

## **AGENDA**

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE**

**Friday, September 26, 2025**

**North Central Texas Council of Governments**

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

**1:30 – 1:35**

**1. Approval of August 22, 2025, Meeting Summary**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 5

Presenter: Brian Shewski, STTC Chair

Item Summary: Approval of the August 22, 2025, meeting summary 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. November 2025 Transportation Improvement Program Revisions**

Presenter: Ken Bunkley, NCTCOG

Item Summary: A recommendation for Regional Transportation Council approval of revisions to the 2025-2028 Transportation Improvement Program (TIP) will be requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes.

Background: November 2025 revisions to the 2025-2028 TIP are provided as [Electronic Item 2.1](#) for the Committee's consideration. These modifications have been reviewed for consistency with the mobility plan, the air quality conformity determination, and financial constraint of the TIP.

Performance Measure(s) Addressed: Roadway, Transit

**2.2. Endorsement of GoCarma Integration with Managed Lane Toll System Upgrades**

Presenter: Michael Morris, NCTCOG

Item Summary: Endorsement of the Regional Transportation Council's (RTC) approval of \$250,000 in RTC Local funds to cover the one-time cost of the initial setup, and \$1,000,000 in Regional Toll Revenue waterfall funding to pay for the annual Software as a Service fee for gantry support will be requested. The Texas Department of Transportation (TxDOT) is upgrading the toll collection software on the

managed lanes that are not part of the P3 agreements. Staff will seek approval for integration improvements needed to continue to support the High-Occupancy Vehicle (HOV) discount on the managed lanes and funding to support system updates.

Background: The RTC has adopted a Managed Lane policy to provide a 50 percent discount during peak-travel periods for HOV users on the managed lane system. Since February 2020, the North Central Texas Council of Governments (NCTCOG) has had a partnership with TxDOT, the North Texas Tollway Authority and Lyndon B. Johnson/North Tarrant Express to provide the HOV discount. This requires multiple systems to be integrated and as system improvements are implemented, software updates are required by partner agencies. TxDOT is planning to update the Interstate Highway 35 East tolling software over the next several months with a plan to update all TxDOT operated managed lane tolling system through 2027. This update requires adjustments to the GoCarma system, and the system verifies the number of occupants in the vehicles to provide the 50 percent discount. This change will require GoCarma to operate on two systems simultaneously. GoCarma has provided an estimated cost of \$1,250,000 to set up the new system, continue to operate the existing system, and maintain the existing and new system through 2030.

Performance Measure(s) Addressed: Air Quality

### **2.3. Endorsement of Federal Transit Administration Grant for the Trinity Railway Express Transit-Oriented Development Plan Funding Match Update**

Presenter: Michael Morris, NCTCOG

Item Summary: The Surface Transportation Technical Committee is being requested to endorse the Regional Transportation Council's (RTC) approval for the North Central Texas Council of Governments (NCTCOG) to accept increased funding and provide local match for the Federal Transit Administration (FTA) grant award for Transit-Oriented Development (TOD) planning for the Trinity Railway Express (TRE) corridor. This action includes directing staff to administratively amend the Transportation Improvement Program (TIP) and other

administrative/planning documents to implement this project.

Background: NCTCOG won an FTA Fiscal Year 2024 Pilot Program for TOD Planning grant. The original grant application requested \$800,000 in federal funding matched with \$200,000 in RTC Local funds. This request was approved by the RTC in July of 2024. The FTA awarded \$1 million in federal funds, requiring a \$250,000 match. The \$50,000 increase in the local match is requested to leverage an additional \$200,000 federal funds for a project total of \$1.25 million. More information is available in [Electronic Item 2.3](#).

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

1:40 – 1:50

3. **Endorsement of Funding for Transportation Improvements in Cleburne Near an Amazon Facility**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Endorsement of the Regional Transportation Council's (RTC) approval of up to \$3 million in RTC Local funding will be requested for roadway improvements to provide safe access to a new Amazon facility at United States (US) 67 and Chisholm Trail Parkway. The request includes \$362,000 in grant funding and up to \$2,638,000 in funds to be loaned to the City of Cleburne. This action includes directing staff to administratively amend the Transportation Improvement Program (TIP) and other administrative/planning documents to implement this project.

Background: A new Amazon facility is under construction at US 67 and Chisholm Trail Parkway. Johnson County and later Texas Department of Transportation (TxDOT) requested that the North Central Texas Council of Governments (NCTCOG) review safer options than the originally proposed/planned signal, which would be located too close to the highway intersection thereby causing significant truck/car conflicts. As a result, Johnson County, the City of Cleburne, Texas Department of Transportation, North Texas Tollway Authority, NCTCOG, and Amazon developed a more permanent expedited access for anticipated truck traffic. NCTCOG staff recommend that the RTC contribute the cost of the temporary connection as a regional commitment (\$362,000) to the project and loan the City of Cleburne the balance of funding needed (\$2,638,000) to enable the City and Amazon to build

the permanent improvement from the beginning. [Electronic Item 3](#) contains additional details on the proposed improvements and funding.

Performance Measure(s) Addressed: Roadway, Safety

**1:50 – 2:00      4. Transit Strategic Partnerships Program: November 2024 Cycle Project Selection**

- ☒ Action      ☐ Possible Action      ☐ Information      Minutes: 10
- Presenter: Dora Kelly, NCTCOG
- Item Summary: Staff will request a Surface Transportation Technical Committee (STTC) recommendation for Regional Transportation Council (RTC) approval to provide funding for the Handitran Community Access and Ridership Enhancement for Safety (CARES) project, selected for the November 2024 Cycle of Transit Strategic Partnerships Program funding in an amount not to exceed \$311,000 total for the selected project, with the City of Arlington providing Transportation Development Credits for local match.
- Background: From the November 2024 Cycle of applicants, one project has been selected for funding: Handitran Community Access and Ridership Enhancement for Safety, City of Arlington. The selected project aligns with the goals set forth in Access North Texas, the regional public transportation coordination plan for the 16-county North Central Texas area, which documents the transportation needs of older adults, individuals with disabilities, and individuals with lower incomes across the region. CARES is a new role created specifically to enhance outreach, education, and service promotion among transit dependent populations, particularly seniors, individuals with disabilities, and low-income residents who qualify for the Handitran demand response service. As part of the Transit Strategic Partnerships Program, staff is recommending this project for Federal Transit Administration funding under Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program. Please see [Electronic Item 4](#) for more information.

Performance Measure(s) Addressed: Administrative, Transit



2:00 – 2:10

5. **North Texas Multimodal Operations, Velocity, Efficiency, and Safety Local Match Partnership**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 10

Presenters: Michael Morris and Brian Dell, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of a partnership with the Texas Department of Transportation (TxDOT), Denton County, and Dallas County. Regional Toll Revenue (RTR) accounts will be requested in order to offset the local match no longer available for the western section of the Trinity Railway Express (TRE) federal discretionary grant.

Background: The North Texas Multimodal Operations, Velocity, Efficiency, and Safety (NT MOVES) Program was awarded \$25 million in Better Utilizing Investments to Leverage Development (BUILD) federal discretionary grant funding in 2020. The NT MOVES project is a collaborative effort between the North Central Texas Council of Governments (NCTCOG), Dallas Area Rapid Transit, Trinity Metro, and the TRE to increase regional freight and passenger mobility on the TRE corridor. The RTC previously approved federal funds for cost overruns, but since then Trinity Metro indicated they did not have the financial capacity to cover the \$25 million local match commitment for this project. In order to avoid losing the federal funds, NCTCOG requested a partnership with TxDOT to identify non-federal funds. TxDOT has agreed to provide \$15 million in Texas Mobility Funds, which are 100 percent state and will count as a non-federal share. In return, TxDOT is requesting that the RTC replace \$15 million in Category 2 funds with Surface Transportation Block Grant Program funds on another project in return (CSJ 2921-01-010, State Spur 394 from Interstate Highway 35 East to Farm-to-Market 877 in Waxahachie). That leaves a \$10 million local match shortfall. NCTCOG proposes to exchange federal funds with RTR funds in both the Denton County and Dallas County RTR accounts to make up this difference and create a balance in the West Set-Aside RTR account. Additional details about this partnership proposal are contained in [Electronic Item 5](#).

Performance Measure(s) Addressed: Goods Movement, Transit

**2:10 – 2:20**

**6. North Texas Zero Emission Vehicle Program Call for Projects**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 10

Presenter: Savana Nance, NCTCOG

Item Summary: Staff will give an overview of the North Texas Zero Emission Vehicle (NTxZEV) Project and request a recommendation for Regional Transportation Council (RTC) approval to open the NTxZEV Call for Projects.

Background: In 2025, the North Central Texas Council of Governments (NCTCOG) was awarded \$60 million through the Environmental Protection Agency's (EPA) Clean Heavy-Duty Vehicles grant program. This program aims to accelerate the replacement of existing diesel, gasoline, natural gas, and propane heavy-duty vocational vehicles (e.g., box trucks, step vans, septic/bucket trucks, street sweepers, transit buses, refuse haulers, etc.) with zero-emission vehicles and install supporting infrastructure, as needed. NCTCOG will implement this by awarding approximately \$58.6 million in rebate funding to eligible fleets. Remaining funds will be used for training and workforce development activities related to zero-emission vehicles. RTC and the NCTCOG Executive Board authorized submission of the application to the EPA in July 2024. [Electronic Item 6](#) provides additional details on the proposed Call for Projects. Additional details can be found at [www.nctcog.org/NTxZEV](http://www.nctcog.org/NTxZEV).

Performance Measure(s) Addressed: Air Quality

**2:20 – 2:30**

**7. Director of Transportation Report on Selected Items**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

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

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

1. Regional Transportation Council Member Orientation in October (10:30 am, October 9, 2025)
2. Summary of Regional Transportation Council Transit Vision Subcommittee Meeting in September
3. Resurgence of P3s
4. Anticipation of Focus on Texas Department of Transportation Funding
5. AMTRAK President Harris – Meeting Within the Region

Performance Measure(s) Addressed: Administrative

**2:30 – 2:40**

**8. Fédération Internationale de Football Association 2026 World Cup Transportation Plan Overview**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 10

Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will present an overview of the Transportation Mobility Plan for the Fédération Internationale de Football Association (FIFA) 2026 World Cup.

Background: The North Texas FIFA 2026 World Cup Local Organizing Committee (LOC) partnered with the North Central Texas Council of Governments (NCTCOG) to lead the efforts associated with the Transportation Mobility Plan for this event. NCTCOG staff worked with partner agencies as well as hired contract services to develop the first draft of the Transportation Mobility Plan that was due March 2025 that focuses on the stadium in Arlington, Fan Fest in Dallas, and the International Broadcast Center in Dallas. The next version of the plan is due in October of 2025. This plan identifies each location, constituent group, mode, service level and strategy that will be employed to plan and deliver all mobility requirements to successfully meet or exceed the FIFA expectations and LOC/Host City contractual obligations. Staff will provide an overview of the plan as well as a schedule of next steps.

Performance Measure(s) Addressed: Roadway, Transit

**2:40 – 2:50**

**9. February, May, and August 2025 Transportation Improvement Program Revisions**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 10

Presenter: Ken Bunkley, NCTCOG

Item Summary: The deadline for the February 2026 revisions to the 2025-2028 Transportation Improvement Program (TIP) are due by close of business on September 26, 2025. This will be the last revision cycle for the 2025-2028 TIP. Due to the submittal of the 2027-2030 TIP/Statewide TIP (STIP), there will not be a May 2026 or August 2026 cycle.

Background: In order to align with Texas Department of Transportation's updated schedule requiring the new 2027-2030 TIP to be submitted in April 2026, there will not be a May 2026 or August 2026 TIP cycle. Any changes needed prior to approval of the 2027-2030 TIP/STIP (estimated July 2026) must be submitted in the February 2026 cycle. The limited list of projects that might need changes would mostly include projects in Fiscal Year 2026 that require changes in order to receive environmental clearance or to go to letting prior to August

2026. Please plan ahead to ensure all necessary changes occurring between now and August 2026 are submitted for the February 2026 cycle.

Performance Measure(s) Addressed: Roadway, Transit

**2:50 – 3:00**

**10. 2024 Regional Safety Performance Measures Report**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 10

Presenter: Michael Misantonis, NCTCOG

Item Summary: Staff will provide an update on items included in the 2024 Regional Safety Program Performance Measures Report.

Background: The North Central Texas Council of Governments (NCTCOG) Regional Safety Performance Measures Report provides an annual report on the performance of various NCTCOG safety programs, projects, and statistics including regional crash and fatality data, top 10 contributing factors for regional crashes, county-level crash rates, attendance statistics for Traffic Incident Management courses, Roadside Assistance Program statistics, and analysis relating to the Regional Roadway Safety Plan emphasis areas. The 2024 NCTCOG Safety Program Performance Measures Report and Regional Crash Fact Sheet are included as [Electronic Item 10](#).

Performance Measure(s) Addressed: Roadway, Safety

**3:00 – 3:10**

**11. 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. *Camille Fountain* – Texas Department of Transportation 2026 Highway Safety Improvement Program Call for Projects Announcement
2. *Camille Fountain* – Fall 2025 Traffic Incident Management Executive Level Course Announcement – November 6, 2025 ([Electronic Item 11.1](#))
3. *Daniela Tower* – 2025 Ozone Season Update ([Electronic Item 11.2](#))
4. *Carolyn Burns* – Local Clean Air Project Spotlight ([Electronic Item 11.3](#))
5. *Carolyn Burns* – Air Quality Funding Opportunities ([www.nctcog.org/AQfunding](http://www.nctcog.org/AQfunding))
6. *Carolyn Burns* – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
7. Written Progress Reports:
  - Partner Progress Reports ([Electronic Item 11.4](#))
  - August Public Meeting Minutes ([Electronic Item 11.5](#))
  - July–August Public Comments Report ([Electronic Item 11.6](#))

- October Public Meeting Notice ([Electronic Item 11.7](#))

12. **Other Business (Old or New)**: This item provides an opportunity for members to bring items of interest before the group.
13. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on October 24, 2025.**

## MEETING SUMMARY

### SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, August 22, 2025

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, August 22, 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 July 25, 2025, Meeting Summary:** Approval of the July 25, 2025, meeting summary contained in Electronic Item 1 was requested.

The Meeting Summary of the July 25, 2025, meeting were approved as submitted in Electronic Item 1. Gus Khankarli (M); Chad Marbut (S).

2. **Consent Agenda:**

- 2.1. **Transportation Paid Education Campaigns for Fiscal Year 2026:** The Committee's support was requested for the Regional Transportation Council's recommendation to the North Central Texas Council of Governments Executive Board for the approval of funding up to \$1,849,500 for Transportation Paid Campaigns that will initiate in Fiscal Year 2026.

The Committee approved staff's recommendations in Item 2.1 on the Consent Agenda. Kelly Porter (M); Clarence Daugherty (S).

3. **New Regional Transit Safety Performance Measure Targets:** Ezra Pratt requested a recommendation for Regional Transportation Council approval for updated federally required Public Transit Agency Safety Plan regional performance measure targets for Fiscal Year 2026-2029.

The Committee approved staff's recommendation as illustrated below. Robert Woodbury (M); Gus Khankarli (S).

### **REQUESTED ACTION – Regional Transit Safety (PTASP) Performance Measures**

Recommendation for RTC approval of:

- New Regional Transit Safety Performance Measure Targets for FY2026 -FY2029.
- 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 new transit safety targets.

STTC Action Item – August 22, 2025



Federal Performance Measures Update

4. **2025 Public Participation Plan Update**: Carli Baylor provided an overview of the Public Participation Plan and outlined proposed revisions, which are necessary to reflect federal policies and Infrastructure Investment and Jobs Act requirements.


The Committee approved staff's recommendation as illustrated below. Kelly Porter (M); Gus Khankarli (S).

## REQUESTED ACTION

### 2025 Public Participation Plan Update

- Recommendation for RTC approval of proposed revisions:
  - Federal policy and planning regulation updates
  - Reaffirmation of Unified Planning Work Program (UPWP) public involvement process
  - Reaffirmation of public comments cataloging
  - Updates to terminology for keypad polling and virtual public engagement
  - Performance measures review and evaluation
  - New layout and design of Public Participation Plan (PPP) document
- 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 program/policy/project/change.

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 NCTCOG Presentation

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5. **Fiscal Year 2025 Public Transportation Funding: Programs of Projects**: Shawn Dintino requested a recommendation for Regional Transportation Council action on the Fiscal Year 2025 Public Transportation Funding Programs of Projects.

The Committee approved of the staff's recommendation with modification as illustrated below. Gus Khankarli (M); Brian Moen (S).

## REQUESTED ACTION – FISCAL YEAR 2025 PUBLIC TRANSPORTATION FUNDING PROGRAMS OF PROJECTS

- Recommend RTC approval of:
  - Provision requested for NCTCOG to review 5337 allocations pertaining to the Dallas Streetcar, including how statistics are being reported to the National Transit Database and determining what funding it brings to the region, and bring back any necessary updates to the Committee
  - The proposed funding for the FY2024 and FY2025 Programs of Projects included in the packet
  - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate this funding on these projects.

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 NCTCOG Presentation

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6. **Rail Crossing Improvement Program**: Savannah Briscoe briefed the Surface Transportation Technical Committee on the Rail Crossing Improvement Program and requested a recommendation for Regional Transportation Council approval for funding of the program. The Rail Crossing Improvement Program is to improve crossing safety near at-grade rail crossings.

The Committee approved staff's recommendation as illustrated below. Gus Khankarli (M); Kelly Porter (S).

## REQUESTED ACTION – Rail Crossing Improvement Program Funding

Recommendation for RTC approval of:

The allocation of Regional Toll Revenue for:

- Corridor 1 - City of Fort Worth Rail Crossings - \$3.1 Million
- Corridor 2 - City of Dallas Rail Crossings - \$6.9 Million

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 Rail Crossing Improvement Program.

Regional Toll Revenue funding will be from the West Set -Aside account and the Dallas account

STTC Action Item – August 22, 2025

 NCTCOG Goods Movement Planning Program

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7. **Director of Transportation Report on Selected Items**: Michael Morris provided an overview of current transportation items:
1. Regional Transportation Council (RTC) Member Orientation in October and RTC Subcommittee Meeting in September
  2. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery
  3. Dallas-Fort Worth High-Speed Rail Update and Proposed Fiscal Year 2026 House Appropriation Bill
  4. The Importance of Getting Your Projects to Construction
8. **2025 Texas Department of Transportation Travel Surveys in the Dallas-Fort Worth Metropolitan Planning Area**: Arash Mirzaei provided information on the Texas Department of Transportation travel surveys being conducted in the Dallas-Fort Worth Metropolitan Planning Area beginning in August 2025.
9. **Fast Facts**: Staff provided a brief presentation on each item below:
1. Brian Dell – West/East Equity Update
  2. Sydnee Mangini – Coordinated Land Use and Transportation Planning Task Force – September 24, 2025, Meeting Announcement ([www.nctcog.org/luttf](http://www.nctcog.org/luttf))
  3. Trey Pope – Local Clean Air Spotlight
  4. Daniela Tower – 2025 Ozone Season Update
  5. Carolyn Burns – Air Quality Funding Opportunities ([www.nctcog.org/AQfunding](http://www.nctcog.org/AQfunding))



6. Carolyn Burns – Dallas-Fort Worth Clean Cities Events  
(<https://www.dfwcleancities.org/events>)

7. Written Progress Reports:

- Partner Progress Reports
- July Public Meeting Minutes
- June–July Public Comments Report

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

11. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on September 26, 2025, in the NCTCOG offices.***

Meeting adjourned at 2:44 p.m.

## How to Read the Project Modification Listings - Roadway Section

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

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

**Implementing Agency:** PLANO

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

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

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

### CURRENTLY APPROVED:

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

### REVISION REQUESTED:

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

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

# PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 25130.3    **Facility:** VA    **Location/Limits From:** US 75 - US 380 TO DALLAS CBD; DNT - US 380 TO DOWNTOWN CBD; PGBT - US 75 TO DNT; SH 114 - US 377 TO PGBT; IH 635 - IH 35E TO DNT;    **Modification #:** 2025-0289

**Implementing Agency:** NCTCOG    **Location/Limits To:** IH 30 - PGBT TO SH 205; PGBT - IH 30 TO IH 20; IH 20 - PGBT TO MATLOCK; IH 820 - US 287 TO IH 20; IH 35E - US 377 TO LAKEVIEW BLVD;

**County:** VARIOUS    **CSJ:** 0000-02-095

**City:** VARIOUS    **Desc:** SH 199 - IH 820 TO IH 30; IH 820 - US 377 TO SH 121; US 287 - IH 35W TO FM 156; BAILEY RANCH RD - FM 1187 TO PARKVIEW DR.; N MACARTHUR BLVD - W NORTHGATE DR TO W WALNUT HILL LN; PH 2 ACTS INCL REPAIR, REPLACE OR UPGRADE EV CHARGERS AT UP TO 43 LOCATIONS

**Request:** CANCEL PROJECT AND REMOVE FROM THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); FUNDING DECREASE OFFSETS INCREASE TO TIP 25130/CSJ 0000-18-186

**Comment:** ELECTRIC VEHICLE CHARGER RELIABILITY AND ACCESSIBILITY ACCELERATOR PROGRAM; BLINK SITE HOSTS; RELATED TO TIP 25130/CSJ 0000-18-186, TIP 25130.1/CSJ 0000-02-094, TIP 25130.2/CSJ 000018-188, AND TIP 25130.4/CSJ 0000-02-096

## CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0000-02-095	Cat 10 - Electric Vehicle Charge Reliability and Accessibility Accelerator Program:	\$30,440	\$0	\$0	\$7,610	\$0	\$38,050
2025	IMP	0000-02-095	Cat 10 - Electric Vehicle Charge Reliability and Accessibility Accelerator Program:	\$273,963	\$0	\$0	\$68,491	\$0	\$342,454
<b>Grand Total:</b>				<b>\$304,403</b>	<b>\$0</b>	<b>\$0</b>	<b>\$76,101</b>	<b>\$0</b>	<b>\$380,504</b>

## REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0000-02-095	Cat 10 - Electric Vehicle Charge Reliability and Accessibility Accelerator Program:	\$0	\$0	\$0	\$0	\$0	\$0
2025	IMP	0000-02-095	Cat 10 - Electric Vehicle Charge Reliability and Accessibility Accelerator Program:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

## PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 81143      **Facility:** VA      **Location/Limits From:** ON COLLIN COUNTY OUTER LOOP FROM INTERSECTION OF THE COLLIN COUNTY OUTER LOOP SEGMENT 1 AND SH 121      **Modification #:** 2025-0325  
**Implementing Agency:** COLLIN CO      **Location/Limits To:** FUTURE US 380 FREEWAY PRINCETON BYPASS  
**County:** COLLIN      **CSJ:** 0000-18-057  
**City:** VARIOUS      **Desc:** FEASIBILITY AND ALIGNMENT STUDIES, SCHEMATIC DESIGN, TRAFFIC MODELING/PROJECTIONS AND OPERATIONAL AND SAFETY ANALYSIS, HYDROLOGIC AND HYDRAULIC ANALYSIS; LOCAL ENVIRONMENTAL DOCUMENT PREPARATION; PUBLIC INVOLVEMENT, GEOTECH  
**Request:** ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); PROJECT GROUPED UNDER CSJ 5000-00-950  
**Comment:** PROJECT GROUPED UNDER CSJ 5000-00-950

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	0000-18-057	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000,000</b>	<b>\$5,000,000</b>

**TIP Code:** 81144      **Facility:** VA      **Location/Limits From:** ON COLLIN COUNTY OUTER LOOP FROM US 380      **Modification #:** 2025-0326  
**Implementing Agency:** COLLIN CO      **Location/Limits To:** PGBT  
**County:** COLLIN      **CSJ:** 0000-18-058  
**City:** VARIOUS      **Desc:** FEASIBILITY AND ALIGNMENT STUDIES, SCHEMATIC DESIGN, TRAFFIC MODELING/PROJECTIONS AND OPERATIONAL AND SAFETY ANALYSIS, HYDROLOGIC AND HYDRAULIC ANALYSIS, LOCAL ENVIRONMENTAL DOCUMENT PREPARATION, PUBLIC INVOLVEMENT, GEOTECH  
**Request:** ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); PROJECT GROUPED UNDER CSJ 5000-00-950  
**Comment:** PROJECT GROUPED UNDER CSJ 5000-00-950

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	0000-18-058	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$13,000,000	\$13,000,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,000,000</b>	<b>\$13,000,000</b>

# PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 20149      **Facility:** VA      **Location/Limits From:** PECAN CREEK PEDESTRIAN BRIDGE FROM PECAN CREEK NEAR PRAIRIE STREET AND SL 288      **Modification #:** 2025-0329

**Implementing Agency:** DENTON      **Location/Limits To:** RAIL MILE MARKERS 722 (PECAN CREEK) AND 724 (SL 288)

**County:** DENTON      **CSJ:** 0918-46-243

**City:** DENTON      **Desc:** CONSTRUCT 2 PEDESTRIAN BRIDGES, 110 LINEAR FEET AND 530 LINEAR FEET ON THE DENTON BRANCH RAIL TRAIL

**Request:** DECREASE RTR 121-DE1 AND ADD RTR 121-INTEREST TO REFLECT RTR INTEREST EARNED AND USED BY LOCAL ENTITY AND INCREASE LOCAL CONTRIBUTION BY \$459,644 TO REFLECT LOCAL EXPENDITURES

**Comment:** LOCAL CONTRIBUTION PAID BY CITY OF DENTON

## CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ENG	0918-46-243	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$118,760	\$39,586	\$0	\$158,346
2011	CON	0918-46-243	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$1,061,279	\$255,424	\$0	\$1,316,703
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$1,180,039</b>	<b>\$295,010</b>	<b>\$0</b>	<b>\$1,475,049</b>

## REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ENG	0918-46-243	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$118,760	\$39,586	\$0	\$158,346
2011	CON	0918-46-243	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$459,644	\$459,644
2011	CON	0918-46-243	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$1,046,384	\$251,700	\$0	\$1,298,084
2011	CON	0918-46-243	Cat 3 - RTR 121 - Interest:	\$0	\$0	\$14,895	\$3,724	\$0	\$18,619
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$1,061,279</b>	<b>\$255,424</b>	<b>\$459,644</b>	<b>\$1,776,347</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$1,180,039</b>	<b>\$295,010</b>	<b>\$459,644</b>	<b>\$1,934,693</b>

# PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

<b>TIP Code:</b> 14077	<b>Facility:</b> CS	<b>Location/Limits From:</b> FERGUSON PKWY FROM ELM STREET	<b>Modification #:</b> 2025-0331
<b>Implementing Agency:</b> ANNA		<b>Location/Limits To:</b> THE COLLIN COUNTY OUTER LOOP	
<b>County:</b> COLLIN	<b>CSJ:</b> 0918-24-249, 0918-24-312		
<b>City:</b> ANNA	<b>Desc:</b>	CONSTRUCT 0/2 TO 4 LANE URBAN DIVIDED (6 LANES ULTIMATE), INCLUDING NEW SIDEWALKS AND 0 TO 6 LANE BRIDGE OVER SLAYTER CREEK	
	<b>Request:</b>	ADD ENGINEERING TO FY2026, ROW TO FY2026, AND CONSTRUCTION TO FY2028 THEREBY ADDING THE PROJECT TO THE 2025-2028 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON MARCH 13, 2025; CLARIFY SCOPE TO FROM ELM ST TO TAYLOR ST: RECONSTRUCT AND WIDEN 2 TO 4 LANE (6 LANE ULTIMATE); FROM TAYLOR ST TO COLLIN CO OUTER LOOP: CONSTRUCT 0 TO 4 LANE ROAD (6 LANE ULTIMATE), INCLUDING NEW SIDEWALKS AND 0 TO 6 LANE BRIDGE OVER SLAYTER CREEK AND DELAY CONSTRUCTION TO FY2029 AFTER RTC APPROVAL	
	<b>Comment:</b>	TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS; FUNDING CONTINGENT ON AGREEMENT WITH ANNA TO REPAY HALF OF CONSTRUCTION FUNDING	

## CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-24-249	STBG:	\$1,072,481	\$0	\$0	\$268,120	\$0	\$1,340,601
2024	ENG	0918-24-249	STBG:	\$1,804,735	\$0	\$0	\$451,184	\$0	\$2,255,919
<b>Grand Total:</b>				<b>\$2,877,216</b>	<b>\$0</b>	<b>\$0</b>	<b>\$719,304</b>	<b>\$0</b>	<b>\$3,596,520</b>

## REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-24-249	STBG:	\$1,072,481	\$0	\$0	\$268,120	\$0	\$1,340,601
2024	ENG	0918-24-249	STBG:	\$1,804,735	\$0	\$0	\$451,184	\$0	\$2,255,919
2026	ENG	0918-24-249	STBG:	\$1,684,000	\$0	\$0	\$421,000	\$0	\$2,105,000
2026	ROW	0918-24-249	STBG:	\$4,312,000	\$0	\$0	\$1,078,000	\$0	\$5,390,000
2029	CON	0918-24-312	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$8,030,000	\$0	\$0
2029	CON	0918-24-312	STBG:	\$40,150,000	\$0	\$0	\$0	\$0	\$40,150,000
<b>Phase Subtotal:</b>				<b>\$40,150,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$40,150,000</b>
<b>Grand Total:</b>				<b>\$49,023,216</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,218,304</b>	<b>\$0</b>	<b>\$51,241,520</b>

# PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 13073      **Facility:** SH 5      **Location/Limits From:** STEWART RD      **Modification #:** 2025-0341  
**Implementing Agency:** TXDOT-DALLAS      **Location/Limits To:** ELDORADO PARKWAY  
**County:** COLLIN      **CSJ:** 0047-05-057  
**City:** MCKINNEY      **Desc:** RECONSTRUCT AND WIDEN 4 LANE UNDIVIDED ROADWAY TO 6 LANE DIVIDED ROADWAY  
**Request:** DECREASE CONSTRUCTION FUNDING DUE TO LOW BID, ADVANCE TO FY2025, AND ADD LOCAL CONTRIBUTION  
**Comment:** REGIONAL 10-YEAR PLAN PROJECT; LOCAL CONTRIBUTION PAID BY CITY OF MCKINNEY

## CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0047-05-057	SW PE:	\$0	\$3,600,000	\$0	\$0	\$0	\$3,600,000
2023	ROW	0047-05-057	SW ROW:	\$11,520,000	\$1,440,000	\$0	\$1,440,000	\$0	\$14,400,000
2026	CON	0047-05-057	Cat 2M:	\$31,644,172	\$7,911,043	\$0	\$0	\$0	\$39,555,215
2026	CON	0047-05-057	Cat 4:	\$23,746,694	\$5,936,673	\$0	\$0	\$0	\$29,683,367
<b>Phase Subtotal:</b>				<b>\$55,390,866</b>	<b>\$13,847,716</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$69,238,582</b>
<b>Grand Total:</b>				<b>\$66,910,866</b>	<b>\$18,887,716</b>	<b>\$0</b>	<b>\$1,440,000</b>	<b>\$0</b>	<b>\$87,238,582</b>

## REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0047-05-057	SW PE:	\$0	\$3,600,000	\$0	\$0	\$0	\$3,600,000
2023	ROW	0047-05-057	SW ROW:	\$11,520,000	\$1,440,000	\$0	\$1,440,000	\$0	\$14,400,000
2025	CON	0047-05-057	Cat 2M:	\$31,644,172	\$7,911,043	\$0	\$0	\$0	\$39,555,215
2025	CON	0047-05-057	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,206,587	\$1,206,587
2025	CON	0047-05-057	Cat 4:	\$19,732,766	\$4,933,192	\$0	\$0	\$0	\$24,665,958
<b>Phase Subtotal:</b>				<b>\$51,376,938</b>	<b>\$12,844,235</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,206,587</b>	<b>\$65,427,760</b>
<b>Grand Total:</b>				<b>\$62,896,938</b>	<b>\$17,884,235</b>	<b>\$0</b>	<b>\$1,440,000</b>	<b>\$1,206,587</b>	<b>\$83,427,760</b>



## PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

<b>TIP Code:</b> 14083.9	<b>Facility:</b> VA	<b>Location/Limits From:</b> SYNERGY PARK BLVD FROM WATERVIEW PKWY	<b>Modification #:</b> 2025-0354
<b>Implementing Agency:</b> RICHARDSON		<b>Location/Limits To:</b> FLOYD RD	
<b>County:</b> COLLIN	<b>CSJ:</b> 0918-24-309, 0918-24-316		
<b>City:</b> RICHARDSON	<b>Desc:</b> CONSTRUCT PEDESTRIAN IMPROVEMENTS INCLUDING BICYCLE LANES, SIDEWALKS, CROSSWALKS, LIGHTING, AND LANDSCAPING; CONSTRUCT BUS STOP IMPROVEMENTS; CONSTRUCT ROUNDABOUT AT SYNERGY PARK BLVD/FLOYD RD		
	<b>Request:</b> ADD PROJECT TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON MARCH 13, 2025; DELAY ENGINEERING FROM FY2025 TO FY2026, INCREASE ENGINEERING FUNDING, AND CHANGE FUNDING FROM LOCAL CONTRIBUTION TO CONGRESSIONAL EARMARK AFTER ORIGINAL RTC APPROVAL; PROJECT GROUPED UNDER CSJ 5000-00-916		
	<b>Comment:</b> TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CITY OF RICHARDSON MTP POLICY BUNDLE TDCS; EARMARK NAME IS UTD MOBILITY IMPROVEMENTS; PROJECT GROUPED UNDER CSJ 5000-00-916		

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0918-24-309	Cat 10 - Cong Earmark:	\$1,000,000	\$0	\$0	\$250,000	\$0	\$1,250,000
2028	CON	0918-24-309	STBG:	\$3,194,000	\$0	\$0	\$798,500	\$0	\$3,992,500
2028	CON	0918-24-316	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$781,500	\$0	\$0
2028	CON	0918-24-316	STBG:	\$3,907,500	\$0	\$0	\$0	\$0	\$3,907,500
<b>Phase Subtotal:</b>				<b>\$7,101,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$798,500</b>	<b>\$0</b>	<b>\$7,900,000</b>
<b>Grand Total:</b>				<b>\$8,101,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,048,500</b>	<b>\$0</b>	<b>\$9,150,000</b>

<b>TIP Code:</b> 14083	<b>Facility:</b> CS	<b>Location/Limits From:</b> DANIELDALE RD FROM IH 35E	<b>Modification #:</b> 2025-0360
<b>Implementing Agency:</b> DALLAS		<b>Location/Limits To:</b> WESTMORELAND RD	
<b>County:</b> DALLAS	<b>CSJ:</b> 0918-47-560		
<b>City:</b> VARIOUS	<b>Desc:</b> RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES		
	<b>Request:</b> ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON MARCH 13, 2025; REVISE LIMITS TO DANIELDALE RD FROM IH 35E TO WESTMORELAND RD, REVISE SCOPE TO RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES, AND INCREASE AND DELAY ENGINEERING TO FY2027 AFTER RTC APPROVAL		

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	0918-47-560	STBG:	\$2,400,000	\$0	\$0	\$600,000	\$0	\$3,000,000
<b>Grand Total:</b>				<b>\$2,400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$3,000,000</b>

# PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55297      **Facility:** FM 407      **Location/Limits From:** EAST OF IH 35W      **Modification #:** 2025-0376  
**Implementing Agency:** TXDOT-DALLAS      **Location/Limits To:** WEST OF IH 35W  
**County:** DENTON      **CSJ:** 1310-01-050  
**City:** NORTHLAKE      **Desc:** WIDEN AND RECONSTRUCT FROM 2 LANE URBAN UNDIVIDED TO 6 LANE URBAN DIVIDED  
**Request:** DELAY CONSTRUCTION TO FY2028, REVISE FUNDING FROM RTR 121 TO STBG AND INCREASE FUNDING; REVISE SCOPE TO WIDEN AND RECONSTRUCT FROM 2 LANE TO 6 LANE ROADWAY  
**Comment:** PART OF AN RTR RECLASSIFICATION TO BE CONSIDERED AT OCTOBER 2025 RTC MEETING

## CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	1310-01-050	SW PE:	\$0	\$3,373,907	\$0	\$0	\$0	\$3,373,907
2023	ROW	1310-01-050	SW ROW:	\$3,810,246	\$476,281	\$0	\$476,281	\$0	\$4,762,808
2025	CON	1310-01-050	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$37,675,733	\$0	\$0	\$37,675,733
<b>Grand Total:</b>				<b>\$3,810,246</b>	<b>\$3,850,188</b>	<b>\$37,675,733</b>	<b>\$476,281</b>	<b>\$0</b>	<b>\$45,812,448</b>

## REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	1310-01-050	SW PE:	\$0	\$3,373,907	\$0	\$0	\$0	\$3,373,907
2023	ROW	1310-01-050	SW ROW:	\$3,810,246	\$476,281	\$0	\$476,281	\$0	\$4,762,808
2028	CON	1310-01-050	STBG:	\$35,217,316	\$8,804,330	\$0	\$0	\$0	\$44,021,646
<b>Grand Total:</b>				<b>\$39,027,562</b>	<b>\$12,654,518</b>	<b>\$0</b>	<b>\$476,281</b>	<b>\$0</b>	<b>\$52,158,361</b>

# PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14032      **Facility:** CS      **Location/Limits From:** ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD      **Modification #:** 2025-0382  
**Implementing Agency:** TXDOT-DALLAS      **Location/Limits To:** IH 35E  
**County:** DALLAS      **CSJ:** 0918-47-246  
**City:** GLENN HEIGHTS      **Desc:** RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS  
**Request:** INCREASE CMAQ AND STBG FUNDING FOR CONSTRUCTION AND DELAY TO FY2029; INCREASE ROW FUNDING  
**Comment:** CMAQ FUNDING FOR BICYCLE/PEDESTRIAN AND INTERSECTION IMPROVEMENTS ONLY; LOCAL CONTRIBUTION BY CITY OF GLENN HEIGHTS AND FRANCHISE UTILITY COMPANIES; RELATED TO TIP 14032.2/CSJ 0442-02-161

## CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-47-246	STBG:	\$800,000	\$0	\$0	\$200,000	\$0	\$1,000,000
2024	ROW	0918-47-246	STBG:	\$2,000,000	\$0	\$0	\$500,000	\$0	\$2,500,000
2025	UTIL	0918-47-246	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,329,417	\$3,329,417
2028	CON	0918-47-246	Cat 5:	\$1,600,000	\$0	\$0	\$400,000	\$0	\$2,000,000
2028	CON	0918-47-246	STBG:	\$16,800,267	\$0	\$0	\$4,200,067	\$0	\$21,000,334
<b>Phase Subtotal:</b>				<b>\$18,400,267</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,600,067</b>	<b>\$0</b>	<b>\$23,000,334</b>
<b>Grand Total:</b>				<b>\$21,200,267</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,300,067</b>	<b>\$3,329,417</b>	<b>\$29,829,751</b>

## REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-47-246	STBG:	\$800,000	\$0	\$0	\$200,000	\$0	\$1,000,000
2024	ROW	0918-47-246	STBG:	\$2,103,600	\$0	\$0	\$525,900	\$0	\$2,629,500
2025	UTIL	0918-47-246	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,329,417	\$3,329,417
2029	CON	0918-47-246	Cat 5:	\$2,484,549	\$0	\$0	\$621,137	\$0	\$3,105,686
2029	CON	0918-47-246	STBG:	\$27,497,890	\$0	\$0	\$6,874,473	\$0	\$34,372,363
<b>Phase Subtotal:</b>				<b>\$29,982,439</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,495,610</b>	<b>\$0</b>	<b>\$37,478,049</b>
<b>Grand Total:</b>				<b>\$32,886,039</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,221,510</b>	<b>\$3,329,417</b>	<b>\$44,436,966</b>

## PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

<b>TIP Code:</b>	24062	<b>Facility:</b>	CS	<b>Location/Limits From:</b>	LAUD HOWELL PKWY FROM FM 1461/LAKE FOREST DR	<b>Modification #:</b>	2025-0401
<b>Implementing Agency:</b>	MCKINNEY	<b>Location/Limits To:</b>	WEST OF TRINITY FALLS PKWY				
<b>County:</b>	COLLIN	<b>CSJ:</b>	0918-24-317				
<b>City:</b>	MCKINNEY	<b>Desc:</b>	RECONSTRUCT AND WIDEN 2 TO 4 (ULTIMATE 6) LANE ROADWAY				
		<b>Request:</b>	ADD PROJECT TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON MARCH 13, 2025; REVISE SCOPE TO RECONSTRUCT AND WIDEN 2 TO 4 (ULTIMATE 6) LANE ROADWAY AFTER RTC APPROVAL				
		<b>Comment:</b>	LOCAL CONTRIBUTION PAID BY THE CITY OF MCKINNEY AND PRIVATE SECTOR DEVELOPER; 0 TO 2 LANES ARE CURRENTLY BEING CONSTRUCTED WITH LOCAL FUNDS				

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	0918-24-317	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$24,750,000	\$24,750,000
2027	CON	0918-24-317	STBG:	\$15,000,000	\$0	\$0	\$3,750,000	\$0	\$18,750,000
Phase Subtotal:				<b>\$15,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,750,000</b>	<b>\$24,750,000</b>	<b>\$43,500,000</b>
Grand Total:				<b>\$15,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,750,000</b>	<b>\$24,750,000</b>	<b>\$43,500,000</b>

# PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

<b>TIP Code:</b> 21015.1	<b>Facility:</b> VA	<b>Location/Limits From:</b> ENGINEERING FOR PASSENGER RAIL/ROADWAY INTERFACES; REGIONWIDE, INCLUDING	<b>Modification #:</b> 2025-0462
<b>Implementing Agency:</b> NCTCOG		<b>Location/Limits To:</b> BNSF AT AVONDALE HASLET, RIVERFRONT, FM 429, CADIZ RD AND RR BRIDGE AT UP RR, N. PRAIRIE CREEK AND BONDS RANCH AT BNSF	
<b>County:</b> VARIOUS	<b>CSJ:</b> 0918-00-375, 0918-00-378		
<b>City:</b> VARIOUS	<b>Desc:</b> ESTABLISH ENGINEERING AGREEMENTS WITH FREIGHT AND PASSENGER RAILROADS, ALLOWING FOR STREAMLINED DESIGN AND REVIEW OF DESIGN PLANS FOR REGIONALLY SIGNIFICANT TRANSPORTATION PROJECTS		
	<b>Request:</b> REVISE SCOPE TO INCLUDE A GRADE SEPARATION AT WESTMORELAND AND MARKET CENTER; ADVANCE CSJ 0918-00-378 FROM FY2025 TO FY2024 TO ALIGN WITH OBLIGATION DATE AND REMOVE FROM THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		
	<b>Comment:</b> TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 5 TDCS		

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-00-375	Cat 3 - TDC (MPO):	\$0	\$0	\$620,000	\$0	\$0	\$0
2023	ENG	0918-00-375	STBG:	\$3,100,000	\$0	\$0	\$0	\$0	\$3,100,000
<b>Phase Subtotal:</b>				<b>\$3,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,100,000</b>
2025	ENG	0918-00-378	Cat 3 - TDC (MPO):	\$0	\$0	\$620,000	\$0	\$0	\$0
2025	ENG	0918-00-378	STBG:	\$3,100,000	\$0	\$0	\$0	\$0	\$3,100,000
<b>Phase Subtotal:</b>				<b>\$3,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,100,000</b>
<b>Grand Total:</b>				<b>\$6,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,200,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-00-375	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$620,000	\$0	\$0
2023	ENG	0918-00-375	STBG:	\$3,100,000	\$0	\$0	\$0	\$0	\$3,100,000
<b>Phase Subtotal:</b>				<b>\$3,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,100,000</b>
2024	ENG	0918-00-378	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$620,000	\$0	\$0
2024	ENG	0918-00-378	STBG:	\$3,100,000	\$0	\$0	\$0	\$0	\$3,100,000
<b>Phase Subtotal:</b>				<b>\$3,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,100,000</b>
2025	ENG	0918-00-378	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2025	ENG	0918-00-378	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Grand Total:</b>				<b>\$6,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,200,000</b>

# PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 11543.4    **Facility:** VA    **Location/Limits From:** TEXRAIL EXTENSION PROJECT FROM FORT WORTH T&P STATION    **Modification #:** 2025-0463

**Implementing Agency:** FWTA    **Location/Limits To:** MEDICAL DISTRICT

**County:** TARRANT    **CSJ:** 0902-90-086, 0902-90-303

**City:** FORT WORTH    **Desc:** ENGINEERING/ENVIRONMENTAL AND CONSTRUCTION OF COMMUTER RAIL LINE EXTENSION

**Request:** ADD BUILD GRANT AND LOCAL CONTRIBUTION FUNDING IN FY2026

**Comment:** TDCS USED FOR LOCAL MATCH ARE NOT IN FUNDING TOTAL; REG TDCS; LOCAL FUNDS PAID BY TRINITY METRO, FORT WORTH, & PRIVATE SECTOR; PART OF HEMPHILL/LAMAR SWAP; FTA GRANT IS NEW STARTS; 2025 BUILD GRANT; \$53,184,592 OF STBG IS CRRSAA FUNDING AT 100% FED LEVEL

## CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	TRANS	0902-90-086	Cat 3 - TDC (MPO):	\$0	\$0	\$4,000,000	\$0	\$0	\$0
2018	TRANS	0902-90-086	Cat 5:	\$20,000,000	\$0	\$0	\$0	\$0	\$20,000,000
<b>Phase Subtotal:</b>				<b>\$20,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000,000</b>
2023	TRANS	0902-90-303	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$15,018,770	\$15,018,770
2023	TRANS	0902-90-303	FTA Grant:	\$38,900,000	\$0	\$0	\$41,600,000	\$0	\$80,500,000
2023	TRANS	0902-90-303	STBG:	\$53,661,511	\$0	\$0	\$119,230	\$0	\$53,780,741
<b>Phase Subtotal:</b>				<b>\$92,561,511</b>	<b>\$0</b>	<b>\$0</b>	<b>\$41,719,230</b>	<b>\$15,018,770</b>	<b>\$149,299,511</b>
<b>Grand Total:</b>				<b>\$112,561,511</b>	<b>\$0</b>	<b>\$0</b>	<b>\$41,719,230</b>	<b>\$15,018,770</b>	<b>\$169,299,511</b>

## REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	TRANS	0902-90-086	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$4,000,000	\$0	\$0
2018	TRANS	0902-90-086	Cat 5:	\$20,000,000	\$0	\$0	\$0	\$0	\$20,000,000
<b>Phase Subtotal:</b>				<b>\$20,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000,000</b>
2023	TRANS	0902-90-303	FTA Grant:	\$38,900,000	\$0	\$0	\$41,600,000	\$0	\$80,500,000
2023	TRANS	0902-90-303	STBG:	\$476,919	\$0	\$0	\$119,230	\$0	\$596,149
2023	TRANS	0902-90-303	STBG:	\$53,184,592	\$0	\$0	\$0	\$0	\$53,184,592
<b>Phase Subtotal:</b>				<b>\$92,561,511</b>	<b>\$0</b>	<b>\$0</b>	<b>\$41,719,230</b>	<b>\$0</b>	<b>\$134,280,741</b>
2026	TRANS	0902-90-303	Cat 3 - Build Grant:	\$25,000,000	\$0	\$0	\$6,250,000	\$0	\$31,250,000
2026	TRANS	0902-90-303	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$34,338,489	\$34,338,489
<b>Phase Subtotal:</b>				<b>\$25,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,250,000</b>	<b>\$34,338,489</b>	<b>\$65,588,489</b>
<b>Grand Total:</b>				<b>\$137,561,511</b>	<b>\$0</b>	<b>\$0</b>	<b>\$47,969,230</b>	<b>\$34,338,489</b>	<b>\$219,869,230</b>

# PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 21014.1    **Facility:** VA    **Location/Limits From:** DCTA A-TRAIN EXPANDED SPECIAL EVENTS SERVICE    **Modification #:** 2025-0468  
**Implementing Agency:** DCTA  
**County:** DENTON    **CSJ:** 0918-46-347  
**City:** DENTON    **Desc:** EXPAND A-TRAIN SERVICE FOR THREE YEARS TO COINCIDE WITH SPECIAL EVENTS IN THE DCTA AND DART SERVICE AREAS  
**Request:** REVISE SCOPE TO DESIGN AND IMPLEMENT POSITIVE TRAIN CONTROL SYSTEM ENHANCEMENTS TO EXPAND A-TRAIN RAIL SERVICE  
**Comment:** TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 TDCS; FUNDING PREVIOUSLY TRANSFERRED TO FTA FOR IMPLEMENTATION OF THIS PROJECT

## **CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	TRANS	0918-46-347	Cat 3 - TDC (MPO):	\$0	\$0	\$600,000	\$0	\$0	\$0
2024	TRANS	0918-46-347	Cat 5:	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000
<b>Phase Subtotal:</b>				<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>
<b>Grand Total:</b>				<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>

## **REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	TRANS	0918-46-347	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$600,000	\$0	\$0
2024	TRANS	0918-46-347	Cat 5:	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000
<b>Phase Subtotal:</b>				<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>
<b>Grand Total:</b>				<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>

# PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 54018      **Facility:** US 377      **Location/Limits From:** OVERSTREET BLVD      **Modification #:** 2025-0471  
**Implementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** PIRATE DR  
**County:** HOOD      **CSJ:** 0080-03-049  
**City:** GRANBURY      **Desc:** US 377 FROM OVERSTREET BLVD TO SH 144: WIDEN 4 LN TO 6 LN DIVIDED (TRANSITION SECTION AT END WITH AUX LNS); FROM SH 144 TO PIRATE DR: UPGRADE 4 LN RURAL HIGHWAY TO 4 LN URBAN HIGHWAY WITH 0 TO 4 LN DISCONTINUOUS ACCESS RDS; RECONSTRUCT SH 144 INTERCHANGE  
**Request:** INCREASE CAT 2M FOR CONSTRUCTION IN FY2029; REVISE SCOPE TO US 377 FROM OVERSTREET BLVD TO SH 144: RECONSTRUCT 4 LN TO 4 LN DIVIDED (TRANSITION SECTION AT END WITH AUX LANES); FROM SH 144 TO PIRATE DR: UPGRADE 4 LN RURAL HIGHWAY TO 4 LN URBAN HIGHWAY WITH 0 TO 4 LN DISCONTINUOUS ACCESS RDS; RECONSTRUCT SH 144 INTERCHANGE  
**Comment:** RELATED TO TIP 54019/CSJ 0080-04-081 & TIP 54071/CSJ 0080-04-094; REGIONAL 10-YEAR PLAN PROJECT

## CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2029	ENG	0080-03-049	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2029	ROW	0080-03-049	SW ROW:	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000
2029	UTIL	0080-03-049	SW ROW:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2029	CON	0080-03-049	Cat 2M:	\$40,000,000	\$10,000,000	\$0	\$0	\$0	\$50,000,000
2029	CON	0080-03-049	Cat 4:	\$41,600,000	\$10,400,000	\$0	\$0	\$0	\$52,000,000
<b>Phase Subtotal:</b>				<b>\$81,600,000</b>	<b>\$20,400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$102,000,000</b>
<b>Grand Total:</b>				<b>\$93,600,000</b>	<b>\$33,400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$127,000,000</b>

## REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2029	ENG	0080-03-049	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2029	ROW	0080-03-049	SW ROW:	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000
2029	UTIL	0080-03-049	SW ROW:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2029	CON	0080-03-049	Cat 2M:	\$60,000,000	\$15,000,000	\$0	\$0	\$0	\$75,000,000
2029	CON	0080-03-049	Cat 4:	\$41,600,000	\$10,400,000	\$0	\$0	\$0	\$52,000,000
<b>Phase Subtotal:</b>				<b>\$101,600,000</b>	<b>\$25,400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$127,000,000</b>
<b>Grand Total:</b>				<b>\$113,600,000</b>	<b>\$38,400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$152,000,000</b>



## PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 24060.1    **Facility:** VA    **Location/Limits From:** N MAIN ST PANTHER ISLAND BRIDGES BOUNDED BY NE 5TH ST ON THE NORTH, CALHOUN ST ON THE EAST, THROCKMORTON ON THE WEST    **Modification #:** 2025-0474

**Implementing Agency:** FORT WORTH    **Location/Limits To:** WEST FORK TRINITY RIVER ON THE SOUTH

**County:** TARRANT    **CSJ:** 0902-90-380

**City:** FORT WORTH    **Desc:** CONSTRUCT VEHICULAR BRIDGES

**Request:** ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	CON	0902-90-380	STBG:	\$5,280,000	\$0	\$0	\$1,320,000	\$0	\$6,600,000
<b>Grand Total:</b>				<b>\$5,280,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,320,000</b>	<b>\$0</b>	<b>\$6,600,000</b>

**TIP Code:** 11626    **Facility:** VA    **Location/Limits From:** ROADWAY SAFETY AUDITS    **Modification #:** 2025-0478

**Implementing Agency:** NCTCOG    **Location/Limits To:** REGIONWIDE ROADWAY SAFETY AUDIT TO EVALUATE VARIOUS ROAD SEGMENTS AND INTERSECTIONS HIGHLIGHTED IN THE REGIONAL

**County:** VARIOUS    **CSJ:** 0902-00-384

**City:** VARIOUS    **Desc:** PEDESTRIAN SAFETY ACTION PLAN; IDENTIFY RECOMMENDED SAFETY COUNTERMEASURES THAT WILL ENHANCE SAFETY AND REDUCE THE NUMBER AND SEVERITY OF CRASHES; INCLUDES CONSULTANT AND COG STAFF TIME

**Request:** CANCEL PROJECT AND REMOVE FROM THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); TRANSFER FUNDING TO TIP 11626.1

**Comment:** TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0902-00-384	Cat 3 - TDC (MPO):	\$0	\$0	\$300,000	\$0	\$0	\$0
2026	ENG	0902-00-384	STBG:	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
<b>Phase Subtotal:</b>				<b>\$1,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500,000</b>
<b>Grand Total:</b>				<b>\$1,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500,000</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0902-00-384	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2026	ENG	0902-00-384	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

# PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 11626.1    **Facility:** VARIOUS    **Location/Limits From:** EXISTING COTTON BELT TRAIL IN NORTH RICHLAND HILLS    **Modification #:** 2025-0479  
**Implementing Agency:** NCTCOG    **Location/Limits To:** EXISTING TRINITY TRAILS NEAR NORTHSIDE DRIVE AND NEAR HANDLEY EDERVILLE ROAD  
**County:** TARRANT    **CSJ:** 0902-90-385  
**City:** VARIOUS    **Desc:** CONDUCT FEASIBILITY STUDY FOR EXTENSION OF REGIONAL TRAILS INCLUDING CONNECTIONS TO RAIL STATIONS  
**Request:** ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROJECT (STIP); FUNDING FROM TIP 11626/CSJ 0902-00-384 AND CHANGED TO STBG  
**Comment:** TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS; PROJECT CAN BE FOUND IN 5.03 LAND-USE/TRANSPORTATION INITIATIVES OF THE UPWP

## REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0902-90-385	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$300,000	\$0	\$0
2026	ENG	0902-90-385	STBG:	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
<b>Phase Subtotal:</b>				<b>\$1,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500,000</b>
<b>Grand Total:</b>				<b>\$1,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500,000</b>

**TIP Code:** 11651.8    **Facility:** VA    **Location/Limits From:** DFW DISCOVERY TRAIL FROM DOWNTOWN FORT WORTH TO DOWNTOWN DALLAS    **Modification #:** 2025-0480  
**Implementing Agency:** NCTCOG    **Location/Limits To:** COTTON BELT TRAIL FROM DOWNTOWN FORT WORTH TO SHILOH RD PLANO  
**County:** VARIOUS    **CSJ:** 0902-90-386  
**City:** VARIOUS    **Desc:** PURCHASE WAYFINDING SIGNAGE FOR DFW DISCOVERY TRAIL AND DEVELOP WAYFINDING SIGNAGE PLAN FOR COTTON BELT TRAIL; PURCHASE PEDESTRIAN AND BICYCLE COUNT EQUIPMENT AND OPERATIONS FOR DFW DISCOVERY TRAIL AND COTTON BELT TRAIL  
**Request:** ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROJECT (STIP); FUNDING FROM TIP 11651/CSJ 0902-00-173 AND 0000-18-053 AND CHANGED TO STBG  
**Comment:** TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 5 TDCS; PROJECT CAN BE FOUND IN 3.07 CONGESTION MANAGEMENT OPERATIONS OF THE UPWP

## REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	IMP	0902-90-386	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$155,000	\$0	\$0
2026	IMP	0902-90-386	STBG:	\$775,000	\$0	\$0	\$0	\$0	\$775,000
<b>Phase Subtotal:</b>				<b>\$775,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$775,000</b>
<b>Grand Total:</b>				<b>\$775,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$775,000</b>

# PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 11684.1    **Facility:** VARIOUS    **Location/Limits From:** DART LOVE LINK AV BUS SERVICE    **Modification #:** 2025-0484

**Implementing Agency:** DART

**County:** DALLAS    **CSJ:** 0918-47-378

**City:** DALLAS    **Desc:** PURCHASE A FLEET OF FOUR AUTOMATED ELECTRIC BUSES TO PROVIDE TRANSIT SERVICE BETWEEN THE INWOOD STATION AND LOVE FIELD

**Request:** REVISE SCOPE TO DEVELOP AND DEPLOY ADVANCED PASSENGER INFORMATION AND PRECISION DOCKING TECHNOLOGY ON THE LOVE LINK SHUTTLE;  
REVISE LIMITS TO DART LOVE LINK SHUTTLE

**Comment:** TDCS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2; FUNDING PREVIOUSLY TRANSFERRED

## CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	TRANS	0918-47-378	Cat 3 - TDC (MPO):	\$0	\$0	\$350,000	\$0	\$0	\$0
2023	TRANS	0918-47-378	STBG:	\$1,750,000	\$0	\$0	\$0	\$0	\$1,750,000
Phase Subtotal:				<b>\$1,750,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,750,000</b>
Grand Total:				<b><u>\$1,750,000</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$1,750,000</u></b>

## REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	TRANS	0918-47-378	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$350,000	\$0	\$0
2023	TRANS	0918-47-378	STBG:	\$1,750,000	\$0	\$0	\$0	\$0	\$1,750,000
Phase Subtotal:				<b>\$1,750,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,750,000</b>
Grand Total:				<b><u>\$1,750,000</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$1,750,000</u></b>

# PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 16004      **Facility:** VA      **Location/Limits From:** NORTHWEST AND SOUTHWEST FORT WORTH SUBAREA STUDIES; NORTHWEST STUDY: BOUNDED BY US 377 TO E, SH 114 TO N, FM 730 TO W,      **Modification #:** 2025-0489

**Implementing Agency:** NCTCOG      **Location/Limits To:** & IH 820 TO S; SW STUDY: IH 20/IH 820 TO N, FM 1187 TO W, US 377 TO S, & CHISHOLM TRAIL TO E; DEVELOP SUB-REGIONAL

**County:** VARIOUS      **CSJ:** 0902-00-347, 0902-00-348, 0902-00-349

**City:** VARIOUS      **Desc:** TR PLANS TO IDENTIFY NEEDED IMPROVEMENTS & ESTABLISH A MULTI-MODAL TR NETWORK WITH FOCUS ON LAND USE, SAFETY, & CONGESTION; AREAS OUTSIDE THIS STUDY AREA WILL ALSO BE INCLUDED AS THEY IMPACT TRAVEL WITHIN THE AREA, INCL CONSULTANT & NCTCOG STAFF TIME

**Request:** CANCEL PROJECT AND REMOVE FROM THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROJECT (STIP); PROJECT GROUPED UNDER CSJ 5000-00-950

**Comment:** PROJECT GROUPED UNDER CSJ 5000-00-950

## **CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0902-00-347	Cat 3 - TDC (MPO):	\$0	\$0	\$40,000	\$0	\$0	\$0
2025	ENG	0902-00-347	STBG:	\$200,000	\$0	\$0	\$0	\$0	\$200,000
<b>Phase Subtotal:</b>				<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>
2026	ENG	0902-00-348	Cat 3 - TDC (MPO):	\$0	\$0	\$120,000	\$0	\$0	\$0
2026	ENG	0902-00-348	STBG:	\$600,000	\$0	\$0	\$0	\$0	\$600,000
<b>Phase Subtotal:</b>				<b>\$600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600,000</b>
2027	ENG	0902-00-349	Cat 3 - TDC (MPO):	\$0	\$0	\$60,000	\$0	\$0	\$0
2027	ENG	0902-00-349	STBG:	\$300,000	\$0	\$0	\$0	\$0	\$300,000
<b>Phase Subtotal:</b>				<b>\$300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>
<b>Grand Total:</b>				<b>\$1,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,100,000</b>

## **REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0902-00-347	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2025	ENG	0902-00-347	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
2026	ENG	0902-00-348	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2026	ENG	0902-00-348	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
2027	ENG	0902-00-349	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2027	ENG	0902-00-349	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

## PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

<b>TIP Code:</b> 25017	<b>Facility:</b> VA	<b>Location/Limits From:</b> CNG BUS FLEET REPLACEMENT	<b>Modification #:</b> 2025-0491
<b>Implementing Agency:</b> DART			
<b>County:</b> DALLAS	<b>CSJ:</b> 0918-47-562		
<b>City:</b> DALLAS	<b>Desc:</b> CNG BUS FLEET REPLACEMENT		
	<b>Request:</b> ADD PROJECT TO 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY RTC ON MARCH 13, 2025; SINCE RTC ACTION REVISE FUNDING TO STBG AND REVISE LIMITS & SCOPE TO CNG BUS FLEET REPLACEMENT		
	<b>Comment:</b> PREVIOUS RTC ACTION ON MARCH 13, 2025 FOR FUTURE RECONSTRUCTION OF IH 35E/STEMMONS AT TRE; PART OF REGIONAL TRANSIT PARTNERSHIP		

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	TRANS	0918-47-562	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$3,400,000	\$0	\$0
2026	TRANS	0918-47-562	STBG:	\$17,000,000	\$0	\$0	\$0	\$0	\$17,000,000
Phase Subtotal:				\$17,000,000	\$0	\$0	\$0	\$0	\$17,000,000
Grand Total:				\$17,000,000	\$0	\$0	\$0	\$0	\$17,000,000

<b>TIP Code:</b> 25009	<b>Facility:</b> CS	<b>Location/Limits From:</b> BEDFORD ROAD FROM SOMERSET BLVD	<b>Modification #:</b> 2025-0495
<b>Implementing Agency:</b> COLLEYVILLE		<b>Location/Limits To:</b> SADDLEBROOK DRIVE	
<b>County:</b> TARRANT	<b>CSJ:</b> 0902-90-388		
<b>City:</b> COLLEYVILLE	<b>Desc:</b> RECONSTRUCT 2 LANE TO 2 LANE BRIDGE		
	<b>Request:</b> ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROJECT (STIP)		

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0902-90-388	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$300,000	\$300,000
2027	CON	0902-90-388	Cat 10 - Cong Earmark:	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
2027	CON	0902-90-388	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,100,000	\$2,100,000
Phase Subtotal:				\$1,500,000	\$0	\$0	\$0	\$2,100,000	\$3,600,000
Grand Total:				\$1,500,000	\$0	\$0	\$0	\$2,400,000	\$3,900,000

## PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

<b>TIP Code:</b> 14015.4	<b>Facility:</b> VA	<b>Location/Limits From:</b> HARRY HINES BLVD FROM SOUTHEAST OF INWOOD DRIVE	<b>Modification #:</b> 2025-0499
<b>Implementing Agency:</b> DALLAS		<b>Location/Limits To:</b> NORTHWEST OF RECORD CROSSING	
<b>County:</b> DALLAS	<b>CSJ:</b> N/A		
<b>City:</b> DALLAS	<b>Desc:</b>	RECONSTRUCTION OF THE HARRY HINES-INWOOD INTERCHANGE TO REMOVE EXISTING CLOVER LEAF AND REPLACE WITH A DIAMOND INTERCHANGE WITH BRIDGE OVER INWOOD; RECONSTRUCTING HARRY HINES FROM A 6 LANE TO A 6 LANE WITH SIDEWALKS AND BIKE FACILITIES; UPGRADE SIGNALS	
	<b>Request:</b>	ADD PROJECT TO 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$9,000,000	\$9,000,000
2028	CON	N/A	Cat 10 - Cong Earmark:	\$20,000,000	\$0	\$0	\$0	\$0	\$20,000,000
<b>Grand Total:</b>				<b>\$20,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,000,000</b>	<b>\$29,000,000</b>

<b>TIP Code:</b> 21032	<b>Facility:</b> CS	<b>Location/Limits From:</b> ON BELT LINE RD FROM EAST OF ALBA RD TO EAST OF SUNRISE RD	<b>Modification #:</b> 2025-0500
<b>Implementing Agency:</b> DALLAS CO		<b>Location/Limits To:</b> ON SUNRISE RD FROM BELT LINE RD TO SOUTH OF BELT LINE RD	
<b>County:</b> DALLAS	<b>CSJ:</b> 0918-47-526		
<b>City:</b> VARIOUS	<b>Desc:</b>	RECONSTRUCT AND WIDEN BELT LINE ROAD FROM 2 TO 4 LANES AND REALIGN SUNRISE RD FROM 2 TO 2 LANES (ULTIMATE 4 LANES)	
	<b>Request:</b>	DELAY ENGINEERING TO FY2026, ROW TO FY2028, UTILITIES TO FY2028, AND CON TO FY2029	
	<b>Comment:</b>	LOCAL CONTRIBUTION PAID FOR BY DALLAS COUNTY, WILMER, LANCASTER, AND PRIVATE SECTOR	

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0918-47-526	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000
2025	ENG	0918-47-526	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$1,100,000	\$0	\$0	\$1,100,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$1,100,000</b>	<b>\$0</b>	<b>\$1,100,000</b>	<b>\$2,200,000</b>
2026	ROW	0918-47-526	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$700,000	\$700,000
2026	ROW	0918-47-526	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$500,000	\$0	\$0	\$500,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$700,000</b>	<b>\$1,200,000</b>
2026	UTIL	0918-47-526	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,750,000	\$1,750,000
2026	UTIL	0918-47-526	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$250,000	\$0	\$0	\$250,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$1,750,000</b>	<b>\$2,000,000</b>
2027	CON	0918-47-526	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2027	CON	0918-47-526	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$16,200,000	\$0	\$0	\$16,200,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$16,200,000</b>	<b>\$0</b>	<b>\$2,000,000</b>	<b>\$18,200,000</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$18,050,000</b>	<b>\$0</b>	<b>\$5,550,000</b>	<b>\$23,600,000</b>

## PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0918-47-526	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000
2026	ENG	0918-47-526	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$1,100,000	\$0	\$0	\$1,100,000
Phase Subtotal:				\$0	\$0	\$1,100,000	\$0	\$1,100,000	\$2,200,000
2028	ROW	0918-47-526	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$700,000	\$700,000
2028	ROW	0918-47-526	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$500,000	\$0	\$0	\$500,000
Phase Subtotal:				\$0	\$0	\$500,000	\$0	\$700,000	\$1,200,000
2028	UTIL	0918-47-526	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,750,000	\$1,750,000
2028	UTIL	0918-47-526	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$250,000	\$0	\$0	\$250,000
Phase Subtotal:				\$0	\$0	\$250,000	\$0	\$1,750,000	\$2,000,000
2029	CON	0918-47-526	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2029	CON	0918-47-526	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$16,200,000	\$0	\$0	\$16,200,000
Phase Subtotal:				\$0	\$0	\$16,200,000	\$0	\$2,000,000	\$18,200,000
Grand Total:				\$0	\$0	\$18,050,000	\$0	\$5,550,000	\$23,600,000

# PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 21032.3    **Facility:** CS    **Location/Limits From:** ON SUNRISE/FERRIS RD FROM SOUTH OF VAN ROAD    **Modification #:** 2025-0502  
**Implementing Agency:** DALLAS CO    **Location/Limits To:** LOOP 9 FRONTAGE ROAD  
**County:** DALLAS    **CSJ:** 0918-00-471, 0918-07-515  
**City:** VARIOUS    **Desc:** RECONSTRUCT AND WIDEN 2 TO 4 LANE ROAD AND REPLACE BRIDGE OVER 10 MILE CREEK; PHASE 3  
**Request:** ADD RAISE GRANT AND STBG FUNDING FOR CONSTRUCTION IN FY2028; REDUCE RTR 121 - DA1; CLARIFY SCOPE FROM PHASE 3 TO PHASE 2B  
**Comment:** RAISE GRANT IS 100% FEDERAL SINCE IT IS IN AN AREA OF PERSISTENT POVERTY; RAISE GRANT FUNDS MUST OBLIGATE BY SEPTEMBER 30, 2028 AND BE SPENT BY SEPTEMBER 30, 2033; TRANSPORTATION DEVELOPMENT CREDIT (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS; RELATED TO 2024 RAISE GRANT; LOCAL CONTRIBUTION PAID FOR BY DALLAS CO, WILMER, AND LANCASTER

## CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0918-00-471	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$700,000	\$700,000
2025	ENG	0918-00-471	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$3,800,000	\$0	\$0	\$3,800,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$3,800,000</b>	<b>\$0</b>	<b>\$700,000</b>	<b>\$4,500,000</b>
2025	ROW	0918-00-471	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$400,000	\$400,000
2025	ROW	0918-00-471	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$1,600,000	\$0	\$0	\$1,600,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$1,600,000</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$2,000,000</b>
2025	UTIL	0918-00-471	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,700,000	\$1,700,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$5,400,000</b>	<b>\$0</b>	<b>\$2,800,000</b>	<b>\$8,200,000</b>

## REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0918-00-471	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$700,000	\$700,000
2026	ENG	0918-00-471	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$3,800,000	\$0	\$0	\$3,800,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$3,800,000</b>	<b>\$0</b>	<b>\$700,000</b>	<b>\$4,500,000</b>
2026	ROW	0918-00-471	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,600,000	\$1,600,000
2026	ROW	0918-00-471	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$400,000	\$0	\$0	\$400,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$1,600,000</b>	<b>\$2,000,000</b>
2026	UTIL	0918-00-471	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,700,000	\$1,700,000
2028	CON	0918-00-471	Cat 10 - RAISE Grant:	\$21,000,000	\$0	\$0	\$0	\$0	\$21,000,000
2028	CON	0918-07-515	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$1,658,000	\$0	\$0
2028	CON	0918-07-515	STBG:	\$8,290,000	\$0	\$0	\$0	\$0	\$8,290,000
<b>Phase Subtotal:</b>				<b>\$29,290,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$29,290,000</b>
<b>Grand Total:</b>				<b>\$29,290,000</b>	<b>\$0</b>	<b>\$4,200,000</b>	<b>\$0</b>	<b>\$4,000,000</b>	<b>\$37,490,000</b>



## PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

<b>TIP Code:</b> 50005	<b>Facility:</b> SS 288	<b>Location/Limits From:</b> SOUTH OF KINGS ROW	<b>Modification #:</b> 2025-0505
<b>Implementing Agency:</b> TXDOT-DALLAS		<b>Location/Limits To:</b> GEESLING ROAD	
<b>County:</b> DENTON	<b>CSJ:</b> 2250-04-002		
<b>City:</b> DENTON	<b>Desc:</b> CONSTRUCT 0 TO 6 LANE FREEWAY		
	<b>Request:</b> ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	2250-04-002	SW PE:	\$0	\$12,355,056	\$0	\$0	\$0	\$12,355,056
2027	ROW	2250-04-002	SW ROW:	\$0	\$57,554,990	\$0	\$0	\$0	\$57,554,990
<b>Grand Total:</b>				<b>\$0</b>	<b>\$69,910,046</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$69,910,046</b>

<b>TIP Code:</b> 50016	<b>Facility:</b> SL 288	<b>Location/Limits From:</b> EAST OF IH 35	<b>Modification #:</b> 2025-0506
<b>Implementing Agency:</b> TXDOT-DALLAS		<b>Location/Limits To:</b> SOUTH OF KINGS ROW	
<b>County:</b> DENTON	<b>CSJ:</b> 2250-02-025		
<b>City:</b> DENTON	<b>Desc:</b> IH 35 TO E OF 428: RECONST & WIDEN 4 CONTINUOUS FRONTAGE RD LN TO 6 FREEWAY LN; 4/6 LN CONTINUOUS FRONTAGE RD; E OF 428 TO KINGS ROW: RECONST & WIDEN 4 LN ARTERIAL TO 6 LN FREEWAY; 0 TO 4/6 LN CONTINUOUS FRONTAGE RD; CONSTRUCT NEW U-TURN AT KINGS ROW		
	<b>Request:</b> ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	2250-02-025	SW PE:	\$0	\$27,167,228	\$0	\$0	\$0	\$27,167,228
2027	ROW	2250-02-025	SW ROW:	\$0	\$74,275,475	\$0	\$0	\$0	\$74,275,475
<b>Grand Total:</b>				<b>\$0</b>	<b>\$101,442,703</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$101,442,703</b>

# PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 25089.4    **Facility:** VA    **Location/Limits From:** TIMBERGLEN TRAIL FROM TIMBERGLEN PARK & PRESTON RIDGE TRAIL    **Modification #:** 2025-0509

**Implementing Agency:** DALLAS    **Location/Limits To:** MIDWAY & MOSS GLEN PARK

**County:** COLLIN    **CSJ:** 0918-24-287, 0918-24-288

**City:** DALLAS    **Desc:** CONST & RECONST SHARED USE PATH TO LINK MOSS GLEN & PRESTON RIDGE TR; PED HAWK SIGNAL & SIGNAL UPGRADES AT MAPLESHADE/PRESTON RIDGE TR; RECTANGULAR RAPID FLASHING BEACON ON LLOYD CIR; SIGNAL UPGRADES & RECONST SIDEWALK ON TIMBERGLEN TO MIDWAY

**Request:** REVISE SCOPE TO CONST BIKE LANE/TRAIL ON EB MAPLESHADE TO LINK MOSS GLEN & PRESTON RIDGE TR & RECONST EB LANES FROM 2 TO 1 LANE; PED HAWK SIGNAL & SIGNAL UPGRADES AT MAPLESHADE/PRESTON RIDGE TR; RRFB ON LLOYD CR; SIGNAL UPGRADES & RECONST SIDEWALK ON TIMBERGLEN TO MIDWAY

**Comment:** TRANSPORTATION DEVELOPMENT CREDITS (CAT 6-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; MTP POLICY BUNDLE TDCS; NO COST OVERRUNS ON THIS PROJECT AS THE RTC IS AWARDDING MORE THAN WHAT THE TDCS REQUIRE

## CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	CON	0918-24-287	Cat 5:	\$1,039,340	\$0	\$0	\$259,835	\$0	\$1,299,175
2026	CON	0918-24-288	Cat 3 - TDC (MPO):	\$0	\$0	\$438,000	\$0	\$0	\$0
2026	CON	0918-24-288	Cat 5:	\$2,190,000	\$0	\$0	\$0	\$0	\$2,190,000
<b>Phase Subtotal:</b>				<b>\$3,229,340</b>	<b>\$0</b>	<b>\$0</b>	<b>\$259,835</b>	<b>\$0</b>	<b>\$3,489,175</b>
<b>Grand Total:</b>				<b>\$3,229,340</b>	<b>\$0</b>	<b>\$0</b>	<b>\$259,835</b>	<b>\$0</b>	<b>\$3,489,175</b>

## REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	CON	0918-24-287	Cat 5:	\$1,039,340	\$0	\$0	\$259,835	\$0	\$1,299,175
2026	CON	0918-24-288	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$438,000	\$0	\$0
2026	CON	0918-24-288	Cat 5:	\$2,190,000	\$0	\$0	\$0	\$0	\$2,190,000
<b>Phase Subtotal:</b>				<b>\$3,229,340</b>	<b>\$0</b>	<b>\$0</b>	<b>\$259,835</b>	<b>\$0</b>	<b>\$3,489,175</b>
<b>Grand Total:</b>				<b>\$3,229,340</b>	<b>\$0</b>	<b>\$0</b>	<b>\$259,835</b>	<b>\$0</b>	<b>\$3,489,175</b>

# PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 20175    **Facility:** SL 288    **Location/Limits From:** IH 35 AT SL 288    **Modification #:** 2025-0515  
**Implementing Agency:** TXDOT-DALLAS    **Location/Limits To:** US 380 WEST OF DENTON  
**County:** DENTON    **CSJ:** 2250-02-013  
**City:** DENTON    **Desc:** CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS WITH INTERCHANGE AT IH 35  
**Request:** REVISE SCOPE TO CONSTRUCT 0 TO 4 LANE CONTINUOUS FRONTAGE ROADS WITH INTERCHANGE AT IH 35; DELAY ENGINEERING AND ROW FROM FY2029 TO FY2031  
**Comment:** LOCAL CONTRIBUTION PAID BY DENTON COUNTY; RELATED TO TIP 53075/ CSJ 2250-02-014

## CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	2250-02-013	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$139,754	\$0	\$0	\$139,754
2029	ENG	2250-02-013	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,532,590	\$1,532,590
2029	ROW	2250-02-013	SW ROW:	\$28,800,000	\$3,600,000	\$0	\$3,600,000	\$0	\$36,000,000
<b>Grand Total:</b>				<b>\$28,800,000</b>	<b>\$3,600,000</b>	<b>\$139,754</b>	<b>\$3,600,000</b>	<b>\$1,532,590</b>	<b>\$37,672,344</b>

## REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	2250-02-013	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$139,754	\$0	\$0	\$139,754
2035	ENG	2250-02-013	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,532,590	\$1,532,590
2035	ROW	2250-02-013	SW ROW:	\$28,800,000	\$3,600,000	\$0	\$3,600,000	\$0	\$36,000,000
<b>Grand Total:</b>				<b>\$28,800,000</b>	<b>\$3,600,000</b>	<b>\$139,754</b>	<b>\$3,600,000</b>	<b>\$1,532,590</b>	<b>\$37,672,344</b>

# PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 53075      **Facility:** SL 288      **Location/Limits From:** US 380 WEST OF DENTON      **Modification #:** 2025-0517  
**Implementing Agency:** TXDOT-DALLAS      **Location/Limits To:** IH 35W SOUTH OF DENTON  
**County:** DENTON      **CSJ:** 2250-01-032  
**City:** DENTON      **Desc:** FROM US 380 TO JOHN PAINE ROAD: CONSTRUCT 0 TO 2 LANE CONTINUOUS FRONTAGE ROADS (ULTIMATE 4 LANES). FROM JOHN PAINE ROAD TO IH 35W: RECONSTRUCT 2 TO 2 LANE CONTINUOUS FRONTAGE ROADS (ULTIMATE 4 LANES)  
**Request:** REVISE SCOPE TO FROM US 380 TO JOHN PAINE ROAD: CONSTRUCT 0 TO 4 LANE CONTINUOUS FRONTAGE ROADS FROM JOHN PAINE ROAD TO IH 35W: RECONSTRUCT 2 TO 4 LANE CONTINUOUS FRONTAGE ROADS; DELAY ENGINEER AND ROW TO FY2031; DELAY CONSTRUCTION TO FY2050  
**Comment:** LOCAL CONTRIBUTION PAID BY DENTON COUNTY; RELATED TO TIP 20175/CSJ 2250-02-013

## CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2006	ENG	2250-01-032	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,532,590	\$1,532,590
2006	ENG	2250-01-032	SW PE:	\$0	\$614,906	\$0	\$0	\$0	\$614,906
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$614,906</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,532,590</b>	<b>\$2,147,496</b>
2022	ROW	2250-01-032	SW ROW:	\$69,600,000	\$8,700,000	\$0	\$8,700,000	\$0	\$87,000,000
2029	CON	2250-01-032	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000
<b>Grand Total:</b>				<b>\$69,600,000</b>	<b>\$9,314,906</b>	<b>\$0</b>	<b>\$8,700,000</b>	<b>\$4,532,590</b>	<b>\$92,147,496</b>

## REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2031	ENG	2250-01-032	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,532,590	\$1,532,590
2031	ENG	2250-01-032	SW PE:	\$0	\$614,906	\$0	\$0	\$0	\$614,906
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$614,906</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,532,590</b>	<b>\$2,147,496</b>
2031	ROW	2250-01-032	SW ROW:	\$69,600,000	\$8,700,000	\$0	\$8,700,000	\$0	\$87,000,000
2050	CON	2250-01-032	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000
<b>Grand Total:</b>				<b>\$69,600,000</b>	<b>\$9,314,906</b>	<b>\$0</b>	<b>\$8,700,000</b>	<b>\$4,532,590</b>	<b>\$92,147,496</b>

# PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

<b>TIP Code:</b>	20115	<b>Facility:</b>	US 377	<b>Location/Limits From:</b>	SOUTH OF FM 1171	<b>Modification #:</b>	2025-0519
<b>Implementing Agency:</b>	TXDOT-DALLAS	<b>Location/Limits To:</b>	CRAWFORD ROAD				
<b>County:</b>	DENTON	<b>CSJ:</b>	0081-03-047				
<b>City:</b>	ARGYLE	<b>Desc:</b>	RECONSTRUCT AND WIDEN ROADWAY FROM 2 LANE RURAL TO 4 LANE DIVIDED URBAN				
		<b>Request:</b>	INCREASE CAT 2 AND ADD CMAQ FUNDING FOR CONSTRUCTION; REVISE SCOPE TO RECONSTRUCT AND WIDEN ROADWAY FROM 2 LANE TO 4 LANE; SIDEWALKS, TURN LANES, TEXAS U-TURN, NEW SIGNAL INSTALLATION WITH RETIMING, NEW GRADE SEPARATION; ADVANCE CONSTRUCTION TO FY2026 AND ADD TO THE 2025-2028 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON AUGUST 7, 2025; DELAY CONSTRUCTION TO FY2028 SINCE RTC ACTION				
		<b>Comment:</b>	REGIONAL 10-YEAR PLAN PROJECT; MPO MILESTONE PROJECT (ROUND 2)				

## CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0081-03-047	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,995,379	\$3,995,379
2021	ENG	0081-03-047	SW PE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
Phase Subtotal:				\$0	\$500,000	\$0	\$0	\$3,995,379	\$4,495,379
2021	ROW	0081-03-047	SW ROW:	\$27,639,326	\$3,454,916	\$0	\$3,454,916	\$0	\$34,549,158
2029	CON	0081-03-047	Cat 2M:	\$52,808,432	\$13,202,108	\$0	\$0	\$0	\$66,010,540
2029	CON	0081-03-047	Cat 4:	\$74,310,747	\$18,577,687	\$0	\$0	\$0	\$92,888,434
Phase Subtotal:				\$127,119,179	\$31,779,795	\$0	\$0	\$0	\$158,898,974
Grand Total:				\$154,758,505	\$35,734,711	\$0	\$3,454,916	\$3,995,379	\$197,943,511

## REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0081-03-047	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,995,379	\$3,995,379
2021	ENG	0081-03-047	SW PE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
Phase Subtotal:				\$0	\$500,000	\$0	\$0	\$3,995,379	\$4,495,379
2021	ROW	0081-03-047	SW ROW:	\$27,639,326	\$3,454,916	\$0	\$3,454,916	\$0	\$34,549,158
2028	CON	0081-03-047	Cat 2M:	\$59,178,880	\$14,794,720	\$0	\$0	\$0	\$73,973,600
2028	CON	0081-03-047	Cat 4:	\$74,310,747	\$18,577,687	\$0	\$0	\$0	\$92,888,434
2028	CON	0081-03-047	Cat 5:	\$4,886,819	\$1,221,705	\$0	\$0	\$0	\$6,108,524
Phase Subtotal:				\$138,376,446	\$34,594,112	\$0	\$0	\$0	\$172,970,558
Grand Total:				\$166,015,772	\$38,549,028	\$0	\$3,454,916	\$3,995,379	\$212,015,095

# PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 25130.1    **Facility:** SH 121    **Location/Limits From:** AT GRAPEVINE MILLS MALL    **Modification #:** 2025-0523

**Implementing Agency:** NCTCOG

**County:** TARRANT    **CSJ:** 0000-02-094

**City:** GRAPEVINE    **Desc:** PHASE 2 ACTIVITIES, INCLUDING REPAIR, REPLACE, OR UPGRADE AN ELECTRIC VEHICLE CHARGER

**Request:** CANCEL PROJECT AND REMOVE FROM THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROJECT (STIP); FUNDING DECREASE OFFSETS AN INCREASE ON TIP 25130/CSJ 0000-18-186

**Comment:** ELECTRIC VEHICLE CHARGER RELIABILITY AND ACCESSIBILITY ACCELERATOR PROGRAM; EVGo NETWORK; RELATED TO TIP 25130/CSJ 0000-18-186, TIP 25130.2/CSJ 0000-18-188, TIP 25130.3/CSJ 0000-02-095, AND TIP 25130.4/CSJ 0000-02-096

## CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0000-02-094	Cat 10 - Electric Vehicle Charge Reliability and Accessibility Accelerator Program:	\$111,457	\$0	\$0	\$27,864	\$0	\$139,321
2026	CON	0000-02-094	Cat 10 - Electric Vehicle Charge Reliability and Accessibility Accelerator Program:	\$1,003,111	\$0	\$0	\$250,778	\$0	\$1,253,889
<b>Grand Total:</b>				<b>\$1,114,568</b>	<b>\$0</b>	<b>\$0</b>	<b>\$278,642</b>	<b>\$0</b>	<b>\$1,393,210</b>

## REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0000-02-094	Cat 10 - Electric Vehicle Charge Reliability and Accessibility Accelerator Program:	\$0	\$0	\$0	\$0	\$0	\$0
2026	CON	0000-02-094	Cat 10 - Electric Vehicle Charge Reliability and Accessibility Accelerator Program:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**TIP Code:** 24019.1    **Facility:** CS    **Location/Limits From:** BONDS RANCH RD FROM WILLOW SPRINGS RD    **Modification #:** 2025-0526

**Implementing Agency:** TXDOT-FORT WORTH    **Location/Limits To:** US 81/287

**County:** TARRANT    **CSJ:** 0902-90-360

**City:** FORT WORTH    **Desc:** CONSTRUCT GRADE SEPARATION OVER UPRR WITH SHARED-USE PATH; SEGMENT 5

**Request:** ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROJECT (STIP); PROJECT GROUPED UNDER CSJ 5000-00-954

**Comment:** RELATED TO TIP 24019/CSJ 0013-10-094; PROJECT GROUPED UNDER CSJ 5000-00-954

## REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0902-90-360	SW PE:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2025	ROW	0902-90-360	SW ROW:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2029	CON	0902-90-360	Cat 10 - RAISE Grant:	\$13,086,820	\$0	\$0	\$4,132,680	\$0	\$17,219,500
<b>Grand Total:</b>				<b>\$14,686,820</b>	<b>\$2,400,000</b>	<b>\$0</b>	<b>\$4,132,680</b>	<b>\$0</b>	<b>\$21,219,500</b>

## PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 25088      **Facility:** VA      **Location/Limits From:** COMPUTERS, PHONES, AND OTHER HARDWARE ITEMS      **Modification #:** 2025-0527  
**Implementing Agency:** NCTCOG  
**County:** TARRANT      **CSJ:** N/A  
**City:** ARLINGTON      **Desc:** PURCHASE OF COMPUTER SYSTEMS; PRINTERS; VOICE-OVER-INTERNET-PROTOCOL PHONE DEVICES; AND OTHER COMPUTER HARDWARE ITEMS, REPLACEMENTS, ACCESSORIES AND UPGRADES AS A RESULT OF BUY AMERICA CONSTRAINTS AND COVID-19 SERVICE DELIVERY FOR EMPLOYEES IN THEIR HOMES  
**Request:** ADD IMPLEMENTATION FUNDING FOR FY2026

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$650,000	\$0	\$0	\$650,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$650,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$650,000</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$650,000	\$0	\$0	\$650,000
2026	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$581,000	\$0	\$0	\$581,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$1,231,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,231,000</b>

**TIP Code:** 13086.1      **Facility:** US 380      **Location/Limits From:** SH 5      **Modification #:** 2025-0529  
**Implementing Agency:** TXDOT-DALLAS      **Location/Limits To:** JCT US 380/ E UNIVERSITY DR  
**County:** COLLIN      **CSJ:** 0135-15-008  
**City:** MCKINNEY      **Desc:** CONSTRUCT 0 TO 8 LANE FREEWAY  
**Request:** ADD PROJECT TO APPENDIX D OF THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** BREAKOUT OF TIP 13070/CSJ 0135-15-002; RELATED TO TIP 13086/CSJ 0135-15-006

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2050	ENG	0135-15-008	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>

## PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

<b>TIP Code:</b> 83216.1	<b>Facility:</b> VA	<b>Location/Limits From:</b> US 75 SOUTHBOUND	<b>Modification #:</b> 2025-0538
<b>Implementing Agency:</b> DALLAS		<b>Location/Limits To:</b> N HASKELL AVE	
<b>County:</b> DALLAS	<b>CSJ:</b> 0918-47-545		
<b>City:</b> DALLAS	<b>Desc:</b>	SIGNAL REPLACEMENT AT SB US 75 FRONTAGE ROAD AND N HASKELL AVE; EXTENSION OF SB US 75 FRONTAGE ROAD LEFT TURN BAY AND PLACEMENT OF FIBER OPTIC CONNECTIVITY	
	<b>Request:</b>	REVISE SCOPE TO CONSTRUCT SIGNAL IMPROVEMENTS; INSTALL CONCRETE TRAFFIC BARRIER; EXTEND LEFT TURN BAY AND FIBER OPTIC CONNECTIVITY AND IMPROVE CROSSWALKS AND SIDEWALKS; INCREASE ENGINEERING AND CONSTRUCTION FUNDING	

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0918-47-545	STBG:	\$200,000	\$0	\$0	\$50,000	\$0	\$250,000
2027	CON	0918-47-545	STBG:	\$1,680,000	\$0	\$0	\$420,000	\$0	\$2,100,000
<b>Grand Total:</b>				<b>\$1,880,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$470,000</b>	<b>\$0</b>	<b>\$2,350,000</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0918-47-545	STBG:	\$240,000	\$0	\$0	\$60,000	\$0	\$300,000
2027	CON	0918-47-545	STBG:	\$2,080,000	\$0	\$0	\$520,000	\$0	\$2,600,000
<b>Grand Total:</b>				<b>\$2,320,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$580,000</b>	<b>\$0</b>	<b>\$2,900,000</b>

<b>TIP Code:</b> 54032.1	<b>Facility:</b> FM 740	<b>Location/Limits From:</b> RANCH ROAD	<b>Modification #:</b> 2025-0542
<b>Implementing Agency:</b> TXDOT-DALLAS		<b>Location/Limits To:</b> NORTH OF MAVERICK	
<b>County:</b> KAUFMAN	<b>CSJ:</b> 1091-01-023		
<b>City:</b> VARIOUS	<b>Desc:</b>	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES (ULTIMATE 6 LANES)	
	<b>Request:</b>	ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	1091-01-023	SW PE:	\$0	\$4,112,494	\$0	\$0	\$0	\$4,112,494
2026	ROW	1091-01-023	SW ROW:	\$0	\$25,178,537	\$0	\$0	\$0	\$25,178,537
<b>Grand Total:</b>				<b>\$0</b>	<b>\$29,291,031</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$29,291,031</b>



## PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

<b>TIP Code:</b> 54032.2	<b>Facility:</b> FM 740	<b>Location/Limits From:</b> IH 20	<b>Modification #:</b> 2025-0543
<b>Implementing Agency:</b> TXDOT-DALLAS		<b>Location/Limits To:</b> SOUTHERNCROSS TRAIL	
<b>County:</b> KAUFMAN	<b>CSJ:</b> 1091-02-025		
<b>City:</b> KAUFMAN	<b>Desc:</b> RECONSTRUCT AND WIDEN FROM 2 LANE TO 4 LANE		
	<b>Request:</b> ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	1091-02-025	SW PE:	\$0	\$735,925	\$0	\$0	\$0	\$735,925
2026	ROW	1091-02-025	SW ROW:	\$0	\$3,003,777	\$0	\$0	\$0	\$3,003,777
<b>Grand Total:</b>				<b>\$0</b>	<b>\$3,739,702</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,739,702</b>

<b>TIP Code:</b> 50014	<b>Facility:</b> FM 460	<b>Location/Limits From:</b> FM 740	<b>Modification #:</b> 2025-0544
<b>Implementing Agency:</b> TXDOT-DALLAS		<b>Location/Limits To:</b> US 80	
<b>County:</b> KAUFMAN	<b>CSJ:</b> 2249-01-009		
<b>City:</b> FORNEY	<b>Desc:</b> RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES (ULTIMATE 6 LANES)		
	<b>Request:</b> ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	2249-01-009	SW PE:	\$0	\$753,217	\$0	\$0	\$0	\$753,217
2026	ROW	2249-01-009	SW ROW:	\$0	\$3,074,356	\$0	\$0	\$0	\$3,074,356
<b>Grand Total:</b>				<b>\$0</b>	<b>\$3,827,573</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,827,573</b>

# PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55072      **Facility:** SH 205      **Location/Limits From:** SOUTH OF FM 548      **Modification #:** 2025-0545  
**Implementing Agency:** TXDOT-DALLAS      **Location/Limits To:** US 80  
**County:** KAUFMAN      **CSJ:** 0451-02-028  
**City:** TERRELL      **Desc:** S OF FM 548 TO N OF US 80: WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED; FROM N 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)  
**Request:** ADVANCE CONSTRUCTION TO FY2028 AND ADD TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); ADD CAT 2 FUNDING; ADD NEW CMAQ FUNDING FOR ON SYSTEM PROJECT; REVISE SCOPE TO S OF FM 548 TO N OF US 80: WIDEN 2 LANE TO 4 LANE; FROM N OF US 80 TO US 80: RECONSTRUCT 4 LANE TO 4 LANE WITH RAISED MEDIAN AND CONTINUOUS LEFT TURN LANE THROUGHOUT ENTIRE LIMITS (6 LANE ULTIMATE) INCLUDING SHARED USE PATH AND SIGNAL IMPROVEMENTS  
**Comment:** REGIONAL 10-YEAR PLAN PROJECT

## CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	0451-02-028	SW PE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2019	ROW	0451-02-028	SW ROW:	\$11,200,000	\$1,400,000	\$0	\$1,400,000	\$0	\$14,000,000
2033	CON	0451-02-028	Cat 4:	\$89,963,854	\$22,490,964	\$0	\$0	\$0	\$112,454,818
<b>Grand Total:</b>				<b>\$101,163,854</b>	<b>\$25,890,964</b>	<b>\$0</b>	<b>\$1,400,000</b>	<b>\$0</b>	<b>\$128,454,818</b>

## REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	0451-02-028	SW PE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2019	ROW	0451-02-028	SW ROW:	\$11,200,000	\$1,400,000	\$0	\$1,400,000	\$0	\$14,000,000
2028	CON	0451-02-028	Cat 2M:	\$5,132,142	\$1,283,036	\$0	\$0	\$0	\$6,415,178
2028	CON	0451-02-028	Cat 4:	\$89,963,854	\$22,490,964	\$0	\$0	\$0	\$112,454,818
2028	CON	0451-02-028	Cat 5:	\$5,418,224	\$1,354,556	\$0	\$0	\$0	\$6,772,780
<b>Phase Subtotal:</b>				<b>\$100,514,220</b>	<b>\$25,128,556</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$125,642,776</b>
<b>Grand Total:</b>				<b>\$111,714,220</b>	<b>\$28,528,556</b>	<b>\$0</b>	<b>\$1,400,000</b>	<b>\$0</b>	<b>\$141,642,776</b>

## PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 51021    **Facility:** FM 741    **Location/Limits From:** US 175    **Modification #:** 2025-0546  
**Implementing Agency:** TXDOT-DALLAS    **Location/Limits To:** SPRING CREEK BLVD  
**County:** KAUFMAN    **CSJ:** 1092-01-026  
**City:** CRANDALL    **Desc:** RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES  
**Request:** ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** CMAQ FOR SHARED USE PATH, TURN LANES, AND NEW TRAFFIC SIGNAL INSTALLATION WITH RETIMING

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	1092-01-026	Cat 5:	\$837,270	\$0	\$0	\$209,318	\$0	\$1,046,588
2027	CON	1092-01-026	STBG:	\$8,939,010	\$2,234,752	\$0	\$0	\$0	\$11,173,762
<b>Phase Subtotal:</b>				<b>\$9,776,280</b>	<b>\$2,234,752</b>	<b>\$0</b>	<b>\$209,318</b>	<b>\$0</b>	<b>\$12,220,350</b>
<b>Grand Total:</b>				<b>\$9,776,280</b>	<b>\$2,234,752</b>	<b>\$0</b>	<b>\$209,318</b>	<b>\$0</b>	<b>\$12,220,350</b>

**TIP Code:** 11898.7    **Facility:** CS    **Location/Limits From:** ON AVONDALE-HASLET ROAD    **Modification #:** 2025-0596  
**Implementing Agency:** TXDOT-FORT WORTH    **Location/Limits To:** INTERMODAL PARKWAY  
**County:** TARRANT    **CSJ:** 0902-90-268  
**City:** HASLET    **Desc:** CONSTRUCT NEW 0 LANE TO 4 LANE AND RECONSTRUCT & WIDEN EXISTING 2 LANE TO 4 LANE DIVIDED URBAN ROADWAY INCLUDING INTERSECTION IMPROVEMENT AT FM 156 & NEW SIDEWALKS  
**Request:** ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** LOCAL CONTRIBUTION PAID BY THE CITY OF HASLET AND TARRANT COUNTY

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	ENG	0902-90-268	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$200,000	\$0	\$0
2028	ENG	0902-90-268	STBG:	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
<b>Phase Subtotal:</b>				<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>
2028	CON	0902-90-268	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$28,425,000	\$28,425,000
2028	CON	0902-90-268	STBG:	\$7,500,000	\$0	\$0	\$1,875,000	\$0	\$9,375,000
<b>Phase Subtotal:</b>				<b>\$7,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,875,000</b>	<b>\$28,425,000</b>	<b>\$37,800,000</b>
<b>Grand Total:</b>				<b>\$8,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,875,000</b>	<b>\$28,425,000</b>	<b>\$38,800,000</b>

# How to Read the Project Modification Listings – Transit Section

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

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2015 PROGRAM OF PROJECTS

Modification #: 2015-0695

Request: REFINE FY2015 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 20,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

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

Revision Requested:

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

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

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

# PROPOSED NOVEMBER 2025 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** CITY OF MCKINNEY

**Apportionment Year:** FY2021 PROGRAM OF PROJECTS **Modification #:** 2025-0437

**Request:** REVISE FY2021 PROGRAM OF PROJECTS; DELAY PROJECT TO FY2026 AND ADD TO 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** MCKINNEY

**Comment:**

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>							
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>		
12823.21	OPERATING ASSISTANCE	2022	OPERATING	\$2,935,729	\$477,778	\$0	\$2,457,951	0	\$5,871,458		
12866.21	PREVENTIVE MAINTENANCE	2022	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000		
12867.21	MOBILITY MANAGEMENT	2022	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000		
<b>TOTAL:</b>				<b>\$3,135,729</b>	<b>\$477,778</b>	<b>\$0</b>	<b>\$2,457,951</b>	<b>40,000</b>	<b>\$6,071,458</b>		

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED BY</b>
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	
12823.21	OPERATING ASSISTANCE	2026	OPERATING	\$3,135,729	\$577,778	\$0	\$2,557,951	0	\$6,271,458	INCREASE CONSTRUCTION FUNDING AND DELAY PROJECT TO FY2026 AND ADD TO TIP/STIP
12866.21	PREVENTIVE MAINTENANCE	2022	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12867.21	MOBILITY MANAGEMENT	2022	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
<b>TOTAL:</b>				<b>\$3,135,729</b>	<b>\$577,778</b>	<b>\$0</b>	<b>\$2,557,951</b>	<b>0</b>	<b>\$6,271,458</b>	

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year:** FY2023 PROGRAM OF PROJECTS **Modification #:** 2025-0551

**Request:** REVISE FY2023 PROGRAM OF PROJECTS; DELAY PROJECT TO FY2026 AND ADD TO 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 230,475 OF TRANSPORTATION DEVELOPMENT CREDITS (REGIONAL - CAT 6) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>							
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>		
12028.23	SYSTEM PREVENTIVE MAINTENANCE	2025	CAPITAL	\$48,323,515	\$0	\$0	\$12,080,879	0	\$60,404,394		
12515.23	ACQUISITION OF SECURITY EQUIPMENT	2026	CAPITAL	\$592,774	\$0	\$0	\$148,194	0	\$740,968		
12981.23	ACQUISITION OF PASSENGER INFORMATION DISPLAY SYSTEM (PIDS)	2025	CAPITAL	\$1,152,374	\$0	\$0	\$0	230,475	\$1,152,374		
12998.23	RISK REDUCTION SAFETY PROJECT	2025	CAPITAL	\$588,477	\$0	\$0	\$147,119	0	\$735,596		
<b>TOTAL:</b>				<b>\$50,657,140</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,376,192</b>	<b>230,475</b>	<b>\$63,033,332</b>		

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED BY</b>
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	
12028.23	SYSTEM PREVENTIVE MAINTENANCE	2024	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12197.23	BUS STOP CAPITAL IMPROVEMENTS	2026	CAPITAL	\$71,466,709	\$0	\$0	\$17,866,678	0	\$89,333,387	ADD PROJECT TO THE TIP/STIP
12515.23	ACQUISITION OF SECURITY EQUIPMENT	2026	CAPITAL	\$784,636	\$0	\$0	\$196,159	0	\$980,795	INCREASE FUNDING AND DELAY PROJECT TO FY2026; ADD PROJECT TO THE TIP/STIP
12981.23	ACQUISITION OF PASSENGER INFORMATION DISPLAY SYSTEM (PIDS)	2025	CAPITAL	\$1,152,374	\$0	\$0	\$0	230,475	\$1,152,374	NO CHANGE
12998.23	RISK REDUCTION SAFETY PROJECT	2025	CAPITAL	\$588,477	\$0	\$0	\$147,119	0	\$735,596	NO CHANGE
<b>TOTAL:</b>				<b>\$73,992,196</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,209,956</b>	<b>230,475</b>	<b>\$92,202,152</b>	

# PROPOSED NOVEMBER 2025 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2022 PROGRAM OF PROJECTS **Modification #:** 2025-0552

**Request:** REVISE FY2022 PROGRAM OF PROJECTS

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:**

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>							
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>		
12038.22	SYSTEM PREVENTIVE MAINTENANCE	2025	CAPITAL	\$23,203,883	\$0	\$0	\$5,800,971	0	\$29,004,854		
12549.22	ADA PARATRANSIT SERVICE	2025	CAPITAL	\$2,644,805	\$0	\$0	\$661,201	0	\$3,306,006		
12671.22	RISK REDUCTION SAFETY PROJECT	2025	CAPITAL	\$256,868	\$0	\$0	\$64,217	0	\$321,085		
12732.22	ACQUISITION OF SECURITY EQUIPMENT	2025	CAPITAL	\$342,490	\$0	\$0	\$85,623	0	\$428,113		
<b>TOTAL:</b>				<b>\$26,448,046</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,612,012</b>	<b>0</b>	<b>\$33,060,058</b>		
<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED BY</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>		
12038.22	SYSTEM PREVENTIVE MAINTENANCE	2026	CAPITAL	\$22,606,424	\$0	\$0	\$5,651,606	0	\$28,258,030	DECREASE FUNDING	
12549.22	ADA PARATRANSIT SERVICE	2026	CAPITAL	\$3,173,766	\$0	\$0	\$793,442	0	\$3,967,208	INCREASE FUNDING	
12671.22	RISK REDUCTION SAFETY PROJECT	2026	CAPITAL	\$256,868	\$0	\$0	\$64,217	0	\$321,085	NO CHANGE	
12732.22	ACQUISITION OF SECURITY EQUIPMENT	2026	CAPITAL	\$410,988	\$0	\$0	\$102,747	0	\$513,735	INCREASE FUNDING	
<b>TOTAL:</b>				<b>\$26,448,046</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,612,012</b>	<b>0</b>	<b>\$33,060,058</b>		

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2023 PROGRAM OF PROJECTS **Modification #:** 2025-0553

**Request:** REVISE FY2023 PROGRAM OF PROJECTS

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:**

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>							
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>		
12038.23	SYSTEM PREVENTIVE MAINTENANCE	2025	CAPITAL	\$18,873,724	\$0	\$0	\$4,718,431	0	\$23,592,155		
12039.23	PURCHASE OF SERVICE - MANSFIELD	2024	CAPITAL	\$684,254	\$0	\$0	\$171,064	0	\$855,318		
12549.23	ADA PARATRANSIT SERVICE	2025	CAPITAL	\$1,920,000	\$0	\$0	\$480,000	0	\$2,400,000		
12671.23	RISK REDUCTION SAFETY PROJECT	2025	CAPITAL	\$264,388	\$0	\$0	\$66,097	0	\$330,485		
12732.23	ACQUISITION OF SECURITY EQUIPMENT	2025	CAPITAL	\$352,517	\$0	\$0	\$88,129	0	\$440,646		
<b>TOTAL:</b>				<b>\$22,094,883</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,523,721</b>	<b>0</b>	<b>\$27,618,604</b>		
<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED BY</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>		
12038.23	SYSTEM PREVENTIVE MAINTENANCE	2026	CAPITAL	\$18,514,614	\$0	\$0	\$4,628,654	0	\$23,143,268	DECREASE PROJECT	
12039.23	PURCHASE OF SERVICE - MANSFIELD	2026	CAPITAL	\$1,121,930	\$0	\$0	\$280,483	0	\$1,402,413	INCREASE PROJECT	
12549.23	ADA PARATRANSIT SERVICE	2026	CAPITAL	\$2,304,000	\$0	\$0	\$576,000	0	\$2,880,000	INCREASE PROJECT	
12671.23	RISK REDUCTION SAFETY PROJECT	2026	CAPITAL	\$168,995	\$0	\$0	\$42,249	0	\$211,244	DECREASE PROJECT	
12732.23	ACQUISITION OF SECURITY EQUIPMENT	2026	CAPITAL	\$423,020	\$0	\$0	\$105,755	0	\$528,775	INCREASE PROJECT	
<b>TOTAL:</b>				<b>\$22,532,559</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,633,141</b>	<b>0</b>	<b>\$28,165,700</b>		

# PROPOSED NOVEMBER 2025 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2025-0554

**Request:** REFINE FY2023 PROGRAM OF PROJECTS

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 115,605 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12678.23	PROGRAM ADMINISTRATION	2025	CAPITAL	\$578,022	\$0	\$0	\$0	115,605	\$578,022
12752.23	MOBILITY MANAGEMENT	2025	CAPITAL	\$1,938,632	\$0	\$0	\$0	387,727	\$1,938,632
<b>TOTAL:</b>				<b>\$2,516,654</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>503,332</b>	<b>\$2,516,654</b>

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b><u>REVISION REQUESTED BY</u></b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12678.23	PROGRAM ADMINISTRATION	2025	CAPITAL	\$578,022	\$0	\$0	\$0	115,605	\$578,022	NO CHANGE
12752.23	MOBILITY MANAGEMENT	2025	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT; DECREASE IN FUNDING OFFSETS FY2023 POPs FOR STAR AND SPAN
<b>TOTAL:</b>				<b>\$578,022</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>115,605</b>	<b>\$578,022</b>	

**Implementing Agency:** SPECIAL PROGRAMS FOR AGING NEEDS

**Apportionment Year:** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2025-0555

**Request:** ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 352,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12176.23	MOBILITY MANAGEMENT	2025	CAPITAL	\$120,000	\$0	\$0	\$0	24,000	\$120,000
<b>TOTAL:</b>				<b>\$120,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>24,000</b>	<b>\$120,000</b>

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b><u>REVISION REQUESTED BY</u></b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12176.23	MOBILITY MANAGEMENT	2025	CAPITAL	\$120,000	\$0	\$0	\$0	24,000	\$120,000	NO CHANGE
12198.23	PURCHASE OF SERVICE - FLOWER MOUND	2025	CAPITAL	\$230,000	\$0	\$0	\$0	46,000	\$230,000	ADD PROJECT TO TIP/STIP (TDC [MPO]); INCREASE OFFSETS TIP 12752.23
12199.23	PURCHASE OF SERVICE - LAKE CITIES	2026	CAPITAL	\$230,000	\$0	\$0	\$0	46,000	\$230,000	ADD PROJECT TO TIP/STIP (TDC [MPO]); INCREASE OFFSETS TIP 12752.23
12875.23	PURCHASE OF SERVICE - DENTON COUNTY	2026	CAPITAL	\$500,000	\$0	\$0	\$0	100,000	\$500,000	ADD PROJECT TO TIP/STIP (TDC [MPO]); INCREASE OFFSETS TIP 12752.23
12919.23	PURCHASE OF SERVICE - THE COLONY	2026	CAPITAL	\$380,000	\$0	\$0	\$0	76,000	\$380,000	ADD PROJECT TO TIP/STIP (TDC [MPO]); INCREASE OFFSETS TIP 12752.23
12920.23	PURCHASE OF SERVICE - LITTLE ELM	2026	CAPITAL	\$300,000	\$0	\$0	\$0	60,000	\$300,000	ADD PROJECT TO TIP/STIP (TDC [MPO]); INCREASE OFFSETS TIP 12752.23
<b>TOTAL:</b>				<b>\$1,760,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>352,000</b>	<b>\$1,760,000</b>	



# PROPOSED NOVEMBER 2025 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** STAR TRANSIT

**Apportionment Year:** FY2023 PROGRAM OF PROJECTS **Modification #:** 2025-0556

**Request:** INCREASE FUNDING AND ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) **UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 97,015 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL **Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>							
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>		
12200.23	PURCHASE OF SERVICE - ROCKWALL	2025	CAPITAL	\$680,000	\$0	\$0	\$170,000	0	\$850,000		
12719.23	PURCHASE OF SERVICE - MESQUITE	2025	CAPITAL	\$485,072	\$0	\$0	\$0	97,015	\$485,072		
<b>TOTAL:</b>				<b>\$1,165,072</b>	<b>\$0</b>	<b>\$0</b>	<b>\$170,000</b>	<b>97,015</b>	<b>\$1,335,072</b>		

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED BY</b>
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	
12200.23	PURCHASE OF SERVICE - ROCKWALL	2025	CAPITAL	\$680,000	\$0	\$0	\$170,000	0	\$850,000	NO CHANGE
12715.23	PURCHASE OF SERVICE - DUNCANVILLE	2026	CAPITAL	\$170,000	\$0	\$0	\$42,500	0	\$212,500	ADD PROJECT TO TIP/STIP); INCREASE OFFSETS TIP 12752.23
12718.23	PURCHASE OF SERVICE - CEDAR HILL	2026	CAPITAL	\$110,000	\$0	\$0	\$27,500	0	\$137,500	ADD PROJECT TO TIP/STIP); INCREASE OFFSETS TIP 12752.23
12719.23	PURCHASE OF SERVICE - MESQUITE	2025	CAPITAL	\$503,704	\$0	\$0	\$4,658	97,015	\$605,377	INCREASE FUNDING
<b>TOTAL:</b>				<b>\$1,463,704</b>	<b>\$0</b>	<b>\$0</b>	<b>\$244,658</b>	<b>97,015</b>	<b>\$1,805,377</b>	

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2023 PROGRAM OF PROJECTS **Modification #:** 2025-0557

**Request:** ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) **UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** **Funding Source:** TRANSIT SECTION 5339 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>							
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>		
12033.23	BUS PREVENTIVE MAINTENANCE	2025	CAPITAL	\$2,028,319	\$0	\$0	\$507,080	0	\$2,535,399		
<b>TOTAL:</b>				<b>\$2,028,319</b>	<b>\$0</b>	<b>\$0</b>	<b>\$507,080</b>	<b>0</b>	<b>\$2,535,399</b>		

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED BY</b>
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	
12033.23	BUS PREVENTIVE MAINTENANCE	2025	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12253.23	BUS ROLLING STOCK	2026	CAPITAL	\$2,028,319	\$0	\$0	\$357,939	0	\$2,386,258	ADD PROJECT TO TIP/STIP
<b>TOTAL:</b>				<b>\$2,028,319</b>	<b>\$0</b>	<b>\$0</b>	<b>\$357,939</b>	<b>0</b>	<b>\$2,386,258</b>	



NCTCOG TRANSPORTATION  
DEPARTMENT

# FTA Transit-Oriented Development Pilot Grant FY2024:

## Trinity Railway Express TOD Strategic Plan – Match Funding Update

Surface Transportation Technical Committee  
9.26.2025



# Action Background

**July 2024** – Regional Transportation Council (RTC) approved the use of \$200,000 RTC Local funds to match an \$800,000 federal grant request, for a total project cost of \$1 Million. Executive Board authorized the grant submission.

**August 2024** – NCTCOG staff submitted grant request.

**October 2024** – Federal Transit Administration (FTA) announces award of \$1M grant to NCTCOG.

**Spring 2025** – NCTCOG adds project to Unified Planning Work Program (required by FTA).

**Summer 2025** – NCTCOG notified of delay in agreement approval by FTA.

**September 2025** – FTA clarifies to NCTCOG that the \$1M announced was the federal portion, not the total requiring a local match of \$250,000, for total project amount of \$1.25M.



# Trinity Railway Express TOD Strategic Plan

## Scope of Work

Goal: Increase TOD, density, economic development, and ridership on the TRE.

### Tasks:

1. Pedestrian and bicycle connection to stations study
2. Market study and land use redevelopment plan
3. Public/ private financing/ funding plan for leveraging federal funding ,loans, and local public/private partnerships

## Planning partners:

- Dallas Area Rapid Transit
- Trinity Metro
- Trinity Railway Express
- City of Fort Worth
- City of Irving
- City of Dallas





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# REQUESTED ACTION – FTA TOD Pilot Grant FY2024: TRE TOD Strategic Plan – Match Funding Update

- **Recommendation for RTC approval of:**
  - Increase the total project budget for Trinity Railway Express Transit-Oriented Development Strategic Plan from \$1 million to \$1.25 million.
  - Add \$50,000 of RTC Local funds to existing \$200,000 to match the increased grant awarded through the FY 2024 Federal Transit Administration TOD Planning Pilot Program.
  - Direct staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP and other planning/administrative documents to incorporate these changes.



# Contact Us



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Senior Program Manager

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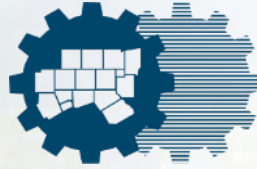


Travis Liska  
Principal Transportation Planner

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NCTCOG PRESENTATION

# FUNDING FOR TRANSPORTATION IMPROVEMENTS IN CLEBURNE NEAR AMAZON FACILITY

Regional Transportation Council | September 11, 2025



# BACKGROUND

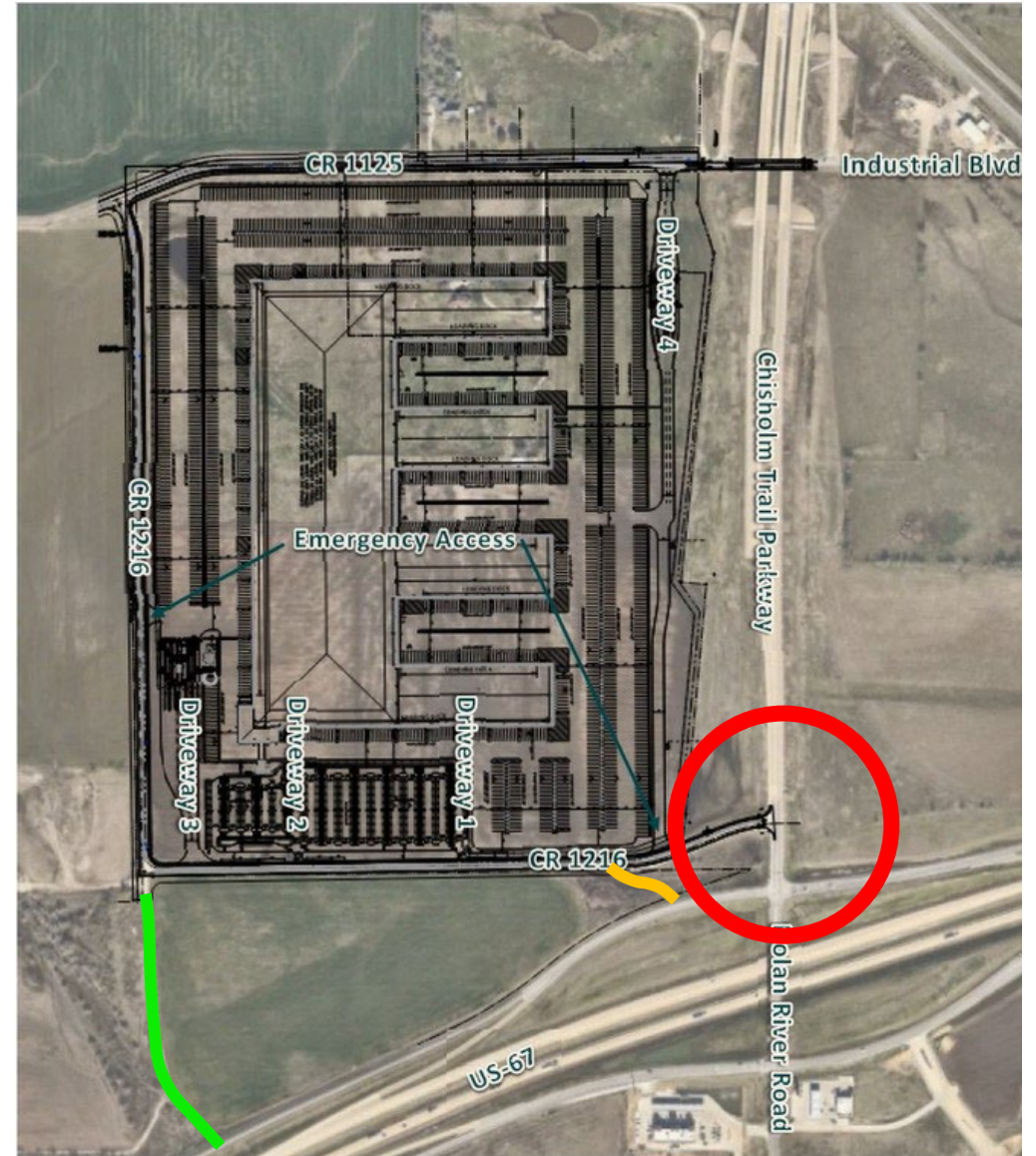
- A new Amazon facility is under construction at the intersection where US 67 and Chisholm Trail Parkway (CTP) meet
- Amazon and the City of Cleburne have been working with the Texas Department of Transportation and the North Texas Tollway Authority on the best interface with US 67 and CTP
- Johnson County and TxDOT flagged that the proposed interface will likely cause significant congestion and safety concerns
- North Central Texas Council of Governments pulled the parties together to develop a safer interface



# PROPOSED IMPROVEMENT OPTIONS

- Original improvement was a proposed traffic signal less than 300 ft from US 67 frontage road intersection
- Discussed directing trucks to a temporary improvement
- Permanent solution discussed as well

■ Original  
■ Temporary  
■ Permanent



# PROPOSED SOLUTION

- Build permanent connection initially
- Provide funding for the cost of the temporary connection as a regional commitment (grant), in the amount of \$362,000
- Loan the City of Cleburne the balance of funding needed, in an amount not to exceed \$2,638,000 to enable the City and Amazon to build the permanent improvement from the beginning



# REQUESTED ACTION – FUNDING FOR TRANSPORTATION IMPROVEMENTS IN CLEBURNE NEAR AMAZON FACILITY

- RTC approval of:
  - The proposed funding and improvements detailed in slides 2-4, including up to \$3.0 million in RTC Local funds of which:
    - \$362,000 is a grant
    - \$2,638,000 is a loan to be repaid by City of Cleburne
  - 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

RTC Action Item – September 11, 2025



# QUESTIONS?



Christie Gotti, Senior Program Manager

[cgotti@nctcog.org](mailto:cgotti@nctcog.org) | 817-608-2338







North Central Texas  
Council of Governments

# Transit Strategic Partnerships Program: November 2024 Cycle Selected Project

Surface Transportation Technical Committee  
9.26.2025  
Dora Kelly, Senior Transportation Planner

# Transit Strategic Partnerships Program: Program Elements/Eligibility

The purpose is to implement public transportation services and support transit project ideas that address goals from the region's long-range transportation plan and Access North Texas.

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<b>Eligible Applicants</b>	Must be an entity that can receive federal funds, such as:
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- Transit Authorities
- Public Transit Providers
- Local Governments
- Non-profits (encourage partnership with an existing transit provider)

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<b>Project Length</b>	Typically, 2-3 year pilots (cannot be used for operating shortfalls)
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<b>Project Elements</b>	Must be within Urbanized Area (UZA)
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Encourage partnerships and collaboration between non-service providers and transit providers

Address innovation, Access North Texas, recent transit study recommendations, accessibility, environmental justice and transit-dependent populations, and risk

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# Transit Strategic Partnerships Program: November 2024 Cycle - Ideas Submitted

## Not Eligible to Proceed

Agency/Organization	Description	Eligibility Status
Burleson Police Department	Procurement of 3D Scanners for the police department	Ineligible due to program and funding requirements
City of Arlington	Requesting TDCs for a previously funded project	Ineligible due to program and funding requirements
Jewish Family of Dallas, Inc.	Provide free transportation to clients of Older Adults Program to and from resources	Ineligible due to program and funding requirements
My Possibilities	Provide transportation for adults with intellectual and developmental disabilities	Ineligible due to program and funding requirements
Tarrant County Homeless Coalition	Provide free transportation to older adults, and disabled people experiencing homelessness	Ineligible due to program requirements
Texas Trinity Transit Corporation	Establish a passenger rail system to connect Navarro County to Waxahachie with connection to DFW	Ineligible due to program and funding requirements

## Not Ready to Proceed

City of Burleson	Expand on-demand rideshare program	Burleson will consult with City/County regarding before moving forward
Denton County Transportation Authority (DCTA)	Evaluate use of bus-only lanes and revamp/re-evaluate Route 4	DCTA will consult with the City of Denton before moving forward





# November 2024 Cycle Submitted Project: Recommendation Status

Applicant	Project	Description	Project Total <sup>1</sup>	Status
City of Arlington	Handitran Community Access and Ridership Enhancement for Safety (CARES)	<p>A new role created specifically to enhance outreach, education, and service promotion among transit-dependent populations, particularly seniors, individuals with disabilities, and low-income residents who qualify for the Handitran demand response service.</p> <p>Will significantly expand existing outreach efforts and allow for more targeted, sustained engagement.</p>	Not to exceed \$311,000	<b>Recommended for Funding</b>

<sup>1</sup> Transportation Development Credits (TDC) to be used from Arlington's policy bundle in lieu of local match.



# November 2024 Cycle Submitted Project: Proposed Service Overview

**How Much:** Not to exceed \$311,000 total from Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program Funds.

Implementing Agency	Project Description	Total	Federal	Local	TDCs Awarded <sup>1</sup>
City of Arlington	Mobility Management	\$311,000	\$311,000	---	62,200

<sup>1</sup> Up to 62,200 of Transportation Development Credits (TDC) will be used in lieu of a local match and are not calculated in funding total; Arlington MTP Policy Bundle TDCs

**What:** The Community Engagement Coordinator will enhance outreach, education, and service promotion among transit-dependent populations, particularly seniors, individuals with disabilities, and low-income residents.

**When:** Three years with service start date anticipated for Spring 2026.

**Key Outcomes:** Increased utilization of Handitran services and improved rider/community satisfaction.



# Transit Strategic Partnerships Program: Committee Schedule

Deliverable	Date
Initial Application and Budget Worksheet Submitted	November 27, 2024
November 2024 Cycle – Project Reviewed	April 11, 2025
Revised Project Submitted based on staff feedback	May – September 2025
Surface Transportation Technical Committee – Action	September 26, 2025
Regional Transportation Council – Action	October 9, 2025
Estimated Implementation	Spring 2026



# **REQUESTED ACTION - Handitran Community Access and Ridership Enhancement for Safety**

- **Recommendation for RTC approval of:**
  - To use existing Federal Transit Administration (FTA) Section 5310 Enhancing Mobility of Seniors and Individuals with Disabilities program funds from the Transit Strategic Partnerships Program in an amount not to exceed \$311,000, including the use of 62,200 Transportation Development Credits in lieu of local match, to fund the Handitran Community Access and Ridership Enhancement for Safety.
  - Administratively amend the Transportation Improvement Program and other planning/administrative documents as appropriate to incorporate the Handitran Community Access and Ridership Enhancement for Safety.

**STTC Action Item – September 26, 2025**

# Contact Information



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817-608-2376





North Central Texas Council of Governments

# North Texas MOVES Local Match Partnership

Surface Transportation Technical Committee

September 26, 2025



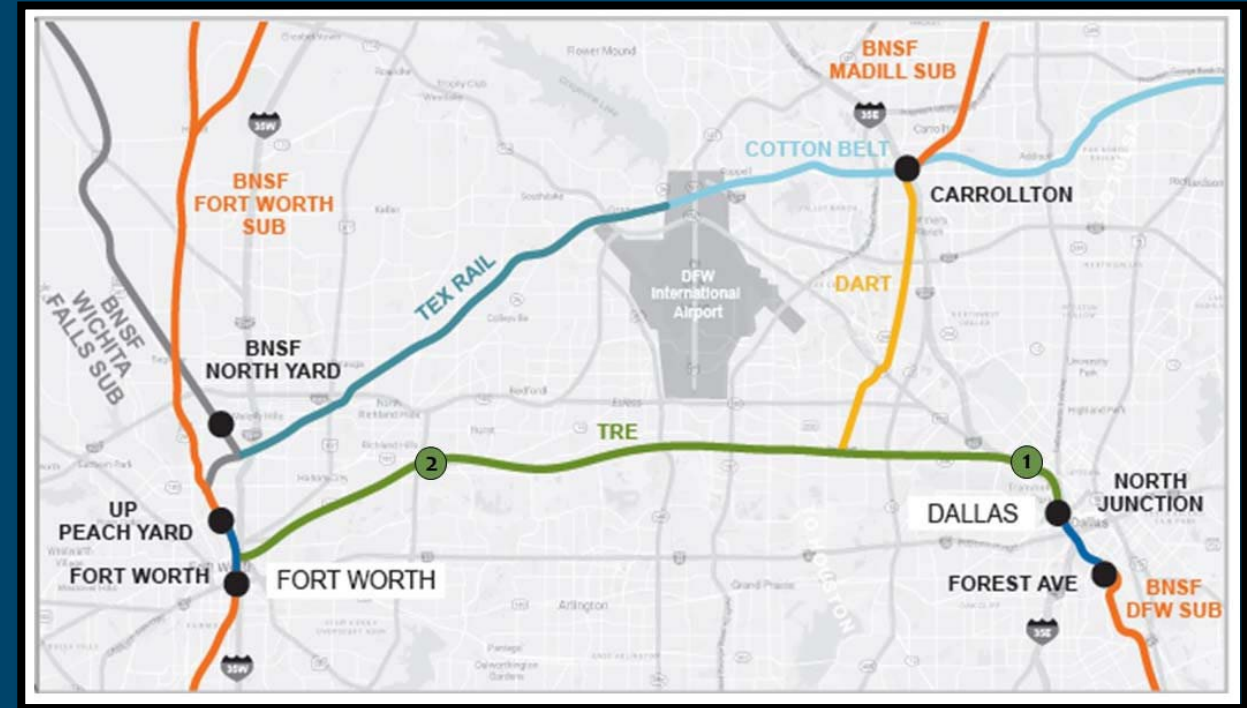
# NT MOVES – FY2020 BUILD GRANT PROJECT

## Project Overview:

- Collaborative effort between North Central Texas Council of Governments (NCTCOG), Dallas Area Rapid Transit (DART), Trinity Metro, and Trinity Railway Express (TRE) to increase regional freight and passenger mobility
- Partially funded by a BUILD grant
- Projects are anticipated to begin construction in summer 2025

## Projects:

- Component 1 - Double Track Medical Market Center to Stemmons Freeway
- Component 2 - Double Track Handley Ederville Road to Precinct Line Road
- Component 3 - Clear Path Technology



Courtesy of NCTCOG

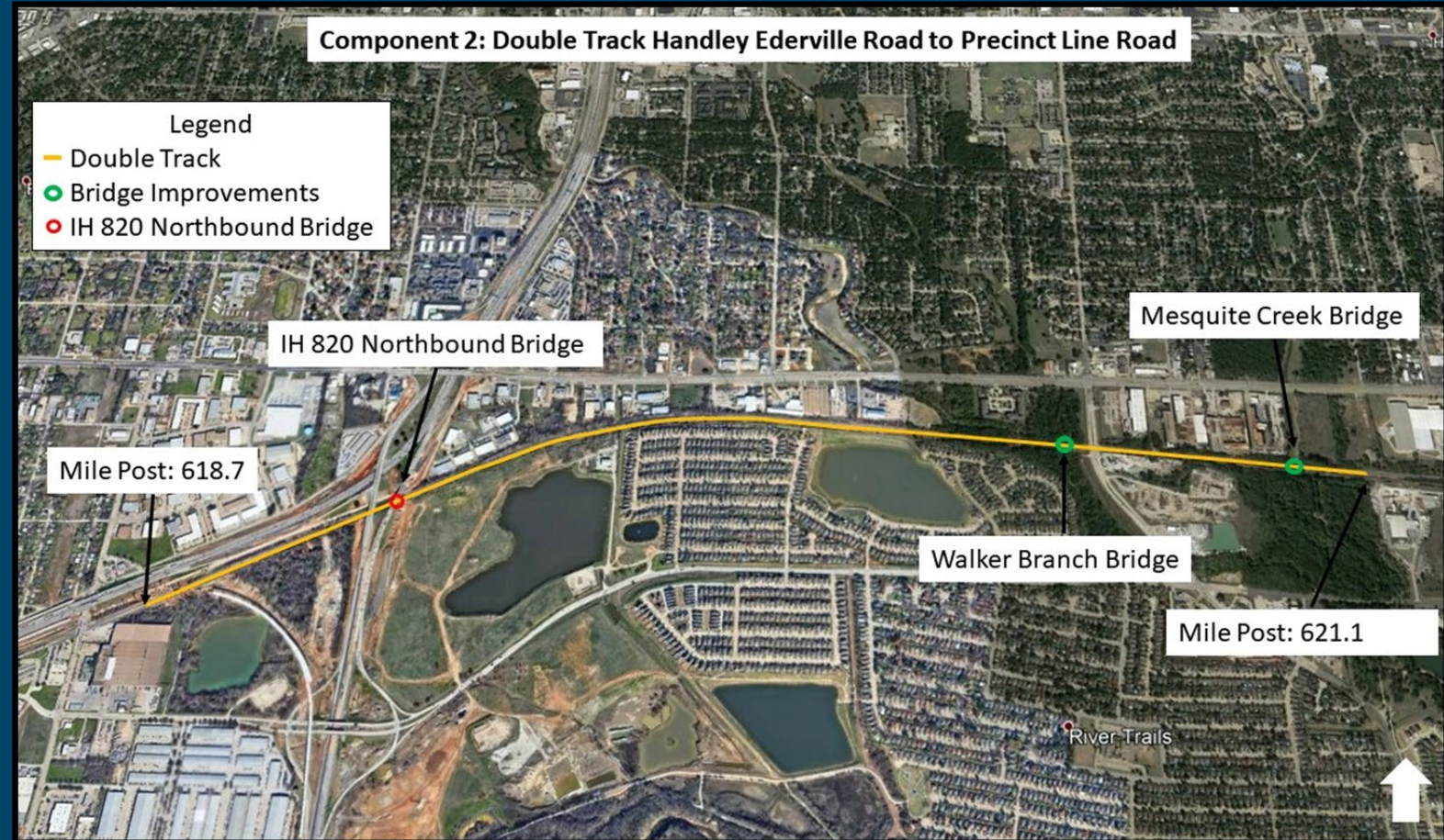
# FOCUS: COMPONENT 2 – WESTERN DOUBLE TRACKING PROJECT

## Project Overview:

- Double Track Handley Ederville Road to Precinct Line Road

## Project Details:

- Bridge repair projects on Walkers Branch bridge and Mesquite Creek bridge
- Working with TxDOT on IH 820 bridge replacement
- Project scope has not changed



Courtesy of NCTCOG



# COMPONENT 2 – COSTS AND FUNDING

- The original project application included a 47 percent federal and 53 percent local share
- In March 2025, the RTC approved a cost overrun on this project at the 95 percent plan level that included a revised local match
- Costs at 100 percent plans are slightly higher
- Trinity Metro indicated that they could no longer support this local match
- NCTCOG proposing a local match partnership to avoid losing federal discretionary dollars

Original Application	
\$15,000,000	BUILD
\$18,600,000	Trinity Metro
<b>\$33,600,000</b>	<b>Total</b>

Updated	
\$15,000,000	BUILD
\$24,600,000	Non-federal
\$2,052,000	Surface Transportation Block Grant (STBG)
\$1,848,000	Congestion Mitigation Air Quality Improvement Program (CMAQ)
<b>\$43,500,000</b>	<b>Total</b>

# PARTNERSHIP ELEMENT 1 WITH TxDOT

- NCTCOG requested partnership with TxDOT to identify non-federal funds to match federal grant
- TxDOT has concurred with our request and agreed to provide \$15 million in Texas Mobility Funds (TMF)
  - TMF are transit eligible
  - Considered to be 100 percent State funds (counts as a non-federal commitment)
- TxDOT requested that the RTC replace \$15 million in Category 2 funds on a State-led project with STBG funds in return
  - Project is State Spur 394 from IH 35E to FM 877 in Waxahachie (CSJ 2921-01-010)
  - Aids the State in gaining additional letting capacity in FY 2026 through federal redistribution process
  - Creates room in the letting schedule for critical new thoroughfare for new high school
- \$9.6 million in non-federal funding still needed

# PARTNERSHIP ELEMENT 2 – RTR Exchanges

- Propose allocating Regional Toll Revenue (RTR) Funds
  - RTR funds are considered non-federal
  - Insufficient RTR funds are available in the Western Subregion
- Propose a funding exchange with Denton County and Dallas County RTR accounts to identify funds for the Western and Eastern Regional Accounts
  - Denton County Proposal
    - The RTC previously funded an on-system project with RTR funds on FM 407 at IH 35W (CSJ 1310-01-050)
    - Propose replacing \$37,675,733 in RTR funds with STBG funds on FM 407
    - In turn, move \$27 million in RTR funds to the regional RTR accounts (Eastern & Western)
    - \$10,675,733 in RTR funds would be returned to Denton County RTR funding pool
  - Dallas County Proposal
    - Recent Category 12/Category 2 funding exchanges have created a funding imbalance between the Eastern and Western Subregions
    - Dallas County received a sizable cost increase on the IH 30 Canyon project in May 2025
    - Propose moving \$10 million in RTR funds from the Dallas County RTR account to the Western Regional RTR account (leaves a \$64 million balance in Dallas County)

# ADDITIONAL DETAILS

- Resulting transactions that affect East-West Equity will be reflected in next East-West equity report
- Adjusts balances as follows:

	West Funding <sup>1</sup>	East Funding <sup>1</sup>	West Percentage	East Percentage
IIJA Equity Balance <sup>2</sup>	\$519.56	\$2,584.20	16.74%	83.26%
Texas Mobility Funds	+\$15.00			
Denton County RTR Funds <sup>3</sup>	+\$17.00	-\$17.00		
Dallas County RTR Funds	+\$10.00	-\$10.00		
Revised balance	\$561.56	\$2,557.20	18.01%	81.99%

- Provides additional flexibility for RTR funds in the Eastern and Western Regional RTR accounts

Notes:

1: Funding in millions

2: Infrastructure Investment and Jobs Act balances as of August 2025

3: Propose moving \$10 million to Eastern Regional RTR Account and \$17 million to Western Regional RTR Account.

# REQUESTED ACTION – LOCAL MATCH PARTNERSHIP FOR NT MOVES PROJECT

- Recommendation for RTC approval of:
  - Partnership with TxDOT to:
    - Receive \$15 million in TMF funds
    - Release \$15 million in Category 2 funds from SS 394 (CSJ 2921-01-010)
    - Program \$15 million in STBG funds on SS 394
    - Utilize resulting TMF funds to cover \$15 million in non-federal match for NT MOVES BUILD grant
  - Partnership with Denton County and Dallas County RTR accounts to:
    - Add \$ 37,675,733 in STBG funds to FM 407 project (CSJ 1310-01-050) [includes 20% state match]
    - Reclassify \$27 million in Denton County RTR funds from the Denton County account to the Regional RTR Accounts (\$17 million Western, \$10 million Eastern)
    - Reclassify \$10 million in Dallas County RTR funds from the Dallas County account to the Western Regional RTR Accounts
    - Utilize \$9.6 million in RTR funds to cover non-federal match for NT MOVES BUILD grant
  - 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 program/policy/project/change.

# QUESTIONS/CONTACT INFORMATION

**Christie Gotti**

Senior Program Manager

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# North Texas Zero Emission Vehicle Call for Projects

Savana Nance, Principal Transportation Planner

Surface Transportation Technical Committee  
September 27, 2025

# North Texas Zero Emission Vehicle (NTxZEV) Call for Projects Background

**Overview:** \$60 million award from the Environmental Protection Agency (EPA) Clean Heavy-Duty Vehicles Grant: Vocational Vehicles Sub-Program

**Purpose:** Incentivize deployment of Class 6 and 7 heavy-duty Zero-Emissions Vehicles (battery electric and hydrogen fuel cell electric)

**Eligible Applicants:** Public or Private Fleets

## NCTCOG Project Scope

Activity	Federal Funding	Match Requirement
Rebates to Replace Existing Vehicles with Zero Emissions Versions and Install Necessary Fueling Infrastructure	\$58.6 million	Provided by program participants
Workforce Development	\$1.4 million	No match required
First Responder Training		
<b>Total Federal Funding:</b>	<b>\$60 million</b>	



# Eligible Vehicle Types

Class 6 or Class 7 vehicle with a GVWR between 19,501 lbs to 33,000 lbs

Heavy-Duty Zero-Emission “Vocational Vehicles” as defined by [49 CFR Part 523](#)

Any vehicle that is equipped for a particular industry, trade or occupation such as construction, heavy hauling, mining, logging, oil fields, refuse and includes vehicles such as school buses, motorcoaches and RVs

**Straight/Box Truck**



**Step Van**



**Septic/Bucket Truck**



**Street Sweeper**



**Transit Bus**



**Refuse Hauler**



**School Bus\***



**Other**



\*School bus eligible only if NOT operated as a typical school bus as defined by the EPA in [NOFO Section D.2.e.i](#)

# Eligible Funding Levels

Funding limited by cost share percentage or dollar funding cap, whichever is lower

Cost share percentage applies to vehicle only; dollar cap applies to vehicle and infrastructure

Vehicle Type	Battery Electric Vehicles Maximum Funding	Vehicle Type	Hydrogen Fuel Cell Electric Vehicles Maximum Funding
School Bus*	75%, up to \$280,000*	School Bus	N/A
Straight/Box Truck	65%, up to \$190,000	Straight/Box Truck	80%, up to \$400,000
Step Van	65%, up to \$160,000	Step Van	80%, up to \$340,000
Septic/Bucket Truck	65%, up to \$330,000	Septic/Bucket Truck	80%, up to \$670,000
Other Vocation	65%, up to \$355,000	Other Vocation	80%, up to \$720,000
Refuse Hauler	50%, up to \$260,000	Refuse Hauler	70%, up to \$600,000
Street Sweeper	50%, up to \$315,000	Street Sweeper	70%, up to \$720,000
Transit Bus	33%, up to \$265,000	Transit Bus	60%, up to \$780,000

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

# Steps to Project Selection

Step 1: EPA Clean  
Heavy-Duty Vehicles  
Requirements



Step 2: NCTCOG  
Requirements



Step 3: NCTCOG  
Project Selection  
Criteria

# Step 1: EPA Requirements – Vehicles

Replace old non-zero emissions vehicles with zero-emissions vehicles (no fleet expansion allowed)

Existing Vehicle	New Vehicle
<p>Fuel Type: diesel, propane, natural gas, gasoline</p> <ul style="list-style-type: none"><li>* If no 2010 or older diesel vehicles are owned, fleets can replace any emitting vehicle regardless of model year or fuel type</li></ul> <p>Be scrapped if 2010 or older</p> <ul style="list-style-type: none"><li>* If 2011 or newer, alternative disposition options include sell/donate or place in “reduced service”</li><li>* Documentation required</li></ul> <p>Must meet minimum mileage/idling hours requirements for previous two years</p>	<p>Fuel Type: battery electric or hydrogen fuel cell electric vehicle</p> <p>Be Model Year 2023 or newer</p> <p>Have similar form or function as the existing vehicle</p> <p>Be commercially available for purchase (<i>certified to conform with Federal Motor Vehicle Safety Standards and receive EPA certificate of conformity and/or California Air Resources Board Executive Order to applicable emission standards</i>)</p>



# Step 1: EPA Requirements – Infrastructure and Implementation

## Infrastructure

- Eligible costs include equipment, design/engineering, installation, permitting, necessary software
- Must be associated with the new Zero Emissions Vehicle
- Must be Permanent (not temporary/mobile)
- Meet Davis Bacon and Related Acts Requirements
- Provide a Utility Partnership Agreement
- Meet additional technical requirements and certifications

## Implementation

- Comply with Build America, Buy America (expected to apply to public sector only; waivers may be available)
- Meet applicable federal requirements (2 CFR Part 200 and 2 CFR Part 1500)
- Cannot combine with other federal grant funds

# Step 2: NCTCOG Requirements

## Applicants

Must adopt policy consistent with RTC Clean Fleet Policy ([www.nctcog.org/fleetpolicy](http://www.nctcog.org/fleetpolicy))

Must submit Risk Assessment form

## Geographic

Vehicles will operate primarily within the NCTCOG 16-County region

Any infrastructure must be installed within the NCTCOG 16-County region

## Alternative Disposition Options

Reduced service is limited to transit agencies if needed to fulfill obligations for their fleet spare ratio

## Use of Funds

Awarded funding must be directed at vehicle expenses first, can only pay for infrastructure if dollars remain within funding cap after all eligible vehicle costs are fulfilled

## Project Implementation

Cannot place orders or make purchases until after signing contract with NCTCOG

Must maintain operations of new vehicles and infrastructure for at least 5 years

Must attend appropriate zero emission vehicle training (safety, first responder, etc.)



# Step 3: NCTCOG Project Selection Criteria

Each vehicle scored individually

Vehicle Cost per Ton*	Impact on Regional Air Quality	Feasibility and Risk	Long-Term Sustainability Efforts
Up to 30 points	Up to 30 points	Up to 25 points	Up to 15 points
<p>Cost per Ton of nitrogen oxides reduced <b>(20 points)</b></p> <p>Cost per Ton of volatile organic compounds reduced <b>(10 points)</b></p>	<p>% of time operating within ozone nonattainment area, rest of NCTCOG region, or areas bounded by the Texas Triangle highways <b>(10 points)</b></p> <p>High idling hours per day <b>(10 points)</b></p> <p>Vehicle Disposition Method (prioritize scrappage of 2010 and older vehicles) <b>(10 points)</b></p>	<p>Project schedule, implementation plan, and measures to mitigate asset damage <b>(15 points)</b></p> <p>Beneficiary risk assessment and NCTCOG administrative burden (e.g. large number of small projects) <b>(10 points)</b></p>	<p>Broader environmental or sustainability planning and practices (e.g. fleet transition plans, contract specifications, purchasing policies, etc.) <b>(10 points)</b></p> <p>Vehicle-to-grid compatibility and/or the use of distributed energy resources (e.g. battery energy storage systems, renewable on-site power generation) <b>(5 points)</b></p>

\*Calculated by NCTCOG

# Program Structure

## Funding Allocation

Initial set-asides by fuel type: 50% of funding for battery electric, 50% of funding for hydrogen fuel cell electric projects

May reallocate funds between electric and hydrogen projects based upon applications received

## Deadlines

Initial Application Deadline Friday, February 13, 2027

If not fully subscribed, continue accepting applications on rolling deadlines approximately every 90 days

## Applicant Resources

Free technical assistance available from the National Renewable Energy Laboratory

Potential “vetted vendor” resources under evaluation



# Tentative Schedule

Milestone	Date
Information Session with Prospective Applicants	September 5, 2025
Surface Transportation Technical Committee Action – Recommend Approval of Call For Projects	September 26, 2025
Regional Transportation Council Action - Approval of Call for Projects	October 9, 2025
NCTCOG Executive Board Action - Approval of Call for Projects	October 23, 2025
Call for Projects Open	October 24, 2025
Call for Projects Workshop	November 6, 2025
Call for Projects Deadline (16 Weeks)	Friday, February 13, 2025; Applications must be received “in-hand” by 5 PM Central Time
Ongoing Rolling Application Deadlines to Fully Award Funds	~90 Day Increments
Committee Approvals of Rebate Awards	March-April 2026
Agreement Execution with Recipients	End of April 2026
Deadline for all Project Reimbursement Requests	October 31, 2027

# Requested Action – North Texas Zero Emission Vehicle Call for Projects

Recommend RTC Approval of:

- Authorization to Open Call for Projects, including:
  - Eligibility Requirements
  - Scoring Criteria
  - Funding split
  - Schedule
- Updating any administrative and/or planning documents as needed to incorporate the North Texas Zero Emission Vehicle Call for Projects

STTC Action Item – September 26, 2025



North Texas Zero Emission Vehicle Call for Projects

# For More Information

Project Website: [www.nctcog.org/NTxZEV](http://www.nctcog.org/NTxZEV)

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# NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

## 2024 Safety Program Performance Measures

### NCTCOG's Support of Federal Safety Performance Targets

- NCTCOG Safety Position: Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.

Safety Performance Targets	2023 TxDOT Targets	2023 NCTCOG Targets	2024 TxDOT Targets	2024 NCTCOG Targets	**2025 TxDOT Targets	2025 NCTCOG Targets
	* Fatality - 3.4% Serious Injury – 2%		* Fatality - 3.6% Serious Injury – 2%		* Fatality - 3.6% Serious Injury – 2%	
<b>No. of Fatalities</b>	3,159	590.4	3,046	598.5	3,046	576.9
<b>Fatality Rate</b>	1.20	0.767	1.14	0.760	1.14	0.733
<b>No. of Serious Injuries</b>	17,819	3,711.5	18,242	3,637.3	18,242	3,564.5
<b>Serious Injury Rate</b>	6.77	4.615	6.77	4.53	6.77	4.432
<b>No. of Non-motorized Fatalities and Serious Injuries</b>	2,340	637.7	2,360	634.7	2,360	611.8

\*Percentage reductions for the number of fatalities and the fatality rate apply to NCTCOG's targets only.

\*\* TxDOT maintained its 2024 Safety targets for 2025.

Fatality and fatality rate targets represent a 50% reduction by 2035. Serious injury and serious injury rate targets represent a two percent reduction from the trendline each year.

### Actual Safety Performance Reporting for 2023 Targets

Safety Performance Measures	Original 2023 Target	PY2023 Actual Performance	PY2017-2021 Baseline Performance	Met Target?	Better than the Baseline ?	Met or Made Significant Progress?
Number of Fatalities	590.4	651	614	No	No	No
Rate of Fatalities	0.767	0.788	0.791	No	Yes	
Number of Serious Injuries	3,711.5	4,359	3,636.6	No	No	
Rate of Serious Injuries	4.615	5.217	4.843	No	No	
Number of Non-Motorized Fatalities and Serious Injuries	637.7	706	569.2	No	No	

- Actual Performance reporting of Safety Performance Targets is completed on a two-year delay.
- Reporting of 2023 Actual Performance was conducted in June of 2025.
- An agency is determined to have met or made significant progress toward meeting its targets when at least four of the five established performance targets are either: a) met or b) the outcome for a performance measure is less than a five-year rolling average baseline. The baseline performance is established as the five-year period of data available at the time the target was established. For Performance Year (PY) 2023, that data period was 2017-2021.

# NCTCOG's 12 - County MPA Crash and Fatality Data 2020 - 2024

NCTCOG receives regional crash data from TxDOT's Crash Records Information System annually. The performance measures below highlight reportable crashes and fatalities that occurred in the NCTCOG 12-county Metropolitan Planning Area (MPA) from 2020 to 2024. The data below indicates that in 2024 the NCTCOG region experienced **one crash every five minutes** and **one fatality every 10 hours**. The regional fatality rate for 2024 was 1.035.

2020-2024 Crashes						
County	2020	2021	2022	2023	2024	% Change 2023-2024
Collin	10,273	12,384	13,831	14,856	15,475	4.17%
Dallas	48,293	55,361	54,543	52,133	46,028	-11.71%
Denton	9,557	11,409	11,968	12,266	12,388	0.99%
Ellis	2,842	3,303	3,231	3,403	3,884	14.13%
Hood	709	804	812	842	840	-0.24%
Hunt	1,362	1,782	1,604	1,714	1,762	2.80%
Johnson	2,191	2,776	2,737	2,786	2,733	-1.90%
Kaufman	1,956	2,226	2,282	2,356	2,612	10.87%
Parker	2,035	2,639	2,525	2,646	2,594	-1.97%
Rockwall	1,422	1,748	1,859	2,155	2,418	12.20%
Tarrant	27,431	30,727	29,014	29,076	28,038	-3.57%
Wise	901	1,022	1,148	1,151	1,118	-2.87%
<b>Total</b>	<b>108,972</b>	<b>126,181</b>	<b>125,554</b>	<b>125,384</b>	<b>119,890</b>	<b>-4.38%</b>

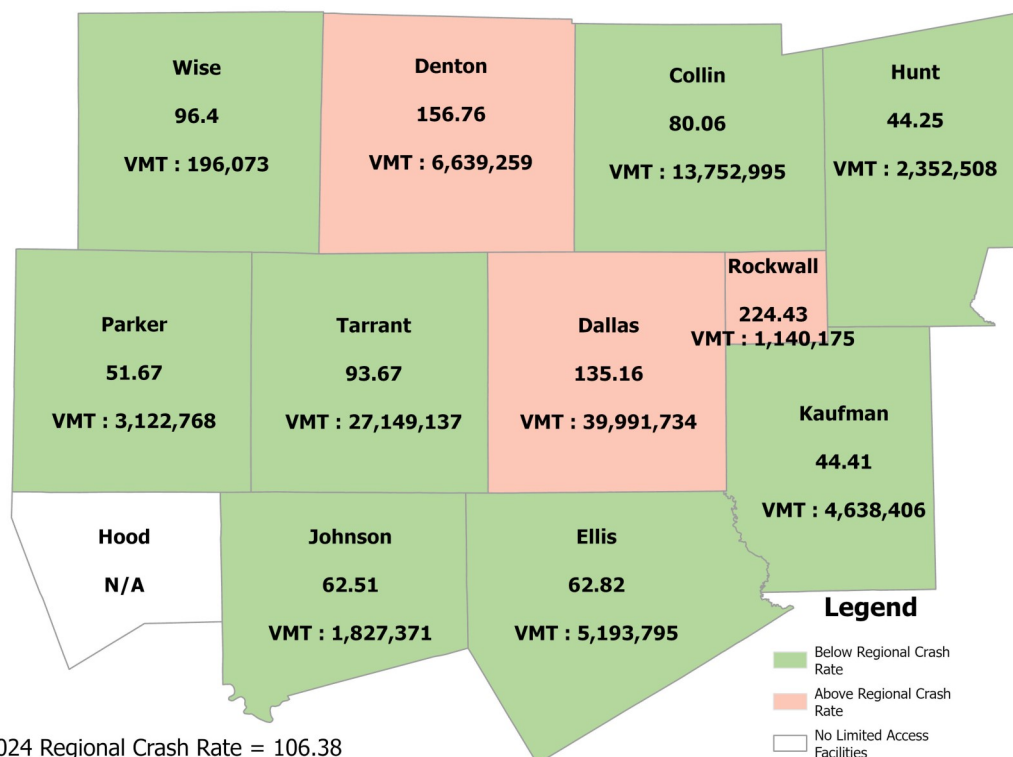
2020-2024 Fatalities						
County	2020	2021	2022	2023	2024	% Change 2023-2024
Collin	64	50	76	62	73	17.74%
Dallas	333	352	354	336	328	-2.38%
Denton	59	66	49	52	51	-1.92%
Ellis	49	36	33	37	42	13.51%
Hood	10	12	10	8	10	25.00%
Hunt	26	38	15	35	24	-31.43%
Johnson	20	39	36	31	20	-35.48%
Kaufman	33	36	26	23	23	0.00%
Parker	21	28	15	24	33	37.50%
Rockwall	7	10	6	12	5	-58.33%
Tarrant	189	227	210	217	205	-5.53%
Wise	11	21	23	22	35	59.09%
<b>Total</b>	<b>822</b>	<b>915</b>	<b>853</b>	<b>859</b>	<b>849</b>	<b>-1.16%</b>

Data Source: TxDOT Crash Records Information System (CRIS) current as of 4/2/2025 - All TxDOT disclaimers apply to this information.

Note: A reportable motor vehicle crash is defined by TxDOT as: "Any crash involving a motor vehicle in transport that occurs or originates on a traffic way, results in injury to or death of any person, or damage to property of any one person to the apparent extent of \$1,000."

## 2024 Crash Rates by County

NCTCOG calculates crash rates on limited access facilities for counties within the NCTCOG 12-County MPA. The map below displays these crash rates by county in comparison to the regional crash rate of 106.38. This represents a decrease from the 2023 rate of 123.76 crashes per 100 million vehicle miles traveled (VMT). Dallas, Denton, and Rockwall Counties were the only counties with a crash rate above the regional average in 2024.



Crash Rates calculated for limited access facilities: IH, SH, and US main lanes.

## 2024 Contributing Factors for Serious Injury and Fatality Crashes

	Top Ten Contributing Factors — Limited Access Facilities Only	2023	2024
1	Speeding - (Overlimit / Unsafe Speed / Failed to Control Speed)	30.54%	32.51%
2	Driver Related (Distraction in Vehicle / Driver Inattention / Road Rage / Drove Without Headlights / Followed Too Closely / Cell/Mobile Device Use - Texting/Other - [0.58%])	15.19%	13.56%
3	Impaired Driving (Intoxicated - Alcohol / Drug / Had Been Drinking / Fatigued or Asleep)	9.30%	10.50%
4	Failed to Drive in Single Lane	10.36%	10.20%
5	Changed Lane When Unsafe	8.54%	9.18%
6	Faulty Evasive Action	8.54%	7.87%
7	Pedestrian Failed to Yield Right of Way - To Vehicle	4.76%	4.08%
8	Disabled in Traffic Lane	4.31%	3.21%
9	Wrong Way Driving (One Way Road)	1.06%	1.31%
10	Ill	1.13%	1.17%

Note: The Contributing Factor Analysis above includes Primary, Secondary, and Tertiary Contributing Crash Factors on limited access facilities in the NCTCOG 12-County MPA only. Speeding has been the number one contributing factor for all analysis done from 2010-2024. For more information on contributing factor trends for previous years, please visit the [NCTCOG Safety Program](#) webpage.

## Safe Streets For All Grant Funding



In December 2023, the North Central Texas Council of Governments (NCTCOG) received a \$4 million Safe Streets and Roadways for All (SS4A) planning grant from the U.S. Department of Transportation to conduct Roadway Safety Audits (RSAs) and prepare Safe Routes to School (SRTS) plans in targeted high injury roadway corridors located in Collin, Dallas, Denton, and Tarrant Counties. The SS4A competitive program was established by the Infrastructure Investment and Jobs Act with the intent of addressing roadway fatalities and serious injuries.

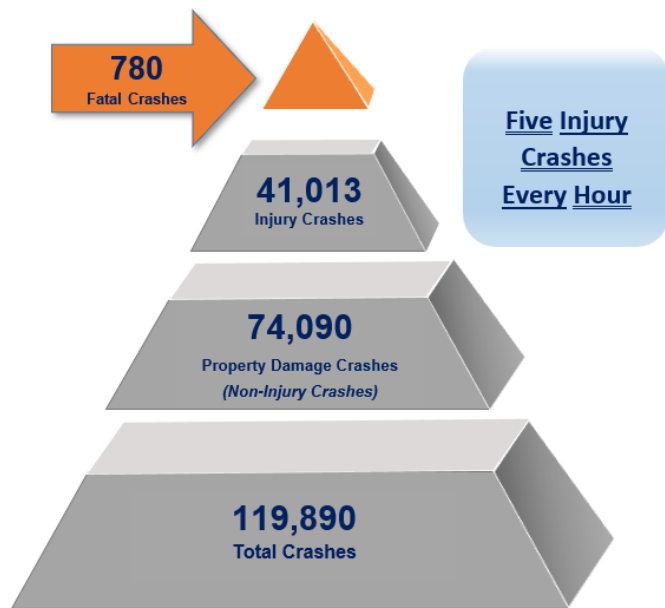
In mid-2024, NCTCOG staff initiated coordination with local governments to study and provide recommendations addressing safety issues in various high injury corridors identified within the Regional Safety Plan and the Pedestrian Safety Action Plan. In collaboration with local government representatives, thirty (30) roadway corridors in thirteen (13) municipalities were selected to conduct safety audits focused on pedestrian, bicycle, and motor vehicle safety. In addition, twenty (20) safe routes to school plans will be conducted within these corridors to address walking and bicycling safety for children traveling to/from school.

Using a multi-disciplinary consultant team and incorporating feedback from local government stakeholders, each safety audit and plan will provide deliverables including, but not limited to, a final report with traffic and safety observations, recommended safety countermeasures, recommendations for implementation, and opinions of probable construction costs. The audits, plans, and final deliverables are anticipated to be completed by spring 2026.

# NCTCOG Crash Pyramid and Regional Struck-By Stats

## 2024 Regional Crash Pyramid — NCTCOG 12-County MPA

The crash pyramid represents the high volume of crashes in the region, equating to four injury crashes every hour. There is an obvious need for highly effective training for those agencies responsible for managing and clearing traffic incidents. Traffic incident management training promotes consistency among agency responders, significantly improves responder and motorist safety, and reduces the duration of traffic incidents.



On average, each injury crash requires

- 2 Law Enforcement
- 4 Fire/Rescue
- 2 Emergency Medical Services
- 1 Towing and Recovery
- 9 Responders

**Potentially 45 responders “working in or near moving traffic” every hour 24/7/365.**

*\*Crash pyramid does not include “Unknown Injury Crashes”.*

## First Responder Struck-By ‘Fatality’ Stats (2023 - 2024)

Every day, firefighters, EMTs/paramedics, state troopers, police officers, sheriff's deputies, tow operators, and department of transportation responders are exposed to the grave hazards inherent in emergency responses on the nation's highways and roadways. Below is a breakdown of the fatality statistics at the regional, statewide, and national level, broken down by discipline.

Discipline	2023 National	2024 National	2023 Statewide	2024 Statewide	2023 Region	2024 Region
Police	14	26	0	4	0	1
Fire/EMS	8	3	3	0	0	0
Towing	20	12	1	4	1	2
Roadside Assistance Patrol	3	4	0	0	0	0
<b>Total Responder Fatality Struck-bys</b>	<b>45</b>	<b>45</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>3</b>

“Between January — August 2025, nationwide **seventeen** responders have been struck and killed by vehicles, including 3 in Texas.”

[www.ResponderSafety.com](http://www.ResponderSafety.com)

## NCTCOG Roadside Assistance Patrol Struck-By Non-Fatality Stats

Roadside Assistance Patrol	Dallas County	LBJ Express	NTE Express	NTTA	Tarrant County	NCTCOG Region
2021	18	0	10	19	2	39
2022	34	3	0	16	0	50
2023	15	7	6	*	0	15
2024	5	17	11	*	0	32*

Data was collected directly from regional mobility assistance patrol providers.

*\*Information pending from reporting agency.*



# NCTCOG Traffic Incident Management Program

## NCTCOG First Responder and Manager's Course Attendance — Breakdown By Agency

Cities and Counties Represented (102): August 2013 - December 2024

Allen	Corsicana	Greenville	Midlothian	Springtown
Alvarado	Cresson	Hickory Creek	N. Richland Hills	Sunnyvale
Amarillo	Cross Roads	Highland Park	Northlake	Terrell
Argyle	Dallas	Hurst	Oak Point	University
Arlington	Decatur	Hutchins	Pantego	Park
Aubrey	Denton	Irving	Plano	Venus
Azle	DeSoto	Josephine	Ponder	Waxahachie
Balch Springs	Duncanville	Joshua	Princeton	Weatherford
Bedford	Ennis	Keene	Prosper	Willow Park
Benbrook	Euless	Keller	Reno	Wilmer
Boyd	Farmers Branch	Kennedale	Rhome	
Bridgeport	Flower Mound	Krum	Richardson	
Burleson	Forest Hill	Lake Cities	Richland Hills	
Caddo Mills	Forney	Lake Worth	Rio Vista	
Carrollton	Fort Worth	Lavon	Roanoke	
Cedar Hill	Frisco	Lewisville	Rockwall	
Celina	Garland	Little Elm	Sachse	
Cleburne	Glenn Heights	Mansfield	Sanger	
Colleyville	Granbury	Maypearl	Seagoville	
Coppell	Grand Prairie	McKinney	Southlake	
Corinth	Grapevine	Melissa		
		Mesquite		

Counties: **Collin, Dallas, Erath**, Hood, Hunt, Johnson, **Rockwall, Tarrant**, Wise

### Notes:

1. Agencies shown in **bold text** have attended both the First Responder and Manager's Course and the Executive Level Course.
2. A complete list of Agency Attendance from 2003 is available upon request.

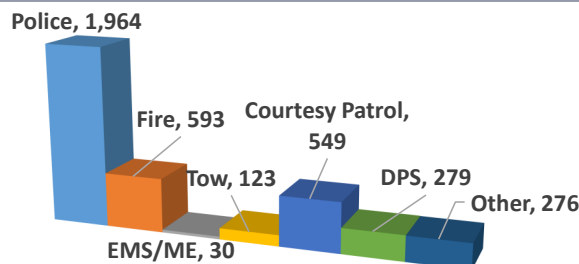
## NCTCOG TIM First Responder and Manager's Course

The Traffic Incident Management (TIM) training series was developed in February of 2003 and first offered in December of 2003. The goal of the TIM training course is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve the air quality in the Dallas-Fort Worth region. The **First Responder and Manager's Course**, geared towards those with daily involvement in responding to traffic incidents, is offered six times per year. The training is eligible for TCOLE Credits, Fire Commission Credits, and Emergency Medical Services Continuing Education Units.

Course Registration Link — <https://www.nctcog.org/training-development-institute/public-safety-academy>

NCTCOG First Responder and Manager's Course Attendance		
2003 - 2023	2024	Total
3,596	218	3,814

## NCTCOG First Responder and Manager's Course Attendance - Breakdown By Discipline



## NCTCOG TIM Executive Level Course Attendance

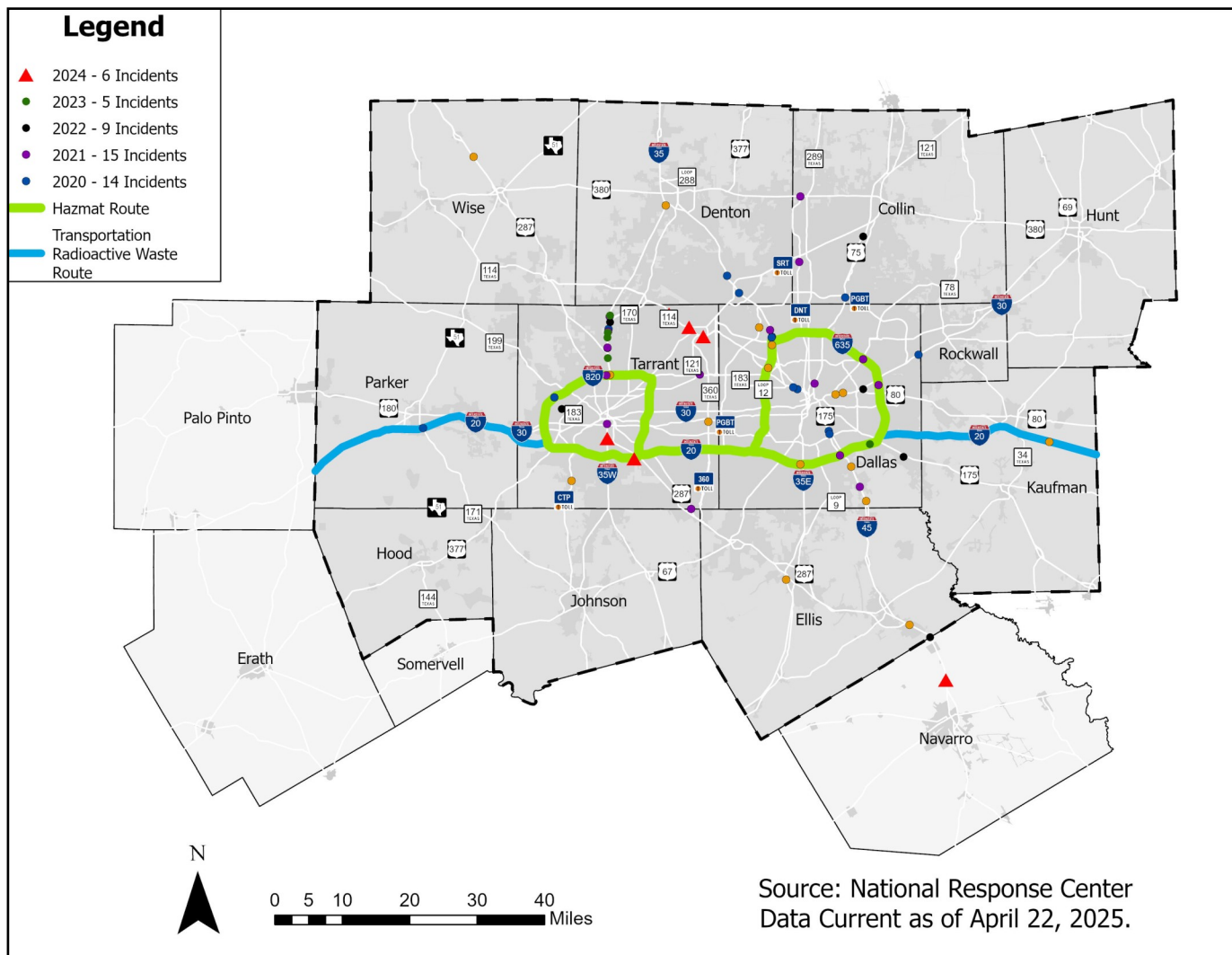
The **Executive Level Course** introduced in 2005 & is geared towards agency decision and policy makers and provides a high-level overview of the topics discussed in the 1st Responder and Manager's Course. The Executive Level Course is offered twice a year.

Police	Fire	City Staff	Elected Officials	Public Works/Strategic Services Transportation	Medical Staff	Other	Total (February 2005 - November 2024)
535	250	43	16	74	24	327	1,269



# 2024 NCTCOG 16-County HazMat Incidents

NCTCOG continues to monitor major hazardous material spills on limited access facilities using data obtained from the National Response Center. This analysis helps identify roadway corridors which have been impacted by incidents involving a hazardous material. Currently, the IH 20 corridor and the regional loops IH 820 and IH 635 are designated as radioactive waste routes. In 2024, there were 6 significant HazMat spills within the 16-county region. This is up from the previous year, which had 5 such incidents.



County	2020	2021	2022	2023	2024	Total
Collin	0	2	2	0	0	4
Dallas	8	6	4	1	0	19
Denton	2	0	0	0	0	2
Ellis	0	0	1	0	0	1
Erath	0	0	0	0	0	0
Hood	0	0	0	0	0	0
Hunt	0	0	0	0	0	0
Johnson	0	0	0	0	0	0
Kaufman	0	0	0	0	0	0
Navarro	0	0	0	0	1	1
Parker	1	0	0	0	0	1
Palo Pinto	0	0	0	0	0	0
Rockwall	0	0	0	0	0	0
Somervell	0	0	0	0	0	0
Tarrant	3	7	2	4	5	21
Wise	0	0	0	0	0	0
<b>Total</b>	<b>14</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>6</b>	<b>49</b>

# Roadside Assistance Program

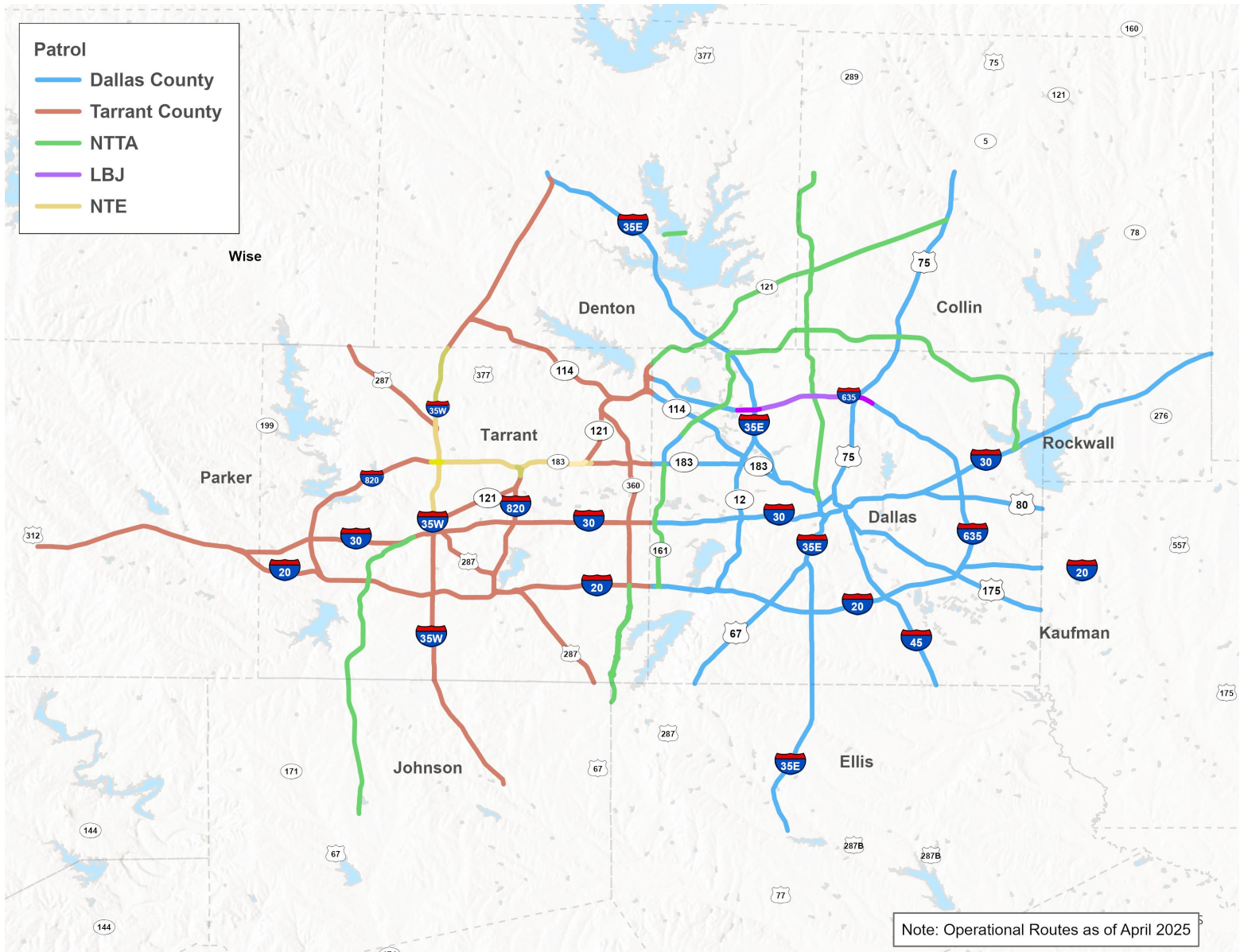
The Roadside Assistance Program (RAP) is a crucial part of incident response and traffic safety efforts in North Texas. Area RAP programs help alleviate congestion and prevent secondary crashes on busy highways/freeways and toll roads by providing free assistance to stalled and stranded motorists by either getting the vehicles operating again or moving them off the facility completely. Patrols also provide protection to other first responders, and give advance warning to motorists approaching the scene of a crash. Patrol coverage has focused on congested highways in Dallas and Tarrant Counties but also extends into portions of Collin, Denton, and Johnson Counties. Further expansions into Parker, Ellis, Johnson, and Rockwall Counties are in development.

Patrols are currently operated by the Dallas County Sheriff's Office, Tarrant County Sheriff's Office, North Texas Tollway Authority (NTTA), LBJ Express, and North Tarrant Express (NTE) Mobility Partners. Each agency's coverage area is shown in the map below.

## Roadside Assistance Program Performance Measures

Agency	2023 Assists	2024 Assists
Dallas County Operations	50,207	56,816
Tarrant County Operations	24,617	25,798
NTTA	50,265	46,045
NTE Express	4,806	3,998
LBJ Express	3,501	2,622

## Patrol Routes



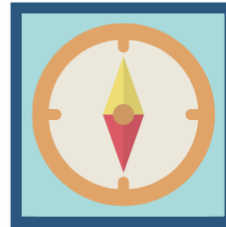
# In 2024, Dallas/Fort Worth Area Roadside Assistance Patrols

provided:



**83,608**

Driver Assistance /  
Stalled Vehicle



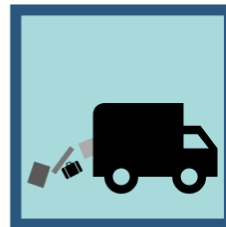
**12,800**

Courtesy Check /  
Directions



**2,789**

Crash  
Assistance



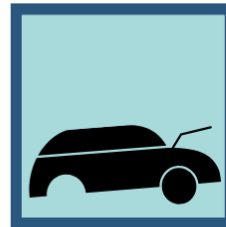
**13,175**

Debris  
Removal



**13,782**

Protection to  
First Responders



**7,173**

Abandoned  
Vehicle Check

**Total Combined Assists: 135,279\***

*Notes:*

*Data includes Dallas County, Tarrant County, NTTA, North Tarrant Express and LBJ Express assists combined.  
1,952 assists were either not found or were cancelled before a patrol vehicle arrived..*

## Hours of Operation

## Phone Number

**Dallas County**



Mon - Fri 5 AM - 9:30 PM  
Sat - Sun 11 AM - 7:30 PM



(214) 320-4444

**Tarrant County**



Mon - Sun 6 AM - 10 PM



(817) 884-1213

**NTTA**



Mon - Sun 24 Hours a Day



(214) 224-2203  
or #999

**NTE and  
LBJ TEXpress**



Mon - Sun 24 Hours a Day



(972) 661-8693  
or #789



## Highway Safety Improvement Program

The TxDOT Highway Safety Improvement Program (HSIP) Call for Projects (CFP) is a funding opportunity for highway safety projects that decrease the number of fatalities and serious injuries on all public roadways. Funds are provided for construction and operational improvements that address crash types outlined in the Texas Strategic Highway Safety Program. TxDOT updated the 2025 HSIP CFP for FY28. The 2024 TxDOT HSIP CFP resulted in the following projects for our region:

- The Dallas District received approval on 21 projects for a total of \$35,453,618.72.
- The Fort Worth District received approval on 15 projects for a total of \$17,618,343.

## Statewide TXDOT and Metropolitan Planning Organization Safety Performance

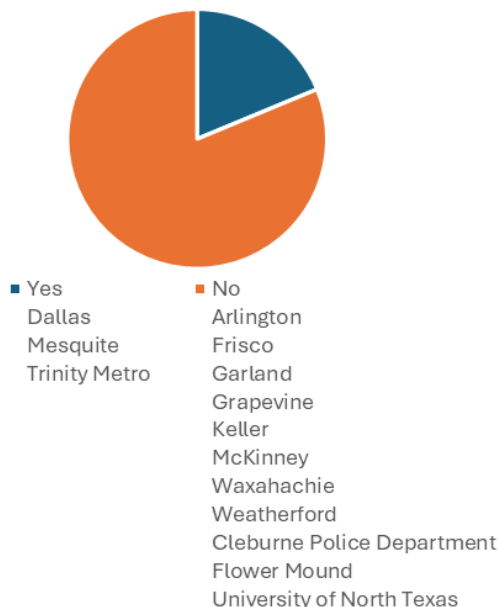
The table below identifies performance measures that TxDOT and MPOs will report on annually. NCTCOG Safety staff will survey partners once a year to collect information on regional safety-related & safety education related programs and efforts, in order to better report on and support the safety efforts within the region. Updates will be provided in future reports.

2024 Annual Performance Measures	Statewide Safety Task Force	Total or Status
No. of Fatalities	TXDOT/MPO	849
Fatality Rate	TXDOT/MPO	1.035
Number of Law Enforcement Encounters During Grant-Funded or MPO Funded Activities	TxDOT/MPO	7 *
Number of Safety Related Programs	TxDOT/MPO	12 *
Number of Education Related Programs	TxDOT/MPO	6 *

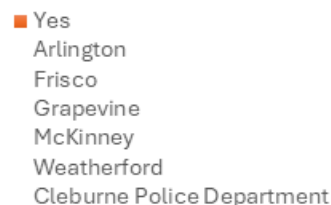
\* Specified quantity is based on the responses from the agencies that responded to the survey question.

## NCTCOG Regional Safety Survey — Partner Updates

Agencies that have an Existing Roadway Safety Plan



Agencies that Plan on Creating a Regional Safety Plan



70 agencies were surveyed and 56 agencies have not responded at the time of this publication.



## Regional Roadway Safety Plan

The NCTCOG Regional Roadway Safety Plan was developed to help eliminate all fatalities on our roadways by 2050. Eight emphasis areas were identified as part of the plan: speeding, distracted driving, impaired driving, intersection safety, bicyclist and pedestrian safety, roadway and lane departures, occupant protection (seatbelts), and motorcycles.

The regional Roadway Safety Plan will serve as a guide for the implementation of future systemic safety projects and programs throughout the NCTCOG region as we work towards a goal of zero fatalities on our region's roadways by 2050.

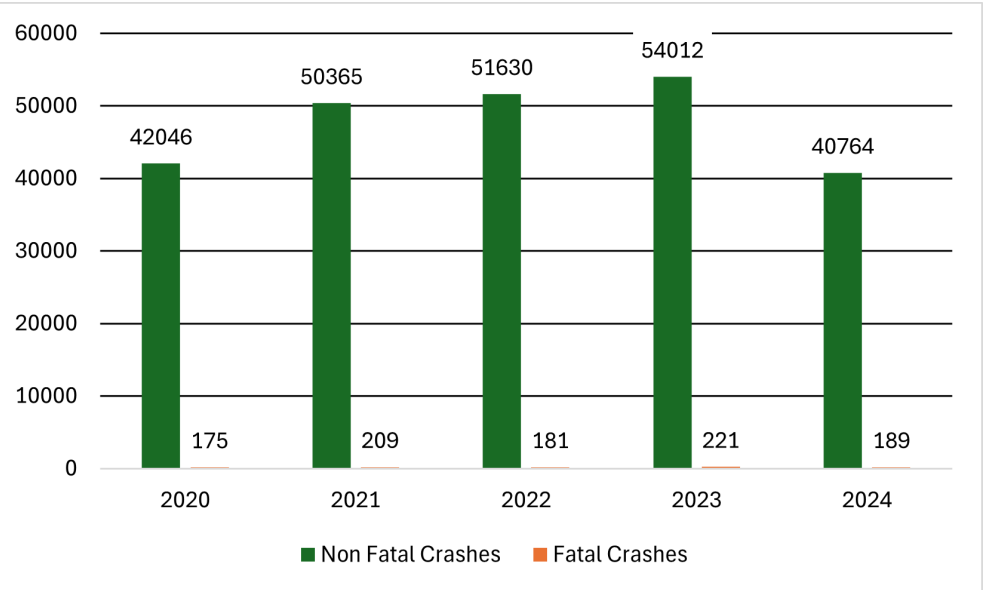
### Regional Roadway Safety Plan Goals:

1. Eliminate fatal crashes from all modes of travel by 2050.
2. Prioritize safety in roadway project selection and provide guidance on countermeasure development to partner agencies.
3. Work with partners to foster a culture of safety that utilizes the safe systems approach; and develop behavioral and educational countermeasures to address dangerous driving behaviors.
4. Fund and implement safety projects and policies equitably to ensure safe transportation access for all road users.
5. Implement a proactive approach to roadway safety to identify problems before they occur.
6. Work with police to effectively enforce traffic rules and traffic management professionals to improve quick clearance strategies.

Updates to the data analysis from the Regional Safety Plan is included below.

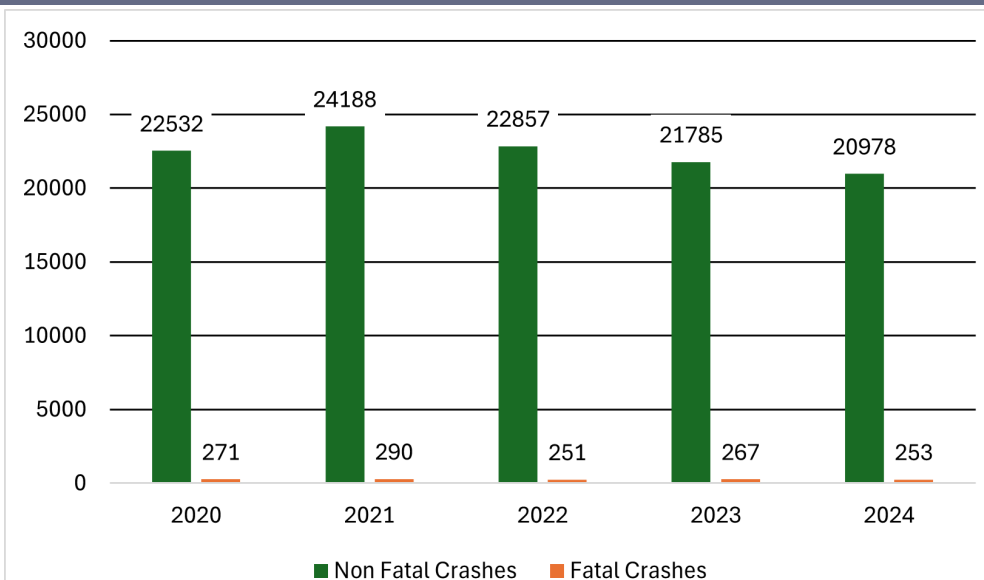
## 12-County MPA - Intersection Related Crashes: 2020 - 2024

Intersection related crashes are those that occur within the boundaries of an intersection or at an approach to or an exit from an intersection. Intersection related crashes decreased by 24 percent from 2023 to 2024 with a decrease of 13,280 total crashes in 2024.



## Roadway and Lane Departure Crashes: 2020 - 2024

Roadway and Lane Departure crashes are those that occur either off the road, on the shoulder, or in the center median and only involved one motor vehicle. There was a 3.7 percent decrease in Roadway and Lane Departure crashes from 2023 to 2024 and 821 fewer crashes in 2024.

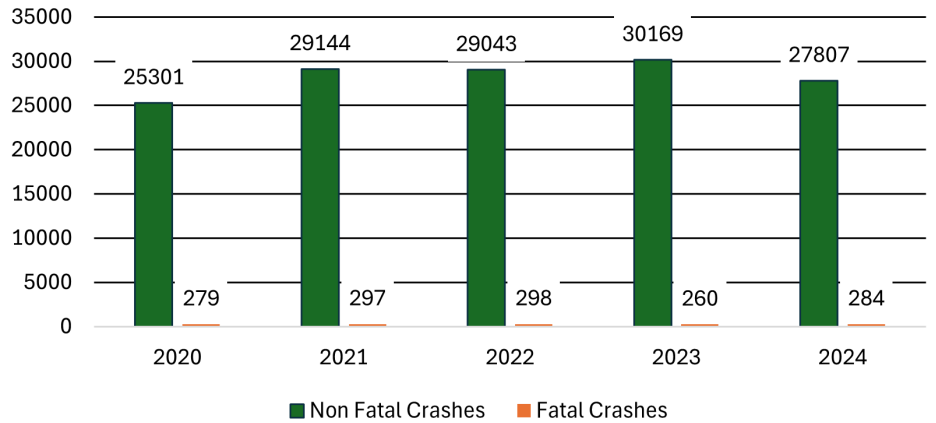


## Speeding Related Crashes: 2020 - 2024

Speeding related crashes are those where at least one driver was travelling well above the posted speed limit or too fast for current roadway conditions. Vehicle speed is proven to have a direct correlation to crash severity. From 2023 to 2024, the number of crashes on all roadways where speeding was cited as a contributing factor decreased by 2,338 total crashes.

Note: Speeding Related crashes include those where speeding were cited either as a primary, secondary, or tertiary contributing factor to the crash.

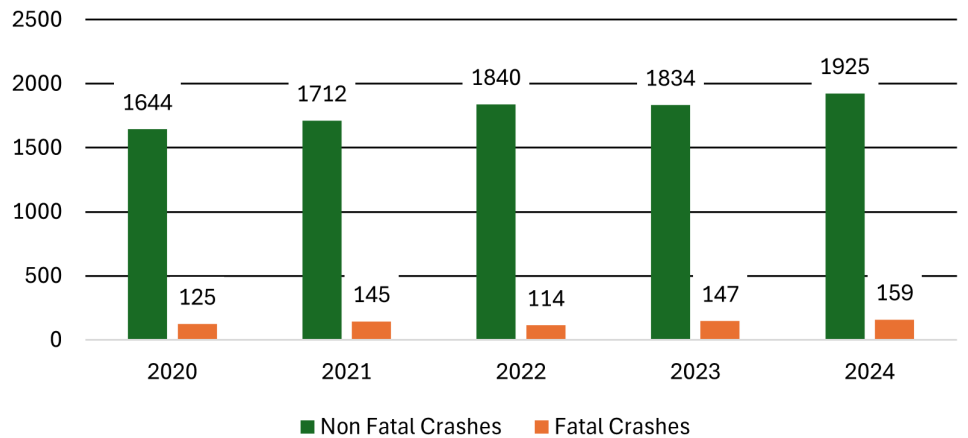
12 - County Speeding Related Crashes  
2020-2024



## Motorcyclist Involved Crashes: 2020 - 2024

Like bicyclists and pedestrians, motorcyclists are vulnerable roadway users due to the lack of protection provided by a vehicle. Helmet usage for motorcyclists, like restraint usage has a significant impact on injury severity. There was an increase of 103 total crashes involving motorcyclists from 2023 to 2024.

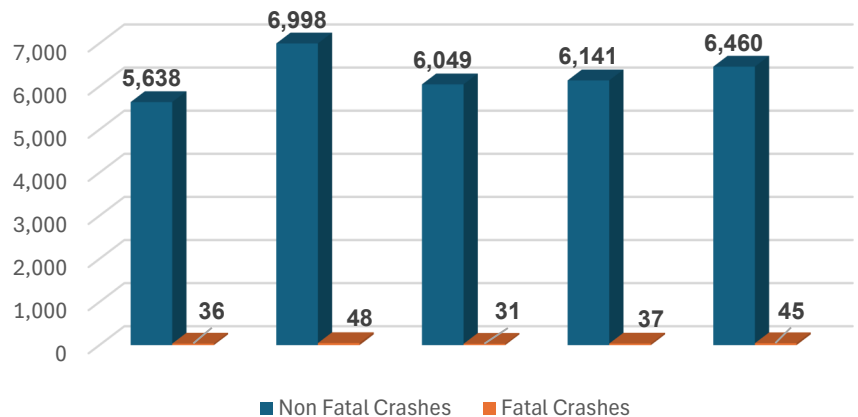
12 - County Motorcycle Involved Crashes  
2020 - 2024



## Construction Zone Crashes: 2020 - 2024

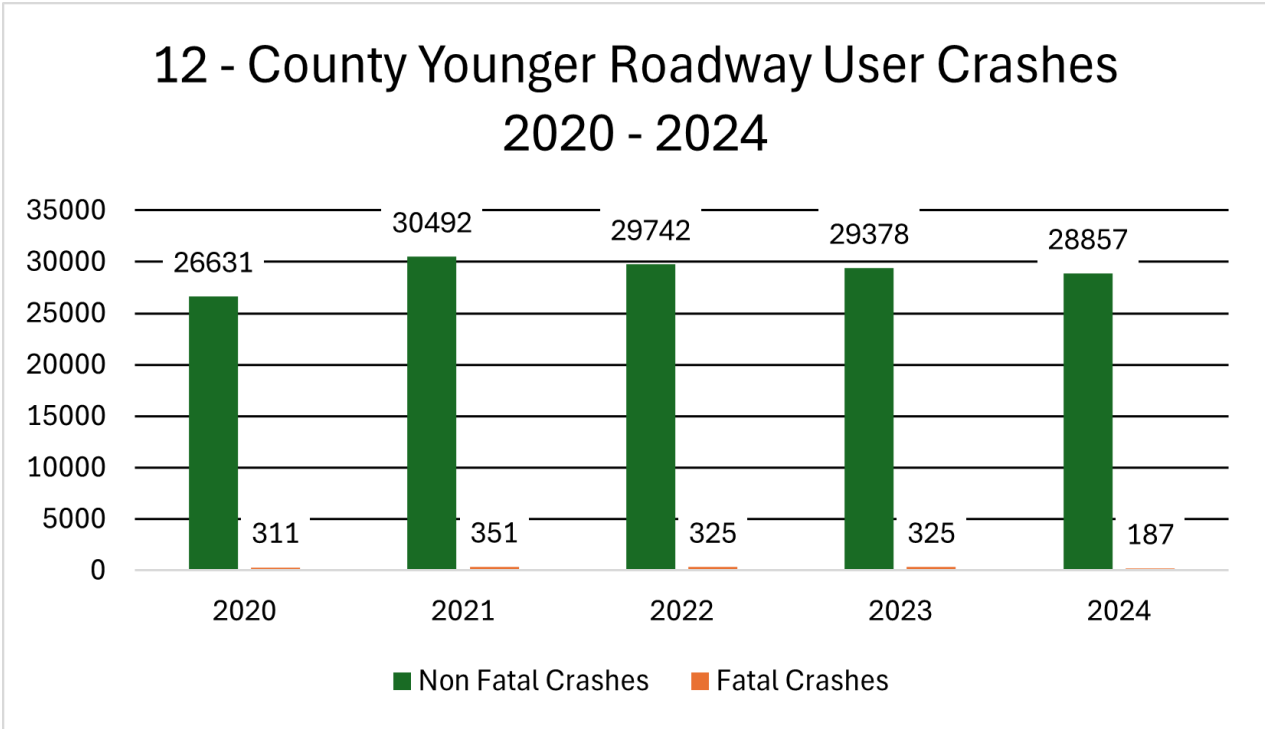
In 2024, over 6,000 traffic crashes occurred in work zones in the 12-county MPA, resulting in 45 deaths and another 175 serious injuries.

12-County Construction Zone Crashes  
2020 - 2024



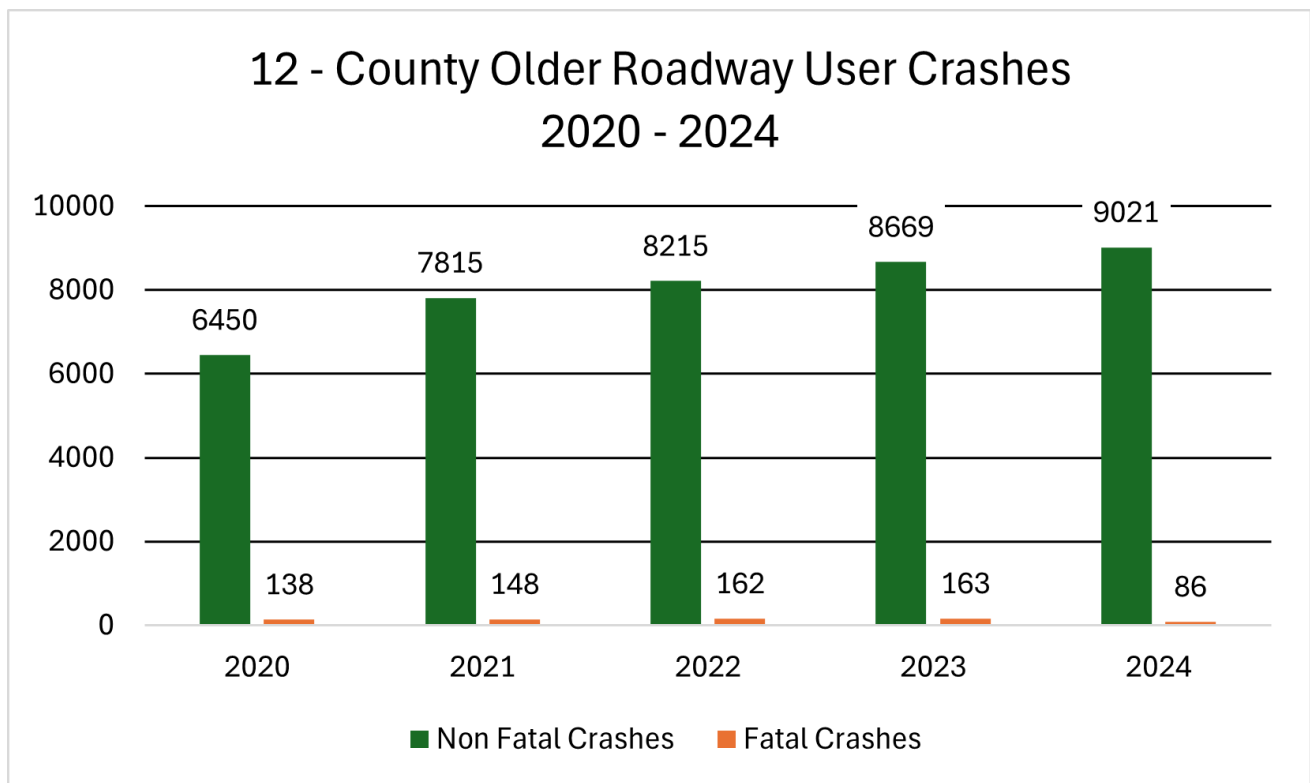
## Younger Roadway User Crashes: 2020 - 2024

Younger roadway users are drivers who are 24 years of age and younger. From 2023 to 2024, Younger Roadway User crashes decreased by 2.2 percent, with a decrease of 659 total crashes in 2024.



## Older Roadway User Crashes: 2020 - 2024

Older Roadway Users are drivers that are of the age 65 and older. From 2023 to 2024, Older Roadway User crashes increased by 3.1 percent, with an increase of 275 total crashes in 2024.

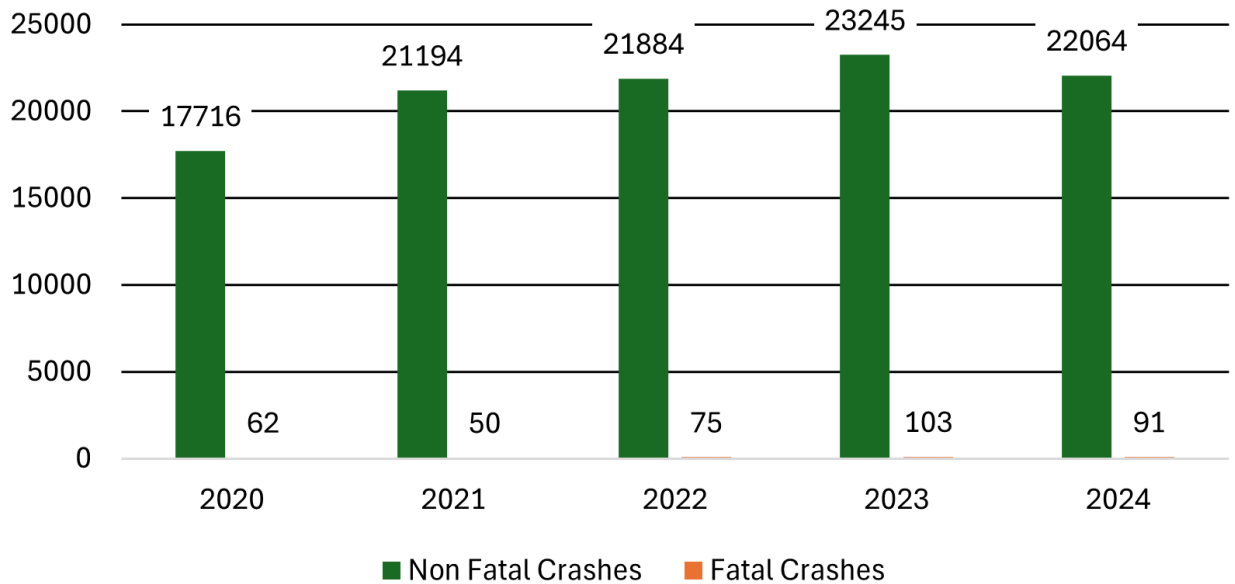


## Distracted Driving: 2020 - 2024

From 2023 to 2024, the number of crashes on all roadways caused by a distracted driver decreased 5.1 percent within the 12-county MPA. The total number of crashes caused by a distracted driver decreased by 1,193 from 2023 compared

Note: Distracted Driving crashes include those where driver inattention, distraction in the vehicle, or cell phone/mobile device use

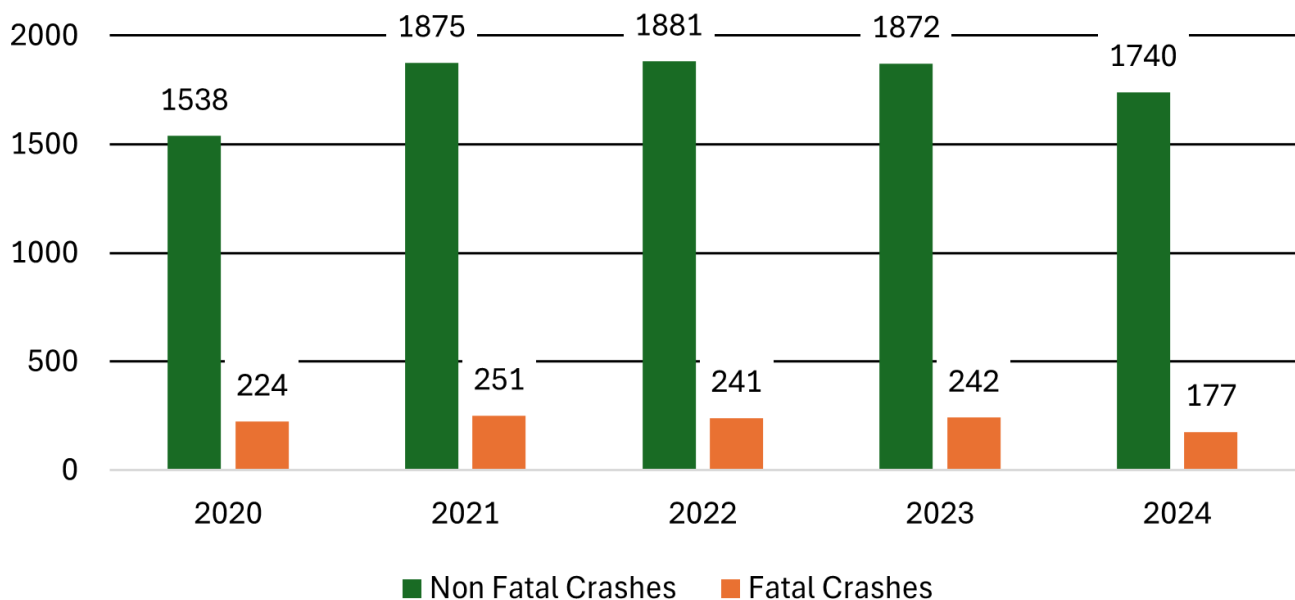
### 12 - County Distracted Driving Crashes 2020 - 2024



## No Restraint Used Crashes: 2020 - 2024

No Restraint Used crashes involve drivers or occupants of the vehicle who were not wearing seatbelts at the time of the crash. These crashes are characterized as dangerous crash types and usually tend to result in more severe injuries for the persons involved.

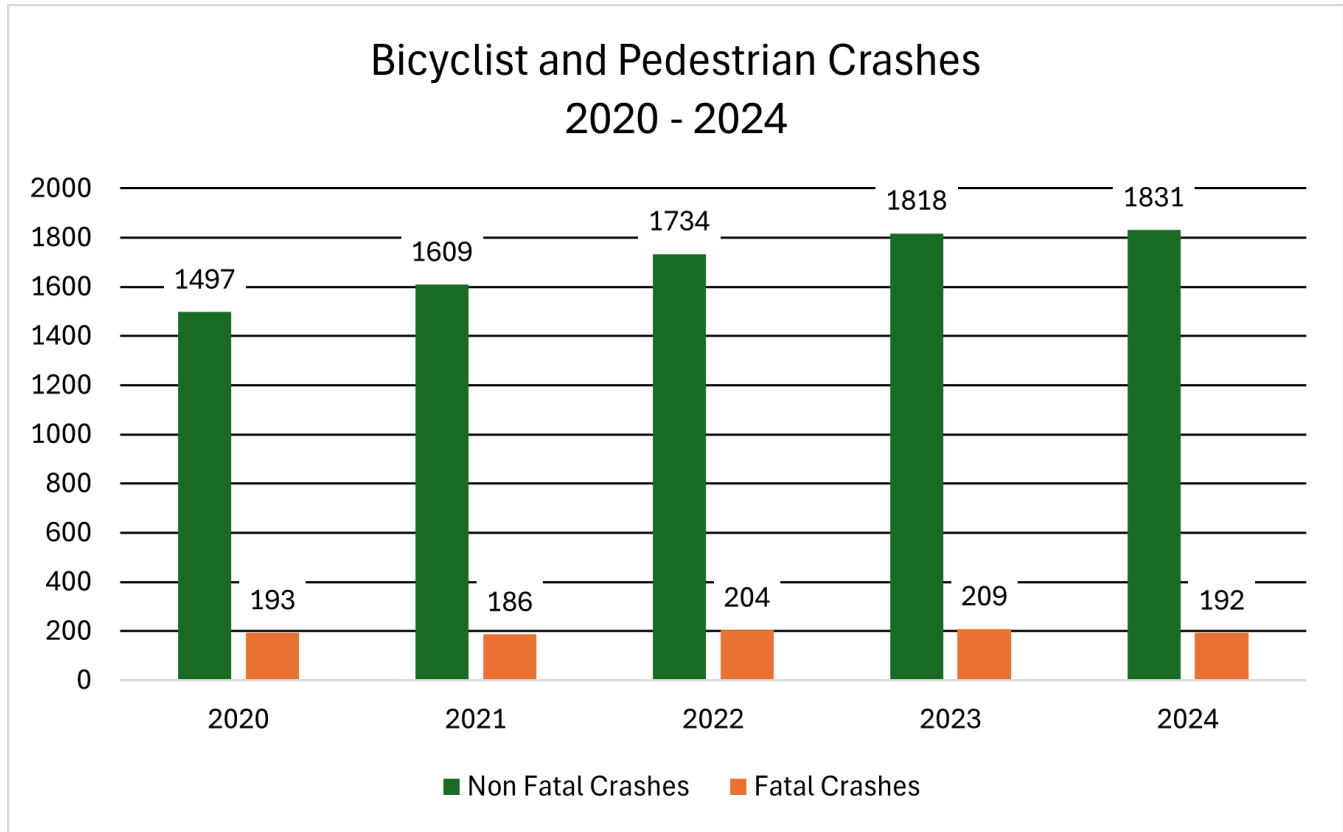
### 12 - County No Restraint Used Crashes 2020 - 2024





## 12-County MPA - Bicyclist and Pedestrian Crashes: 2020 - 2024

A bicyclist and pedestrian crash involves a crash where a vehicle strikes either a bicyclist or a pedestrian. From 2023 to 2024, the total number of crashes involving a bicyclist or a pedestrian decreased by 0.20% with a decrease of 4 total crashes. Crashes involving bicyclists and pedestrians typically tend to have more severe injuries.



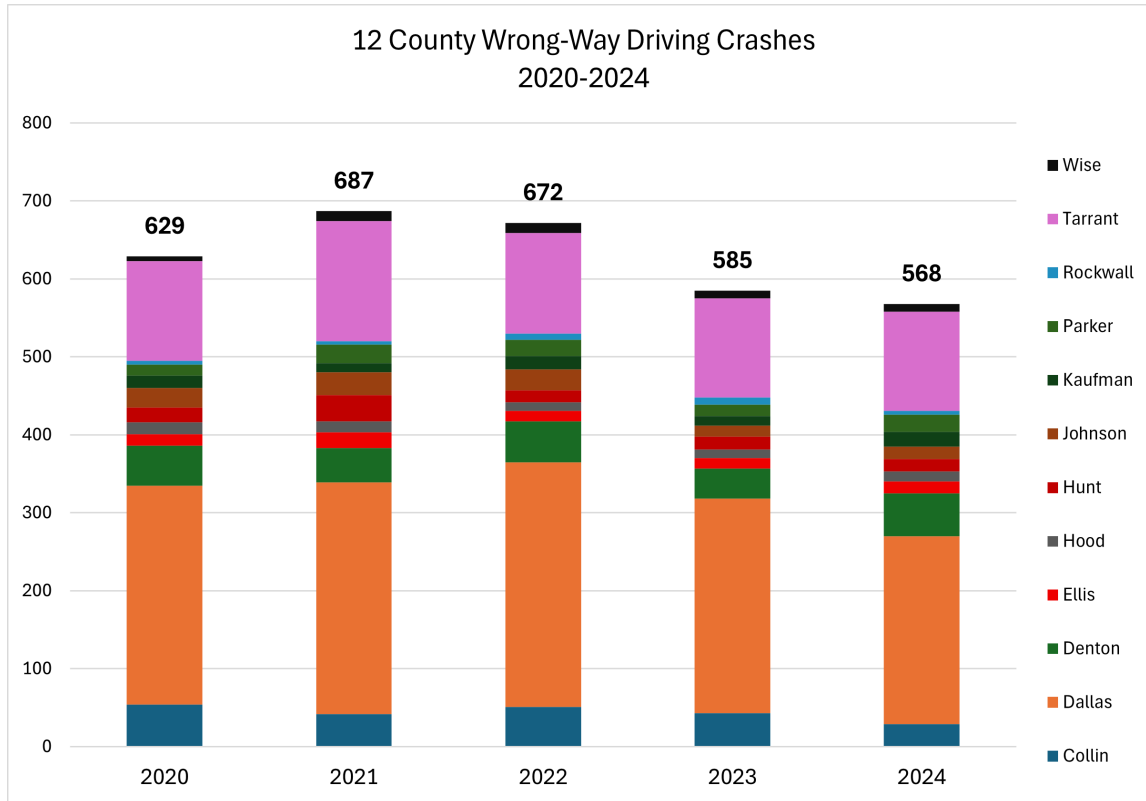
### 2024 Bicyclist and Pedestrian Crashes by County

County	Pedestrian Involved	Bicyclist Involved	Total
Collin	97	79	176
Dallas	784	187	971
Denton	104	70	174
Ellis	19	5	24
Hood	5	2	7
Hunt	19	6	25
Johnson	19	10	29
Kaufman	18	4	22
Parker	19	8	27
Rockwall	6	1	7
Tarrant	389	163	552
Wise	6	3	9
Total	1485	538	2023

## Wrong Way Driving Crashes: 2020 - 2024

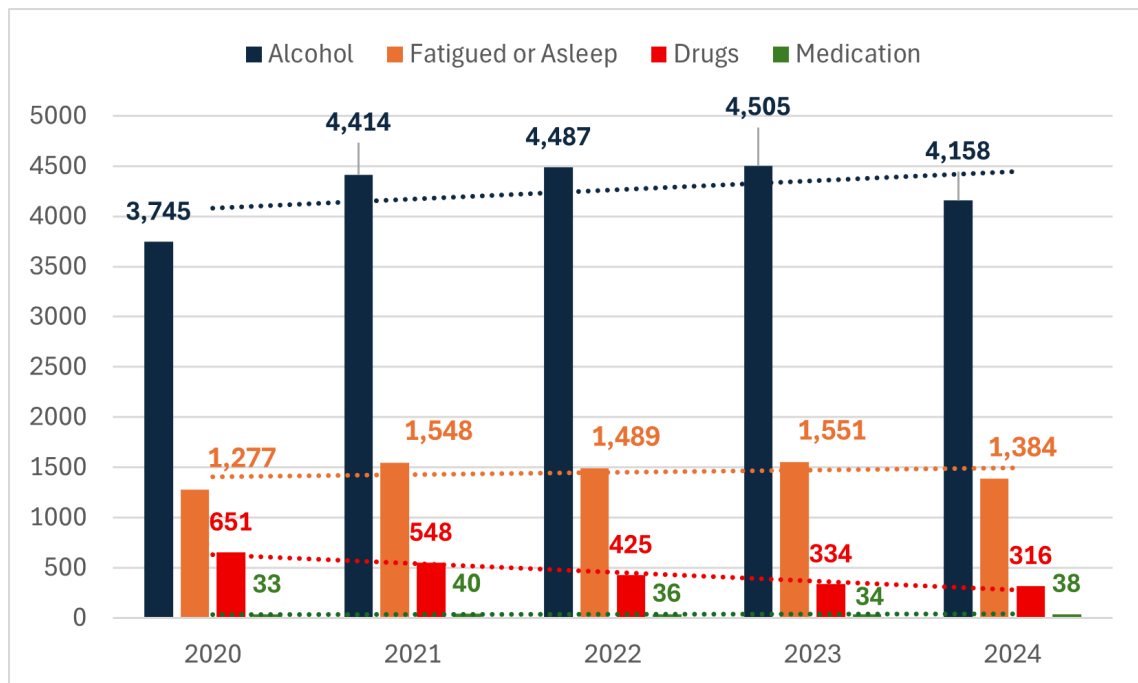
From 2020 to 2024, the number of crashes on all roadways caused by a wrong way driver decreased 9.7% within the 12-county MPA. The total number of crashes caused by a wrong way driver decreased by 17 from in 2024 compared to 2023.

Note: WWD crashes include those where wrong way driving was identified as either a primary, secondary, or tertiary contributing factor to the crash.



## Crashes Involving Impaired Drivers: 2020 - 2024

Crashes involving a driver impaired by alcohol, illegal drugs, legal medication, or fatigue have remained one of the top ten contributing factors in both the state of Texas and NCTCOG region. The graph below highlights these crashes in the North Central Texas 12-county region from the past five years. During this time period, the number of crashes involving an impaired driver has increased close to 3.3 percent overall.



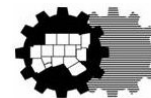
Note: The Impaired Driving Analysis includes TxDOT crash records where the primary, secondary, or tertiary contributing factors were cited as "Had been drinking", "Taking medication", "Under influence — alcohol", "Under influence — drugs", or "Fatigued or Asleep". Motor vehicle crash within the NCTCOG 12-County area are included.

### Contact Information

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North Central Texas  
Council of Governments  
Transportation Department

# NCTCOG Regional Crash Fact Sheet (Calendar Year 2024)

1. The fatality rate on North Central Texas (12-county) roadways for 2024 was 1.035 deaths per hundred million vehicle miles traveled.
2. The North Central Texas (12-county) Region experienced a decrease in the number of motor vehicle traffic fatalities. The 2024 death toll of 849 was a decrease of 1.16% from the 859 deaths recorded in 2023.
3. There were 3,534 serious injury crashes in the North Central Texas (12-county) Region in 2024 with 4,215 people sustaining a serious injury.
4. Fatalities in traffic crashes in rural areas of the North Central Texas (12-county) Region accounted for 20.14% of the region's traffic fatalities in 2024. There were 171 deaths in rural traffic crashes.\*
5. Single vehicle, run off the road crashes resulted in 270 deaths in 2024. This was 32% of all motor vehicle traffic deaths.
6. In 2024, there were 196 people killed in crashes occurring at or related to an intersection.
7. There were 93 people killed in head-on crashes in 2024.
8. Based on reportable crashes in 2024:
  - 1 person was killed every 10 hours and 19 minutes.
  - 1 person was injured every 8 minutes 49 seconds
  - 1 reportable crash occurred every 4 minutes 23 seconds
9. Of all persons killed in vehicles where restraint usage was applicable and usage was known in 2024, 23% were reported as not restrained when the fatal crash occurred.
10. 59,569 persons were injured in motor vehicle traffic crashes in 2024.
11. There were 157 motorcyclists (operators and passengers) killed in 2024. About 26% of motorcyclists killed were not wearing helmets at the time of the crash.
12. Pedestrian fatalities totaled 173 in 2024. This is an 11.73% decrease from 2023.
13. Pedalcyclist fatalities totaled 3 in 2024. This is a 70% decrease from 2023.
14. In 2024, there were 214 people killed in motor vehicle traffic crashes where the use of alcohol was cited by police as a crash contributing factor. This is 25% of the total number of people killed in motor vehicle traffic crashes.
15. During 2024, 51.5% of alcohol-related crashes were reported from between 10:00 PM and 3:59 AM. Also, 47.6% of alcohol-related crashes occurred on weekends.
16. In 2024, there were 34 people killed in crashes involving distracted driving. This is a 6.25% increase from 2023.

\*Rural is defined as a geographical location having a population of less than 5,000.

For reference, the **TxDOT Statewide Crash Summary Fact Sheet** is located at [TxDOT.gov/data-maps/crash-reports-records/motor-vehicle-crash-statistics.html](https://www.txdot.gov/data-maps/crash-reports-records/motor-vehicle-crash-statistics.html)



North Central Texas  
Council of Governments



# EXECUTIVE LEVEL INCIDENT MANAGEMENT TRAINING OPPORTUNITY

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

**NOVEMBER 6, 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](http://www.nctcog.org/TIMTraining)

Contact: [Ccollins2@nctcog.org](mailto:Ccollins2@nctcog.org) | 817-608-2330



**Traffic Incident Management - First Responders and Manager Course**  
**Agency Attendance: August 2013 - August 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	3
	Police Department	8		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	7
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	3	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	14
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 - August 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	11
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	2
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	2
	Police Department	0
City of Midlothian	Fire Department	0
	Police Department	20
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	1
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 - August 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	18
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	14
	Fire Department	
	Police Department	
	Fire Department	
	Police Department	
	Fire Department	
	Police Department	
	Fire Department	
	Police Department	



**Traffic Incident Management - First Responders and Manager Course**  
**Agency Attendance: August 2013 - August 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
<b>COUNTIES</b>			<b>OTHER AGENCIES</b>		
Collin County	Fire Department	0	TxDOT - Dallas District	Mobility Assistance	17
	Sheriff's Department	5			
Dallas County	Fire Department	175	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	24
				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	24



**Freeway Incident Management - Executive Level Course**  
**Agency Attendance: November 2013 - August 2025**

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		1					10
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			1					3
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		1					6
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			1	4	13
City of Forest Hill			4							4

**Freeway Incident Management - Executive Level Course**  
**Agency Attendance: November 2013 - August 2025**

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		1			32
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	9	3						2		14
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				1					4
City of Hutchins	7	4								11
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	2		1							3
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 - August 2025**

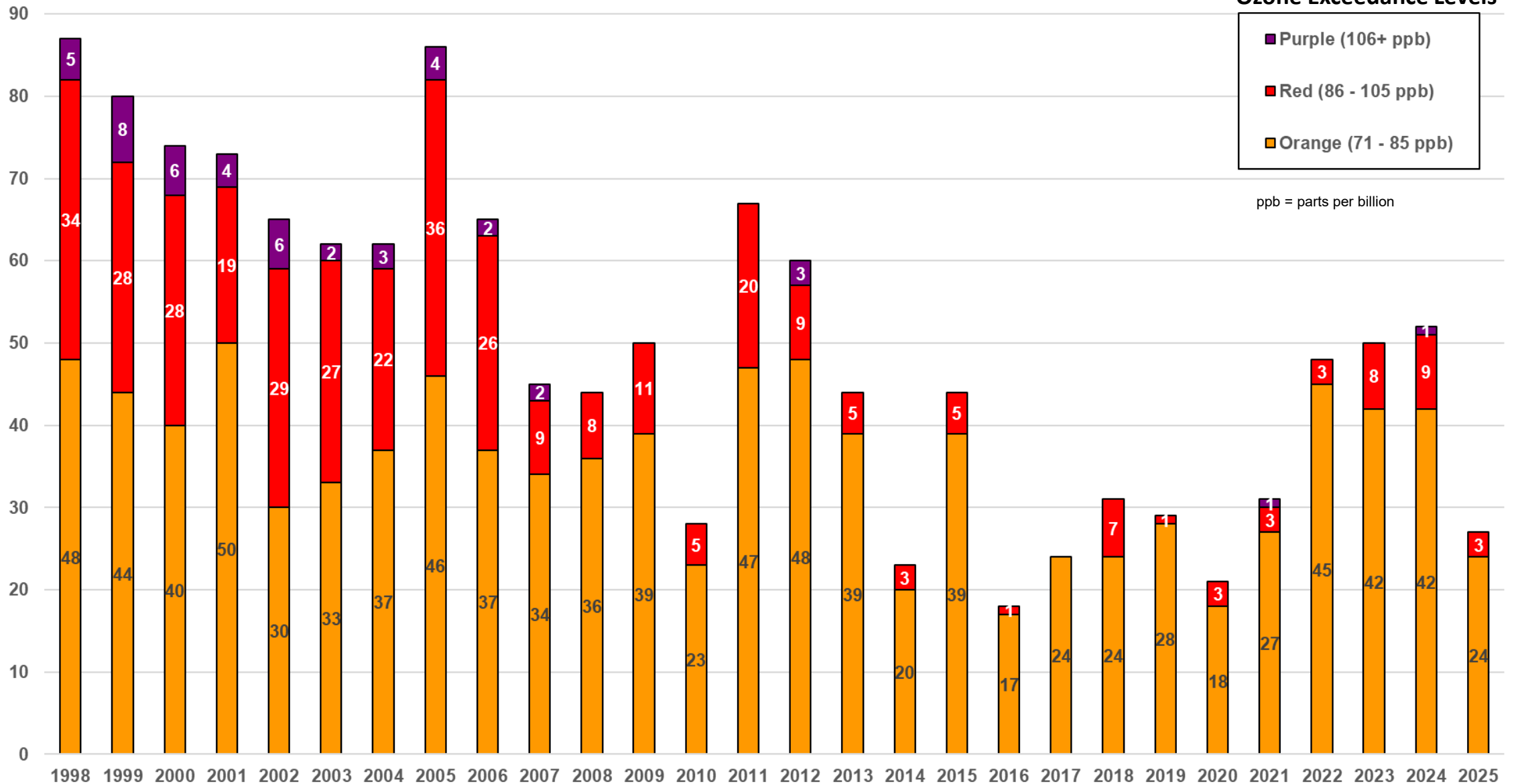
SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE								FIM Instructors (not included in total)	Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other		
City of Parker	2									2
City of Pilot Point	2									2
City of Plano	4	1	1	1				1	6	14
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	8	1								9
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	2	3	1					2		8
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 - August 2025**

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 (not included in total)	
Dallas County	43				2	2		3	24	74
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
Fannin County (OEM)							2			2
FHWA					7					7
Kimley-Horn Associates								1		1
LBJ Express								3		3
Lee Engineering								1		1
Methodist Dallas Medical Center							2			2
NCTCOG					87				38	125
NTTA					4				1	5
Protect Environmental								44		44
Trinity Metro Services					5					5
TxDOT - Austin								4		4
TxDOT - Dallas					2			10		12
TxDOT - Fort Worth								34		34
TxDOT - Johnson								2		2
TxDOT - Waco								1		1
Wrecker Services									4	4
<b>Total</b>	<b>313</b>	<b>168</b>	<b>26</b>	<b>4</b>	<b>150</b>	<b>3</b>	<b>15</b>	<b>124</b>	<b>91</b>	<b>803</b>

# 8-hour Ozone NAAQS Historical Trends

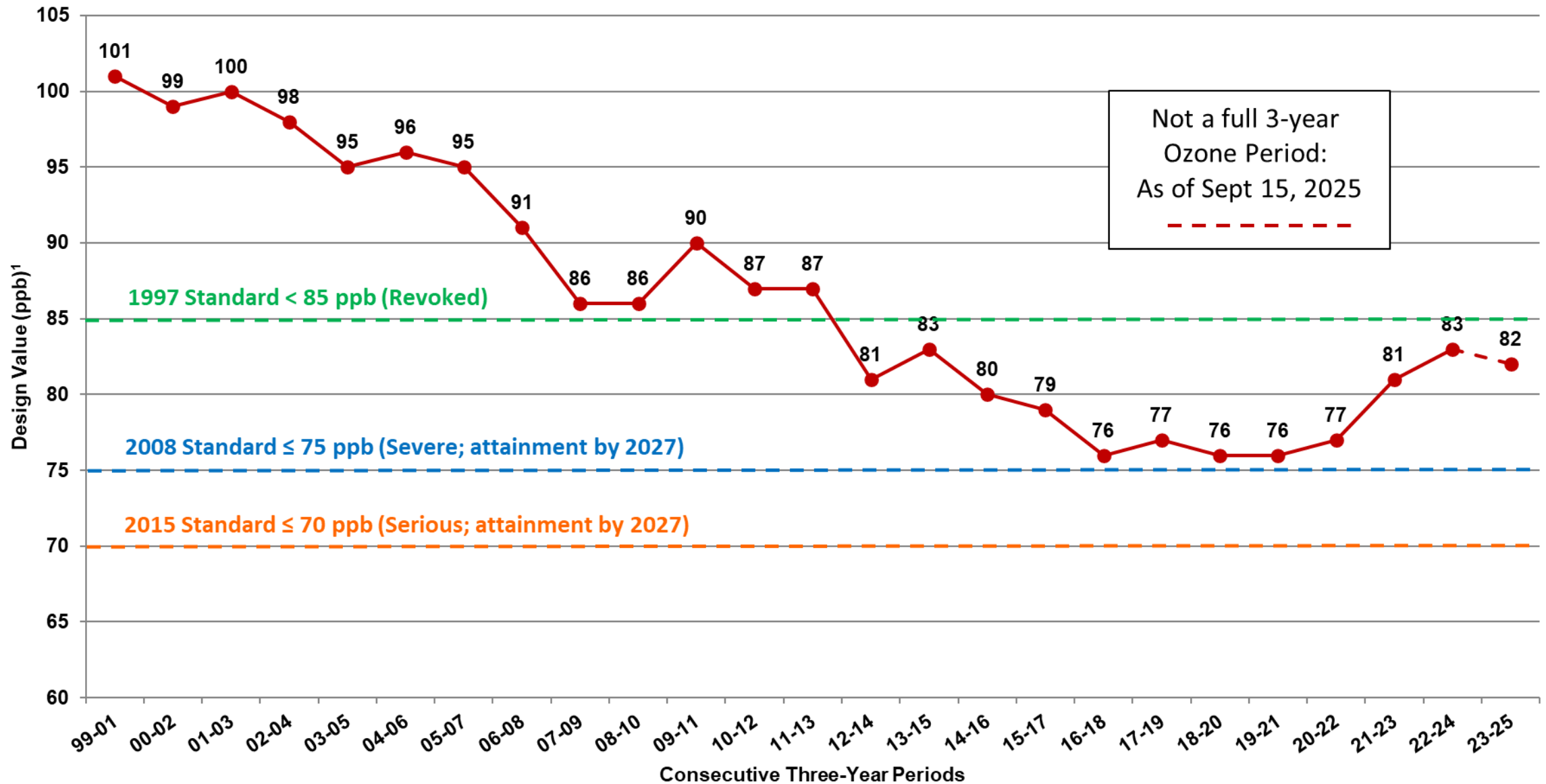
Based on  $\leq 70$  ppb (2015 Standard) – as of Sept. 15, 2025



Exceedance Level indicates daily maximum eight-hour average ozone concentration.

Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb. Source: TCEQ [http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr\\_monthly.pl](http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl)

# 8-hour Ozone NAAQS Historical Trends



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

# FOR MORE INFORMATION

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# Local Clean Air Project Spotlight: City of Arlington Charging Smart Bronze Designation

Surface Transportation Technical Committee

September 26, 2025

North Central Texas Council of Governments





# City of Arlington Charging Smart Bronze Designation

## Charging Smart Overview:

- Technical assistance and national designation program
- Provides best practices and policies for communities to streamline planning, permitting, and inspections to support the deployment of EV infrastructure

## City of Arlington awarded the Charging Smart Bronze Designation

- **First city in both Texas and the southern U.S. to receive this designation!**
- Earned through the completion of these actions:
  - Creating a community-wide EV vision
  - Standardizing and clarifying the EV charging infrastructure permitting process
  - Providing EV-specific training for emergency responders
  - Creating an EV webpage on the city website
  - And more!

Get involved: Email [cleancities@dfwcc.org](mailto:cleancities@dfwcc.org) if interested in participating in this program and visit [www.dfwcc.org/charging-smart](http://www.dfwcc.org/charging-smart) for more information!

# Contacts



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North Central Texas  
Council of Governments



Dallas-Fort Worth  
CLEAN CITIES



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@NCTCOGTrans



[linkedin.com/dfwcleancities/](https://linkedin.com/dfwcleancities/)



Local Clean Air Project Spotlight: City of  
Arlington Charging Smart Bronze Designation



## — CONTINUED FROM FRONT PAGE —

“The issue we had in 2021 was that our crews were out fighting the event on the roadway and at the same time, we had to continue making brine 24/7. We could only put it out as fast as we could make it.”



**With events like this,** clear communication across multiple area offices is critical, but not always easy.

“Coordinating with each office can be extremely difficult because sometimes, internally, supervisors take a lot of pride in their sections and don’t want to leave them behind,” said Songer. “It’s providing the reason why we need you to do something, versus just doing it because we said so. We say, ‘if something happens down here, we’re going to move another section up into

“Obviously, without good equipment, you’re going to fail. We’ll calibrate the brine units, check the V-boxes, verify there’s no hydraulic leaks and no wire issues.”

— Victor Songer  
Dallas District Maintenance Administrator

your county to take care of you.”

**It includes communicating** with public information officers so the public can stay updated.

“I’m telling them what we did overnight, if we had any issues or any major concerns, and then what we were planning on doing throughout the day to continue with snow and ice treatment for de-icing operations.”

**When it comes to ensuring safety** for his crews, Songer says it is as important

as anyone else’s role. During an emergency activation, a GPS is displayed on the screens in the Emergency Operations Center (EOC) office to show the locations of the trucks. With this method, Songer calls supervisors to send crews over to areas that need assistance.

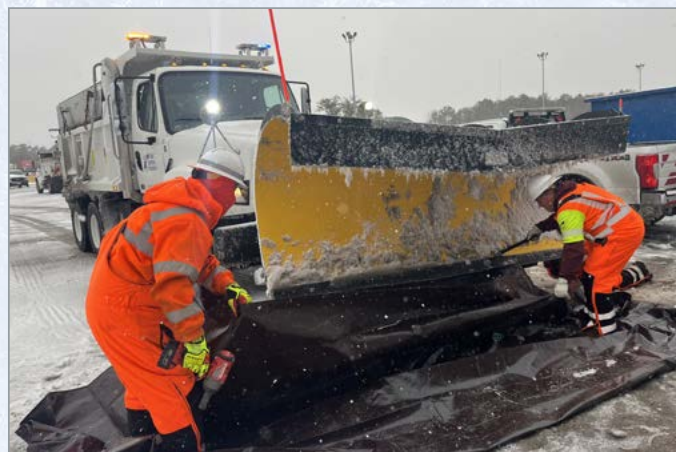
“It’s not just my role in the EOC, but the other people we have staffed with us that have the capability to monitor, look and call to make a judgment based on what we see,” he said.

**Whatever the emergency** – flooding, severe storms, winter weather or wildfires – the Dallas District’s EOC will always be ready. Thanks for the hard work of Songer and all the maintenance crews. ■

—Janese Mashell



SOURCE: TxDOT



SOURCE: TxDOT

**At left:** TxDOT crewmember does a walk-through on a snowplow blade-equipped truck before heading out during last year’s winter storm. **At right:** Another TxDOT crew scrapes-off a buildup of ice and debris from the snowplow during a long day of work keeping roads clear.

TxDOT photo



**Dear TxDOT Dallas District:** “Many thanks and kudos to district engineer Clemens for the resurfacing of Spur 408 and I-20 in Southern Dallas County. It’s nice to know TxDOT cares about us. Please pass this on to Ceason Clemens from former Duncanville mayor Barry Gordon.”

— Barry Gordon, Duncanville

SOURCE: TxDOT

TxDOT graphic

## FOR MORE INFORMATION:

214-320-4480  
dalinfo@txdot.gov  
[www.txdot.gov](http://www.txdot.gov)



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



# DALLAS DISTRICT PROGRESS



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

## FROM BLAZING HOT TO BITTERLY COLD

*In high temperatures, TxDOT starts preparing for winter weather ahead*



**When the hot sun begins to blaze down** at the start of summer, Dallas District Maintenance Administrator Victor Songer and his crew start training and preparing—not for the heat, but for the winter season ahead.

“In the middle of summer is a good training opportunity,” said Songer. “We cross-train employees on how to properly drive a 10-yard dump truck, how to shift a 10-yard dump truck, and also how to use a loader to load those same trucks that we use in the winter.”

**As workers familiarize themselves** with the trucks, checking the equipment to ensure it is working mechanically and ready to go plays a vital role.

“Obviously, without good equipment, you’re going to fail” said Songer. “A big part of the preparation process is doing inspections on all our equipment. We’ll calibrate the brine units, check the V-boxes, verify there’s no hydraulic leaks and no wire issues.”

**The crew conducts** an inventory check to verify that all materials are



SOURCE: TxDOT

TxDOT photo

**TxDOT uses a wide variety of heavy equipment** during severe winter weather events. In preparation for this, TxDOT conducts training and equipment maintenance/upgrades in order to be ready for the winter season.

available, ordering new supplies if needed. Songer said this year, the Dallas District is getting more snowplow blades for dump trucks and piloting plow blades for pickups.

**With the last major snowstorm** occurring in 2021, Songer and his crew walked

away with lessons that guide their work today.

“We learned we needed more storage capacity for our brine,” said Songer.

**MORE ON BACK PAGE »**



AUGUST 2025 LET PROJECTS						
#	CSJ No.	HWY	PROJECT LIMITS	TYPE OF WORK	CONTRACTOR	BID
1	CSJ: 0091-04-067	SH 289	E Broadway St. to FM 455 in Collin County	Traffic signal improvements	O. Trevino Construction, LLC	\$2.30 M
2	CSJ: 0172-08-106	US 287	Off-ramp to US 287 BUS eastbound to US 287 BUS westbound	Intersection improvement	Big Creek Construction, Ltd.	\$1.12 M
3	CSJ: 0195-02-081	I-35	Denton County line to north of FM 3002	Widen road - add lanes	Indus Road & Bridge, Inc.	\$128.70 M
4	CSJ: 0443-02-023	SH 198	North of US 175 to FM 3080	Highway improvement	A. L. Helmcamp, Inc.	\$5.18 M
5	CSJ: 0522-01-026	SH 243	SH 34 to FM 2727	Highway improvement	A. L. Helmcamp, Inc.	\$3.54 M
6	CSJ: 1016-02-021	FM 1138	North of W County Line Rd. to W County Line Rd.	Highway improvement	A. K. Gillis & Sons, LLC	\$7.63 M
7	CSJ: 1785-01-043	FM 1830	US 377 to FM 407	Install/replace signs	Marcom's Mowing Service, LLC	\$0.29 M
8	CSJ: 2264-01-012	FM 2377	S. Lowrance Rd. to FM 983	Rehabilitate existing roadway	Knife River Corporation - South	\$6.54 M

SOURCE: TxDOT

ESTIMATED TOTAL	\$155.30 M
DISTRICT FY ACCUMULATIVE LETTINGS	\$2.23 B

SEPTEMBER 2025 SCHEDULED LET PROJECTS • (SUBJECT TO CHANGE) – *Project CSJs with asterisk are unmapped					
#	CSJ No.	HWY	PROJECT LIMITS	TYPE OF WORK	EST. COST (M)
1	CSJ: 0092-02-144	I-45	At Cottonwood Road	Rehabilitate existing roadway	\$21.77 M
2	CSJ: 0574-02-022	FM 636	At Willow Creek	Bridge replacement	\$10.49 M
3	CSJ: 0581-01-171	SL 12	US 175 to I-20	Reconstruct existing roadway	\$6.75 M
4	CSJ: 0747-01-018	FM 667	SH 34 to Navarro County line	Rehabilitate existing roadway	\$11.20 M
5	CSJ: 0918-46-300	N Trinity Rd.	Trinity Road At Cooper Creek in the city of Denton	Bridge Replacement	\$1.68 M
6	CSJ: 1494-03-004	FM 3486	FM 986 to SH 34	Rehabilitate existing roadway	\$1.31 M
7	CSJ: 2678-01-014	FM 428	Denton County line to FM 455	Rehabilitate existing roadway	\$7.69 M
8	CSJ: 3226-01-010	FM 3163	I-35 to FM 2164	Rehabilitate existing roadway	\$0.00
*	CSJ: 0918-00-490	Various	Various locations in Rockwall (FY 2026)	Traffic Signal Improvements	\$4.82 M

SOURCE: TxDOT

ESTIMATED TOTAL	\$65.71 M
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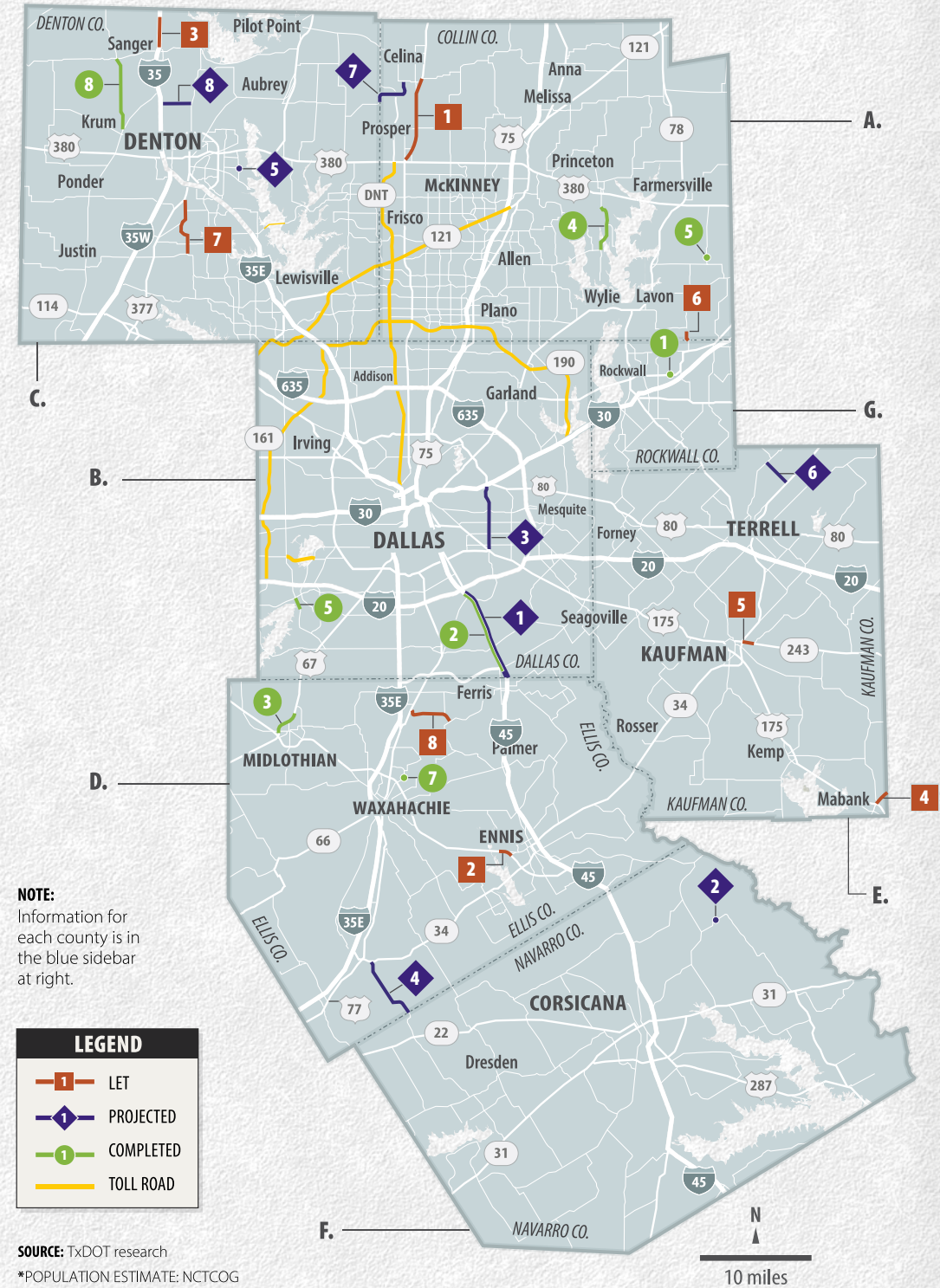
COMPLETED CONSTRUCTION PROJECTS • (FROM AUGUST 1-31, 2025)						
#	CSJ No.	HWY	PROJECT LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	CSJ: 0009-04-074	SH 66	At Ben Payne Rd	Hazard elimination & safety	\$4.1 M	8/19/2025
2	CSJ: 0092-02-135	I-45	South of Malloy Bridge Rd. to I-20	Rehabilitation of existing road	\$7.3 M	8/5/2025
3	CSJ: 0261-01-050	US 67	From BUS 287-Q to S of Midlothian	Rehabilitation of existing road	\$11.3 M	8/7/2025
4	CSJ: 0387-05-026	FM 982	Myrick Lane to FM 546	Restoration	\$5.5 M	8/11/2025
5	CSJ: 1014-01-014	FM 547	At Sabine Creek Branch No 1	Bridge replacement	\$4.9 M	8/11/2025
6	CSJ: 1047-03-079	FM 1382	Camp Wisdom intersection	Bicycle infrastructure improvement	\$4.3 M	8/7/2025
7	CSJ: 1139-01-048	FM 813	Sioux Dr. to Sapphire Ln.	Intersection improvement	\$1.1 M	8/19/2025
8	CSJ: 2353-02-028	FM 2450	From FM 455 to FM 156 HSIP	Rehabilitation of existing road	\$9.9 M	8/25/2025

SOURCE: TxDOT

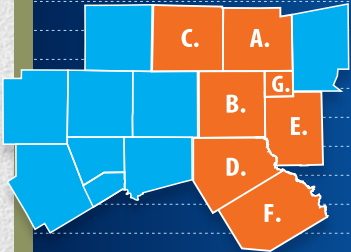
ESTIMATED TOTAL	\$48.4 M	TxDOT graphic
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## DALLAS DISTRICT PROJECTS MAP

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



SOURCE: TxDOT research  
 \*POPULATION ESTIMATE: NCTCOG



### 2025 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,272,434  
 \*POPULATION ESTIMATE | 5,739,222  
 LANE MILES | 11,456

#### A. | COLLIN COUNTY

VEHICLE REGISTRATION: 892,924  
 \*POPULATION ESTIMATE: 1,305,366  
 LANE MILES: 1,578

#### B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,101,685  
 \*POPULATION ESTIMATE: 2,762,279  
 LANE MILES: 3,563

#### C. | DENTON COUNTY

VEHICLE REGISTRATION: 763,677  
 \*POPULATION ESTIMATE: 1,068,355  
 LANE MILES: 1,822

#### D. | ELLIS COUNTY

VEHICLE REGISTRATION: 201,810  
 \*POPULATION ESTIMATE: 239,923  
 LANE MILES: 1,627

#### E. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 151,162  
 \*POPULATION ESTIMATE: 171,808  
 LANE MILES: 1,225

#### F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 54,161  
 \*POPULATION ESTIMATE: 55,991  
 LANE MILES: 1,276

#### G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 107,015  
 \*POPULATION ESTIMATE: 135,500  
 LANE MILES: 365



MINUTESREGIONAL TRANSPORTATION COUNCIL  
PUBLIC MEETING

Heartland Flyer Funding for One Year

Safe Routes to School Regional Action Plan

Multimodal Delivery Project

Fiscal Year 2025 Public Transportation Funding Programs of Projects

Proposed Modifications to the List of Funded Projects

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, August 11, 2025, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at <http://www.publicinput.com/nctcogAug25>. Karla Windsor, Senior Program Manager, moderated the meeting attended by 136 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:

- Heartland Flyer Funding for One Year – **presented by Michael Morris**
- Safe Routes to School Regional Action Plan – **presented by Kyle Hoener**
- Multimodal Delivery Project – **presented by Ernest Huffman**
- Fiscal Year 2025 Public Transportation Funding Programs of Projects – **presented by Nathaniel Potz**

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/nctcogAug25>.

Summary of Presentations

**Heartland Flyer Funding for One Year presentation:** <https://www.nctcog.org/getmedia/6b7768c4-b710-44d4-860c-e8cd8d1e7397/Heartland-Flyer.pdf>

NCTCOG staff proposed \$3.5 million in funding for one year's worth of Heartland Flyer service. This service is essential for transportation during the 2026 Fédération Internationale de Football Association (FIFA) World Cup.

Funding for the Heartland Flyer was approved by the Texas Transportation Commission at the August 21 hearing. NCTCOG staff are encouraging residents of the region to provide input and ideas to promote the Heartland Flyer's funding, usage and potential ridership campaign.

***Safe Routes to School Regional Action Plan presentation:***

<https://www.nctcog.org/getmedia/30c4d9b1-369c-4c65-a68e-75755220abcb/Safe-Routes-to-School.pdf>

The Safe Routes to School Regional Action Plan is a strategy aimed at making it safer and easier for students to walk and bike to school. The plan includes data analysis, surveys and recommendations for improving access to existing schools and better planning for new school sites, especially in the face of rapid regional growth. Key goals of the plan include supporting local planning efforts, promoting early coordination between cities and school districts, improving school placement strategies and raising awareness about funding opportunities. Since 2014, NCTCOG has provided approximately \$42 million for Safe Routes initiatives, including technical assistance and programs like Walk to School Day. A regional GIS analysis identified the top 20 schools most in need of improvement, many of which are in urban areas and are charter schools, underscoring the need for broader inclusion in planning.

Moving forward, NCTCOG plans to refine its analysis, expand local support and strengthen coordination between Safe Routes and onsite school efforts to address safety and accessibility as the region continues to grow.

For more information, visit [www.nctcog.org/srts](http://www.nctcog.org/srts).

***Multimodal Delivery Project presentation:***

<https://www.nctcog.org/getmedia/a96204e8-bc32-4c72-9341-b42698cbc013/Multimodal-Delivery-Project.pdf>

As part of a pilot initiative to test autonomous electric delivery vehicles, two demonstrations were conducted in East Arlington in September 2024 and May 2025. The goal was to improve last-mile delivery of essential food items in mobility-challenged communities while improving service reliability and reducing emissions.

Over 300 food boxes were successfully delivered to residents in a neighborhood selected for its high mobility challenges. The demonstration involved autonomous ground vehicles from Clevon and Mozee as well as aerial drones from Aerialoop. Airspace Link assisted with route planning, avoiding residential zones and major roadways.

Staff shared post-demonstration feedback, results and takeaways. For more information, visit [www.arlingtontx.gov/multimodal](http://www.arlingtontx.gov/multimodal).

***Fiscal Year 2025 Public Transportation Funding Programs of Projects presentation:***

<https://www.nctcog.org/getmedia/cbec9cbf-4eb5-45f0-b706-bc721ffd5bf1/Programs-of-Projects.pdf>

***FY24 Public Transportation Funding: Programs of Projects attachment:***

<https://www.nctcog.org/getmedia/2d8917f0-e640-4808-a60d-77d2fae0a146/Programs-of-Projects-Handout.pdf>

Public transportation is part of a comprehensive transportation system and includes various types of services, such as fixed route, commuter, demand response and rail. Investing in these modes has a positive economic impact within communities, provides access for people with mobility impairments, reduces roadway congestion and improves air quality as well as safety.

Three urbanized areas, Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney are eligible to receive formula funds through the Programs of Projects. There are four federal funding programs for the aforementioned areas:

- Urbanized Area Formula
- Enhanced Mobility of Seniors and Individuals with Disabilities
- State of Good Repair
- Bus and Bus Facilities

Public transportation providers in the region are proposed to receive approximately \$206.3 million in Fiscal Year (FY) 2025 Federal Transit Administration formula funds and an estimated \$5.1 million in FY 2024 funds through this award cycle. Of these funds, approximately \$182.1 million goes to the transit authorities, including Dallas Area Rapid Transit (DART), Trinity Metro and Denton County Transportation Authority (DCTA). An additional \$10.4 million in FY 2025 and \$4.8 million FY 2024 funds will be programmed in future cycles.

For a complete list of federal funding allocations for transit providers in North Central Texas, visit: [www.publicinput.com/nctcogAug25](http://www.publicinput.com/nctcogAug25).

**Summary of Online Review and Comment Topics**

***Proposed Modifications to the List of Funded Projects handout:***

<https://www.nctcog.org/getmedia/9468021d-0acc-4f95-a3fb-88fee8667d97/TIP-Modifications.pdf>

A comprehensive list of funded transportation projects through 2028 is maintained in the Transportation Improvement Program (TIP), with committed funds from federal, State and local sources. To maintain an accurate project listing, this document is updated on a regular basis.

The current modification cycle includes project updates and funding adjustments for transportation initiatives in Dallas, Denton, Tarrant and Wise Counties. Additionally, financial adjustments related to public transportation services managed by the Denton County Transportation Authority (DCTA) are also included.

**COMMENTS RECEIVED DURING THE MEETING**

**Heartland Flyer Funding for One Year**

**Peter LeCody, Texas Rail Advocates**

## A. Heartland Flyer funding

*Comment:* I want to thank all of the presenters and staff for the great job you do, working on all sorts of transportation functions here in North Texas. I want to talk about last year's funding of the Heartland Flyer's daily single round trip that carried 80,000 passengers. It's been running since 1999. It's a service that increased ridership and revenue. It has been able to get college students back and forth across the border at the Red River, not only to colleges and universities in Oklahoma, but here in Texas. Unfortunately, it was very shortsighted by the Texas Senate this year, and they failed to fund the Heartland Flyer.

This is something both the Texas Department of Transportation (TxDOT) and the Texas Transportation Commission (TTC) had requested. Apparently, our organization and the public have failed to make our elected officials aware and educate them properly with information related to this critical service. We do appreciate the North Texas legislators who tried to get funding for this: Fort Worth, Gainesville, Denton County and even folks in Oklahoma. Thank you to the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC) for your emergency funding for this one year. We really need a second round trip service to make this functional for business travel as well. There's only one train that leaves from Fort Worth after 5:00 p.m., and the morning run comes back from Oklahoma City at 8:30 a.m.. I know there have been some studies done in the past. I think this should be reopened as well to look for a second round trip. We do not have a State vision for rail corridors. Our cities are disconnected. Yes, we have great service here in North Texas. We have DART, Trinity Metro and DCTA, but the State has not figured out yet how to connect other major metropolitan and mid-size cities together with transportation. There are a few bus services. You have some Amtrak service, but we don't have the rail corridors that we need in this very busy and bustling State.

In 2009, TxDOT and the TTC looked at travel demand and they ranked the corridors in Texas. Ten to or 12 corridors had been looked at for passenger rail service. If you look at the 2025 map, you're going to see it's still blank. There's a lot of work that needs to be done. We do urge the TTC and TxDOT to come up with a vision ahead of the 2025 legislative session, which includes additional service for the Heartland Flyer. There is bipartisan support for this. The Texas House, if you recall back from this legislative session, passed a CDA. I believe it was, House Bill 483 and that was supposed to create high-speed rail in the IH 35 corridor between Dallas-Fort Worth, Austin and San Antonio. It did pass out of the House Transportation Committee, but it was late in the session and was unable to get to the house floor.

What we really need is a good rail coalition, which hopefully we're going to help build, and we would like to get everyone involved as much as possible. If you go to the Texas Rail Advocates website, [texasrailadvocates.org/get-involved](https://texasrailadvocates.org/get-involved), we are going to be putting together some information to get not only our elected officials involved but the public too.

And again, thank you to all of you here at NCTCOG for the work you do. Congress received an economic impact study this past month from the State Amtrak Interstate Passenger Rail Committee. And basically, what it says is State-supported trains matter. They are engines of local and regional prosperity. The State-Amtrak Intercity Passenger Rail Committee (SAIPRC) estimated that State supported routes produce approximately \$4.4 billion in annual economic impact, and they support roughly 43,000 jobs nationwide. That translates into \$2.7 billion in wages that circulated through local economies. For every dollar the State of Texas had invested in



the Heartland Flyer, it returned a minimum of \$5 in economic benefits to the cities and the towns. That is where the dollars go. Thank you.

*Summary of response by Karla Windsor:* Thank you very much for your comment. We appreciate your feedback.

### **Cal Silverberg, One Track Mind Consulting**

#### **A. Heartland Flyer campaign recommendations**

*Comment:* Mr. Morris, thank you very much for your work on the Heartland Flyer funding. I thank the RTC for putting forth the money, and I hope the Texas Transportation Commission approves it as well.

I see two things the Heartland Flyer needs—one is advertising. In the 26 years it has run, I don't recall seeing any advertising for the Flyer on any of the normal channels I use to obtain information, whether that be TV, radio, newspaper or email. Having that would be a great benefit. I also suggest that not only is it looked at in the DFW Metroplex and along the route of the Heartland Flyer but also other cities in Texas –Austin, San Antonio, Temple, Longview, Texarkana – because there are 109 passengers a day each way on average on the Flyer and not all end up in Fort Worth. Letting people know about the service will be an easy way to not only add revenue to the Heartland Flyer, but also to add more revenue to the existing inner-city passenger service within Texas.

Second, there are two station stops that desperately need to be added to the Heartland Flyer from day one. One is a stop in North Tarrant County somewhere. I don't have a good suggestion where. My initial thought was Saginaw due to its location to IH820, meaning people in North Tarrant County would not have to drive all the way to downtown Fort Worth and 30 minutes or an hour later go right by their neighborhoods on their way to Oklahoma City.

Second, there is no stop in Denton County, which if I recall correctly in the 2020 Census, has a population of over 800,000. Not to mention colleges in Denton—University of North Texas, Texas Woman's University and so forth. College students are ripe markets for rail transportation. It's easy, it's cheap and it's a good use. And if you get them started young, they will continue to ride throughout their lifetime. It would be a great benefit to the Heartland Flyer to add those positions. I would like to see—maybe the RTC can do something that Amtrak never could—two additional station stops and advertising at colleges and along the route of the Texas Eagle.

*Summary of response by Michael Morris:* You start to blur the lines when a region moves from 8.5 to 12 million people. When does regular commuter rail in Tarrant County and Denton County blend with inner-city Amtrak service? If there were two, three or four trips a day, and not every train necessarily went all the way to Oklahoma City, maybe one train could come back from Gainesville. You start to blur the lines between what is regional rail service and what is inner-city service.

*Comment:* I appreciate your comments in defense of my suggestion. I point to Glenview, Illinois on the Empire Builder, Deerfield Beach, Delray Beach in South Florida on the Silver Star and Silver Meteor Service. There are other situations in the United States where a long-distance train serves a suburban area to pick up people who are going a long distance rather than being part of a commuter system. That was the purpose of the suggestions for people in Denton County who

want to head down to South Texas and for people in North Tarrant County who want to go north but don't want to drive down to Fort Worth. It's a competitive piece for the larger market.

*Summary of response by Karla Windsor:* Thank you for your comments.

### **Safe Routes to School Regional Action Plan**

#### **Phyllis Silver, Citizen**

##### **A. Pedestrian safety funding cuts**

*Comment:* Regarding the Safe Routes to School Regional Action Plan, I don't know if anybody saw that the school bus system is cutting back on several routes in Plano ISD. The school district's children are going to have to walk between a mile and a mile and a half. It's not so much the distance, although the youngsters were complaining about having to walk. There are very dangerous intersections. And even though the city has put in some push-button lights for walking, some of them are six lanes of traffic, and parents are very concerned about safety. I realized from the presentation and from past experience that it's really up to the cities to make intersections safer. I was hoping NCTCOG could get more involved because apparently these were related to funding cutbacks. They say the reasons for the cutbacks are related to the price of fuel labor, and they gave a few other justifications. I believe this will be the case for other independent school districts also. This could create a safety issue. I'm a major pedestrian myself, although I'm not going to a grade school, but a lot of these intersections are not very pedestrian-friendly. I'm hoping NCTCOG, even though they're not directly involved with it, can encourage cities to make these intersections safer. I believe to go to certain schools, children have to go through six lanes of traffic twice, even in one direction. This is quite a hardship, and I just hope there's some assistance in this process.

*Summary of response by Karla Windsor:* We will take a look at the locations you mentioned. We have several Safe Routes to School initiatives coming up, where we'll conduct roadway safety audits in various communities throughout the region. This may be one of those that's on the list. If not, we can evaluate it and see if it needs to be added. We can also reach out to city staff and the school district to see what sort of mediation they're looking at. You correctly flagged it. This is a larger, regional issue. We have safety components in the plan that look at intersection speeds and enforcement needs within certain communities. We'll continue to take that message to our local communities and work with them on resources and tools to help make some of those improvements. Thank you for your comments.

### **Other**

#### **Diane Beck, Citizen**

##### **A. Public transportation system**

*Comment:* I'm just one of millions, unfortunately, who have been trafficked for decades on Lyft, DCTA, Amtrak and in stores. Police and government are all in on it, and they're all trying to silence freedom, rights and privileges in this nation. Every single person is under attack, especially if you're conventional and conservative like I am. They're trying to flip it so the victim looks like the perpetrator. They're wrong. I'm going to call it out and I'll continue until the day I die. I am not in

the wrong and that will be proven in the end because I have faith. There is a conspiracy. It's not just a theory anymore. People think this is funny, but you have got to repent and turn back because this is wrong. I'm in a spiritual war of my life and people don't realize that. People think it's a joke. They're flipping mileage. Yes, I have proof of that too. If I don't go a normal route, it's only four dollars. They flip it up to six if I go a set route. I kid you not. Almost everyone has their consciences dulled. You've got to stand up and fight as an American. I am standing up. I say take back America. Too many people are doing the P.R.E.Y. instead of the P.R.A.Y. I say pray and take back this nation. This is a mess they created, not me. I am not in the wrong here, and I'm being targeted. It must stop!

*Summary of response by Karla Windsor:* We appreciate the feedback.

## **Other**

### **Online**

#### **Mineen Fallavoillita, Citizen**

##### **A. Arlington public transit planning**

*Question:* What are we doing about public transportation in Arlington?

*Summary of response by Karla Windsor:* We currently partner with the City of Arlington in a variety of ways. They're part of the team that gets evaluated for the Programs of Projects that was presented today. They are a direct recipient of Federal Transit Administration (FTA) funding. They have micro mobility options within the city, and we meet with them periodically to evaluate scope and need. In fact, Arlington is currently evaluating long-term needs related to transit, and we recently had a Transit 2.0 Study that looked at connections between systems and how riders can commute to different parts of the city.

#### **Bill Burgan, Citizen**

##### **A. Public transportation expansion**

*Question:* What are the plans to expand and improve public transportation?

*Summary of response by Karla Windsor:* We have several initiatives happening throughout the metroplex. We're bringing together cities, Collin County commissioners, appropriate transit agencies and smaller transit providers to talk about whether we need a rural transit designation.

We're examining how Arlington and Grand Prairie can connect seamlessly into the DART and Trinity Metro systems. I would encourage the public to take a look at our website. We're also happy to work with folks and connect them with appropriate contacts. There are usually different options for people, depending on their commute and circumstances. There are also programs that provide service to the elderly and disabled.

*Comment by Bill Burgan:* Thank you. I live in North Fort Worth, and it takes 17 minutes to walk to the stop, then 1 hour and 36 minutes to downtown (2 changes) and only a quarter of a mile from City Hall. In China you can travel 40 miles in 12 minutes on the train.

## Donald Turner, Citizen

### A. DART service

*Question:* How can DART avoid the drastic service cuts and fare increases that are being proposed?

*Summary of response by Karla Windsor:* There are a lot of conversations happening right now about the DART system and potential changes to funding and what that might mean. I encourage members of the public to provide input during the DART public meetings, as they're evaluating ridership. There are some locations where ridership may be so high that they will not propose any changes. DART may also be reevaluating capital projects and construction of certain facilities. They're open to suggestions and feedback. NCTCOG staff is partnering with them on long-term integration with other systems. Maybe there are resources we can save when it comes to procurement. In the next couple of months, we'll dive deeper into relationships between the cities and transit authorities. DART has made some big changes related to city participation, and they've changed some policies that have been in place for 60 years. So, it's kind of a new day. I would encourage members of the public to take an active role and make sure their voices are heard.

### B. Reinstating RAPID self-driving service in Arlington

*Comment:* How can the RAPID self-driving service at UT Arlington and Downtown Arlington be reinstated as it was very popular system and was a lifeline for those who had to manage their budget carefully.

#### **Response by NCTCOG Transportation:**

The Arlington RAPID Autonomous Vehicle Service was established as a pilot, funded by the FTA for the first year, and then by NCTCOG AV 2.2/2.3 program for an additional two years. At this time, competitive grant funding has ended and additional federal and local funding would need to be secured to sustain services.

### C. On-demand service

*Comment:* How could Trinity Metro's on-demand service in Mansfield be reinstated or could VIA take over that service? Also, could UT Arlington be served by Mansfield's on-demand service if it is reinstated? I know that Grand Prairie's on demand service goes to UT Arlington.

#### **Response by NCTCOG Transportation:**

Trinity Metro's Mansfield on-demand service was awarded as a pilot, funded partially by NCTCOG's Transit Strategic Partnerships Program. It was in partnership with the City of Mansfield, which provided local funding as a match. Each city designs their service area to meet needs and manage costs. City of Grand Prairie designated UT Arlington as a connection point and uses their local funds to support the service.

### D. Possibility of Parker, Texas joining DART

*Comment:* Is it possible to convince Parker, Texas to join DART since they are eligible and have not allocated their sales tax yet? Parker is also where Southfork Ranch is located.

**Response by NCTCOG Transportation:**

Cities are eligible to join DART upon approval to dedicate 1 cent of local sales tax to fund DART. The city would need to hold a voter referendum to dedicate the sales tax to DART and then the city council and DART Board would need to approve the membership. In 2023, Parker elected to dedicate the remaining one cent rate to street maintenance and repair costs. This sales tax portion would thus have to be reallocated for the city to join DART as a full member.

**E. Texas Eagle stop additions**

*Comment:* Could a Texas Eagle stop be added in Downtown Arlington since it passes through Downtown Arlington?

**Response by NCTCOG Transportation:**

The Texas Eagle does not run through downtown Arlington any longer. While Amtrak regularly utilized the Union Pacific (UP) tracks through central Arlington to get between Dallas and Fort Worth in the past, it has been running on the TRE tracks to the north of Arlington since late 2015 to avoid the high level of freight traffic on the UP main line.

Please read this article for more information:

<https://www.railwayage.com/passenger/intercity/amtrak-reroutes-texas-eagle-as-senate-confirms-board-members/>

*Comment:* What towns could have stops added on the Texas Eagle between Dallas and Mineola?

**Response by NCTCOG Transportation:**

NCTCOG is not aware of any planning that communities between Dallas and Mineola may have had on adding Amtrak stations. Within the NCTCOG 12-county boundary (Kaufman County being the easternmost county along this particular rail line), the region's long-range transportation plan, Mobility 2050, does not include recommendations for additional stops east of Downtown Dallas for intercity passenger rail service. We do receive requests from communities, such as Terrell, to review opportunities for future regional rail recommendations as part of our planning process. These are reviewed against several factors to determine high-level ridership demand and feasibility; while Mobility 2050 does not currently recommend extending regional (commuter) passenger rail through Kaufman County, review is ongoing for future opportunities where such an extension might be warranted.

**F. Transportation and development complex**

*Comment:* Could a transportation and development complex similar to Grapevine Main Station be constructed in Downtown Arlington or Downtown Garland?

**Response by NCTCOG Transportation:**

The Grapevine Main Station, being a transit-oriented development project, received funding from various sources. Public-private partnerships were formed (including Trinity Metro, The City of Grapevine, and others) to secure funding for different elements of the project (ex. Train station, nearby infrastructure). Interest in proposing similar projects for other cities should start with reaching out to local government leadership to gauge interest and determine project feasibility. Each city has unique history and context, so

development projects will look very different in each city. The City of Garland has already used public-private partnerships for several projects in its downtown such as 5<sup>th</sup> Street Crossing at City Station and 5<sup>th</sup> Street Crossing DART rail station: <https://www.garlandtx.gov/CivicAlerts.aspx?AID=3531>. The City of Arlington's 101 Center, located in downtown, is also the result of public private partnership: <https://downtownarlington.org/do-business/economic-development/development-incentives>. *Disclaimer: This response includes information researched with the assistance of artificial intelligence.*

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

**Other**

**Mail**

**Phyllis Silver, Citizen**

Please see Attachment 1 for comments submitted via postal mail.

August 11, 2025 Public Meeting

Before I address the printed material for August, I would like to make some general comments:

① It would be helpful if the meeting moderator introduced herself at the beginning of the presentations. The August moderator was terrific, however I do not know who she was.

② As I mentioned in my meeting comments on August 11, some of the presentations, specifically Michael Morris' and Kyle Hoener's were cut out for a few seconds in the midst of the presentations. Hopefully, the technical issues can be resolved.

③ After the presentations, a participant made a comment about reductions in bus service. Someone from COG responded saying that frequency reductions are better than elimination of routes. While I agree with this response 100%, please bear in mind that reductions in frequency contribute to making bus connections more complicated and time-consuming. Many riders are traveling to their second job. This can require taking more than one bus. If they miss their connection, it can make them late. They have strict schedules for both jobs, so the rider has less flexibility.



# North Central Texas Council of Governments

## August 11, 2025 Public Meeting

### Comments and Questions

#### Heartland Flyer Funding for One Year

Comments:

It is unfortunate that a train providing transportation between Oklahoma City and Fort Worth was being considered for suspension of service. It is my understanding that the Texas State Legislature did not earmark funds in this year's session. I am pleased that COG and the RTC has come forth to provide funding for one year. I would imagine that college students and business people depend on this service. I trust that further funding will continue the service beyond one year.

#### Safe Routes to School Regional Action Plan

Comment:

Page 2 - I agree with the four points on this page. (pg. 2)  
+3  
Something that is not mentioned is that parents and students, especially in more suburban areas, need to change <sup>their</sup> mindset to make this work. Many people in suburban areas are accustomed to driving, even if their destination is a few short blocks away. On the CBS local news recently they showed a mock walk to school in an area formerly served by a school bus. Teenage students were shown complaining about the walk even as they started their walk. Granted, disabled students need to have accommodations, however fit students, as the ones shown in the news story, need to realize that walking is healthy.

Pages 7, 11, and throughout the presentation - the initiatives mentioned imply that safe pedestrian

intersections and sidewalks need to be developed with cities' assistance. Perhaps the initiative of getting cities involved can be spelled out in the project plans.

By creating more pedestrian-friendly areas (sidewalks, crosswalks, etc.) for students, these walkable areas will encourage adults and children to walk to their destinations more. The benefits of this would be similar to the benefits outlined on page 2.

### Multimodal Autonomous Delivery Project

Comments - This sounds like a beneficial program if done safely. Hopefully the flying delivery devices will not interfere with people on the ground.

I was in Downtown Dallas recently and I observed a few young men picking up an autonomous "robotic" delivery device. The device had become stuck in the middle of the road. This could lead to cars colliding with these devices. The delivery devices are so low to the ground that they would be difficult to see from a passenger vehicle.

The only pages that were numbered in this presentation were pages 9 and 10. I manually placed numbers on the remaining pages.

On page 5, there are three pie charts with individual color legends. It was difficult to differentiate between green and dark blue. For example, the first chart shows very satisfied and neutral with similar colors. Similarly, the second chart shows very unlikely and neutral with similar colors, and the third chart shows very uncomfortable and neutral with similar colors. Perhaps another color that is not so similar can be used to help differentiate the categories.

## Fiscal Year 2025 Public Transportation

### Funding: Programs of Projects

and packet of the listing of Programs or Projects

Comment

I would like to see more 5310 Programs go to DART to enhance mobility for seniors who are not disabled and do not qualify for Paratransit.

Regular fixed route service can be too rigid for some seniors, especially when the headway signs on buses are inaccurate, so easier to use services would be more appropriate for some seniors.

I see on page 4 of 15 of the project listing under DART, funding Programs 5307, 5337, and 5339 are mentioned.

### Draft November 2025 TIP Modifications for Public Review

Comment

Page 9 - I am not that familiar with the specific TIP code: 14083.9 area, but I sometimes take a bus in Richardson. That I know stops in the area of the project. As I understand it, there will be a Silverline stop at UTD in this area. It is vital that pedestrian and bus stop improvements be implemented.

Comment

Page 16 - TIP code: 21014.1 - This is a great idea to expand DCTA A-Train service for special events and also coordinate this with DART

Page 22 -

Comment

TIP code 11684.1 - I don't know if we are ready for automated electric vehicle service, especially since the DART Love Link goes on some city streets.

Questions - I don't understand under "Request" what reverse scope to develop and deploy advanced

Passenger information and precision docking technology means.  
I would be in favor of passenger information on  
the Love Link Shuttle. I don't know what the revision  
of scope refers to and I would also like to know  
what precision docking technology means. What does revise  
limits to DART Love Link Shuttle mean?

Page 24 -

TIP Code 25017 -

Comment - I am very much in favor of the CNR Bus Fleet  
Replacement. DART needs to replace many of its  
aging buses. My wish is <sup>that</sup> this would occur at a more  
accelerated rate.

Phyllis Silver  
8/25/2025



North Central Texas  
Council of Governments

# TRANSPORTATION PUBLIC MEETING

**OCT. 13 | NOON | 616 SIX FLAGS DR. ARLINGTON, TX 76011**

## PRESENTATIONS

### DALLAS-FORT WORTH AIR QUALITY IMPROVEMENT PLAN UPDATE

Staff will provide an update and request feedback on the Transportation aspects of the Dallas-Fort Worth Air Quality Improvement Plan (DFW AQIP) – Comprehensive Action Plan (CAP), which aims to improve air quality and protect public health through 2050. This document builds on the Priority Action Plan approved in February 2024, which outlined strategies for air quality improvement through 2030 and was developed through collaboration with local governments and other regional stakeholders. This project is supported through funding from the Environmental Protection Agency's Climate Pollution Reduction Grants program.

### RAIL CROSSING IMPROVEMENTS PROGRAM

Staff will present details on the Rail Crossing Improvement Program which aims to identify at-grade railroad crossings within the region in need of rehabilitation or enhancement to increase safety. The two corridors identified for the Rail Crossing Improvement Program were selected based on various criteria such as annual average daily traffic (AADT), crossing incidents, number of trains per day, and site-specific safety equipment (gates, lights, pavement markings, etc.).

## ONLINE REVIEW + COMMENT

### FY2020-2024 ANNUAL PROJECT LISTING

No in-person presentation. Handout will be linked online at:

[www.publicinput.com/nctcogOct25](http://www.publicinput.com/nctcogOct25).

## RESOURCES + INFORMATION

Interactive Public Input: Map Your Experience:  
[nctcog.org/mapyourexperience](http://nctcog.org/mapyourexperience)

Air Quality Programs and Funding Opportunities:

[PublicInput.com/nctcogAQ](http://PublicInput.com/nctcogAQ)

Try Parking It: [TryParkingIt.com](http://TryParkingIt.com)

Business Engagement Program:

[PublicInput.com/nctcogbusinessengage](http://PublicInput.com/nctcogbusinessengage)

*For special accommodations due to a disability or for language interpretation, contact Hannah Witcher at 817-573-1719 or [hwitcher@nctcog.org](mailto: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](http://arlingtontx.gov/ondemand).*

*Attend in person, watch the presentations live at [publicinput.com/nctcogOct25](http://publicinput.com/nctcogOct25) or participate via phone by dialing 855-925-2801 then code 12019.*

@nctcogtrans

## **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 Sunday, July 20 through Tuesday, August 19, 2025, via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting. This month, comments related to public involvement and freight 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 0 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://nctcogis.maps.arcgis.com/apps/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

### **High-Speed Rail**

#### **X.com (Formerly Twitter) –**

1. Congressman Jake Ellzey puts bad language in the surface transportation reauthorization bill for DFW-Houston high speed rail. North Texas transportation leaders want it gone

<https://tinyurl.com/yeucdf6r> @NCTCOGtrans @RailPassengers @TexasCentral – Peter J LeCody (@railadvo)



### **Bicycle/Pedestrian/Sustainable Development**

#### **Facebook –**

1. Back-to-school season is in full swing and this month we're highlighting back-to-school safety for our #TopicOfTheMonth series. We're kicking things off by sharing some reminders for safe habits for pedestrians, cyclists and drivers. If you're walking or biking to school, stay alert! Always use crosswalks, follow traffic signals, wear bright clothing and make eye contact with drivers. For drivers, remember to slow down in school zones, watch for pedestrians and be aware during early morning and afternoon hours. Read more back-to-school safety tips at the link below in the

comments! Read more: : <https://www.nctcog.org/.../about/educate/topic-of-the-month>. — NCTCOG Transportation Department



Would y'all ever do a bike bus event? That would be great! — Trini Vasquez

**Trini Vasquez** Thank you for sharing your idea! We'll pass that along. — NCTCOG Transportation Department

### **BlueSky –**

1. Back-to-school season is in full swing and this month we're highlighting back-to-school safety for our #TopicOfTheMonth series. We're kicking things off by sharing some reminders for safe habits for pedestrians, cyclists and drivers. — NCTCOG Transportation Department (@nctcogtrans.bsky.social)



If you're walking or biking to school, stay alert! Always use crosswalks, follow traffic signals, wear bright clothing and make eye contact with drivers. For drivers, remember to slow down in school zones, watch for pedestrians and be aware during early morning and afternoon hours. — NCTCOG Transportation Department (@nctcogtrans.bsky.social)





Drivers should pay attention to the road. Expecting every pedestrian to wear only bright clothing to please the almighty automobile is the stupidest thing I've ever seen. — Zander 🇺🇸 🇩🇪 (@kohiwonomu.bsky.social)

### Public Involvement

#### Facebook –

1. NCTCOG Transportation Department shared: Your input is important! TxDOT is updating its 10-year transportation plan, and we want to hear from you. Join us next week on Wednesday, July 23 for a virtual public hearing. Get information on the plan and how to join here: [bit.ly/3gywpfX](https://bit.ly/3gywpfX) — Texas Department of Transportation



We need legislation passed to fund the TXDOT Rail Division using a percentage of our gas tax to make us eligible for federal funding for intercity passenger rail projects. 20 million Texans live in the eastern half of our state, and there's no viable intercity passenger rail service. We need Houston to the Rio Grande Valley, Rio Grande to Corpus Christi/San Antonio, passenger rail service. This is a dead zone for intercity passenger rail service, and it could be the most ridden route. The Rio Grande Valley is 2.5 million people on both sides of the border, and a huge market for traveling workers that needs to be tapped with passenger rail. — Bobby Fisher

#### Nextdoor –

1. NCTCOG is seeking input on transportation planning initiatives during an upcoming hybrid public meeting at noon on Monday, August 11. This month's presentation topics include the Heartland Flyer Funding, Safe Routes to School Regional Action Plan, Multimodal Delivery Project, and FY 2025 Public Transportation Funding Programs of Projects. The session will be held at NCTCOG's Arlington offices, located at 616 Six Flags Drive. For those unable to attend in person, the meeting will be streamed live at [publicinput.com/nctcogAug25](https://publicinput.com/nctcogAug25). Participants can also join the discussion by calling (855) 925-2801 and entering code 11270. A video recording will also be made available afterward. Public comments will be accepted until Tuesday, September 9, 2025, at 11:59 p.m. Residents planning to use transit to attend the meeting can take advantage of \$6 roundtrip rides from the CentrePort/DFW Airport Station to NCTCOG via the Arlington Transportation app. To download the app, go to [arlingtontx.gov/ondemand](https://arlingtontx.gov/ondemand). For special accommodations related to disabilities or language interpretation, please contact 817-573-1719 or email [hwitcher@nctcog.org](mailto:hwitcher@nctcog.org). For more information and details on this month's presentation topics, visit <https://www.publicinput.com/nctcogAug25>. — NCTCOG Transportation Department

What is NCTCOG? — Kw R.

NCTCOG stands for the "North Central Texas Council of Governments." We are the transportation department of NCTCOG, which serves as the Metropolitan Planning Organization for the 12-county DFW region. We hold monthly public meetings to inform and gather input from our neighbors about transportation and air quality policies, programs and plans for North Central Texas. If you'd like to learn more, here is our website: [nctcog.org/trans](http://nctcog.org/trans).

Thanks for the info. — Kw R.

Will there be discussion about Hood County at this meeting? — Tina B.

Well, this is notice after the fact. Shows up on Aug 14th. — R. Denise B.

### Freight

#### Facebook –

1. Recuerda que las vías del tren no son para caminar, puedes esperar que el tren pase por cualquier riel a cualquier hora. [www.freightntx.org](http://www.freightntx.org) **Translation:** Remember railroad tracks are not for walking, you can expect a train on any track at any time.



Dios lo Bendiga siempre, amen. **Translation:** God bless you all always, amen. — De León Garza Elena

Situaciones adversas pueden ocurrir en cualquier momento, tenemos que prepararnos físicamente igual espiritualmente, Amen. **Translation:** Situations can happen at any time, we need to be prepared physically and spiritually, Amen. — Irene Borges

¡¡¡Hay que, tener respeto con estas máquinas!!! **Translation:** We need to respect these types of machinery!!! — Teresa Puga



Dice la regla del reglamento de transporte los trenes corren a cualquier hora en cualquier via y en cualquier dirección de acuerdo a la regla 99. **Translation:** Railway regulations state that trains run at any time on any track and in any direction according to rule 99. — Antonio Bautista

Aire aparte de estúpida repulsiva y fea para acabarla de chingar. **Translation:** The air besides being bad and nasty, its disgusting, to top it off. — Jose Marban

2. Recuerden si no puedes ver sus espejos, ellos no pueden verte. **Translation:** Remember if you can't see their mirrors, they can't see you. — NCTCOG Transportation Department



Tengo 2 camioneros mi hijo y mi esposo Ellos, tienen muchos testimonios de lo que sucede, en carretera. Los Camioneros, mueven la economía del País. Ellos arriesgan sus Vidas, con tanta gente irresponsable en la carretera. Por favor tomen conciencia y cuídenlos. 🙏 **Translation:** My son and my husband are truck drivers. They have many stories of what happens on the road. Truck drivers are very important to the country's economy. They risk their lives with so many irresponsible people on the road. Please be more aware and look after them. 🙏 — Milly Santana

Amén 🙏 Dios los bendiga siempre el y que regresen con bien a su hogar 🏠 **Translation:**  
Amen 🙏 May God bless you always, and may you make it home safely. 🏠 — Manuela Najera

ESACTO. **Translation:** Exactly. — Alexia Slzr

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



Make blind spot cameras and sensors like they've mandated on cars. — T.J. Mahan

So, then they will need more mirrors and cameras on their vehicles, today's technology provides all kinds of safety devices, no excuses the driver is responsible for every single move of the vehicle. — Rod Dey

4. Remember railroad tracks are not for walking; you can expect a train on any track at any time.  
[www.freightntx.org](http://www.freightntx.org) — NCTCOG Transportation Department



So true! — Diane O'Donnell

5. Recuerden que los camiones no pueden frenar en seco, los camiones de carga pesada necesitan más tiempo. **Translation:** Remember Trucks can't stop on a dime, big rigs need more time. — NCTCOG Transportation Department



Ya miraron simios no se metan en frente de un camión de carga no le corten el paso y ellos dejan un espacio considerable entre un camión y otro por si debe frenar lo pueda hacer con seguridad sin accidentes así k ya lo saben **Translation:** Don't get in front of a truck to cut them off. In case you need to brake leave a considerable space between a truck and another, so you can do it safely without accidents. Now you know. — Medina Ortiz

### Safety

#### Facebook –

1. **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/1431295311332504/>



K BONITO GESTO D LA MAESTRA. **Translation:** What a nice gesture from the teacher. — El Chavo De Matamoros

## Transit

### Facebook –

1. As July's Topic of the Month focus on transit comes to an end, we're wrapping up by looking ahead at the future of transportation. Transit is evolving in our rapidly growing region. Alongside projects such as the DART Silver Line, NCTCOG's Transit 2.0 next generation transportation planning initiative is driving a more connected, transit-focused future. Read more about the future of transit in North Texas in the link below. Read

more: <https://www.nctcog.org/.../about/educate/topic-of-the-month> — NCTCOG Transportation Department



Always looking to the future...never the present. — Sammy Allen

**Sammy Allen** Live in the present, look and plan the future. — Frank Parnel

NO MORE HIGHWAY LANES! MORE TRAINS!!! — BulletTrainsUSA.com

**BulletTrains USA.com** train down middle of divided highways along with solar panels!!!!!! Less eminent domain, less relocation and \$100s billions saved. — Frank Parnel

PLEASE, PLEASE, PLEASE!!! Convince Frisco, Prosper and Celina to expand DART through DNT all the way to 380!!!! Potential stops: Love Field Airport, Legacy East & West, the Star District, Universal Theme Park, PGA, Frontier Park... Bus routes are welcome! — Cesar Bonilla

**Cesar Bonilla** No, you don't want it. Go get your own company. — Sonja Cleek Oonk

### Website –

1. As someone who lives in Euless and works in Arlington, I want to express my full support for the creation and funding of public transportation in the area. We need to do everything we can to provide people with more options for mobility through buses, light rail, and cycling infrastructure.



Especially with the sharp demand for transportation that will be coming to the area in 2026 with the world cup and the Grand Prix, not to mention the traffic that already persists every time there's any event in the AT&T or rangers stadium. People need to be able to get to these events or even commute to work without necessarily having to clog the roads with more car traffic. The more people who decide to leave their car behind in favor of fast reliable transit, will make the roads better for those who cannot. Additionally, I don't care how much this costs, functionality and service to the people needs to come first. Transit only works when it's well funded and faster than sitting in traffic. — Kyle Gardner

Thank you for your comment.— NCTCOG Transportation Department

### Other

#### Facebook –

1.Can't believe it's almost back-to-school season! NCTCOG Transportation Department shared: The first day of school is creeping up! Here's when kids will get back to class. — WFAA



Could we maybe start looking into starting a bike bus?? [https://youtu.be/rKBRXcU9MYk?si=bG\\_AR6vVTWoVHSr9](https://youtu.be/rKBRXcU9MYk?si=bG_AR6vVTWoVHSr9) — Trini Vasquez

Hi Trini. Bike buses would be great, but instead of pressuring the children, let's pressure the grown-ups first. Children will want to emulate the grown-ups. <https://youtu.be/L8CmXc7dNbs?si=QNamx5Qym00G87Jq> — Rob Dentremon

#### X.com (Formerly Twitter) –

1.Michael Morris, P.E., Director of Transportation for the @NCTCOGtrans, provided an overview of transportation improvements in Denton County, the fastest growing part of the U.S., as part of the April meeting of the Denton County Mayors Council. — Andy Eads (@Andy\_Eads)



It's great to see leaders really focusing on projects like this for the progress of the country. @Andy\_Eads — Stacey Wilson (@Stacey\_lifes)