines to replace ten diesel ground support equipment with ten all-electric ground support equipment
- Continuing the Call for Projects until Funds are Exhausted
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the change

STTC Action Item – July 25, 2025



CONTACT US



Trey Pope
Air Quality Planner
Tpope@nctcog.org | 817-695-9297



Jason Brown
Program Manager
Jbrown@nctcog.org | 817-704-2514



Chris Klaus
Senior Program Manager
Cklaus@nctcog.org | 817-695-9286



North Texas Diesel Emissions Reduction Project 2024 Call For Projects

| Awarded Project - North Texas Diesel Emissions Reduction Project 2024 (Round 2; March 15 - June 13, 2025) | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|----------|-----------------------------------|----------------------------------|----------------------|--------------|---|--------------------------|-----------------------|---|-----------|------------|-------------------------------------|-----------------------------|-----------------------|-------------|--------------------------|---|---|---|--|---|--|--------------------------------------|-----------------------------------|-----------------------------------|
| Applicant | Activity | Old Vehicle/Equipment Information | | | | | | | New Vehicle/Equipment Information (Model Year 2021 or Newer) | | | Maximum Allowed Funding Level | Recommended Project Amounts | | | NO _x Benefits | Scoring Criteria | | | | | Other Environmental Benefits | | | |
| | | Type | Class/Equipment | Engine Model Year | Fuel Type | Avg Annual Fuel Usage (gal) | Avg Annual Mileage | Annual Usage Hours | Model Year | Fuel Type | Total Cost | | Requested Rebate Amount | Total Rebate Award | Local Match | | NOx Tons Reduced Over 6 Years* | Score: Cost Per Ton NO _x Reduced (Max 65 Points) | Score: Rebate Recipient Oversight (Max 25 Points) | Priority Project Location (Max 5 Points) | Resilience & Workforce Development (Max 5 Points) | Total Score (Max 100 Points) | PM2.5 Reduced Over 6 Years* | HC Reduced Over 6 Years* | CO Reduced Over 6 Years* |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| DFW International Airport | 1 | Nonroad | Class 8 Shuttle Bus | 2009 | Diesel | 1,638 | N/A | 3,650 | 2025 | Electric | \$745,000 | 45% | \$335,250 | \$335,250 | \$409,750 | 1.62 | 43 | 18.5 | 5 | 5 | 71.2 | 0.01 | 0.08 | 0.35 | 111 |
| Delta Air Lines | 10 | Nonroad | Ground Support Equipment | 1996-2011 | Diesel | 4,354 | N/A | 800 | 2025 | Electric | \$843,170 | 45% | \$379,427 | \$379,427 | \$463,744 | 13.85 | 57 | 24.0 | 5 | 5 | 90.9 | 1.62 | 1.49 | 8.49 | 2,939 |
| Awarded Project - North Texas Diesel Emissions Reduction Project 2024 (Round 1; December 16, 2024-March 14, 2025) | | | | | | | | | | | | | | | | | | | | | | | | | |
| Applicant | Activity | Old Vehicle/Equipment Information | | | | | | | New Vehicle/Equipment Information (Model Year 2021 or Newer) | | | Maximum Allowed Funding Level | Recommended Project Amounts | | | NO _x Benefits | Scoring Criteria | | | | | Other Environmental Benefits | | | |
| | | Type | Class/Equipment | Engine Model Year | Fuel Type | Avg Annual Fuel Usage (gal) | Avg Annual Mileage | Annual Usage Hours | Model Year | Fuel Type | Total Cost | | Requested Rebate Amount | Total Rebate Award | Local Match | | NOx Tons Reduced Over 6 Years* | Score: Cost Per Ton NO _x Reduced (Max 65 Points) | Score: Rebate Recipient Oversight (Max 25 Points) | Priority Project Location (Max 5 Points) | Resilience & Workforce Development (Max 5 Points) | Total Score (Max 100 Points) | PM2.5 Reduced Over 6 Years* | HC Reduced Over 6 Years* | CO Reduced Over 6 Years* |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| PACCAR Leasing Company | 1 | Onroad | Class 8 - Short Haul Combination | 2015 | Diesel | 3,000 | 21,212 | N/A | 2024 | Electric | \$800,037 | 45% | \$360,017 | \$360,017 | \$440,020 | 0.60 | 11 | 24.5 | 5 | 5 | 45.5 | 0.00 | 0.01 | 0.27 | 203 |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total Projects | | | | | | | | | | | \$800,037 | | | \$360,017 | \$440,020 | 0.60 | | | | | | 0.00 | 0.01 | 0.27 | 203 |

| | |
|---|-------------|
| Round 1 Funds Available for Call for Projects | \$1,635,949 |
| Round 1 Funds Awarded | \$360,017 |
| Balance Available for CFP Round 2 | \$1,275,932 |
| Round 2 Funds Awarded | \$714,677 |
| Balance Available for CFP Round 3 | \$561,256 |

EPA = Environmental Protection Agency
NO_x = Nitrogen Oxides; PM2. 5= Particulate Matter Less Than 2.5 Micrometers; HC = Hydrocarbons; CO = Carbon Monoxide; CO₂ = Carbon Dioxide
B5 = 5% Biodiesel blend; B20 = 20% Biodiesel blend; ULSD = Ultra-Low Sulfur Diesel; CNG = Compressed Natural Gas

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

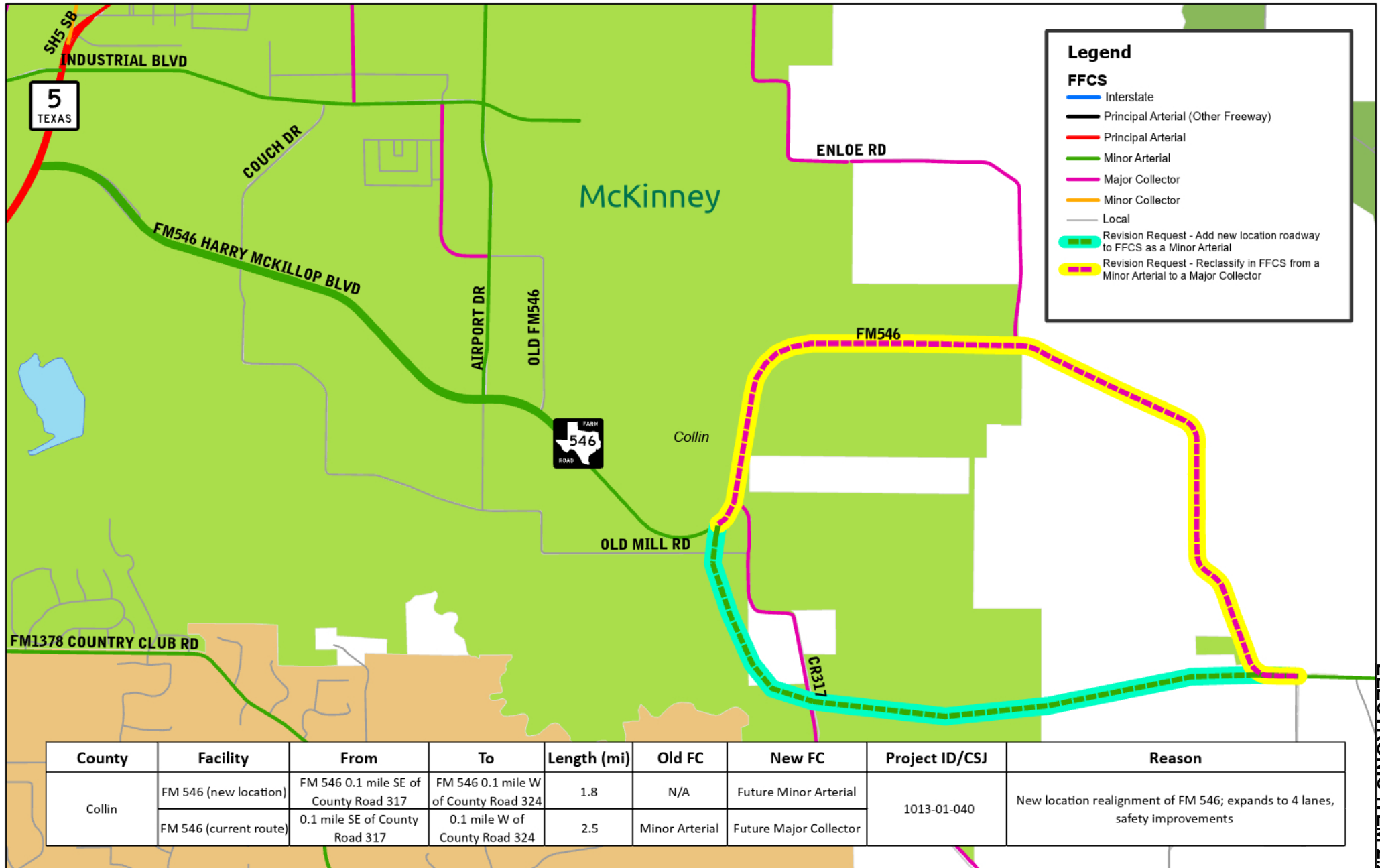
**The Federal Highway Administration (FHWA) produced cost effectiveness tables for projects funded by Congestion Mitigation Air Quality funds. The values used in the tiers reference data related to the low, median, and high cost-effectiveness projects for nitrogen oxide emissions reduction.

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

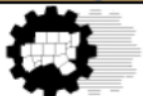
| Priority Project Location Criteria | Points |
|--|--------|
| Ozone 2008 and/or 2015 standard nonattainment area | 1 |
| Area of air toxics concern | 1 |
| Areas of freight-oriented development | 1 |
| Areas in which poverty levels <u>and</u> minority populations are above regional percentages | 2 |
| Or | |
| Areas in which poverty levels are above regional percentages <u>only</u> <u>or</u> Areas in which minority populations are above regional percentages only | 1 |

Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Dallas and included in Mobility 2050



ELECTRONIC ITEM 2.2

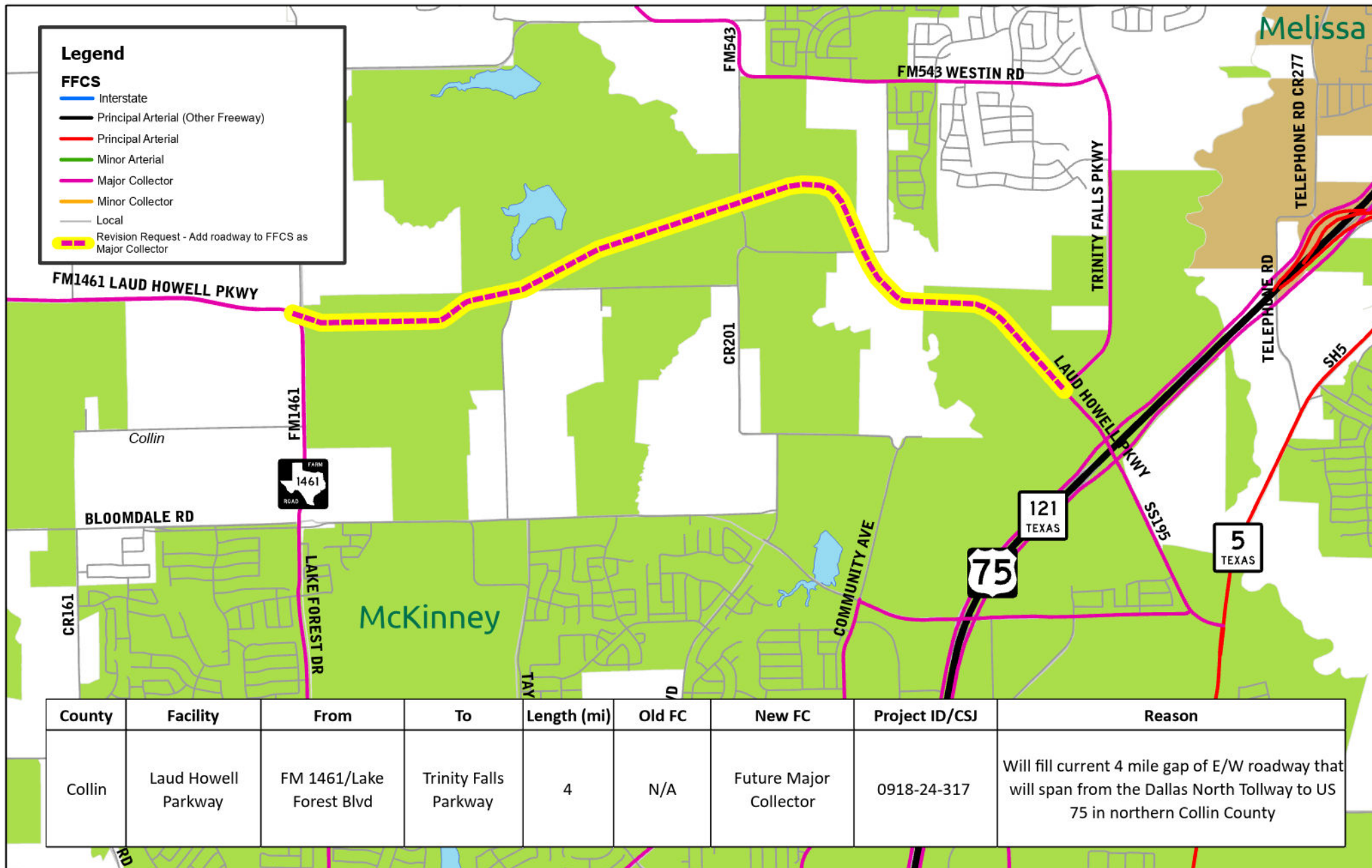


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Transportation

August 2025

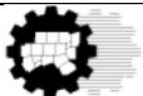
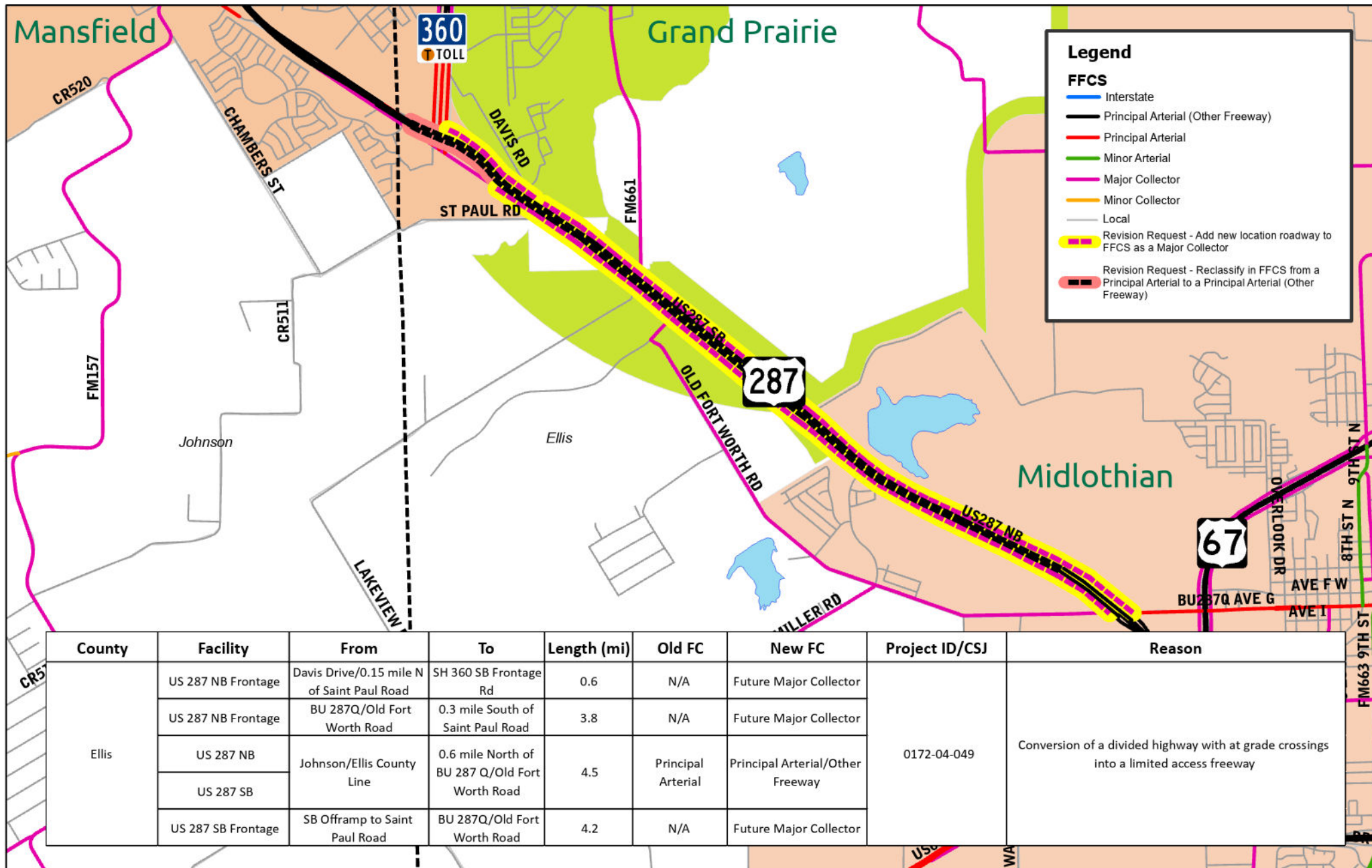
Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Dallas



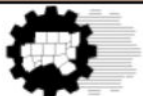
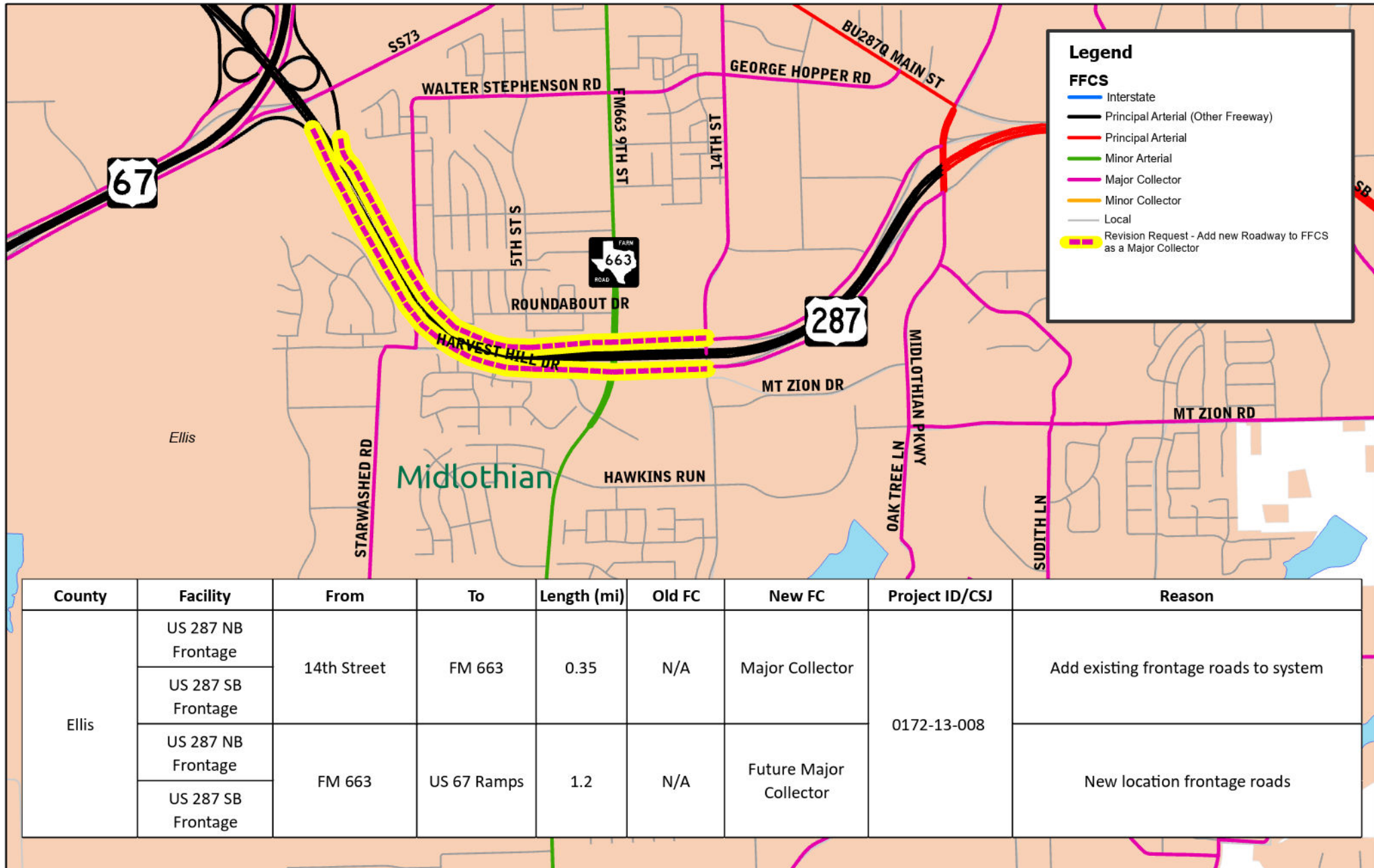
Federal Functional Classification System (FFCS) Amendment

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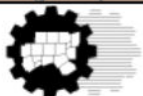
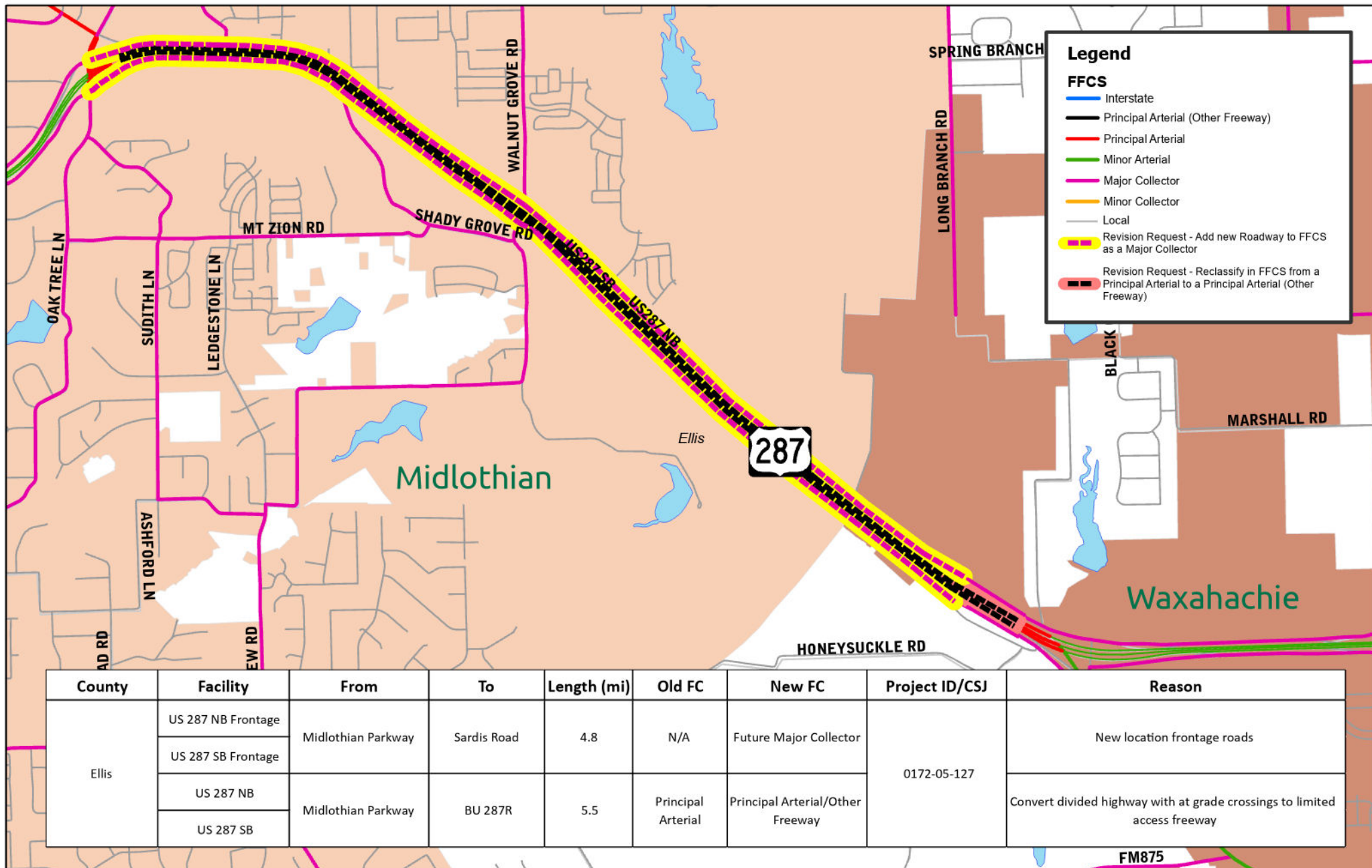
Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Dallas and included in Mobility 2050



Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Dallas and included in Mobility 2050

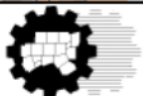
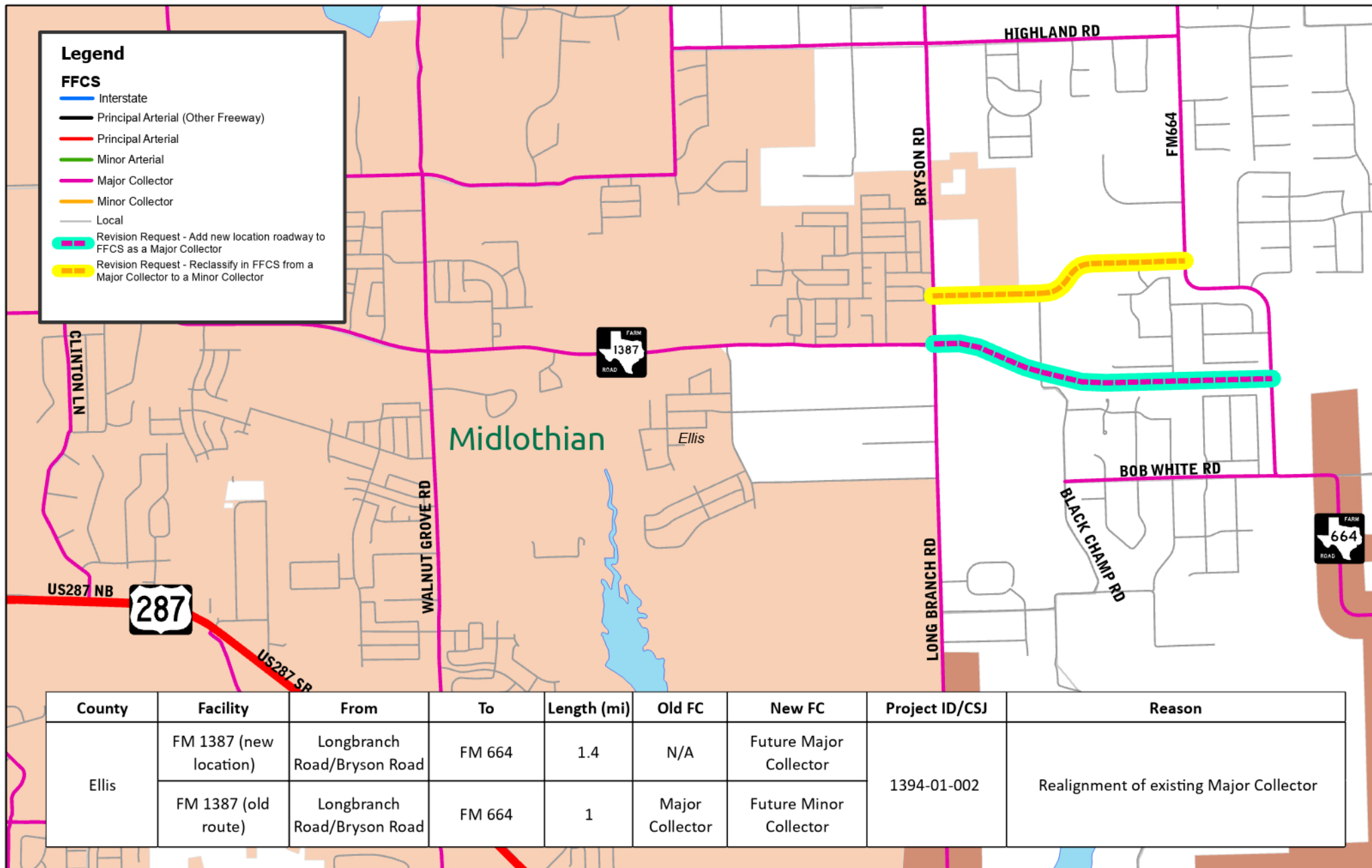


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August 2025

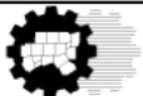
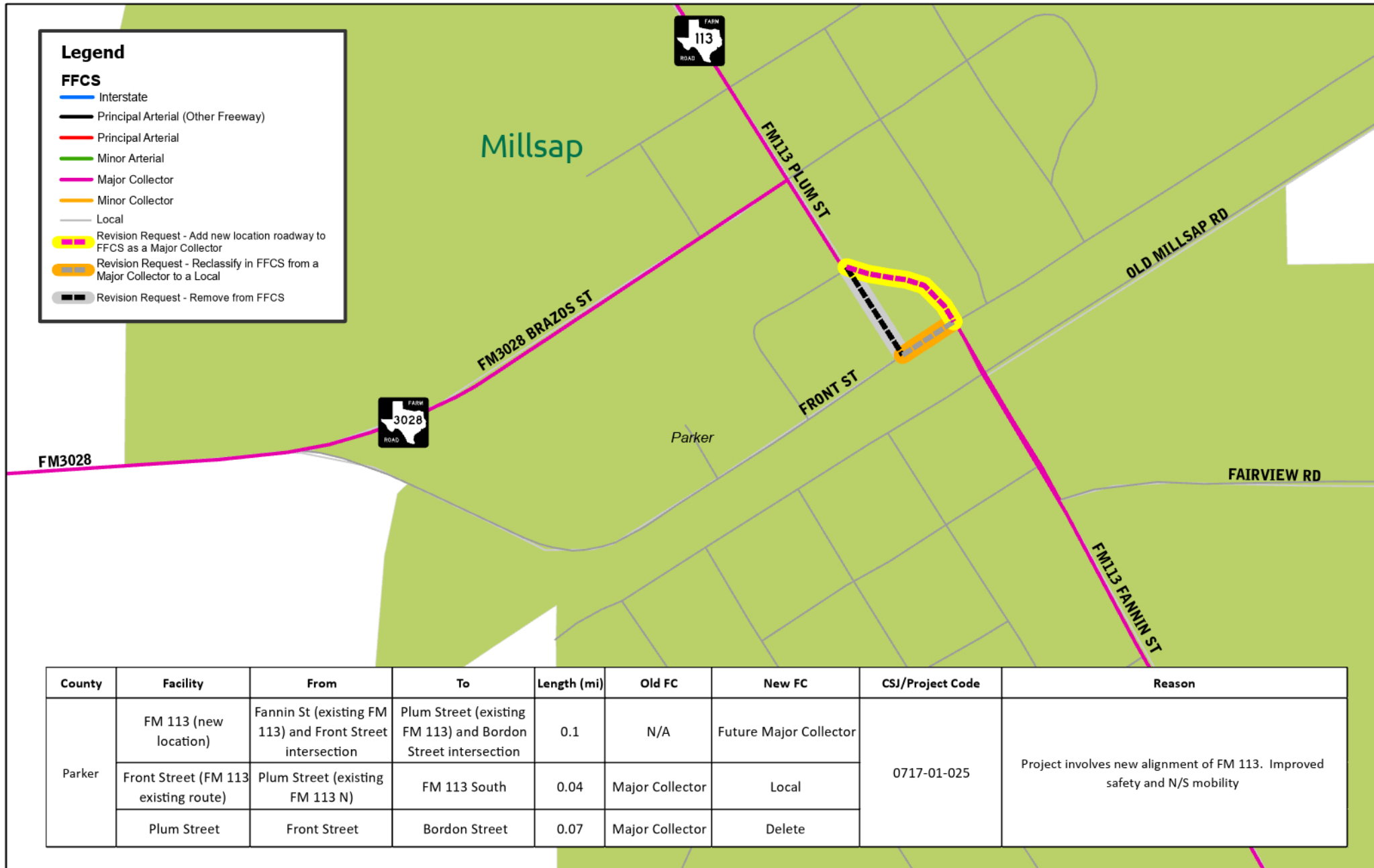
Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Dallas and included in the Mobility 2045 Update



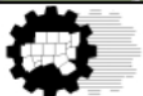
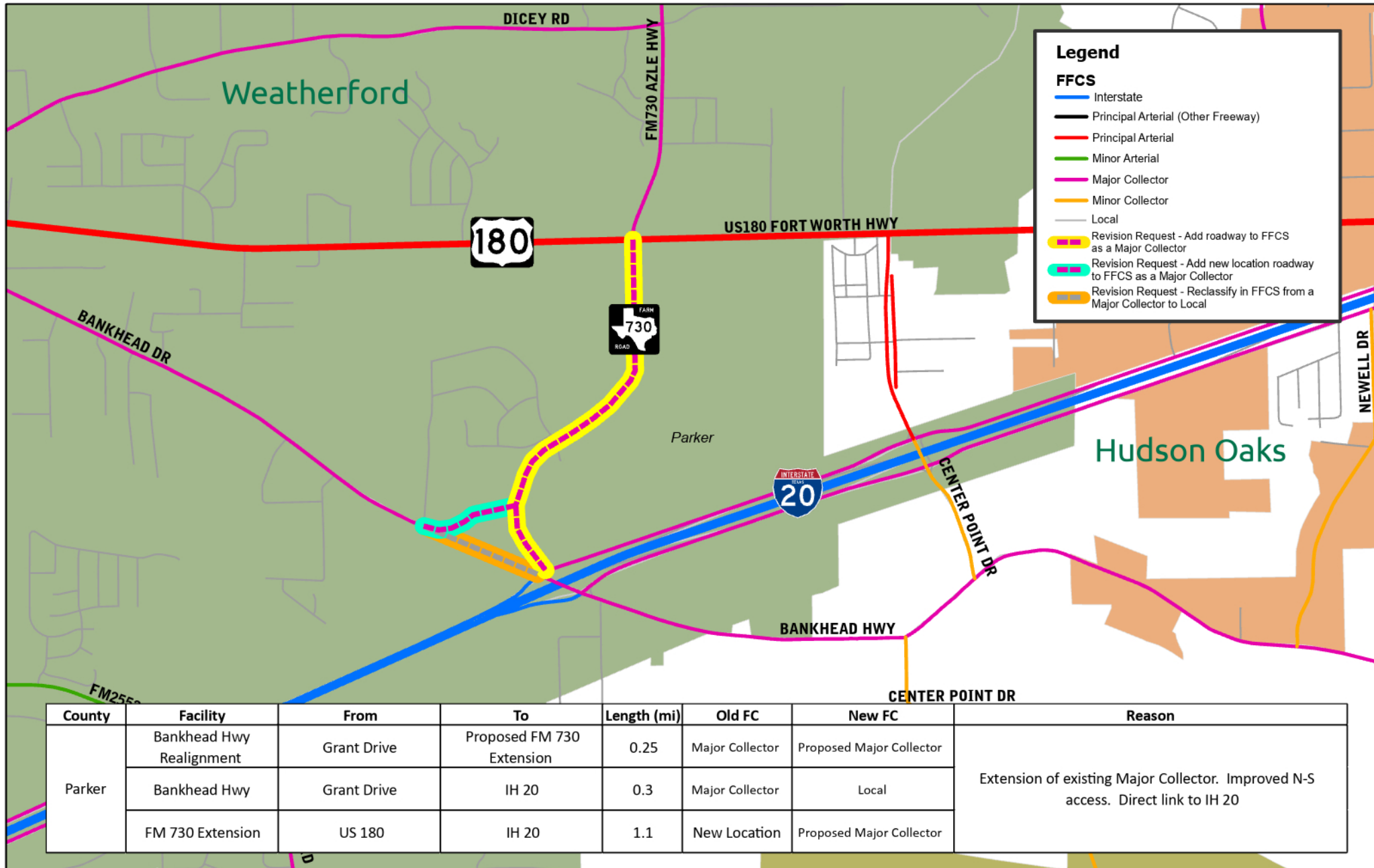
Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Fort Worth and included in the Mobility 2045 Update



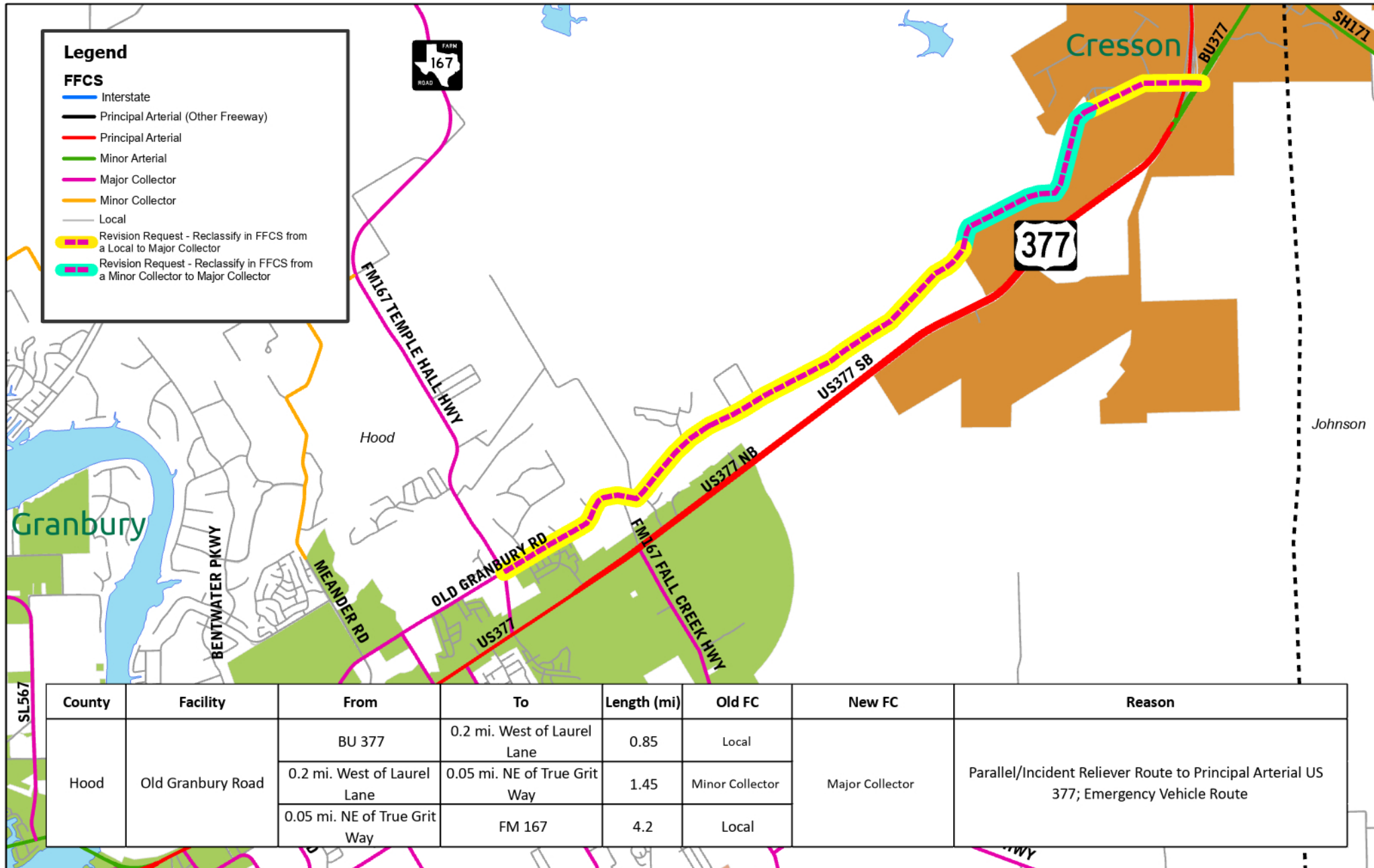
Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Fort Worth



Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Fort Worth

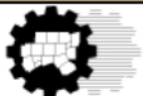
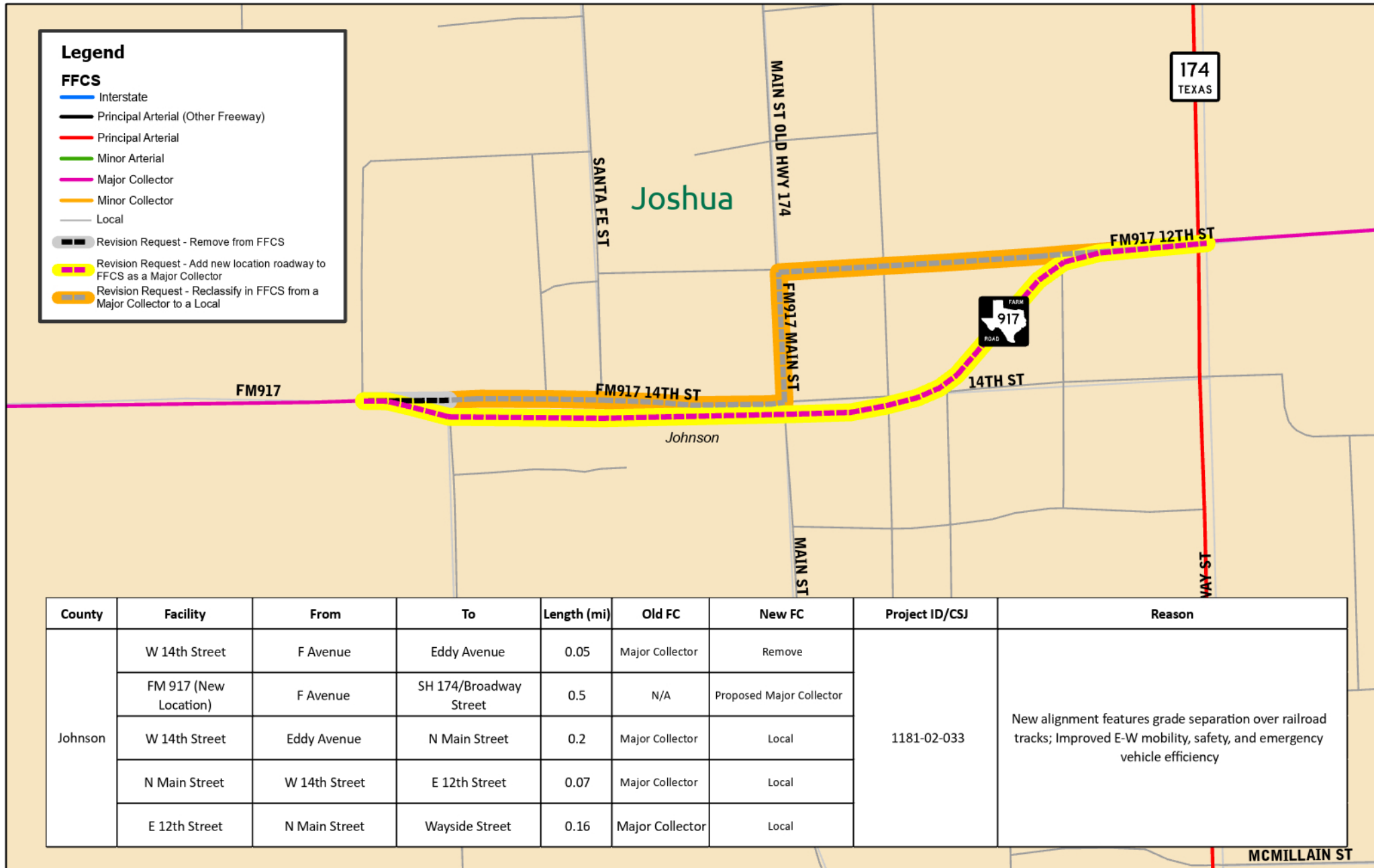


| County | Facility | From | To | Length (mi) | Old FC | New FC | Reason |
|--------|-------------------|------------------------------|------------------------------|-------------|-----------------|-----------------|--|
| Hood | Old Granbury Road | BU 377 | 0.2 mi. West of Laurel Lane | 0.85 | Local | Major Collector | Parallel/Incident Reliever Route to Principal Arterial US 377; Emergency Vehicle Route |
| | | 0.2 mi. West of Laurel Lane | 0.05 mi. NE of True Grit Way | 1.45 | Minor Collector | | |
| | | 0.05 mi. NE of True Grit Way | FM 167 | 4.2 | Local | | |



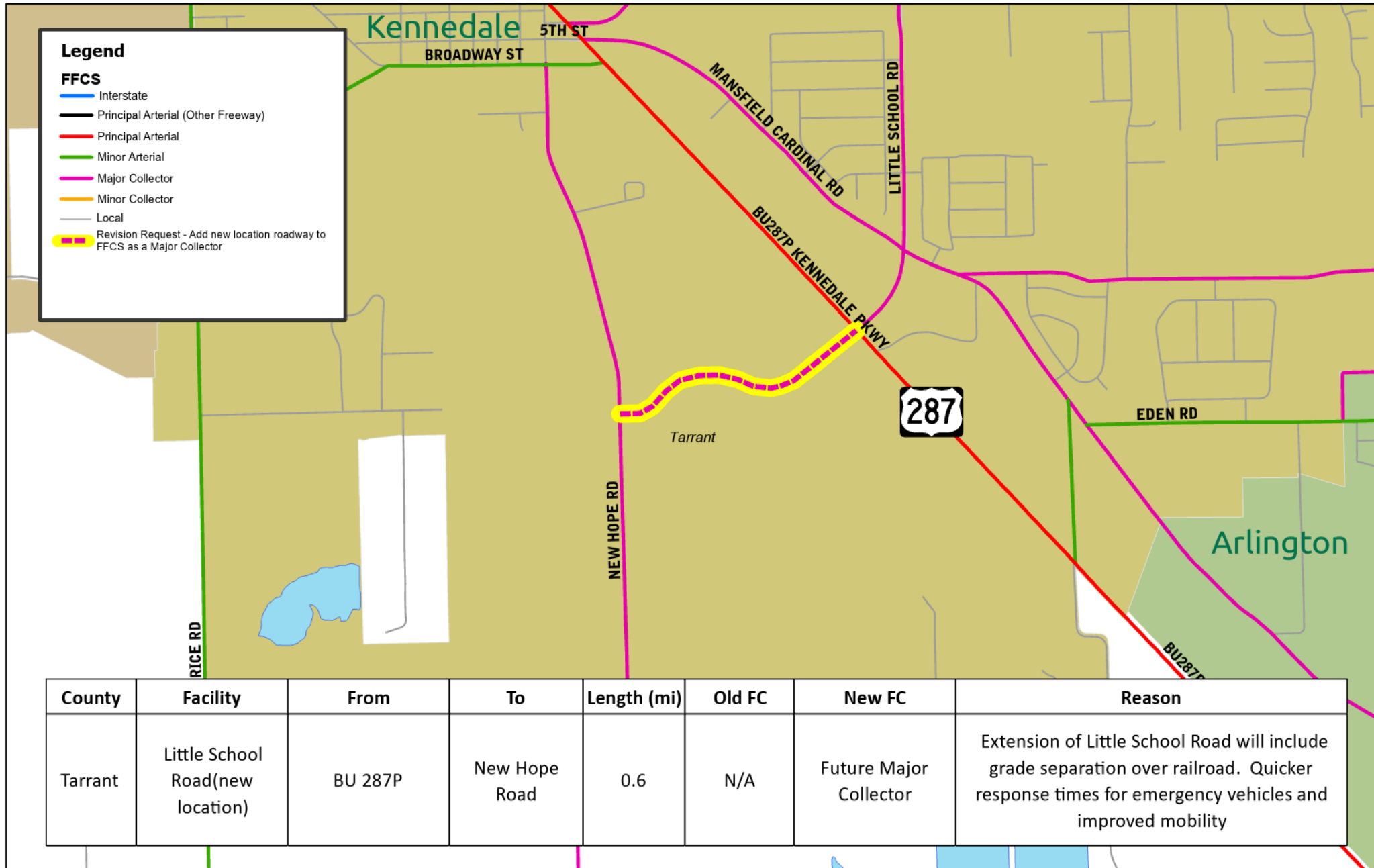
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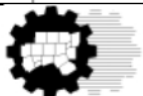


Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Fort Worth

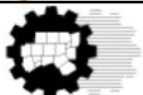
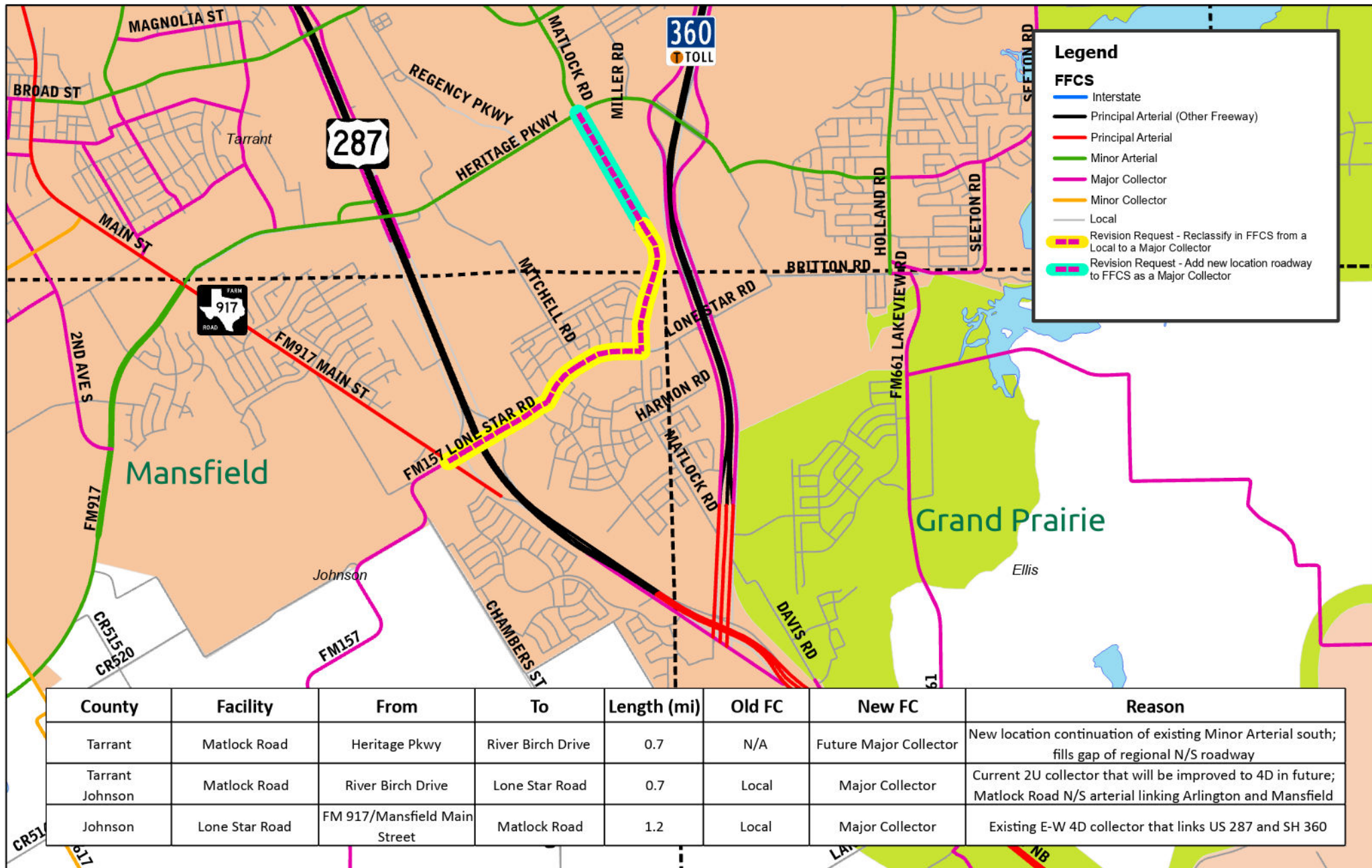


| County | Facility | From | To | Length (mi) | Old FC | New FC | Reason |
|---------|----------------------------------|---------|---------------|-------------|--------|------------------------|--|
| Tarrant | Little School Road(new location) | BU 287P | New Hope Road | 0.6 | N/A | Future Major Collector | Extension of Little School Road will include grade separation over railroad. Quicker response times for emergency vehicles and improved mobility |



Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Fort Worth

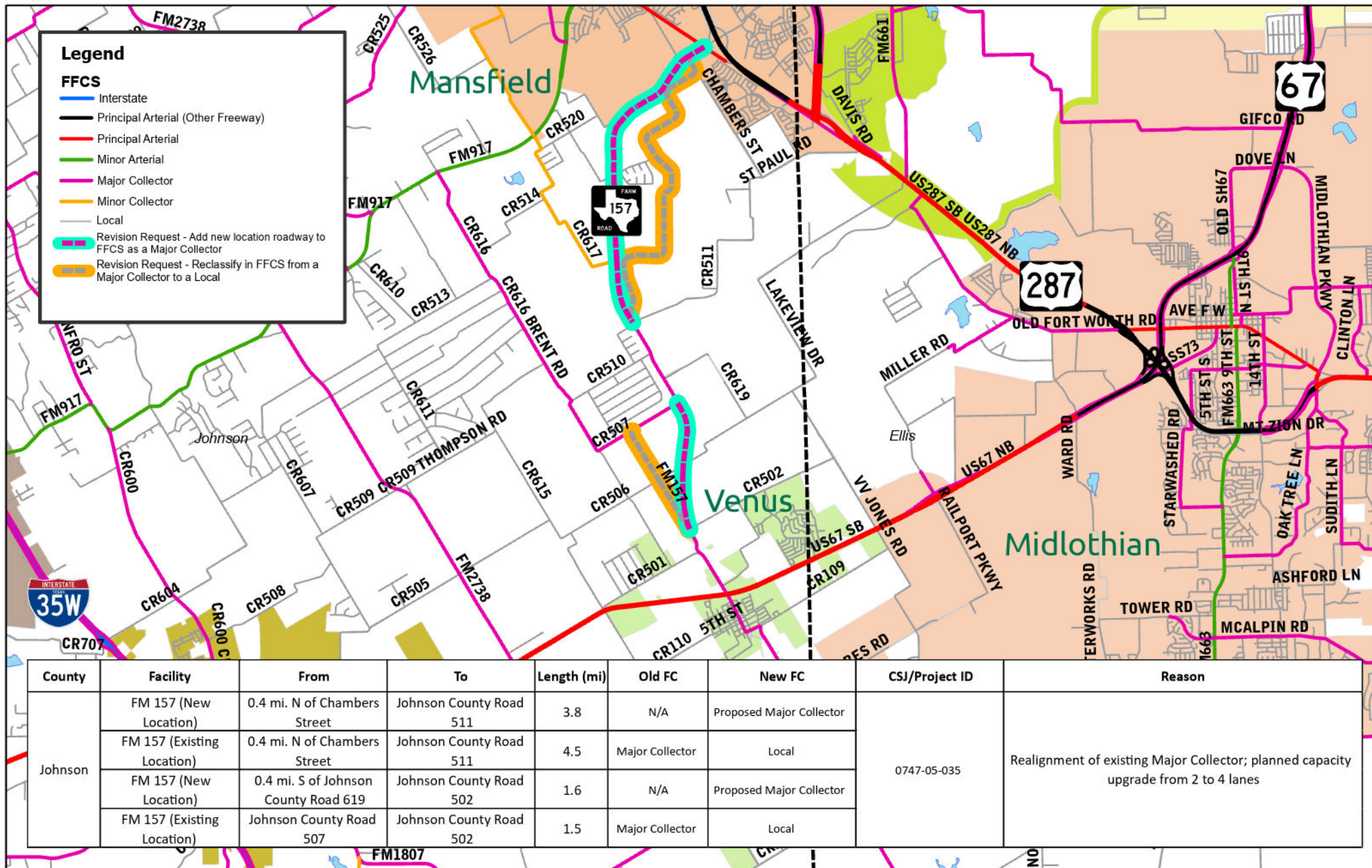


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August 2025

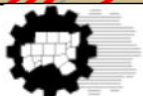
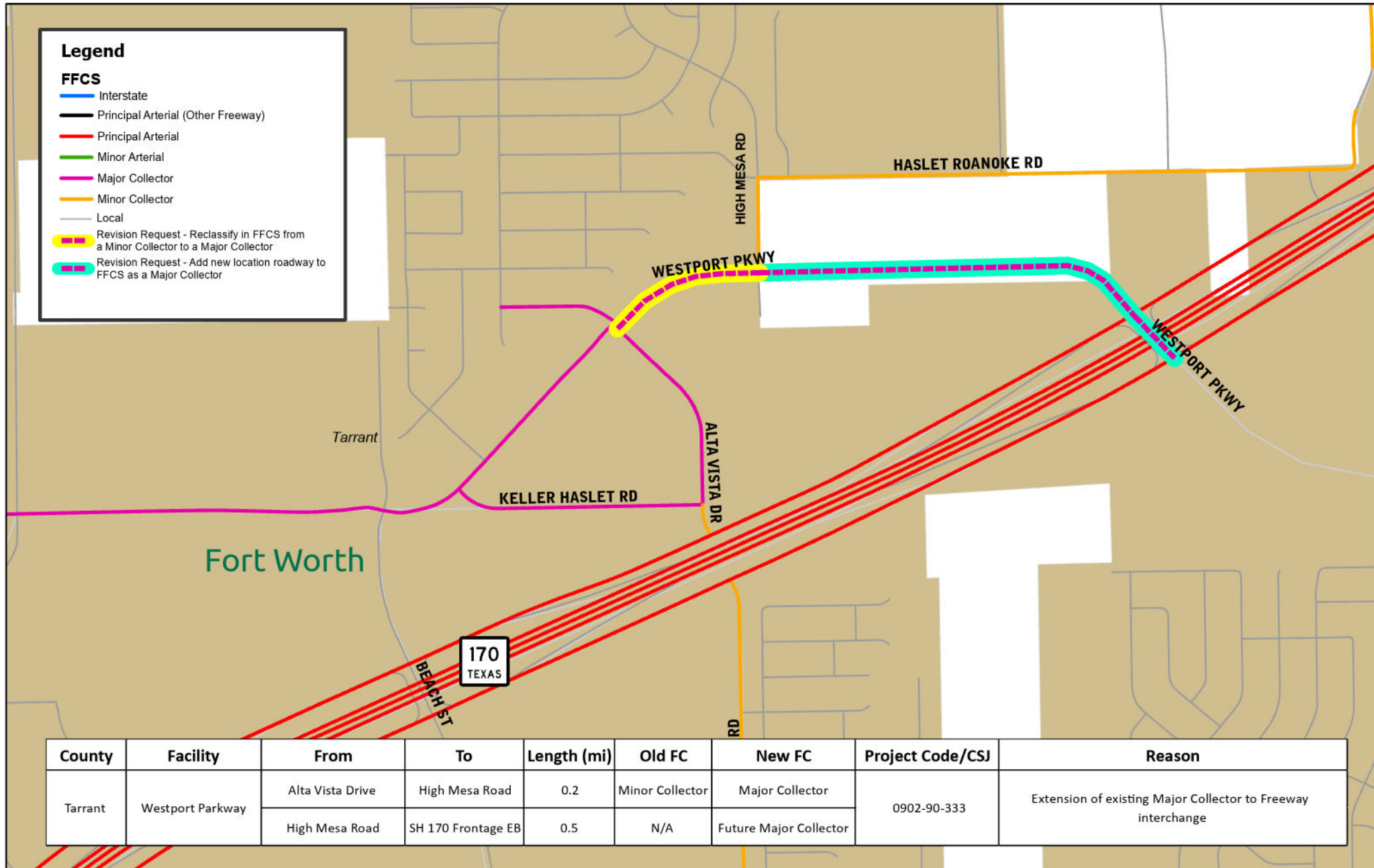
Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Fort Worth



Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Fort Worth and included in the Mobility 2045 Update





NCTCOG PRESENTATION

FUNDING FOR MCKINNEY AMPHITHEATER TRANSPORTATION IMPROVEMENTS

Surface Transportation Technical Committee | July 25, 2025

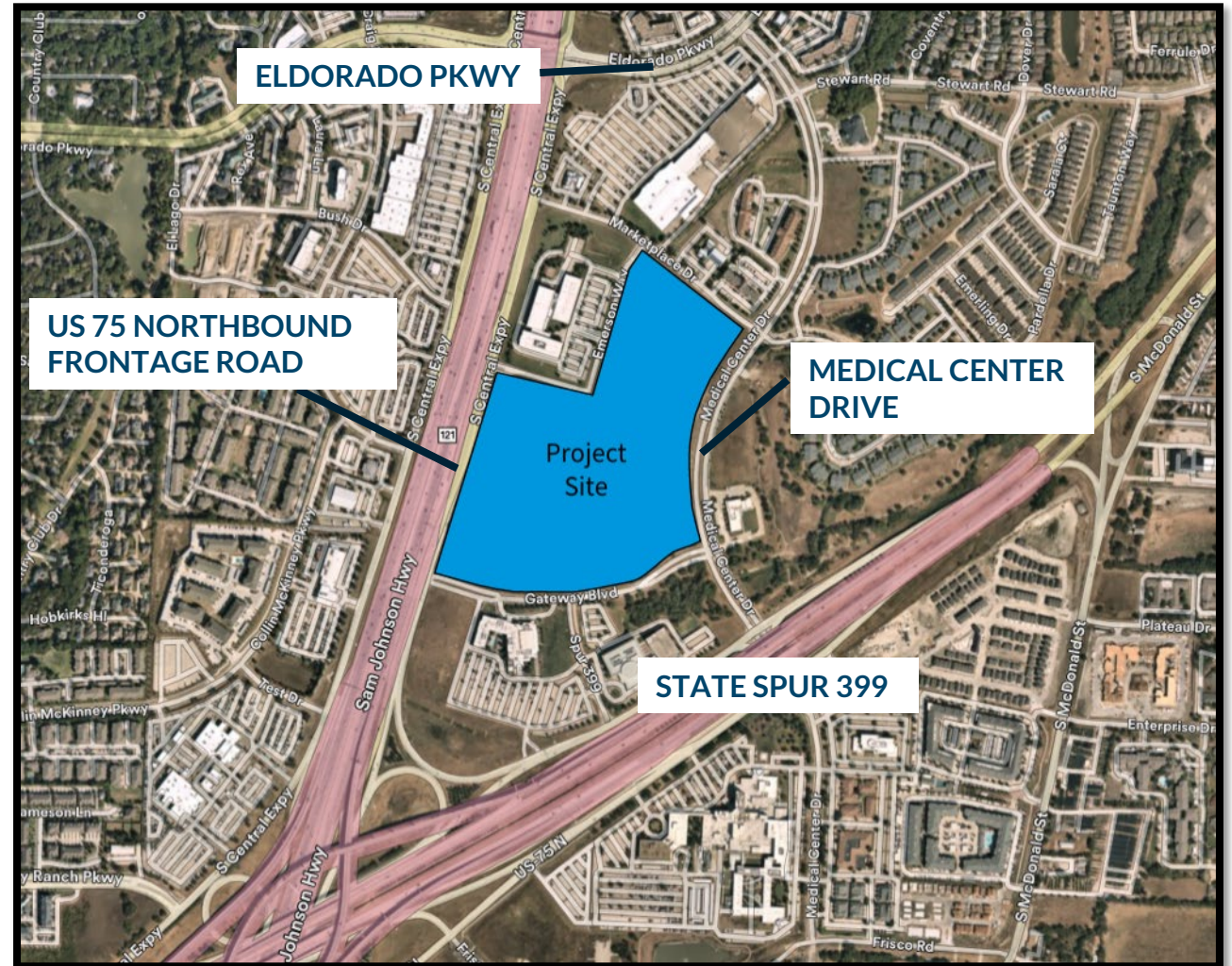
BACKGROUND

- A 20,000-seat amphitheater is being constructed in the City of McKinney at the corner of US 75 and Spur 399
- McKinney requested funding for various improvements to facilitate access into and out of the venue
- Requests included roadway, bicycle/pedestrian, signal, and technology improvements along several facilities around the site



PROPOSED IMPROVEMENTS FOR RTC FUNDING

- Construct right turn lanes on US 75 northbound frontage road into the site
- Medical Center Drive from Eldorado Pkwy to State Spur 399
 - Construct turn lanes, sidewalks, crosswalks, and install dynamic lane control assemblies for traffic management
- Construct turn lanes onto Medical Center Drive from Eldorado Pkwy and onto SS 399 frontage road from Medical Center Drive



PROPOSED FUNDING

- \$2 million of Collin County Regional Toll Revenue funds for construction (federal funds would not allow the improvements to be built prior to venue opening)
- City of McKinney and/or private sector developer will be responsible for any engineering, right-of-way, and utility costs
- City will cover the remaining ~\$6 million in improvements requested, but not recommended for RTC funding
- Recommended projects focus on more “regional” facilities (i.e., Major Collectors and higher) and leaves improvements to smaller facilities and other non-transportation improvements to the City and/or developer



REQUESTED ACTION – FUNDING FOR MCKINNEY AMPHITHEATER TRANSPORTATION IMPROVEMENTS

- Recommend RTC approval of:
 - The proposed funding and improvements detailed in slides 3-4, including \$2 million in RTR funds matched by the improvements the City is making associated with the venue
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate these changes

STTC Action Item – July 25, 2025



QUESTIONS?



Christie Gotti, Senior Program Manager

cgotti@nctcog.org | 817-608-2338



Brian Dell, Program Manager

bdell@nctcog.org | 817-704-5694





NCTCOG Transportation

Disadvantaged Business Enterprise Program – Fiscal Year 2026-2028 Goal Update

Surface Transportation Technical
Committee

July 25, 2025

DBE Program Authority

What is current statutory/regulatory authority for DBE Program?

Statutory: Reauthorized in 2021 through Infrastructure Investment and Jobs Act

Regulatory: 49 Code of Federal Regulations Part 26

Federal Transit Administration Master “Grant” Agreement 33, Amended April 25, 2025

Who is required to have a DBE Program?

Certain Recipients of Federal Funds (FTA, FHWA, FAA)

When is the DBE Goal updated?

Updated DBE goal every three years (new goal due August 1, 2025)

What is the current DBE Goal?

Current Goal of 17% active through September 30, 2025, covered FY 2023-2025

How are DBE Firms Certified?

Firms are Certified through the Texas Unified Certification Program

Context of DBE Goal Update

Mid-America Milling Company vs. USDOT

Mid-America filed a lawsuit in the U.S. District Court in Eastern District of Kentucky in 2023 challenging the constitutionality of the DBE program.

Challenge is based on the use of race- and sex-based presumptions under the equal protection component of the Due Process Clause of the 5th Amendment.

Proposed Joint Consent Order filed with the Court (May 28, 2025)

Defendants (USDOT) are stipulating the DBE Program's use of race- and sex-based presumptions are unconstitutional.

USDOT re-evaluated prior position based on Supreme Court's decision in *Students for Fair Admissions, Inc. v. President & Fellows of Harvard College*

Various Minority Contracting Associations have been granted authority to intervene and are opposing the Entry of the Joint Consent Order



Process to Update DBE Goal

- ✓ Project Potential Contract Awards (FY 26-28)

DBE Goal Development

- ✓ Step 1: Determine Ready, Willing and Able DBE Firms
- ✓ Step 2: Consider Adjusting Based on Other Data (in progress)

- ✓ Initiate Public Input/Stakeholder Involvement

- ✓ Publish Goal for Public Comment/Review

- ➡ Committee Review/Consideration

Implement New DBE Goal – October 1, 2025



FY26-28 Potential Awards (Step 1)

NCTCOG and Subrecipients

| Procurement Type | Potential Awards (in \$1,000s) FTA | Potential Awards (in \$1,000s) FHWA | Potential Awards (in \$1,000s) Other | Potential Awards (in \$1,000s) TOTAL |
|---|--|---|--|--|
| Construction | \$1,621 | \$0 | \$957 | \$2,578 |
| Marketing, Advertising, and Public Relations | \$126 | \$390 | \$0 | \$516 |
| Office Supplies & Equipment (Rental & Purchase) | \$758 | \$0 | \$0 | \$758 |
| Operational Administrative, Communications, Support Services | \$8,101 | \$0 | \$460 | \$8,561 |
| Planning/Engineering | \$975 | \$4,618 | \$595 | \$6,188 |
| Software and Ancillary Information Technology Professional Services | \$990 | \$2,050 | \$150 | \$3,190 |
| Transportation Equipment | \$0 | \$19,592 | \$3,225 | \$22,817 |
| Vehicle Maintenance and Operations Support | \$7,093 | \$0 | \$0 | \$7,093 |
| TOTAL | \$19,664 | \$26,650 | \$5,387 | \$51,701 |



Preliminary DBE Availability Analysis (Step 1)

NCTCOG and Subrecipients

| Procurement Type | Potential Awards (in \$1,000s) | DBE Firms | Total Firms | DBE Goal |
|---|-----------------------------------|-----------|-------------|-------------|
| Construction | \$2,578 | 3,947 | 1,2692 | 31.1% |
| Marketing, Advertising, and Public Relations | \$516 | 351 | 1,503 | 23.4% |
| Office Supplies & Equipment (Rental & Purchase) | \$758 | 13 | 870 | 1.5% |
| Operational Administrative, Communications, Support Services | \$8,561 | 973 | 13,968 | 7.0% |
| Planning/Engineering | \$6,188 | 1,520 | 4,920 | 30.9% |
| Software and Ancillary Information Technology Professional Services | \$3,190 | 472 | 5,235 | 9.0% |
| Transportation Equipment | \$22,817 | 103 | 4,910 | 2.1% |
| Vehicle Maintenance and Operations Support | \$7,093 | 74 | 2,416 | 3.1% |
| TOTAL | \$51,701 | 7,453 | 46,514 | 16% |
| Total Weighted Summary | | | | 8.6% |



Step 2

Consideration of Other DBE Data

Items Reviewed for Potential Adjustments

- ✓ Analyzed Historical DBE Achievement/Expenditures
- ✓ Similar Entity DBE Goals – Propose No Changes

| Agency | Goal | Program Period |
|---------------|------|----------------|
| Trinity Metro | 14% | FY2023-2025 |
| DART | 29% | FY2026-2028 |
| DCTA | 9.5% | FY2024-2027 |

- ✓ Stakeholder Comment – DBE Consultation Workshop (June 20th) – positive feedback
- ✓ Public Comment Pending – Public Comment Period July 14th – August 12th

No recommended adjustments at this time, subject to public comment



Schedule

| TASK | DATE | STATUS |
|---|-----------|--------|
| Consultation Meeting with DBE Stakeholders | June 20 | ✓ |
| STTC Meeting: Information Item on Proposed Goal | June 27 | ✓ |
| RTC Meeting: Information Item on Proposed Goal | July 10 | ✓ |
| Public Meeting on DBE Goal Update Process & Opening of Public Comment Period | July 14 | ✓ |
| Procurement/DBE Networking Open House | July 22 | ✓ |
| Executive Board Meeting: Information on Proposed Goal | July 24 | ✓ |
| STTC Action: Approval of DBE Goal | July 25 | ✓ |
| Submit Draft Electronically to FTA | August 1 | |
| RTC: Action Item on DBE Goal | August 7 | |
| End of Public Comment Period | August 14 | |
| Submit Final Approved DBE Goal to FTA | August 22 | |
| Executive Board: Action Item on DBE Goal | August 28 | |
| DBE Program Update and Goal Effective | October 1 | |



REQUESTED ACTION – 2026-2028 DBE Goal Update

- STTC approval of:
 - Staff requests a recommendation for Regional Transportation Council approval of the 8.6% Disadvantaged Business Enterprise Participation Goal for Fiscal Years 2026-2028 for US Department of Transportation contracting opportunities.
 - Administratively amending any administrative and/or planning documents as needed to incorporate the **change**.

STTC Action Item – **July 25, 2025**



CONTACT US



Aurelia Witt

Sr. Contracts & Risk Specialist

awitt@nctcog.org | 817-695-9290



Emily Beckham

Program Manager

ebeckham@nctcog.org | 817-608-2308

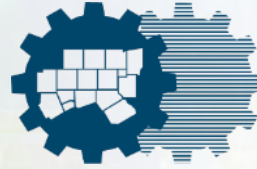


Ken Kirkpatrick

General Counsel

kkirkpatrick@nctcog.org | 817-695-9278





NCTCOG PRESENTATION

2026 UNIFIED TRANSPORTATION PROGRAM AND REGIONAL 10-YEAR PLAN UPDATE

Surface Transportation Technical Committee | July 25, 2025

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 (TxDOT District selected)
 - 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 Unified Transportation Program (UTP)



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
- Prioritize fully funding 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 the UTP (including “placeholders”)
- Projects must be scored and should have a score sufficient to qualify for funding



REGIONAL FUNDING ALLOCATIONS FOR 2017-2026 UTPs

| Funding Category* | 2017 UTP | 2018 UTP | 2019 UTP | 2020 UTP | 2021 UTP | 2022 UTP | 2023 UTP | 2024 UTP | 2025 UTP | 2026 UTP (Proposed) |
|-------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------------|
| Category 2 | \$3.784 | \$3.607 | \$3.832 | \$3.516 | \$2.913 | \$2.931 | \$3.205 | \$3.470 | \$3.448 | \$2.930 |
| Category 4 | \$0.830 | \$1.553 | \$1.637 | \$1.537 | \$1.340 | \$1.348 | \$1.593 | \$2.341 | \$2.626 | \$2.232 |
| Category 12 | \$0.812 | \$2.130 | \$1.395 | \$3.041 | \$3.089 | \$2.601 | \$3.132 | \$4.082 | \$3.626 | <u>\$3.704</u> |
| Total Allocation | \$5.426 | \$7.290 | \$6.864 | \$8.094 | \$7.342 | \$6.880 | \$7.930 | \$9.893 | \$9.700 | <u>\$8.866</u> |

* Amounts shown in billions



PROPOSED CATEGORY 12 FUNDING

- Through the 2026 UTP, the TTC is proposing to add Category 12 to the following projects:
 - \$250M of Category 12 funding to IH 345 in the Dallas District
 - \$31M of new Category 12 funding to US 80 (East of Belt Line Road to Lawson Road) in the Dallas District (project has existing \$242M of Category 12 and \$59M of Category 12 from other US 80 breakout projects)
 - \$100M of new Category 12 funding to IH 20 (from Little Road to Park Springs Blvd.) in the Fort Worth District (project has existing \$100M of Category 12)



PROJECT PROGRESS SINCE THE 2017 UTP*

| Project Status | Number of Projects | Total UTP Funding |
|--------------------|--------------------|-------------------------|
| Completed | 43 | \$1,169,333,904 |
| Under Construction | 98 | \$8,815,043,946 |
| Future Projects | 85 | \$7,807,198,463 |
| Total | 226 | \$17,791,576,313 |

*The 2017 UTP marked the first year of HB 20/10 Year Plan implementation.



DRAFT

Legend

- 10 Year Plan Projects (No Changes)
- 10 Year Plan Projects (New or Changed)
- 10 Year Plan Projects (Under Construction)
- 10 Year Plan Projects (Completed)
- Mobility 2050 Roadways
- County Boundary
- Lakes

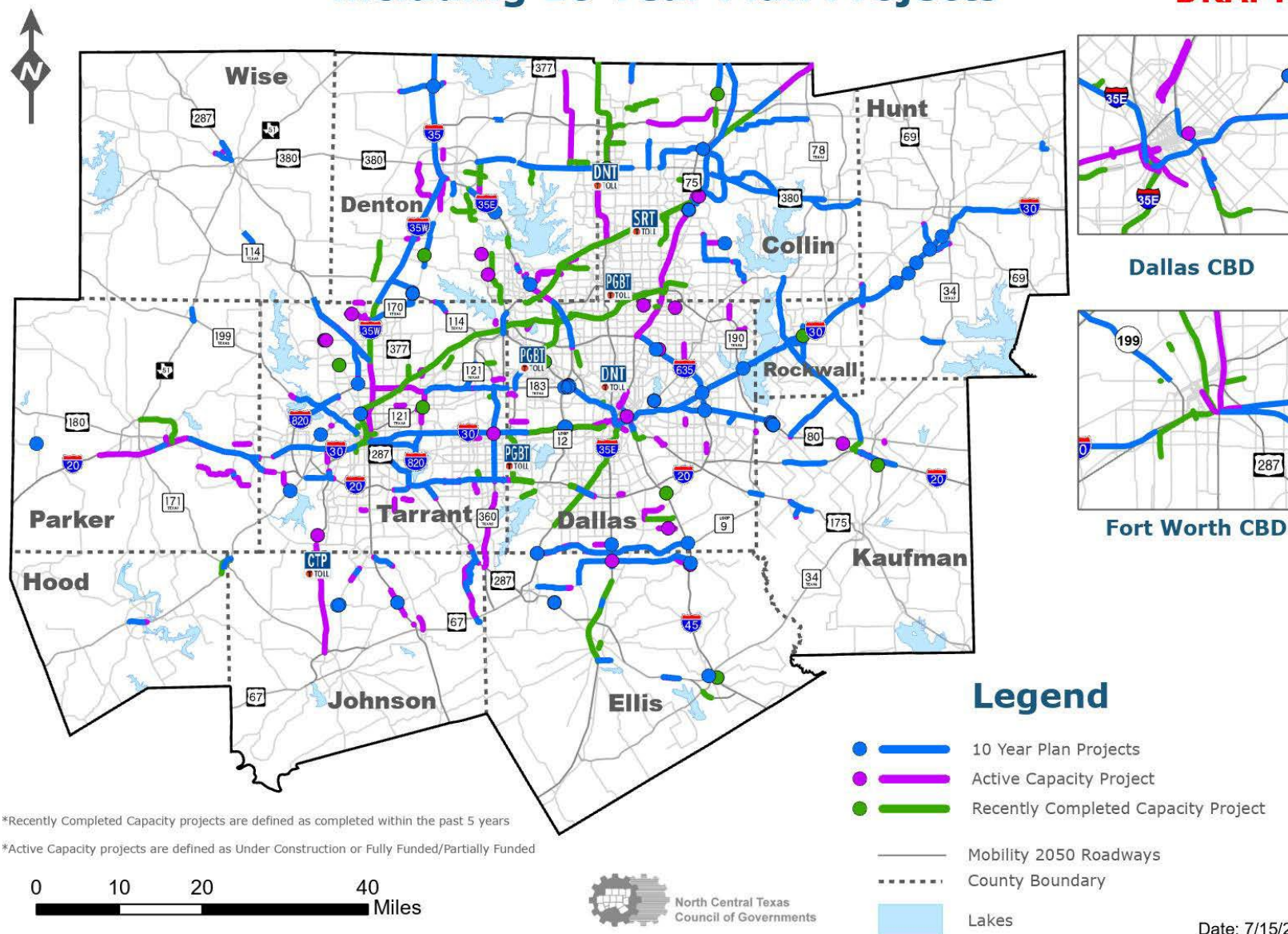
North Central Texas Council of Governments

Date: 7/10/20



Recently Completed & Active Capacity Transportation Projects including 10 Year Plan Projects

DRAFT



*Recently Completed Capacity projects are defined as completed within the past 5 years

*Active Capacity projects are defined as Under Construction or Fully Funded/Partially Funded



WEST/EAST DISTRIBUTION – CATEGORY 2

| | West | East | Total |
|---|---------------------|---------------------|---------------------|
| 2026 UTP Allocation ¹ | \$908,388,596 | \$2,021,897,199 | \$2,930,285,795 |
| Carryover ² | -\$66,745,719 | -\$803,582,090 | -\$870,327,809 |
| Remaining Funding for 2026 UTP | \$841,642,877 | \$1,218,315,109 | \$2,059,957,986 |
| Currently Approved 2025 UTP Projects ³ | \$785,343,930 | \$1,164,020,262 | \$1,949,364,192 |
| Proposed 2026 UTP Category 2 Additions ⁴ | \$59,631,404 | \$12,877,307 | \$72,508,711 |
| Remaining Balance | -\$3,332,457 | \$41,417,540 | \$38,085,083 |

1: Applied 31% West and 69% East formula

2: Includes projected carryover from 2024 to 2025 plus anticipated lettings, change orders, and cost increases in 2025; Negative carryover indicates that our region is advancing projects faster than other regions of the State, so able to use more than our typical allocation for a given year

3: Includes approved project funding in 2025 UTP for projects in 2026+

4: Includes any proposed new projects and/or cost increases/decreases on existing projects in 2026+



NEXT STEPS

- Bring back any project changes to the committees if the TTC action is different than proposed project listings



REQUESTED ACTION – 2026 UTP/ REGIONAL 10-YEAR PLAN UPDATE

Recommend RTC approval of:

- The Regional 10-Year Plan project listings, including the proposed changes on the “Let and Completed Projects” listing.
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate these changes.

STTC Action Item – July 25, 2025



TIMELINE/ACTION

| MEETING/TASK | DATE |
|---------------------------------------|----------------------|
| Funding Targets Received | February 3, 2025 |
| Initial draft list due to TxDOT | February 14, 2025 |
| STTC Information | June 27, 2025 |
| RTC Information | July 10, 2025 |
| Public Involvement | July 2025 |
| STTC Action | July 25, 2025 |
| RTC Action | August 7, 2025 |
| TxDOT Public Involvement for 2026 UTP | July 2025 |
| Anticipated TTC Approval of 2026 UTP | August 2025 |



CONTACT US



Christie Gotti, Senior Program Manager
cgotti@nctcog.org | 817-608-2338



Brian Dell, Program Manager
bdell@nctcog.org | 817-704-5694



Cody Derrick, Senior Transportation Planner
cderrick@nctcog.org | 817-608-2391



Dylan Niles, Transportation Planner II
dniles@nctcog.org | 682-433-0512



| 10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2026 - FY2035 | | | | | | | | | | | | | | | | | | |
|--|-------------|-----------------------|--|---|--------------------------|--------------|---|--------------------------------|---------------------------------|----------------|----------------|----------------|----------------|-----------------------------|-----------------------------|------------------------------------|------------------------------------|-------------------|
| TIP Code | TxDOT CSJ | Facility | Limits | Description | Estimated Let Date | Let FY | Comments | 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 |
| 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 | September 2045 | 2045 | 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 | \$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 | September 2028 | 2029 | Breakout project (from CSJ 1012-02-030); Project is funded with Category 11 Safety funds, so proposing to remove from 10-Year Plan | \$21,879,638 | \$0 | | | \$0 | \$0 | | | | | 81.22 |
| N/A | N/A | North/ South Roadways | West and East of Lake Lavon | | TBD | TBD | Feasibility study being done by NCTCOG; Funding moved to breakout project CSJ 0135-04-036 | TBD | \$0 | \$0 | \$0 | | | \$0 | \$0 | | | 70.56 |
| N/A | N/A | Regional Outer Loop | DNT to SH 121 | | TBD | TBD | 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 | TBD | \$0 | \$0 | \$0 | | | | | | | 70.00 |
| N/A | N/A | Regional Outer Loop | US 380 to Rockwall County Line; North/South Arterial | | TBD | TBD | Collin County desires that local funds be used on Regional Outer Loop, so federal funds moved to US 380 project | TBD | \$0 | \$0 | \$0 | | | | | | | 70.00 |
| 55287 | 0047-10-002 | Spur 399 | SH 5 to US 380 | SH 5 to Stewart Rd: Reconstruct and widen 4 to 8 lane freeway and 4/8 lane discontinuous to 4/6 lane continuous frontage roads; Stewart Rd. to US 380: Construct 0 to 8 lane freeway and 0 to 4/6 lane continuous frontage roads Construct 0 to 6/8 lane freeway and construct 0 to 4/6 lane continuous frontage roads | February 2032 | 2032 | Environmental clearance CSJ; US 380 breakout project; \$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); Proposing to remove all funding and transfer it to CSJ 0047-10-005, CSJ 0047-10-006, and CSJ 0135-15-007 | \$891,648,906 | \$0 | \$55,307,745 | \$0 | \$78,144,397 | \$0 | \$333,841,462 | \$0 | \$424,355,303 | \$0 | 50.68 |
| 13088 | 0047-10-005 | Spur 399 | SH 5 to Airport Dr. Road | Construct 0/4 to 6/8 lane freeway and construct 0 to 4/6 lane discontinuous frontage roads | February 2032 | 2032 | Category 2 funding offset by reduction on TIP 55287/CSJ 0047-10-002 | \$239,315,003 \$193,872,654 | \$239,315,003 | \$0 | \$46,242,349 | \$42,371,957 | \$42,371,957 | | | \$150,700,697 | \$150,700,697 | 59.91 |
| TBD | 0047-10-006 | Spur 399 | Airport Dr to US 380 | Construct 0 to 6/8 lane freeway and construct 0 to 4/6 lane continuous frontage roads | February 2032 | 2032 | Breakout project from TIP 55287/CSJ 0047-10-002; Funding offset by reduction on TIP 55287/CSJ 0047-10-002; \$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) | \$693,753,331 | \$693,753,331 | \$0 | \$9,065,396 | \$0 | \$78,144,397 | \$0 | \$182,188,235 | \$0 | \$424,355,303 | 50.68 |
| 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 including new shared use path | August 2028 June 2027 | 2028 2027 | Proposing to add \$504,682 of CMAQ funding (total) to this project | \$17,930,683 \$16,467,260 | \$17,426,001 | \$16,467,260 | \$17,426,001 | | | | | | | 72.39 |
| 13073.1 | 0047-05-061 | SH 5 | North of El Dorado Parkway to Power House Street | Reconstruct 4 to 4 lane roadway including constructing new sidewalks and turn lanes | June 2027 | 2027 | Breakout project from TIP 13073/CSJ 0047-05-057; Staff recommends reducing Category 2 funding and adding \$2,189,970 of CMAQ funding (total) to offset that reduction | \$56,267,909 | \$54,077,939 | \$47,195,411 | \$45,005,441 | \$9,072,498 | \$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) | September 2032 2028 | 2033 2029 | | \$93,692,543 \$81,216,979 | \$0 | \$0 | \$0 | | | | | | | 78.69 |

Amounts only include Cat 2, 4, 12 funds
Strikethroughs and red text indicate project changes

| 10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2026 - FY2035 | | | | | | | | | | | | | | | | | | |
|--|-------------|----------|--|--|---|----------------------|--|--|---------------------------------|----------------|----------------|----------------|-------------------------|-----------------------------|-----------------------------|------------------------------------|------------------------------------|-------------------|
| TIP Code | TxDOT CSJ | Facility | Limits | Description | Estimated Let Date | Let FY | Comments | 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 |
| 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 | September 2032 2028 | 2033 2029 | Project will be considered for funding in future 10-Year Plan Update | \$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) | September 2032 2027 | 2033 2028 | Project will be considered for funding in future 10-Year Plan Update | \$10,295,558 \$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 roadway with new sidewalks, new shared use path, turn lanes and signals, and signal retiming | September 2027 November 2025 | 2028 2027 | Project also has \$7,008,573 of Category 1 funding; Proposing to add \$5,300,000 of CMAQ funding (total) to this project | \$63,694,143 \$65,413,346 | \$58,404,773 | | | \$58,404,773 | \$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 roadway | August 2032 | 2032 | | \$45,644,747 \$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 roadway divided-urban (Ultimate 6) | September 2027 August 2033 | 2028 2033 | Project also has \$4,479,831 of Category 1 funding | \$42,442,704 \$41,811,755 | \$42,442,704 | | | \$37,331,924 | \$42,442,704 | | | | | 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 | August 2033 | 2033 | | \$530,970,611 \$645,742,361 | \$0 | | | | | | | \$0 | \$0 | 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 | August 2033 | 2033 | | \$514,835,202 \$267,702,667 | \$0 | | | | | | | \$0 | \$0 | 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 2032 2029 | 2033 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; Funding moved to a portion of the SE Connector project (TIP 55041.1/CSJ 0008-13-250) | \$355,536,059 \$378,147,900 | \$0 | \$0 | \$0 | \$0 | \$0 | | | \$0 | \$0 | 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 continuous frontage roads | September 2032 2029 | 2033 2030 | Breakout of US 380 project; Part of the 2022 UTP Southeast Connector funding exchange and received Category 12 funding; \$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; Entry is only for environmental clearance; Construction being covered under various breakout projects | N/A \$2,709,384,784 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | 87.62 |
| 13070.1 | 0135-15-004 | US 380 | JCT US 380/West University Drive to Hardin Boulevard JCT US 380/East University Drive | Construct 0 to 8 lane freeway | September 2032 2029 | 2033 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 | \$500,745,468 \$1,413,626,944 | \$0 | \$0 | \$0 | \$0 | \$0 | | | | | 87.62 |

| 10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2026 - FY2035 | | | | | | | | | | | | | | | | | | |
|--|-------------|----------|--|--|--------------------------------|----------------------|--|---|---------------------------------|--|----------------|----------------|--------------------------|-----------------------------|-----------------------------|------------------------------------|------------------------------------|-------------------|
| TIP Code | TxDOT CSJ | Facility | Limits | Description | Estimated Let Date | Let FY | Comments | 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 |
| 13085 | 0135-15-005 | US 380 | JCT US 380/West University Drive to US-75 Hardin Boulevard | Construct 0 to 4/6 lane continuous frontage roads | September 2029 | 2030 | Breakout from TIP 13070/CSJ 0135-15-002; Category 12 funding to be reduced and transferred to CSJ 0135-15-006 and CSJ 0135-15-007 | \$361,264,697 \$474,142,925 | \$361,264,697 | | | \$11,141,247 | \$11,141,247 | | | \$463,001,678 | \$350,123,450 | 87.62 |
| 13086 | 0135-15-006 | US 380 | US-75 SH 5 to JCT US 380/East University Drive | Construct 0 to 4/6 lane continuous frontage roads | September 2029 | 2030 | Breakout from TIP 13070/CSJ 0135-15-002; Category 12 funding offset by a decrease on CSJ 0135-15-005 | \$427,852,573 \$338,673,518 | \$427,852,573 | | | \$8,753,838 | \$8,753,838 | | | \$329,919,680 | \$419,098,735 | 87.62 |
| 13087 | 0135-15-007 | US 380 | At US-75 Hardin Boulevard to SH 5 | Construct 0 to 8 lane freeway and 0 to 4/6 lane continuous frontage roads Construct Interchange | September 2033 | 2034 | Breakout from TIP 13070.1/CSJ 0135-15-004; \$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; Category 12 funding partially offset by reduction on CSJ 0135-15-005 and TIP 55287/CSJ 0047-10-002; \$86,243,581 was requested through the 2026 UTP, but it was not proposed for TTC approval | \$713,326,203 \$482,944,757 | \$627,082,622 | \$136,775,300 | \$136,775,300 | \$321,169,457 | \$314,954,923 | \$0 | \$151,653,226 | \$0 | \$23,699,173 | 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 2027 | 2028 | US 380 breakout project; Category 2 funding previously moved to TIP 13087/CSJ 0135-15-007; Project is being cancelled because work will be covered under TIP 55283/CSJ 0135-03-056 | \$16,083,200 | \$0 | \$0 | \$0 | \$0 | \$0 | | | | | 95.51 |
| 55283 | 0135-03-056 | US 380 | FM 1827 to JCT US 380/West Princeton Drive | Reconstruct and widen 6 lane arterial to 10 lane freeway and construct 0 to 4/6 lane continuous frontage roads | April 2034 | 2034 | US 380 breakout project; Category 2 funding previously moved to TIP 13087/CSJ 0135-15-007; Entry is only for environmental clearance; Construction will be funded under future breakout projects. | N/A \$130,041,119 | \$0 | \$0 | \$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 discontinuous continuous frontage roads | April 2034 | 2034 | US 380 breakout project; Entry is only for environmental clearance; Construction will be funded under future breakout projects | N/A \$958,923,280 | \$0 | \$0 | \$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 | March 2033 2029 | 2033 2029 | US 380 breakout project as it includes a N/S roadway bridge at the lake | \$608,854,861 \$699,957,905 | \$0 | \$0 | \$0 | | | \$0 | \$0 | \$0 | \$0 | 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 | September 2035 2032 | 2036 2033 | US 380 breakout project; Entry is only for environmental clearance; Construction will be funded under future breakout projects | N/A \$88,788,389 | \$0 | \$0 | \$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 | October 2035 2033 | 2036 2034 | US 380 breakout project; Entry is only for environmental clearance; Construction will be funded under future breakout projects | N/A \$687,620,789 | \$0 | \$0 | \$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 | October 2035 2033 | 2036 2034 | US 380 breakout project; Entry is only for environmental clearance; Construction will be funded under future breakout projects | N/A \$29,553,648 | \$0 | \$0 | \$0 | | | | | \$0 | \$0 | 61.27 |
| 55292 | 0135-10-065 | US 380 | Teel Pkwy/ Championship Drive to Denton/Collin County Line | Reconstruct and widen 4 to 6 lane arterial to 6 lane freeway and construct 0 to 4/6 lane continuous access frontage roads | September 2035 2029 | 2036 2034 | TxDOT requested Category 12 funds through 2024 UTP, but it was not proposed for TTC approval | \$119,904,607 \$85,953,092 | \$0 | | | | | | | \$0 | \$0 | 80.20 |
| | | | | | | | | | | Total Proposed Funding - Collin County | | | | | | | | |

| 10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2026 - FY2035 | | | | | | | | | | | | | | | | | | |
|--|-------------|----------|--|--|--------------------------------|----------------------|--|---|---------------------------------|----------------|----------------|----------------|----------------|-----------------------------|-----------------------------|------------------------------------|------------------------------------|-------------------|
| TIP Code | TxDOT CSJ | Facility | Limits | Description | Estimated Let Date | Let FY | Comments | 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 |
| 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 | September 2034 2027 | 2035 2027 | Project being implemented by the Fort Worth District, but using Dallas District Category 2 and since it is physically within Dallas County; <u>Category 4 funds are from Fort Worth District</u> | \$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 | August 2032 2045 | 2032 2045 | TxDOT and NCTCOG staff are working to develop consensus on project scope | \$246,186,345 \$237,562,696 | \$0 | | | | | | | | | 76.19 |
| 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 | August 2045 | 2045 | Funding moved to breakout project (CSJ 0009-11-252); Category 12 funding previously moved to TIP 13043.4/CSJ 0009-11-267 <u>Project is just for environmental clearance work, so being removed from the 10-Year Plan</u> | \$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 | August 2029 | 2029 | <u>TxDOT requested additional Category 12 funding through the 2026 UTP, but it was not proposed for TTC approval</u> | \$178,712,663 \$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 lane discontinuous to 2/6 lane discontinuous frontage roads | August 2032 | 2032 2033 | | \$1,421,743,460 \$1,329,352,588 | \$0 | | | | | \$0 | \$0 | | | 77.40 |
| 55253 | 0009-11-248 | IH 30 | at Bass Pro Drive | Reconstruct Interchange | September 2028 2026 | 2029 2027 | Project also has \$6,331,827 of Category 11 funding | \$79,147,850 \$85,479,677 | \$79,147,850 | \$39,573,925 | \$39,573,925 | \$39,573,925 | \$39,573,925 | | | | | 88.84 |
| 55061 | 0196-03-199 | IH 35E | IH 30 to North of Oak Lawn Avenue | Reconstruct 10 to 10/11 general purpose lanes, 2 4/6 lane discontinuous to 2/6 lane discontinuous frontage roads, and 2/4 to 2/4 collector distributor lanes | August 2036 2045 | 2036 2045 | Improvements called for in the MTP by 2040 | \$49,140,915 | \$0 | | | | | | | | | 72.81 |
| 55062 | 0196-03-266 | IH 35E | South North of Oak Lawn Avenue to Regal Row SH 183 | SH 183 to Regal: Reconstruct and widen 6 to 8 general purpose lanes and reconstruct existing 4/6 discontinuous to 4/6 discontinuous lane frontage roads; SH 183 to Market Center: Widen 10 to 11 general purpose lanes, reconstruct 4/6 continuous to 4/6 continuous lane frontage roads, and construct 0 to 2 collector-distributor lanes; SH 183 to Oak Lawn: Reconstruct and widen 10 to 11/12 general purpose lanes and reconstruct 4/6 continuous to 4/6 continuous lane frontage roads Reconstruct and widen 10 to 11/12 general purpose lanes, and reconstruct existing 4/6 lane to 4/6 lane frontage roads | August 2036 2045 | 2036 2045 | Improvements called for in the MTP by 2040 | \$1,149,737,359 \$1,143,105,300 | \$0 | | | | | | | | | 68.59 |

| 10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2026 - FY2035 | | | | | | | | | | | | | | | | | | |
|--|-------------|----------|---|---|--------------------|------------|---|----------------------|---------------------------------|----------------|----------------|----------------|----------------|-----------------------------|-----------------------------|------------------------------------|------------------------------------|-------------------|
| TIP Code | TxDOT CSJ | Facility | Limits | Description | Estimated Let Date | Let FY | Comments | 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 |
| 55094 | 0442-02-159 | IH 35E | US 67 to Ann Arbor Ave | Construct 0 to 1 reversible express-lane | August 2045 | 2045 | Funding was previously removed from this project Improvements are no longer in the Metropolitan Transportation Plan, so proposing to remove from the 10-Year Plan | \$0 | \$0- | | | | | | | | | 74.33 |
| 50001 | 0092-14-094 | IH 345 | IH 30 to Spur 366 | Reconstruct 6 lane freeway to 6 lane freeway, reconstruct 4/6 lane discontinuous to 2/6 lane discontinuous frontage roads and reconstruct interchanges at IH 30 and SP 366 | August 2035 | 2035 | Propose to add project to the 10-Year Plan: TxDOT requested Category 12 funding from the TTC for this project and it is being proposed for TTC approval; TxDOT submitting a federal competitive grant application for this project | \$1,546,906,178 | \$370,000,000 | \$0 | \$75,000,000 | \$0 | \$45,000,000 | | | \$0 | \$250,000,000 | 71.35 |
| 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 | August 2045 | 2045 | Improvements are no longer included in the Metropolitan Transportation Plan, so proposing to remove from the 10-Year Plan | \$1,222,240,156 | \$0- | | | | | | | | | 77.58 |
| 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 lane concurrent managed lanes, and 4 to 4/6 lane continuous frontage roads; Reconstruction of IH 35E/IH 635 interchange | August 2045 | 2045 | Improvements are no longer included in the Metropolitan Transportation Plan, so proposing to remove from the 10-Year Plan | \$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 | August 2033, 2034 | 2033, 2034 | TxDOT requested Category 12 Clear Lanes funding through 2023 UTP and 2024 UTP, but the project was not proposed for funding; TxDOTI requested Category 12 funding through the 2026 UTP, but it was not proposed for TTC approval | \$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 and widen existing 8 to 10 general purpose lanes, 2 to 4 concurrent managed lanes, and 4/6 lane discontinuous to 4/6 6/8 lane continuous frontage roads (Ultimate) | August 2036, 2045 | 2036, 2045 | Funding previously moved to TIP 11527 | \$122,333,957 \$0 | \$0 | | | | | | | | | 71.09 |
| 54072 | 0094-07-045 | SH 183 | West End of Elm Fork Trinity River Bridge to West of IH 35E | Elm Fork Trinity River to Empire Central: Reconstruct and widen 8 to 10 general purpose lanes, and reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads; Empire Central to IH 35E: Reconstruct 6 to 6 general purpose lanes and construct 0 to 4 collector-distributor lanes and reconstruct 4/6 lane continuous to 4/6 lane continuous frontage roads Reconstruct and widen 6/8 to 6/8 general purpose lanes, and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads (Ultimate) | August 2036, 2045 | 2036, 2045 | Funding previously moved to TIP 11527 | \$332,709,039 \$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 | Funds proposed by private sector; TxDOT reviewing implementation and funding options | \$360,000,000 | \$0 | | | | | | | | | 72.81 |

| 10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2026 - FY2035 | | | | | | | | | | | | | | | | | | | | |
|--|-------------|--------------------------------|---|--|-----------------------------------|-------------------------|---|---|---------------------------------|----------------|--|----------------|----------------|-----------------------------|-----------------------------|------------------------------------|------------------------------------|-------------------|---------------|--|
| TIP Code | TxDOT CSJ | Facility | Limits | Description | Estimated Let Date | Let FY | Comments | 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 | | |
| TBD | TBD | SH 183 | PGBT Western Extension (SH 161) to SL 12 | | TBD | TBD | Funding previously moved to TIP 53003 and 11527 | \$0 | \$0 | | | | | | | | | 65.95 | | |
| TBD | TBD | SH 183 | SL 12 to SH 114 | | TBD | TBD | Funding previously moved to TIP 11527 | \$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 | August 2033 | 2033 | Proposing to remove Category 2 funding and transfer it to breakout project (CSJ 2964-12-009) | \$10,000,000 \$294,837,666 | \$0 | \$10,000,000 | \$0 | | | | | | | 71.29 | | |
| 55112 | 0353-05-120 | SL 12 | At Skillman | Reconstruct grade separation | August 2045 | 2045 | 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 Project is no longer moving forward, so proposing to remove from the 10-Year Plan | \$51,779,102 | \$0 | | | | | | | | | 78.89 | | |
| 55014.2 | 0261-02-081 | US 67 | At Lake Ridge Parkway | Construct interchange | March 2027 | 2027 2028 | Project split out from TIP 55014/CSJ 0261-01-041 | \$31,790,409 \$34,333,643 | \$31,790,409 | \$31,790,409 | \$31,790,409 | | | | | | | 64.93 | | |
| 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 | September 2028 | 2029 | Dallas District requesting to shift Category 12 funding from this project to TIP 53110/CSJ 0095-02-096 | \$129,922,181 \$127,902,882 | \$0 | \$0 | \$0 | \$0 | \$0 | \$25,753,185 | \$0 | | | 75.63 | | |
| 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 continuous lane to 4/6 continuous lane frontage roads | September 2028 | 2029 | Dallas District requesting to shift Category 12 funding from this project to TIP 53110/CSJ 0095-02-096 | \$71,823,319 \$72,263,747 | \$0 | \$0 | \$0 | \$0 | \$0 | \$33,062,577 | \$0 | | | 65.12 | | |
| 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 | September 2028 2027 | 2029 2027 | Project split out from TIP 53109; Category 4 funding previously reduced and moved to CSJ 2374-02-162; Project awarded \$103,240,838 of Category 12 Clear Lanes funds in 2022 UTP; \$63,822,920 of Category 12 funds moved to TIP 53110.2/CSJ 2472-02-162 (2022 10-Year Plan Update); Additional Category 12 funds received in 2024 UTP; Dallas District requesting to shift additional Category 12 funding to this project from CSJ 0095-02-125 and TIP 53108/CSJ 0095-10-033; TxDOT requested additional \$30,602,070 of Category 12 funding for this project and it is being proposed for TTC approval; Project also has \$1,588,225 of local funding | \$395,000,826 \$366,563,487 | \$393,412,601 | \$0 | \$0 | \$62,066,566 | \$62,066,566 | \$241,928,203 | \$331,346,035 | | | 79.95 | | |
| | | | | | | | | | | | Total Proposed Funding - Dallas County | | | | | | | | \$985,058,772 | |
| | | | | | | | | | | | | | | | | | | | | |
| Denton County Projects | | | | | | | | | | | | | | | | | | | | |
| TBD | 0081-05-049 | Greenbelt/ Regional Outer Loop | At FM 428 | Construct interchange | August 2031 | 2031 | | \$92,575,000 \$106,461,250 | \$92,575,000 | \$92,575,000 | \$92,575,000 | | | | | | | 59.61 | | |

| 10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2026 - FY2035 | | | | | | | | | | | | | | | | | | |
|--|-------------|----------|--|---|--------------------------------|--------------|--|------------------------------------|---------------------------------|----------------|----------------|----------------|----------------|-----------------------------|-----------------------------|------------------------------------|------------------------------------|-------------------|
| TIP Code | TxDOT CSJ | Facility | Limits | Description | Estimated Let Date | Let FY | Comments | 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 |
| 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 | July 2026 | 2026 2025 | TxDOT proposing to remove all funding from this project and transfer it to breakout projects (TIP 55197.4/CSJ 0195-02-090, TIP 55197.6/0195-02-091, and TIP 55197.5/0195-02-092); Entry will only be for environmental clearance and right-of-way acquisition; Construction will be funded under breakout projects | \$490,563,898 \$495,359,007 | \$0 | | | \$217,924,078 | \$0 | | | \$277,434,929 | \$0 | 90.11 |
| 55197.4 | 0195-02-090 | IH 35 | US 77 (North of Denton) to North of FM 3163 | Reconstruct and widen 4 lane roadway to 6 lane roadway | August 2028 | 2028 | Breakout project from TIP 55197/CSJ 0195-02-074 | \$179,082,137 | \$179,082,137 | | | \$0 | \$155,359,007 | | | \$0 | \$23,723,130 | 91.11 |
| 55197.6 | 0195-02-091 | IH 35 | North of FM 3163 to North of Rector | Reconstruct and widen 4 lane roadway to 6 lane roadway | November 2027 | 2028 | Breakout project from TIP 55197/CSJ 0195-02-074 | \$165,000,000 | \$165,000,000 | | | \$0 | \$62,565,071 | | | \$0 | \$102,434,929 | 92.11 |
| 55197.5 | 0195-02-092 | IH 35 | North of Rector to South of FM 455 | Reconstruct and widen 4 lane roadway to 6 lane roadway with new sidewalks, new shared use path, turn lanes, Texas U-turn, ITS installation, and signal improvements | November 2026 | 2027 | Breakout project from TIP 55197/CSJ 0195-02-074; Staff proposing to add \$5,964,000 of CMAQ funding (total) to this project | \$196,881,863 | \$190,917,863 | | | | | | | \$0 | \$190,917,863 | 93.11 |
| 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 | December 2029 November 2027 | 2030 2028 | Project also has \$2,574,631 of Category 11 funding; Portion of Category 4 and Category 12 funding to be offset from 0195-02-074 and 0195-01-116; Additional \$41,732,724 of Category 12 funding was requested through the 2026 UTP, but was not proposed for TTC approval | \$130,390,649 \$116,266,771 | \$88,657,924 | | | \$0 | \$3,042,044 | | | \$66,940,396 | \$85,615,880 | 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 lane to 2/8 lane continuous frontage (FM 407 to SRT/SH 121); and reconstruct 4/6 lane to 2/6 lane continuous frontage from (SRT/SH 121 to Dallas C/L) | 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; Improvements not called for in the MTP until 2050 so proposing to remove from the 10-Year Plan | \$1,244,977,926 \$1,327,976,454 | \$0 | \$0 | \$0 | | | | | | | 78.82 |
| 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 | August 2045 | 2045 | 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; Improvements not called for in the MTP until 2050 so proposing to remove from the 10-Year Plan | \$1,119,914,259 \$1,194,575,209 | \$0 | | | | | | | | | 76.34 |
| 13033.5 | 0196-01-113 | IH 35E | at Lake Sharon Drive/Dobbs Road | Construct interchange | January 2032 2028 | 2032 2028 | Denton Priority Project #6; Part of 2022 Southeast Connector Cat 2/12 exchange; TxDOT requested \$50,993,610 of additional Category 12 funding through the 2026 UTP, but it was not proposed for TTC approval | \$125,399,113 \$132,825,451 | \$74,405,503 | \$12,918,639 | \$12,918,639 | | | | | \$61,486,864 | \$61,486,864 | 68.29 |

| 10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2026 - FY2035 | | | | | | | | | | | | | | | | | | | |
|--|-------------|----------|--|--|---------------------------------------|-------------------------|--|---|---------------------------------|----------------|--|----------------|----------------|-----------------------------|-----------------------------|------------------------------------|------------------------------------|-------------------|-----------------|
| TIP Code | TxDOT CSJ | Facility | Limits | Description | Estimated Let Date | Let FY | Comments | 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 | |
| 30001 | N/A | IH 35E | TBD | Phase 2 Placeholder | 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 (total) | 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 | September 2035 | 2036 | Improvements called for in the MTP by 2040 | \$447,903,383 \$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 | September 2035 | 2036 | Improvements called for in the MTP by 2040 | \$894,296,969 \$820,389,261 | \$0 | | | | | | | | | 86.73 | |
| 55259.1 | 0081-13-071 | IH 35W | South of FM 407 to FM 2449 | Reconstruct and widen 2 lane rural to 4/6 lane discontinuous frontage roads | September 2028 | 2029 | Category 2 and 12 funding previously moved from TIP 55259/CSJ 0081-13-065 to this project, which is the higher priority; TxDOT requested \$47,689,232 of additional Category 12 funding through the 2026 UTP, but it was not proposed for TTC approval | \$260,713,232 \$446,891,327 | \$213,024,000 | \$24,537,247 | \$24,537,247 | | | | | \$188,486,753 | \$188,486,753 | 67.36 | |
| 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 | September 2028 | 2029 | | \$290,554,033 \$227,696,967 | \$0 | \$0 | \$0 | | | | | | \$0 | \$0 | 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 with new sidewalks, turn lanes, a Texas U-turn, new signal installation with retiming, and a grade separated interchange | May 2026 September 2027 | 2026 2028 | MPO Milestone Policy Project; Project also has \$19,067,877 of Category 1 funding; Proposing to add \$6,108,525 of CMAQ funding (total) to the project | \$172,970,558 \$177,966,852 | \$166,862,033 | \$66,010,541 | \$73,973,599 | \$92,888,434 | \$92,888,434 | | | | | 76.98 | |
| | | | | | | | | | | | Total Proposed Funding - Denton County | | | | | | | | \$1,170,524,460 |
| | | | | | | | | | | | | | | | | | | | |
| 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 | October 2026 | 2027 | 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; Federal competitive grant application pending | \$54,618,327 \$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 roadway urban divided (6 lane ultimate) | August 2030 | 2030 | Proposing to remove Category 2 funding and use it to fund projects that can advance sooner | \$100,957,237 \$91,993,860 | \$0 | \$25,000,000 | \$0 | | | | | | | 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) | July 2029 2028 | 2029 2028 | | \$70,099,157 | \$70,099,157 | \$57,151,237 | \$57,151,237 | \$12,947,920 | \$12,947,920 | | | | | 82.22 | |
| 13035.1 | 1051-01-051 | FM 664 | IH 35E to West of Ferris Road | Reconstruct and widen 2 1/4 lane rural roadway to 6 lane divided urban | September 2028 | 2029 | Propose to remove Category 2 funding and move it to a breakout project (CSJ 1051-01-064) | \$182,734,267 \$107,442,389 | \$0 | \$85,442,389 | \$0 | | | | | | | 81.42 | |
| TBD | 1051-01-064 | FM 664 | SH 342 to West of Ferris Road | Reconstruct and widen 2 lane to 4 lane roadway with new sidewalks, turn lanes, and new signal improvements (Ultimate 6) | September 2028 | 2029 | Project is a breakout of TIP 13035.1/CSJ 1051-01-051 that would make FM 664 4 lanes from IH 35E to IH 45; Funding offset by removal of funding from TIP 13035.1/CSJ 1051-01-051; Proposing to add \$4,607,327 of CMAQ funding (total) as well | \$115,412,344 | \$85,442,389 | \$0 | \$85,442,389 | | | | | | | 81.42 | |

| 10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2026 - FY2035 | | | | | | | | | | | | | | | | | | | |
|--|-------------|----------|---|--|---------------------|-----------|---|-----------------------------|---------------------------------|----------------|---------------------------------------|----------------|----------------|-----------------------------|-----------------------------|------------------------------------|------------------------------------|-------------------|--|
| TIP Code | TxDOT CSJ | Facility | Limits | Description | Estimated Let Date | Let FY | Comments | 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 | |
| 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 | September 2028 2027 | 2029 | Breakout of TIP 13035.1/CSJ 1051-01-051 | \$74,481,854 | \$74,481,854 | \$68,481,854 | \$68,481,854 | \$6,000,000 | \$6,000,000 | | | | | 71.72 | |
| 13029 | 0092-03-053 | IH 45 | At FM 664 | Construct interchange | September 2028 2027 | 2029 | | \$83,760,306 | \$83,760,306 | \$37,643,105 | \$37,643,105 | \$12,117,201 | \$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 with new shared use path, curb ramps, grade separated pedestrian crossing, turn lanes, and signal improvements | June 2028 | 2028 | Project in proximity to future Waxahachie ISD high school; Proposing to reduce Category 2 and add \$5,350,240 of CMAQ funding (total) to this project | \$36,858,702 \$33,600,000 | \$31,508,462 | \$33,600,000 | \$31,508,462 | | | | | | | 61.84 | |
| 55105.4 | 2964-12-009 | SL 9 | Hampton Rd to IH 35E | Construct 0 to 2 lane continuous frontage road | August 2033 | 2033 | Breakout project from TIP 55105/CSJ 2964-10-006 | \$10,000,000 | \$10,000,000 | \$0 | \$10,000,000 | | | | | | | 71.29 | |
| 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 | August 2033 | 2033 | Project in proximity to Ennis Speedway; Proposing to remove Category 2 funding to free up funds for projects that can advance sooner | \$175,339,836 \$161,537,399 | \$0 | \$10,000,000 | \$0 | | | | | | | 60.13 | |
| 53119.1 | 0172-08-108 | US 287 | At Boyce Road | Construct interchange | August 2033 | 2033 | Project in proximity to Ennis Speedway; Breakout of TIP 53119/CSJ 0172-08-103; TxDOT requested Category 12 funding through the 2026 UTP, but it was not proposed for TTC approval | \$92,496,490 | \$0 | | | | | | | \$0 | \$0 | TBD | |
| 55014 | 0261-01-041 | US 67 | At Lake Ridge Parkway | Construct interchange | March 2027 | 2027 2028 | Project also has \$3,944,850 of Category 1 funding | \$50,251,716 \$53,255,467 | \$49,310,617 | \$49,310,617 | \$49,310,617 | | | | | | | 64.93 | |
| | | | | | | | | | | | Total Proposed Funding - Ellis County | | | | | | | \$417,102,785 | |
| Kaufman County Projects | | | | | | | | | | | | | | | | | | | |
| 13074.1 | 0697-07-002 | FM 429 | US 80 to South of US 80 | Realign and reconstruct from 2 lane to 2 lane (ultimate 4 lane) | August 2029 | 2029 | Part of the Loop 9 Category 2/STBG exchange approved by the RTC in October 2021; Propose to remove Category 2 funding; Project to be cancelled | \$47,664,790 \$44,170,482 | \$0 | \$10,793,730 | \$0 | | | | | | | 62.29 | |
| 13074.2 | 1089-04-002 | FM 429 | US 80 to North of US 80 | Realign and reconstruct from 2 lane to 2 lane (ultimate 4 lane) | August 2029 2028 | 2029 | Part of the Loop 9 Category 2/STBG exchange approved by the RTC in October 2021; Proposing to remove Category 2 funding; Project to be cancelled | \$7,393,282 \$8,840,686 | \$0 | \$1,049,495 | \$0 | | | | | | | 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 roadway (6 lane ultimate) | March 2029 | 2029 | Proposing to remove Category 2 funding and transfer to projects that can advance sooner | \$80,800,196 \$77,233,536 | \$0 | \$8,448,796 | \$0 | | | | | | | 80.78 | |
| TBD | 0095-14-036 | IH 20 | West of FM 741 to Big Brush Creek | Construct 0 to 4 lane continuous frontage roads | August 2031 | 2031 | Proposing to remove Category 4 funds and transfer to projects that can advance sooner | \$276,016,216 \$222,049,823 | \$0 | | | \$8,500,000 | \$0 | | | | | 71.25 | |
| 55220 | 0495-01-071 | IH 20 | SP 557 to SH 34 | Construct 0 to 4 lane continuous frontage roads | August 2033 | 2033 | Proposing to remove Category 4 funds and transfer to projects that can advance sooner | \$134,398,536 \$102,673,057 | \$0 | | | \$8,500,000 | \$0 | | | | | 52.68 | |
| 13081 | 0495-01-083 | IH 20 | SH 34 to Wilson Road | Construct 0 to 4 lane continuous frontage roads | August 2033 | 2033 | Proposing to remove Category 4 funds and transfer to projects that can advance sooner | \$133,912,128 \$127,192,128 | \$0 | | | \$8,500,000 | \$0 | | | | | 52.48 | |

| 10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2026 - FY2035 | | | | | | | | | | | | | | | | | | | |
|--|-------------|----------|---|---|-------------------------------------|-------------------------|--|---|---------------------------------|----------------|---|----------------|---------------------|-----------------------------|-----------------------------|------------------------------------|------------------------------------|-------------------|--|
| TIP Code | TxDOT CSJ | Facility | Limits | Description | Estimated Let Date | Let FY | Comments | 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 | |
| 50013.2 | 0095-03-098 | US 80 | South Frontage Road at Buffalo Creek | Replace bridge and approaches <u>and construct new sidewalks</u> | September 2026 | 2027 | Project also has \$626,626 of Category 1 and- \$3,000,000 of Category 6 funding; <u>Proposing to add \$275,476 of CMAQ funding (total) to this project</u> | \$6,884,505 \$8,459,450 | <u>\$3,609,029</u> | | | \$4,832,824 | <u>\$3,609,029</u> | | | | | 81.12 | |
| <u>50013.4</u> | 0095-03-099 | US 80 | South Frontage Road at Buffalo Creek Relief | Replace bridge and approaches <u>and construct new sidewalks</u> | September 2026 | 2027 | Project also has \$969,546 of Category 1 and- \$7,000,000 of Category 6 funding; <u>Proposing to add \$246,277 of CMAQ funding (total) to this project</u> | \$10,049,183 \$13,088,872 | <u>\$2,802,906</u> | | | \$5,119,326 | <u>\$2,802,906</u> | | | | | 80.84 | |
| TBD | 0095-03-100 | US 80 | Westbound at Buffalo Creek | Replace bridge and approaches | September 2026 | 2027 | Project also has \$809,363 of Category 1 and- \$4,700,000 of Category 6 funding | \$11,392,451 \$10,926,396 | <u>\$6,692,451</u> | | | \$5,417,033 | <u>\$6,692,451</u> | | | | | 79.13 | |
| TBD | 0095-03-101 | US 80 | Eastbound at Buffalo Creek | Replace bridge and approaches | September 2026 | 2027 | Project also has \$729,619 of Category 1 and- \$3,600,000 of Category 6 funding | \$9,882,855 \$9,849,852 | <u>\$6,282,855</u> | | | \$5,520,233 | <u>\$6,282,855</u> | | | | | 72.45 | |
| TBD | 0095-03-102 | US 80 | Westbound at Buffalo Creek Relief | Replace bridge and approaches | September 2026 | 2027 | Project also has \$1,356,353 of Category 1 and- \$9,800,000 of Category 6 funding | \$17,080,561 \$18,310,762 | <u>\$7,280,561</u> | | | \$7,154,409 | <u>\$7,280,561</u> | | | | | 77.14 | |
| TBD | 0095-03-103 | US 80 | Eastbound at Buffalo Creek Relief | Replace bridge and approaches | September 2026 | 2027 | Project also has \$1,122,863 of Category 1 and- \$7,300,000 of Category 6 funding | \$14,294,731 \$15,158,645 | <u>\$6,994,731</u> | | | \$6,735,782 | <u>\$6,994,731</u> | | | | | 74.05 | |
| 50013 | 0095-03-108 | US 80 | At Buffalo Creek | Replace bridge and approaches <u>and construct new sidewalks</u> | September 2026 | 2027 | Project also has \$676,392 of Category 1 funding; <u>Proposing to add \$192,526 of CMAQ funding (total) to this project</u> | \$10,094,023 \$9,131,289 | <u>\$9,901,497</u> | | | \$8,454,897 | <u>\$9,901,497</u> | | | | | 81.20 | |
| 50013.1 | 0095-03-109 | US 80 | At Buffalo Creek Relief | Replace <u>existing multiple culverts with a bridge, approaches, and construct new sidewalks</u> bridge and approaches | September 2026 | 2027 | Project also has \$1,335,085 of Category 1 funding; <u>Proposing to add \$264,592 of CMAQ funding (total) to this project</u> | \$18,780,751 \$18,023,647 | <u>\$18,516,159</u> | | | \$16,688,562 | <u>\$18,516,159</u> | | | | | 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 rural roadway 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), <u>including new shared use path and signal improvements</u> | August 2028 2033 | 2028 2033 | <u>Proposing to add \$6,772,780 of CMAQ funding (total) to this project</u> | \$125,642,776 \$112,454,818 | <u>\$118,869,996</u> | \$0 | <u>\$6,415,178</u> | \$112,454,818 | \$112,454,818 | | | | | 54.67 | |
| | | | | | | | | | | | Total Proposed Funding - Kaufman County | | | | | | | \$180,950,185 | |
| 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) | March 2029 | 2029 | <u>Proposing to remove Category 2 funding and transfer to projects that can advance sooner</u> | \$19,017,443 \$17,435,497 | <u>\$0</u> | \$11,470,963 | <u>\$0</u> | | | | | | | 78.71 | |
| 83221 | 1015-01-024 | FM 549 | SH 205 to SH 276 | <u>Reconstruct and</u> widen from 2 lane rural to 4 lane urban roadway <u>with new shared use path and intersection improvements</u> | August 2027 June 2026 | 2027 2026 | Project also has \$5,522,338 of Category 1 funding; <u>Proposing to add \$5,987,882 of CMAQ funding (total) to this project; Project may be advanced to an earlier year</u> | \$52,479,284 \$51,541,824 | <u>\$46,491,402</u> | | | \$46,019,486 | <u>\$46,491,402</u> | | | | | 61.74 | |

| 10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2026 - FY2035 | | | | | | | | | | | | | | | | | | | |
|--|------------------------|-------------------------------------|--|--|----------------------------|----------------------|--|---|---------------------------------|-----------------|--|-----------------|-----------------|-----------------------------|-----------------------------|------------------------------------|------------------------------------|-------------------|--|
| TIP Code | TxDOT CSJ | Facility | Limits | Description | Estimated Let Date | Let FY | Comments | 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 | |
| 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 | April 2029 2027 | 2029 2027 | Project split out from TIP 55074 | \$57,941,410 | \$51,526,232 | \$57,941,410 | \$51,526,232 | | | | | | | 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 | August 2045 | 2045 | | \$9,988,490 | \$0 | \$0 | \$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) | April 2029 2027 | 2029 2027 | Project split out from TIP 55074; Cat 2 funding previously transferred from TIP 55074/CSJ 0451-04-021 | \$9,988,490 | \$9,988,490 | \$9,988,490 | \$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 roadway (6 lane Ultimate) | September 2028 | 2029 | Project also has \$15,927,757 of Category 1 funding | \$132,731,313 \$148,659,070 | \$132,731,313 | \$44,046,699 | \$44,046,699 | \$88,684,614 | \$88,684,614 | | | | | 75.83 | |
| | | | | | | | | | | | Total Proposed Funding - Rockwall County | | | | | | | \$240,737,437 | |
| | | | | | | | | | | | | | | | | | | | |
| Various County Projects | | | | | | | | | | | | | | | | | | | |
| 11618.2 | 0918-00-429 | VA | Regional Mobility Assistance Patrol (Dallas District) | Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents | August 2026 | 2026 | Includes \$6,375,000 of STBG (approved through 2023-2026 M&O Initiative); TxDOT requested Category 12 funding through the 2026 UTP, but was not proposed for TTC approval | \$8,880,000 | \$0 | | | | | | | \$0 | \$0 | N/A | |
| | | | | | | | | | | | Total Proposed Funding - Various County | | | | | | | \$0 | |
| | | Total Category 2, 4, and 12 Funding | | | | | | | \$5,548,466,390 | \$1,067,020,262 | \$1,079,897,569 | \$1,385,963,307 | \$1,410,030,636 | \$723,293,339 | \$753,895,408 | \$1,996,326,300 | \$2,304,642,777 | | |

| Future Project Lettings (FY 2026-FY 2035) | | | |
|---|-----------------|-----------------|-----------------|
| | Category 2 | Category 4 | Category 12 |
| 2026-2035 | \$1,079,897,569 | \$1,410,030,636 | \$3,058,538,185 |
| Total | \$1,079,897,569 | \$1,410,030,636 | \$3,058,538,185 |

| 10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects FY2026 - FY2035 | | | | | | | | | | | | | | | | | | |
|--|--------------------|---------------|--|--|---|--------------------------------|---|--|-------------------------------------|----------------|---------------------|----------------|---------------------|-----------------------------|-----------------------------|------------------------------------|------------------------------------|-------------------|
| TIP Code | TxDOT CSJ | Facility | Limits | Description | Estimated Let Date | Let FY | Comments | 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 |
| 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 | September 2027 <u>December 2026</u> | 2028 <u>2027</u> | TxDOT requested Category 12 funding through 2024 UTP, but it was not proposed for TTC approval | \$131,704,197 <u>\$127,000,000</u> | <u>\$127,000,000</u> | \$50,000,000 | <u>\$75,000,000</u> | \$52,000,000 | \$52,000,000 | | | | | 72.76 |
| Total Proposed Funding - Hood County | | | | | | | | | | | | | | | | | \$127,000,000 | |
| Johnson County Projects | | | | | | | | | | | | | | | | | | |
| 13040 | 0747-05-043 | FM 157 | Main Street from 8th Street to North of County Road 108B | Rehab Realign roadway 2 lane rural to 2 lane urban roadway with sidewalks and turn lanes | April 2025 <u>December 2025</u> | 2025 <u>2026</u> | Project split out from TIP 13041/CSJ 0747-05-042 | \$10,400,000 <u>\$2,000,000</u> | <u>\$2,000,000</u> | \$10,400,000 | <u>\$2,000,000</u> | | | | | | | 78.10 |
| <u>13040.1</u> | <u>0747-08-002</u> | <u>FM 157</u> | <u>8th Street to North of County Road 108B</u> | <u>Construct 0 to 2 lane urban roadway and intersection improvements at FM 157 and Student Drive</u> | <u>December 2025</u> | <u>2026</u> | <u>Project split out from TIP 13040/CSJ 0747-05-043</u> | <u>\$8,400,000</u> | <u>\$8,400,000</u> | <u>\$0</u> | <u>\$8,400,000</u> | | | | | | | <u>78.10</u> |
| 13041 | 0747-05-042 | FM 157 | US 67 to 8th Street | Reconstruct rural 2 lane to urban 2 lane with sidewalks and turn lanes | April 2025 <u>December 2025</u> | 2025 <u>2026</u> | | \$9,500,000 | \$9,500,000 | \$9,500,000 | \$9,500,000 | | | | | | | 87.39 |
| 54053 | 0747-05-035 | FM 157 | BU 287P to <u>CR 510</u> US 67 | Realign and widen roadway from 2 to 4 lanes urban divided | November 2031 2028 | 2029 <u>2032</u> | <u>Proposing to focus funding on a shorter breakout section that is higher priority</u> | \$294,926,815 <u>\$173,000,000</u> | \$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 2028 <u>October 2032</u> | 2029 <u>2033</u> | | \$50,000,000 <u>\$25,000,000</u> | \$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 2028 <u>October 2032</u> | 2029 <u>2033</u> | | \$64,000,000 <u>\$13,000,000</u> | \$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 | September 2028 <u>December 2026</u> | 2029 <u>2026</u> | Category 4 funding replaced with Category 2 due to the project not being eligible for Category 4; Offset by removal of Category 2 funding on TIP 13037/CSJ 0171-05-094, which was replaced with Category 4 | \$68,999,035 <u>\$80,661,545</u> | \$68,661,515 | \$68,661,515 | \$68,661,515 | \$0 | \$0 | | | | | 65.51 |
| 13046 | 0014-03-088 | IH 35W | Bethesda Rd to Asher Rd | Reconstruct interchange at FM 917 | August 2026 | 2026 | | \$68,000,000 <u>\$84,000,000</u> | <u>\$84,000,000</u> | | | \$68,000,000 | <u>\$84,000,000</u> | | | | | 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 | June 2025 <u>March 2026</u> | 2025 <u>2026</u> | 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 (total) and \$22,179,782 of STBG funding (total) | \$29,589,782 | \$6,510,000 | \$6,510,000 | \$6,510,000 | | | | | | | 82.15 |
| Total Proposed Funding - Johnson County | | | | | | | | | | | | | | | | | \$330,071,515 | |

| 10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects FY2026 - FY2035 | | | | | | | | | | | | | | | | | | |
|--|------------------------|------------------|---|--|--|---------------------------------|---|---|---------------------------------|----------------|----------------|----------------|-------------------------|-----------------------------|-----------------------------|------------------------------------|------------------------------------|-------------------|
| TIP Code | TxDOT CSJ | Facility | Limits | Description | Estimated Let Date | Let FY | Comments | 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 |
| 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) | September 2025 | 2026 | Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$1,034,399 \$1,099,775 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) | \$1,634,398 \$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 | September 2027 | 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 | \$14,740,000 | \$13,450,000 | \$13,450,000 | \$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 | October 2032 May 2029 | 2033 2029 | | \$77,000,000 | \$51,000,000 | | | \$46,000,000 | \$20,000,000 | | | \$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 lane continuous to 4/6 lane continuous frontage roads | September 2033 | 2034 | 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 | \$448,000,000 | \$0 | \$0 | \$0 | | | | | | | 61.50 |
| Total Proposed Funding - Parker County | | | | | | | | | | | | | | | | | \$65,050,000 | |
| Tarrant County Projects | | | | | | | | | | | | | | | | | | |
| 13019 | 0008-16-043 | IH 20/SH 183 | At Chisholm Trail Parkway | Add northbound and southbound direct connect ramps | May 2029 | 2029 | Project also has \$20,000,000 of STBG funding (total) | \$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 | 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; Improvements not called for in the MTP until 2050 so proposing to remove from the 10-Year Plan | \$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 | October 2031 November 2028 | 2032 2029 | \$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 |
| 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 2029 2031 | 2030 2032 | Part of the Southeast Connector project; TxDOT requested additional Category 12 funding for this project and it is being proposed for TTC approval | \$200,000,000 | \$200,000,000 | | | | | \$100,000,000 | \$200,000,000 | | | 82.70 |

| 10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects FY2026 - FY2035 | | | | | | | | | | | | | | | | | | |
|--|-------------|--------------------------|---|--|---|-------------------------|---|---|---------------------------------|----------------|-------------------------|----------------|----------------|-----------------------------|-----------------------------|------------------------------------|------------------------------------|-------------------|
| TIP Code | TxDOT CSJ | Facility | Limits | Description | Estimated Let Date | Let FY | Comments | 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 |
| 13002 | 1068-01-230 | IH 30 | Cherry Lane to Green Oaks Road | Reconstruct from 6 to 8 main lanes and reconstruct 2/ 4 8 lane discontinuous to 4/6 2/8 lane discontinuous frontage roads; Reconstruct IH 30/SH 183 interchange | October 2032 | 2033 | 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; TxDOT requested Category 12 funding through 2026 UTP, but it was not proposed for TTC approval | \$350,000,000 | \$0 | | | | | \$0 | \$0 | | | 73.24 |
| TBD | 1068-02-072 | IH 30 | East of IH 35W to Cooper Street | Widen 6 to 8/10 general purpose lanes | September 2036 | 2037 | Project will be funded in a future 10-Year Plan Update | \$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; Cooper St to Baird Farm Road/AT&T Way: reconstruct 2 concurrent managed lanes to 2 concurrent managed lanes; Baird Farm Road/AT&T Way to SH 360: convert 2 concurrent managed lanes to 3 concurrent managed lanes; SH 360 to Duncan Perry Road: reconstruct 2 concurrent managed lanes to 2 concurrent managed lanes and reconstruct existing 4/6 lane discontinuous to 4/6 lane discontinuous frontage road | September 2034 June 2028 | 2035 2028 | TxDOT to build safety barriers into managed lane design | \$218,820,000 | \$218,820,000 | \$48,180,000 | \$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 | September 2032 | 2033 | TxDOT requested Category 12 funding through 2023 UTP and 2024 UTP, but project was not proposed for funding by the TTC; TxDOT requested Category 12 funding through 2026 UTP, but it was not proposed for TTC approval | \$170,000,000 | \$0 | | | | | \$0 | \$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 | October 2033 January 2036 | 2034 2036 | Project is a breakout of TIP 13005/CSJ 0171-05-068; Proposing to remove Category 2 funding temporarily to cover cost overruns on projects that can advance sooner; Project will be re-funded in a future 10-Year Plan Update | \$900,000,000 \$510,000,000 | \$0 | \$20,000,000 | \$0 | | | | | | | 86.84 |
| 13056 | 0008-05-029 | Lancaster Avenue/ SH 180 | IH 35W to Tierney Road | Reconstruct roadway 6 to 6 lanes with pedestrian improvements, new signals, and turn lanes | June 2027 | 2027 | Additional Category 2 funding added to this project and TIP 13057/CSJ 0008-06-052 as approved by the RTC in February 2023 as part of RAISE grant submittal package; Project also has \$6,430,160 from City of Fort Worth; Project awarded \$20 million RAISE grant (plus \$5 million state match); Proposing to add \$17,000,000 of CMAQ funding (total) to this project | \$131,069,840 \$93,930,160 | \$114,069,840 | \$62,500,000 | \$89,069,840 | \$25,000,000 | \$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 | June 2027 | 2027 | Split from TIP 13056; Project also has \$5,000,000 \$10,000,000 from City of Fort Worth | \$42,500,000 \$72,500,000 | \$37,500,000 | \$37,500,000 | \$37,500,000 | | | | | | | 79.36 |

| 10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects FY2026 - FY2035 | | | | | | | | | | | | | | | | | | | |
|--|-------------|----------|--|---|--------------------------------|--------------|--|---|---------------------------------|----------------|----------------|----------------|----------------|-----------------------------|-----------------------------|------------------------------------|------------------------------------|-------------------|-------|
| TIP Code | TxDOT CSJ | Facility | Limits | Description | Estimated Let Date | Let FY | Comments | 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 | |
| 13064 | 0094-05-070 | SH 183 | At Pumphrey | Construct intersection improvements including turn lanes and new traffic signal | October 2032 March 2029 | 2033 2029 | | \$41,000,000 \$21,000,000 | \$21,000,000 | \$21,000,000 | \$21,000,000 | | | | | | | 61.51 | |
| 55034 | 0364-05-039 | SH 183 | FM 157 to Bear Creek Parkway 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 lane discontinuous frontage roads (ultimate) | TBD | TBD | Funding source to be determined | | \$0 | | | | | | | | | 72.81 | |
| 55035 | 0094-02-136 | SH 183 | Bear Creek Parkway West of SH 360 to Dallas County line | Reconstruct and widen 6/7 to 8 general purpose lanes, 2 to 6 concurrent managed lanes-concurrent, and reconstruct 2/4/6 lane discontinuous to 4/6 lane discontinuous frontage roads & 4 lane to 4 lane collector distributor from SH 360 to International Parkway | TBD | TBD | 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 | October 2033 January 2030 | 2034 2030 | \$20,000,000 of Category 2 funds previously moved to CSJ 0008-14-132 (part of the SH 199 imp); Funding previously reduced by \$110M 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 & local governments project scope; Once scope has been finalized, funding will be re-programmed; \$70M of Category 12 funding was formerly Category 2 funding (part of funding exchange to advance IH 30 Canyon project in Dallas); TxDOT requested additional Category 12 funding through 2026 UTP, but it was not proposed for TTC approval | \$500,000,000 \$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 | October 2032 September 2028 | 2033 2029 | Category 2 funding replaced with Category 4 and moved to TIP 52501/CSJ 3372-01-010, which is not eligible for Category 4 | \$138,661,515 | \$68,661,515 | \$0 | \$0 | \$68,661,515 | \$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 and widen 6 to 8 main lanes and railroad underpass and 4/8 continuous lane to 4/8 lane continuous frontage roads | December 2028 | 2029 | 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) | \$130,000,000 \$100,000,000 | \$70,000,000 | \$0 | \$0 | \$0 | \$0 | | | \$70,000,000 | \$70,000,000 | 94.82 | |
| 13058 | 2266-02-150 | SH 360 | SH 183 to IH 30 | Operational improvements | March 2029 | 2029 | Proposing to remove Category 2 funding temporarily to cover cost overruns on projects that can advance sooner; Project will be re-funded in a future 10-Year Plan Update | \$256,000,000 \$330,000,000 | \$0 | \$20,000,000 | \$0 | | | | | | | 77.49 | |
| 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 2028 | 2029 | Part of the US 287 Category 2/STBG exchange approved by the RTC in October 2021; Project also has \$102,097 of CMAQ; Proposing to remove Category 2 funding temporarily to cover cost overruns on projects that can advance sooner | \$15,000,000 | \$0 | \$12,638,436 | \$0 | | | | | | | 73.82 | |

| 10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects FY2026 - FY2035 | | | | | | | | | | | | | | | | | | |
|--|-------------|--------------|--|---|--------------------------------------|-------------------------|---|---|---------------------------------|----------------|----------------|----------------|----------------|-----------------------------|-----------------------------|------------------------------------|------------------------------------|-------------------|
| TIP Code | TxDOT CSJ | Facility | Limits | Description | Estimated Let Date | Let FY | Comments | 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 |
| 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 2029 2031 | 2030 2032 | Project is part of the Southeast Connector project; 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 | | | 80.36 |
| 13063 | 0014-15-078 | US 81/US 287 | South of North Tarrant Parkway to Avondale Haslet Road | Operational improvements including ramp modifications, 4 2/6 lane discontinuous to 4/8 lane continuous frontage roads, and sidewalks | November April 2029 | 2030 2029 | | \$229,977,606 \$450,280,000 | \$229,977,606 | \$116,600,000 | \$116,600,000 | \$113,377,606 | \$113,377,606 | | | | | 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 | August 2026 April 2025 | 2026 2025 | Part of the 2022 SE Connector Category 2/STBG exchange; Project also includes \$1,653,702 of local funding; STBG funds 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) | \$25,056,079 | \$23,402,377 | \$23,402,377 | \$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 | August 2026 April 2025 | 2026 2025 | MPO Milestone Policy Project (letting deadline of end of FY2026 FY2025); Project also has \$6,016,331 of STBG funding | \$10,800,000 | \$4,783,669 | \$4,783,669 | \$4,783,669 | | | | | | | 72.02 |
| 53030 | 0014-15-034 | US 81 | North of Harmon Road to North of IH 35W | Reconstruct 2 lane one way to 2 lane one way southbound frontage road | August 2026 April 2025 | 2026 2025 | MPO Milestone Policy Project (letting deadline of end of FY2026 FY2025); Project also has \$7,227,821 of STBG funding | \$19,066,000 | \$11,838,179 | \$11,838,179 | \$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 | August 2026 April 2025 | 2026 2025 | MPO Milestone Policy Project (letting deadline of end of FY2026 FY2025) | \$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 | August 2026 April 2025 | 2026 2025 | MPO Milestone Policy Project (letting deadline of end of FY2026 FY2025) | \$18,856,480 | \$18,856,480 | \$18,856,480 | \$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 | January 2030 May 2029 | 2030 2029 | | \$50,000,000 \$34,717,812 | \$34,717,812 | | | \$34,717,812 | \$34,717,812 | | | | | 62.40 |
| 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 | June 2032 April 2029 | 2032 2029 | Part of the 2022 SE Connector Category 2/STBG exchange; STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066); Discussions on scope pending between TxDOT and NCTCOG staff | \$47,841,920 \$47,842,627 | \$5,000,000 | \$5,000,000 | \$5,000,000 | | | | | | | 77.66 |
| Total Proposed Funding - Tarrant County | | | | | | | | | | | | | | | | | \$1,364,550,752 | |

| 10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects FY2026 - FY2035 | | | | | | | | | | | | | | | | | | |
|--|-------------|----------|--|--|--|-------------------------|--|---|---------------------------------|----------------|-------------------------|----------------|----------------|-----------------------------|-----------------------------|------------------------------------|------------------------------------|-------------------|
| TIP Code | TxDOT CSJ | Facility | Limits | Description | Estimated Let Date | Let FY | Comments | 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 |
| 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 | August 2030 October 2028 | 2030 2029 | | \$6,300,000 \$6,300,000 | \$6,300,000 | \$3,600,000 | \$6,300,000 | | | | | | | 67.70 |
| 13004.1 | 2418-01-013 | FM 1810 | West of CR 1170 to intersection of US 81/287 at FM 1810 | Construct 0 to 4 lane roadway on new alignment of FM 1810 | August 2030 October 2028 | 2030 2029 | | \$32,500,000 \$25,000,000 | \$32,500,000 | \$13,300,000 | \$32,500,000 | | | | | | | 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 | August 2030 October 2028 | 2030 2029 | Project also has \$8,000,000 in Category 1 funding | \$91,400,000 \$71,700,000 | \$55,500,000 | \$16,700,000 | \$55,500,000 | | | | | | | 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 | January 2030 December 2027 | 2030 2028 | | \$84,682,188 \$81,400,000 | \$84,682,188 | \$41,400,000 | \$41,400,000 | \$43,282,188 | \$43,282,188 | | | | | 61.99 |
| Total Proposed Funding - Wise County | | | | | | | | | | | | | | | | | \$178,982,188 | |
| Total Category 2, 4, and 12 Funding | | | | | | | | | \$2,065,654,455 | \$785,343,930 | \$844,975,334 | \$681,679,121 | \$671,679,121 | \$278,000,000 | \$378,000,000 | \$171,000,000 | \$171,000,000 | |

| Future Project Lettings (FY2026-FY2035) | | | |
|---|---------------|---------------|---------------|
| | Category 2 | Category 4 | Category 12 |
| 2026-2035 | \$844,975,334 | \$671,679,121 | \$549,000,000 |
| Total | \$844,975,334 | \$671,679,121 | \$549,000,000 |

| 10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Planned Projects | | | | | | | | | | | | | | | | | |
|--|-------------|-------------------------------------|---|--|---|-------------------------|---|---|---------------------------------|--------------------------------------|----------------|----------------|----------------|-----------------|-----------------|-------------------|--|
| FY2026 - FY2035 | | | | | | | | | | | | | | | | | |
| TIP Code | TxDOT CSJ | Facility | Limits | Description | Estimated Let Date | Let FY | Comments | 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 | |
| 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 | September 2027 October 2027 | 2030 2028 | Hunt County is doing environmental clearance; Project also has \$4,560,000 of Category 11 funding | \$42,560,000 \$42,289,915 | \$38,000,000 | \$38,000,000 | \$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) | October 2027 | 2030 2028 | Project also has \$3,828,000 of Category 11 funding | \$35,728,000 \$35,640,000 | \$31,900,000 | \$31,900,000 | \$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 | September 2026 August 2029 | 2027 2030 | | \$191,077,618 | \$122,577,618 | \$26,500,000 | \$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 2034 | 2034 | Category 2 funding previously moved to TIP 13065/CSJ 0009-13-174 which is the higher priority | \$224,000,000 | \$0 | \$0 | \$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 2034 | 2034 | Category 2 funding previously moved to TIP 13065/CSJ 0009-13-174 which is the higher priority | \$168,000,000 | \$0 | \$0 | \$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 2034 | 2034 | Category 2 funding previously moved to TIP 13065/CSJ 0009-13-174 which is the higher priority | \$280,000,000 | \$0 | \$0 | \$0 | | | | | 65.90 | |
| 13053.2 | 0083-11-026 | SH 11 | West of SH 24 to Monroe Street | Construct pedestrian safety and traffic calming improvements | August 2034 | 2034 | 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 | \$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 | \$97,000,000 | \$97,000,000 | \$0 | \$0 | \$96,077,618 | \$96,077,618 | | |
| | | | | | | | | | | | | | | | | | |
| Future Project Lettings (FY 2026-FY 2035) | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Category 2 | Category 4 | Category 12 | | | | | |
| 2026-2035 | | | | | | | | | | \$97,000,000 | \$0 | \$96,077,618 | | | | | |
| Total | | | | | | | | | | \$97,000,000 | \$0 | \$96,077,618 | | | | | |

Amounts only include Cat 2, 4, 12 funds
Strikethroughs and red text indicate project changes

| 10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects FY2017 - FY2025 | | | | | | | | | | | | | |
|---|--------------------|-----------------|---|---|--|-------------|--|----------------------|-------------------------------|--|--|-------------------------|--------------------------------|
| TIP Code | TxDOT CSJ | Facility | Limits | Description | 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) | May 2023 (Actual) | 2023 | Part of the 2022 SE Connector Category 2/STBG trade; Project also has \$7,471,784 of CMAQ funding that is covering change orders | \$6,682,469 | \$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 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 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 2018 (Actual) | 2018 | Remainder of construction funded with \$2,879,212 RTR, \$1,202,000 CMAQ, and \$116,301 of local funding; Project completed in April 2021 | \$19,081,190 | \$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 | 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) | July 2022 (Actual) | 2022 | Project also has Category 1 <u>and \$9,228,407 of Category 11 COCO</u> funding to cover funding gap and change orders | \$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 | 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) | 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 | December 2015 (Actual) | 2016 | Funds are Proposition 1 - Category 4; Project completed in August 2020 | \$2,746,785 | \$2,746,785 | | \$2,746,785 | | |
| <u>13071</u> | <u>0364-04-051</u> | <u>Spur 399</u> | <u>US 75 to SH 5</u> | <u>Reconstruct and widen 4 lane freeway to 8 lane freeway and construct 4/8 lane continuous to 4/8 lane continuous frontage roads</u> | <u>December 2024 (Actual) April 2025</u> | <u>2025</u> | | <u>\$38,799,849</u> | <u>\$38,799,849</u> | <u>\$38,799,849</u> <u>\$42,547,677</u> | | | |
| <u>55156</u> | <u>0364-04-049</u> | <u>Spur 399</u> | <u>At SH 5</u> | <u>Construct interchange</u> | <u>December 2024 (Actual) April 2025</u> | <u>2025</u> | | <u>\$36,131,076</u> | <u>\$36,131,076</u> | <u>\$36,131,076</u> <u>\$40,620,471</u> | | | |
| 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 | December 2022 (Actual) | 2023 | Project also has \$321,537 of Collin County funds | \$39,271,527 | \$39,479,990 | | \$39,479,990 | | |
| <u>13072</u> | <u>0047-05-058</u> | <u>SH 5</u> | <u>SH 5/Spur 399 intersection to Stewart Rd</u> | <u>Reconstruct and widen 4 lane arterial to 8 lane freeway and construct 0 to 4/6 lane continuous frontage roads</u> | <u>December 2024 (Actual) April 2025</u> | <u>2025</u> | | <u>\$18,634,223</u> | <u>\$18,634,223</u> | <u>\$18,634,223</u> <u>\$24,199,370</u> | | | |
| <u>13073</u> | <u>0047-05-057</u> | <u>SH 5</u> | <u>Stewart Road to El Dorado Parkway</u> | <u>Reconstruct and widen 4 lane undivided roadway to 6 lane divided roadway</u> | <u>December 2024 (Actual) April 2025</u> | <u>2025</u> | <u>Project also has \$1,206,587 of local contribution</u> | <u>\$63,793,866</u> | <u>\$64,221,173</u> | <u>\$39,555,215</u> | <u>\$24,665,958</u> <u>\$29,683,367</u> | | |

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2025

| TIP Code | TxDOT CSJ | Facility | Limits | Description | 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 |
|--|-------------|----------|---|--|-------------------------|------------|--|----------------------|-------------------------------|---|---|-------------------------|--------------------------------|
| 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 | October 2020 (Actual) | 2021 | Project completed in October 2024 | \$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) | July 2022 (Actual) | 2022 | Change orders being covered by Category 1; Project completed in May 2025 | \$33,380,213 | \$33,380,213 | \$33,380,213 | | | |
| 13025 | 0047-14-084 | US 75 | North of FM 455 to CR 370 | Construct interchange | June 2018 (Actual) | 2018 | Project completed in April 2020 | \$20,213,387 | \$20,730,431 | \$20,730,431 | | | |
| 13044 | 0047-06-161 | US 75 | At Ridgeview Drive | Reconstruct interchange | June 2022 (Actual) | 2022 | Project also has \$8,447,878 of Category 1 funding and \$8,945,594 of STBG funding; Project completed in February 2025 | \$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 | January 2024 (Actual) | 2024 | MPO Milestone Policy Project (Round 2) | \$80,040,840 | \$80,669,840 | | \$16,870,821 | \$63,799,019 | |
| 55233 | 0135-03-046 | US 380 | West of Bridgefarmer Road to 4th Street | Reconstruct and widen 4 lane roadway to 6 lane divided | May March 2025 (Actual) | 2025 | Project also has \$11,000,000 of Collin County funds | \$74,514,878 | \$65,091,878 | \$24,189,901 | \$40,901,977 \$45,123,408 | | |
| 55233.1 | 0135-03-057 | US 380 | Airport Drive to West of Bridgefarmer Road | Reconstruct and widen 4 lane roadway to 6 lane divided | May March 2025 (Actual) | 2025 | | \$55,336,709 | \$55,614,998 | \$55,614,998 \$62,703,386 | | | |
| 55234 | 0135-04-033 | US 380 | 4th Street to CR 458 | Reconstruct and widen 4 lane roadway to 6 lanes divided | May March 2025 (Actual) | 2025 | | \$11,561,158 | \$11,561,158 | \$11,561,158 \$12,353,457 | | | |
| Total Approved Funding - Collin County | | | | | | | | | | | | | \$659,851,685 |
| Dallas County Projects | | | | | | | | | | | | | |
| 55240 | 2374-04-085 | IH 20 | West of Cockrell Hill Road to Hampton Road | Construct 0 to 4 lane frontage road | 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 | June 2018 (Actual) | 2018 | Project completed in August 2022; Change orders covered by Category 11 | \$25,781,036 | \$25,781,036 | | \$25,781,036 | | |
| 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 | 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 | March 2021 (Actual) | 2021 | Project also has \$5,000,000 of Category 1 funding for potential cost overruns; Project completed in May 2025 | \$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 2021 (Actual) | 2021 | Project also has \$3,500,000 of Category 1 funding for potential cost overruns; Project completed in May 2025 | \$13,601,005 | \$21,128,162 | \$7,827,157 | | \$13,301,005 | |

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2025

| TIP Code | TxDOT CSJ | Facility | Limits | Description | 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 |
|----------|-------------|------------|---|---|------------------------|------------|---|--------------------------|-------------------------------|--|-------------------------|-------------------------|--------------------------------|
| 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 | February 2025 (Actual) | 2025 | IH 30 Canyon Project; Trade previously reduced Category 12 funds on this project & replaced it with Category 2 funds (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; Project also has \$57,201,806 of STBG, \$98,175,435 of Category 11 COCO funds, and \$9,940,011 of local funds from City of Dallas | \$831,505,327 | \$666,188,075 | \$450,709,923 \$409,736,294 | \$93,939,810 | \$85,000,000 | \$36,538,342 |
| 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 | August 2021 (Actual) | 2021 | Design-build project; Project was also awarded \$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 | August 2021 (Actual) | 2021 | Project split out from 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 | February 2024 (Actual) | 2024 | Project also has \$3,879,813 of STBG funds | \$22,719,613 | \$19,422,801 | \$19,422,801 | | | |
| 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 | February 2025 (Actual) | 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 | \$16,449,139 | \$9,567,743 | \$9,567,743 \$10,686,537 | | | |
| 55067 | 0092-14-088 | IH 45 | Lenway St. to Good Latimer | Reconstruct IH 45 and SM Wright Interchange (Phase 2B) | 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 | July 2021 (Actual) | 2021 | 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 | August 2019 (Actual) | 2019 | Project has Category 12 funds from the MPO Revolver trade; \$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 | 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 | |
| 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 | 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 | | | |

Amounts only include Category 2, 4, 12 funding.
Strikethroughs and red text indicate project changes

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2025

| TIP Code | TxDOT CSJ | Facility | Limits | Description | 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 |
|----------|-------------|-------------------------------|---|---|------------------------|------------|---|----------------------|-------------------------------|---------------|--------------|-------------------------|--------------------------------|
| 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 | 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 | August 2019 (Actual) | 2019 | Construction also funded with \$7,142,858 STBG; 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 | August 2019 (Actual) | 2019 | Construction also funded with \$25,000,000 STBG; 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 | 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 | 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 | June 2018 (Actual) | 2018 | Project completed in April 2021; Change orders covered by Category 1 | \$21,821,798 | \$21,821,798 | | \$21,821,798 | | |
| 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) | 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 | March 2020 (Actual) | 2020 | Remainder of construction funded with \$701,700 CMAQ and \$1,452,481 Category 11; Category 12 funds are part of MPO Revolver Trade; Project completed in August 2022 | \$12,469,181 | \$9,915,000 | \$7,900,000 | | | \$2,015,000 |
| 13032 | 0009-02-067 | SH 78 | At Gaston Ave | Reconfigure intersection with sidewalk improvements | May 2021 (Actual) | 2021 | 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) | May 2020 (Actual) | 2020 | Project also has \$37,748,649 of Category 1 funding; Change orders covered by Category 12 | \$222,203,919 | \$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 | July 2021 (Actual) | 2021 | Project split out from TIP 54119/CSJ 2964-10-005; Project 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 | | | |

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2025

| TIP Code | TxDOT CSJ | Facility | Limits | Description | 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 | July 2021 (Actual) | 2021 | Project split out from TIP 54119/CSJ 2964-10-005; Project 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) | May 2020 (Actual) | 2020 | Cost savings are being used to cover change orders | \$91,202,288 | \$156,607,670 | | | \$156,607,670 | |
| 53110.2 | 2374-02-162 | IH 635 | At US 80 Interchange | Reconstruct existing interchange | July 2024 (Actual) | 2024 | Project also has \$1,014,582 of local contribution from the City of Mesquite | \$197,499,361 | \$201,575,779 | | \$129,245,388 | \$63,822,920 | \$8,507,471 |
| 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 | July 2024 (Actual) | 2024 | | \$342,164,864 | \$342,164,864 | \$37,916,764 | \$228,404,680 | \$75,843,420 | |
| 55120 | 0197-02-124 | US 175 | East of East Malloy Bridge Rd. to Kaufman County Line | Ramp modifications, mill and inlay existing frontage roads | October 2020 (Actual) | 2021 | Project completed in December 2021; Remaining costs were covered by Category 1 funding | \$1,007,339 | \$907,339 | \$907,339 | | | |
| Total Approved Funding - Dallas County | | | | | | | | | | | | | \$3,567,440,774 |
| 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 | July 2022 (Actual) | 2022 | Project also has \$23,052,037 of Category 1 funding | \$73,248,171 | \$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 | 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 | November 2019 (Actual) | 2020 | 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 | April 2024 (Actual) | 2024 | Project also has \$9,450,000 Category 11 Energy Sector and \$34,627,752 Category 11 COCO funds | \$205,860,139 | \$161,782,387 | \$30,969,735 | | | \$130,812,652 |
| 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 | August 2025 December 2024 | 2025 | | TBD | \$175,274,675 | | | | \$175,274,675 |
| 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 | April 2024 (Actual) | 2024 | Project also has \$20,000,000 Category 11 Energy Sector, \$11,925,553 Category 11 COCO, and \$1,452,495 of local contribution from the City of Denton | \$261,858,377 | \$233,357,330 | | \$43,647,905 | | \$189,709,425 |

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2025

| TIP Code | TxDOT CSJ | Facility | Limits | Description | 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 |
|--|-------------|------------|---|---|------------------------|------------|--|----------------------|-------------------------------|--------------------------------|---------------------|-------------------------|--------------------------------|
| 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 | July 2022 (Actual) | 2022 | Project also has \$13,045,742 of Category 1 funding | \$40,791,605 | \$28,212,007 | | \$1,349,711 | | \$26,862,296 |
| 13033.1 | 0196-02-128 | IH 35E | At FM 1171/Main Street | Reconstruct grade separation and existing 4 to 4 lane continuous frontage roads | January 2023 (Actual) | 2023 | 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) | April 2024 (Actual) | 2024 | Project also has \$18,812,905 Category 11 Energy Sector and \$8,920,000 Category 11 COCO funds | \$116,185,323 | \$88,452,418 | \$35,008,319 | \$31,394,099 | \$10,000,000 | \$12,050,000 |
| 13033.2 | 0196-02-127 | IH 35E | At Business 121 | Reconstruct grade separation and existing 4 lane continuous to 4 lane continuous frontage roads | January 2025 (Actual) | 2025 | Denton Priority Project #4; Project also has \$5,800,085 of local funds for aesthetic improvements | \$100,994,633 | \$95,194,548 | \$95,194,548 \$94,351,098 | | | |
| 13033.4 | 0196-02-126 | IH 35E | At Corporate Drive | Reconstruct grade separation and existing 4 lane continuous to 4 lane continuous frontage roads | January 2025 (Actual) | 2025 | Denton Priority Project #5; Project also has \$4,161,470 of local funds for aesthetic improvements | \$110,371,467 | \$108,080,131 | \$108,080,131 \$96,262,582 | | | |
| 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 | June 2025 (Actual) | 2025 | | \$123,539,232 | \$125,307,232 | \$125,307,232 \$129,130,349 | \$0 \$10,000,000 | | |
| 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 | July 2018 (Actual) | 2018 | Project also has \$9,237,129 2MP1, \$9,204,379 4P1, & \$2,901,189 CMAQ; Change orders covered with Category 1; Project completed in May 2021 | \$18,791,508 | \$350,000 | \$350,000 | | | |
| 20120 | 0081-03-048 | US 377 | Henrietta Creek Road to North of BS 114K | Reconstruct and widen 2/4 to 4 lane divided urban | November 2019 (Actual) | 2020 | 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) | July 2018 (Actual) | 2018 | Project also has \$2,269,248 2MP1, \$4,019,642 of 4P1, and \$2,418,314 of Category 1 funds; Change orders covered by Category 1; 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 2020 (Actual) | 2020 | Also has \$95,000 local, \$2,017,722 Category 11, and \$665,000 CMAQ; Local funding is required for additional bicycle/pedestrian scope items that TxDOT will not fund; Project completed in August 2024 | \$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 | 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 | 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 | April 2023 (Actual) | 2023 | | \$28,239,411 | \$28,239,411 | \$28,239,411 | | | |
| Total Approved Funding - Denton County | | | | | | | | | | | | | \$1,377,974,056 |

Amounts only include Category 2, 4, 12 funding.
Strikethroughs and red text indicate project changes

| 10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects FY2017 - FY2025 | | | | | | | | | | | | | |
|---|-------------|----------|--|--|------------------------|------------|---|----------------------|-------------------------------|--------------|--------------|-------------------------|--------------------------------|
| TIP Code | TxDOT CSJ | Facility | Limits | Description | 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 |
| 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 | May 2018 (Actual) | 2018 | Project also has \$1,921,068 Category 11 & \$11,147,127 STBG; Project completed in June 2021 | \$28,877,127 | \$17,100,000 | \$17,100,000 | | | |
| 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 | January 2022 (Actual) | 2022 | Funding from TIP 55092/CSJ 0048-04-090; Project also has \$4,000,000 of Category 1 funds; Project completed in May 2025 | \$45,984,067 | \$42,000,000 | | \$42,000,000 | | |
| 13034 | 0442-03-042 | IH 35E | At FM 664 | Reconstruct interchange | February 2024 (Actual) | 2024 | Project also has \$7,627,931 of Category 11 funding and \$48,839 of local 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 | February 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 \$1,796,292 of STBG funding and \$1,319,348 of Category 11 COCO funding | \$34,602,495 | \$31,586,928 | \$31,586,928 | | | |
| 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 | 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 \$3,956,540 of 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 | 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 \$4,938,800 of 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 2019 (Actual) | 2019 | Project also has \$10,330,000 of Prop 1 - Cat 4 and \$50,000 of Category 11 funding; Change orders covered by Category 11; Project completed in December 2021 | \$27,666,577 | \$17,286,577 | | \$17,286,577 | | |
| Total Approved Funding - Ellis County | | | | | | | | | | | | | \$185,127,931 |
| 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 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 | | | |
| N/A | 0095-03-085 | FM 460 | at US 80 | Replace bridge and approaches | 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 | \$2,778,445 | | \$2,778,445 | | |

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2025

| TIP Code | TxDOT CSJ | Facility | Limits | Description | 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 |
|---|-------------|----------|---|---|-----------------------|------------|---|----------------------|-------------------------------|---|---------------|-------------------------|--------------------------------|
| 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 | March 2025 (Actual) | 2025 | | \$80,359,417 | \$81,127,417 | \$81,127,417 \$115,245,043 | | | |
| 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 | June 2022 (Actual) | 2022 | Project also has \$1,000,000 of Category 11 funding; Costs have increased since letting | \$116,810,288 | \$116,810,288 | | \$116,810,288 | | |
| 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 | October 2020 (Actual) | 2021 | Project completed in September 2023; Project also has \$253,983 of Category 11 funding | \$13,179,601 | \$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 | October 2020 (Actual) | 2021 | Project also has \$1,000,000 of Category 1 funding for cost overruns; Project completed in December 2021 | \$1,238,789 | \$1,238,789 | \$1,238,789 | | | |
| 13077 | 0197-03-078 | US 175 | West of FM 148 Bypass to East of FM 148 Bypass | Construct new interchange at FM 148 | 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 | | | | | | | | | | | | | \$261,325,299 |
| 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 | May 2018 (Actual) | 2018 | Project also has \$925,000 of Prop 1 - Cat 2 and \$40,000 of CMAQ; Change orders covered by Category 11; Project completed in August 2021 | \$9,290,063 | \$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 | June 2023 (Actual) | 2023 | 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 | October 2022 (Actual) | 2023 | | \$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 | October 2022 (Actual) | 2023 | | \$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 | March 2021 (Actual) | 2021 | Project also has \$1,000,000 of Category 1 funding for potential cost overruns; Project completed in May 2025 | \$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) | April 2018 (Actual) | 2018 | Project also has \$1,358,000 of CMAQ and \$992,442 of Category 1; Change orders covered by Category 1; Project completed in February 2021 | \$17,257,442 | \$14,900,000 | \$14,900,000 | | | |

| 10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects FY2017 - FY2025 | | | | | | | | | | | | | |
|---|--------------------|-----------|--|--|------------------------|-------------|--|----------------------|-------------------------------|-----------------|-----------------|-------------------------|--------------------------------|
| TIP Code | TxDOT CSJ | Facility | Limits | Description | 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 |
| 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) | April 2018 (Actual) | 2018 | Category 1 funds will be used to cover overruns; Project completed in February 2021 | \$719,165 | \$719,165 | \$719,165 | | | |
| Total Approved Funding - Rockwall County | | | | | | | | | | | | | \$638,787,221 |
| 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 | February 2023 (Actual) | 2023 | Additional funds paying for a proposed expansion of this program; Includes \$4,387,500 of STBG; Project completed in January 2024 | \$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 | April 2024 (Actual) | 2024 | Additional funds paying for a proposed expansion of this program; Includes \$4,575,000 of STBG | \$5,270,400 | \$2,013,000 | | | | \$2,013,000 |
| 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 | 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 | N/A | \$2,331,000 | | | | \$2,331,000 |
| Total Approved Funding - Various County | | | | | | | | | | | | | \$6,040,500 |
| Total Category 2, 4, and 12 Funding | | | | | | | | | \$6,696,547,466 | \$3,041,332,259 | \$1,350,909,951 | \$1,712,117,895 | \$592,187,361 |

| Project Lettings | | | |
|------------------|-----------------|-----------------|-----------------|
| | Category 2 | Category 4 | Category 12 |
| 2016 | \$0 | \$2,746,785 | \$0 |
| 2018 | \$77,224,659 | \$58,602,834 | \$0 |
| 2019 | \$547,894,686 | \$192,286,577 | \$442,115,800 |
| 2020 | \$88,735,687 | \$0 | \$315,230,340 |
| 2021 | \$422,473,065 | \$176,584,658 | \$242,956,591 |
| 2022 | \$221,390,598 | \$162,938,444 | \$26,862,296 |
| 2023 | \$434,235,603 | \$71,525,589 | \$421,438,305 |
| 2024 | \$154,904,547 | \$526,717,319 | \$556,557,907 |
| 2025 | \$1,094,473,414 | \$159,507,745 | \$299,144,017 |
| Total | \$3,041,332,259 | \$1,350,909,951 | \$2,304,305,256 |

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2025

| TIP Code | TxDOT CSJ | Facility | Limits | Description | 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 | 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 | 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; <u>Project completed in November 2024</u> | \$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) | 2021 | Category 2 funding previously removed and replaced with \$22,800,000 of 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 | 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 | 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 | 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 | May 2023 (Actual) | 2023 | | \$28,293,108 | \$28,293,108 | | \$28,293,108 | | |

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2025

| TIP Code | TxDOT CSJ | Facility | Limits | Description | 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 | May 2024 (Actual) | 2024 | | \$57,093,262 | \$77,000,000 | \$25,000,000 | \$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) | May 2024 (Actual) | 2024 | Grouped project | \$40,390,214 | \$48,000,000 | \$26,500,000 | \$21,500,000 | | |
| Total Approved Funding - Parker County | | | | | | | | | | | | | \$165,293,108 |
| 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 | 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 | | | |
| 21024 | 0718-02-076 | FM 156 | At Industrial Blvd | Construct intersection improvements including left and right turn lanes and sidewalks | May 2025 (Actual) | 2025 | Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$3,000,000 of CMAQ funding | \$6,426,835 | \$3,364,563 | \$3,364,563 | | | |
| 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) | May 2023 (Actual) | 2023 | | \$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 2020 (Actual) | 2020 | Project completed in February 2025 | \$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 2024 (Actual) | 2024 | \$35,000,000 of the Category 2 funding offset by decrease on SH 199 (TIP 13005/CSJ 0171-05-068); Category 1 funding for cost overruns | \$261,399,462 | \$261,399,462 | \$66,000,000 | \$145,399,462 | \$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 | February 2023 (Actual) | 2023 | 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 | 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.
Strikethroughs and red text indicate project changes

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2025

| TIP Code | TxDOT CSJ | Facility | Limits | Description | 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 | 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 | 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 | 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 | June 2020 (Actual) | 2020 | Project completed in March 2024 | \$98,999,997 | \$113,106,349 | | | | \$113,106,349 |
| 13066 | 0094-01-032 | SH 183 | At UP RR & UP RR Spur | Replace railroad underpass | 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 | June 2020 (Actual) | 2020 | Cost overrun post letting | \$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 | 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 | February 2018 (Actual) | 2018 | Project completed in April 2021 | \$53,391,000 | \$56,300,000 | \$56,300,000 | | | |
| 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) | 2021 | Category 2 funding previously removed and replaced with \$11,250,000 of 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 | February 2022 (Actual) | 2022 | Project is part of the Southeast Connector; Design-Build project; Project also awarded \$106,400,000 of Design-Build funding | \$575,822,671 | \$469,422,670 | \$39,820,670 | | \$429,602,000 | |
| 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 | 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 | | |

Amounts only include Category 2, 4, 12 funding.
Strikethroughs and red text indicate project changes

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2025

| TIP Code | TxDOT CSJ | Facility | Limits | Description | 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 |
|---|-------------|----------|---|--|------------------------|------------|---|----------------------|-------------------------------|---------------|---------------|-------------------------|--------------------------------|
| 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 | 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 | 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 | 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 | December 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 | 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 | | | | | | | | | | | | | \$2,753,026,071 |
| 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 | 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 |

| 10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects FY2017 - FY2025 | | | | | | | | | | | | | |
|---|--------------------|-----------|--|--|-----------------------------|-------------|---|----------------------|-------------------------------|---|---------------|-------------------------|--------------------------------|
| TIP Code | TxDOT CSJ | Facility | Limits | Description | 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 | December 2022 (Actual) | 2023 | Additional funds paying for a proposed expansion of this program; Includes \$2,567,500 of STBG; Project completed in April 2025 | \$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 | November 2023 (Actual) | 2024 | Additional funds paying for a proposed expansion of this program; Includes \$6,037,000 of STBG | \$7,812,000 | \$1,775,000 | | | | \$1,775,000 |
| 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 | August 2024 (Actual) | 2025 | Additional funds paying for a proposed expansion of this program; Includes \$3,132,000 of STBG and \$430,000 of Category 12C; Project was awarded \$900,000 of Category 12 Strategic Priority funding via 2022 UTP | \$4,168,462 | \$900,000 | | | | \$900,000 |
| | | | | | | | | | | Total Approved Funding - Various County | | | |
| Total Category 2, 4, and 12 Funding | | | | | | | | | \$2,951,756,679 | \$1,328,404,876 | \$603,825,954 | \$849,602,000 | \$169,923,849 |

| Project Lettings | | | |
|------------------|-----------------|---------------|-----------------|
| | Category 2 | Category 4 | Category 12 |
| 2017 | \$0 | \$0 | \$0 |
| 2018 | \$60,250,000 | \$0 | \$370,000,000 |
| 2019 | \$12,000,000 | \$0 | \$0 |
| 2020 | \$78,006,400 | \$113,993,000 | \$113,106,349 |
| 2021 | \$0 | \$0 | \$0 |
| 2022 | \$535,313,171 | \$223,000,000 | \$482,932,000 |
| 2023 | \$521,970,742 | \$47,933,492 | \$812,500 |
| 2024 | \$117,500,000 | \$218,899,462 | \$51,775,000 |
| 2025 | \$3,364,563 | \$0 | \$900,000 |
| Total | \$1,328,404,876 | \$603,825,954 | \$1,019,525,849 |

| 10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Let or Completed Projects FY2017 - FY2025 | | | | | | | | | | | | |
|--|-------------|--------------|--|---|-----------------------|------------|---|----------------------|-------------------------------|---------------|--------------|---------------|
| TIP Code | TxDOT CSJ | Facility | Limits | Description | 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 | 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 | 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 | October 2022 (Actual) | 2023 | 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 | 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 | October 2023 (Actual) | 2024 | 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 | October 2023 (Actual) | 2024 | 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 | October 2023 (Actual) | 2024 | 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 | 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 | March 2023 (Actual) | 2023 | Project completed in March 2025 | \$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 |
| 2025 | \$0 | \$0 | \$0 |
| Total | \$139,895,833 | \$18,373,452 | \$177,804,420 |

Amounts only include Category 2, 4, 12 funding.
Strikethroughs and red text indicate project changes

The Case for State Funding in Urban Transit: Partial Transition of DART Cities to 4A and 4B

MICHAEL MORRIS, P.E.

North Central Texas Council of Governments

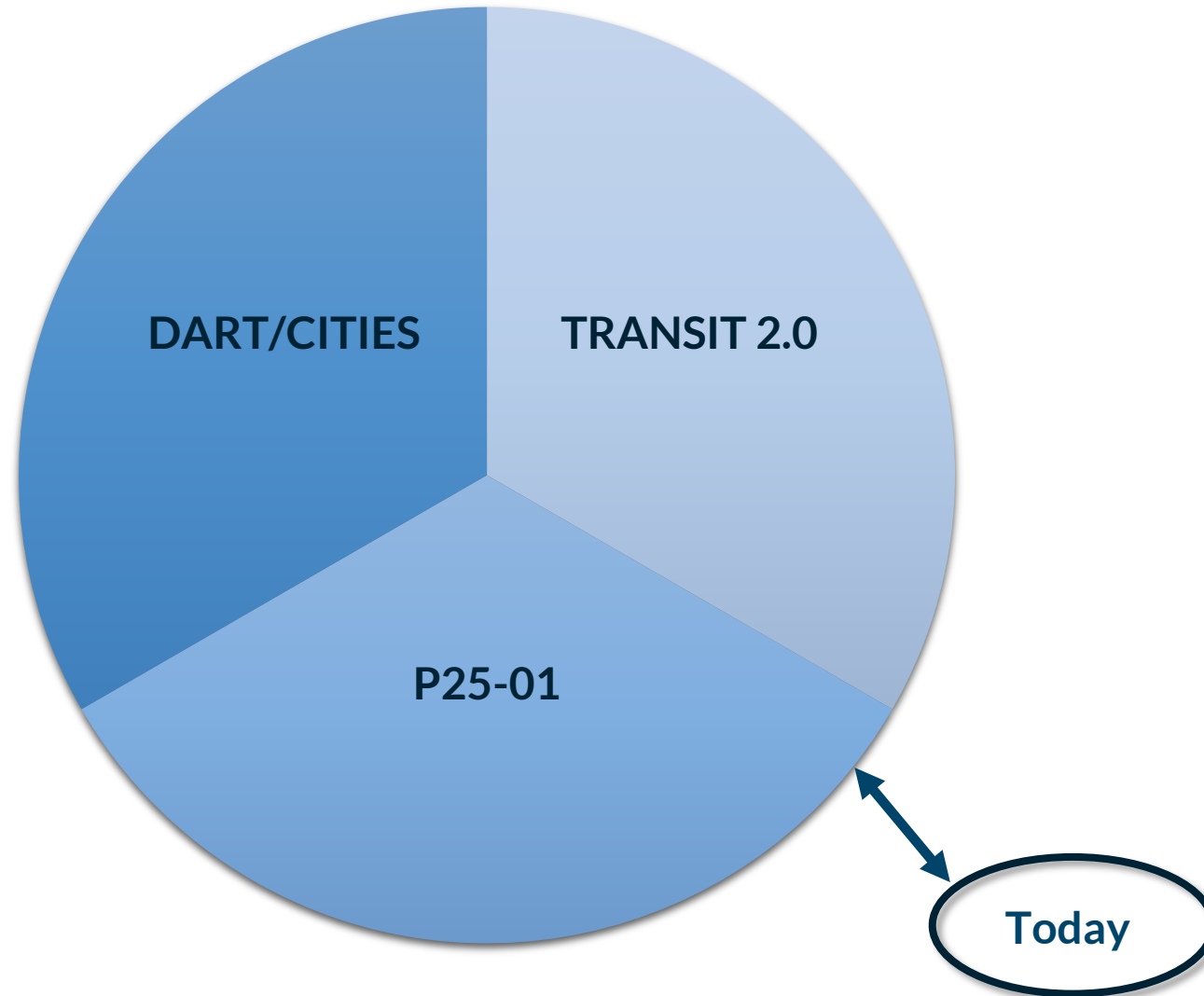
July 10, 2025

Resolution of Transit Issues in the DFW Region

- 1.) DART and Member Cities Continue to Resolve Their Problems
- 2.) Transit Agencies and Local Governments Should Implement Transit 2.0
- 3.) RTC Consider Advancing Broader Transit Conversations (P25-01)
 - < \$1 Million (RTC Local Funds)
 - Advancing Revenue of the State
 - Equity Adjustments for Rail Station Status and Sales Tax Collections



Three Components



Source: NCTCOG

PART 1 New State Revenues (Help All The Authorities)

| Potential Fund Source | Outcome Needed |
|---|---|
| Transit 2.0: Reduce Congestion by 10 – 20% (TxDOT) | Economic Development Around Rail Station (“Cost Avoidance”) |
| State of Texas Bonus Sales Tax Collection (Later Slide) | Regional 4 County: Micro-transit or Regional Passenger Rail |
| Texas Mobility Funds (Transit Eligible) | Capital Transportation Projects |
| Texas Water Ferry System Equity Funding | Regional Passenger Rail |
| Police and Fire Freeway Response Reimbursement | LGC, 4A / 4B |



12-County Sales Tax Impact Region/State Comparison

| Item | 2013 | 2024 |
|------------------------|------------------|------------------|
| Region Population | 6,796,661 | 8,342,425 |
| Texas Population | 26,448,193 | 31,290,831 |
| % Region Population | 25.7% | 26.7% |
| | | |
| Region Total Sales Tax | \$7,188,461,931 | \$13,719,801,309 |
| State Total Sales Tax | \$25,944,000,000 | \$47,160,000,000 |
| % Region Sales Tax | 27.7% | 29.1% |
| | | |
| Ratio | 1.078 | 1.091 |

State Donor Impact
 $(1.091 - 1.078) * 47,160,000,000 =$
\$612 million/year

Sources: Texas Comptroller of Public Accounts; US Census Bureau; NCTCOG

Dallas-Fort Worth Sales Tax: Allocation Comparison Summary Reports (<https://comptroller.texas.gov/transparency/local/allocations/sales-tax/>)

State Sales Tax: Annual Tax Collections (https://comptroller.texas.gov/about/media-center/infographics/2025/bre26-27/collections.php?utm_source=chatgpt.com)

This analysis was conducted with the assistance of AI tools to support data location. All data was verified with the original source.



Source: NCTCOG

DART Funding Steps (Ideas)

Part 1: State Revenue 

Part 2: City Effective Tax Rate Metering Sales Tax Rate (Later Slide) 

Adjustment 1: 4 Cities Not Having Light Rail Station (Exists) 

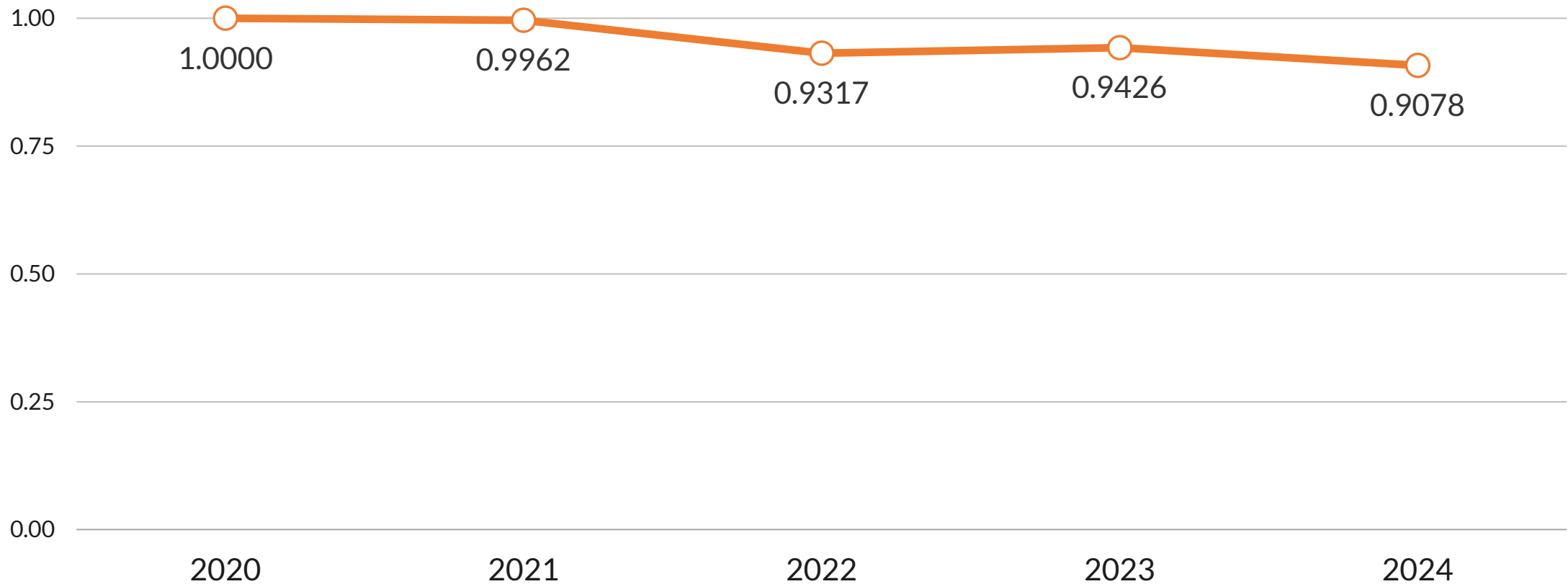
Adjustment 2: Equity Regarding Sales Tax Contribution (New Data) 

Adjustment 3: Cities Desiring Economic Development vs Mobility Funds 



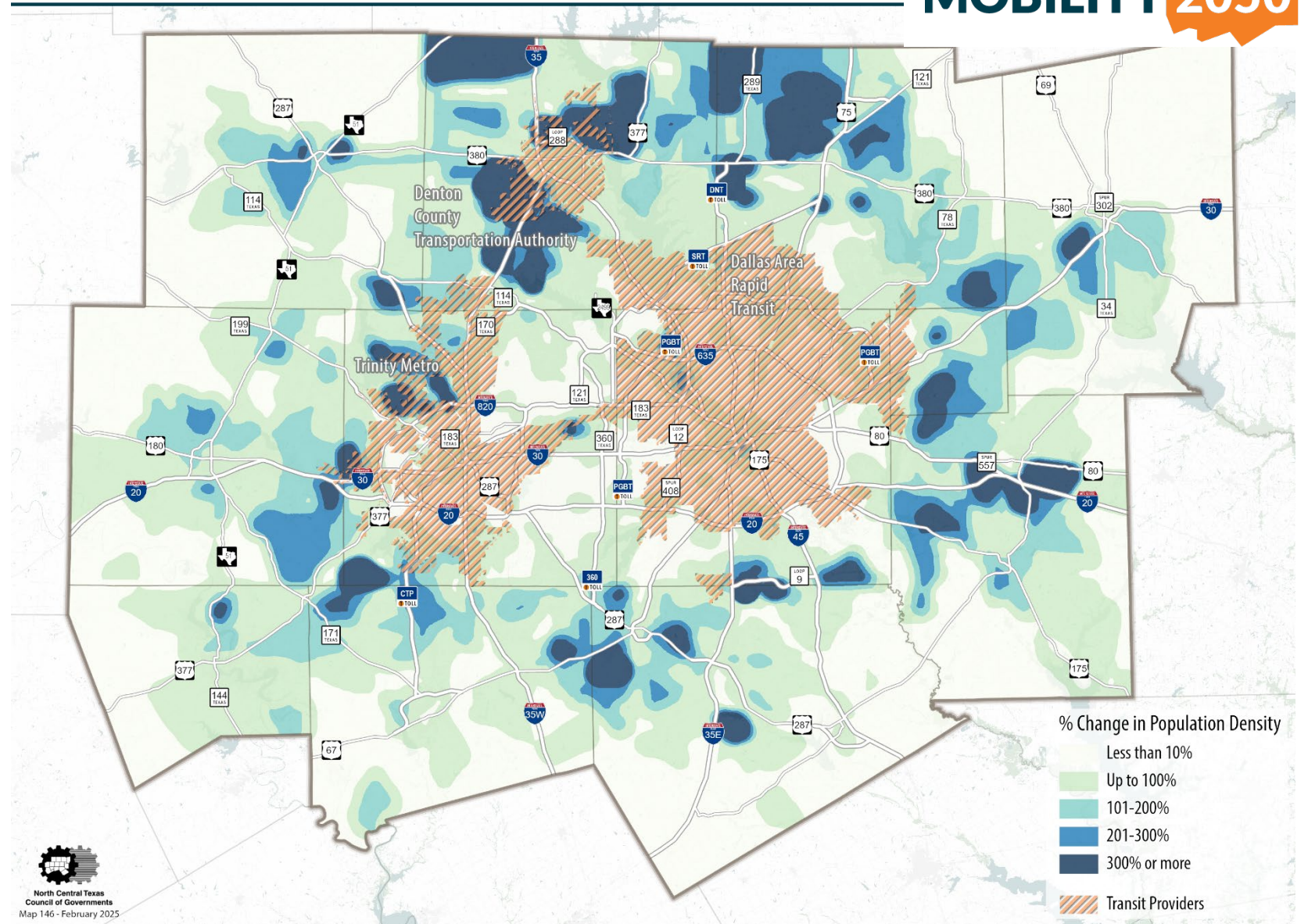
Substituting State Funds for Local Funds

(DART Cities Median Tax Rate Factor)



Source: NCTCOG

| Year | Inside (%) | Outside (%) |
|------|------------|-------------|
| 2026 | 47% | 53% |
| 2050 | 38% | 62% |



RTC Action

- 1.) Approve Policy P25-01
- 2.) Approve RTC Local Funding < \$1 Million
- 3.) No Conditions, Let Process Determine Outcome
- 4.) Action Included In All Documents
- 5.) Request to the RTC Chair Interest To Participate





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

June 18, 2025

Mr. Michael Morris,
Director of Transportation
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, TX 76011

Dear Mr. Morris,

I am writing to inform you that the Texas Department of Transportation (TxDOT) intends to extend the existing Planning agreement with North Central Texas Council of Governments for two years.

This decision is in accordance with Article 1, Section B of the current agreement, which stipulates the option for an extension and the necessary procedures involved. Attached to this letter is the existing agreement for reference. Consequently, the updated expiration date for these agreements will now be September 30, 2027.

TxDOT has collaborated with Texas MPOs over the last year to revise the current agreements. This process revealed a need for additional review and evaluation to develop an agreement that will support administration of the TPF program and coordination with the MPOs. We will continue to coordinate this effort with the MPO community over the coming months. If you have any questions, please contact Casey Wells at casey.wells@txdot.gov.

Sincerely,

Signed by:

Humberto Gonzalez Jr. P.E.

F7C3A305BFEB4F2...

Humberto "Tito" Gonzalez, Jr., P.E., M.B.A.

Director, Transportation Planning and Programming Division

Attachments:

Current MPO Planning Agreement, effective September 28, 2018

CC: Todd Little, Executive Director, North Central Texas Council of Government
Casey Wells, Transportation Planning and Programming Division, Systems Planning Section Director
Travis Campbell, Director, Transportation Planning & Development, Dallas District
Ricardo Gonzalez, Director, Transportation Planning & Development, Fort Worth District
Dan Perry, Director, Transportation Planning & Development, Paris District
Shannon Hawkins, Planner, Transportation Planning and Programming Division
Karrie Boedeker, Transportation Planning and Programming Division, TPP Operations Section Director

UPDATES REGARDING MPO-SELECTED FUNDING AND TXDOT COST OVERRUN FUNDS

CHRISTIE J. GOTTI

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

JULY 25, 2025

BACKGROUND

- In January 2024, the Texas Transportation Commission approved a rule change creating a performance-based reallocation program for the major Metropolitan Planning Organization (MPO) funds.
- This policy reduces the number of years available for MPOs to utilize these funds before they could be reallocated to state accounts (either directly or indirectly).
- As a result, MPOs must closely monitor implementation of MPO-selected funding to keep carryover balances as low as possible.



TXDOT CONSTRUCTION COST OVERRUNS AND CHANGE ORDER FUNDS (COCO)

- Statewide allocation managed by a governance committee
- Approval of funds is on a case-by-case basis
- First introduced in the FY 2024 Unified Transportation Program (UTP)
- In order to qualify, Districts and MPOs are generally asked to contribute a portion of the overrun
- Example: IH 30 Canyon cost overrun, TxDOT committed \$98M of COCO funds and asked the MPO to contribute \$41M of Category 2 and \$57M of Surface Transportation Block Grant (STBG) funds
- Our region has received COCO funds on 11 projects thus far



10 YEAR PLAN ALLOCATION CHANGES

| | Category 2 | | Category 4 Urban | | Category 12 | |
|--------------------|------------|-----------|------------------|-----------|-------------|-----------|
| | DFW Share | Statewide | DFW Share | Statewide | DFW Share | Statewide |
| 2024 UTP | 3,469.8 | 11,487 | 1,615.5 | 7,752 | 4,082 | 20,026 |
| 2025 UTP | 3,448.2 | 11,487 | 1,811.9 | 8,749 | 3,626 | 20,026 |
| 2026 UTP | 2,930.3 | 9,826 | 1,539.8 | 7,483 | 3,704 | 20,992 |
| Difference | -517.9 | -1,661 | -342.1 | -1,266 | 78 | 966 |
| Percent Difference | -15% | -14% | -19% | -14% | 2% | 5% |

- DFW Share of Category 2 funds is consistently 30%
- Both Category 2 and 4 decrease in draft 2026 UTP allocations
- Category 12 increases slightly in draft 2026 UTP allocation



CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM

- The new rule also solidified a policy that TxDOT Districts must sign off on Congestion Mitigation and Air Quality Improvement Program (CMAQ) projects in advance
 - Led to creation of CMAQ Concurrence Form
 - District and MPO staff both must sign off on new projects before they go to the RTC for approval
 - Any projects selected by the RTC prior to December 2024 are exempt from this rule
- In addition, TxDOT has requested that we program ~50% of CMAQ funds for on system projects
 - Programming to date: 44% on system, 56% off system
- UTP allocation change proposed in 2026 UTP
 - CMAQ flex – decreasing allocation to nonattainment areas and moving it to other/statewide categories



CMAQ FLEX FUNDING ALLOCATION PROPOSAL (\$ IN MILLIONS)

| | FY 25 | FY 26 | FY 27 | FY 28 | FY 29 | FY 30 | FY 31 | FY 32 | FY 33 | FY34 | FY 35 | Total |
|------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|
| 2025 UTP | 104.2 | 106.3 | 102.2 | 102.2 | 102.2 | 102.2 | 102.2 | 102.2 | 102.2 | 102.2 | -- | 1,028.1 |
| 2026 UTP | -- | 108.9 | 104.8 | 104.8 | 104.1 | 96.1 | 88.1 | 80.1 | 72.1 | 64.1 | 56.1 | 879.2 |
| Difference | -- | 2.7 | 2.6 | 2.6 | 1.9 | -6.1 | -14.1 | -22.1 | -30.1 | -38.1 | | 100.7 |
| Percent Decrease | -- | 2.5% | 2.5% | 2.5% | 1.8% | -6% | -14% | -22% | -29% | -37% | | |

- TxDOT proposal included in draft 2026 UTP:
 - Maximize flexibility of most restrictive programs to utilize FHWA flexibility to transfer 50% of CMAQ funds to a less restrictive program in order to optimize use of federal funds faster
 - Hold CMAQ at 2025 UTP levels through FY28
 - Then, reduce FY 2029-2035 levels incrementally



CMAQ FLEX FUNDING IMPLICATIONS

- Transportation Conformity Implications
 - MPOs are responsible for demonstrating conformity of the Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP) with air quality emission budgets
 - CMAQ funds are an important tool this region has used for many years
 - Limiting half the State's CMAQ funds to non-air quality programs and further limiting the remaining half for on-system projects erodes the effectiveness in meeting emission budgets
 - Without meeting air quality targets, our region (and other non-attainment areas of the State) are at greater risk of failing conformity
 - The new air quality data and models are showing an uptick in air quality emissions, which puts our region at risk of exceeding the emissions budgets
 - If we cannot pass conformity, roadway projects will be halted by federal law
- Staff suggests submitting public comments to TxDOT about the proposed CMAQ flex funding allocation changes



SURFACE TRANSPORTATION BLOCK GRANT FUNDS

- Transportation Infrastructure Finance and Innovation Act (TIFIA) Redistribution
 - The US Department of Transportation has a sizable TIFIA loan balance that they decided to allocate by formula to states
 - Must be obligated by September 2028
 - Funds are being added to the STBG and Transportation Alternatives Set Aside programs
 - Results in \$20,117,378 in additional STBG funds for FY 2026-2028
 - Propose to combine these funds with traditional STBG funds
- Carryover balance
 - The region has obligated ~\$95 million in total STBG funds this year out of \$316 million available
 - \$57M of the \$95M was for the cost overrun on IH 30 Canyon, which means that only \$38M in other projects have obligated this year
 - Significant improvement on project implementation timelines is needed
- Programming to date: 49% on system, 51% off system



UPDATES ON OTHER MPO SELECTED CATEGORIES

- Carbon Reduction Program (CRP)
 - TxDOT is proposing to reduce CRP by only allocating funds through the end of FY 2028,
 - CRP will expire in FY 2026 when IIJA expires
 - MPO has only allocated funds through FY 2026 as we do not expect this program to be extended
 - 99% has been allocated, 76% has been obligated thus far
- Regional Toll Revenue funds
 - Coordinating with TxDOT to finalize managed lane revenues vs. costs
 - Programming to date: 60% on-system, 40% off-system



TRANSPORTATION ALTERNATIVES SET ASIDE FUNDS

- Transportation Alternatives Set Aside (TASA) has a significant carryover balance
 - Region receives ~\$24 million per year and the current carryover balance is over \$40 million
 - Transportation Funding and Land Use/Mobility Options teams are pressing implementing agencies and TxDOT to expedite implementation of existing TASA projects
- TIFIA Redistribution
 - Results in \$2,338,245 in additional TASA funds for FY 2026-2028
 - Must be obligated by September 2028
 - Propose to combine these funds with traditional TASA funds and request they be obligated on a project once the traditional TASA carryover balance is reduced



STATUS OF MPO-SELECTED FUNDS IN DALLAS-FORT WORTH MPO

FY2025 (\$ in Millions)

| DISTRICT / MPO | Allocation | Actuals | Scheduled | Adjustments* | Allocation Remaining | Percent Usage to Allocation |
|------------------------------------|------------|----------|-----------|--------------|----------------------|-----------------------------|
| 5 - NCTCOG MPO CMAQ | \$99.3M | \$41.4M | \$6.7M | \$2.1M | \$53.3M | 54.12% |
| 7 - NCTCOG MPO Metro Mobility & .. | \$316.0M | \$150.2M | \$10.9M | \$11.7M | \$166.6M | 62.84% |
| 9 - NCTCOG MPO Transportation Al.. | \$57.6M | \$13.3M | \$0.7M | (\$2.6M) | \$41.0M | 28.82% |
| 10 - NCTCOG Carbon Reduction | \$43.7M | \$20.6M | \$0.0M | \$0.0M | \$23.1M | 47.10% |

* **Adjustments** include PE/ROW, Federal Adjustments, Force Accounts, Incentives & Disincentives, Change Order, Variance.

Performance Assessment: Not failing, but not succeeding either
Additional CRP funds have obligated since this data was reported

This number cannot exceed 200%



WHAT CAUSES PROJECT DELAYS?

- The federal process itself is cumbersome
- Local government changes in priority, staff turnover, lack of action, etc.
- Advance Funding Agreements (AFA) between TxDOT and implementing agencies take 6 to 8 months minimum, sometimes in excess of 12-24 months, for execution
- Most recently, funding shortfalls at the State level:
 - TxDOT professional engineering procurement services budget
 - TxDOT right-of-way budget
 - “Level lettings” process



QUESTIONS?



Christie Gotti, Senior Program Manager

cgotti@nctcog.org | 817-608-2338





North Central Texas
Council of Governments



Dallas-Fort Worth
CLEAN CITIES

Electric Vehicle Charging Grant– Communication to Relevant Departments Within Cities, Counties, School Districts, Universities, and Other Government Agencies

Joslyn Billings
Air Quality Planner

Surface Transportation Technical Committee

July 25, 2025

NCTCOG Charging and Fueling Infrastructure (CFI) Community Award

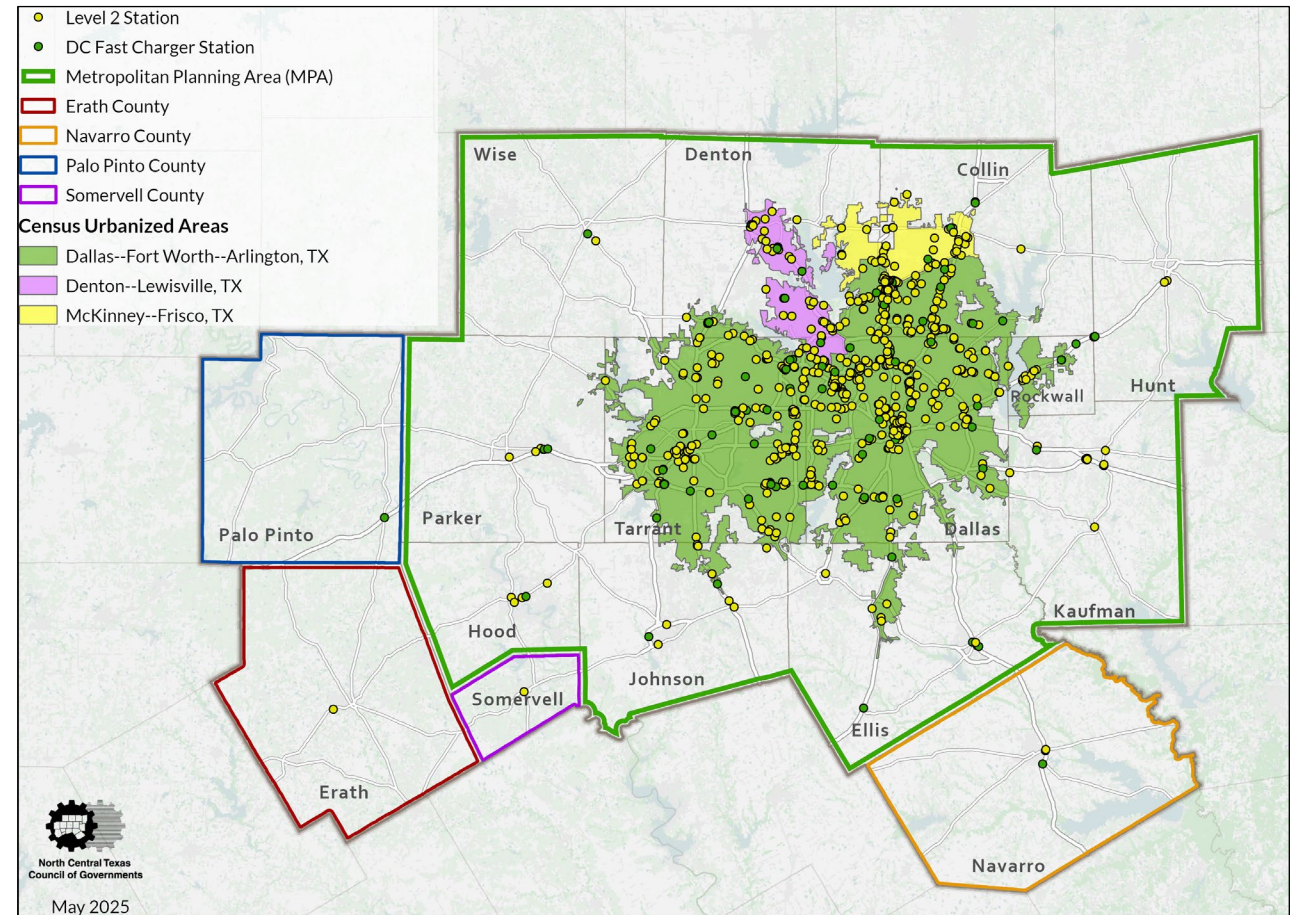
Awarded \$15 million from the Federal Highway Administration (FHWA) to build EV charging stations on **public property** to provide up to 100 new charging ports regionwide

Focus on filling gaps and achieving equal access across the region

Procured a "Deployment Dream Team" to streamline implementation

Set Asides for Navarro, Erath, Palo Pinto, and Somervell counties

Funds for Erath, Palo Pinto, and Somervell pending Federal Highway Administration obligation



North Texas Electric Vehicle Infrastructure Call for Projects – Eligible Projects

Level 2 and/or Direct Current Fast Charging stations on public sector property in the 16-county NCTCOG region

- Must meet National Electric Vehicle Infrastructure (NEVI) Standards under [23 CFR 680](#)
 - Be “always” accessible to the public
 - Meet minimum power ratings
 - Charge at least 4 vehicles simultaneously
 - NCTCOG will procure vendor to ensure compliance
- Must commit to maintain operations for 5 years
- No limit on number of locations that can be submitted



Level 2 Station

Image Courtesy of Dallas Area Rapid Transit



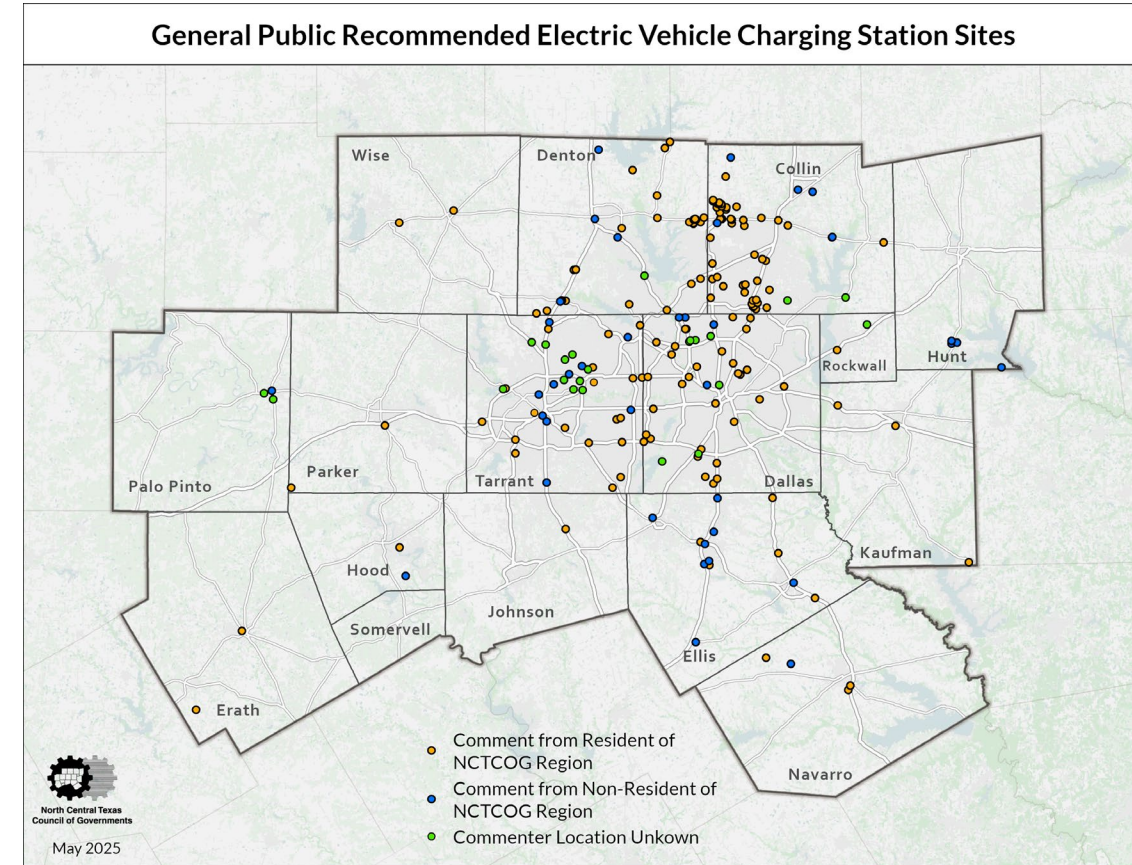
DCFC Station

Image Courtesy of Texas Department of Transportation

North Texas Electric Vehicle Infrastructure Call for Projects – Eligible Applicants

Public agencies, including local governments, transit agencies, school districts, and public universities and colleges

- Examples: Sports complexes, parks, city halls, community centers, libraries, multi-use service centers, transit stations, public schools
- Focus areas: Non-single family, multi-modal hubs and shared-use fleets/services, fleet vehicles that operate in communities, rural areas
- Funding: Federal share up to 80% of the initial deployment capital costs and 20% of O&M; Non-federal share to be contributed by EV charging station vendor(s)



Deployment Dream Team Assistance

Professional services available to support application development at no cost to applicant

CFP Application Support

- Provide one-on-one assistance
- Educate applicants on EV charger site selection and CFP
- Conduct desktop review and fatal flaw analysis
 - Utility regulations and nearby power infrastructure
 - Site layouts and nearby floodplains
- Develop test fits and conduct site visits for potential project locations
- Develop conceptual site plans for final sites considered for CFP application

Awarded Applicant Support

- Provide one-on-one assistance
- Educate applicants on project approval processes
- Coordinate permitting processes
- Coordinate progress between all involved parties

Implementation Roles and Responsibilities

Construction and Installation

- Public agencies assist with developing vendor RFP; select chosen vendor
- Public agency cash-flows 80% federal share, to be reimbursed by NCTCOG
- Public agency assumes ownership of the station

5 Year Operations and Maintenance

- Public agency cash-flow 20% federal share, to be reimbursed by NCTCOG
- Public agency funding responsibility begins (if necessary)
- Vendor(s) answerable to the public agency for performance, repair, and O&M
- Vendor(s) allowed to recover return on investment
- Vendor(s) provide required reporting on charger utilization and uptime (federal program requirement)

**“Deployment Dream Team”
Consultant Available to
Guide All Parties Throughout
Implementation**

After 5 Year O&M

- Public agency obligations end after 5 years, ongoing operations at public agency discretion

Call for Projects Workshops and Next Steps

Call for Projects Workshops

- City of Mesquite
 - Thursday, August 14, 2025
 - 10:00-11:30am
 - In-person
- NCTCOG Offices in Arlington
 - Thursday, August 21, 2025
 - 1:30-3:00pm
 - Hybrid, recording will be posted online
- 2-3 Additional In-Person Workshops in process; contact us if interested in hosting

Program Details at nctcog.org/EVcharginggrant

- Workshop information
- CFP Guidelines and Application
- Public outreach toolkit

Anticipated Call for Projects Schedule

| Proposed Milestone | Date |
|---|--|
| STTC Action – Call for Projects | June 27, 2025 |
| RTC Action – Call for Projects | July 10, 2025 |
| Executive Board Action – Call for Projects | July 24, 2025 |
| Call for Projects Opens | July 25, 2025 |
| Call for Projects Application Workshops Mesquite (in-person) NCTCOG Offices (hybrid) | August 14, 2025 August 21, 2025 |
| Call for Projects Deadline (14 weeks) | October 31, 2025 |
| STTC Info – Award Recommendations | December 5, 2025 |
| RTC Info – Award Recommendations | December 11, 2025 |
| Executive Board Info – Award Recommendations | December 18, 2025 |
| STTC Action – Award Recommendations | January 23, 2026 |
| RTC Action – Award Recommendations | February 12, 2026 |
| Executive Board Action – Award Recommendations | February 26, 2026 |

Contact Us



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



Jared Wright
Senior Air Quality Planner
jwright@nctcog.org



Joslyn Billings
Air Quality Planner
jbillings@nctcog.org



**North Central Texas
Council of Governments**



**Dallas-Fort Worth
CLEAN CITIES**



dfwcleancities.org

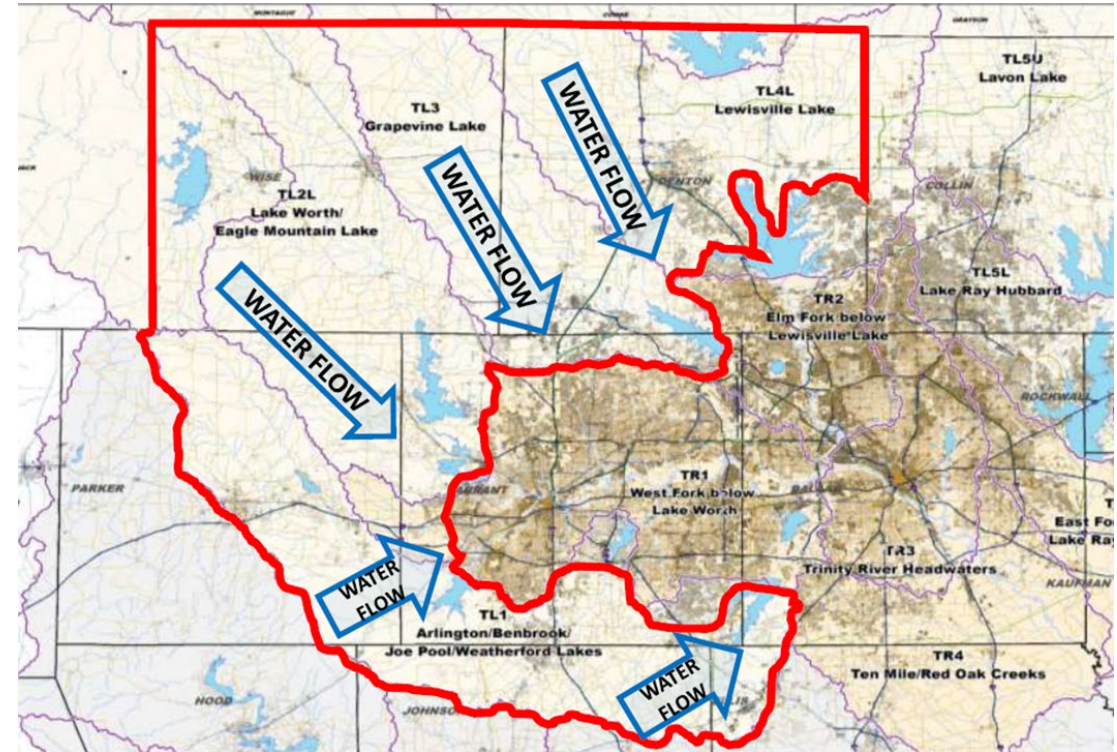


cleancities@nctcog.org

TSI Study – Overview and Goals

The *integrating Transportation and Stormwater Infrastructure (TSI) Study* is a \$10 million effort by NCTCOG, US Army Corps of Engineers, regional water districts, and state universities to:

1. **Proactively plan to** integrate transportation and stormwater infrastructure and environmental features.
2. **Reduce flooding within and downstream** from rapidly growing communities, including increasing the resiliency of infrastructure.
3. Develop tools and policy recommendations to **empower communities** to adopt higher floodplain management standards.
4. **Implement local-scale innovation** in hydrologic and hydraulic modeling and emergency management modeling.
5. Produce **planning-level design for transportation infrastructure and stormwater detention**.



Funded by the Texas General Land Office,
Community Development Block Grant,
Disaster Recovery Program.



Also Funded by the Texas Water Development Board
and Texas Department of Transportation.

TSI Study County Government Workshop

- **Thursday, July 31, 1 p.m. – 4 p.m.**
- Attend in person or virtually via Microsoft Teams
 - Transportation Council Room, 616 Six Flags Drive, Arlington
 - Register at <https://www.addevent.com/event/ti25792354>

Discuss transportation, stormwater, and floodplain regulations that counties may implement and enforce.

These regulations can be used to support upcoming recommendations from the *integrating* Transportation and Stormwater Infrastructure (TSI) Study. Learn more at www.nctcog.org/tsi.



North Central Texas Council of Governments

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

DATE: June 16, 2025

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

SUBJECT: Announcement for the Summer 2025 North Central Texas Council of Governments
Traffic Incident Management Executive Level Course

As the Metropolitan Planning Organization for the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) developed Traffic Incident Management (TIM) Training courses to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic crashes, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. In 2024, the 16-county Dallas-Fort Worth region experienced 122,395 total reportable crashes, of which 41,715 were injury crashes, and 825 were fatal crashes. These statistics prove that regional training for agencies responsible for managing and clearing traffic incidents continues to be extremely important and is needed to improve responder and motorist safety and to significantly reduce the length and size of roadway closures.

Since February 2003, 144 classes have been offered at the first responder level to 3,863 students in the areas of police, fire, department of public safety, towing, Emergency Medical Service (EMS), Mobility Assistance Patrol, transportation agencies, and media representatives. Additionally, since February 2005, 38 classes have been offered at the executive level to 1,433 decision and policy makers. It is important to note that the NCTCOG TIM Training Course is equivalent to the course offered by Federal Highway Administration (FHWA); However, the NCTCOG course content is specific to the North Central Texas region. NCTCOG TIM Training Course participants can also earn continuing education credit for Texas Commission on Law Enforcement (TCOLE), Track Type II Fire, and Texas Department of State Health Services for EMS. For your reference, summaries of the regional attendance levels for the NCTCOG's First Responder and Manager Course and the Executive Level Course can be found on NCTCOG's Traffic Incident Management Training Program web page at www.nctcog.org/TIMTraining.

Although the NCTCOG TIM training has been very successful, it can be even more successful with the assistance and continual involvement of decision makers such as you. In order to have compliance at the first responder level, it is of vital importance that agency decision makers have an understanding of what is required of all responders during an incident; this includes police officers, fire fighters, tow truck operators, roadway construction crews, and mobility

June 16, 2025

assistance crews, etc. Understanding the importance of incident management training, the Texas Commission on Fire Protection passed Rule 435.29 in July 2015, which requires completion of a minimum four-hour FHWA Traffic Incident Management program for all certified firefighters within one year of appointment to a regulated entity. Additionally, TCOLE incorporated a four-hour TIM training component into the Basic Peace Officer Course curriculum for new cadets/recruits as of April 1, 2020.

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

The Spring 2025 Executive Level Course, previously scheduled for May 2025, was cancelled due to building repairs and rescheduled for later this summer. You are invited to attend the Traffic Incident Management Executive Level Course scheduled for Tuesday, August 12, 2025, from 10 am to 12 pm. The course will be held in the Transportation Council Room at NCTCOG offices at 616 Six Flags Dr. Arlington 76011. There is no charge for this event.

Please register for the upcoming Executive Level Course at www.nctcog.org/TIMTraining or contact Charlene Collins of NCTCOG at ccollins2@nctcog.org or 817/608-2330 by Tuesday, August 5, 2025. We look forward to your participation on August 12, 2025.

A handwritten signature in black ink, appearing to read "Michael Morris", is written over a horizontal line.

Michael Morris, P.E.

CF:cc

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



EXECUTIVE LEVEL INCIDENT MANAGEMENT TRAINING OPPORTUNITY

INCREASE INCIDENT RESPONSE. **DECREASE** DRIVER DELAY.

AUGUST 12, 2025 | 10AM - 12PM | IN-PERSON MEETING

NCTCOG Office (Centerpoint II) | 616 Six Flags Drive, Arlington, TX 76011

Join us for the Traffic Incident Management Executive Level Course hosted by the North Central Texas Council of Governments (NCTCOG).

The course is designed to educate decision and policy makers on the importance and benefits of effective incident management. It also encourages common, coordinated response to traffic incidents, a source of significant delays in our rapidly growing region.

Goals of the Traffic Incident Management Executive Level Course:

- Building partnerships with local emergency response agencies
- Reducing upstream traffic accidents
- Improving the efficiency of the transportation systems
- Improving air quality in the Dallas-Fort Worth Region
- Enhancing safety for emergency personnel

Register at: www.nctcog.org/TIMTraining

Contact: Ccollins2@nctcog.org | 817-608-2330



Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - May 2025

| SPONSORING AGENCY City, County, DOT, Transit Agency | AGENCY TYPE Police and Fire | TOTAL | SPONSORING AGENCY City, County, DOT, Transit Agency | AGENCY TYPE Police and Fire | TOTAL |
|--|---------------------------------------|--------------|--|---------------------------------------|--------------|
| City of Allen | Fire Department | 0 | City of Corinth | Fire Department | 0 |
| | Police Department | 23 | | Police Department | 6 |
| | | | | | |
| City of Alvarado | Fire Department | 0 | City of Corsicana | Fire Department | 1 |
| | Police Department | 6 | | Police Department | 0 |
| | | | | | |
| City of Amarillo | Fire Department | 0 | City of Cresson | Fire Department | 1 |
| | Police Department | 3 | | Police Department | 0 |
| | | | | | |
| City of Argyle | Fire Department | 0 | City of Cross Roads | Fire Department | 0 |
| | Police Department | 3 | | Police Department | 3 |
| | | | | | |
| City of Arlington | Fire Department | 1 | City of Dallas | Fire Department | 8 |
| | Police Department | 35 | | Police Department | 8 |
| | | | | | |
| City of Aubrey | Fire Department | 5 | City of Decatur | Fire Department | 0 |
| | Police Department | 0 | | Police Department | 3 |
| | | | | | |
| City of Azle | Fire Department | 0 | City of Denton | Fire Department | 1 |
| | Police Department | 1 | | Police Department | 20 |
| | | | | | |
| City of Balch Springs | Fire Department | 1 | City of Desoto | Fire Department | 0 |
| | Police Department | 1 | | Police Department | 1 |
| | | | | | |
| City of Bedford | Fire Department | 0 | City of Duncanville | Fire Department | 1 |
| | Police Department | 6 | | Police Department | 4 |
| | | | | | |
| City of Benbrook | Fire Department | 1 | City of Ennis | Fire Department | 0 |
| | Police Department | 28 | | Police Department | 4 |
| | | | | | |
| City of Boyd | Fire Department | 0 | City of Euless | Fire Department | 3 |
| | Police Department | 2 | | Police Department | 6 |
| | | | | | |
| City of Bridgeport | Fire Department | 0 | City of Farmer's Branch | Fire Department | 0 |
| | Police Department | 1 | | Police Department | 7 |
| | | | | | |
| City of Burleson | Fire Department | 0 | Town of Flower Mound | Fire Department | 0 |
| | Police Department | 7 | | Police Department | 1 |
| | | | | | |
| City of Caddo Mills | Fire Department | 0 | City of Forest Hill | Fire Department | 0 |
| | Police Department | 1 | | Police Department | 7 |
| | | | | | |
| City of Carrollton | Fire Department | 3 | City of Forney | Fire Department | 18 |
| | Police Department | 12 | | Police Department | 13 |
| | | | | | |
| City of Cedar Hill | Fire Department | 0 | City of Fort Worth | Fire Department | 0 |
| | Police Department | 2 | | Police Department | 19 |
| | | | | | |
| City of Celina | Fire Department | 0 | City of Frisco | Fire Department | 2 |
| | Police Department | 2 | | Police Department | 2 |
| | | | | | |
| City of Cleburne | Fire Department | 1 | City of Garland | Fire Department | 3 |
| | Police Department | 6 | | Police Department | 1 |
| | | | | | |
| City of Colleyville | Fire Department | 0 | City of Glenn Heights | Fire Department | 2 |
| | Police Department | 5 | | Police Department | 11 |
| | | | | | |
| City of Coppell | Fire Department | 0 | City of Granbury | Fire Department | 0 |
| | Police Department | 7 | | Police Department | 7 |
| | | | | | |

Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - May 2025

| SPONSORING AGENCY City, County, DOT, Transit Agency | AGENCY TYPE Police and Fire | TOTAL |
|---|--------------------------------|-------|
| City of Grand Prairie | Fire Department | 0 |
| | Police Department | 1 |
| | | |
| City of Grapevine | Fire Department | 1 |
| | Police Department | 10 |
| | | |
| City of Greenville | Fire Department | 0 |
| | Police Department | 5 |
| | | |
| City of Hickory Creek | Fire Department | 0 |
| | Police Department | 5 |
| | | |
| City of Highland Park | Fire Department | 0 |
| | Police Department | 1 |
| | | |
| City of Hurst | Fire Department | 0 |
| | Police Department | 15 |
| | | |
| City of Hutchins | Fire Department | 0 |
| | Police Department | 1 |
| | | |
| City of Irving | Fire Department | 6 |
| | Police Department | 9 |
| | | |
| City of Josephine | Fire Department | 0 |
| | Police Department | 1 |
| | | |
| City of Joshua | Fire Department | 0 |
| | Police Department | 2 |
| | | |
| City of Keene | Fire Department | 9 |
| | Police Department | 4 |
| | | |
| City of Keller | Fire Department | 0 |
| | Police Department | 15 |
| | | |
| City of Kennedale | Fire Department | 0 |
| | Police Department | 3 |
| | | |
| Town of Krum | Fire Department | 0 |
| | Police Department | 1 |
| | | |
| Lake Cities | Fire Department | 0 |
| | Police Department | 4 |
| | | |
| City of Lake Worth | Fire Department | 2 |
| | Police Department | 7 |
| | | |
| City of Lavon | Fire Department | 1 |
| | Police Department | 0 |
| | | |
| City of Lewisville | Fire Department | 9 |
| | Police Department | 12 |
| | | |
| City of Little Elm | Fire Department | 1 |
| | Police Department | 3 |
| | | |
| City of Mansfield | Fire Department | 0 |
| | Police Department | 3 |
| | | |

| SPONSORING AGENCY City, County, DOT, Transit Agency | AGENCY TYPE Police and Fire | TOTAL |
|---|--------------------------------|-------|
| City of Maypearl | Fire Department | 0 |
| | Police Department | 1 |
| | | |
| City of McKinney | Fire Department | 1 |
| | Police Department | 1 |
| | | |
| City of Melissa | Fire Department | 0 |
| | Police Department | 3 |
| | | |
| City of Mesquite | Fire Department | 1 |
| | Police Department | 0 |
| | | |
| City of Midlothian | Fire Department | 0 |
| | Police Department | 19 |
| | | |
| City of North Richland Hills | Fire Department | 3 |
| | Police Department | 31 |
| | | |
| Town of Northlake | Fire Department | 0 |
| | Police Department | 1 |
| | | |
| City of Oak Point | Fire Department | 0 |
| | Police Department | 2 |
| | | |
| City of Pantego | Fire Department | 1 |
| | Police Department | 0 |
| | | |
| City of Plano | Fire Department | 1 |
| | Police Department | 49 |
| | | |
| City of Ponder | Fire Department | 1 |
| | Police Department | 0 |
| | | |
| City of Princeton | Fire Department | 0 |
| | Police Department | 4 |
| | | |
| City of Prosper | Fire Department | 2 |
| | Police Department | 0 |
| | | |
| City of Reno | Fire Department | 0 |
| | Police Department | 1 |
| | | |
| City of Rhome | Fire Department | 0 |
| | Police Department | 1 |
| | | |
| City of Richardson | Fire Department | 0 |
| | Police Department | 2 |
| | | |
| City of Richland Hills | Fire Department | 0 |
| | Police Department | 6 |
| | | |
| City of Rio Vista | Fire Department | 1 |
| | Police Department | 0 |
| | | |
| City of Roanoke / Marshall Creek | Fire Department | 6 |
| | Police Department | 0 |
| | | |
| City of Rockwall | Fire Department | 0 |
| | Police Department | 4 |
| | | |

Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - May 2025

| SPONSORING AGENCY City, County, DOT, Transit Agency | AGENCY TYPE Police and Fire | TOTAL |
|--|---------------------------------------|--------------|
| City of Sachse | Fire Department | 0 |
| | Police Department | 7 |
| | | |
| City of Sanger | Fire Department | 9 |
| | Police Department | 15 |
| | | |
| City of Seagoville | Fire Department | 1 |
| | Police Department | 7 |
| | | |
| City of Southlake | Fire Department | 0 |
| | Police Department | 1 |
| | | |
| City of Springtown | Fire Department | 0 |
| | Police Department | 1 |
| | | |
| Town of Sunnyvale | Fire Department | 0 |
| | Police Department | 9 |
| | | |
| City of Terrell | Fire Department | 0 |
| | Police Department | 3 |
| | | |
| City of University Park | Fire Department | 0 |
| | Police Department | 2 |
| | | |
| City of Venus | Fire Department | 0 |
| | Police Department | 19 |

| SPONSORING AGENCY City, County, DOT, Transit Agency | AGENCY TYPE Police and Fire | TOTAL |
|--|---------------------------------------|--------------|
| City of Waxahachie | Fire Department | 0 |
| | Police Department | 16 |
| | | |
| City of Weatherford | Fire Department | 5 |
| | Police Department | 7 |
| | | |
| City of Willow Park | Fire Department | 2 |
| | Police Department | 1 |
| | | |
| City of Wilmer | Fire Department | 2 |
| | Police Department | 13 |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - May 2025

| SPONSORING AGENCY City, County, DOT, Transit Agency | AGENCY TYPE Police and Fire | TOTAL | SPONSORING AGENCY City, County, DOT, Transit Agency | AGENCY TYPE Police and Fire | TOTAL |
|---|--------------------------------|-------|---|--------------------------------|-------|
| COUNTIES | | | OTHER AGENCIES | | |
| Collin County | Fire Department | 0 | TxDOT - Dallas District | Mobility Assistance | 17 |
| | Sheriff's Department | 5 | | | |
| | | | | | |
| Dallas County | Fire Department | 174 | TxDOT - Fort Worth District | Mobility Assistance | 31 |
| | Sheriff's Department | 9 | | | |
| | | | | | |
| Erath County | Fire Department | 0 | Brownsville | Other | 1 |
| | Sheriff's Department | 1 | | | |
| | | | | | |
| Hood County | Fire Department | 0 | Bryan | Police Department | 2 |
| | Sheriff's Department | 1 | | | |
| | | | | | |
| Hunt County | Fire Department | 0 | Dallas/Fort Worth Int'l Airport | Fire Department | 0 |
| | Sheriff's Department | 2 | | Police Department | 21 |
| | | | | DPS | 2 |
| | | | | | |
| Johnson County | Fire Department | 1 | LBJ Infrastructure Group | Other | 31 |
| | Sheriff's Department | 7 | | | |
| | | | | | |
| Rockwall County | Fire Department | 0 | Lindsey Transportation | HOV | 16 |
| | Sheriff's Department | 43 | | | |
| | | | | | |
| Tarrant County | Fire Marshal | 1 | Lockheed Martin Fire Department | Fire | 1 |
| | Sheriff's Department | 49 | | | |
| | Mobility Assistance | 42 | | | |
| | | | | | |
| Wise County | Fire Department | 0 | MedStar | EMS | 20 |
| | Sheriff's Department | 2 | | | |
| | | | | | |
| | | | NTE Mobility Partners | Other | 49 |
| | | | | | |
| | | | | | |
| | | | North Texas Tollway Authority | Transportation | 99 |
| | | | | | |
| | | | | | |
| | | | Protect Environmental | Other | 3 |
| | | | | | |
| | | | | | |
| | | | State of Texas | DPS | 134 |
| | | | | | |
| | | | | | |
| | | | Texarkana | Police Department | 1 |
| | | | | | |
| | | | | | |
| | | | Trinity Metro | Other | 5 |
| | | | | | |
| | | | | | |
| | | | Towing | Wrecker Services | 21 |
| | | | | | |
| | | | | | |

Freeway Incident Management - Executive Level Course
Agency Attendance: November 2013 - November 2024

| SPONSORING AGENCY City, County, DOT, Transit Agency, other | AGENCY TYPE | | | | | | | | FIM Instructors (<i>not included in total</i>) | Total |
|--|-------------|------|-------------------------|----------------------|--|--------------------------------|---|-------|--|-------|
| | Police | Fire | Executive City Staff | Elected Officials | Public Works/Strategic Services/ Transportation | Medical Examiner Offices | Emergency Medical Services (EMS) | Other | | |
| CITIES/TOWNS | | | | | | | | | | |
| Town of Addison | 1 | | | | 1 | | | | | 2 |
| City of Allen | 2 | | | | | | | | | 2 |
| City of Alvarado | 3 | 5 | | | | | | | | 8 |
| City of Anna | 2 | | | | 1 | | | | | 3 |
| Town of Argyle | 1 | | 1 | | | | | | | 2 |
| City of Arlington | 5 | 2 | 2 | | | | | | | 9 |
| City of Azle | 1 | 1 | | | | | | | | 2 |
| City of Balch Springs | 6 | 1 | 1 | | | | | 1 | | 9 |
| City of Bedford | 5 | | | | 1 | | | | | 6 |
| City of Benbrook | 2 | 5 | | | | | | | | 7 |
| City of Burleson | 2 | 1 | | | | | 1 | | | 4 |
| City of Caddo Mills | 1 | | 1 | | | | | | | 2 |
| City of Carrollton | 2 | 2 | | | 1 | | | | | 5 |
| City of Cedar Hill | 3 | 1 | | | 2 | | | | | 6 |
| City of Celina | | 1 | | | | | | | | 1 |
| City of Cleburne | 5 | 1 | | | | | | 1 | | 7 |
| City of Cockrell Hill | | 1 | | | | | | | | 1 |
| City of Combine | 1 | | | | | | | | | 1 |
| City of Commerce | | 1 | | | | | | | | 1 |
| City of Coppell | 1 | 1 | | | | | | | | 2 |
| City of Corinth | | 3 | | | | | | | | 3 |
| City of Crowley | 3 | | | | | | | | | 3 |
| City of Dallas | 4 | 6 | 3 | | 8 | | | | | 21 |
| City of Decatur | | 1 | | | | | | | | 1 |
| City of Denton | 3 | | | | | | | 1 | | 4 |
| City of DeSoto | 1 | 1 | | | | | | | | 2 |
| City of Duncanville | 1 | 1 | 1 | | | | | | | 3 |
| Town of Edgecliff Village | | 1 | | | | | | | | 1 |
| City of Ennis | 2 | 1 | 2 | | | | | | | 5 |
| City of Euless | 4 | 11 | 1 | | | | 1 | | | 17 |
| City of Everman | | 1 | | | | | | | | 1 |
| City of Farmersville | 2 | 1 | | | | | | | | 3 |
| City of Farmers Branch | | | | 1 | 1 | | | | | 2 |
| City of Ferris | 5 | 5 | | | | | | | | 10 |
| Town of Flower Mound | 4 | 3 | | | | | | 1 | 4 | 12 |
| City of Forest Hill | | | 4 | | | | | | | 4 |

Freeway Incident Management - Executive Level Course
Agency Attendance: November 2013 - November 2024

| SPONSORING AGENCY City, County, DOT, Transit Agency, other | AGENCY TYPE | | | | | | | | FIM Instructors (not included in total) | Total |
|--|-------------|------|-------------------------|----------------------|--|--------------------------------|---|-------|---|-------|
| | Police | Fire | Executive City Staff | Elected Officials | Public Works/Strategic Services/ Transportation | Medical Examiner Offices | Emergency Medical Services (EMS) | Other | | |
| City of Forney | | 1 | | | | | | | | 1 |
| City of Fort Worth | 8 | | 3 | | 1 | | | | 2 | 14 |
| City of Frisco | 14 | 14 | | | 3 | | | | | 31 |
| City of Garland | 3 | 2 | | | | | | 1 | | 6 |
| City of Glenn Heights | 3 | 2 | | | 1 | | | | | 6 |
| City of Granbury | 3 | | | | | | | | | 3 |
| City of Grand Prairie | 5 | 2 | | | 2 | | | 3 | | 12 |
| City of Grandview | 2 | | | | | | | | | 2 |
| City of Grapevine | 7 | 3 | | | | | | 2 | | 12 |
| City of Greenville | 3 | 1 | | | | | | | | 4 |
| City of Haltom City | | 1 | | | | | | | | 1 |
| Town of Hickory Creek | 4 | | | | | | | | | 4 |
| City of Highland Park | 1 | | | | | | | | | 1 |
| City of Highland Village | | 4 | | | | | | | 2 | 6 |
| City of Hurst | 3 | | | | | | | | | 3 |
| City of Hutchins | 6 | 4 | | | | | | | | 10 |
| City of Irving | 7 | 5 | | | 2 | | | | 1 | 15 |
| City of Joshua | 4 | | | | | | | | | 4 |
| City of Kaufman | 4 | 3 | | | | | | | | 7 |
| City of Keene | 1 | 2 | | | | | | | | 3 |
| City of Keller | | 1 | | | 1 | | | | | 2 |
| City of Kennedale | | 1 | | | | | | | | 1 |
| City of Lake Dallas | 1 | 1 | 2 | | | | | | | 4 |
| City of Lake Worth | | | 1 | | | | | | | 1 |
| City of Lancaster | 4 | 2 | | | 3 | | | | | 9 |
| City of Lavon | 1 | 1 | | | | | | | | 2 |
| City of Lewisville | 1 | 1 | | | | | 1 | | | 3 |
| City of Mansfield | | | | 1 | | | | | | 1 |
| City of McKinney | 3 | | 2 | | | | | | 5 | 10 |
| City of Mesquite | 2 | 4 | | | | | 2 | 2 | | 10 |
| City of Midlothian | 1 | | | | | | | | | 1 |
| City of Mineral Wells | 2 | 1 | | | | | | | | 3 |
| City of Murphy | 4 | | | | | | | | | 4 |
| City of New Fairview | | | | | | | | 2 | | 2 |
| Town of Northlake | 1 | | | | | | | | | 1 |
| City of North Richland Hills | 2 | 7 | | | | | | | | 9 |
| City of Oak Point | | 5 | | | | | | | | 5 |

Freeway Incident Management - Executive Level Course
Agency Attendance: November 2013 - November 2024

| SPONSORING AGENCY City, County, DOT, Transit Agency, other | AGENCY TYPE | | | | | | | | FIM Instructors (not included in total) | Total |
|--|-------------|------|-------------------------|----------------------|--|--------------------------------|---|-------|---|-------|
| | Police | Fire | Executive City Staff | Elected Officials | Public Works/Strategic Services/ Transportation | Medical Examiner Offices | Emergency Medical Services (EMS) | Other | | |
| City of Parker | 2 | | | | | | | | | 2 |
| City of Pilot Point | 2 | | | | | | | | | 2 |
| City of Plano | 4 | 1 | 1 | 1 | | | | 1 | 5 | 13 |
| City of Ponder | | 3 | | | | | | | | 3 |
| City of Princeton | | 2 | | | | | | | | 2 |
| City of Prosper | | 2 | | | | | | | 2 | 4 |
| City of Red Oak | 2 | 4 | | | | | | | | 6 |
| City of Reno | 1 | | | | | | | | | 1 |
| City of Rhome | 1 | 1 | | | | | | | | 2 |
| City of Richardson | 9 | | | | 4 | | | | | 13 |
| City of Richland Hills | 2 | 1 | | | 1 | | | | | 4 |
| City of Roanoke | 3 | 1 | | | | | | | | 4 |
| City of Rockwall | 7 | 1 | | | | | | | | 8 |
| City of Rowlett | | | | | 1 | | | | | 1 |
| City of Royse City | | 2 | | | | | | | | 2 |
| City of Sachse | | 1 | | | | | | | | 1 |
| City of Sanger | | 1 | | | | | | | | 1 |
| City of Sansom Park | 2 | | | | | | | | | 2 |
| City of Seagoville | 3 | 2 | | | | | | | | 5 |
| City of Southlake | 2 | 1 | | | | | | | | 3 |
| City of Springtown | 1 | | | | | | | | | 1 |
| City of Stephenville | | 1 | | | | | | | | 1 |
| Town of Sunnyvale | 2 | | | | | | | | | 2 |
| City of Terrell | 6 | | | | | | | | | 6 |
| City of The Colony | 2 | | | | | | | 1 | 2 | 5 |
| City of University Park | 1 | | | | | | | | | 1 |
| City of Venus | 5 | 2 | | | | | | | | 7 |
| City of Waxahachie | 2 | 1 | | | | | | | | 3 |
| City of Weatherford | 1 | 3 | | | | | | 2 | | 6 |
| Town of Westlake | | 2 | | | | | | | | 2 |
| City of White Settlement | 6 | | | | | | | | | 6 |
| City of Willow Park | 2 | 2 | | | | | | | | 4 |
| City of Wilmer | | 2 | | | | | | | | 2 |
| City of Wylie | 3 | 6 | | | 2 | | | | | 11 |
| COUNTIES | | | | | | | | | | |
| Collin County | 2 | | | | | 1 | | | | 3 |

Freeway Incident Management - Executive Level Course
Agency Attendance: November 2013 - November 2024

| SPONSORING AGENCY City, County, DOT, Transit Agency, other | AGENCY TYPE | | | | | | | | | Total |
|--|-------------|------------|-------------------------|----------------------|--|--------------------------------|---|------------|--|------------|
| | Police | Fire | Executive City Staff | Elected Officials | Public Works/Strategic Services/ Transportation | Medical Examiner Offices | Emergency Medical Services (EMS) | Other | FIM Instructors (<i>not included in total</i>) | |
| Dallas County | 43 | | | | 2 | 2 | | 3 | 23 | 73 |
| Denton County | | | | 1 | | | | | | 1 |
| Ellis County | | | | | | | | 3 | | 3 |
| Erath County | | | | | | | 2 | | | 2 |
| Kaufman County | | | | | | | 2 | | | 2 |
| Rockwall County | 9 | | | | | | | | | 9 |
| Tarrant County | 3 | | | | 2 | | | | | 5 |
| OTHER AGENCIES | | | | | | | | | | |
| Dallas Area Rapid Transit | 5 | | | | | | | | | 5 |
| DFW Airport | 1 | | | | | | 1 | | | 2 |
| FHWA | | | | | 7 | | | | | 7 |
| Kimley-Horn Associates | | | | | | | | 1 | | 1 |
| LBJ Express | | | | | | | | 3 | | 3 |
| Lee Engineering | | | | | | | | 1 | | 1 |
| Methodist Dallas Medical Center | | | | | | | 2 | | | 2 |
| NCTCOG | | | | | 83 | | | | 36 | 119 |
| NTTA | | | | | 4 | | | | 1 | 5 |
| Protect Environmental | | | | | | | | 44 | | 44 |
| Trinity Metro Services | | | | | 3 | | | | | 3 |
| TxDOT - Austin | | | | | | | | 4 | | 4 |
| TxDOT - Dallas | | | | | | | | 10 | | 10 |
| TxDOT - Fort Worth | | | | | | | | 34 | | 34 |
| TxDOT - Johnson | | | | | | | | 2 | | 2 |
| TxDOT - Waco | | | | | | | | 1 | | 1 |
| Wrecker Services | | | | | | | | | 4 | 4 |
| Total | 306 | 168 | 25 | 4 | 137 | 3 | 12 | 124 | 87 | 779 |



Managed Lane Policy, High Occupancy Vehicle (HOV) Subsidy Funding, and HOV Quarterly Report

Surface Transportation Technical Committee

July 25, 2025

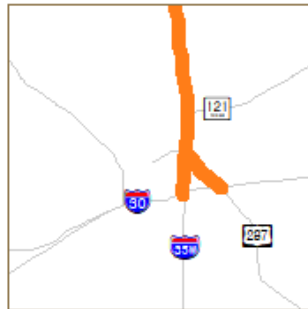


Managed Lane System

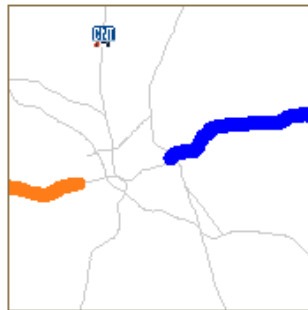
**Current Express/HOV
+ New Managed Lanes**

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

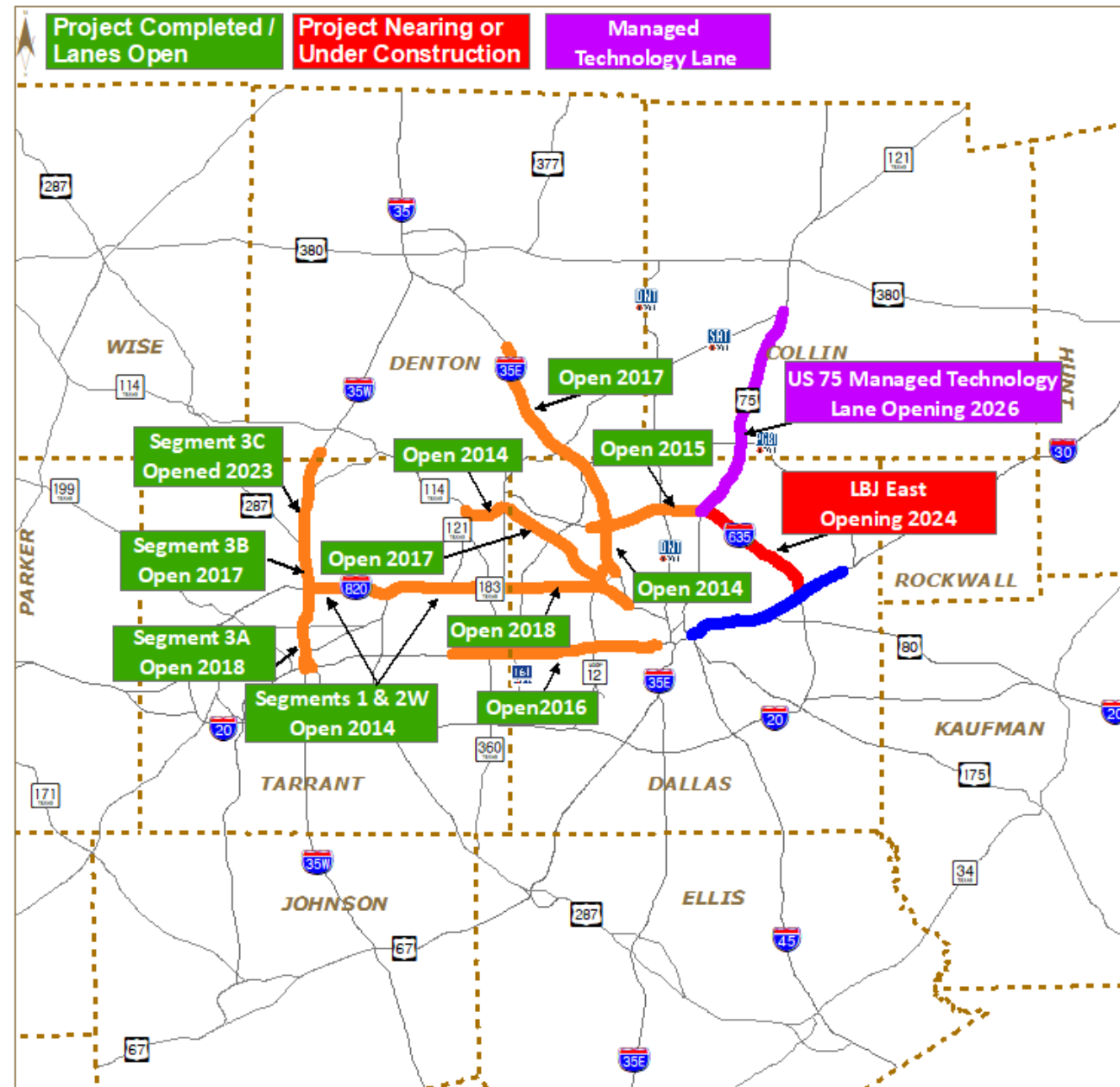
Fort Worth CBD



Dallas CBD



**North Central Texas
Council of Governments**



March, 2024

Toll Managed Lane Data Monitoring

Cumulative December 2013 – May 2025

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

\$11,260,563 as of May 2025

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

\$12,407 from October 2014 – May 2025

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

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

Have there been any additional NTTA customer service needs?

No, minimal impact

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

No

Toll Managed Lane Data Monitoring

Cumulative December 2013 – May 2025

| Facility | HOV 2+ Subsidy Costs | NTTA Customer Service (Additional Needs) | Project Performance Events (Speeds < 35 mph) |
|---|----------------------|--|--|
| North Tarrant Express <ul style="list-style-type: none"> • SH 183/121 from IH 35W to SH 121 • IH 35W from IH 30 to US 287 | \$6,930,825 | Negligible | 0 |
| LBJ Express <ul style="list-style-type: none"> • IH 635 from IH 35E to US 75 • IH 35E from Loop 12 to IH 635 | \$4,329,738 | 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 |

GoCarma Registration Totals

January 24, 2020 – June 30, 2025

Users: 90,333

Vehicles: 87,334

Occupant Passes: 15,641



Total and HOV Transactions

January 24, 2020 – June 30, 2025

Total Transactions – 6,989,128

LBJ/NTE Partners – 4,570,813

TxDOT – 2,418,314

Total HOV Transactions – 3,177,136 (~45%)

LBJ/NTE Partners – 2,161,397

TxDOT – 1,015,739

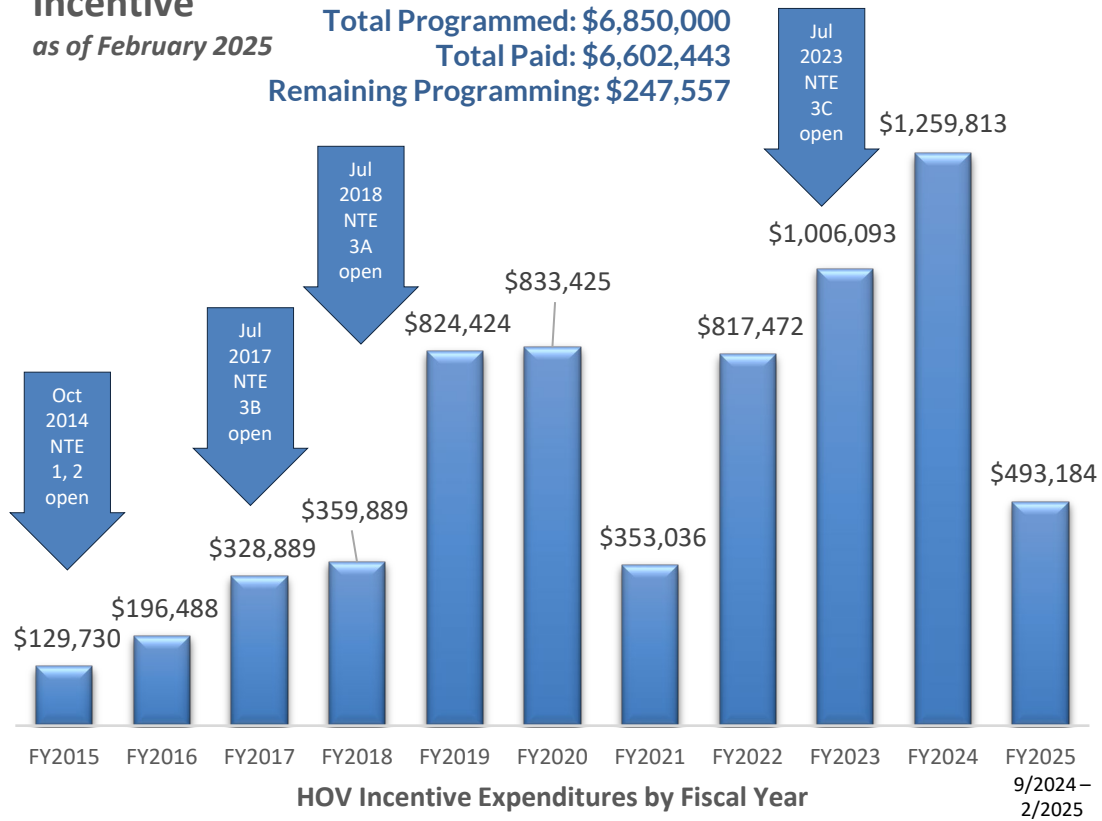
Unique Vehicles – 77,747



HOV Managed Lane Expenditures

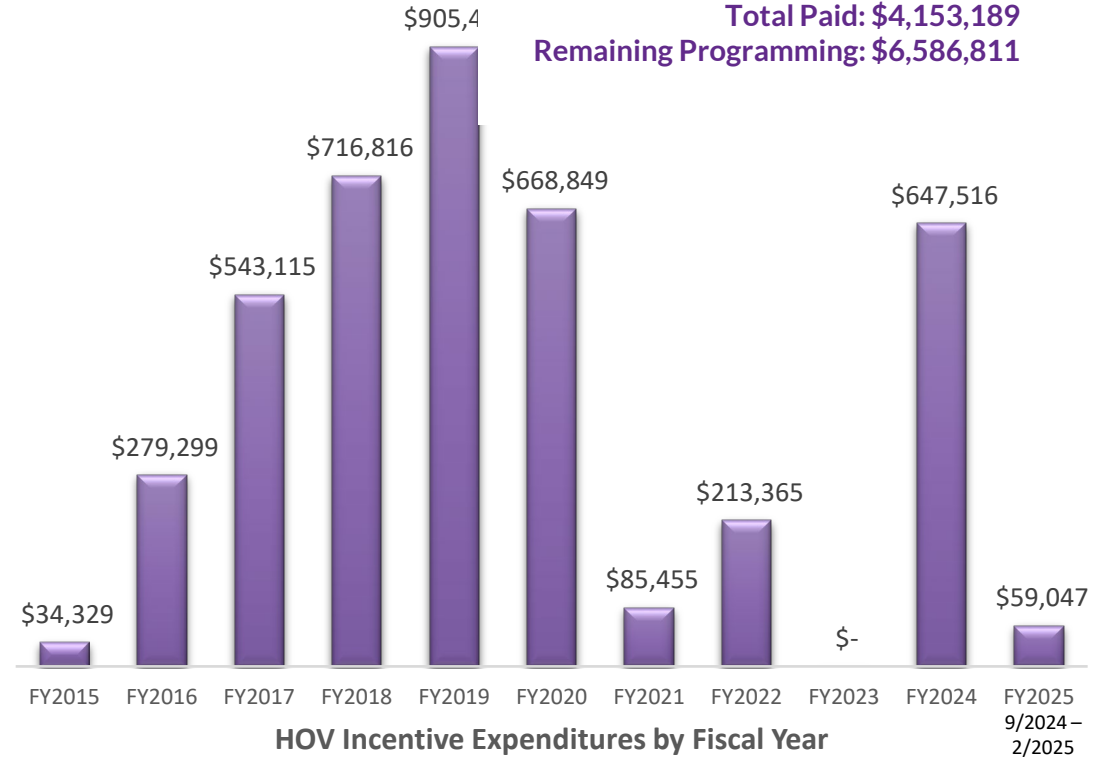
North Tarrant Express Managed Lane HOV Incentive as of February 2025

Total Programmed: \$6,850,000
Total Paid: \$6,602,443
Remaining Programming: \$247,557



LBJ Express Managed Lane HOV Incentive as of February 2025

Total Programmed: \$10,740,000
Total Paid: \$4,153,189
Remaining Programming: \$6,586,811



Lane Miles and Programming Comparison

Lane Miles vs Original Programming Percentage

| Facility | Lane Miles ¹ | % of Total Lane Miles | Current RTR Programming ² | % of Total Programming |
|--------------|-------------------------|-----------------------|--------------------------------------|------------------------|
| NTE 1, 2, 3 | 114 | 60.96% | \$ 6,850,000 | 38.94% |
| LBJ Express | 73 | 39.04% | \$ 10,740,000 | 61.06% |
| Total | 187 | 100.00% | \$ 17,590,000 | 100.00% |

¹Lane miles provided by TxDOT

²As of February 2025 TIP Modification Cycle

Lane Miles vs April 2025 RTC-Approved Programming Percentage

| Facility | Lane Miles ¹ | % of Total Lane Miles | Current RTR Programming ² | % of Total Programming |
|--------------|-------------------------|-----------------------|--------------------------------------|------------------------|
| NTE 1, 2, 3 | 114 | 60.96% | \$ 7,850,000 | 44.63% |
| LBJ Express | 73 | 39.04% | \$ 10,740,000 | 61.06% |
| Total | 187 | 100.00% | \$ 17,590,000 | 100.00% |

¹Lane miles provided by TxDOT

²As of April 2025 RTC Meeting

Estimated Depletion Date of Original Programming

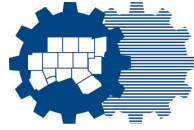
| Facility | TIP Code | Current RTR Programming ¹ | Total Expended | Remaining Balance | Estimated Fund Depletion Date |
|--------------|----------|--------------------------------------|----------------------|---------------------|-------------------------------|
| NTE 1, 2, 3 | 20294 | \$ 6,850,000 | \$ 6,602,443 | \$ 247,557 | March-April 2025 |
| LBJ Express | 20263 | \$ 10,740,000 | \$ 4,153,189 | \$ 6,586,811 | 2029 |
| Total | | \$ 17,590,000 | \$ 10,755,633 | \$ 6,834,367 | |

¹As of February 2025 TIP Modification Cycle

Estimated Depletion Date of Updated Programming

| Facility | TIP Code | Current RTR Programming ¹ | Total Expended | Remaining Balance | Estimated Fund Depletion Date |
|--------------|----------|--------------------------------------|----------------------|---------------------|-------------------------------|
| NTE 1, 2, 3 | 20294 | \$ 7,850,000 | \$ 6,602,443 | \$ 1,247,557 | Feb-Mar 2026 |
| LBJ Express | 20263 | \$ 10,740,000 | \$ 4,153,189 | \$ 6,586,811 | 2029 |
| Total | | \$ 18,590,000 | \$ 10,755,633 | \$ 7,834,367 | |

¹As of April 2025 RTC Meeting



North Central Texas Council of Governments

June 18, 2025

Texas Commission on Environmental Quality

Texas Register Team - MC 205

General Law Division

Office of Legal Services

TCEQ

P.O. Box 13087

Austin, TX 78711-3087

RE: Comments on Proposed Rule – Chapter 101 – General Air Quality Rules (Rule Project No. 2023-131-101-AI)

On behalf of the North Central Texas Council of Governments, I appreciate the opportunity to submit the following comments on the Texas Commission on Environmental Quality's (TCEQ) proposed rule implementing the Federal Clean Air Act (FCAA) Section 185 Failure to Attain Fee Program for the 2008 eight-hour ozone standard. The intent to provide regulatory flexibility while maintaining compliance with federal law is commendable.

It is the State's responsibility under federal law to outline how a region can reach attainment of the National Ambient Air Quality Standards (NAAQS) as soon as possible, through a State Implementation Plan. Unfortunately, recent design value trends in the Dallas-Fort Worth area are significantly worsening which prolongs attainment to both the 2008 and 2015 ozone NAAQS, necessitating additional focus on reduction measures and/or air chemistry assessments.

The Regional Transportation Council (RTC) supports TCEQ efforts for the region to ultimately meet attainment. The RTC continues to implement on-road mobile source emission reduction programs and projects and continues adherence to transportation conformity requirements that remain below source apportionment allotments identified in the SIP.

Since the ultimate goal is to reach attainment of the ozone NAAQS as outlined in the FCAA, Section 185 fee offsets should not come from the existing TERP Trust Fund. TERP Trust funds collected each biennium are already used to implement emissions-reducing projects, and full expenditure of these funds in the past few years has not resulted in improvement in ozone levels. Rather, fee offsets should come from the TERP Fund Balance to ensure that projects are additional to those already awarded through typical TERP funding cycles and thus achieve real-world air quality improvements above and beyond those that are already occurring. Currently, approximately \$2.1 billion make up the TERP Fund Balance from dedicated TERP revenues that were collected, but not appropriated, by the Texas Legislature prior to 2022.

TCEQ should increase the amount of TERP funds awarded to the DFW area in an amount not less than the fees that would have been collected under Section 185. We recommend that TCEQ request an apportionment for the DFW region from the TERP Fund Balance in the upcoming 90th Legislative Session (in 2027) so that funds would be available at the beginning of fiscal year 2028. Funding available from the TERP Fund Balance in 2028 is consistent with projected collection start of Section 185 fees should the forthcoming attainment deadline be missed.

In the event that the TCEQ is unable to proceed with its proposal to credit grant revenue from TERP as offsets, and instead begins assessing fees on major source, the NCTCOG stands ready to assist in designing a program that maximizes benefits to reach attainment of the ozone standards.

NCTCOG is committed to continuing to assist the TCEQ in SIP development and implement impactful projects and programs to reduce emissions in the DFW region. Should you have any questions, please contact me at cklaus@nctcog.org or (817) 695-9286.

Sincerely,

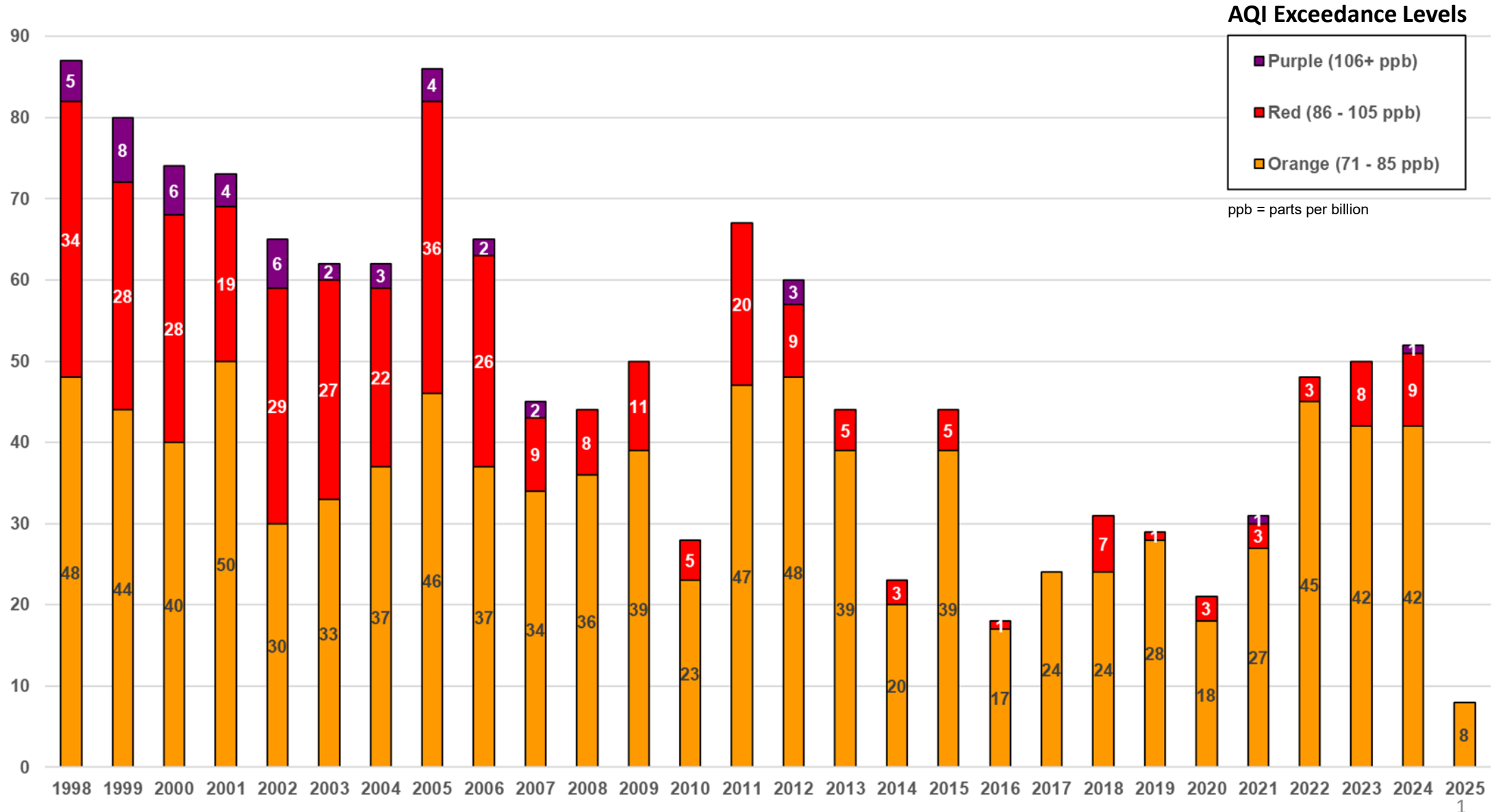
A handwritten signature in black ink, appearing to read "Chris Klaus", written in a cursive style.

Chris Klaus
Senior Program Manager
North Central Texas Council of Governments

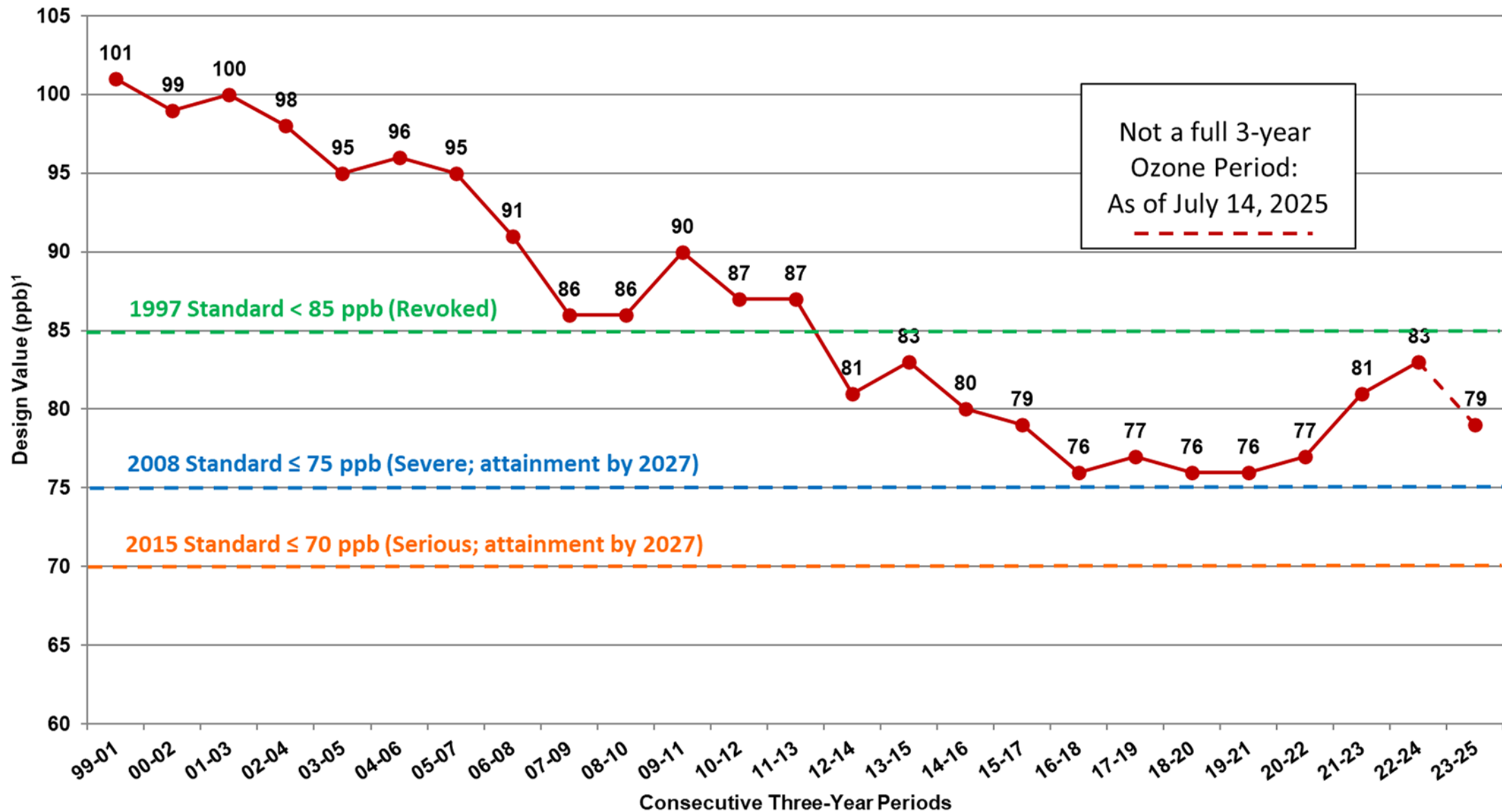
CK:js

8-hour Ozone NAAQS Historical Trends

Based on ≤ 70 ppb (2015 Standard) – as of July 14, 2025



8-hour Ozone NAAQS Historical Trends



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

FOR MORE INFORMATION

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

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

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

DANIELA TOWER
Air Quality Planner
dtower@nctcog.org
817-704-5629

ANALISA GARCIA
Air Quality Planner
agarcia@nctcog.org
817-695-9170

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



DALLAS DISTRICT PROGRESSES



COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

TxDOT BREAKS GROUND ON SPUR 399

Part of Texas Clear Lanes, the project will widen roadways to ensure smoother mobility



McKINNEY – The Texas Department of Transportation (TxDOT) broke ground this month on the highly anticipated Spur 399 project in Collin County.

The event, held June 17, featured Texas Transportation Commissioner Robert Vaughn, Executive Director Marc Williams, Collin County Commissioner Duncan Webb and other partners touting the importance of the major congestion relief project.

The Spur 399 corridor is one of the most congested roadways in Texas. The \$182 million Texas Clear Lanes project will widen the corridor from four to six lanes between US 75 and Stewart Road in McKinney. The final configuration will include frontage roads and grade-separated intersections. The project was awarded to Webber, LLC and construction is anticipated to be completed in early 2029.

The breakout project is the first project in the planned Spur 399 extension, which will eventually create an alternate route that will connect US 75 to US 380 near



SOURCE: TxDOT

TxDOT photo

From left to right: Collin County Commissioner Duncan Webb, Texas Department of Transportation Executive Director Marc Williams, Texas Transportation Commissioner Robert Vaughn, and Dallas District Engineer Ceason Clemens.

Princeton. This will play a crucial role in alleviating the projected traffic growth in the region, as Collin County is home to four of the 12 fastest-growing cities in the nation.

"Today, we take a huge step toward improving mobility and easing congestion in Collin County," said Williams. "The

Spur 399 project is a vital piece of the economic livelihood of McKinney, Collin County and our state. It is our priority to bring major improvement and expansion along Spur 399."

MORE ON BACK PAGE »

JUNE 2025 LET PROJECTS

| # | CSJ No. | HWY | PROJECT LIMITS | TYPE OF WORK | CONTRACTOR | BID |
|---|-------------|---------|--|--|------------------------------------|------------|
| 1 | 0047-14-094 | US 75 | At W. White St. | Landscape development | Rhino Equity, LLC | \$0.33 M |
| 2 | 0095-14-034 | I-20 | West of FM 148 to west of SS 557 | Resurface roadway | Foutsco Paving Company, LLC | \$0.64 M |
| 3 | 0196-01-109 | I-35E | South of Mayhill Road to south of SL 288 | Reconstruct grade separation & existing 4-lane frontage road | Zachry Construction Corporation | \$123.54 M |
| 4 | 1016-02-023 | FM 1138 | FM 6 to CR 541 | Intersection improvement | Jagoe-Public Company | \$1.43 M |
| 5 | 0081-04-042 | US 377 | Various intersections in various cities – (one area shown) | Traffic signal improvements | Garret Shields Infrastructure | \$4.38 M |
| 6 | 0581-01-165 | SL 12 | Various intersections in the City of Dallas – (one area shown) | Traffic signal improvements | WG Engineering & Construction, LLC | \$4.22 M |
| * | 0047-06-173 | US 75 | Various locations | Traffic signal improvements | WG Engineering & Construction, LLC | \$4.60 M |

SOURCE: TxDOT

ESTIMATED TOTAL \$139.14 M

DISTRICT FY ACCUMULATIVE LETTINGS \$1.91 B

JULY 2025 SCHEDULED LET PROJECTS • (SUBJECT TO CHANGE)

| # | CSJ No. | HWY | PROJECT LIMITS | TYPE OF WORK | EST. COST (M) |
|---|-------------|----------------|--|-------------------------------|---------------|
| 1 | 0134-09-069 | US 380 | Wise County Line to West of FM 156 | Rehabilitate Existing Roadway | \$9.58 M |
| 2 | 0261-02-083 | US 67 | US 67 NB at Wheatland Rd. | Bridge Maintenance | \$6.60 M |
| 3 | 0619-03-067 | FM 544 | Heritage Parkway to SH 78 | Rehabilitate Existing Roadway | \$1.26 M |
| 4 | 0918-47-488 | Arapaho Rd. | At Surveyor Boulevard to City of Addison | Traffic Signal Improvements | \$1.14 M |
| * | 0918-22-162 | Harris | Harris at Hog Creek Bethel at Baker to CR SE 4250 at Alligator Creek | Bridge Replacement | \$2.93 M |
| * | 0918-22-159 | S Old Alma Rd. | Old Alma Rd. at Draw to White Rock Rd. Mill Creek and tributary | Bridge Replacement | \$3.44 M |
| * | 0918-00-477 | Various | Various Locations to In the Dallas District | Install DMS | \$0.78 M |

* Unmapped.

ESTIMATED TOTAL \$25.73 M

COMPLETED CONSTRUCTION PROJECTS • (FROM JUNE 1-30, 2025)

| # | CSJ No. | HWY | PROJECT LIMITS | TYPE OF WORK | EST. COST (M) | COMPLETED DATE |
|---|-------------|--------|---|---------------------------------|---------------|----------------|
| 1 | 0048-01-069 | SH 342 | From Ellis County line to Belt Line Rd. | Rehabilitation of existing road | \$7.9 M | 6/3/2025 |
| 2 | 0092-13-033 | BI 45F | From Hardy Ave to I-45 South | Rehabilitation of existing road | \$4.1 M | 6/23/2025 |
| 3 | 0619-03-061 | FM 544 | At FM 1378 | Intersection Improvement | \$4.6 M | 6/20/2025 |

ESTIMATED TOTAL \$16.6 M

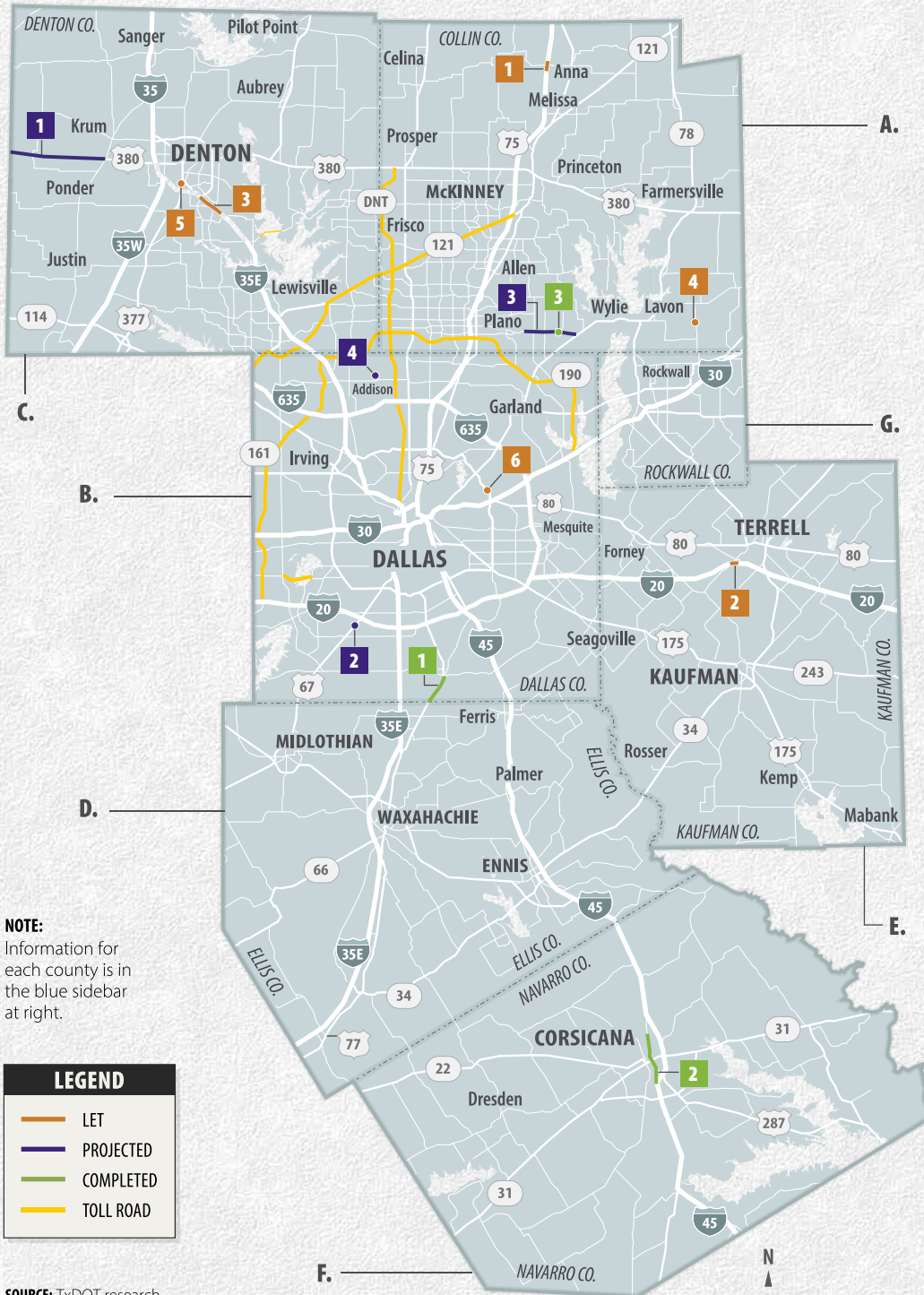
* Unmapped. SOURCE: TxDOT

TxDOT graphic



DALLAS DISTRICT PROJECTS MAP

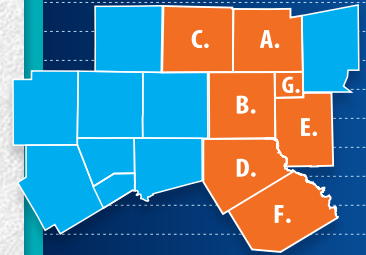
Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in **June 2025**, are projected to let in **July 2025**, or have recently been **completed**.



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

| LEGEND | |
|---------------------------------------|-----------|
| — | LET |
| — | PROJECTED |
| — | COMPLETED |
| — | TOLL ROAD |

SOURCE: TxDOT research
*POPULATION ESTIMATE: NCTCOG



2024 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,272,434
*POPULATION ESTIMATE | 5,560,191
LANE MILES | 11,456

A. | COLLIN COUNTY

VEHICLE REGISTRATION: 892,924
*POPULATION ESTIMATE: 1,229,632
LANE MILES: 1,578

B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,101,685
*POPULATION ESTIMATE: 2,716,721
LANE MILES: 3,563

C. | DENTON COUNTY

VEHICLE REGISTRATION: 763,677
*POPULATION ESTIMATE: 1,036,720
LANE MILES: 1,822

D. | ELLIS COUNTY

VEHICLE REGISTRATION: 201,810
*POPULATION ESTIMATE: 228,511
LANE MILES: 1,627

E. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 151,162
*POPULATION ESTIMATE: 161,562
LANE MILES: 1,225

F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 54,161
*POPULATION ESTIMATE: 55,873
LANE MILES: 1,276

G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 107,015
*POPULATION ESTIMATE: 131,172
LANE MILES: 365



"Today, we take a huge step toward improving mobility and easing congestion in Collin County," said Williams. "The Spur 399 project is a vital piece of the economic livelihood of McKinney, Collin County and our state. It is our priority to bring major improvement and expansion along Spur 399."

The new route will enhance traffic flow and mobility, connecting central to eastern Collin County. By providing a new route for commuters, the project will also help accommodate local travel for residents, bicycles and pedestrians along State Highway 5 and U.S. 380 through downtown McKinney.

"Collin County is growing rapidly, and



The Spur 399 extension is part of a bigger picture for US 380 corridor improvements throughout North Texas. Make no mistake, these improvements are solely needed for such a dynamic part of the region.

— Duncan Webb
Collin County Commissioner



TxDOT is committed to addressing the resulting highway congestion with this project," said Commissioner Vaughn. "But this is just the beginning. Over the coming years, TxDOT will invest \$8 billion into projects along Spur 399 and US 380 in Collin County."

The US 380 corridor is a priority for the state. US 380 continues to place prominently in the Texas A&M Transportation

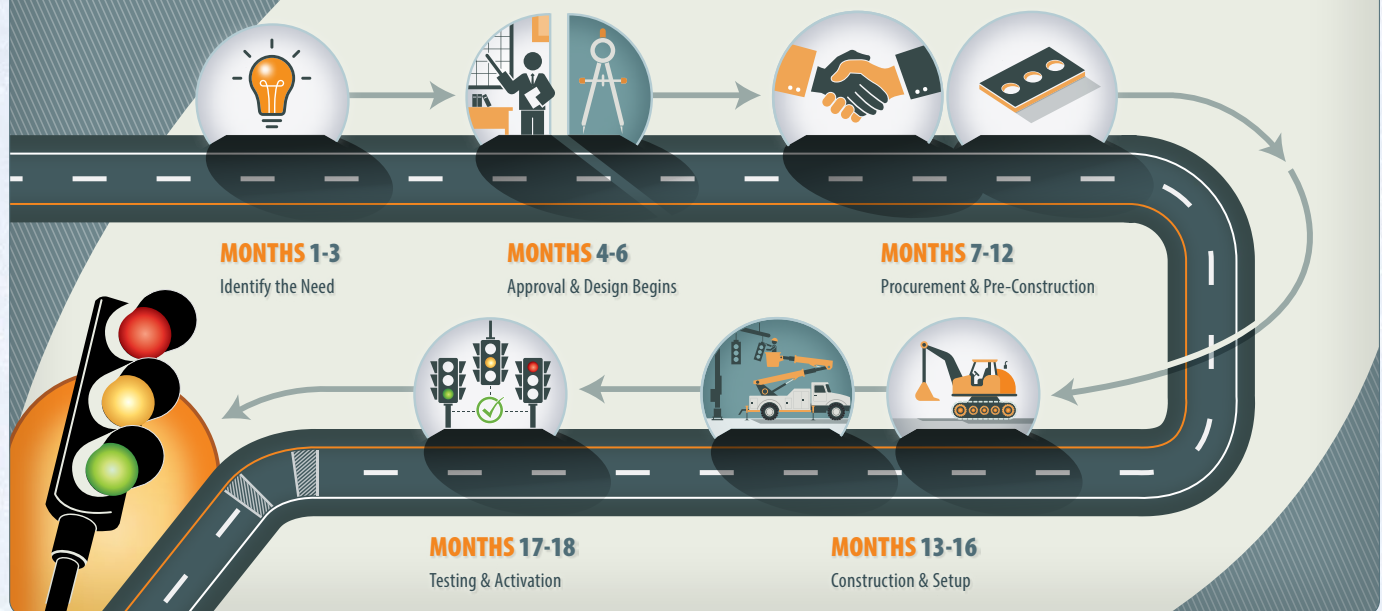
Institute's list of Texas' Top 100 Most Congested Highways. The department's Texas Clear Lanes initiative identifies congested corridors such as Spur 399 and US 380 for projects to relieve congestion in major metropolitan areas.

The Spur 399 breakout project is the first to improve the corridor, with other projects planned to begin in the next few years. When completed, Spur 399 will be one of the few limited-access corridors on the northeast side of Collin County.

"The Spur 399 extension is part of a bigger picture for US 380 corridor improvements throughout North Texas," said Webb. "Make no mistake, these improvements are solely needed for such a dynamic part of the region." ■

THE ROAD TO A TRAFFIC SIGNAL

A BASIC TIMELINE OF THE PROCESS*

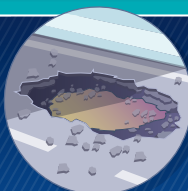


SOURCE: TxDOT

TxDOT graphic

FOR MORE INFORMATION:

214-320-4480
dalinfo@txdot.gov
www.txdot.gov



REPORT A POTHOLE:

Visit <https://www.txdot.gov/about/contact-us/report-an-issue/roadneedsrepair.html> or call 800.452.9292. Progress report can be downloaded at <https://www.txdot.gov/about/districts/dallas-district/progress-report.html>

TEXAS DEPARTMENT OF

TRANSPORTATION
4777 E. Highway 80
Mesquite, TX
75150-6643



MINUTESREGIONAL TRANSPORTATION COUNCIL
PUBLIC MEETING

Federal Certification Review

FY2026 and FY2027 Unified Planning Work Program

Update on Dallas-Fort Worth Air Quality Improvement Plan

North Texas Zero Emission Vehicle Project

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Thursday, June 5, 2025 at noon in Arlington. Patrons could attend in person, via phone or view the live stream at www.publicinput.com/nctcogJune25. Amanda Wilson, Senior Program Manager, moderated the meeting attended by 93 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 Nov. 10, 2022. Staff presented information about:

- Federal Certification Review – **presented by Marc Oliphant, Federal Transit Administration**
- FY2026 and FY2027 Unified Planning Work Program – **presented by Vickie Alexander**
- Update on Dallas-Fort Worth Air Quality Improvement Plan – **presented by Irlenia Hermosillo and Savana Nance**
- North Texas Zero Emission Vehicle Project – **presented by Alyssa Cunningham and Savana Nance**

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:
<http://www.publicinput.com/nctcogJune25>.

Summary of Presentations

Federal Certification Review presentation: https://www.nctcog.org/getmedia/f7536c55-797c-4a98-9f4f-22cbb0b21faf/Federal-Certification-Review_Updated-Contacts.pdf

Every four years the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) jointly review the metropolitan transportation planning process for regions with a population over 200,000.

The metropolitan transportation planning process decides how a substantial share of federal funding is spent nationwide, and NCTCOG must prioritize the regional needs and determine the best economical solutions. The process also lays the framework for the future transportation system. Products of the process include the following:

- Unified Planning Work Program (UPWP)
- Metropolitan Transportation Plan (MTP)
- Congestion Management Process (CMP)
- Transportation Improvement Program (TIP)
- Public Participation Plan (PPP)

The Federal Certification Review also includes gathering public input. Comments are taken into consideration while evaluating transportation planning completed for the region and will be included in a report summarizing discussions during the review.

The survey questions from the federal agencies are available online at <http://www.publicinput.com/nctcogJune25>. All public comments should be submitted directly to FHWA and FTA by July 18, 2025.

FY2026 and FY2027 Unified Planning Work Program presentation:

<https://www.nctcog.org/getmedia/870fa48c-8b09-414e-8cf7-1fd19dcb27e2/FY2026-and-FY2027-UPWP.pdf>

Draft FY2026 and FY2027 Unified Planning Work Program:

<https://www.nctcog.org/getmedia/5942d307-7d61-4853-9b1e-5b86c05170c7/FY2026-and-FY2027-UPWP-Full-Doc.pdf>

The Unified Planning Work Program (UPWP) summarizes transportation activities for NCTCOG's metropolitan planning area, which covers the 12-county region. The UPWP is divided into five major task areas:

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

The UPWP for FY2026 and FY2027 will focus on several planning initiatives, including the 2023-2026 Transportation Improvement Program (TIP), automated vehicle technologies, high-speed passenger technology, bicycle and pedestrian plans, corridor and transit studies, freight planning and air quality conformity analysis, among others. A draft of the work program is posted at www.publicinput.com/nctcogJune25 for review and comment.

The RTC will take action on the recommended FY2026 and FY2027 UPWP on June 12, 2025.

Update on Dallas-Fort Worth Air Quality Improvement Plan presentation:

<https://www.nctcog.org/getmedia/730528ce-3871-4371-bf35-1dc027f68956/DFW-Air-Quality-Improvement-Plan.pdf>

The Dallas-Fort Worth Air Quality Improvement Plan is a comprehensive regional initiative aimed at reducing air pollution across 16 counties. The plan targets multiple sectors including

transportation, energy, water, wastewater, agriculture and forestry and is funded by the 2022 Inflation Reduction Act through the Environmental Protection Agency's (EPA) Climate Pollution Reduction Grants (CPRG) program. The CPRG program requires two deliverables: a short-term Priority Climate Action Plan (PCAP) and a long-term Comprehensive Climate Action Plan (CCAP), which includes emissions projections for 2030 and 2050 and sets reduction goals.

The PCAP outlines voluntary, actionable measures across all sectors to reduce criteria pollutants. These measures are being refined for inclusion in the CCAP, which will also include cost estimates and funding sources. Transportation strategies under consideration include reducing idling, promoting low-emission vehicles, improving traffic flow and expanding pedestrian, bicycle and transit infrastructure. The CCAP will align with NCTCOG's Mobility 2050 Plan to ensure consistency in regional transportation planning. Public input continues to be welcomed through the project website and upcoming summer meetings.

Visit www.publicinput.com/dfwaqip to learn more about DFW AQIP and explore public input opportunities.

North Texas Zero Emission Vehicle Project presentation:

<https://www.nctcog.org/getmedia/1856b176-6a10-41af-b789-995ad3f0ab09/NTx-Zero-Emission-Vehicle-Project.pdf>

NCTCOG has secured a \$60 million grant from the Environmental Protection Agency's (EPA) Clean Heavy-Duty Vehicles Program, funded through the Inflation Reduction Act. This funding supports the regional deployment of medium- and heavy-duty zero-emission vehicles (ZEVs) and related infrastructure. The initiative, known as the North Texas Zero Emission Vehicle (NTX ZEV) Project, is divided into two main components: vehicle replacement and workforce development.

Eligible applicants include both public and private entities, with priority given to operations in the region's 10-county ozone nonattainment area. Funding levels vary based on vehicle type, ranging from 33 to 65 percent for battery-electric vehicles and 60 to 80 percent for hydrogen fuel cell vehicles. The remaining \$1.4 million will support workforce development, including training for first responders, mechanics and drivers working with ZEVs and their infrastructure.

The program aims to improve air quality in the Dallas-Fort Worth area by replacing high-emission vehicles with ZEVs, allowing the region to achieve significant environmental benefits without needing to replace many vehicles. The initiative also supports infrastructure such as battery storage systems and renewable energy sources like wind and solar for vehicle charging. Texas is emerging as a strong market for ZEVs, with nearly 20,000 light- to medium-duty electric vehicles and 188 heavy-duty electric vehicles currently registered.

NCTCOG is currently developing a call for projects, which is expected to open in the summer/fall of 2025, pending EPA approval. Additional information is available at nctcog.org/ntxzev.

COMMENTS RECEIVED DURING THE MEETING

Federal Certification Review

Phyllis Silver, Citizen

A. DART funding

Comment: As you may know, DART is preparing to propose some drastic cuts in service because of this general mobility program. They want to reallocate 5 percent of DART's annual sales collections, equivalent to approximately \$42.59 million. Do you think there's any money that could come from the federal government and/or from NCTCOG, so there wouldn't be such a drastic impact on the ridership?

Summary of response by Marc Oliphant, FTA: There are numerous funding sources for transit. In addition to standard allocations, there are also competitive funds that have to do with population size and so forth. The new administration is also in the process of updating some of that competitive funding and what's going to be available. So yes, it's possible as far as which funding source or how, that's something that would have to be explored. But we will make a note of your comment.

Summary of response by Amanda Wilson: From a broad Metropolitan Planning Organization (MPO) perspective, we've been working on a project called Transit 2.0 for the past 18 months. You may recall this from a previous public meeting. That work has now concluded, and we've wrapped up our efforts with the consultant. Next week, the final recommendations from the study will be presented to the Regional Transportation Council, along with the proposed next steps. We had been waiting to see the outcome of the Texas legislative session, and now that it has concluded without the passage of relevant legislation, the focus shifts to what comes next. DART has introduced a Mobility Fund proposal, and the key question now is: Where do we go as a region? The Dallas-Fort Worth area is experiencing significant population growth, much of it outside the boundaries of the three major transportation authorities. This raises the need to bring together cities that currently participate in transit authorities and those that do not to discuss the future of regional transit. At this point, there's nothing formally scheduled. Vickie can speak to whether there's anything specific in the Unified Planning Work Program, though that document primarily covers planning projects rather than funding for implementation. Implementation funding would come through a separate document known as the Transportation Improvement Program. That said, you can expect the Transit 2.0 study to produce recommendations on how we move forward and ensure that transit service continues to reach all parts of the Dallas-Fort Worth region.

Update on Dallas-Fort Worth Air Quality Improvement Plan

Larry Howe, Citizen

A. Educational resources

Comment: There is a lot of misinformation and misunderstanding around the basic science of climate change. Will your AQIP and CRPG Program provide resources to local jurisdictions and the general population to help clear up the misinformation out in the public?

Summary of response by Savana Nance: The goal of the Air Quality Improvement Plan (AQIP) is to assess current conditions in the region and identify potential policies, projects and programs that can improve both air quality and overall quality of life. The plan addresses both greenhouse gases and criteria pollutants, but it's not focused on any single pollutant. Instead, it provides information on how action, such as expanding transit, can benefit everyone regardless of the specific type of

pollution being addressed. There will be a variety of resources available from the Environmental Protection Agency to support this initiative. For those interested in learning more, we'll be directing people to informational materials as they become available.

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

Update on Dallas-Fort Worth Air Quality Improvement Plan

Email

Choteau Kammel, Citizen

1. As a resident of Fort Worth, I'm grateful for the work NCTCOG is doing and has done to improve the livability of North Central Texas. With summer heat on the way and ozone warnings already beginning to blare, I also appreciate the attention being paid to air quality and the Metroplex's non-compliance with certain pollutants under the Clean Air Act. In facing this critical issue, however, I want to caution against adopting a myopic view of solutions. Air quality is not simply fixed by swapping gas burning municipal fleets with electric vehicles nor is it solved by encouraging private entities to do the same. Rather, to truly improve air quality here, policymakers must recognize that zoning laws and transportation optionality directly contribute to whether pollution improves or continues to worsen. If people cannot live near where they work, travel by alternative means other than by automobile, or have proximate access to recreation, socializing and worship, air quality will suffer further. Consequently, addressing air quality requires our municipalities to allow people to live near job centers again; to expand housing availability to include forms for different family sizes; and to invest in providing feasible transportation alternatives to spending endless hours in pollution-causing congestion. The TRE and TEXRail are incredible transit assets, and yet their stations are parking lots rather than places for families to live, work and play. Imagine both the congestion relief and reduction in air pollution if thousands more people could build their lives around rail corridors rather than freeways. Mass automobile use in a mega-region of millions of people drives much of the pollution here, wastes substantial amounts of time and results in hundreds of preventable deaths each year. If we want to improve air quality, and enjoy a bevy of other benefits, then we must support and provide transportation options for the people of North Central Texas. Municipal zoning and housing laws work against improving air quality because they create the ever-growing commute times citizens of North Central Texas have resulted in backed-up highways and worse pollution. The Texas legislature passed several landmark housing and zoning bills this year that allow housing to be built on commercial and retail tracts (SB 840), finally allowing smaller starter-home sizes to be built in new subdivisions (SB 15) and allow cities to permit single-staircase apartments up to six stories tall (SB 2835). These bills offer a momentous opportunity for North Central Texas municipalities to build more housing within proximity to job centers ultimately making housing more affordable and reducing commute times and the resultant air pollution. Our municipalities must take advantage of these bills and act swiftly to remove other barriers such as onerous parking mandates set in the 1960s and allowed to ossify. These actions will help shift the balance from a development pattern that literally drives air pollution, especially as millions more people continue to move here, to a pattern that offers more choices, freedom and air quality to our friends and neighbors here in North Central Texas.

Response by NCTCOG Transportation staff:

Thank you for your comments. They will be included in our public comments report and provided to the Regional Transportation Council.

Other

Mail

Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

North Central Texas Council of Governments
Thurs., June 5, 2025 Public Meeting

Dallas-Fort Worth Air Quality Improvement Plan

Question Pg. 3 - In the gray square on the left side of the page it has a question mark next to "particulate matter" - does this mean that we do not know the status of particulate matter in the region? If so, isn't this measurable and why would we not know?

Question Pg. 9 - What does "improve rail crossings" refer to? Is it a maintenance issue? Is it a problem with the track or gates?

I saw a report on the news that indicated that some freight trains are too long so when the train gets to a crossing, cars can be stacked up for one hour waiting for the train to pass. Does this "improve rail crossings" measure refer to this problem?

Comment / Pg. 12 -

Question - Priority Climate Action Plan: Transportation Sector Measures
 One of the measures under Transit Enhancement Program is to increase transit frequency. Currently, DART is considering a decrease in frequency for buses and trains due to funding for the GMP. Can COG help out with some of this funding so that we can maintain or improve frequency? This would help us improve air quality.

Comment - Pg. 13 -

PCAP: Transportation Sector Measures
 Under Active Transportation Program - Improve/Expand Bicycle and Pedestrian Facilities - more work needs to be done to improve pedestrian safety. This would encourage more people to take transit, as we need to walk to and from our transit stops.

over →

pg. 1 of 2

also on Pg. 13- Same PCAP heading -
Comment -

Enhanced Regional Traffic Signal Timing Program -
Improve Signal timing in the Region - We need to
improve Signal prioritization for vehicles and improve
traffic signals for safe passage of pedestrians. There
needs to be protected signals for pedestrians.

Phyllis Silver
Phyllis Silver

6/27/2025

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 Tuesday, May 20 through Thursday, June 19, 2025, via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting. This month, comments related to air quality, safety and sustainable development 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 50 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>.

Bicycle/Pedestrian/Sustainable Development

Facebook –

1. Take a short survey to share your experience bicycling on North Texas roadways. Enter to win a \$100 gift card. publicinput.com/bikesafety – NCTCOG Transportation Department



What if from every 6-lane street we took 2 lanes off and create separate bike lanes on each side? Also, it is less stressful for pedestrians to cross the street. 6-lane wide streets only invite drivers to drive too fast. — John Zonneveld

Wow. You guys complain about Texas not doing enough for bicyclists and when they do you complain about the questions and the picture of somebody riding a bike. They want

feedback and all you're doing is complaining. You're the same people who own 10,000 carbon bikes but feel they own Trinity Trail. And for the guy who says we need to get off the road, if they extend the sidewalks, they will probably close a lane down for bikes and you will complain about that. Bicyclists do pay their fair share of taxes because they own cars themselves. — Buentello Garcia

Bicycling in auto traffic is very dangerous and should be avoided whenever possible. — David O'Neill

Bicycle riders intentionally aggravating motorists by running stop signs and traffic signals, grouping up to block multiple lanes of traffic and inhibiting traffic flow by swinging wide to make a turn, all the while whining "share the road, share the road" simply demonstrates the kind of [REDACTED] these people are. — Tom Horn

Doug Werhane Alan Bryant Scott Cross — Dian Jordan

It was a borrowed bike, huh huh! — Travis Tramps Cdt

It's crazy when transportation departments won't make fat tire e-bikes accessible on trains, planes and busses. Those are for disabled veterans and civilians who pay taxes. — David Martinez

Thank you. — Kristie Lowe

Remember, bicycle riders are considered the same as other vehicles on the highway and are supposed to follow the same traffic laws as cars. — Ronda James

EVs along with ICE vehicles needlessly destroy the environment through resource mining, manufacturing processes & going to landfill in mass droves. So much urban space is squandered on parking & other paved over autocentric wastes. They perpetuate urban sprawl & cities that aren't navigable as a pedestrian or bicyclist & are inhospitable to humanity. EVs add to traffic congestion. EVs still cause avoidable deaths & permanent injuries to humans by the thousands and thousands, not to mention animals. Putting the financial burden of transportation inefficiently on the back of the individual is regressive & hasn't been the norm for even 80 years. We need to invest in rail that's properly implemented as it is overseas. We're suffering from decades of trickle-down economic austerity disenfranchisement & a lot of marginalization (e.g. Robert Moses's racist redlining urban renewal) is through divestment of public works/infrastructure, utilities & programs to help the American people. Commodification of societal needs & normalization of rampant consumerism for privatized profits is what put us in this mess. National Transcontinental High Speed Rail should integrate seamlessly w/commuter rail networks so it can function as one cohesive system & this will convert flyover country back into a thriving heartland which will reduce clustering on the coasts. Similarly, wholly integrated circuits of interurban commuter rail routes blended with light rail lines, streetcar grids & trolleys prevent people from having to live on top of each other in city centers in order to have quick access to work & local economies downtown. Our roadways are overcrowded & no amount of added lanes helps since it causes induced demand that inevitably grinds traffic to a halt at snags & bottlenecks down the road. We can rebuild cherished structural heirlooms of civic pride destroyed by financial & environmental disaster on space

reclaimed from cars to serve social capital & green initiatives. We can resurrect lost local landmarks with green technologies such as hempcrete. — Cory Pinckard

Cory Pinckard Dad, you're off your meds again... — Bushwood Smithie

Bushwood Smithie Go get your degree in transportation/urban planning and tell me I'm wrong. In the meantime, you can update your attempts at being snide while having nothing of substance to offer. — Cory Pinckard

Additional comments can be viewed here:

<https://www.facebook.com/NCTCOGtrans/posts/pfbid02GwoLQVHwpD9prXGBtJ824uv36okzefE5WYs5rxmf4mnqx9djXmNaqpYxTHQWWb42l>.

Public Involvement

Facebook –

1. Work Program, certification review and more for review/comment. — NCTCOG Transportation Department



Stop shoving toll roads down our throat. — Mark Liberto

Why do we need another government layer? Dissolve yourself. — Beeper Goode

I go to the meetings, but you all never listen. You are just there to raise our taxes and keep your jobs. — David Martinez

Freight

Facebook –

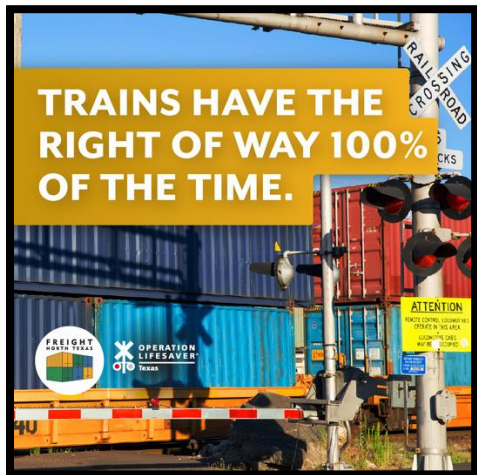
1. Remember railroad tracks are not for walking; you can expect a train on any track at any time. freightntx.org — NCTCOG Transportation Department



MLWICKS.COM — El Rosario Bahia Pelicano

[Safety for Sarah](#) — Kevin Morris

2. Did you know that trains have the right of way 100% of the time? It is a fact! freightntx.org — NCTCOG Transportation Department



MLWICKS.COM — El Rosario Bahia Pelicano

3. Remember, trucks can't stop on a dime, big rigs need more time. freightntx.org — NCTCOG Transportation Department



— Brandy Bennett Parsons

4. Recuerda que las vías del tren no son para caminar, puedes esperar que el tren pase por cualquier riel a cualquier hora. **Translation:** Remember train tracks are not for walking, you can expect the train to pass through any rail at any time. freightntx.org — NCTCOG Transportation Department



¡A cabrón! ¿Monorriel, o qué? **Translation:** Oh crap! Monorail, or what? — Jonas Leon

5. Remember, if you can't see their mirrors, they can't see you. freightntx.org — NCTCOG Transportation Department



BE SAFE!!! — Lorenzo Garcia

OJO OJO OJO!!!! **Translation:** Pay attention! — Lorenzo Garcia

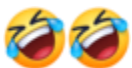
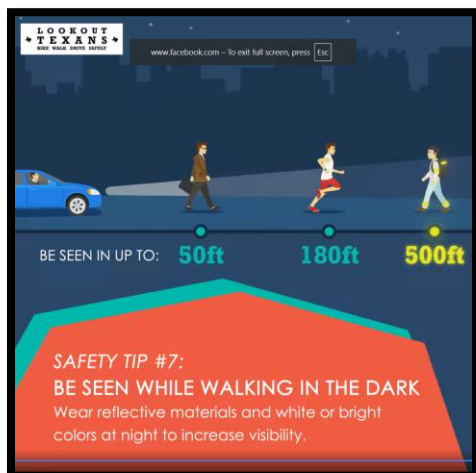
True. — Chachi Wexler

Safety

Facebook –

1. **Look Out Texans** Learn your rights and responsibilities when walking, biking or driving. Together, we can make our streets safer for everyone! — NCTCOG Transportation Department To view the short video on this post, visit

<https://www.facebook.com/NCTCOGtrans/videos/697806812663909/>



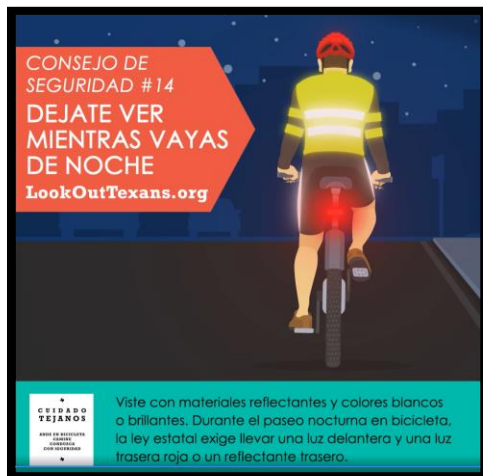
— Sambo Black Shep

Doing away with the vehicle safety inspections is really helping to make the streets and highways safer! — Jere Tucker

2. **Look Out Texans** Conoce tus derechos y responsabilidades al caminar, andar en bicicleta o conducir. ¡Juntos podemos hacer nuestras calles más seguras para todos! **Translation:** Know your rights and responsibilities when walking, biking, or driving. Together we can make our streets safer for everyone! — NCTCOG Transportation Department

To view the short video on this post, visit:

<https://www.facebook.com/NCTCOGtrans/videos/1033136371519244/>



Q raro q Trump si sabe lo q significa eso, pero no sabe lo dice la constitución. **Translation:** It's strange that Trump knows what that means but doesn't know what's in the Constitution. — Ray Alcocer

El problema ahí es el combustible ahí es donde hay fuego y acaba con las personas.

Translation: The problem there is fuel; it's the actual cause of fires, and it devastates people. — Dario Sibrian

Si. No manejar de noche. Hay muchos Ciegos manejando de noche los de los carros y los de las bicicletas también. Mejor no salgas de noche. Ese es el derecho. **Translation:** Yes. You shouldn't drive at night. There are many people with low vision when driving and riding bicycles at night. It's safer to avoid going out at night. It's your right. — Salvador Contreras

Usar reflejantes te salva la vida. **Translation:** Using reflectors saves your life. — Armando Granados

Air Quality

Facebook –

1. We invite you to join us for Clean Air Action Day by doing at least one thing to help improve air quality. airnorthtexas.org — NCTCOG Transportation Department



Doing my share for cleaner air. 🌱 — Travis Tee



EVs along with ICE vehicles needlessly destroy the environment through resource mining, manufacturing processes & going to landfill in mass droves. So much urban space is squandered on parking & other paved over autocentric wastes. They perpetuate urban sprawl & cities that aren't navigable as a pedestrian or bicyclist & are inhospitable to humanity. EVs add to traffic congestion. EVs still cause avoidable deaths & permanent injuries to humans by the thousands and thousands, not to mention animals. Putting the financial burden of transportation inefficiently on the back of the individual is regressive & hasn't been the norm for even 80 years. We need to invest in rail that's properly implemented as it is overseas. We're suffering from decades of trickle-down economic austerity disenfranchisement & a lot of marginalization (e.g. Robert Moses's racist redlining urban renewal) is through divestment of public works/infrastructure, utilities & programs to help the American people. Commodification of societal needs & normalization of rampant consumerism for privatized profits is what put us in this mess. National Transcontinental High Speed Rail should integrate seamlessly w/commuter rail networks

so it can function as one cohesive system & this will convert flyover country back into a thriving heartland which will reduce clustering on the coasts. Similarly, wholly integrated circuits of interurban commuter rail routes blended with light rail lines, streetcar grids & trolleys prevent people from having to live on top of each other in city centers in order to have quick access to work & local economies downtown. Our roadways are overcrowded & no amount of added lanes helps since it causes induced demand that inevitably grinds traffic to a halt at snags & bottlenecks down the road. We can rebuild cherished structural heirlooms of civic pride destroyed by financial & environmental disaster on space reclaimed from cars to serve social capital & green initiatives. We can resurrect lost local landmarks with green technologies such as hempcrete. — Cory Pinckard

Hit the laugh emoji button all you want Cylena, you have no argument. The carcentric wasteland we've been forced into kills thousands and thousands of Americans as it cripples even more permanently and it's completely avoidable. — Cory Pinckard

Cory Pinckard Say what you will but you're just making me want to joyride. — Travis Tee



Travis Tee then you're a slow learner. It's also not an all or nothing proposition, in fact, adequate commuter rail is the most effective method for decongesting roads. No one's trying to take away cars, just the forced need for them. — Cory Pinckard

2. Te invitamos a participar en el Día de Acción por un Aire Limpio haciendo una acción que contribuya a mejorar el aire. **Translation:** We invite you to participate in the Day of Action for Clean Air by doing an action that contributes to improving the air. airnorthtexas.org — NCTCOG Transportation Department



— Cristina Ramirez

Si, amén. **Translation:** Yes, amen. — Ma Isabel Yañez

Promueven la plantación de árboles es lo mejor debería ser una se adquiere casa propia o solar o un terreno dos o tres árboles por lo menos es lo mejor que puede purificar el aire. **Translation:** Promoting tree planting is the best thing for you to do. When purchasing a home or lot of land, planting at least two or three trees is the best way to purify the air. — Guadalupe Pizana

¡K Dios bendiga este día de acción del aire no simplemente este día sino todos los días! En el precioso nombre de cristo Jesús Señor nuestro. **Translation:** May God bless this air action day not just this day but every day! In the precious name of Christ Jesus our Lord. — Anita Miranda

🙌🏻👍🏻 — Maria Turrubiates

4. Te invitamos a participar en el Día de Acción por un Aire Limpio haciendo una acción que contribuya a mejorar el aire. **Translation:** We invite you to participate in the Day of Action for Clean Air by doing an action that contributes to improving the air. airnorthtexas.org — NCTCOG Transportation Department



Okay, Queremos respirar juntos un aire limpio y libre de humo, de gases tóxicos, pero como si las personas con mucho dinero 🙌🏻 son los que cambian Nuestro Oxígeno, y lo contaminan con gases tóxicos, aquí en Texas, esas Refinerías que sacan aceite de debajo de la tierra 🌍, Nuestro Aire, huele mal a gas, hay muchos gases tóxicos en el aire, deberían de hacer algo con estas plantas petroleras que contaminan el aire y contaminan la tierra, y son muchas, no solo es una. **Translation:** Okay, all of us here want to breathe clean air that is free of smoke and toxic gases, but it seems like the wealthy people are the ones changing our oxygen and polluting it with toxic gases here in Texas, with those refineries that extract oil from deep underground. Our air smells bad, like gas. There are many toxic gases in the air. They should do something about these petroleum plants that pollute the air and contaminate the land. There are many of them, not just one. — Rosie Hernandez

5. Ozone Action Day – Ozone in the DFW area Saturday, May 31, is predicted to be at Level Orange, unhealthy for sensitive groups. Children, older adults and people with a lung disease, such as asthma, emphysema, or chronic bronchitis, should limit outdoor activity. Current ozone information: <https://bit.ly/3nnYsoh>. Consider a clean air choice: <https://bit.ly/3LO3UKs> — NCTCOG Transportation Department



"Unhealthy for sensitive groups" = unhealthy for everybody. — Mark Metcalf

X.com (Formerly Twitter)

1. It's Clean Air Action Day in DFW today! Share what you'll be doing whether it's working remotely, carpooling, riding your bike or using energy efficient items at home:

<https://airnorthtexas.org/take-action/cleanairactionday...> and be sure to tag @NCTCOGtrans or use #CAAD2025 to share your participation! — Clay Lewis Jenkins



Clean Air Day? Teach your interns to learn history. They didn't even tweet about D-Day. You continue to show that you really don't care about residents or history. #DoBetter — DallasCountyTx. (@Mookiegarza)

Mowing my lawn multiple times. Cranking the AC down to 64. Driving everywhere. — Cynic1234 (@cdsheetr)

I'm definitely teaching an armadillo to skateboard, that'll help. — optigrabsales (@optigrabsales)

Republicans don't care about clean air or clean drinking water etc. They don't care about children or their future.... — TJ Hill (@TJHILLnD)



It's now up to states to decide how to handle clean water and air... Not the federal govt. That puts it more in the citizens' hands than bureaucrats. But I know you're totally dependent on govt agencies taking care of you. — DallasCountyTx. (@Mookiegarza)

High-Speed Transportation

X.com (Formerly Twitter) –

1. I think there's more ballgame to play out before we call the Heartland Flyer doomed. Glad to see @NCTCOGtrans taking an active role on this. <https://t.co/BryERHNAd2> – RAIL Magazine



About Us

LinkedIn –

1. We're excited to welcome Ellis County Judge Todd Little as he steps into his role as NCTCOG's new executive director. Appointed by the Executive Board, Judge Little succeeds Mike Eastland, who is retiring after over 30 years of service. Judge Little brings years of experience in public service and has held positions on our Executive and Workforce Development boards. We look forward to this new chapter under his leadership! Read more: <https://lnkd.in/g/pE7TY3> – NCTCOG Transportation



Congrats! 🎉 – Roger Jeffries

Congrats! – David Dryden



North Central Texas
Council of Governments

TRANSPORTATION PUBLIC MEETING

AUGUST 11 | NOON | 616 SIX FLAGS DR. ARLINGTON, TX 76011

PRESENTATIONS

HEARTLAND FLYER FUNDING FOR ONE YEAR

Staff is requesting \$3.5 million in Regional Toll Revenue funds to secure the continued service of the Heartland Flyer for one year. This service is critical for the Fédération Internationale de Football Association (FIFA) 2026 World Cup.

SAFE ROUTES TO SCHOOL REGIONAL ACTION PLAN

The Safe Routes to School (SRTS) Regional Action Plan was adopted in June by the Regional Transportation Council as part of Mobility 2050, the region's long-range plan. The plan provides a resource for local governments, Independent School Districts and others who would like to help enable school-aged children to safely walk and bike to school. The plan also includes a regional prioritization of all schools in the region based on their potential need for SRTS interventions, as well as action steps for the region. For more information, visit www.nctcog.org/SRTS.

MULTIMODAL DELIVERY PROJECT

The City of Arlington, in collaboration with NCTCOG, Tarrant Area Food Bank and a network of technology and regional partners, successfully piloted an innovative delivery project utilizing autonomous ground vehicles and aerial robots. The project completed 300 grocery deliveries during two pilot demonstrations held in 2024 and 2025. Staff will share key findings, lessons learned and plans for expanding the delivery model to additional

neighborhoods in Arlington and beyond. For more information, visit www.arlingtontx.gov/multimodal.

FISCAL YEAR 2025 PUBLIC TRANSPORTATION FUNDING PROGRAMS OF PROJECTS

The Programs of Projects includes proposed transit projects funded by the Federal Transit Administration through the award of Fiscal Year 2025 funds for the following four programs: Urbanized Area Formula, Enhanced Mobility of Seniors and Individuals with Disabilities, State of Good Repair and Bus and Bus Facilities.

ONLINE REVIEW + COMMENT PROPOSED MODIFICATIONS TO THE LIST OF FUNDED PROJECTS

No in-person presentation. Handout will be linked online at www.publicinput.com/nctcogAug25.

RESOURCES + INFORMATION

Mobility 2045-2022 Update: Administrative Revisions: www.publicinput.com/nctcogAug25

Air Quality Programs and Funding Opportunities: www.publicinput.com/nctcogAQ

Try Parking It: www.TryParkingIt.com

Oak Farms Study: www.publicinput.com/oakfarms

For special accommodations due to a disability or for language interpretation, contact Hannah Witcher at 817-573-1719 or hwitcher@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/nctcogAug25 or participate via phone by dialing 855-925-2801 then code 11270.

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