

AGENDA

Regional Transportation Council Thursday, July 13, 2023 North Central Texas Council of Governments

**1:00 pm Full RTC Business Agenda
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**

Pledge to the United States and Texas Flags

- 1:00 – 1:10**
1. **Opportunity for Public Comment on Today's Agenda**
☒ Information Minutes: 10
Item Summary: Members of the public may comment on any item(s) on today's agenda at this time. If speaking, please complete a Speaker Request Card, available at the meeting, and provide it to the North Central Texas Council of Governments designated staff person. A maximum of three (3) minutes is permitted per speaker. At the conclusion of this item, no further opportunities for public comment will be provided for the duration of the meeting.
Background: N/A
- 1:10 – 1:15**
2. **Approval of June 8, 2023, Minutes**
☒ Action ☐ Possible Action ☐ Information Minutes: 5
Presenter: Gyna Bivens, RTC Chair
Item Summary: Approval of the June 8, 2023, meeting minutes contained in [Electronic Item 2](#) will be requested.
Background: N/A
- 1:15 – 1:20**
3. **Consent Agenda**
☒ Action ☐ Possible Action ☐ Information Minutes : 5
 - 3.1. **August 2023 Transportation Improvement Program (TIP) Revisions**
Presenter: Ken Bunkley, NCTCOG
Item Summary: Regional Transportation Council (RTC) approval of revisions to the 2023-2026 Transportation Improvement Program (TIP) will be requested, along with the ability to amend the Unified Planning Work Program (UPWP) and other planning and administrative documents with TIP-related changes.
Background: August 2023 revisions to the 2023-2026 TIP are provided in [Electronic Item 3.1](#) for the Council's consideration. These modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP. Please note that the City of Dallas has taken action to approve the Metropolitan Planning Organization (MPO) Revolver portion of the Five Mile Creek/MPO Revolver partnership. The Five Mile Creek Bike Trail was approved by the RTC in June 2023 contingent upon City of Dallas action and is included in the August 2023 TIP modification cycle as a previous action

modification. Therefore, it is not in this action item (as action was already taken), but the project will be included in the final submission to the State.

Performance Measure(s) Addressed: Roadway, Transit

3.2. Federal Functional Classification System Amendments

Presenter: Brian Flood, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of ten amendments to the currently approved Federal Functional Classification System (FFCS) will be requested.

Background: While inclusion in the FFCS is based on a roadway's purpose and functioning capabilities, it is also used to determine eligibility for federal funding. Amendments to the FFCS occur as the function of an existing roadway changes, or as roadways need to be added due to construction, new developments, and shifts in demographic trends. Staff are currently working with the Texas Department of Transportation (TxDOT) on ten proposed FFCS amendments within the Dallas and Fort Worth TxDOT districts. These amendments involve the construction of new roadways and improvement of existing roadways resulting from a project development process involving NCTCOG staff, local governments, and external partners. Maps and tables detailing the proposed functional class changes are included in [Electronic Item 3.2](#). The Surface Transportation Technical Committee recommended approval of these changes at its last meeting.

Performance Measure(s) Addressed: Roadway, Safety

1:20 – 1:35

4. Orientation to Agenda/Director of Transportation Report

☐ Action ☐ Possible Action ☒ Information Minutes: 15
Presenter: Michael Morris, NCTCOG

1. Announcement of Fiscal Year 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) – Grant Project Awards
2. Amtrak Payment
3. Letter Regarding SH 183 Managed Lanes ([Electronic Item 4.1](#))
4. Texas Commission on Environmental Quality Recent Correspondence ([Electronic Item 4.2](#))
5. Update on US 380 in Collin County and IH 30 in Dallas County
6. Surface Transportation Technical Committee Officers
7. INRIX Executive Board Item: Phase Two
8. 2023 Ozone Season Update ([Electronic Item 4.3](#))
9. Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)

10. Air Quality Funding Opportunities for Vehicles (www.nctcog.org/aqfunding)
11. Local Clean Air Project Spotlight ([Electronic Item 4.4](#))
12. July Online Input Opportunity Notice ([Electronic Item 4.5](#))
13. June Public Meeting Minutes ([Electronic Item 4.6](#))
14. Public Comments Report ([Electronic Item 4.7](#))
15. Recent Correspondence ([Electronic Item 4.8](#))
16. Recent News Articles ([Electronic Item 4.9](#))
17. Recent Press Releases ([Electronic Item 4.10](#))

1:35 – 1:40

5. Dallas Area Rapid Transit - City of Dallas/Silver Line Policy Statement and Funding

☒ Action ☐ Possible Action ☐ Information Minutes: 5

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will request approval for the last component of the Dallas Area Rapid Transit (DART)-City of Dallas mediation plan on the Silver Line. This plan includes a final commitment of \$5.3 million and a Regional Transportation Council (RTC) Policy Statement on future communication regarding the Silver Line Regional Rail project and the Cotton Belt Bicycle-Pedestrian project.

Background: The City of Dallas approved the mediation plan for the Silver Line. [Electronic Item 5.1](#) contains a table summarizing the overall mediation plan and elements as presented to the RTC in June. [Electronic Item 5.2](#) contains the final components of the Silver Line enhancements. [Electronic Item 5.3](#) contains a new RTC Policy Statement outlining the new communication plan for the Silver Line Rail and the Bicycle-Pedestrian elements. Staff will be requesting approval of Electronic Items 5.2 and 5.3.

Performance Measure(s) Addressed: Administrative, Transit

1:40 – 1:45

6. Critical Transit Funding for Areas in Collin County

☒ Action ☐ Possible Action ☐ Information Minutes: 5

Presenter: Shannon Stevenson, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of funding for the Collin County Rides Program to support the transition of transit services for seniors and individuals with disabilities from Dallas Area Rapid Transit to the Denton County Transportation Authority.

Background: The Collin County Rides Program provides transit service to seniors and persons with disabilities to residents in Allen, Fairview and Wylie. Dallas Area Rapid Transit (DART) has been the service provider for the Collin County Rides Program since 2016, after Texoma Area Paratransit System (TAPS) exited Collin County, but the DART contract expires September 30, 2023. Allen, Fairview and Wylie staff along with DART, the Denton County Transportation Authority (DCTA) and the North Central Texas Council of Governments (NCTCOG) have been coordinating to evaluate alternatives and identify a substitute provider in order to prevent an

interruption of service. Staff will request RTC approval to utilize up to \$1,800,000 in total funds to support the transition of transit services to DCTA in the cities of Allen and Fairview. Wylie is reviewing other possible options and staff will seek future RTC action if Wylie requests funding support for transit service. Recommendation for funding includes \$300,000 in RTC Local funds for the first year and subsequent operations to be funded with existing Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program funds. Allen and Fairview will provide local match. More details can be found in [Electronic Item 6](#).

Performance Measure(s) Addressed: Administrative, Transit

1:45 – 1:50

7. South Dallas Inland Port Transit Funding

☒ Action ☐ Possible Action ☐ Information Minutes: 5

Presenter: Shannon Stevenson, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval to provide funding to Dallas Area Rapid Transit (DART) to support transit services within the Southern Dallas Inland Port area.

Background: In December 2018, the RTC approved funding to create the Southern Dallas Inland Port Transportation Management Association (IPTMA) to reduce congestion and single occupancy trips. As a result, the IPTMA, in partnership with DART and STAR Transit, began to provide on-demand microtransit service in 2020 to connect local workforce with employment opportunities across the Inland Port. As ridership and demand continue to increase, the IPTMA reached out to the North Central Texas Council of Governments (NCTCOG) and DART seeking support to continue critical transit service. Funding will support transit services for the next two years while the IPTMA coordinates with local governments to restructure and secure long-term funding. Staff is requesting RTC approval to partner with DART to utilize up to \$3.5 million in federal funds (Surface Transportation Block Grant, Congestion Mitigation and Air Quality Improvement Program, or Carbon Reduction Program funds) and up to 700,000 in Transportation Development Credits in lieu of local match to support transit services in the Southern Dallas Inland Port area. More details can be found in [Electronic Item 7](#).

Performance Measure(s) Addressed: Administrative, Transit

1:50 – 2:00

8. Automated Transportation System Initiative and Modernization Pilot

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Brendon Wheeler, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of \$500,000 in Surface Transportation Block Grant (STBG) funding for the engineering design of a Las Colinas modernization pilot, and an additional \$500,000 in STBG funding for staff efforts to support all Automated Transportation System (ATS) pilot projects through Fiscal Year 2026 will be requested.

Background: With the completion of the ATS Development Study in early 2023, the Dallas County Utility Reclamation District (DCURD) accepted North Central Texas Council of Governments (NCTCOG's) offer to modernize a pilot segment of Las Colinas' existing guideway formerly utilized by the Area Personal Transit people mover (service formally suspended in 2020) for the next-generation people mover technology. The ATS Development Study confirmed the feasibility of retrofitting the guideway, and final engineering design is required to advance this modernized pilot segment. Previously approved ATS funding for ongoing pilot projects include the Dallas International District (formerly Midtown) circulator and the Arlington General Motors Plant connection to the Union Pacific railhead (\$10 million and \$11 million, respectively) that were approved by the RTC in November 2020. A feasibility study for a future ATS project in Plano's greater Legacy Area (\$375,000) was approved by the RTC in October 2022. Staff will continue to advance these projects and will provide periodic updates to the Council. Additional details are provided in [Electronic Item 8](#).

Performance Measure(s) Addressed: Goods Movement, Transit

2:00 – 2:15

9. **2024 Unified Transportation Program and Regional 10-Year Plan Update**

☒ Action ☐ Possible Action ☐ Information Minutes: 15

Presenters: Christie Gotti and Michael Morris, NCTCOG

Item Summary: The Council will be briefed on the proposed changes for the Regional 10-Year Plan Update, including a funding exchange to advance the IH 30 Canyon project, and other Texas Department of Transportation (TxDOT) projects statewide. Regional Transportation Council (RTC) action will be requested for policy direction from the RTC.

Background: Since December 2016, the RTC has annually approved a set of projects funded with Category 2 (MPO selected) and Category 4 (TxDOT District selected) funds and submitted for Texas Transportation Commission (TTC) consideration with Category 12 (TTC selected) funds that cover 10 years of highway projects. Since the last update in 2022, North Central Texas Council of Governments (NCTCOG) staff has coordinated with the TxDOT Dallas, Paris (Hunt County), and Fort Worth districts regarding updates to previously approved projects, as well as potential additions to the 10-Year Plan to be included in the 2024 Unified Transportation Program (UTP). To address over-programming of Category 12 funding statewide in the first few years of the UTP, it is being proposed that Category 12 funding be removed from the IH 30 Canyon project in Dallas County and be replaced with Category 2 funding. Category 2 funding would then be removed from several out-year projects and be replaced with Category 12 funding in the 2024 UTP. [Electronic Item 9.1](#) includes additional information about the process including possible lower Category 12 allocations in the latest draft. [Electronic Item 9.2](#) contains the proposed list of planned projects for the

Regional 10-Year Plan. [Electronic Item 9.3](#) contains the 10-Year Plan projects that have let or been completed.

Performance Measure(s) Addressed: Roadway, Safety

- 2:15 – 2:25** 10. **Fiscal Year 2024 and Fiscal Year 2025 Unified Planning Work Program**
- ☒ Action ☐ Possible Action ☐ Information Minutes: 10
- Presenter: Dan Kessler, NCTCOG
- Item Summary: Regional Transportation Council approval of the proposed FY2024 and FY2025 Unified Planning Work Program (UPWP) will be requested, as well as reaffirmation of the UPWP policies contained in Exhibit I-8 of the Work Program. Direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved projects contained in the Work Program will also be sought.
- Background: The North Central Texas Council of Governments (NCTCOG) staff, in cooperation with local governments and transportation agencies, has developed the draft FY2024 and FY2025 UPWP. The Work Program is a federal requirement for NCTCOG, as the Metropolitan Planning Organization, in order to receive federal Transportation Planning Funds and identifies NCTCOG staff work activities to be performed between October 1, 2023, and September 30, 2025. [Electronic Item 10.1](#) contains the Work Program policies that guide the allocation of these federal Transportation Planning Funds. No changes are being proposed to these existing policies. The draft FY2024 and FY2025 UPWP has been submitted to the Texas Department of Transportation (TxDOT) for review and comment, and information was presented as part of the public outreach opportunity that began on June 12, 2023. A copy of the draft document has also been available on NCTCOG's website for review. [Electronic Item 10.2](#) contains additional information on the draft FY2024 and FY2025 UPWP, and a full copy of the document is located at: www.nctcog.org/trans/study/unified-planning-work-program. Paper copies of the document are also available by contacting NCTCOG staff. A draft RTC resolution for action is provided in [Electronic Item 10.3](#). The Surface Transportation Technical Committee took action at its June 23 meeting to recommend Regional Transportation Council approval of the FY2024 and FY2025 Unified Planning Work Program.

Performance Measure(s) Addressed: Administrative

2:25 – 2:30

11. **Federal Performance Measures: PM2 Condition Targets for National Highway System Pavement/Bridge Assets**

☒ Action ☐ Possible Action ☐ Information Minutes: 5

Presenter: Jody Loza, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval to support new statewide pavement and bridge condition (PM2) targets for National Highway System (NHS) pavement and bridge assets, in accordance with existing and updated rulemaking for required federal performance measures.

Background: The Fixing America's Surface Transportation (FAST) Act required certain performance measures, including two- and four-year projected pavement and bridge condition ratings for designated NHS facilities, be addressed in the long-range metropolitan transportation planning process. During the first four-year performance period, the RTC had affirmed regional support in 2018 and 2020 for Texas Department of Transportation (TxDOT's) statewide good and poor condition pavement and bridge (PM2) targets, and it also agreed to collaborate with TxDOT and local governments on various project planning and programming efforts as contributions toward accomplishment of NHS pavement/bridge performance goals. PM2 rulemaking was updated with passage of the Bipartisan Infrastructure Law (BIL) ahead of the second four-year performance period, which began in 2022. As a reminder, consideration of new two-and four-year target-setting for statewide good and poor condition NHS pavement/bridge assets now includes the following factors:

- TxDOT is required to consider extreme weather and resilience as part of the lifecycle planning and risk management analyses within its Transportation Asset Management Plan (TAMP) resulting from BIL changes to Title 23, U.S.C. 119(e)(4). Integration of extreme weather and resilience risk implications may affect target projections.
- Metrics of pavement condition for all NHS facilities are now identical, with cracking, rutting, and faulting indices added to International Roughness Index (IRI) ratings for non-Interstate pavement assets. This change may have the greatest impact on condition estimates for off-system NHS arterial roadways.

Along with [Electronic Item 11](#), staff will explain updated condition similarities and differences between statewide and regional NHS pavements and bridges, outline the potential effects of new BIL formula/discretionary funds on condition projections, and provide status updates for ongoing and planned initiatives aimed at fulfilling the RTC's performance goal obligations for TxDOT. Public input will also be obtained and considered ahead of RTC action, which is required within 180 days of TxDOT's establishment of statewide PM2 targets.

Performance Measure(s) Addressed: Administrative, Roadway

2:30 – 2:35

12. **Department of Energy Grant Proposal**

☒ Action ☐ Possible Action ☐ Information Minutes: 5

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval to pursue competitive grant opportunities from the Department of Energy (DOE).

Background: The North Central Texas Council of Governments (NCTCOG) proposes to submit a grant proposal to the Joint Office of Energy and Transportation "Ride and Drive Electric" Funding opportunity to develop a regional plan to improve the resilience of electric vehicle charging infrastructure. The plan would seek to improve continuity of operation in the event of a power outage and incorporate a demonstration project. Staff proposes to request the maximum of \$1.5 million federal DOE funds and provide the required 20 percent match (up to \$375,000) using Regional Toll Revenue funds. In addition, NCTCOG, in its role as host agency of Dallas-Fort Worth Clean Cities, has been asked to partner as a subrecipient in multiple proposals competing for funding through the Department of Energy's Fiscal Year 2023 Vehicle Technologies Office Program Wide Funding Opportunity. Staff proposes to participate as a subrecipient in five proposals. Two proposals require no matching funds. Staff proposes to provide the required dollar-for-dollar match using up to \$250,000 in Regional Toll Revenue funds for one proposal to be led by Dallas College. Partnership in the final two proposals would be contingent upon matching funds being secured from other organizations to cover the required match for NCTCOG participation. More information is available in [Electronic Item 12](#). This presentation also includes a summary of DOE awards recently announced from the previous fiscal year competition.

Performance Measure(s) Addressed: Air Quality

2:35 – 2:45

13. **Census Bureau Boundaries – Federal Transit Administration Designated Recipient**

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Ken Kirkpatrick, NCTCOG

Item Summary: Staff will provide a status report on the recent Census Bureau update to urban area boundaries impacting the Dallas-Fort Worth (DFW) region: 1) recent discussions with Cities of Frisco and McKinney on Federal Transit Administration (FTA) Designated Recipient designation; and 2) latest on Transportation Management Area (TMA) implications.

Background: On December 29, 2022, the Census Bureau published updates to urban areas based on the 2020 Census of Population and Housing counts and density calculations. Based on the 2010 Census there are three urbanized areas in the DFW Region: Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney. Under the new 2020 designations, Frisco is being combined with McKinney to create the McKinney-Frisco urbanized area,

which requires designation of a new Designated Recipient for FTA funds prior to October 1, 2023. The McKinney-Frisco urbanized area was recently designated as a new Transportation Management Area. Staff will present the latest discussions and implications of these actions. Additional details provided in [Electronic Item 13](#).

Performance Measure(s) Addressed: Administrative, Transit

14. **Progress Reports**

☐ Action ☐ Possible Action ☒ Information

Item Summary: Progress Reports are provided in the items below.

- RTC Attendance ([Electronic Item 14.1](#))
- STTC Attendance and Minutes ([Electronic Item 14.2](#))

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

16. **Future Agenda Items:** This item provides an opportunity for members to bring items of future interest before the Council.

17. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm on August 10, 2023, in the Transportation Council Room.***

MINUTES**REGIONAL TRANSPORTATION COUNCIL****June 8, 2023**

The Regional Transportation Council (RTC) met on June 8, 2023, at 1:00 pm in the Transportation Council Room. The following members or representatives were present: Daniel Alemán Jr., Steve Babick, Dennis Bailey, Rick Bailey, Adam Bazaldua, Elizabeth Beck, Gyna Bivens, Alan Blaylock, J.D. Clark, Ceason Clemens, Dianne Costa, Michael Crain, Theresa Daniel, Jeff Davis, Andy Eads, Michael Evans, Gary Fickes, George Fuller, Raul Gonzalez, Barry Gordon, Lane Grayson, Mojoy Haddad, Clay Lewis Jenkins, Brandon Jones, Adam B. McGough, Cara Mendelson, Ed Moore, Raj Narayanan, Omar Narvaez, Guillermo Quintanilla, Jr. (representing the Cities of Richardson and Addison), Jim Ross, David Salazar, Chris Schulmeister, Alisa Simmons (representing Manny Ramirez), Gary Slagel (representing Michele Wong Krause), Jeremy Tompkins, Oscar Trevino, William Tsao, Scott Turnage (representing Oscar Trevino, Jr.), Chris Watts, and Duncan Webb.

Others present at the meeting included: Siobhan Albert, Vickie Alexander, Cameron Anderson, Micah Baker, Tom Bamonte, Yumil Berard, Natalie Bettger, Brandi Bird, David Boski, Jason Brown, Jack Carr, Molly Carroll, Angie Carson, Curt Cassidy, Dina Colarossi, Hexel Colorado, Dawn Dalrymple, Clarence Daugherty, Olivia Dugger, Luke Easterling, Chad Edwards, Rebekah Gongora, Tony Hartzel, Andrea Hernandez, Righti Jain, Joel James, Amy Johnson, Tim Juarez, Abbas Kastandeh, Dan Kessler, Gus Khankarli, Ken Kirkpatrick, Andy Kissig, Chris Klaus, Dan Lamers, Brandon LaMode, Adam Lamont, Bradley Lelureux, Eron Linn, Aaron Long, Paul Luedtke, Stanford Lynch, Dillon Maroney, Steve McCullough, Erin Moore, Michael Morris, Jenny Narvaez, Jeff Neal, Mark Nelson, Luke Offen, Parstin Patel, Brinton Payne, Michael Peters, John Petterson, Juan Pina, John Polster, Kelly Porter, Vercie Pruitt-Jenkins, Elizabeth Reynolds, Randy Richardson, Gabe Rivas, Tito Rodriguez, Connor Sadro, Aliyah Shaikh, Tusher Solanki, Daniel Solovev, Toni Stehling, Shannon Stevenson, Juliann Vanderborn, Victor Vandergriff, Caroline Waggoner, B. Glen Whitley, Christy Willhite, Amanda Wilson, Brian Wilson, Michele Wong Krause, Casey Wright, Phil Yerby, and Susan Young.

1. **Opportunity for Public Comment on Today's Agenda:** This item allows members of the public an opportunity to comment on agenda items. Regional Transportation Council Chair Duncan Webb asked if there were any public comments. Adam LaMont and Hexel Colorado spoke on Subitem 5 of the Director's Report, "City of Dallas Conditional Support for Texas Department of Transportation/Mobility Plan for recommendations for Interstate Highway 345. Written comments were provided and can be found in the Public Comments Report provided in Electronic Item 4.7.
2. **Approval of May 11, 2023, Minutes:** The minutes of the May 11, 2023, meeting were approved as submitted in Electronic Item 2. Barry Gordon (M); Theresa Daniel (S). The motion passed unanimously.
3. **Consent Agenda:** There were no items on the Consent Agenda.
4. **Orientation to Agenda/Director of Transportation Report:** Councilmember Adam McGough announced this was his last Regional Transportation Council meeting and presented Michael Morris with the Blake Anderson Public Service Award. Michael highlighted NCTCOG staff member Thomas Bamonte's farewell reception before

the meeting. Michael provided the link to the testimony at the Texas House Subcommittee on Discretionary Funding, he respectfully requested to hold discussion until the Texas Transportation Commission makes decisions on Category 12 funding between now and August. The RTC will hold a workshop in the future to discuss how to navigate this topic. Work is continuing with Ceason Clemens, Texas Department of Transportation (TxDOT), on the United States 75 Technology Lane Illumination Agreements. A draft final agreement has been reached between the City of Dallas and Dallas Area Rapid Transit (DART) Board regarding the DART Silver Line rail after mediation. A table of estimated funds from DART was provided. NCTCOG is leading mediation between Burlington Northern Santa Fe (BNSF) and Trinity Railway Express (TRE) to obtain BNSF's local share and the BUILD grant. Connor Sadro provided Regional Broadband Program Updates provided in Electronic Item 4.1. The Certification of Emerging and Reliable Transportation Technology (CERTT) Round 2 program is being brought in the private sector with the Swyft vehicles. Four cities have submitted ten applications: Arlington, Dallas, DeSoto and Plano. Swyft will notify Dan Lamers in August if they are interested in moving forward with any of the applicants. Michael announced that the Irving Transportation Summit will not be held this year; therefore, the RTC will meet on its normal second Thursday, August 10, 2023. Progress North Texas was provided at each member's seat. The remaining items were not presented.

5. **Contingency Emergency Item - Amtrak:** Michael Morris requested Regional Transportation Council (RTC) ratification of emergency funding authorization of \$700,000 in Regional Toll Revenue (RTR) funds for Amtrak's Heartland Flyer Passenger Service from Fort Worth to Oklahoma City. RTC Policy P20-02 authorizes the Transportation Director to take emergency funding actions up to approximately \$5,000,000 due to necessity of time or consequence. The policy requires the emergency action to be placed on the next scheduled RTC meeting for ratification. Texas' share of funding for Amtrak's Heartland Flyer passenger service from Fort Worth to Oklahoma City has a current funding shortfall of approximately \$700,000. The State's Supplemental Budget for the biennium ending August 31, 2023, did not include funding to address this shortfall. Michael took emergency action to allocate \$700,000 in RTR funding for the Heartland Flyer Passenger Service to avoid service disruption.

A motion was made to ratify emergency funding authorization of \$700,000 in Regional Toll Revenue funds to ensure Amtrak's Heartland Flyer Passenger Service from Fort Worth to Oklahoma City will continue. Theresa Daniels (M); George Fuller (S). The motion passed unanimously.

6. **National Juneteenth Museum Funding Request:** Michael Morris provided information regarding proposed investments at the future National Juneteenth Museum. A national museum commemorating Juneteenth is proposed to be located in Fort Worth along East Rosedale Street east of Interstate Highway 35W. The community has requested assistance with infrastructure improvements at the future museum site, with emphasis on five areas: roadway, sustainable development/parking/ land use, transit, technology, and optimal use of green space (i.e., public park). Staff reviewed construction elements related to transportation items for transit access, vehicular circulation, and landscaping/streetscaping. Financial participation would involve traditional funding grants with the City of Fort Worth and/or Trinity Metro administering the funding. The development context in the area was discussed: City of Fort Worth Evans and Rosedale redevelopment (project #1) - City providing \$9 million public partnership with \$70 million from a private developer, with at least 370 housing units (20 percent of them affordable),

retail space, and a grocery tenant parking garage, surface lots, 400+ spaces; Mt. Zion Baptist Church Parking, (project #2) - 11 lots, estimated 127 parking spaces, Southside Community Center (project #3) - 102 parking spaces, City reviewing options for future of the center; Evans Plaza Park, (project #4) \$1.225 million from the City committed to design and construction; National Juneteenth Museum – (project #5) up to \$15 million approved by the City (pending private funding commitment for the Museum). The proposed improvements were covered: roadway with \$750,000 Surface Transportation Block Grant (STBG), Sustainable Development/ Parking/Land Use with \$1,250,000 Regional Toll Revenue (RTR), transit with \$500,000 STBG, technology with \$250,000 STBG, and green space with \$250,000 RTR totaling \$3,000,000 in RTC funding. Additional details were provided in Electronic Item 6.

A motion was made to approve the proposed investments at the future Juneteenth Museum (contingent upon the museum coming to fruition) as presented and to administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and any other administrative and/or planning documents as needed to incorporate the project funding. Elizabeth Beck (M); Brandon Jones (S). The motion passed unanimously.

7. **Five Mile Creek/Revolver Trade:** Brian Dell presented a proposed federal/local partnership with the City of Dallas and the distribution of these funds and prior Dallas Area Rapid Transit (DART) partnership funds between the Metropolitan Planning Organization (MPO) Revolver and RTC Local funds. The action is contingent upon approval from the City of Dallas. The North Central Texas Council of Governments (NCTCOG) needs a source of local funds to pay expenses for federal projects/programs prior to federal reimbursement. With the award of multiple federal discretionary grants to the region, the payment sizes have become significantly larger. NCTCOG would also like to expand the pool of RTC Local funds available to implement projects outside of the restrictive federal process. RTC does not have taxing authority to generate revenue to pay these invoices and fund these projects, so a source of local dollars is needed. The “MPO Revolver Fund” and RTC Local funds are typically used for these purposes, but those funds are already committed, leading to the need for more local dollars. In July 2022, the RTC directed staff to pursue a funding partnership with DART or the City of Dallas to expand the Revolver Fund to cash flow federal grant projects and replenish the RTC Local funding pool. Two federal/local partnerships with DART and the City of Dallas are being finalized to accomplish these goals: allocation of MPO Revolver and RTC Local funds from the partnership with DART (partnership approved December 2022) and Five Mile Creek Partnership with City of Dallas (pending). A third partnership with DART and the City of Dallas was approved in December 2022 to facilitate the construction of two parking garages. In return for \$15.4 million of federal funding for the project, the City would send \$10 million of local funds to the RTC. \$1 million of the funding would be for engineering, and \$14.4 million for construction. The funding would be matched with regional Transportation Development Credits. Sections 1, 2, and 4 of the trails would be designed and constructed with this funding, contingent upon final action by the City. The partnership may involve a subsequent trade with DART, the City of Dallas, and the RTC to access these local funds. Between this partnership and the DART partnership approved in December 2022, a total of \$50 million of local funds would be available to the RTC for use for the Revolver fund and RTC Local pool. The following distribution between the two is proposed: add \$5 million to the Permanent Revolver fund for a total of \$15 million (that fund already has \$10 million); add a Temporary Revolver with \$10 million that would serve as a capital fund and “emergency relief valve” for the Permanent Revolver, if needed; and

add the remaining \$35 million to the RTC Local account. It was noted that Dallas City Council action was anticipated for June 28, 2023, but could occur sooner and NCTCOG Executive Board approval would be requested on July 27, 2023. Electronic Item 7 contained additional details on the partnership. Cara Mendelsohn asked when the federal funds would expire. Michael Morris noted that the funds do not expire and if the RTC and City of Dallas approve the item, the project funding would be added to the Transportation Improvement Program. If the City of Dallas votes no on its agreement with DART, an item would be brought back to the RTC to reverse any action taken. Ms. Mendelsohn asked about the specific dates provided in the presentation and their significance. Mr. Morris said that these were being provided to give an idea of the timeframe for bringing the item to the Executive Board for action and the dates could change depending on when action is taken by the City of Dallas.

A motion was made to approve of the proposed Five Mile Creek Trail partnership, proposed distribution of local funding into the Metropolitan Planning Organization (MPO) Revolver fund and RTC local pool, contingent upon approval by the City of Dallas, and to administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and any administrative and/or planning documents as needed to incorporate the project funding. Cara Mendelsohn (M); Daniel Alemán Jr. (S). The motion passed unanimously.

8. **Work Zone Data Exchange: Support for Local Partners:** Tom Bamonte requested Regional Transportation Council (RTC) approval to access a variety of services that improve the identification, monitoring, and reporting of work zones and to deploy these services to assist local partners. Based on Texas Department of Transportation/Federal Highway Administrative data, more than 25,000 traffic crashes occurred in work zones in Texas in 2022, resulting in 205 deaths, approximately one-fifth of the United States' total, and another 788 serious injuries. The Work Zone Data Exchange ([WZDx](#)) was inspired by the General Transit Feed Specification (GTFS). The WZDx specification enables highway operators and contractors to make harmonized work zone data available for third parties – including OEMs and travel navigation services. The North Central Texas Council of Governments (NCTCOG's) [TXSHARE](#) program undertook a cooperative purchase of three categories of WZDx services: (1) conversion of raw work zone data into WZDx format; (2) establishment of WZDx-compliant reporting systems; and (3) general WZDx-related services. Staff recommended that Dallas-Fort Worth (DFW) position itself as a technology and safety leader by utilizing these WZDx services to improve the identification and monitoring of work zones and the reporting of work zone data. Local partners would be able to access better information about work zones on their roadways. Staff requested Regional Transportation Council approval of the following recommendations: (1) Direct staff to initiate a call for proposals and assistance from local partners on how to utilize the WZDx-related services most effectively under NCTCOG contract to improve the identification, monitoring, and reporting of work zones on DFW roadways; and (2) assign existing funds to meet needs identified through this regional process. Utilizing existing NCTCOG contracts to provide WZDx-related services for the region will be more efficient than requiring each local partner to make arrangements with one or more of the WZDx providers under contract. Electronic Item 8 included a summary of the project.

A motion was made to approve the Work Zone Data Exchange Project, direct North Central Texas Council of Governments (NOCTCOG) staff to engage regional partners on Project scoping and execution, utilize existing funding and NCTCOG contracts to advance

the project, and authorize staff to take administrative steps necessary to implement the project. Rick Bailey (M); George Fuller (S). The motion passed unanimously.

9. **Safe Streets and Roads for All Regional Grant Application:** Karla Windsor requested Regional Transportation Council (RTC) approval of a regional planning project submittal and local matching funds for the Fiscal Year (FY) 2023 Safe Streets and Roads for All (SS4A) Discretionary Grant program and a partnership for the City of Dallas submittal of the implementation project of last year's Martin Luther King Jr. Blvd. and Cedar Crest Blvd. in Dallas developed by the North Central Texas Council of Governments (NCTCOG). The SS4A grant program was created through the Bipartisan Infrastructure Law (BIL) for the purpose of preventing deaths and serious injuries on area roadways and to focus on comprehensive safety action planning and implementing projects/strategies identified in safety action plans. The SS4A is a \$5 billion discretionary grant program with \$1 billion per year over five years and is inclusive of all types of roadway safety interventions across the Safe Systems approach. Only one application submission is allowed per agency. The total planning project cost for the NCTCOG Regional Safe Streets Planning/Demonstration Grant Application is \$6.25 million, with staff submitting for \$5 million in federal funds and requesting \$1.25 million in Regional Toll Revenue (RTR) funds for the required 20 percent local match. The anticipated total cost for the infrastructure project lead by Dallas for the project is \$27.25 million with an anticipated federal request of \$21.8 million. The local match will be covered by the City of Dallas and Dallas Area Rapid Transit (DART). The City of Dallas Safe Streets implementation grant project at Martin Luther King Blvd and Cedar Crest Blvd. implements safety countermeasures to address the safety of all modes of transportation including motor vehicle, transit, bicycle, and pedestrian: complete street (context-sensitive) retrofit, DART bus stops/smart shelters upgrades, technology upgrades. It was submitted by NCTCOG as the lead in 2022 for implementation; will be resubmitted by the City of Dallas as part of the NCTCOG/DART partnership. An overview of the proposed project was contained in Electronic Item 9.

A motion was made to approve the North Central Texas Council of Governments (NCTCOG) planning/demonstration project grant application for the FY2023 Safe Streets and Roads for All (SS4A) Discretionary Grant Program and the use of \$1.25 million in Regional Toll Revenue funds for a non-federal match should the project be selected for funding. The motion also included direction for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning and administrative documents to incorporate these changes and endorsement of the City of Dallas application submittal of the Martin Luther King Jr. Blvd/Cedar Crest Blvd Implementation grant. Ed Moore (M); Cara Mendelsohn (S). The motion passed unanimously.

10. **Federal and State Legislative Update:** Rebekah Gongora briefed the Regional Transportation Council (RTC) on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Transportation issues continue to be a focus for both the United States Congress and the Texas Legislature. Regarding the Debt Ceiling, the Fiscal Responsibility Act of 2023 was approved by Congress on June 1, 2023. The Act suspends the Federal government's debt ceiling through January 1, 2025; imposes two-year discretionary spending caps, Federal Highway Programs are exempt; rescinds some unobligated COVID-19 funds, transit not affected; and streamlines environmental review processes. Rebekah noted Governor Abbott declared a Special Session on border security and property taxes: State's budget

plan for House Bill (HB) 1 House and Senate approved total funding of \$321.3 billion and Texas Department of Transportation (TxDOT) funding of \$37.2 billion with Riders of Interest: Southern Gateway Deck Park matching funds if federal grant is awarded and TxDOT task force to evaluate medium-and heavy-duty charging infrastructure and capacity. Rebekah provided information on Bills of interest regarding transportation funding: Senate Bill (SB) 505 creates a \$200/\$400 annual electric vehicle fee, Senate Concurrent Resolution (SCR) 2 extends proposition 7 expiration date to 2042 (State sales tax portion) and 2039 (motor vehicle sales tax portion), HB 2230 extends Proposition 1 expiration date from 2034 to 2042. Bills of Interest on the topic of General Transportation include HB 3444 Texas Transportation Commission (TTC) to prescribe criteria for the classification of each district as metropolitan, urban, or rural. Bills of interest on the topic of safety include HB 898 harsher penalties for the Move Over, Slow Down Law. HB 1885 Texas Transportation Commission (TTC) authority to establish a variable speed limit program to lower speed limits by 10 mph in certain situations. HB 3297 would eliminate vehicle safety inspections for noncommercial vehicles. HB 4797 Training on the treatment of tollways during inclement weather. Bills of Interest on the topic of temporary tags include HB 718 ends temporary paper tags and requires the issuance of metal plates by dealers. HB 914 increases penalties for temporary tag tampering. HB 2195 increases penalties for fictitious and altered plates. Bills of interest on the topic of unmanned aircraft, SB 1308 prohibits drones over airports and military installations. Bills of interest on the topic of broadband HB 9/HJR 125 creates the Broadband Infrastructure Fund, allocates \$1.5 billion, requires voter approval. SB 1238 revises existing Broadband Development Program. Bills of interest on the topic of air quality and electric vehicles include SB 1397, Texas Commission on Environmental Quality Sunset bill continues the agency for 12 years, SB 1732, creates standards for electric vehicle charging stations requiring a widely compatible connector or plug. HB 3014 exempts EV from emission inspection. HB 4885 creates the Hydrogen Infrastructure, Vehicle, and Equipment Grant Program under TERP. Bills of interest on the topic of water include SB 28/SJR 75, which creates the Texas Water Fund and the New Water Supply for Texas Fund, requires voter approval.

11. **Fiscal Year 2024 and Fiscal Year 2025 United Planning Work Program:** Vickie Alexander provided a summary on development of the proposed Fiscal Year (FY) 2024 and FY2025 Unified Planning Work Program (UPWP) for Regional Transportation Planning. Development of the document is a cooperative effort between the North Central Texas Council of Governments (NCTCOG) and its transportation partners. The UPWP identifies NCTCOG staff work activities to be performed between October 1, 2023, and September 30, 2025. A draft was provided to the Texas Department of Transportation (TxDOT) for review in early June, with a copy also provided to the Surface Transportation Technical Committee (STTC). The final document is due to TxDOT on July 31, 2023. The UPWP is required by the Infrastructure Investment and Jobs Act (IIJA), summarizes annual Metropolitan Planning Organization (MPO) funding, addresses regional and local issues, inventories planning and programming activities, and allocates available funds to specific tasks. Included in the document are five major tasks under which NCTCOG's work activities will be carried out: Task 1 – Administration and Management, Task 2 – Transportation Data Development and Maintenance, Task 3 – Short-Range Planning, Programming, and Operations, Task 4 – Metropolitan Transportation Plan, and Task 5 – Special Studies. Vickie noted that 31 project submittals had been received from the local governments and transportation providers in response to NCTCOG's request in February for regional transportation and/or transportation-related air quality project ideas or technical assistance needs for consideration of inclusion in the UPWP. Planning projects that those entities would be carrying out during FY2024 and FY2025 were also requested

for inclusion in an inventory in the document. A copy of the full draft document is also available on NCTCOG's website for RTC review. Vickie also provided a funding summary of the federal formula Transportation Planning Funds (TPF) for FY2024 and FY2025. Available funds are estimated to be about \$33.2 million, and expected expenditures for the two years is estimated at about \$28.5 million, leaving an approximate \$4.7 million to carry over to FY2026. In addition to Transportation Planning Funds, the UPWP also contains funding from numerous other grants and agencies. She noted that these estimates were early estimates and could change as the agency and department budgets are refined. A schedule outlining elements of the document development process was also provided. RTC action on the proposed FY2024 and FY2025 Unified Planning Work Program will be requested at its meeting in July.

12. **Automated Transportation System Development Study:** Brendon Wheeler provided an update to the Regional Transportation Council (RTC) on the results of the Automated Transportation System (ATS) Development Study, including technology assessments and project evaluations. North Central Texas Council of Governments (NCTCOG's) review of emerging technology innovations focuses on future proofing infrastructure, providing users with demand-responsive transportation, reducing long-term risks of obsolescence of infrastructure and utilizing solutions that do not require custom guideways to operate. Other areas of focus include achieving economies of scale by using modular infrastructure and independent-running ATS vehicles, considering both people and cargo/goods movement. As part of the Regional Automated Transportation System initiative, NCTCOG, with the support of consultant assistance, completed the ATS Development Study which assessed the state of the ATS market, including vehicles for moving people and cargo/goods, innovative lightweight modular materials for guideways, and dynamic wireless electric charging. The study also evaluated the application of its findings toward two pilot projects (International District and Arlington General Motors Plant) and two potential retrofit concepts (Las Colinas and DFW Airport).
13. **Federal Performance Measures Condition Targets for National Highway System Pavement/Bridge Access:** Jeff Neal briefed the Regional Transportation Council (RTC) on continued coordination between North Central Texas Council of Governments (NCTCOG) and the Texas Department of Transportation (TxDOT) on evaluating and establishing condition targets for National Highway System (NHS) pavement and bridge assets, in accordance with existing and updated rulemaking for required Federal performance measures (PM2). While target-setting activities were codified through the Fixing America's Surface Transportation (FAST) Act/Bipartisan Infrastructure Law (BIL), the context of NCTCOG's regional strategy guiding this activity is based on addressing national performance via state of good repair to ensure safety of traveling public and effective long-term operation of transportation infrastructure using asset management, supporting TxDOT targets as much as possible, and setting regional performance goals included in the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) that can effectively "tell our story" through project outcomes. Recent upcoming committee actions for PM2 for pavement and bridge conditions with six number of measures, setting action in July 2023 with a four-year performance periods biennially (beginning, middle, and end of performance periods). Jeff noted target analysis includes review of National Highway System (NHS) facilities within the NCTCOG region, as TxDOT is required to establish PM2 targets representing the full NHS extent statewide, regardless of ownership. There are a total of 70,976 NHS lane-miles in Texas and 12,448 in the NCTCOG region. The NHS comprises 14 percent of the region's total roadway lane-miles but carries 63 percent of total vehicle-miles of travel (VMT), and NCTCOG's analysis

further subdivides non-Interstate NHS into additional classifications: non-Interstate freeways, on-system arterials, off-system arterials, and off-system toll roads. For this new four-year performance period (starting in 2022), condition measurements for non-Interstate NHS segments are now identical to Interstate NHS, as a result of the inclusion of cracking, rutting, and faulting metrics with the International Roughness Index (IRI). Though pavement roughness had often been judged as a critical link between user satisfaction (comfort/safety) and performance, roughness (IRI) alone had resulted in overestimation of poor condition pavements. The revised methodology creates substantial positive condition differences for non-Interstate NHS pavements, but the ultimate integration of these metrics will enable more holistic lifecycle assessments of pavement assets over time compared to using roughness alone. Mr. Neal then presented charts comparing statewide pavement/bridge good and poor condition observations and targets during the first performance period with the most recent observations and new 2024 and 2026 targets for the second performance period. Similar charts were also presented describing regional observations and trends but were further broken down among the additional non-Interstate NHS classifications mentioned above (for pavement assets only). While some important distinctions were noted between the statewide and regional data values, no significant divergences in performance were recognized requiring the region to set its own quantifiable targets. Jeff reminded the RTC since NCTCOG neither owns nor maintains any roadway pavement/bridge assets, it would be unrealistic and disadvantageous to assert such control over regional on-/off-system asset owners as a strategy to improve performance. Continued collaboration on planning and project development to help attain collective pavement/bridge condition goals is a more effective strategy, and the legacy of that support had already generated results, particularly for bridges when the extent and status of poor condition structures had been analyzed last summer ahead of the Fiscal Year (FY) 2022 Bridge Investment Program (BIP). Of the 49 regional NHS bridges in poor condition (including 37 bridges in the TxDOT Dallas District and 12 in the TxDOT Fort Worth District), treatments for all but three structures had either been funded and scheduled for construction, under construction, or completed. This included outcomes from the North Central Texas Strategic NHS Bridge Program INFRA Grant (2019) which had supported implementation of four bridge projects (three – West subregion; one – East subregion) totaling \$28.5 million. Due to this information, staff's proposed RTC's action would likely be to affirm NCTCOG support for new TxDOT statewide "Good Condition" NHS pavement and bridge targets for 2024 and 2026. It would also affirm NCTCOG support for new TxDOT statewide "Poor Condition" NHS pavement and bridge targets for 2024 and 2026 by collaborating to plan/program projects contributing toward accomplishment of pavement and bridge goals via the following actions: NCTCOG will continue to work with local governments on annual monitoring and expediting improvements for identified NHS Off-System Arterials in "Poor Condition", and continue to work with TxDOT/local governments on annual monitoring and expediting improvements for identified NHS bridges in "Poor Condition". The schedule for PM2 target decision making was highlighted RTC action will be requested at its July 13, 2023, meeting. The deadline for MPOs to report whether they will agree to plan/program contributing to affirmed TxDOT PM2 targets or commit to new quantifiable PM2 targets for the Metropolitan Planning Area (MPA) is August 9, 2023. Additional details were provided in Electronic Item 13.

14. **Air Quality Ozone: Federal vs. State:** Jenny Narvaez provided information on the national and state process for air quality standards and current local efforts to meet them. The Federal Clean Air Act governs the establishment, review, and revision, as appropriate, of the National Ambient Air Quality Standards (NAAQS) for each criteria

pollutant to provide protection for the nation's public health and the environment every five years. The Clean Air Act requires periodic review of the science behind how the standards are set. Once a standard has been revised by the Environmental Protection Agency (EPA), the State has the responsibility of creating a State Implementation Plan (SIP). If an area fails to attain standard, the EPA reclassifies, if area attains standard, a redesignation request and maintenance plan SIP revision occurs, then redesignation to attainment. There are three different sections of the planning processes: planning, which includes consideration of new scientific information, policy-relevant issues, and other factors in developing plans for the review; assessment, which includes analysis of current scientific information, and its policy implications, particularly with regard to standards (indicator, averaging time, form, level); and rulemaking – agency decision making, interagency review and public comments process. NAAQS Assessments that go into the EPA revision process includes: Integrated Science Assessment (ISA) prepared by EPA's center for Public Health and Environmental Assessment (CPHEA) that identifies, critically evaluates and synthesizes the most policy-relevant current scientific literature (epidemiology, controlled human exposure, animal toxicology, atmospheric science, exposure science, environmental science, and ecology); Risk/Exposure Assessment (REA) that develops quantitative characterizations of exposures and associated risks to human health or the environment associated with recent air quality conditions and with air quality based on conclusion from ISA; and Policy Assessment (PA) that provides an evaluation of the currently available information with regard to the adequacy of the current standards and potential alternatives. SIP revisions show how a nonattainment area will improve air quality and meet the NAAQs by the attainment deadline. Failure to submit or implement a SIP or submission of a SIP that is unacceptable to the EPA can result in the start of a Federal Implementation Plan (FIP) clock, SIP call, and/or EPA sanctions clock. Ongoing local efforts continue with partnership efforts with state and federal agencies include development of on-road emissions inventories for SIP, coordination of SIP appendix H: Local Air Quality Initiatives, implementation of on-road measures committed in the SIP, and communication of regional opportunities to local governments. More information was provided in Electronic Item 14.

15. **Election of Regional Transportation Council Officers:** Judge Andy Eads, Chair of the Regional Transportation Council (RTC) Nominating Subcommittee, announced the following slate of officers recommended by the Subcommittee for the 2023-2024 term: Gyna Bivens, Mayor Pro Tem, City of Fort Worth (Chair); Clay Lewis Jenkins, County Judge, City of Dallas (Vice Chair); and Rick Bailey, Commissioner, Johnson County (Secretary). RTC officers are elected to serve a term of one year and begin their terms at the conclusion of the June RTC meeting.

A motion was made to approve the slate of officers as recommended by the Nominating Subcommittee for the 2023-2024 term. Alan Blaylock (M); Omar Narvaez (S). The motion passed unanimously.

16. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 16.1 and Surface Transportation Technical Committee attendance in Electronic Item 16.2.
17. **Other Business (Old or New):** There was no discussion on this item.
18. **Future Agenda Items:** There was no discussion on this item.

19. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, July 13, 2023, in the Transportation Council Room of the North Central Texas Council of Governments.

The meeting adjourned at 3:00 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) 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
Phase Subtotal:				\$2,480,000	\$310,000	\$0	\$310,000	\$0	\$3,100,000
Grand Total:				\$2,880,000	\$360,000	\$0	\$360,000	\$0	\$3,600,000

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
Phase Subtotal:				\$4,000,000	\$500,000	\$0	\$500,000	\$0	\$5,000,000
Grand Total:				\$4,640,000	\$580,000	\$0	\$580,000	\$0	\$5,800,000

TIP CODE:	The number assigned to a TIP project, which is how NCTCOG identifies a project.
FACILITY:	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).
LOCATION/LIMITS FROM:	Cross-street or location identifying the ends limits of a project.
LOCATION/LIMITS TO:	Identifies the ending point of the project.
MODIFICATION #:	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
IMPLEMENTING AGENCY:	Identifies the lead public agency or municipality responsible for the project.
COUNTY:	County in which project is located.
CONT-SECT-JOB (CSJ):	The Control Section Job Number is a TxDOT-assigned number given to track projects.
CITY:	City in which project is located.
DESCRIPTION (DESC):	Brief description of work to be performed on the project.
REQUEST:	As projects are modified through subsequent TIP/STIP modification cycles, the requested change will be noted.
CURRENTLY APPROVED FUNDING TABLE:	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.
FY:	Identifies the fiscal year in which the project occurs.
PHASE:	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.
FUNDING SOURCE:	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: www.nctcog.org/trans/funds/transportation-improvement-program
REVISION REQUESTED FUNDING TABLE:	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 AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13027.2	Facility: IH 20	Location/Limits From: PARK SPRINGS BLVD	Modification #: 2023-0283
Implementing Agency: TXDOT-FORT WORTH		Location/Limits To: DALLAS COUNTY LINE; CONSTRUCT CONTINUOUS EB & WB FRTG RD ON	
County: TARRANT	CSJ: 2374-05-093		
City: ARLINGTON	Desc:	IH 20 FROM PARK SPRINGS TO COOPER; ON EB IH 20 EXIT TO BARDIN (FRTG RD) IMPROVE DRAINAGE DUE TO COMMERCIAL DEVELOPMENTS DURING STORM EVENTS; CONVERT IH 20 EB RAMPs TO MATLOCK, INTER. IMPROVEMENTS ON MATLOCK & CONVERT IH 20 WB RAMPs TO GREAT SW PKWY	
	Request:	REVISE LIMITS AND SCOPE TO RECONSTRUCT EB AND WB FRONTAGE ROADS FROM 4/8 LANE DISCONTINUOUS TO 4/8 LANE CONTINUOUS ON IH 20 FROM PARK SPRINGS TO COOPER STREET; ON EB IH 20 EXIT TO BARDIN ROAD (FRONTAGE ROAD) IMPROVE DRAINAGE	
	Comment:	REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 13027.1/CSJ 2374-05-084	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	2374-05-093	SW PE:	\$4,500,000	\$500,000	\$0	\$0	\$0	\$5,000,000
2027	CON	2374-05-093	Cat 2M:	\$40,000,000	\$10,000,000	\$0	\$0	\$0	\$50,000,000
Grand Total:				\$44,500,000	\$10,500,000	\$0	\$0	\$0	\$55,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	2374-05-093	SW PE:	\$4,500,000	\$500,000	\$0	\$0	\$0	\$5,000,000
2027	CON	2374-05-093	Cat 2M:	\$40,000,000	\$10,000,000	\$0	\$0	\$0	\$50,000,000
Grand Total:				\$44,500,000	\$10,500,000	\$0	\$0	\$0	\$55,000,000

Revisions since STTC Meeting: REVISE THE SCOPE TO REMOVE "DUE TO COMMERCIAL DEVELOPMENTS DURING STORM EVENTS" AND REVISE THE REQUEST TO REFLECT THE CHANGE. REVISE THE COMMENT TO CORRECT THE TIP CODE AND CSJ OF THE RELATED PROJECT.

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code:	54119.5	Facility:	IH 35E	Location/Limits From:	ELLIS COUNTY LINE	Modification #:	2023-0353
Implementing Agency:	TXDOT-DALLAS	Location/Limits To:	BEAR CREEK ROAD				
County:	DALLAS	CSJ:	0442-02-162				
City:	VARIOUS	Desc:	CONSTRUCT INTERCHANGE AT LOOP 9 AND IH 35E				
		Request:	INCREASE CAT 2 FUNDING FOR CONSTRUCTION IN FY2024				
		Comment:	REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 54119/CSJ 2964-10-005, 54119.1/2964-10-008, 54119.2/2964-10-009, 54119.3/2964-12-001, 54119.4/2964-12-002, 54119.6/0442-03-044, & 55249/0092-02-130				

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0442-02-162	SW PE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2020	ROW	0442-02-162	SW ROW:	\$2,700,000	\$300,000	\$0	\$0	\$0	\$3,000,000
2023	CON	0442-02-162	Cat 2M:	\$10,130,115	\$2,532,529	\$0	\$0	\$0	\$12,662,644
2023	CON	0442-02-162	STBG:	\$466,400	\$116,600	\$0	\$0	\$0	\$583,000
Phase Subtotal:				\$10,596,515	\$2,649,129	\$0	\$0	\$0	\$13,245,644
Grand Total:				\$13,296,515	\$3,449,129	\$0	\$0	\$0	\$16,745,644

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0442-02-162	SW PE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2020	ROW	0442-02-162	SW ROW:	\$2,700,000	\$300,000	\$0	\$0	\$0	\$3,000,000
2024	CON	0442-02-162	Cat 2M:	\$14,125,674	\$3,531,418	\$0	\$0	\$0	\$17,657,092
2024	CON	0442-02-162	STBG:	\$466,400	\$116,600	\$0	\$0	\$0	\$583,000
Phase Subtotal:				\$14,592,074	\$3,648,018	\$0	\$0	\$0	\$18,240,092
Grand Total:				\$17,292,074	\$4,448,018	\$0	\$0	\$0	\$21,740,092

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code:	54119.6	Facility:	IH 35E	Location/Limits From:	REESE DRIVE	Modification #:	2023-0355
Implementing Agency:	TXDOT-DALLAS	Location/Limits To:	DALLAS COUNTY LINE				
County:	ELLIS	CSJ:	0442-03-044				
City:	VARIOUS	Desc:	CONSTRUCT INTERCHANGE AT LOOP 9 AND IH 35E				
		Request:	DECREASE STBG AND INCREASE CAT 2 FUNDING FOR AN OVERALL INCREASE TO CONSTRUCTION FUNDING IN FY2024				
		Comment:	REGIONAL 10 YEAR PLAN PROJECT; RELATED TO TIP 54119/CSJ 2964-10-005, 54119.1/2964-10-008, 54119.2/2964-10-009, 54119.3/2964-12-001, 54119.4/2964-12-002, 54119.5/0442-02-162, & 55249/0092-02-130				

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0442-03-044	SW PE:	\$0	\$800,000	\$0	\$0	\$0	\$800,000
2020	ROW	0442-03-044	SW ROW:	\$3,150,000	\$350,000	\$0	\$0	\$0	\$3,500,000
2024	CON	0442-03-044	Cat 2M:	\$14,918,606	\$3,729,651	\$0	\$0	\$0	\$18,648,257
2024	CON	0442-03-044	STBG:	\$645,750	\$161,438	\$0	\$0	\$0	\$807,188
Phase Subtotal:				\$15,564,356	\$3,891,089	\$0	\$0	\$0	\$19,455,445
Grand Total:				\$18,714,356	\$5,041,089	\$0	\$0	\$0	\$23,755,445

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0442-03-044	SW PE:	\$0	\$800,000	\$0	\$0	\$0	\$800,000
2020	ROW	0442-03-044	SW ROW:	\$3,150,000	\$350,000	\$0	\$0	\$0	\$3,500,000
2024	CON	0442-03-044	Cat 2M:	\$22,972,311	\$5,743,078	\$0	\$0	\$0	\$28,715,389
2024	CON	0442-03-044	STBG:	\$80,000	\$20,000	\$0	\$0	\$0	\$100,000
Phase Subtotal:				\$23,052,311	\$5,763,078	\$0	\$0	\$0	\$28,815,389
Grand Total:				\$26,202,311	\$6,913,078	\$0	\$0	\$0	\$33,115,389

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code:	13034	Facility:	IH 35E	Location/Limits From:	AT FM 664	Modification #:	2023-0358
Implementing Agency:	TXDOT-DALLAS						
County:	ELLIS	CSJ:	0442-03-042				
City:	RED OAK	Desc:	RECONSTRUCT INTERCHANGE				
		Request:	INCREASE CONSTRUCTION FUNDING IN FY2024				
		Comment:	REGIONAL 10-YEAR PLAN PROJECT				

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0442-03-042	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2023	ROW	0442-03-042	SW ROW:	\$5,400,000	\$600,000	\$0	\$0	\$0	\$6,000,000
2024	CON	0442-03-042	Cat 4:	\$39,545,788	\$9,886,447	\$0	\$0	\$0	\$49,432,235
Grand Total:				\$44,945,788	\$11,986,447	\$0	\$0	\$0	\$56,932,235

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0442-03-042	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2023	ROW	0442-03-042	SW ROW:	\$5,400,000	\$600,000	\$0	\$0	\$0	\$6,000,000
2024	CON	0442-03-042	Cat 4:	\$54,565,717	\$13,641,429	\$0	\$0	\$0	\$68,207,146
Grand Total:				\$59,965,717	\$15,741,429	\$0	\$0	\$0	\$75,707,146

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code:	11853.2	Facility:	SH 180	Location/Limits From:	DIVISION BICYCLE AND PEDESTRIAN PROJECT ON SH 180/DIVISION FROM COOPER ST	Modification #:	2023-0392
Implementing Agency:	ARLINGTON	Location/Limits To:	FM 157/COLLINS STREET; IN ARLINGTON				
County:	TARRANT	CSJ:	0008-07-034, 0008-07-036				
City:	ARLINGTON	Desc:	CONSTRUCT NEW SIDEWALKS, PEDESTRIAN LIGHTING, AND LANDSCAPING WITHIN THE DISTRICT				
		Request:	ADD CONSTRUCTION PHASE TO FY2026; REVISE SCOPE TO CONSTRUCT NEW SIDEWALK, PEDESTRIAN LIGHTING, AND MINOR LANDSCAPING				
		Comment:	MPO MILESTONE POLICY PROJECT-ENGINEERING AND ROW CANNOT BE DELAYED BEYOND FY 2018				

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0008-07-034	Cat 5:	\$216,000	\$0	\$0	\$54,000	\$0	\$270,000
2018	ROW	0008-07-036	Cat 5:	\$1,574,244	\$0	\$0	\$393,561	\$0	\$1,967,805
Grand Total:				<u>\$1,790,244</u>	<u>\$0</u>	<u>\$0</u>	<u>\$447,561</u>	<u>\$0</u>	<u>\$2,237,805</u>

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0008-07-034	Cat 5:	\$216,000	\$0	\$0	\$54,000	\$0	\$270,000
2018	ROW	0008-07-036	Cat 5:	\$1,574,244	\$0	\$0	\$393,561	\$0	\$1,967,805
2024	CON	0008-07-034	Cat 5:	\$2,880,000	\$0	\$0	\$720,000	\$0	\$3,600,000
Grand Total:				<u>\$4,670,244</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,167,561</u>	<u>\$0</u>	<u>\$5,837,805</u>

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0008-07-034	Cat 5:	\$216,000	\$0	\$0	\$54,000	\$0	\$270,000
2018	ROW	0008-07-036	Cat 5:	\$1,574,244	\$0	\$0	\$393,561	\$0	\$1,967,805
2026	CON	0008-07-034	Cat 5:	\$2,880,000	\$0	\$0	\$720,000	\$0	\$3,600,000
Grand Total:				<u>\$4,670,244</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,167,561</u>	<u>\$0</u>	<u>\$5,837,805</u>

Revisions since STTC Meeting: **DELAY CONSTRUCTION TO FY2026, REVISE SCOPE, AND REVISE THE REQUEST TO REFLECT THE CHANGE.**

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55305	Facility: US 287	Location/Limits From: EAST OF SH 360	Modification #: 2023-0393
Implementing Agency: TXDOT-DALLAS		Location/Limits To: WEST OLD FORT WORTH ROAD	
County: ELLIS	CSJ: 0172-04-049		
City: VARIOUS	Desc:	CONSTRUCT 0 TO 4 LANE CONTINUOUS FRONTAGE ROAD AND INTERCHANGES AT ST PAUL RD, LAKEVIEW DR & PRAIRIE RIDGE BLVD, KIMBLE DR, AND WARD RD	
	Request:	ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0172-04-049	SW PE:	\$0	\$8,028,961	\$0	\$0	\$0	\$8,028,961
Grand Total:				\$0	<u>\$8,028,961</u>	\$0	\$0	\$0	<u>\$8,028,961</u>

TIP Code: 55306	Facility: US 287	Location/Limits From: WEST OF OLD FORT WORTH ROAD	Modification #: 2023-0394
Implementing Agency: TXDOT-DALLAS		Location/Limits To: WEST OF US 67	
County: ELLIS	CSJ: 0172-13-009		
City: MIDLOTHIAN	Desc:	CONSTRUCT 0 TO 4 LANE CONTINUOUS FRONTAGE ROAD	
	Request:	ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
	Comment:	PART OF A LARGER SEGMENT OF DISCONTINUOUS FRONTAGE ROADS IN THE MTP BUT THIS SEGMENT IS CONTINUOUS	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0172-13-009	SW PE:	\$0	\$493,721	\$0	\$0	\$0	\$493,721
Grand Total:				\$0	<u>\$493,721</u>	\$0	\$0	\$0	<u>\$493,721</u>

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55307	Facility: US 287	Location/Limits From: US 67	Modification #: 2023-0395
Implementing Agency: TXDOT-DALLAS	Location/Limits To: SOUTH MIDLOTHIAN PKWY		
County: ELLIS	CSJ: 0172-13-008		
City: MIDLOTHIAN	Desc: CONSTRUCT 0 TO 4 LANE DISCONTINUOUS FRONTAGE ROAD AND INTERCHANGES AT FM 663, 14TH ST, AND MIDLOTHIAN PKWY		
	Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0172-13-008	SW PE:	\$0	\$3,620,597	\$0	\$0	\$0	\$3,620,597
Grand Total:				\$0	\$3,620,597	\$0	\$0	\$0	\$3,620,597

TIP Code: 25106	Facility: CS	Location/Limits From: ON SPRING CREEK PARKWAY FROM HEADQUARTERS DRIVE	Modification #: 2023-0396
Implementing Agency: PLANO	Location/Limits To: JUPITER ROAD		
County: COLLIN	CSJ: N/A		
City: PLANO	Desc: CONSTRUCTION OF TURN LANES, TRAFFIC SIGNAL IMPROVEMENTS, AND A SHARED-LANE PATH ALONG SPRING CREEK PKWY AT HEADQUARTERS DR, PARKWOOD BLVD, LRESTON MEADOW RD, AUTO EX, CHASE OAK DR & JUPITER RD		
	Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		
	Comment: 1,440,000 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CITY OF PLANO MTP POLICY BUNDLE TDCS		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	CON	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$1,440,000	\$0	\$0	\$0
2025	CON	N/A	STBG:	\$7,200,000	\$0	\$0	\$0	\$0	\$7,200,000
Phase Subtotal:				\$7,200,000	\$0	\$1,440,000	\$0	\$0	\$7,200,000
Grand Total:				\$7,200,000	\$0	\$0	\$0	\$0	\$7,200,000

Revisions since STTC Meeting: PROJECT NOT SELECTED FOR FUNDING AND TO UTILIZE BALANCE OF CITY OF PLANO MTP POLICY BUNDLE TDCS IN FAVOR OF INTERSECTION IMPROVEMENTS IDENTIFIED IN MODIFICATION 2023-0467 CONTAINED WITHIN THIS DOCUMENT.

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21073	Facility: CS	Location/Limits From: CAMPBELL ROAD	Modification #: 2023-0398
Implementing Agency: RICHARDSON		Location/Limits To: AT UNIVERSITY PARKWAY	
County: DALLAS	CSJ: 0918-47-388		
City: RICHARDSON	Desc:	CONSTRUCT A SECOND SOUTHBOUND LEFT TURN LANE	
	Request:	REVISE SCOPE TO CONSTRUCT A SECOND SOUTHBOUND LEFT TURN LANE, NEW TRAFFIC SIGNALS, AND EXTEND THE WESTBOUND RIGHT TURN LANE; DELAY ENGINEERING TO FY2023 AND DELAY CONSTRUCTION TO FY2025	
	Comment:	260,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CITY OF RICHARDSON MTP POLICY BUNDLE TDCS	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0918-47-388	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$105,000	\$105,000
2024	CON	0918-47-388	Cat 3 - TDC (MPO):	\$0	\$0	\$260,000	\$0	\$0	\$0
2024	CON	0918-47-388	Cat 5:	\$1,300,000	\$0	\$0	\$0	\$0	\$1,300,000
Phase Subtotal:				\$1,300,000	\$0	\$260,000	\$0	\$0	\$1,300,000
Grand Total:				\$1,300,000	\$0	\$0	\$0	\$105,000	\$1,405,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-47-388	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$105,000	\$105,000
2025	CON	0918-47-388	Cat 3 - TDC (MPO):	\$0	\$0	\$260,000	\$0	\$0	\$0
2025	CON	0918-47-388	Cat 5:	\$1,300,000	\$0	\$0	\$0	\$0	\$1,300,000
Phase Subtotal:				\$1,300,000	\$0	\$260,000	\$0	\$0	\$1,300,000
Grand Total:				\$1,300,000	\$0	\$0	\$0	\$105,000	\$1,405,000

Revisions since STTC Meeting: REVISE THE REQUEST TO NOTE THAT ENGINEERING IS BEING DELAYED TO FY2023 AND CONSTRUCTION IS BEING DELAYED TO FY2025. ADD COMMENT REGARDING THE USE OF TRANSPORTATION DEVELOPMENT CREDITS (TDCS).

TIP Code: 14088	Facility: CS	Location/Limits From: ON LAS VEGAS TRAIL FROM QUEBEC DRIVE	Modification #: 2023-0399
Implementing Agency: TXDOT-FORT WORTH		Location/Limits To: IH 820	
County: TARRANT	CSJ: 0902-90-176		
City: FORT WORTH	Desc:	WIDEN FROM 2 LANES TO 4 LANES WITH SIDEWALKS AND INTERSECTION IMPROVEMENTS	
	Request:	INCREASE CONSTRUCTION FUNDING IN FY2025 AND REVISE SCOPE TO RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES WITH SIDEWALKS, STORMWATER, AND INTERSECTION IMPROVEMENTS; REMOVE LOCAL CONTRIBUTION FUNDING FOR ROW IN FY2023	
	Comment:	LOCAL CONTRIBUTION PAID BY FORT WORTH AND WHITE SETTLEMENT; CMAQ FUNDS FOR SIDEWALKS, TRAFFIC SIGNALS, AND INTERSECTION IMPROVEMENTS ONLY	

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-90-176	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$712,400	\$712,400
2023	ROW	0902-90-176	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2025	CON	0902-90-176	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$780,000	\$780,000
2025	CON	0902-90-176	Cat 5:	\$1,300,000	\$211,250	\$0	\$113,750	\$0	\$1,625,000
2025	CON	0902-90-176	STBG:	\$3,500,000	\$568,750	\$0	\$306,250	\$0	\$4,375,000
Phase Subtotal:				\$4,800,000	\$780,000	\$0	\$420,000	\$780,000	\$6,780,000
Grand Total:				<u>\$4,800,000</u>	<u>\$780,000</u>	<u>\$0</u>	<u>\$420,000</u>	<u>\$1,592,400</u>	<u>\$7,592,400</u>

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-90-176	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$712,400	\$712,400
2023	ROW	0902-90-176	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
2025	CON	0902-90-176	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$780,000	\$780,000
2025	CON	0902-90-176	Cat 5:	\$1,300,000	\$211,250	\$0	\$113,750	\$0	\$1,625,000
2025	CON	0902-90-176	STBG:	\$6,700,000	\$1,116,667	\$0	\$558,333	\$0	\$8,375,000
Phase Subtotal:				\$8,000,000	\$1,327,917	\$0	\$672,083	\$780,000	\$10,780,000
Grand Total:				<u>\$8,000,000</u>	<u>\$1,327,917</u>	<u>\$0</u>	<u>\$672,083</u>	<u>\$1,492,400</u>	<u>\$11,492,400</u>

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-90-176	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$712,400	\$712,400
2023	ROW	0902-90-176	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
2025	CON	0902-90-176	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$780,000	\$780,000
2025	CON	0902-90-176	Cat 5:	\$1,300,000	\$211,250	\$0	\$113,750	\$0	\$1,625,000
2025	CON	0902-90-176	STBG:	\$6,700,000	\$1,088,750	\$0	\$586,250	\$0	\$8,375,000
Phase Subtotal:				\$8,000,000	\$1,300,000	\$0	\$700,000	\$780,000	\$10,780,000
Grand Total:				<u>\$8,000,000</u>	<u>\$1,300,000</u>	<u>\$0</u>	<u>\$700,000</u>	<u>\$1,492,400</u>	<u>\$11,492,400</u>

Revisions since STTC Meeting: **REVISE STATE/LOCAL MATCH FOR STBG IN FY2025 TO BE 13% STATE AND 7% LOCAL. REVISE SCOPE TO INCLURE "RECONSTRUCT AND WIDEN" AND UPDATE REQUEST TO MATCH.**

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55027	Facility: US 287	Location/Limits From: ON US 81/287 FROM AVONDALE HASLET RD	Modification #: 2023-0401
Implementing Agency: TXDOT-FORT WORTH		Location/Limits To: IH 35W	
County: TARRANT	CSJ: 0014-15-037		
City: VARIOUS	Desc:	CONVERT FRTG RDS FRM 2/6 DISC FRTG RD LNS TO 4/8 CON FRTG RD LNS ONE-WAY OPERATION; RECNST & WIDEN 4 TO 6 GP LNS; CONST NEW INTCHGS AT WILLOW SPRINGS, HERITAGE TRACE, & N TARRANT; RECNST EXISTING INTCHGS AT BLUE MOUND, BONDS RANCH, FM 156 & HARMON RD	
	Request:	REVISE SCOPE TO RECNST & WIDEN 4 TO 6 GP LNS; CONST NEW INTCHGS AT WILLOW SPRINGS, HERITAGE TRACE, & N TARRANT; RECNST EXISTING INTCHGS AT BLUE MOUND, BONDS RANCH, FM 156 & HARMON RD; DELAY ENGINEERING, ROW, AND UTILITIES TO FY2024	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0014-15-037	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2023	ROW	0014-15-037	SW ROW:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2023	UTIL	0014-15-037	SW ROW:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
Grand Total:				\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0014-15-037	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2024	ROW	0014-15-037	SW ROW:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2024	UTIL	0014-15-037	SW ROW:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
Grand Total:				\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0014-15-037	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2024	ROW	0014-15-037	SW ROW:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2024	UTIL	0014-15-037	SW ROW:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
Grand Total:				\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000

Revisions since STTC Meeting: DELAY ENGINEERING TO FY2024 IN ADDITION TO ROW AND UTILITIES. REVISE THE REQUEST TO REFLECT THE CHANGE.

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11734	Facility: CS	Location/Limits From: EAST-WEST CONNECTOR FROM SH 360	Modification #: 2023-0402
Implementing Agency: DFW AIRPORT		Location/Limits To: INTERNATIONAL PARKWAY	
County: TARRANT	CSJ: 0902-48-712, 0902-90-034		
City: VARIOUS	Desc:	CONSTRUCTION OF EAST-WEST CONNECTOR FROM 0 TO 2 LANES UNDIVIDED URBAN WITH INTERSECTIONS AT SH 360, 20TH AVE, AND RENTAL CAR DRIVE (ULTIMATE BUILD OUT 2 TO 4 LANES DIVIDED)	
	Request:	INCREASE FUNDING FOR CONSTRUCTION AND DECREASE FUNDING FOR CONSTRUCTION ENGINEERING IN FY2023	
	Comment:	MPO MILESTONE POLICY (ROUND 2) PROJECT - MUST LET BY THE END OF FY 2024; LOCAL CONTRIBUTION PAID BY CITY OF EULESS; LOCAL CONTRIBUTION PAID BY DFW AIRPORT	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0902-48-712	Cat 7:	\$150,000	\$0	\$0	\$37,500	\$0	\$187,500
2010	ENG	0902-48-712	Cat 7:	\$636,000	\$0	\$0	\$159,000	\$0	\$795,000
2012	ENG	0902-48-712	Cat 7:	\$714,000	\$0	\$0	\$178,500	\$0	\$892,500
2018	ENG	0902-48-712	Cat 7:	\$160,000	\$0	\$0	\$40,000	\$0	\$200,000
2021	ENG	0902-48-712	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,670,000	\$2,670,000
2023	CON	0902-90-034	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$254,891	\$254,891
2023	CON	0902-90-034	STBG:	\$21,614,199	\$0	\$0	\$5,403,550	\$0	\$27,017,749
Phase Subtotal:				\$21,614,199	\$0	\$0	\$5,403,550	\$254,891	\$27,272,640
2023	CONENG	0902-90-034	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$5,103,213	\$5,103,213
2023	CONENG	0902-90-034	STBG:	\$2,611,226	\$0	\$0	\$652,807	\$0	\$3,264,033
Phase Subtotal:				\$2,611,226	\$0	\$0	\$652,807	\$5,103,213	\$8,367,246
Grand Total:				\$25,885,425	\$0	\$0	\$6,471,357	\$8,028,104	\$40,384,886

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0902-48-712	Cat 7:	\$150,000	\$0	\$0	\$37,500	\$0	\$187,500
2010	ENG	0902-48-712	Cat 7:	\$636,000	\$0	\$0	\$159,000	\$0	\$795,000
2012	ENG	0902-48-712	Cat 7:	\$714,000	\$0	\$0	\$178,500	\$0	\$892,500
2018	ENG	0902-48-712	Cat 7:	\$160,000	\$0	\$0	\$40,000	\$0	\$200,000
2021	ENG	0902-48-712	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,670,000	\$2,670,000
2023	CON	0902-90-034	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$254,891	\$254,891
2023	CON	0902-90-034	STBG:	\$24,485,060	\$0	\$0	\$6,121,265	\$0	\$30,606,325
Phase Subtotal:				\$24,485,060	\$0	\$0	\$6,121,265	\$254,891	\$30,861,216
2023	CONENG	0902-90-034	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$5,103,213	\$5,103,213
2023	CONENG	0902-90-034	STBG:	\$1,714,480	\$0	\$0	\$428,620	\$0	\$2,143,100
Phase Subtotal:				\$1,714,480	\$0	\$0	\$428,620	\$5,103,213	\$7,246,313
Grand Total:				\$27,859,540	\$0	\$0	\$6,964,885	\$8,028,104	\$42,852,529

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0902-48-712	Cat 7:	\$150,000	\$0	\$0	\$37,500	\$0	\$187,500
2010	ENG	0902-48-712	Cat 7:	\$636,000	\$0	\$0	\$159,000	\$0	\$795,000
2012	ENG	0902-48-712	Cat 7:	\$714,000	\$0	\$0	\$178,500	\$0	\$892,500
2018	ENG	0902-48-712	Cat 7:	\$160,000	\$0	\$0	\$40,000	\$0	\$200,000
2021	ENG	0902-48-712	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,670,000	\$2,670,000
2023	CON	0902-90-034	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$254,891	\$254,891
2023	CON	0902-90-034	STBG:	\$27,095,546	\$0	\$0	\$6,773,887	\$0	\$33,869,433
Phase Subtotal:				\$27,095,546	\$0	\$0	\$6,773,887	\$254,891	\$34,124,324
2023	CONENG	0902-90-034	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$5,103,213	\$5,103,213
2023	CONENG	0902-90-034	STBG:	\$1,714,480	\$0	\$0	\$428,620	\$0	\$2,143,100
Phase Subtotal:				\$1,714,480	\$0	\$0	\$428,620	\$5,103,213	\$7,246,313
Grand Total:				\$30,470,026	\$0	\$0	\$7,617,507	\$8,028,104	\$46,115,637

Revisions since STTC Meeting: **REVISE AMOUNT OF FUNDING INCREASE FOR CONSTRUCTION.**

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55308

Implementing Agency: TXDOT-DALLAS

County: ELLIS

City: VARIOUS

Facility: US 287

CSJ: 0172-05-127

Desc: CONSTRUCT 0 TO 4 LANE CONTINUOUS FRONTAGE ROAD AND INTERCHANGES AT ONWARD RD, PRESIDENTIAL PKWY, STOUT RD, REX ODOM DR, SARDIS ST, AND BUS 287R

Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Location/Limits From: SOUTH MIDLOTHIAN PKWY

Location/Limits To: BUS 287R NORTH IN WAXAHACHIE

Modification #: 2023-0403

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0172-05-127	SW PE:	\$0	\$10,052,063	\$0	\$0	\$0	\$10,052,063
Grand Total:				\$0	\$10,052,063	\$0	\$0	\$0	\$10,052,063

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13033.3 **Facility:** IH 35 **Location/Limits From:** IH 35W **Modification #:** 2023-0405
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** US 380
County: DENTON **CSJ:** 0195-03-090
City: DENTON **Desc:** RECONSTRUCT INTERCHANGE AND EXISTING 4 TO 4/8 LANE FRONTAGE ROADS
Request: INCREASE ENGINEERING FUNDING IN FY2018 AND ADD CAT 2 FUNDING FOR CONSTRUCTION IN FY2024; REVISE SCOPE TO RECONSTRUCT INTERCHANGE AND EXISTING 4 LANE CONTINUOUS TO 4/8 LANE CONTINUOUS FRONTAGE ROADS
Comment: REGIONAL 10-YEAR PLAN PROJECT; DENTON PRIORITY PROJECT #1

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0195-03-090	SW PE:	\$0	\$7,000,000	\$0	\$0	\$0	\$7,000,000
2024	CON	0195-03-090	Cat 12:	\$104,650,122	\$26,162,530	\$0	\$0	\$0	\$130,812,652
Grand Total:				<u>\$104,650,122</u>	<u>\$33,162,530</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$137,812,652</u>

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0195-03-090	SW PE:	\$0	\$8,555,182	\$0	\$0	\$0	\$8,555,182
2024	CON	0195-03-090	Cat 12:	\$104,650,121	\$26,162,530	\$0	\$0	\$0	\$130,812,651
2024	CON	0195-03-090	Cat 2M:	\$24,775,788	\$6,193,947	\$0	\$0	\$0	\$30,969,735
Phase Subtotal:				<u>\$129,425,909</u>	<u>\$32,356,477</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$161,782,386</u>
Grand Total:				<u>\$129,425,909</u>	<u>\$40,911,659</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$170,337,568</u>

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0195-03-090	SW PE:	\$0	\$8,555,182	\$0	\$0	\$0	\$8,555,182
2024	CON	0195-03-090	Cat 12:	\$104,650,122	\$26,162,530	\$0	\$0	\$0	\$130,812,652
2024	CON	0195-03-090	Cat 2M:	\$24,775,788	\$6,193,947	\$0	\$0	\$0	\$30,969,735
Phase Subtotal:				<u>\$129,425,910</u>	<u>\$32,356,477</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$161,782,387</u>
Grand Total:				<u>\$129,425,910</u>	<u>\$40,911,659</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$170,337,569</u>

Revisions since STTC Meeting: INCREASE REQUESTED CAT 12 FUNDING BY \$1 DUE TO ROUNDING TO REMAIN CONSISTENT WITH THE CURRENTLY APPROVED AMOUNT.

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13033.4 **Facility:** IH 35E **Location/Limits From:** AT CORPORATE DRIVE **Modification #:** 2023-0407
Implementing Agency: TXDOT-DALLAS
County: DENTON **CSJ:** 0196-02-126
City: DENTON **Desc:** RECONSTRUCT GRADE SEPARATION AND EXISTING 4 TO 4 LANE FRONTAGE ROADS
Request: INCREASE ENGINEERING FUNDING IN FY2018; INCREASE CAT 2M FUNDING FOR CONSTRUCTION IN FY2025, REVISE SCOPE TO RECONSTRUCT GRADE SEPARATION AND EXISTING 4 LANE CONTINUOUS TO 4 LANE CONTINUOUS FRONTAGE ROADS
Comment: REGIONAL 10-YEAR PLAN PROJECT; DENTON PRIORITY PROJECT #5

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0196-02-126	SW PE:	\$0	\$3,400,945	\$0	\$0	\$0	\$3,400,945
2025	CON	0196-02-126	Cat 2M:	\$63,847,778	\$15,961,645	\$0	\$0	\$0	\$79,809,423
Grand Total:				\$63,847,778	\$19,362,590	\$0	\$0	\$0	\$83,210,368

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0196-02-126	SW PE:	\$0	\$4,527,945	\$0	\$0	\$0	\$4,527,945
2025	CON	0196-02-126	Cat 1:	\$10,077,859	\$2,519,465	\$0	\$0	\$0	\$12,597,324
2025	CON	0196-02-126	Cat 2M:	\$71,200,000	\$17,800,000	\$0	\$0	\$0	\$89,000,000
Phase Subtotal:				\$81,277,859	\$20,319,465	\$0	\$0	\$0	\$101,597,324
Grand Total:				\$81,277,859	\$24,847,410	\$0	\$0	\$0	\$106,125,269

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0196-02-126	SW PE:	\$0	\$4,527,945	\$0	\$0	\$0	\$4,527,945
2025	CON	0196-02-126	Cat 2M:	\$71,316,744	\$17,829,186	\$0	\$0	\$0	\$89,145,930
Grand Total:				\$71,316,744	\$22,357,131	\$0	\$0	\$0	\$93,673,875

Revisions since STTC Meeting: REMOVE THE CAT 1 FUNDING AND REVISE THE REQUEST TO REFLECT THE CHANGE.

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25033.3	Facility: IH 35E	Location/Limits From: SOUTH OF MAYHILL ROAD	Modification #: 2023-0408
Implementing Agency: TXDOT-DALLAS		Location/Limits To: SOUTH OF SL 288	
County: DENTON	CSJ: 0196-01-109		
City: DENTON	Desc: RECONSTRUCT GRADE SEPARATION AND EXISTING 4 TO 4 LANE FRONTAGE ROADS		
	Request: ADVANCE CONSTRUCTION TO FY2025, ADD CAT 4 FUNDING, AND INCREASE CAT 2 FUNDING FOR CONSTRUCTION; INCREASE ENGINEERING FUNDING IN FY2023; REVISE SCOPE TO RECONSTRUCT GRADE SEPARATION AND EXISTING 4 LANE CONTINUOUS TO 4 LANE CONTINUOUS FRONTAGE ROADS		
	Comment: REGIONAL 10-YEAR PLAN PROJECT		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0196-01-109	SW PE:	\$0	\$3,000,000	\$0	\$0	\$0	\$3,000,000
2027	CON	0196-01-109	Cat 2M:	\$57,675,764	\$14,418,941	\$0	\$0	\$0	\$72,094,705
Grand Total:				\$57,675,764	\$17,418,941	\$0	\$0	\$0	\$75,094,705

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0196-01-109	SW PE:	\$0	\$6,318,745	\$0	\$0	\$0	\$6,318,745
2025	CON	0196-01-109	Cat 2M:	\$91,599,135	\$22,899,784	\$0	\$0	\$0	\$114,498,919
2025	CON	0196-01-109	Cat 4:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
Phase Subtotal:				\$99,599,135	\$24,899,784	\$0	\$0	\$0	\$124,498,919
Grand Total:				\$99,599,135	\$31,218,529	\$0	\$0	\$0	\$130,817,664

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55198	Facility: IH 35	Location/Limits From: US 380	Modification #: 2023-0409
Implementing Agency: TXDOT-DALLAS	Location/Limits To: US 77 NORTH OF DENTON		
County: DENTON	CSJ: 0195-03-087		
City: DENTON	Desc: RECONSTRUCT AND WIDEN 4 TO 6 LANE RURAL FREEWAY WITH RAMP MODIFICATIONS AND 4 LANE TO 4/6 LANE FRONTAGE ROADS		
	Request: INCREASE CAT 12 FUNDING FOR CONSTRUCTION IN FY2024; REVISE SCOPE TO RECONSTRUCT AND WIDEN 4 TO 6 LANE RURAL FREEWAY WITH RAMP MODIFICATIONS AND 4 LANE CONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS		
	Comment: REGIONAL 10-YEAR PLAN PROJECT		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0195-03-087	SW PE:	\$0	\$10,248,220	\$0	\$0	\$0	\$10,248,220
2021	ROW	0195-03-087	SW ROW:	\$18,868,761	\$2,096,529	\$0	\$0	\$0	\$20,965,290
2024	CON	0195-03-087	Cat 12:	\$143,767,540	\$35,941,885	\$0	\$0	\$0	\$179,709,425
2024	CON	0195-03-087	Cat 4:	\$34,918,324	\$8,729,581	\$0	\$0	\$0	\$43,647,905
Phase Subtotal:				\$178,685,864	\$44,671,466	\$0	\$0	\$0	\$223,357,330
Grand Total:				\$197,554,625	\$57,016,215	\$0	\$0	\$0	\$254,570,840

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0195-03-087	SW PE:	\$0	\$10,248,220	\$0	\$0	\$0	\$10,248,220
2021	ROW	0195-03-087	SW ROW:	\$18,868,761	\$2,096,529	\$0	\$0	\$0	\$20,965,290
2024	CON	0195-03-087	Cat 12:	\$151,767,540	\$37,941,885	\$0	\$0	\$0	\$189,709,425
2024	CON	0195-03-087	Cat 4:	\$34,918,324	\$8,729,581	\$0	\$0	\$0	\$43,647,905
Phase Subtotal:				\$186,685,864	\$46,671,466	\$0	\$0	\$0	\$233,357,330
Grand Total:				\$205,554,625	\$59,016,215	\$0	\$0	\$0	\$264,570,840

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55205 **Facility:** FM 407 **Location/Limits From:** GULF AVE **Modification #:** 2023-0410
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** WEST OF SAGE DRIVE
County: DENTON **CSJ:** 1310-01-043
City: JUSTIN **Desc:** REALIGN EXISTING 2 TO 2 LANE ROADWAY TO ADDRESS LANE SAFETY ISSUE
Request: INCREASE CONSTRUCTION FUNDING IN FY2022 TO MATCH OBLIGATION AMOUNT; ADD CONSTRUCTION FUNDING IN FY2023 TO COVER CHANGE ORDERS
Comment: LOCAL CONTRIBUTION BY DENTON COUNTY; GROUPED UNDER 5800-00-950

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	1310-01-043	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$400,000	\$400,000
2019	ROW	1310-01-043	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2022	CON	1310-01-043	STBG:	\$1,292,175	\$323,043	\$0	\$0	\$0	\$1,615,218
Grand Total:				\$1,292,175	\$323,043	\$0	\$0	\$900,000	\$2,515,218

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	1310-01-043	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$400,000	\$400,000
2019	ROW	1310-01-043	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2023	CON	1310-01-043	STBG:	\$2,000,000	\$500,000	\$0	\$0	\$0	\$2,500,000
Grand Total:				\$2,000,000	\$500,000	\$0	\$0	\$900,000	\$3,400,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	1310-01-043	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$400,000	\$400,000
2019	ROW	1310-01-043	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2022	CON	1310-01-043	STBG:	\$1,450,186	\$362,546	\$0	\$0	\$0	\$1,812,732
2023	CON	1310-01-043	STBG:	\$549,814	\$137,454	\$0	\$0	\$0	\$687,268
Grand Total:				\$2,000,000	\$500,000	\$0	\$0	\$900,000	\$3,400,000

Revisions since STTC Meeting: REVISE THE CONSTRUCTION FUNDING TO \$1,812,732 OF STBG IN FY2022 TO MATCH THE OBLIGATED AMOUNT AND ADD \$687,268 OF STBG IN FY2023. REVISE THE REQUEST TO REFLECT THE CHANGE. REVISE COMMENTS TO NOTE THAT THIS PROJECT IS GROUPED.

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14032.2 **Facility:** IH 35E **Location/Limits From:** AT BEAR CREEK ROAD **Modification #:** 2023-0411

Implementing Agency: TXDOT-DALLAS

County: DALLAS **CSJ:** 0442-02-161

City: GLENN HEIGHTS **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING RECONSTRUCTING EXISTING 4 TO 4 LANE FRONTAGE ROADS WITH THE ADDITION OF A TEXAS U-TURN AND SIDEWALKS

Request: REDUCE STBG FUNDING AND ADD CAT 2 FUNDING; INCREASE CMAQ FUNDING FOR CONSTRUCTION IN FY2025

Comment: RELATED TO TIP 14032/CSJ 0918-47-246; CMAQ FOR INTERSECTION IMPROVEMENTS AND SIDEWALKS; PART OF THE SE CONNECTOR CAT 2/STBG TRADE

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0442-02-161	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2019	ROW	0442-02-161	SW ROW:	\$263,345	\$29,261	\$0	\$0	\$0	\$292,606
2025	CON	0442-02-161	Cat 5:	\$3,288,062	\$822,015	\$0	\$0	\$0	\$4,110,077
2025	CON	0442-02-161	STBG:	\$2,889,305	\$722,326	\$0	\$0	\$0	\$3,611,631
Phase Subtotal:				\$6,177,367	\$1,544,341	\$0	\$0	\$0	\$7,721,708
Grand Total:				\$6,440,712	\$2,573,602	\$0	\$0	\$0	\$9,014,314

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0442-02-161	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2019	ROW	0442-02-161	SW ROW:	\$263,345	\$29,261	\$0	\$0	\$0	\$292,606
2025	CON	0442-02-161	Cat 2M:	\$2,889,305	\$722,326	\$0	\$0	\$0	\$3,611,631
2025	CON	0442-02-161	Cat 5:	\$5,805,916	\$1,451,479	\$0	\$0	\$0	\$7,257,395
2025	CON	0442-02-161	STBG:	\$80,000	\$20,000	\$0	\$0	\$0	\$100,000
Phase Subtotal:				\$8,775,221	\$2,193,805	\$0	\$0	\$0	\$10,969,026
Grand Total:				\$9,038,566	\$3,223,066	\$0	\$0	\$0	\$12,261,632

Revisions since STTC Meeting: REVISE THE COMMENT TO NOTE THAT THIS PROJECT IS A PART OF THE SE CONNECTOR CAT 2/STBG TRADE.

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55299.1	Facility: FM 428	Location/Limits From: CR 55	Modification #: 2023-0413
Implementing Agency: TXDOT-DALLAS		Location/Limits To: SH 289	
County: COLLIN	CSJ: 2678-03-002		
City: CELINA	Desc:	REALIGN, RECONSTRUCT, AND WIDEN 2 LANE TO 4 LANE (ULTIMATE 6)	
	Request:	ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
	Comment:	RELATED TO TIP 55299/CSJ 2678-01-011	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	2678-03-002	SW PE:	\$0	\$2,174,805	\$0	\$0	\$0	\$2,174,805
2024	ROW	2678-03-002	SW ROW:	\$4,748,800	\$593,600	\$0	\$593,600	\$0	\$5,936,000
Grand Total:				\$4,748,800	\$2,768,405	\$0	\$593,600	\$0	\$8,110,805

TIP Code: 55299	Facility: FM 428	Location/Limits From: DALLAS PARKWAY	Modification #: 2023-0414
Implementing Agency: TXDOT-DALLAS		Location/Limits To: CR 55	
County: COLLIN	CSJ: 2678-01-011		
City: CELINA	Desc:	WIDEN FROM 2 LANE RURAL UNDIVIDED TO 4/6 LANE URBAN DIVIDED	
	Request:	DELAY ENGINEERING AND ROW TO FY2024 AND DECREASE ENGINEERING FUNDING; REVISE SCOPE TO RECONSTRUCT AND WIDEN FROM 2 LANE TO 4 LANE (ULTIMATE 6 LANE)	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	2678-01-011	SW PE:	\$0	\$1,617,000	\$0	\$0	\$0	\$1,617,000
2023	ROW	2678-01-011	SW ROW:	\$5,280,000	\$660,000	\$0	\$660,000	\$0	\$6,600,000
Grand Total:				\$5,280,000	\$2,277,000	\$0	\$660,000	\$0	\$8,217,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	2678-01-011	SW PE:	\$0	\$800,000	\$0	\$0	\$0	\$800,000
2024	ROW	2678-01-011	SW ROW:	\$5,280,000	\$660,000	\$0	\$660,000	\$0	\$6,600,000
Grand Total:				\$5,280,000	\$1,460,000	\$0	\$660,000	\$0	\$7,400,000

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25097.2

Implementing Agency: DART

County: DALLAS

City: VARIOUS

Facility: VA

CSJ: 0 18-47-49

Desc: CONSTRUCTION OF SILVER LINE REGIONAL RAIL PROJECT

Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Comment: COTTON BELT/SILVER LINE PROJECT #11

Location/Limits From: SILVER LINE FROM DFW AIRPORT STATION

Location/Limits To: FORT WORTH STATION IN PLANNING

Modification #: 2023-0419

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	TRANS	N/A	Cat 5:	\$8,672,000	\$0	\$0	\$2,168,000	\$0	\$10,840,000
Grand Total:				\$8,672,000	\$0	\$0	\$2,168,000	\$0	\$10,840,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	TRANS	0918-47-479	Cat 5:	\$8,672,000	\$0	\$0	\$2,168,000	\$0	\$10,840,000
Grand Total:				\$8,672,000	\$0	\$0	\$2,168,000	\$0	\$10,840,000

Revisions since STTC Meeting: PROJECT NOT PROPOSED FOR FUNDING; ERRONEOUS SUBMITTAL.

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code:	11684.7	Facility:	VA	Location/Limits From:	SELF PARKING VEHICLE/CURB MANAGEMENT/PARKING MANAGEMENT TEST SITE	Modification #:	2023-0425
Implementing Agency:	DFW AIRPORT	Location/Limits To:	WITHIN THE CENTRAL TERMINAL AREA AT DFW AIRPORT				
County:	TARRANT	CSJ:	0902-90-266				
City:	VARIOUS	Desc:	AUTOMATED PARKING TEST BED DEMO PROJECT TO TAKE PLACE AT ONE OF THE TERMINALS (TBD) AND INCLUDE THREE SUBSYSTEMS: AUTOMATED PARKING USING LOW-SPEED VEHICLE AUTOMATION, SUPERVISORY PARKING MANAGEMENT, AND ACTIVE CURB MANAGEMENT				
		Request:	DELAY IMPLEMENTATION TO FY2024 AND REVISE SCOPE TO IMPLEMENT AUTOMATED PARKING PROJECT INCLUDES USING LOW-SPEED VEHICLE AUTOMATION AND VEHICLE TO INFRASTRUCTURE TECHNOLOGY; REVISE LIMITS TO AUTOMATED PARKING PROJECT AT DFW AIRPORT TO FACILITATE DIRECT INTERMODAL INTERCHANGE TRANSFER AND ACCESS IN TO/OUT OF THE AIRPORT				
		Comment:	300,000 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 TDCS				

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	IMP	0902-90-266	Cat 3 - TDC (MPO):	\$0	\$0	\$300,000	\$0	\$0	\$0
2023	IMP	0902-90-266	STBG:	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
Phase Subtotal:				\$1,500,000	\$0	\$300,000	\$0	\$0	\$1,500,000
Grand Total:				\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	IMP	0902-90-266	Cat 3 - TDC (MPO):	\$0	\$0	\$300,000	\$0	\$0	\$0
2024	IMP	0902-90-266	STBG:	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
Phase Subtotal:				\$1,500,000	\$0	\$300,000	\$0	\$0	\$1,500,000
Grand Total:				\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000

Revisions since STTC Meeting: REVISE THE LIMITS TO "AUTOMATED PARKING PROJECT AT DFW AIRPORT TO FACILITATE DIRECT INTERMODAL INTERCHANGE TRANSFER AND ACCESS IN TO/OUT OF THE AIRPORT" AND REVISE THE REQUEST TO REFLECT THE CHANGE.

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code:	11684.5	Facility:	VA	Location/Limits From:	CITY OF RICHARDSON CONNECTED & AUTOMATED VEHICLE (AV) TEST BED & COMMUNITY CONNECTOR; TRAFFIC DETECTION & COMMS UPGRADES	Modification #:	2023-0429
Implementing Agency:	RICHARDSON	Location/Limits To:	INCLUDE CELLULAR VEHICLE-TO-EVERYTHING/LTE-TO-EVERYTHING ROADSIDE & ON-BOARD UNITS; RAPID FLASHING BEACONS AT				
County:	DALLAS	CSJ:	0918-47-389				
City:	RICHARDSON	Desc:	GREENVILLE/ARAPAHO STATION; RECTANGLE RAPID FLASHING BEACONS XING; SYSTEMS ENG FOR CONNNECTED VEHICLE-TO-EVERYTHING IMP; ON-DEMAND AV SERVICES CONNECTING POINTS-OF-INTEREST AROUND ARAPAHO STATION, INCL NETWORK OF NEIGHBORHOODS AND COMMUNITY CENTERS				
		Request:	DELAY CONSTRUCTION FROM FY2023 TO FY2025 AND FROM FY2024 TO FY2026 RESPECTIVELY; INCREASE FUNDING FOR ENGINEERING IN 2023 AND CONSTRUCTION IN FY2025 AND FY2026				
		Comment:	960,000 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 5 TDCS; LOCAL CONTRIBUTION PAID BY CITY OF RICHARDSON				

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-47-389	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$171,000	\$171,000
2023	ENG	0918-47-389	Cat 3 - TDC (MPO):	\$0	\$0	\$55,574	\$0	\$0	\$0
2023	ENG	0918-47-389	STBG:	\$277,868	\$0	\$0	\$0	\$0	\$277,868
Phase Subtotal:				\$277,868	\$0	\$55,574	\$0	\$171,000	\$448,868
2023	CON	0918-47-389	Cat 3 - TDC (MPO):	\$0	\$0	\$330,000	\$0	\$0	\$0
2023	CON	0918-47-389	STBG:	\$1,650,000	\$0	\$0	\$0	\$0	\$1,650,000
Phase Subtotal:				\$1,650,000	\$0	\$330,000	\$0	\$0	\$1,650,000
2024	CON	0918-47-389	Cat 3 - TDC (MPO):	\$0	\$0	\$574,426	\$0	\$0	\$0
2024	CON	0918-47-389	STBG:	\$2,872,132	\$0	\$0	\$0	\$0	\$2,872,132
Phase Subtotal:				\$2,872,132	\$0	\$574,426	\$0	\$0	\$2,872,132
Grand Total:				\$4,800,000	\$0	\$0	\$0	\$171,000	\$4,971,000

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-47-389	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$171,000	\$171,000
2023	ENG	0918-47-389	Cat 3 - TDC (MPO):	\$0	\$0	\$55,574	\$0	\$0	\$0
2023	ENG	0918-47-389	STBG:	\$277,868	\$0	\$0	\$0	\$0	\$277,868
Phase Subtotal:				\$277,868	\$0	\$55,574	\$0	\$171,000	\$448,868
2025	CON	0918-47-389	Cat 3 - TDC (MPO):	\$0	\$0	\$330,000	\$0	\$0	\$0
2025	CON	0918-47-389	STBG:	\$1,650,000	\$0	\$0	\$0	\$0	\$1,650,000
Phase Subtotal:				\$1,650,000	\$0	\$330,000	\$0	\$0	\$1,650,000
2026	CON	0918-47-389	Cat 3 - TDC (MPO):	\$0	\$0	\$574,426	\$0	\$0	\$0
2026	CON	0918-47-389	STBG:	\$2,872,132	\$0	\$0	\$0	\$0	\$2,872,132
Phase Subtotal:				\$2,872,132	\$0	\$574,426	\$0	\$0	\$2,872,132
Grand Total:				\$4,800,000	\$0	\$0	\$0	\$171,000	\$4,971,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-47-389	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$171,000	\$171,000
2023	ENG	0918-47-389	Cat 3 - TDC (MPO):	\$0	\$0	\$68,774	\$0	\$0	\$0
2023	ENG	0918-47-389	STBG:	\$343,868	\$0	\$0	\$0	\$0	\$343,868
Phase Subtotal:				\$343,868	\$0	\$68,774	\$0	\$171,000	\$514,868
2025	CON	0918-47-389	Cat 3 - TDC (MPO):	\$0	\$0	\$353,760	\$0	\$0	\$0
2025	CON	0918-47-389	STBG:	\$1,768,800	\$0	\$0	\$0	\$0	\$1,768,800
Phase Subtotal:				\$1,768,800	\$0	\$353,760	\$0	\$0	\$1,768,800
2026	CON	0918-47-389	Cat 3 - TDC (MPO):	\$0	\$0	\$831,400	\$0	\$0	\$0
2026	CON	0918-47-389	STBG:	\$4,157,000	\$0	\$0	\$0	\$0	\$4,157,000
Phase Subtotal:				\$4,157,000	\$0	\$831,400	\$0	\$0	\$4,157,000
Grand Total:				\$6,269,668	\$0	\$0	\$0	\$171,000	\$6,440,668

Revisions since STTC Meeting: **INCREASE FUNDING FOR ENGINEERING IN FY2023 AND CONSTRUCTION IN FY2025 AND FY2026. REVISE THE REQUEST TO REFLECT THE CHANGE.**

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code:	40070	Facility:	VA	Location/Limits From:	CROW LEADERSHIP ACADEMY SRTS, THORNTON ELEMENTARY SRTS, AND WEBB ELEMENTARY SRTS	Modification #:	2023-0432
Implementing Agency:	ARLINGTON	Location/Limits To:	IN PROXIMITY TO CROW LEADERSHIP ACADEMY, THORNTON ELEMENTARY, AND WEBB ELEMENTARY				
County:	TARRANT	CSJ:	0902-90-198				
City:	ARLINGTON	Desc:	CITY OF ARLINGTON SRTS; CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, RETAINING WALLS, SIGNAGE, NEW SIGNALS, TRAFFIC CALMING TREATMENTS, AND CROSSING SAFETY IMPROVEMENTS				
		Request:	DELAY CONSTRUCTION AND CONSTRUCTION ENGINEERING TO FY2025; GROUPED PROJECT UNDER CSJ 5000-00-916				
		Comment:	2020 TA SET-ASIDE CFP; 782,021 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; MTP POLICY BUNDLE TDCS; GROUPED PROJECT UNDER CSJ 5000-00-916				

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	CON	0902-90-198	Cat 3 - TDC (MPO):	\$0	\$0	\$710,929	\$0	\$0	\$0
2023	CON	0902-90-198	Cat 9 TA Set Aside:	\$3,554,643	\$0	\$0	\$0	\$0	\$3,554,643
Phase Subtotal:				\$3,554,643	\$0	\$710,929	\$0	\$0	\$3,554,643
2023	CONENG	0902-90-198	Cat 3 - TDC (MPO):	\$0	\$0	\$71,092	\$0	\$0	\$0
2023	CONENG	0902-90-198	Cat 9 TA Set Aside:	\$355,463	\$0	\$0	\$0	\$0	\$355,463
Phase Subtotal:				\$355,463	\$0	\$71,092	\$0	\$0	\$355,463
Grand Total:				\$3,910,106	\$0	\$0	\$0	\$0	\$3,910,106

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	CON	0902-90-198	Cat 3 - TDC (MPO):	\$0	\$0	\$710,929	\$0	\$0	\$0
2025	CON	0902-90-198	Cat 9 TA Set Aside:	\$3,554,643	\$0	\$0	\$0	\$0	\$3,554,643
Phase Subtotal:				\$3,554,643	\$0	\$710,929	\$0	\$0	\$3,554,643
2025	CONENG	0902-90-198	Cat 3 - TDC (MPO):	\$0	\$0	\$71,092	\$0	\$0	\$0
2025	CONENG	0902-90-198	Cat 9 TA Set Aside:	\$355,463	\$0	\$0	\$0	\$0	\$355,463
Phase Subtotal:				\$355,463	\$0	\$71,092	\$0	\$0	\$355,463
Grand Total:				\$3,910,106	\$0	\$0	\$0	\$0	\$3,910,106

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55309	Facility: FM 546	Location/Limits From: AIRPORT ROAD	Modification #: 2023-0435
Implementing Agency: TXDOT-DALLAS		Location/Limits To: COUNTY RD 393	
County: COLLIN	CSJ: 1013-01-040		
City: MCKINNEY	Desc:	RECONSTRUCT AND WIDEN 2 LANE RURAL ROAD TO 4 LANE URBAN ROAD	
	Request:	ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	1013-01-040	SW PE:	\$287,500	\$0	\$0	\$0	\$0	\$287,500
2025	ROW	1013-01-040	SW ROW:	\$10,736,966	\$1,342,121	\$0	\$1,342,121	\$0	\$13,421,208
Grand Total:				\$11,024,466	\$1,342,121	\$0	\$1,342,121	\$0	\$13,708,708

TIP Code: 53119	Facility: US 287	Location/Limits From: WEST OF BOYCE RD	Modification #: 2023-0436
Implementing Agency: TXDOT-DALLAS		Location/Limits To: EAST OF COOKE RD	
County: ELLIS	CSJ: 0172-08-103		
City: ENNIS	Desc:	CONSTRUCT 0 TO 4 LANE CONTINUOUS FRONTAGE ROAD AND INTERCHANGE AT BOYCE AND COOKE RD	
	Request:	ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
	Comment:	NEW PROPOSED 10-YEAR PLAN PROJECT; IN PROXIMITY TO ENNIS SPEEDWAY	

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0172-08-103	SW PE:	\$0	\$10,336,270	\$0	\$0	\$0	\$10,336,270
2025	ROW	0172-08-103	SW ROW:	\$33,076,062	\$4,134,508	\$0	\$4,134,508	\$0	\$41,345,078
2028	CON	0172-08-103	Cat 2M:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
Grand Total:				\$41,076,062	\$16,470,778	\$0	\$4,134,508	\$0	\$61,681,348

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0172-08-103	SW PE:	\$0	\$10,336,270	\$0	\$0	\$0	\$10,336,270
2025	ROW	0172-08-103	SW ROW:	\$33,076,062	\$4,134,508	\$0	\$4,134,508	\$0	\$41,345,078
2033	CON	0172-08-103	Cat 2M:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
Grand Total:				\$41,076,062	\$16,470,778	\$0	\$4,134,508	\$0	\$61,681,348

Revisions since STTC Meeting: REVISE THE TIP CODE, DELAY CONSTRUCTION TO FY2033, AND ADD NEW COMMENT TO INDICATE THAT THIS IS A NEW PROPOSED 10-YEAR PLAN PROJECT IN PROXIMITY TO ENNIS SPEEDWAY.

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13067	Facility: US 380	Location/Limits From: COIT ROAD	Modification #: 2023-0439
Implementing Agency: TXDOT-DALLAS		Location/Limits To: JCT US 380/UNIVERSITY DRIVE	
County: COLLIN	CSJ: 0135-02-065		
City: VARIOUS	Desc:	RECONSTRUCT 6 LANE ARTERIAL TO 6 LANE FREEWAY AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS	
	Request:	REVISE SCOPE AS FROM COIT RD TO LAKEWOOD RD: RECONSTRUCT 6 TO 6 LANE ARTERIAL; FROM LAKEWOOD TO JCT US 380/UNIVERSITY DRIVE: RECONSTRUCT AND WIDEN 6 LANE ARTERIAL AS AN 8 LANE FREEWAY WITH 0 TO 4/6 LANE CONTINUOUS FRONTAGE ROADS; EXCHANGE CAT 2 FUNDS FOR CAT 12 FUNDS; DELAY CONSTRUCTION FROM FY2028 TO FY2030	
	Comment:	REGIONAL 10-YEAR PLAN PROJECT; PART OF 2022 SE CONNECTOR CAT 2/12 EXCHANGE	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0135-02-065	SW PE:	\$0	\$7,425,000	\$0	\$0	\$0	\$7,425,000
2024	ROW	0135-02-065	SW ROW:	\$26,400,000	\$3,300,000	\$0	\$3,300,000	\$0	\$33,000,000
2028	CON	0135-02-065	Cat 2M:	\$96,000,000	\$24,000,000	\$0	\$0	\$0	\$120,000,000
2028	CON	0135-02-065	Cat 4:	\$36,554,240	\$9,138,560	\$0	\$0	\$0	\$45,692,800
Phase Subtotal:				\$132,554,240	\$33,138,560	\$0	\$0	\$0	\$165,692,800
Grand Total:				\$158,954,240	\$43,863,560	\$0	\$3,300,000	\$0	\$206,117,800

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0135-02-065	SW PE:	\$0	\$7,425,000	\$0	\$0	\$0	\$7,425,000
2024	ROW	0135-02-065	SW ROW:	\$26,400,000	\$3,300,000	\$0	\$3,300,000	\$0	\$33,000,000
2028	CON	0135-02-065	Cat 12:	\$96,000,000	\$24,000,000	\$0	\$0	\$0	\$120,000,000
2028	CON	0135-02-065	Cat 2M:	\$0	\$0	\$0	\$0	\$0	\$0
2028	CON	0135-02-065	Cat 4:	\$36,554,240	\$9,138,560	\$0	\$0	\$0	\$45,692,800
Phase Subtotal:				\$132,554,240	\$33,138,560	\$0	\$0	\$0	\$165,692,800
Grand Total:				\$158,954,240	\$43,863,560	\$0	\$3,300,000	\$0	\$206,117,800

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0135-02-065	SW PE:	\$0	\$7,425,000	\$0	\$0	\$0	\$7,425,000
2024	ROW	0135-02-065	SW ROW:	\$26,400,000	\$3,300,000	\$0	\$3,300,000	\$0	\$33,000,000
2030	CON	0135-02-065	Cat 12:	\$96,000,000	\$24,000,000	\$0	\$0	\$0	\$120,000,000
2030	CON	0135-02-065	Cat 2M:	\$0	\$0	\$0	\$0	\$0	\$0
2030	CON	0135-02-065	Cat 4:	\$36,554,240	\$9,138,560	\$0	\$0	\$0	\$45,692,800
Phase Subtotal:				\$132,554,240	\$33,138,560	\$0	\$0	\$0	\$165,692,800
Grand Total:				\$158,954,240	\$43,863,560	\$0	\$3,300,000	\$0	\$206,117,800

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

Revisions since STTC Meeting:

ADD COMMENT NOTING THAT THIS PROJECT IS PART OF THE 2022 SE CONNECTOR CAT 2/12 EXCHANGE. DELAY CONSTRUCTION FROM FY2028 TO FY2030.

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21006	Facility: CS	Location/Limits From: ON OLD WEATHERFORD RD FROM FM 3325	Modification #: 2023-0440
Implementing Agency: PARKER CO		Location/Limits To: E OF CODER DR.	
County: PARKER	CSJ: 0902-38-140		
City: VARIOUS	Desc:	REALIGN 2 LANE TO 2 LANE (ULTIMATE 4 LANES) INCLUDING TURN LANES AT INTERSECTIONS AND PEDESTRIAN SIDE PATH	
	Request:	INCREASE ENGINEERING, RIGHT OF WAY, AND CONSTRUCTION FUNDING; CLARIFY SCOPE AS REALIGN 2 LANE TO 2/4 LANE (ULTIMATE 4 LANES) INCLUDING TURN LANES AT INTERSECTIONS AND PEDESTRIAN SIDE PATH	
	Comment:	DEVELOPER TO REPAY APPROXIMATELY \$3M FOUR YEARS AFTER PROJECT IS COMPLETED; LOCAL CONTRIBUTION PAID BY DEVELOPER AND PARKER COUNTY	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-38-140	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2022	ROW	0902-38-140	Cat 3 - RTR 121 - West Sustainable Dev:	\$0	\$0	\$1,350,000	\$0	\$0	\$1,350,000
2022	CON	0902-38-140	Cat 3 - RTR 121 - West Sustainable Dev:	\$0	\$0	\$9,150,000	\$0	\$0	\$9,150,000
Grand Total:				\$0	\$0	\$10,500,000	\$0	\$2,000,000	\$12,500,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-38-140	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,060,000	\$2,060,000
2022	ROW	0902-38-140	Cat 3 - RTR 121 - West Sustainable Dev:	\$0	\$0	\$1,400,000	\$0	\$0	\$1,400,000
2022	CON	0902-38-140	Cat 3 - RTR 121 - West Sustainable Dev:	\$0	\$0	\$13,820,000	\$0	\$0	\$13,820,000
Grand Total:				\$0	\$0	\$15,220,000	\$0	\$2,060,000	\$17,280,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-38-140	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,060,000	\$2,060,000
2022	ROW	0902-38-140	Cat 3 - RTR 121 - West Set Aside 2:	\$0	\$0	\$3,320,000	\$0	\$0	\$3,320,000
2022	CON	0902-38-140	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2022	CON	0902-38-140	Cat 3 - RTR 121 - West Set Aside 2:	\$0	\$0	\$13,320,000	\$0	\$0	\$13,320,000
Phase Subtotal:				\$0	\$0	\$13,320,000	\$0	\$500,000	\$13,820,000
Grand Total:				\$0	\$0	\$16,640,000	\$0	\$2,560,000	\$19,200,000

Revisions since STTC Meeting: CHANGE THE RTR ACCOUNT FOR THE CONSTRUCTION FUNDING INCREASE FROM RTR 121 WEST SUSTAINABLE DEVELOPMENT TO RTR 121 WESTERN SET ASIDE 2. REVISE COMMENT TO "DEVELOPER TO REPAY APPROXIMATELY \$3M FOUR YEARS AFTER PROJECT IS COMPLETED; LOCAL CONTRIBUTION PAID BY DEVELOPER AND PARKER COUNTY."

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14094	Facility: VA	Location/Limits From: PANTHER CREEK TRAIL FROM BNSF	Modification #: 2023-0441
Implementing Agency: FRISCO		Location/Limits To: PANTHER CREEK PARKWAY	
County: COLLIN	CSJ: 0918-24-299		
City: FRISCO	Desc: CONSTRUCT NEW SHARED USE PATH		
	Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) TO UTILIZE BALANCE OF POLICY BUNDLE TDCS		
	Comment: 409,600 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CITY OF FRISCO MTP POLICY BUNDLE TDCS		

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$40,000	\$0	\$0	\$0
2024	ENG	N/A	Cat 5:	\$200,000	\$0	\$0	\$0	\$0	\$200,000
Phase Subtotal:				\$200,000	\$0	\$40,000	\$0	\$0	\$200,000
2026	CON	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$369,600	\$0	\$0	\$0
2026	CON	N/A	Cat 5:	\$1,848,000	\$0	\$0	\$0	\$0	\$1,848,000
Phase Subtotal:				\$1,848,000	\$0	\$369,600	\$0	\$0	\$1,848,000
Grand Total:				<u>\$2,048,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$2,048,000</u>

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0918-24-299	Cat 3 - TDC (MPO):	\$0	\$0	\$40,000	\$0	\$0	\$0
2024	ENG	0918-24-299	Cat 5:	\$200,000	\$0	\$0	\$0	\$0	\$200,000
Phase Subtotal:				\$200,000	\$0	\$40,000	\$0	\$0	\$200,000
2026	CON	0918-24-299	Cat 3 - TDC (MPO):	\$0	\$0	\$369,600	\$0	\$0	\$0
2026	CON	0918-24-299	Cat 5:	\$1,848,000	\$0	\$0	\$0	\$0	\$1,848,000
Phase Subtotal:				\$1,848,000	\$0	\$369,600	\$0	\$0	\$1,848,000
Grand Total:				<u>\$2,048,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$2,048,000</u>

Revisions since STTC Meeting: ADD CSJ NUMBER 0918-24-299 TO PROJCT.

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14082	Facility: CS	Location/Limits From: BROADWAY AVE FROM US 377	Modification #: 2023-0443
Implementing Agency: HALTOM CITY		Location/Limits To: SH 26	
County: TARRANT	CSJ: 0902-90-164, 0902-90-302		
City: HALTOM CITY	Desc: RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS		
	Request: REVISE CSJ FOR CMAQ FUNDING FROM 0902-90-164 TO 0902-90-302; INCREASE ENGINEERING FUNDING; DELAY ROW TO FY2026; DELAY UTILITIES TO FY2026 AND INCREASE FUNDING; DELAY CONSTRUCTION PHASE TO FY2027 THEREBY REMOVING IT FROM THE 2023-2026 STIP AND ADDING IT TO APPENDIX D		
	Comment: 1,359,833 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 TDCS; CMAQ FOR INTERSECTION, SIDEWALK, AND SIGNAL IMPROVEMENTS ONLY		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$131,838	\$0	\$0	\$0
2023	ENG	0902-90-164	STBG:	\$659,190	\$0	\$0	\$0	\$0	\$659,190
Phase Subtotal:				\$659,190	\$0	\$131,838	\$0	\$0	\$659,190
2024	ROW	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$8,500	\$0	\$0	\$0
2024	ROW	0902-90-164	STBG:	\$42,500	\$0	\$0	\$0	\$0	\$42,500
Phase Subtotal:				\$42,500	\$0	\$8,500	\$0	\$0	\$42,500
2025	UTIL	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$260,316	\$0	\$0	\$0
2025	UTIL	0902-90-164	STBG:	\$1,301,580	\$0	\$0	\$0	\$0	\$1,301,580
Phase Subtotal:				\$1,301,580	\$0	\$260,316	\$0	\$0	\$1,301,580
2026	CON	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$794,388	\$0	\$0	\$0
2026	CON	0902-90-164	Cat 5:	\$483,472	\$0	\$0	\$0	\$0	\$483,472
2026	CON	0902-90-164	STBG:	\$3,488,470	\$0	\$0	\$0	\$0	\$3,488,470
Phase Subtotal:				\$3,971,942	\$0	\$794,388	\$0	\$0	\$3,971,942
Grand Total:				\$5,975,212	\$0	\$0	\$0	\$0	\$5,975,212

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$144,838	\$0	\$0	\$0
2024	ENG	0902-90-164	STBG:	\$724,190	\$0	\$0	\$0	\$0	\$724,190
Phase Subtotal:				\$724,190	\$0	\$144,838	\$0	\$0	\$724,190
2025	ROW	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$8,500	\$0	\$0	\$0
2025	ROW	0902-90-164	STBG:	\$42,500	\$0	\$0	\$0	\$0	\$42,500
Phase Subtotal:				\$42,500	\$0	\$8,500	\$0	\$0	\$42,500
2026	UTIL	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$412,107	\$0	\$0	\$0
2026	UTIL	0902-90-164	STBG:	\$2,060,534	\$0	\$0	\$0	\$0	\$2,060,534
Phase Subtotal:				\$2,060,534	\$0	\$412,107	\$0	\$0	\$2,060,534
2027	CON	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$697,694	\$0	\$0	\$0
2027	CON	0902-90-164	STBG:	\$3,488,470	\$0	\$0	\$0	\$0	\$3,488,470
2027	CON	0902-90-302	Cat 3 - TDC (MPO):	\$0	\$0	\$96,694	\$0	\$0	\$0
2027	CON	0902-90-302	Cat 5:	\$483,472	\$0	\$0	\$0	\$0	\$483,472
Phase Subtotal:				\$3,971,942	\$0	\$794,388	\$0	\$0	\$3,971,942
Grand Total:				\$6,799,166	\$0	\$0	\$0	\$0	\$6,799,166

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$144,838	\$0	\$0	\$0
2023	ENG	0902-90-164	STBG:	\$724,190	\$0	\$0	\$0	\$0	\$724,190
Phase Subtotal:				\$724,190	\$0	\$144,838	\$0	\$0	\$724,190
2026	ROW	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$8,500	\$0	\$0	\$0
2026	ROW	0902-90-164	STBG:	\$42,500	\$0	\$0	\$0	\$0	\$42,500
Phase Subtotal:				\$42,500	\$0	\$8,500	\$0	\$0	\$42,500
2026	UTIL	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$412,107	\$0	\$0	\$0
2026	UTIL	0902-90-164	STBG:	\$2,060,534	\$0	\$0	\$0	\$0	\$2,060,534
Phase Subtotal:				\$2,060,534	\$0	\$412,107	\$0	\$0	\$2,060,534
2027	CON	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$697,694	\$0	\$0	\$0
2027	CON	0902-90-164	STBG:	\$3,488,470	\$0	\$0	\$0	\$0	\$3,488,470
2027	CON	0902-90-302	Cat 3 - TDC (MPO):	\$0	\$0	\$96,694	\$0	\$0	\$0
2027	CON	0902-90-302	Cat 5:	\$483,472	\$0	\$0	\$0	\$0	\$483,472
Phase Subtotal:				\$3,971,942	\$0	\$794,388	\$0	\$0	\$3,971,942
Grand Total:				\$6,799,166	\$0	\$0	\$0	\$0	\$6,799,166

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

Revisions since STTC Meeting: ENGINEERING PHASE TO REMAIN IN FY2023, DELAY ROW TO FY2026 AND REVISE THE REQUEST TO REFLECT THE CHANGE. REVISE THE COMMENT TO INDICATE THAT CMAQ IS FOR INTERSECTION, SIDEWALK, AND SIGNAL IMPROVEMENTS ONLY.

TIP Code: 55019

Facility: SH 171

Location/Limits From: US 377

Modification #: 2023-0445

Implementing Agency: TXDOT-FORT WORTH

Location/Limits To: SH 174

County: JOHNSON

CSJ: 0365-03-050, 0365-03-053

City: GODLEY

Desc: REHABILITATE 2 TO 2 LANE ROADWAY AND CONSTRUCT TURN LANES

Request: ADD NEW PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Comment: CMAQ FOR TURN LANES ONLY

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0365-03-050	SW PE:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2025	CON	0365-03-050	Cat 11:	\$12,800,000	\$3,200,000	\$0	\$0	\$0	\$16,000,000
2025	CON	0365-03-050	Cat 5:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
Phase Subtotal:				\$14,400,000	\$3,600,000	\$0	\$0	\$0	\$18,000,000
Grand Total:				\$16,000,000	\$4,000,000	\$0	\$0	\$0	\$20,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0365-03-050	SW PE:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2025	CON	0365-03-050	Cat 11:	\$12,800,000	\$3,200,000	\$0	\$0	\$0	\$16,000,000
2025	CON	0365-03-053	Cat 5:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
Phase Subtotal:				\$14,400,000	\$3,600,000	\$0	\$0	\$0	\$18,000,000
Grand Total:				\$16,000,000	\$4,000,000	\$0	\$0	\$0	\$20,000,000

Revisions since STTC Meeting: REVISE SCOPE TO "REHABILITATE 2 TO 2 LANE ROADWAY AND CONSTRUCT TURN LANES" AND REVISE THE REQUEST TO REFLECT THE CHANGE. ADD CSJ 0365-03-053 FOR CATEGORY 5 FUNDING.

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13003 **Facility:** IH 30 **Location/Limits From:** SS 580 (E OF LINKCREST DR) **Modification #:** 2023-0446
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** IH 820
County: TARRANT **CSJ:** 1068-01-214
City: FORT WORTH **Desc:** RECONSTRUCT AND WIDEN 4 TO 6 MAIN LANES; RECONSTRUCT AND WIDEN 4 LANE DISCONTINUOUS FRONTAGE ROADS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS; RECONSTRUCT SS 580 INTERCHANGE

Request: REVISE SCOPE TO RECONSTRUCT AND WIDEN 4 TO 6 MAIN LANES; RECONSTRUCT AND WIDEN 4 LANE DISCONTINUOUS FRONTAGE ROADS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS; RECONSTRUCT SS 580 INTERCHANGE & WB EXIT RAMP TO ACADEMY BLVD; ADD CAT 2 AND CAT 4 FUNDING FOR CONSTRUCTION IN FY2024

Comment: REGIONAL 10-YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	1068-01-214	SW PE:	\$8,460,000	\$940,000	\$0	\$0	\$0	\$9,400,000
2023	ROW	1068-01-214	SW ROW:	\$2,070,000	\$230,000	\$0	\$0	\$0	\$2,300,000
2023	UTIL	1068-01-214	SW ROW:	\$1,800,000	\$200,000	\$0	\$0	\$0	\$2,000,000
2024	CON	1068-01-214	Cat 12:	\$40,000,000	\$10,000,000	\$0	\$0	\$0	\$50,000,000
2024	CON	1068-01-214	Cat 4:	\$72,000,000	\$18,000,000	\$0	\$0	\$0	\$90,000,000
Phase Subtotal:				\$112,000,000	\$28,000,000	\$0	\$0	\$0	\$140,000,000
Grand Total:				\$124,330,000	\$29,370,000	\$0	\$0	\$0	\$153,700,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	1068-01-214	SW PE:	\$8,460,000	\$940,000	\$0	\$0	\$0	\$9,400,000
2023	ROW	1068-01-214	SW ROW:	\$2,070,000	\$230,000	\$0	\$0	\$0	\$2,300,000
2023	UTIL	1068-01-214	SW ROW:	\$1,800,000	\$200,000	\$0	\$0	\$0	\$2,000,000
2024	CON	1068-01-214	Cat 12:	\$40,000,000	\$10,000,000	\$0	\$0	\$0	\$50,000,000
2024	CON	1068-01-214	Cat 2M:	\$48,000,000	\$12,000,000	\$0	\$0	\$0	\$60,000,000
2024	CON	1068-01-214	Cat 4:	\$108,000,000	\$27,000,000	\$0	\$0	\$0	\$135,000,000
Phase Subtotal:				\$196,000,000	\$49,000,000	\$0	\$0	\$0	\$245,000,000
Grand Total:				\$208,330,000	\$50,370,000	\$0	\$0	\$0	\$258,700,000

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21060	Facility: US 80	Location/Limits From: ON MOORE AVE (US 80) WEST FROM BROOKSHIRES DRIVE	Modification #: 2023-0447
Implementing Agency: TERRELL		Location/Limits To: BRADSHAW STREET	
County: KAUFMAN	CSJ: 0095-05-062		
City: TERRELL	Desc:	PEDESTRIAN IMPROVEMENTS INCLUDING CONSTRUCTION OF PEDESTRIAN/ADA RAMPS AND CROSSWALKS, AND MINOR LANDSCAPING	
	Request:	REMOVE CMAQ FUNDING AND INCREASE STBG FUNDING FOR CONSTRUCTION; DELAY ENGINEERING TO FY2023 AND CONSTRUCTION TO FY2025	
	Comment:	600,000 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH; CITY OF TERRELL MTP POLICY BUNDLE TDCS; LOCAL CONTRIBUTION PAID BY THE CITY OF TERRELL	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0095-05-062	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$120,000	\$120,000
2024	CON	0095-05-062	Cat 3 - TDC (MPO):	\$0	\$0	\$240,000	\$0	\$0	\$0
2024	CON	0095-05-062	Cat 5:	\$600,000	\$0	\$0	\$0	\$0	\$600,000
2024	CON	0095-05-062	STBG:	\$600,000	\$0	\$0	\$0	\$0	\$600,000
Phase Subtotal:				\$1,200,000	\$0	\$240,000	\$0	\$0	\$1,200,000
Grand Total:				\$1,200,000	\$0	\$0	\$0	\$120,000	\$1,320,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0095-05-062	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$120,000	\$120,000
2024	CON	0095-05-062	Cat 3 - TDC (MPO):	\$0	\$0	\$600,000	\$0	\$0	\$0
2024	CON	0095-05-062	STBG:	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000
Phase Subtotal:				\$3,000,000	\$0	\$600,000	\$0	\$0	\$3,000,000
Grand Total:				\$3,000,000	\$0	\$0	\$0	\$120,000	\$3,120,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0095-05-062	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$120,000	\$120,000
2025	CON	0095-05-062	Cat 3 - TDC (MPO):	\$0	\$0	\$600,000	\$0	\$0	\$0
2025	CON	0095-05-062	STBG:	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000
Phase Subtotal:				\$3,000,000	\$0	\$600,000	\$0	\$0	\$3,000,000
Grand Total:				\$3,000,000	\$0	\$0	\$0	\$120,000	\$3,120,000

Revisions since STTC Meeting: DELAY ENGINEERING TO FY2023, DELAY CONSTRUCTION TO FY2025, AND REVISE THE REQUEST TO REFLECT THE CHANGE. REVISE THE COMMENT TO INDICATE THAT THE LOCAL CONTRIBUTION IS PAID BY THE CITY OF TERRELL.

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21024 **Facility:** FM 156 **Location/Limits From:** AT INDUSTRIAL BLVD **Modification #:** 2023-0448
Implementing Agency: TXDOT-FORT WORTH
County: TARRANT **CSJ:** 0718-02-076
City: VARIOUS **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS, INCLUDING LEFT AND RIGHT TURN LANES, AND SIDEWALKS
Request: DELAY ROW, UTILITIES, AND CONSTRUCTION TO FY2025; REBALANCE STATE/LOCAL MATCH FOR CONSTRUCTION
Comment: REGIONAL 10 YEAR PLAN PROJECT; PRIVATE SECTOR DEVELOPER TO PAY FOR COST OF ENGINEERING; CITY OF SAGINAW TO PAY LOCAL CONTRIBUTION FOR ROW & UTIL; CONSTRUCTION COST INCLUDES 3 YEARS OF INFLATION AT 4% PER YEAR

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0718-02-076	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$299,108	\$299,108
2023	ROW	0718-02-076	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$139,820	\$139,820
2023	UTIL	0718-02-076	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$110,000	\$110,000
2023	CON	0718-02-076	Cat 2M:	\$2,691,650	\$288,848	\$0	\$384,065	\$0	\$3,364,563
Grand Total:				\$2,691,650	\$288,848	\$0	\$384,065	\$548,928	\$3,913,491

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0718-02-076	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$299,108	\$299,108
2023	ROW	0718-02-076	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$139,820	\$139,820
2023	UTIL	0718-02-076	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$110,000	\$110,000
2025	CON	0718-02-076	Cat 2M:	\$2,691,650	\$672,913	\$0	\$0	\$0	\$3,364,563
Grand Total:				\$2,691,650	\$672,913	\$0	\$0	\$548,928	\$3,913,491

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0718-02-076	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$299,108	\$299,108
2025	ROW	0718-02-076	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$139,820	\$139,820
2025	UTIL	0718-02-076	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$110,000	\$110,000
2025	CON	0718-02-076	Cat 2M:	\$2,691,650	\$672,913	\$0	\$0	\$0	\$3,364,563
Grand Total:				\$2,691,650	\$672,913	\$0	\$0	\$548,928	\$3,913,491

Revisions since STTC Meeting: DELAY ROW AND UTILITIES TO FY2025 AND REVISE THE REQUEST TO REFLECT THE CHANGE. REVISE THE COMMENT TO NOTE THAT THIS IS A REGIONAL 10 YEAR PLAN PROJECT AND REMOVE THE STATEMENT OF WHO IS RESPONSIBLE FOR THE LOCAL MATCH TO CONSTRUCTION SINCE IT IS NOW A STATE MATCH.

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21069	Facility: CS	Location/Limits From: MARINE CREEK PARKWAY FROM NAUTILUS CIRCLE	Modification #: 2023-0450
Implementing Agency: FORT WORTH		Location/Limits To: WESTBOUND JIM WRIGHT (IH 820) FRONTAGE ROAD	
County: TARRANT	CSJ: 0008-14-137		
City: FORT WORTH	Desc:	CONSTRUCT LEFT TURN LANES AND TRAFFIC SIGNAL IMPROVEMENTS TO ACCOMODATE THE ADDITIONAL TURNING LANES	
	Request:	DELAY CONSTRUCTION TO FY2025 AND REVISE CSJ FROM 0902-90-220 TO 0008-14-137; REVISE CMAQ MATCH FROM LOCAL TO STATE	
	Comment:	LOCAL CONTRIBUTION TO BE PAID BY THE CITY OF FORT WORTH	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENV	0902-90-220	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$70,000	\$70,000
2022	ENG	0902-90-220	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$670,000	\$670,000
2023	UTIL	0902-90-220	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$45,000	\$45,000
2024	CON	0902-90-220	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$141,000	\$141,000
2024	CON	0902-90-220	Cat 5:	\$2,720,000	\$0	\$0	\$680,000	\$0	\$3,400,000
Phase Subtotal:				\$2,720,000	\$0	\$0	\$680,000	\$141,000	\$3,541,000
Grand Total:				\$2,720,000	\$0	\$0	\$680,000	\$926,000	\$4,326,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENV	0008-14-137	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$70,000	\$70,000
2022	ENG	0008-14-137	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$670,000	\$670,000
2023	UTIL	0008-14-137	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$45,000	\$45,000
2025	CON	0008-14-137	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$141,000	\$141,000
2025	CON	0008-14-137	Cat 5:	\$2,720,000	\$680,000	\$0	\$0	\$0	\$3,400,000
Phase Subtotal:				\$2,720,000	\$680,000	\$0	\$0	\$141,000	\$3,541,000
Grand Total:				\$2,720,000	\$680,000	\$0	\$0	\$926,000	\$4,326,000

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25081 **Facility:** CS **Location/Limits From:** SYNERGY PARK BOULEVARD AT FLOYD ROAD **Modification #:** 2023-0451

Implementing Agency: RICHARDSON **CSJ:** 0 18-24-300

County: COLLIN **Desc:** CON TRUCK ROUND ABOUT

City: RICHARDSON **Request:** ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) TO UTILIZE BALANCE OF MTP POLICY BUNDLE TDCS

Comment: 462,868 OF 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

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$62,868	\$0	\$0	\$0
2025	ENG	N/A	Cat 5:	\$314,340	\$0	\$0	\$0	\$0	\$314,340
Phase Subtotal:				\$314,340	\$0	\$62,868	\$0	\$0	\$314,340
2025	ROW	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$10,000	\$10,000
2026	CON	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$400,000	\$0	\$0	\$0
2026	CON	N/A	Cat 5:	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
Phase Subtotal:				\$2,000,000	\$0	\$400,000	\$0	\$0	\$2,000,000
Grand Total:				\$2,314,340	\$0	\$0	\$0	\$10,000	\$2,324,340

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0918-24-300	Cat 3 - TDC (MPO):	\$0	\$0	\$62,868	\$0	\$0	\$0
2025	ENG	0918-24-300	Cat 5:	\$314,340	\$0	\$0	\$0	\$0	\$314,340
Phase Subtotal:				\$314,340	\$0	\$62,868	\$0	\$0	\$314,340
2025	ROW	0918-24-300	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$10,000	\$10,000
2026	CON	0918-24-300	Cat 3 - TDC (MPO):	\$0	\$0	\$400,000	\$0	\$0	\$0
2026	CON	0918-24-300	Cat 5:	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
Phase Subtotal:				\$2,000,000	\$0	\$400,000	\$0	\$0	\$2,000,000
Grand Total:				\$2,314,340	\$0	\$0	\$0	\$10,000	\$2,324,340

Revisions since STTC Meeting: PROJECT NOT PROPOSED FOR FUNDING.

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55009	Facility: IH 820	Location/Limits From: NORTH INTERCHANGE AT SH 121	Modification #: 2023-0452
Implementing Agency: TXDOT-FORT WORTH	Location/Limits To: RANDOL MILL ROAD		
County: TARRANT	CSJ: 0008-13-124		
City: VARIOUS	Desc:	FROM SH 121/183 INTERCHANGE TO TRINITY BLVD: RECONST 9 TO 11 MAIN LANES WITH 2 CONCURRENT MANAGED TOLL LANES AND 2/6 LANE CONT FRONTAGE RDS; FROM TRINITY BLVD TO RANDOL MILL RD: RECONST 4 TO 10 MAIN LANES (ULTIMATE)	
	Request:	REVISE SCOPE TO SH 121/183 INTERCHANGE TO TRINITY BLVD: RECONFIGURE 11 TO 11 MAIN LANES TO ADD 0 TO 2 CONCURRENT MANAGED TOLL LANES; TRINITY BLVD TO RANDOL MILL: RECONSTRUCT AND WIDEN 6 TO 10 MAIN LANES (ULTIMATE); CHANGE ENGINEERING FUNDING CATEGORY FROM PROP 12 TO SWPE	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0008-13-124	Cat 3 - Prop 12 V2:	\$0	\$11,600,000	\$0	\$0	\$0	\$11,600,000
2036	ROW	0008-13-124	SW ROW:	\$0	\$17,572,000	\$0	\$0	\$0	\$17,572,000
Grand Total:				\$0	\$29,172,000	\$0	\$0	\$0	\$29,172,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0008-13-124	SW PE:	\$0	\$11,600,000	\$0	\$0	\$0	\$11,600,000
2036	ROW	0008-13-124	SW ROW:	\$0	\$17,572,000	\$0	\$0	\$0	\$17,572,000
Grand Total:				\$0	\$29,172,000	\$0	\$0	\$0	\$29,172,000

TIP Code: 14048	Facility: CS	Location/Limits From: ON FAIRWAY DRIVE FROM SH 26	Modification #: 2023-0454
Implementing Agency: GRAPEVINE	Location/Limits To: MARINA DRIVE		
County: TARRANT	CSJ: 0902-90-144		
City: GRAPEVINE	Desc:	WIDEN FROM 2 TO 3 LANES WITH NEW MINIMUM 10 FT SHARED-USE PATH	
	Request:	REVISE SCOPE TO RECONSTRUCT 2 TO 2 LANES INCLUDING SHARED USE PATH AND ROUNDABOUT AT FAIRWAY AND MARINA DRIVE; DELAY CONSTRUCTION TO FY2025, REMOVE CMAQ FUNDING, AND INCREASE STBG FUNDING FOR CONSTRUCTION	
	Comment:	838,288 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CITY OF GRAPEVINE MTP POLICY BUNDLE TDCS	

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-90-144	Cat 3 - TDC (MPO):	\$0	\$0	\$67,788	\$0	\$0	\$0
2021	ENG	0902-90-144	Cat 7:	\$338,940	\$0	\$0	\$0	\$0	\$338,940
Phase Subtotal:				\$338,940	\$0	\$67,788	\$0	\$0	\$338,940
2024	CON	0902-90-144	Cat 3 - TDC (MPO):	\$0	\$0	\$513,252	\$0	\$0	\$0
2024	CON	0902-90-144	Cat 5:	\$117,500	\$0	\$0	\$0	\$0	\$117,500
2024	CON	0902-90-144	STBG:	\$2,448,760	\$0	\$0	\$0	\$0	\$2,448,760
Phase Subtotal:				\$2,566,260	\$0	\$513,252	\$0	\$0	\$2,566,260
Grand Total:				\$2,905,200	\$0	\$0	\$0	\$0	\$2,905,200

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-90-144	Cat 3 - TDC (MPO):	\$0	\$0	\$67,788	\$0	\$0	\$0
2021	ENG	0902-90-144	Cat 7:	\$338,940	\$0	\$0	\$0	\$0	\$338,940
Phase Subtotal:				\$338,940	\$0	\$67,788	\$0	\$0	\$338,940
2024	CON	0902-90-144	Cat 3 - TDC (MPO):	\$0	\$0	\$770,500	\$0	\$0	\$0
2024	CON	0902-90-144	Cat 5:	\$117,500	\$0	\$0	\$0	\$0	\$117,500
2024	CON	0902-90-144	STBG:	\$3,735,000	\$0	\$0	\$0	\$0	\$3,735,000
Phase Subtotal:				\$3,852,500	\$0	\$770,500	\$0	\$0	\$3,852,500
Grand Total:				\$4,191,440	\$0	\$0	\$0	\$0	\$4,191,440

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-90-144	Cat 3 - TDC (MPO):	\$0	\$0	\$67,788	\$0	\$0	\$0
2021	ENG	0902-90-144	Cat 7:	\$338,940	\$0	\$0	\$0	\$0	\$338,940
Phase Subtotal:				\$338,940	\$0	\$67,788	\$0	\$0	\$338,940
2025	CON	0902-90-144	Cat 3 - TDC (MPO):	\$0	\$0	\$770,500	\$0	\$0	\$0
2025	CON	0902-90-144	STBG:	\$3,852,500	\$0	\$0	\$0	\$0	\$3,852,500
Phase Subtotal:				\$3,852,500	\$0	\$770,500	\$0	\$0	\$3,852,500
Grand Total:				\$4,191,440	\$0	\$0	\$0	\$0	\$4,191,440

Revisions since STTC Meeting: **DELAY CONSTRUCTION TO FY2025, REMOVE CMAQ FUNDING, INCREASE STBG FUNDING FOR CONSTRUCTION, REVISE THE SCOPE TO "RECONSTRUCT 2 TO 2 LANES INCLUDING SHARED USE PATH AND ROUNDABOUT AT FAIRWAY AND MARINA DRIVE", AND REVISE THE REQUEST TO REFLECT THE CHANGES.**

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code:	14050	Facility:	CS	Location/Limits From:	EULESS-GRAPEVINE ROAD FROM SH 360	Modification #:	2023-0455
Implementing Agency:	GRAPEVINE	Location/Limits To:	HUGHES ROAD				
County:	TARRANT	CSJ:	0902-90-145				
City:	GRAPEVINE	Desc:	WIDEN FROM 2 TO 4 LANES WITH NEW SIDEWALK AND INSTALL NEW TRAFFIC SIGNAL AT THE INTERSECTION OF SH 360 FRONTAGE ROAD AND EULESS-GRAPEVINE ROAD				
		Request:	REVISE SCOPE TO RECONSTRUCT 2 LANES TO 2 LANES; INCLUDING SIDEWALK AND TRAFFIC SIGNAL IMPROVEMENTS; INCREASE CONSTRUCTION FUNDING IN FY2025				
		Comment:	481,365 OF TRANSPORTATION DEVELOPMENT CREDIT (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CITY OF GRAPEVINE MTP POLICY BUNDLE TDCS; CMAQ FUNDS FOR SHARED-USE PATH ONLY				

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-90-145	Cat 3 - TDC (MPO):	\$0	\$0	\$44,912	\$0	\$0	\$0
2021	ENG	0902-90-145	Cat 7:	\$224,560	\$0	\$0	\$0	\$0	\$224,560
Phase Subtotal:				\$224,560	\$0	\$44,912	\$0	\$0	\$224,560
2024	CON	0902-90-145	Cat 3 - TDC (MPO):	\$0	\$0	\$340,048	\$0	\$0	\$0
2024	CON	0902-90-145	Cat 5:	\$323,000	\$0	\$0	\$0	\$0	\$323,000
2024	CON	0902-90-145	STBG:	\$1,377,240	\$0	\$0	\$0	\$0	\$1,377,240
Phase Subtotal:				\$1,700,240	\$0	\$340,048	\$0	\$0	\$1,700,240
Grand Total:				\$1,924,800	\$0	\$0	\$0	\$0	\$1,924,800

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-90-145	Cat 3 - TDC (MPO):	\$0	\$0	\$44,912	\$0	\$0	\$0
2021	ENG	0902-90-145	Cat 7:	\$224,560	\$0	\$0	\$0	\$0	\$224,560
Phase Subtotal:				\$224,560	\$0	\$44,912	\$0	\$0	\$224,560
2024	CON	0902-90-145	Cat 3 - TDC (MPO):	\$0	\$0	\$436,453	\$0	\$0	\$0
2024	CON	0902-90-145	Cat 5:	\$323,000	\$0	\$0	\$0	\$0	\$323,000
2024	CON	0902-90-145	STBG:	\$1,859,263	\$0	\$0	\$0	\$0	\$1,859,263
Phase Subtotal:				\$2,182,263	\$0	\$436,453	\$0	\$0	\$2,182,263
Grand Total:				\$2,406,823	\$0	\$0	\$0	\$0	\$2,406,823

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-90-145	Cat 3 - TDC (MPO):	\$0	\$0	\$44,912	\$0	\$0	\$0
2021	ENG	0902-90-145	Cat 7:	\$224,560	\$0	\$0	\$0	\$0	\$224,560
Phase Subtotal:				\$224,560	\$0	\$44,912	\$0	\$0	\$224,560
2025	CON	0902-90-145	Cat 3 - TDC (MPO):	\$0	\$0	\$436,453	\$0	\$0	\$0
2025	CON	0902-90-145	Cat 5:	\$323,000	\$0	\$0	\$0	\$0	\$323,000
2025	CON	0902-90-145	STBG:	\$1,859,263	\$0	\$0	\$0	\$0	\$1,859,263
Phase Subtotal:				\$2,182,263	\$0	\$436,453	\$0	\$0	\$2,182,263
Grand Total:				\$2,406,823	\$0	\$0	\$0	\$0	\$2,406,823

Revisions since STTC Meeting: **REVISE SCOPE TO "RECONSTRUCT 2 LANES TO 2 LANES; INCLUDING SIDEWALK AND TRAFFIC SIGNAL IMPROVEMENTS" AND REVISE THE REQUEST TO REFLECT THE CHANGE.**

TIP Code: 40066	Facility: VA	Location/Limits From: COTTON BELT TRAIL (SEGMENT 1) FROM TEXAN TRAIL ROADWAY	Modification #: 2023-0456
Implementing Agency: GRAPEVINE	Location/Limits To: FUTURE DFW STATION		
County: TARRANT	CSJ: 0902-90-171		
City: GRAPEVINE	Desc: CONSTRUCT SHARED-USE PATH		
	Request: CANCEL PROJECT AND REMOVE FROM THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); PROJECT GROUPED UNDER CSJ 5000-00-916		
	Comment: LOCAL CONTRIBUTION TO BE PAID BY GRAPEVINE; PROJECT GROUPED UNDER CSJ 5000-00-916		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	CON	0902-90-171	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$23,786	\$23,786
2023	CON	0902-90-171	Cat 9 TA Set Aside:	\$777,936	\$0	\$0	\$194,484	\$0	\$972,420
Phase Subtotal:				\$777,936	\$0	\$0	\$194,484	\$23,786	\$996,206
Grand Total:				\$777,936	\$0	\$0	\$194,484	\$23,786	\$996,206

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	CON	0902-90-171	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
2023	CON	0902-90-171	Cat 9 TA Set Aside:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

Revisions since STTC Meeting: **REVISE THE REQUEST AND COMMENT TO INDICATE THAT THIS PROJECT IS GROUPED UNDER CSJ 5000-00-916.**

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 53104	Facility: SH 121	Location/Limits From: IH 820 EAST LOOP	Modification #: 2023-0457
Implementing Agency: TXDOT-FORT WORTH	Location/Limits To: SH 183 IN BEDFORD		
County: TARRANT	CSJ: 0364-01-054, 0364-01-162		
City: HURST	Desc: RECONSTRUCT FREEWAY 6 TO 6 MAIN LANES WITH AUXILIARY LANES, 4 TO 6 CONCURRENT HOV/MANAGED LANES, 4/8 CONTINUOUS TO 4/8 LANE CONTINUOUS FRONTAGE ROADS (SEGMENT 1/2W)		
	Request: REVISE SCOPE TO RECONSTRUCT AND WIDEN 4 TO 6 CONCURRENT HOV/MANAGED LANES AND REVISE LIMITS TO SH 121 FROM IH 820 TO FM 157; DELAY ENGINEERING IN FY2022 AND CONSTRUCTION IN FY2023 TO FY2024; REVISE CSJ IN FY2024 FROM 0364-01-054 TO 0364-01-162		
	Comment: PROJECT INCLUDES COSTS OF AN EXISTING PROJECT PROGRAMMED IN FY 2009 THAT HAS BEEN CONSTRUCTED AND A NEW PROJECT THAT WILL BE CONSTRUCTED; LOCAL CONTRIBUTION PAID BY CDA PARTNER		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0364-01-054	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$37,341,115	\$37,341,115
2009	CON	0364-01-054	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$762,063,570	\$762,063,570
2022	ENG	0364-01-054	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2023	CON	0364-01-054	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$81,000,000	\$81,000,000
Grand Total:				\$0	\$0	\$0	\$0	\$882,404,685	\$882,404,685

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0364-01-054	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$37,341,115	\$37,341,115
2009	CON	0364-01-054	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$762,063,570	\$762,063,570
2024	ENG	0364-01-162	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2024	CON	0364-01-162	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$81,000,000	\$81,000,000
Grand Total:				\$0	\$0	\$0	\$0	\$882,404,685	\$882,404,685

Revisions since STTC Meeting: REVISE THE REQUEST TO INDICATE THE CURRENTLY APPROVED FISCAL YEARS FOR ENGINEERING AND CONSTRUCTION. REVISE TO COMMENT TO INDICATE THAT THE LOCAL CONTRIBUTION IS PAID BY CDA PARTNER.

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code:	21055	Facility:	VA	Location/Limits From:	DENTON TO DALLAS TRAIL (DCTA-A TRAIN RAIL) SOUTHERN EXPANSION FROM DCTA HEBRON STATION	Modification #:	2023-0458
Implementing Agency:	LEWISVILLE	Location/Limits To:	CARROLLTON CITY LIMITS				
County:	DENTON	CSJ:	0918-46-331				
City:	LEWISVILLE	Desc:	CONSTRUCT SHARED-USE PATH				
		Request:	INCREASE CONSTRUCTION FUNDING IN FY2026				
		Comment:	601,600 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CITY OF LEWISVILLE MTP POLICY BUNDLE TDCS				

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0918-46-331	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$330,000	\$330,000
2026	CON	0918-46-331	Cat 3 - TDC (MPO):	\$0	\$0	\$480,000	\$0	\$0	\$0
2026	CON	0918-46-331	Cat 5:	\$2,400,000	\$0	\$0	\$0	\$0	\$2,400,000
Phase Subtotal:				\$2,400,000	\$0	\$480,000	\$0	\$0	\$2,400,000
Grand Total:				\$2,400,000	\$0	\$0	\$0	\$330,000	\$2,730,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0918-46-331	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$330,000	\$330,000
2026	CON	0918-46-331	Cat 3 - TDC (MPO):	\$0	\$0	\$601,600	\$0	\$0	\$0
2026	CON	0918-46-331	Cat 5:	\$3,008,000	\$0	\$0	\$0	\$0	\$3,008,000
Phase Subtotal:				\$3,008,000	\$0	\$601,600	\$0	\$0	\$3,008,000
Grand Total:				\$3,008,000	\$0	\$0	\$0	\$330,000	\$3,338,000

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code:	11251.2	Facility:	IH 820	Location/Limits From:	IH 35W	Modification #:	2023-0459
Implementing Agency:	TXDOT-FORT WORTH	Location/Limits To:	SOUTHWESTERN RAILROAD (DART)				
County:	TARRANT	CSJ:	0008-14-059, 0008-14-138				
City:	VARIOUS	Desc:	WIDEN 4 LANE TO 6 MAIN LANES AND 4 CONCURRENT HOV/MANAGED AND 2 LANE EB AND WB FRONTAGE ROADS DISCONTINUOUS AT DART RAILROAD WITH AUXILIARY LANES FOR MAIN LANES AND FRONTAGE ROADS (SEGMENT 1)				
		Request:	REVISE SCOPE TO RECONSTRUCT AND WIDEN 4 GENERAL PURPOSE LANES TO 6 GENERAL PURPOSE LANES AND REVISE LIMITS TO IH 820 FROM IH 35W TO SH121/SH183/SH26; REVISE CSJ IN FY2024 FROM 0008-14-059 TO 0008-14-138; INCREASE LOCAL CONTRIBUTION FUNDING FOR CONSTRUCTION IN FY2024				
		Comment:	PROJECT INCLUDES COSTS OF AN EXISTING PROJECT PROGRAMMED IN FY2009 THAT HAS BEEN CONSTRUCTED AND A NEW PROJECT THAT WILL BE CONSTRUCTED; LOCAL CONTRIBUTION PAID BY CDA PARTNER				

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	CON	0008-14-059	Cat 1:	\$10,033,967	\$2,508,492	\$0	\$0	\$0	\$12,542,459
2009	CON	0008-14-059	Cat 11:	\$1,000,000	\$250,000	\$0	\$0	\$0	\$1,250,000
2009	CON	0008-14-059	Cat 12:	\$16,400,000	\$4,100,000	\$0	\$0	\$0	\$20,500,000
2009	CON	0008-14-059	Cat 2M:	\$92,000,000	\$23,000,000	\$0	\$0	\$0	\$115,000,000
2009	CON	0008-14-059	Cat 7:	\$9,600,000	\$2,400,000	\$0	\$0	\$0	\$12,000,000
Phase Subtotal:				\$129,033,967	\$32,258,492	\$0	\$0	\$0	\$161,292,459
2024	ENG	0008-14-059	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2024	CON	0008-14-059	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$81,000,000	\$81,000,000
Grand Total:				\$129,033,967	\$32,258,492	\$0	\$0	\$83,000,000	\$244,292,459

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	CON	0008-14-059	Cat 1:	\$10,033,967	\$2,508,492	\$0	\$0	\$0	\$12,542,459
2009	CON	0008-14-059	Cat 11:	\$1,000,000	\$250,000	\$0	\$0	\$0	\$1,250,000
2009	CON	0008-14-059	Cat 12:	\$16,400,000	\$4,100,000	\$0	\$0	\$0	\$20,500,000
2009	CON	0008-14-059	Cat 2M:	\$92,000,000	\$23,000,000	\$0	\$0	\$0	\$115,000,000
2009	CON	0008-14-059	Cat 7:	\$9,600,000	\$2,400,000	\$0	\$0	\$0	\$12,000,000
Phase Subtotal:				\$129,033,967	\$32,258,492	\$0	\$0	\$0	\$161,292,459
2024	ENG	0008-14-138	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2024	CON	0008-14-138	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$83,000,000	\$83,000,000
Grand Total:				\$129,033,967	\$32,258,492	\$0	\$0	\$85,000,000	\$246,292,459

Revisions since STTC Meeting: **REVISE COMMENT TO IDENTIFY THAT THE LOCAL CONTRIBUTION WILL BE PAID BY A CDA PARTNER.**

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25082	Facility: IH 20	Location/Limits From: RANCH HOUSE ROAD	Modification #: 2023-0460
Implementing Agency: TXDOT-FORT WORTH	Location/Limits To: FM 1187		
County: PARKER	CSJ: 0008-03-140		
City: ALEDO	Desc: CONSTRUCT WILLOW PARK ENTRANCE RAMP		
	Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0008-03-140	SW PE:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2026	CON	0008-03-140	STBG:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
Grand Total:				\$5,600,000	\$1,400,000	\$0	\$0	\$0	\$7,000,000

Revisions since STTC Meeting: REVISE THE TIP CODE NUMBER.

TIP Code: 12242	Facility: SH 121	Location/Limits From: SH 289 INTERCHANGE	Modification #: 2023-0466
Implementing Agency: PLANO	CSJ: N/A		
County: COLLIN	Desc: CONSTRUCT TURN LINES, RECONSTRUCT TEXAS U-TURN, CONSTRUCT SIDE/LEFT IMPROVEMENTS AND RECONSTRUCT TRAFFIC SIGNALS		
City: PLANO	Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) TO UTILIZE BALANCE OF MTP POLICY BUNDLE TDCS		
	Comment: 660,000 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CITY OF PLANO MTP POLICY BUNDLE TDCS		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	CON	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$660,000	\$0	\$0	\$0
2024	CON	N/A	STBG:	\$3,300,000	\$0	\$0	\$0	\$0	\$3,300,000
Phase Subtotal:				\$3,300,000	\$0	\$660,000	\$0	\$0	\$3,300,000
Grand Total:				\$3,300,000	\$0	\$0	\$0	\$0	\$3,300,000

Revisions since STTC Meeting: PROJECT NOT SELECTED FOR FUNDING AND TO UTILIZE BALANCE OF CITY OF PLANO MTP POLICY BUNDLE TDCS IN FAVOR OF INTERSECTION IMPROVEMENTS IDENTIFIED IN MODIFICATION 2023-0467 CONTAINED WITHIN THIS DOCUMENT.

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code:	25109	Facility:	VA	Location/Limits From:	ON SH 121 FR FROM SPRING CREEK TO CUSTER, US 75 FR FROM PLANO PKWY TO LEGACY DR, COIT ROAD AT SPRING CREEK PKWY,	Modification #:	2023-0467
Implementing Agency:	PLANO	Location/Limits To:	PGBT FR FROM PRESTON RD TO ALMA DR, DALLAS PKWY FROM PLANO PKWY TO HEADQUARTERS DR, AND PRESTON ROAD AT LEGACY DR				
County:	COLLIN	CSJ:	0918-24-301				
City:	PLANO	Desc:	CONSTRUCT INTERSECTION IMPROVEMENTS, INCLUDING RIGHT AND LEFT TURN LANES, TRAFFIC SIGNAL IMPROVEMENTS, SIDEWALKS, ADA RAMPS, CROSSWALKS, PEDESTRIAN SIGNALS, PAVEMENT MARKINGS, AND SIGNAGE IMPROVEMENTS AT DIAMOND INTERSECTIONS TO ENHANCE SAFETY				
		Request:	ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) TO UTILIZE BALANCE OF CITY OF PLANO MTP POLICY BUNDLE TDCS				
		Comment:	1,035,000 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CITY OF PLANO MTP POLICY BUNDLE TDCS				

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	CON	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$1,035,000	\$0	\$0	\$0
2025	CON	N/A	STBG:	\$5,175,000	\$0	\$0	\$0	\$0	\$5,175,000
Phase Subtotal:				\$5,175,000	\$0	\$1,035,000	\$0	\$0	\$5,175,000
Grand Total:				\$5,175,000	\$0	\$0	\$0	\$0	\$5,175,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	CON	0918-24-301	Cat 3 - TDC (MPO):	\$0	\$0	\$1,035,000	\$0	\$0	\$0
2026	CON	0918-24-301	STBG:	\$5,175,000	\$0	\$0	\$0	\$0	\$5,175,000
Phase Subtotal:				\$5,175,000	\$0	\$1,035,000	\$0	\$0	\$5,175,000
Grand Total:				\$5,175,000	\$0	\$0	\$0	\$0	\$5,175,000

Revisions since STTC Meeting: DELAY CONSTRUCTION TO FY2026 AND REVISE THE REQUEST TO REFLECT THE CHANGE. REVISE THE COMMENT TO NOTE THE NUMBER OF TRANSPORTATION DEVELOPMENT CREDITS (TDCS). REVISE THE TIP CODE NUMBER AND ADD CSJ 0918-24-301.

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25072.3 **Facility:** VA **Location/Limits From:** NORTH TEXAS MOVES WESTERN SUBREGION TRE PROJECT FROM HANDLEY EDERVILLE ROAD **Modification #:** 2023-0470

Implementing Agency: NCTCOG **Location/Limits To:** PRECINCT LINE ROAD

County: TARRANT **CSJ:** 0902-00-321

City: VARIOUS **Desc:** REPLACE BRIDGES AT WALKERS CREEK AND MESQUITE CREEK; AND CONSTRUCT 2.4 MILES OF NEW SECOND TRACK FROM EAST OF HANDLEY EDERVILLE ROAD TO EAST OF PRECINCT LINE ROAD

Request: INCREASE LOCAL CONTRIBUTION FUNDING IN FY2022 TO MATCH EXECUTED AGREEMENT

Comment: FY2020 BUILD GRANT; LOCAL CONTRIBUTION PAID BY TRINITY METRO

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	TRANS	0902-00-321	Cat 3 - Build Grant:	\$15,000,000	\$0	\$0	\$0	\$3,750,000	\$18,750,000
2022	TRANS	0902-00-321	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$10,250,000	\$10,250,000
Phase Subtotal:				\$15,000,000	\$0	\$0	\$0	\$14,000,000	\$29,000,000
Grand Total:				\$15,000,000	\$0	\$0	\$0	\$14,000,000	\$29,000,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	TRANS	0902-00-321	Cat 3 - Build Grant:	\$15,000,000	\$0	\$0	\$0	\$3,750,000	\$18,750,000
2022	TRANS	0902-00-321	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$14,850,000	\$14,850,000
Phase Subtotal:				\$15,000,000	\$0	\$0	\$0	\$18,600,000	\$33,600,000
Grand Total:				\$15,000,000	\$0	\$0	\$0	\$18,600,000	\$33,600,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	TRANS	0902-00-321	Cat 3 - Build Grant:	\$15,000,000	\$0	\$0	\$3,750,000	\$0	\$18,750,000
2022	TRANS	0902-00-321	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$14,850,000	\$14,850,000
Phase Subtotal:				\$15,000,000	\$0	\$0	\$3,750,000	\$14,850,000	\$33,600,000
Grand Total:				\$15,000,000	\$0	\$0	\$3,750,000	\$14,850,000	\$33,600,000

Revisions since STTC Meeting: REVISE THE COMMENT TO INDICATE THAT THIS PROJECT WAS A PART OF THE FY2020 BUILD GRANT. CHANGE THE MATCH FOR THE BUILD GRANT FUNDING FROM LOCAL CONTRIBUTION TO LOCAL MATCH.

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code:	11654.2	Facility:	VA	Location/Limits From:	TECHNICAL AND LEGAL SUPPORT FOR INNOVATIVE FINANCING ON TRANSPORTATION AND AIR QUALITY PROJECTS IN THE DALLAS-	Modification #:	2023-0471
Implementing Agency:	NCTCOG	Location/Limits To:	FORT WORTH REGION				
County:	VARIOUS	CSJ:	0918-00-416				
City:	VARIOUS	Desc:	INCLUDING RESEARCHING, DEVELOPING, AND NEGOTIATING LEGAL MECHANISMS TO IMPLEMENT PROGRAMS AND INITIATIVES TO ENSURE COMPLIANCE WITH FEDERAL, STATE, AND POLICY BODY REQUIREMENTS; CSJ 0918-00-416 COVERS FUNDING FOR FY2023, FY2024, FY2025, AND FY2026				
		Request:	ADD FUNDING TO FY2025; REVISE LIMITS TO TECHNICAL EXPERTISE, ASSISTANCE FOR SURFACE TRANSPORTATION PLANNING PROJECTS AND LEGAL SUPPORT FOR INNOVATIVE FINANCING ON TRANSPORTATION AND AIR QUALITY PROJECTS IN THE DALLAS-FORT WORTH REGION; THIS PROJECT COVERS FUNDING FOR FY2023, FY2024, FY2025, AND FY2026				
		Comment:	RELATED TO TIP 11654.1/CSJ 0902-00-236				

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	IMP	0918-00-416	Cat 3 - RTR 121 - East Set Aside 2:	\$0	\$0	\$445,000	\$0	\$0	\$445,000
Grand Total:				\$0	\$0	\$445,000	\$0	\$0	\$445,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	IMP	0918-00-416	Cat 3 - RTR 121 - East Set Aside 2:	\$0	\$0	\$745,000	\$0	\$0	\$745,000
Grand Total:				\$0	\$0	\$745,000	\$0	\$0	\$745,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	IMP	0918-00-416	Cat 3 - RTR 121 - East Set Aside 2:	\$0	\$0	\$445,000	\$0	\$0	\$445,000
2025	IMP	0918-00-416	Cat 3 - RTR 121 - East Set Aside 2:	\$0	\$0	\$300,000	\$0	\$0	\$300,000
Grand Total:				\$0	\$0	\$745,000	\$0	\$0	\$745,000

Revisions since STTC Meeting: ADD NEW COMMENT TO NOTE THAT THIS PROJECT IS RELATED TO TIP 11654.1/CSJ 0902-00-236. REVISE FUNDING AS \$445,000 IN FY2023 AND \$300,000 IN FY2025 WITH A NEW CSJ. REVISE REQUEST TO NOTE CHANGE.

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13033.6	Facility: IH 35E	Location/Limits From: NORTH TEXAS BLVD	Modification #: 2023-0474
Implementing Agency: TXDOT-DALLAS		Location/Limits To: IH 35W	
County: DENTON	CSJ: 0195-03-099		
City: VARIOUS	Desc:	RECONSTRUCT INTERCHANGE AND EXISTING 4 LANE CONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS (FACILITY TRANSITION AREA)	
	Request:	REVISE CONSTRUCTION FUNDING IN FY2024 TO INCREASE CAT 12 AND DECREASE CAT 11 FOR AN NO OVERALL CHANGE TO TOTAL FUNDING	
	Comment:	REGIONAL 10-YEAR PLAN PROJECT; LET DATE IS 11/2023 WITH 30 MONTH CONSTRUCTION DURATION	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ROW	0195-03-099	SW ROW:	\$7,887,821	\$876,424	\$0	\$0	\$0	\$8,764,245
2021	ENG	0195-03-099	SW PE:	\$0	\$2,228,174	\$0	\$0	\$0	\$2,228,174
2024	UTIL	0195-03-099	SW ROW:	\$4,950,000	\$550,000	\$0	\$0	\$0	\$5,500,000
2024	CON	0195-03-099	Cat 11:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2024	CON	0195-03-099	Cat 12:	\$7,050,324	\$1,762,581	\$0	\$0	\$0	\$8,812,905
2024	CON	0195-03-099	Cat 2M:	\$28,006,655	\$7,001,664	\$0	\$0	\$0	\$35,008,319
2024	CON	0195-03-099	Cat 4:	\$25,115,279	\$6,278,820	\$0	\$0	\$0	\$31,394,099
Phase Subtotal:				\$68,172,258	\$17,043,065	\$0	\$0	\$0	\$85,215,323
Grand Total:				\$81,010,079	\$20,697,663	\$0	\$0	\$0	\$101,707,742

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ROW	0195-03-099	SW ROW:	\$7,887,821	\$876,424	\$0	\$0	\$0	\$8,764,245
2021	ENG	0195-03-099	SW PE:	\$0	\$2,228,174	\$0	\$0	\$0	\$2,228,174
2024	UTIL	0195-03-099	SW ROW:	\$4,950,000	\$550,000	\$0	\$0	\$0	\$5,500,000
2024	CON	0195-03-099	Cat 11:	\$0	\$0	\$0	\$0	\$0	\$0
2024	CON	0195-03-099	Cat 12:	\$15,050,324	\$3,762,581	\$0	\$0	\$0	\$18,812,905
2024	CON	0195-03-099	Cat 2M:	\$28,006,655	\$7,001,664	\$0	\$0	\$0	\$35,008,319
2024	CON	0195-03-099	Cat 4:	\$25,115,279	\$6,278,820	\$0	\$0	\$0	\$31,394,099
Phase Subtotal:				\$68,172,258	\$17,043,065	\$0	\$0	\$0	\$85,215,323
Grand Total:				\$81,010,079	\$20,697,663	\$0	\$0	\$0	\$101,707,742

Revisions since STTC Meeting: REVISE THE COMMENT TO INDICATE THAT THE LET DATE IS 11/2023 WITH 30 MONTH CONSTRUCTION DURATION.

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55290	Facility: SS 557	Location/Limits From: US 80	Modification #: 2023-0477
Implementing Agency: TXDOT-DALLAS	Location/Limits To: IH 20		
County: KAUFMAN	CSJ: 0495-01-081		
City: TERRELL	Desc:	RECONSTRUCT AND WIDEN 4 TO 6 MAIN LANES AND RECONSTRUCT 2/4 LANE DISCONTINUOUS TO 4/6 LANE DISCONTINUOUS FRONTAGE ROADS AND RECONSTRUCT IH 20 AND US 80 INTERCHANGES	
	Request:	CANCEL PROJECT AND REMOVE FROM THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) SINCE DUPLICATE OF TIP 55296 WITH THE SAME CSJ	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	0495-01-081	SW PE:	\$0	\$15,120,000	\$0	\$0	\$0	\$15,120,000
2027	ROW	0495-01-081	SW ROW:	\$53,760,000	\$6,720,000	\$0	\$6,720,000	\$0	\$67,200,000
Grand Total:				\$53,760,000	\$21,840,000	\$0	\$6,720,000	\$0	\$82,320,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	0495-01-081	SW PE:	\$0	\$0	\$0	\$0	\$0	\$0
2027	ROW	0495-01-081	SW ROW:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55304

Facility: IH 635

Location/Limits From: AT US 75

Modification #: 2023-0479

Implementing Agency: TXDOT-DALLAS

County: DALLAS

CSJ: 0047-07-249

Desc: OPERATIONAL IMPROVEMENT (CONSTRUCT RAMP MODIFICATIONS AND ADD AUXILIARY LANES) FOR IMPROVED WEAVING AND LANE BALANCE

Request: REVISE LIMITS TO US 75 FROM SOUTH OF ROYAL LANE TO CHURCHHILL WAY; REVISE FUNDING SHARES FOR UTILITIES TO INCLUDE LOCAL MATCH; REVISE CSJ FROM 2374-01-195 TO 0047-07-249

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	2374-01-195	SW PE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2024	UTIL	2374-01-195	SW ROW:	\$9,900,000	\$1,100,000	\$0	\$0	\$0	\$11,000,000
Grand Total:				\$9,900,000	\$3,100,000	\$0	\$0	\$0	\$13,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0047-07-249	SW PE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2024	UTIL	0047-07-249	SW ROW:	\$8,800,000	\$1,100,000	\$0	\$1,100,000	\$0	\$11,000,000
Grand Total:				\$8,800,000	\$3,100,000	\$0	\$1,100,000	\$0	\$13,000,000

Revisions since STTC Meeting: UPDATE REQUEST TO INCLUDE "REVISE FUNDING SHARES FOR UTILITIES TO INCLUDE LOCAL MATCH."

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code:	25093.3	Facility:	VA	Location/Limits From:	DEEP ELLUM RIDESHARE PLAZA; NORTHEAST CORNER OF N. GOOD LATIMER	Modification #:	2023-0488
Implementing Agency:	DART	Location/Limits To:	AT MONUMENT STREET				
County:	DALLAS	CSJ:	0918-47-361				
City:	DALLAS	Desc:	CONSTRUCT DEEP ELLUM RIDESHARE PLAZA TO PROVIDE OFF-STREET PASSENGER PICK-UP/DROP-OFF AREA FOR TRANSPORTATION NETWORK COMPANIES IN ORDER TO IMPROVE TRAFFIC FLOW IN DEEP ELLUM				
		Request:	DELAY FUNDING FROM FY2022 TO FY2025; REVISE IMPLEMENTING AGENCY TO CITY OF DALLAS AND CHANGE PHASE TO CONSTRUCTION; ADD ENGINEERING FUNDING IN FY2025 AND INCREASE CONSTRUCTION FUNDING IN FY2026				
		Comment:	80,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL				

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	TRANS	0918-47-361	Cat 5:	\$320,000	\$0	\$0	\$80,000	\$0	\$400,000
Grand Total:				\$320,000	\$0	\$0	\$80,000	\$0	\$400,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	TRANS	0918-47-361	Cat 5:	\$320,000	\$0	\$0	\$80,000	\$0	\$400,000
Grand Total:				\$320,000	\$0	\$0	\$80,000	\$0	\$400,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0918-47-361	Cat 3 - TDC (MPO):	\$0	\$0	\$20,000	\$0	\$0	\$0
2025	ENG	0918-47-361	Cat 5:	\$100,000	\$0	\$0	\$0	\$0	\$100,000
Phase Subtotal:				\$100,000	\$0	\$20,000	\$0	\$0	\$100,000
2025	CON	0918-47-361	Cat 5:	\$400,000	\$0	\$0	\$0	\$0	\$400,000
2026	CON	0918-47-361	Cat 3 - TDC (MPO):	\$0	\$0	\$60,000	\$0	\$0	\$0
2026	CON	0918-47-361	Cat 5:	\$300,000	\$0	\$0	\$0	\$0	\$300,000
Phase Subtotal:				\$300,000	\$0	\$60,000	\$0	\$0	\$300,000
Grand Total:				\$800,000	\$0	\$0	\$0	\$0	\$800,000

Revisions since STTC Meeting: DELAY CONSTRUCTION TO FY2026, CHANGE THE IMPLEMENTING AGENCY TO THE CITY OF DALLAS, CHANGE PHASE FROM TRANSFER TO CONSTRUCTION, ADD ENGINEERING PHASE, INCREASE CONSTRUCTION FUNDING, ADD TDCS IN LIEU OF LOCAL MATCH, AND REVISE THE REQUEST TO REFLECT THE CHANGE.

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11639.1	Facility: VA	Location/Limits From: DCTA VANPOOL PROGRAM	Modification #: 2023-0489
Implementing Agency: DCTA			
County: DENTON	CSJ: 0918-46-312, 0918-46-313, 0918-46-314, 0918-46-344		
City: VARIOUS	Desc: OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE		
	Request: DELAY FUNDING FROM FY2022 TO FY2024 AND ADD PROJECT TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		
	Comment: LOCAL CONTRIBUTION PAID BY DCTA; FEDERAL PARTICIPATION CAPPED AT 50%; FY2024 ENTRY INCLUDES FY2022, FY2024, AND FY2025 FUNDS; PROJECT CAN BE FOUND IN 5.05 CONGESTION MANAGEMENT PLANNING AND OPERATIONS OF THE 2022-2023 UPWP AMENDMENT #5		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	TRANS	0918-46-312	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$226,200	\$226,200
2020	TRANS	0918-46-312	STBG:	\$301,600	\$0	\$0	\$75,400	\$0	\$377,000
Phase Subtotal:				\$301,600	\$0	\$0	\$75,400	\$226,200	\$603,200
2022	TRANS	0918-46-313	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$245,700	\$245,700
2022	TRANS	0918-46-313	STBG:	\$327,600	\$0	\$0	\$81,900	\$0	\$409,500
2022	TRANS	0918-46-314	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$273,000	\$273,000
2022	TRANS	0918-46-314	STBG:	\$364,000	\$0	\$0	\$91,000	\$0	\$455,000
Phase Subtotal:				\$691,600	\$0	\$0	\$172,900	\$518,700	\$1,383,200
2024	TRANS	0918-46-344	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$937,500	\$937,500
2024	TRANS	0918-46-344	STBG:	\$1,250,000	\$0	\$0	\$312,500	\$0	\$1,562,500
Phase Subtotal:				\$1,250,000	\$0	\$0	\$312,500	\$937,500	\$2,500,000
Grand Total:				\$2,243,200	\$0	\$0	\$560,800	\$1,682,400	\$4,486,400

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	TRANS	0918-46-312	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$226,200	\$226,200
2020	TRANS	0918-46-312	STBG:	\$301,600	\$0	\$0	\$75,400	\$0	\$377,000
Phase Subtotal:				\$301,600	\$0	\$0	\$75,400	\$226,200	\$603,200
2024	TRANS	0918-46-313	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$245,700	\$245,700
2024	TRANS	0918-46-313	STBG:	\$327,600	\$0	\$0	\$81,900	\$0	\$409,500
2024	TRANS	0918-46-314	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$273,000	\$273,000
2024	TRANS	0918-46-314	STBG:	\$364,000	\$0	\$0	\$91,000	\$0	\$455,000
2024	TRANS	0918-46-344	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$937,500	\$937,500
2024	TRANS	0918-46-344	STBG:	\$1,250,000	\$0	\$0	\$312,500	\$0	\$1,562,500
Phase Subtotal:				\$1,941,600	\$0	\$0	\$485,400	\$1,456,200	\$3,883,200
Grand Total:				\$2,243,200	\$0	\$0	\$560,800	\$1,682,400	\$4,486,400

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25072 **Facility:** VA **Location/Limits From:** ON THE TRE FROM NOBLE BRANCH **Modification #:** 2023-0490
Implementing Agency: DART **Location/Limits To:** WEST OF MEDICAL DISTRICT DRIVE
County: DALLAS **CSJ:** 0018-00-390, 0018-00-386
City: DALLAS **Desc:** ADD TRACK TO CREATE A DOUBLE TRACKED SECTION OF THE TRAIL RESULTING IN FASTER SPEEDS AND REDUCED DELAY FOR PASSENGERS
Request: UPDATE CSJ FROM 0000-18-110 TO CSJ 0918-47-386 AND DELAY FROM FY2022 TO FY2023
Comment: RELATED TO FY2018 BUILD GRANT; RELATED TO 25072.1/0918-00-367 AND 25072.3/0902-00-321

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	TRANS	0000-18-110	Cat 5:	\$750,000	\$0	\$0	\$187,500	\$0	\$937,500
2023	TRANS	0918-00-390	Cat 5:	\$1,250,000	\$0	\$0	\$312,500	\$0	\$1,562,500
Grand Total:				\$2,000,000	\$0	\$0	\$500,000	\$0	\$2,500,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	TRANS	0918-47-386	Cat 5:	\$750,000	\$0	\$0	\$187,500	\$0	\$937,500
2024	TRANS	0918-00-390	Cat 5:	\$1,250,000	\$0	\$0	\$312,500	\$0	\$1,562,500
Grand Total:				\$2,000,000	\$0	\$0	\$500,000	\$0	\$2,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	TRANS	0918-00-390	Cat 5:	\$1,250,000	\$0	\$0	\$312,500	\$0	\$1,562,500
2023	TRANS	0918-47-386	Cat 5:	\$750,000	\$0	\$0	\$187,500	\$0	\$937,500
Phase Subtotal:				\$2,000,000	\$0	\$0	\$500,000	\$0	\$2,500,000
Grand Total:				\$2,000,000	\$0	\$0	\$500,000	\$0	\$2,500,000

Revisions since STTC Meeting: **WITHDRAW AS MAY 2023 MODIFICATION FIXED PROJECTS NEEDS.**

TIP Code: 55224 **Facility:** IH 30 **Location/Limits From:** EAST OF FM 1565 **Modification #:** 2023-0492
Implementing Agency: TXDOT-PARIS **Location/Limits To:** EAST OF FM 36
County: HUNT **CSJ:** 0009-13-168
City: VARIOUS **Desc:** RECONSTRUCT OVERPASS
Request: DELAY CONSTRUCTION TO FY2024; INCREASE CAT 2 AND CAT 12 FUNDING
Comment: REGIONAL 10-YEAR PLAN PROJECT

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0009-13-168	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2021	ROW	0009-13-168	SW ROW:	\$2,940,000	\$621,000	\$0	\$0	\$0	\$3,561,000
2023	UTIL	0009-13-168	SW ROW:	\$480,000	\$101,400	\$0	\$0	\$0	\$581,400
2023	CON	0009-13-168	Cat 12:	\$20,800,000	\$5,200,000	\$0	\$0	\$0	\$26,000,000
2023	CON	0009-13-168	Cat 2M:	\$9,459,621	\$2,364,905	\$0	\$0	\$0	\$11,824,526
2023	CON	0009-13-168	Cat 4:	\$6,698,762	\$1,674,690	\$0	\$0	\$0	\$8,373,452
Phase Subtotal:				\$36,958,383	\$9,239,595	\$0	\$0	\$0	\$46,197,978
Grand Total:				\$40,378,383	\$10,961,995	\$0	\$0	\$0	\$51,340,378

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0009-13-168	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2021	ROW	0009-13-168	SW ROW:	\$2,940,000	\$621,000	\$0	\$0	\$0	\$3,561,000
2023	UTIL	0009-13-168	SW ROW:	\$480,000	\$101,400	\$0	\$0	\$0	\$581,400
2024	CON	0009-13-168	Cat 12:	\$39,677,450	\$9,919,362	\$0	\$0	\$0	\$49,596,812
2024	CON	0009-13-168	Cat 2M:	\$10,951,887	\$2,737,971	\$0	\$0	\$0	\$13,689,858
2024	CON	0009-13-168	Cat 4:	\$6,698,762	\$1,674,690	\$0	\$0	\$0	\$8,373,452
Phase Subtotal:				\$57,328,099	\$14,332,023	\$0	\$0	\$0	\$71,660,122
Grand Total:				\$60,748,099	\$16,054,423	\$0	\$0	\$0	\$76,802,522

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0009-13-168	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2021	ROW	0009-13-168	SW ROW:	\$2,940,000	\$621,000	\$0	\$0	\$0	\$3,561,000
2023	UTIL	0009-13-168	SW ROW:	\$480,000	\$101,400	\$0	\$0	\$0	\$581,400
2024	CON	0009-13-168	Cat 12:	\$39,677,450	\$9,919,362	\$0	\$0	\$0	\$49,596,812
2024	CON	0009-13-168	Cat 2M:	\$10,951,887	\$2,737,972	\$0	\$0	\$0	\$13,689,859
2024	CON	0009-13-168	Cat 4:	\$6,698,762	\$1,674,690	\$0	\$0	\$0	\$8,373,452
Phase Subtotal:				\$57,328,099	\$14,332,024	\$0	\$0	\$0	\$71,660,123
Grand Total:				\$60,748,099	\$16,054,424	\$0	\$0	\$0	\$76,802,523

Revisions since STTC Meeting: INCREASE CAT 2M FUNDING BY \$1 DUE TO ROUNDING.

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55225	Facility: IH 30	Location/Limits From: EAST OF CR 2511	Modification #: 2023-0493
Implementing Agency: TXDOT-PARIS		Location/Limits To: EAST OF FM 1565	
County: HUNT	CSJ: 0009-13-169		
City: VARIOUS	Desc: RECONSTRUCT OVERPASS		
	Request: DELAY CONSTRUCTION TO FY2024; INCREASE CAT 2 AND CAT 12 FUNDING		
	Comment: REGIONAL 10-YEAR PLAN PROJECT		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0009-13-169	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2020	ROW	0009-13-169	SW ROW:	\$1,680,000	\$354,900	\$0	\$0	\$0	\$2,034,900
2023	UTIL	0009-13-169	SW ROW:	\$480,000	\$101,400	\$0	\$0	\$0	\$581,400
2023	CON	0009-13-169	Cat 12:	\$20,800,000	\$5,200,000	\$0	\$0	\$0	\$26,000,000
2023	CON	0009-13-169	Cat 2M:	\$1,059,030	\$264,758	\$0	\$0	\$0	\$1,323,788
2023	CON	0009-13-169	Cat 4:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
Phase Subtotal:				\$25,859,030	\$6,464,758	\$0	\$0	\$0	\$32,323,788
Grand Total:				\$28,019,030	\$7,921,058	\$0	\$0	\$0	\$35,940,088

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0009-13-169	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2020	ROW	0009-13-169	SW ROW:	\$1,680,000	\$354,900	\$0	\$0	\$0	\$2,034,900
2023	UTIL	0009-13-169	SW ROW:	\$480,000	\$101,400	\$0	\$0	\$0	\$581,400
2024	CON	0009-13-169	Cat 12:	\$36,889,070	\$9,222,267	\$0	\$0	\$0	\$46,111,337
2024	CON	0009-13-169	Cat 2M:	\$1,456,167	\$364,042	\$0	\$0	\$0	\$1,820,209
2024	CON	0009-13-169	Cat 4:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
Phase Subtotal:				\$42,345,237	\$10,586,309	\$0	\$0	\$0	\$52,931,546
Grand Total:				\$44,505,237	\$12,042,609	\$0	\$0	\$0	\$56,547,846

TIP Code: 55226	Facility: IH 30	Location/Limits From: WEST OF CR 2511	Modification #: 2023-0494
Implementing Agency: TXDOT-PARIS		Location/Limits To: EAST OF CR 2511	
County: HUNT	CSJ: 0009-13-170		
City: VARIOUS	Desc: CONSTRUCT NEW INTERCHANGE		
	Request: DELAY CONSTRUCTION TO FY2024; INCREASE CAT 2 AND CAT 12 FUNDING		
	Comment: REGIONAL 10-YEAR PLAN PROJECT		

PROPOSED AUGUST 2023 TIP MODIFICATIONS FOR RTC MEETING

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0009-13-170	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2020	ROW	0009-13-170	SW ROW:	\$1,680,000	\$354,900	\$0	\$0	\$0	\$2,034,900
2023	UTIL	0009-13-170	SW ROW:	\$480,000	\$101,400	\$0	\$0	\$0	\$581,400
2023	CON	0009-13-170	Cat 12:	\$24,960,000	\$6,240,000	\$0	\$0	\$0	\$31,200,000
2023	CON	0009-13-170	Cat 2M:	\$71,946	\$17,986	\$0	\$0	\$0	\$89,932
2023	CON	0009-13-170	Cat 4:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
Phase Subtotal:				\$29,031,946	\$7,257,986	\$0	\$0	\$0	\$36,289,932
Grand Total:				\$31,191,946	\$8,714,286	\$0	\$0	\$0	\$39,906,232

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0009-13-170	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2020	ROW	0009-13-170	SW ROW:	\$1,680,000	\$354,900	\$0	\$0	\$0	\$2,034,900
2023	UTIL	0009-13-170	SW ROW:	\$480,000	\$101,400	\$0	\$0	\$0	\$581,400
2024	CON	0009-13-170	Cat 12:	\$42,477,018	\$10,619,254	\$0	\$0	\$0	\$53,096,272
2024	CON	0009-13-170	Cat 2M:	\$89,422	\$22,355	\$0	\$0	\$0	\$111,777
2024	CON	0009-13-170	Cat 4:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
Phase Subtotal:				\$46,566,440	\$11,641,609	\$0	\$0	\$0	\$58,208,049
Grand Total:				\$48,726,440	\$13,097,909	\$0	\$0	\$0	\$61,824,349

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0009-13-170	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2020	ROW	0009-13-170	SW ROW:	\$1,680,000	\$354,900	\$0	\$0	\$0	\$2,034,900
2023	UTIL	0009-13-170	SW ROW:	\$480,000	\$101,400	\$0	\$0	\$0	\$581,400
2024	CON	0009-13-170	Cat 12:	\$42,477,018	\$10,619,254	\$0	\$0	\$0	\$53,096,272
2024	CON	0009-13-170	Cat 2M:	\$89,422	\$22,356	\$0	\$0	\$0	\$111,778
2024	CON	0009-13-170	Cat 4:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
Phase Subtotal:				\$46,566,440	\$11,641,610	\$0	\$0	\$0	\$58,208,050
Grand Total:				\$48,726,440	\$13,097,910	\$0	\$0	\$0	\$61,824,350

Revisions since STTC Meeting: INCREASE CAT 2M FUNDING BY \$1 DUE TO ROUNDING.

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	

IMPLEMENTING AGENCY:	Identifies the lead public agency or municipality responsible for the project.
APPORTIONMENT YEAR:	Identifies the apportionment year in which funds were committed to the project.
MODIFICATION #:	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
REQUEST:	Describes the action being requested through the modification.
UZA:	Identifies the Urbanized Area in which the project is located.
COMMENT:	States any comments related to the project.
FUNDING SOURCE:	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: www.nctcog.org/trans/funds/transportation-improvement-program
CURRENTLY APPROVED FUNDING TABLE:	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.
REVISION REQUESTED FUNDING TABLE:	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.

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

PROPOSED AUGUST 2023 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2023-0480

Request: REVISE FY2019 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 252,934 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

<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>
12206.19	PROJECT ADMINISTRATION	2020	CAPITAL	\$399,396	\$0	\$0	\$0	79,880	\$399,396
12576.19	PURCHASE REPLACEMENT VEHICLES	2023	CAPITAL	\$471,039	\$0	\$0	\$0	70,656	\$471,039
12813.19	GENERAL PLANNING	2020	PLANNING	\$100,000	\$0	\$0	\$0	20,000	\$100,000
12870.19	MOBILITY MANAGEMENT	2020	CAPITAL	\$399,396	\$0	\$0	\$0	79,880	\$399,396
12900.19	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	2019	CAPITAL	\$595,696	\$0	\$0	\$0	119,139	\$595,696
TOTAL:				\$1,965,527	\$0	\$0	\$0	369,555	\$1,965,527

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

<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>	<u>BY PROJECT</u>
12206.19	PROJECT ADMINISTRATION	2019	CAPITAL	\$399,396	\$0	\$0	\$0	79,880	\$399,396	NO CHANGE
12576.19	PURCHASE REPLACEMENT VEHICLES	2023	CAPITAL	\$471,039	\$0	\$0	\$0	70,656	\$471,039	NO CHANGE
12813.19	GENERAL PLANNING	2019	PLANNING	\$112,589	\$0	\$0	\$0	22,518	\$112,589	INCREASE FUNDING
12870.19	MOBILITY MANAGEMENT	2019	CAPITAL	\$399,396	\$0	\$0	\$0	79,880	\$399,396	NO CHANGE
12900.19	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	2019	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$1,382,420	\$0	\$0	\$0	252,934	\$1,382,420	

PROPOSED AUGUST 2023 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2023-0481

Request: REVISE FY2020 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 357,488 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

<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>
12206.20	PROJECT ADMINISTRATION	2021	CAPITAL	\$412,511	\$0	\$0	\$0	82,503	\$412,511
12813.20	GENERAL PLANNING	2021	PLANNING	\$100,000	\$0	\$0	\$0	20,000	\$100,000
12870.20	MOBILITY MANAGEMENT	2021	CAPITAL	\$412,511	\$0	\$0	\$0	82,503	\$412,511
12900.20	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	2021	CAPITAL	\$1,650,047	\$0	\$0	\$412,512	0	\$2,062,559
TOTAL:				\$2,575,069	\$0	\$0	\$412,512	185,006	\$2,987,581

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

<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>	<u>BY PROJECT</u>
12206.20	PROJECT ADMINISTRATION	2021	CAPITAL	\$412,511	\$0	\$0	\$0	82,503	\$412,511	NO CHANGE
12576.20	PURCHASE REPLACEMENT VEHICLES	2023	CAPITAL	\$900,000	\$0	\$0	\$0	135,000	\$900,000	ADD PROJECT (MPO TDCs) - GROUPED UNDER CSJ 5000-00-918
12813.20	GENERAL PLANNING	2021	PLANNING	\$287,411	\$0	\$0	\$0	57,482	\$287,411	INCREASE FUNDING
12870.20	MOBILITY MANAGEMENT	2021	CAPITAL	\$412,511	\$0	\$0	\$0	82,503	\$412,511	NO CHANGE
12900.20	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	2021	CAPITAL	\$562,636	\$0	\$0	\$140,659	0	\$703,295	DECREASE FUNDING
TOTAL:				\$2,575,069	\$0	\$0	\$140,659	357,488	\$2,715,728	

PROPOSED AUGUST 2023 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0482

Request: REVISE FY2022 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 259,122 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

<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>
12206.22	PROJECT ADMINISTRATION	2023	CAPITAL	\$552,403	\$0	\$0	\$0	110,481	\$552,403
12576.22	PURCHASE REPLACEMENT VEHICLES	2023	CAPITAL	\$900,000	\$0	\$0	\$0	135,000	\$900,000
12813.22	GENERAL PLANNING	2023	CAPITAL	\$200,000	\$0	\$0	\$0	40,000	\$200,000
12870.22	MOBILITY MANAGEMENT	2023	CAPITAL	\$552,403	\$0	\$0	\$0	110,481	\$552,403
12900.22	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	2023	CAPITAL	\$305,266	\$0	\$0	\$0	61,053	\$305,266
TOTAL:				\$2,510,072	\$0	\$0	\$0	457,015	\$2,510,072

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

<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>	<u>BY PROJECT</u>
12206.22	PROJECT ADMINISTRATION	2023	CAPITAL	\$552,403	\$0	\$0	\$0	110,481	\$552,403	NO CHANGE
12576.22	PURCHASE REPLACEMENT VEHICLES	2023	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12813.22	GENERAL PLANNING	2023	PLANNING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12870.22	MOBILITY MANAGEMENT	2023	CAPITAL	\$552,403	\$0	\$0	\$0	110,481	\$552,403	NO CHANGE
12900.22	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	2023	CAPITAL	\$190,801	\$0	\$0	\$0	38,160	\$160,501	DECREASE FUNDING
TOTAL:				\$1,295,607	\$0	\$0	\$0	259,122	\$1,265,307	

PROPOSED AUGUST 2023 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: STAR TRANSIT

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2023-0483

Request: REVISE FY2019 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 333,821 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

<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>
12151.19	OPERATING ASSISTANCE (SPECIAL RULE)	2020	OPERATING	\$1,005,944	\$0	\$0	\$1,005,944	0	\$2,011,888
12241.19	PROJECT ADMINISTRATION	2020	CAPITAL	\$268,000	\$0	\$0	\$0	53,600	\$268,000
12627.19	BUS PREVENTIVE MAINTENANCE	2020	CAPITAL	\$330,000	\$0	\$0	\$0	66,000	\$330,000
12717.19	MOBILITY MANAGEMENT	2020	CAPITAL	\$488,000	\$0	\$0	\$0	97,600	\$488,000
12741.19	OPERATING ASSISTANCE-JARC	2020	OPERATING	\$356,000	\$0	\$0	\$356,000	0	\$712,000
TOTAL:				\$2,447,944	\$0	\$0	\$1,361,944	217,200	\$3,809,888

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

<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>	<u>BY PROJECT</u>
12024.19	CONSTRUCTION OF PARKING FACILITY	2023	CAPITAL	\$500,000	\$0	\$0	\$0	100,000	\$500,000	ADD PROJECT TO TIP/STIP (MPO TDCs)
12151.19	OPERATING ASSISTANCE (SPECIAL RULE)	2019	OPERATING	\$1,005,944	\$0	\$0	\$1,005,944	0	\$2,011,888	NO CHANGE
12241.19	PROJECT ADMINISTRATION	2020	CAPITAL	\$268,000	\$0	\$0	\$0	53,600	\$268,000	NO CHANGE
12627.19	BUS PREVENTIVE MAINTENANCE	2020	CAPITAL	\$330,000	\$0	\$0	\$0	66,000	\$330,000	NO CHANGE
12717.19	MOBILITY MANAGEMENT	2020	CAPITAL	\$571,107	\$0	\$0	\$0	114,221	\$571,107	INCREASE FUNDING
12741.19	OPERATING ASSISTANCE-JARC	2020	OPERATING	\$356,000	\$0	\$0	\$356,000	0	\$712,000	NO CHANGE
TOTAL:				\$3,031,051	\$0	\$0	\$1,361,944	333,821	\$4,392,995	

PROPOSED AUGUST 2023 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: STAR TRANSIT

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0484

Request: REVISE FY2022 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 242,379 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

<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>
12024.22	CONSTRUCTION OF PARKING FACILITY	2023	CAPITAL	\$500,000	\$0	\$0	\$0	100,000	\$500,000
12025.22	REHABILITATION OF TRANSIT REVENUE VEHICLE	2023	CAPITAL	\$340,000	\$0	\$0	\$0	68,000	\$340,000
12627.22	PREVENTIVE MAINTENANCE	2023	CAPITAL	\$380,000	\$0	\$0	\$0	76,000	\$380,000
12717.22	MOBILITY MANAGEMENT	2023	CAPITAL	\$575,000	\$0	\$0	\$0	115,000	\$575,000
TOTAL:				\$1,795,000	\$0	\$0	\$0	359,000	\$1,795,000

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

<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>	<u>BY PROJECT</u>
12024.22	CONSTRUCTION OF PARKING FACILITY	2023	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12025.22	REHABILITATION OF TRANSIT REVENUE VEHICLE	2023	CAPITAL	\$340,000	\$0	\$0	\$0	68,000	\$340,000	NO CHANGE
12627.22	PREVENTIVE MAINTENANCE	2023	CAPITAL	\$380,000	\$0	\$0	\$0	76,000	\$380,000	NO CHANGE
12717.22	MOBILITY MANAGEMENT	2023	CAPITAL	\$491,893	\$0	\$0	\$0	98,379	\$491,893	DECREASE FUNDING
TOTAL:				\$1,211,893	\$0	\$0	\$0	242,379	\$1,211,893	

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0485

Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS FORT WORTH-ARLINGTON UZA

Comment: SECTION 5307B CONGRESSIONAL EARMARK - COMMUNITY PROJECT FUNDING/CONGRESSIONALLY DIRECTED SPENDING HR 2471

Funding Source: TRANSIT SECTION FUNDS

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

<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>	<u>BY PROJECT</u>
12029.23	SMART BUS TECHNOLOGY	2025	CAPITAL	\$833,000	\$0	\$0	\$208,250	0	\$1,041,250	ADD PROJECT TO TIP/STIP; COMMUNITY PROJECT FUNDING/CONGRESSIONALLY DIRECTED SPENDING HR 2471
TOTAL:				\$833,000	\$0	\$0	\$208,250	0	\$1,041,250	

PROPOSED AUGUST 2023 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2023 PROGRAM OF PROJECTS

Modification #: 2023-0486

Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE
TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS FORT WORTH-ARLINGTON UZA

Comment: CONGRESSIONAL EARMARK - COMMUNITY PROJECT FUNDING/CONGRESSIONALLY DIRECTED SPENDING

Funding Source: TRANSIT SECTION FUNDS

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

<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>	<u>BY PROJECT</u>
12030.23	INTERMODAL TRANSIT HUB AT UT DALLAS STATION FOR DART SILVER LINE	2024	CAPITAL	\$2,500,000	\$0	\$0	\$625,000	0	\$3,125,000	ADD PROJECT TO TIP/STIP; COMMUNITY PROJECT FUNDING/CONGRESSIONALLY DIRECTED SPENDING
TOTAL:				\$2,500,000	\$0	\$0	\$625,000	0	\$3,125,000	

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2023 PROGRAM OF PROJECTS

Modification #: 2023-0487

Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE
TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS FORT WORTH-ARLINGTON UZA

Comment: CONGRESSIONAL EARMARK - COMMUNITY PROJECT FUNDING/CONGRESSIONALLY DIRECTED SPENDING

Funding Source: TRANSIT SECTION FUNDS

Revision Requested:

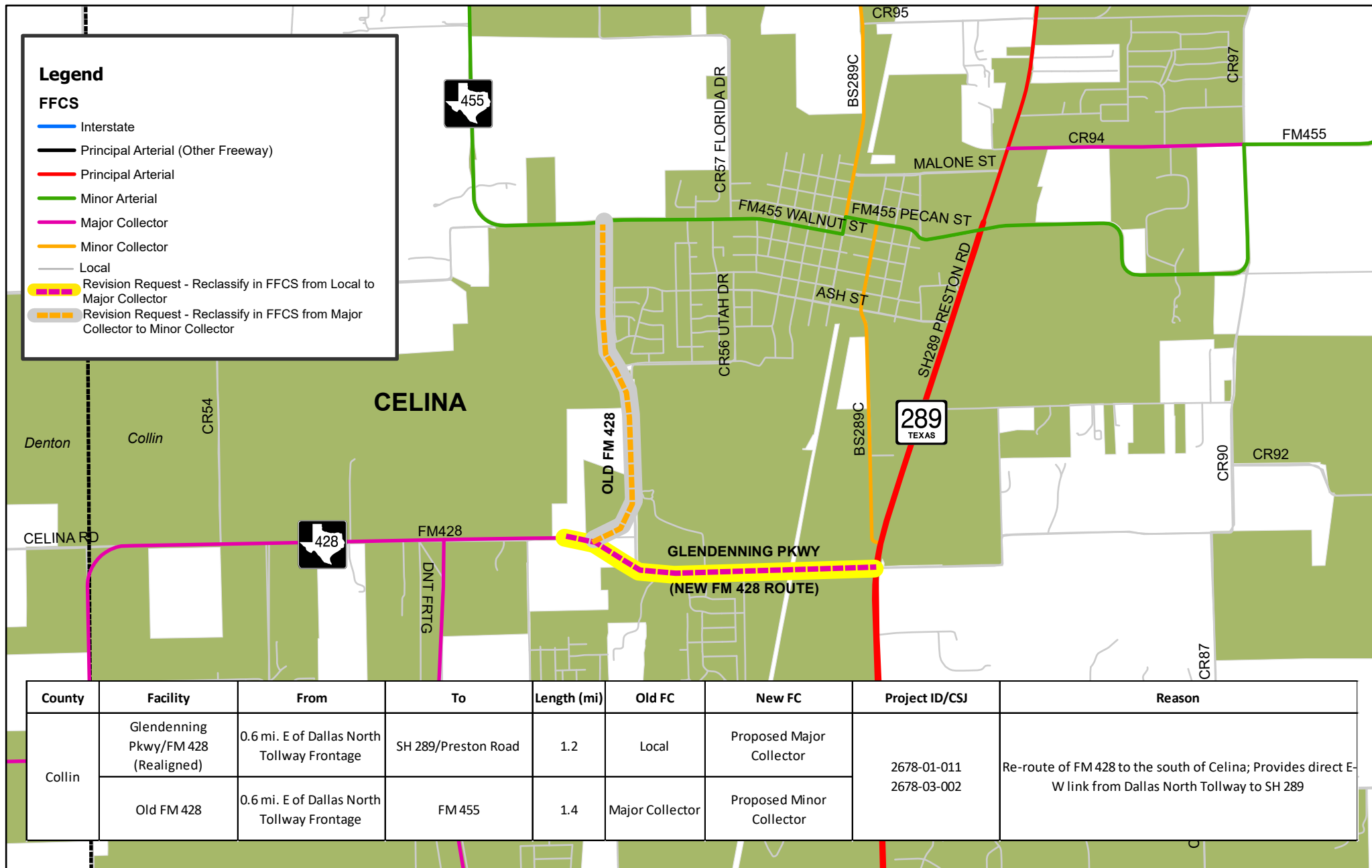
FUNDING TABLE:

REVISION REQUESTED

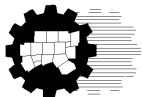
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12031.23	FUEL SYSTEM MODERNIZATION PROJECT	2024	CAPITAL	\$2,000,000	\$0	\$0	\$2,000,000	0	\$4,000,000	ADD PROJECT TO TIP/STIP; COMMUNITY PROJECT FUNDING/CONGRESSIONALLY DIRECTED SPENDING
TOTAL:				\$2,000,000	\$0	\$0	\$2,000,000	0	\$4,000,000	

Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Dallas and included in the 2023-2026 STIP



County	Facility	From	To	Length (mi)	Old FC	New FC	Project ID/CSJ	Reason
Collin	Glendenning Pkwy/FM 428 (Realigned)	0.6 mi. E of Dallas North Tollway Frontage	SH 289/Preston Road	1.2	Local	Proposed Major Collector	2678-01-011 2678-03-002	Re-route of FM 428 to the south of Celina; Provides direct E-W link from Dallas North Tollway to SH 289
	Old FM 428	0.6 mi. E of Dallas North Tollway Frontage	FM 455	1.4	Major Collector	Proposed Minor Collector		

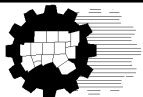
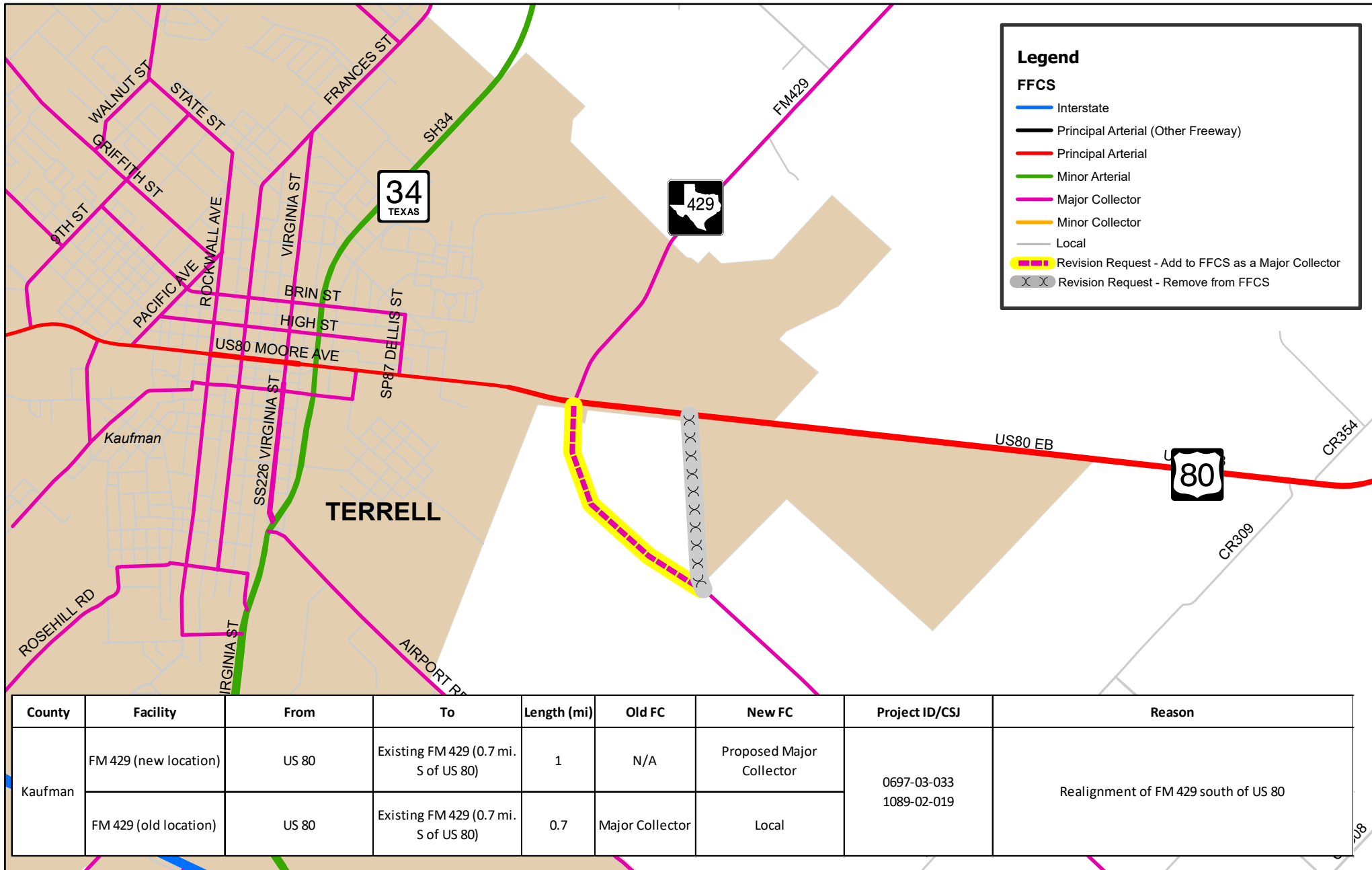


North Central Texas
Council of Governments
Transportation

June 2023

Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Dallas and included in Mobility 2045 Update and 2023-2026 STIP

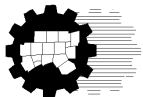
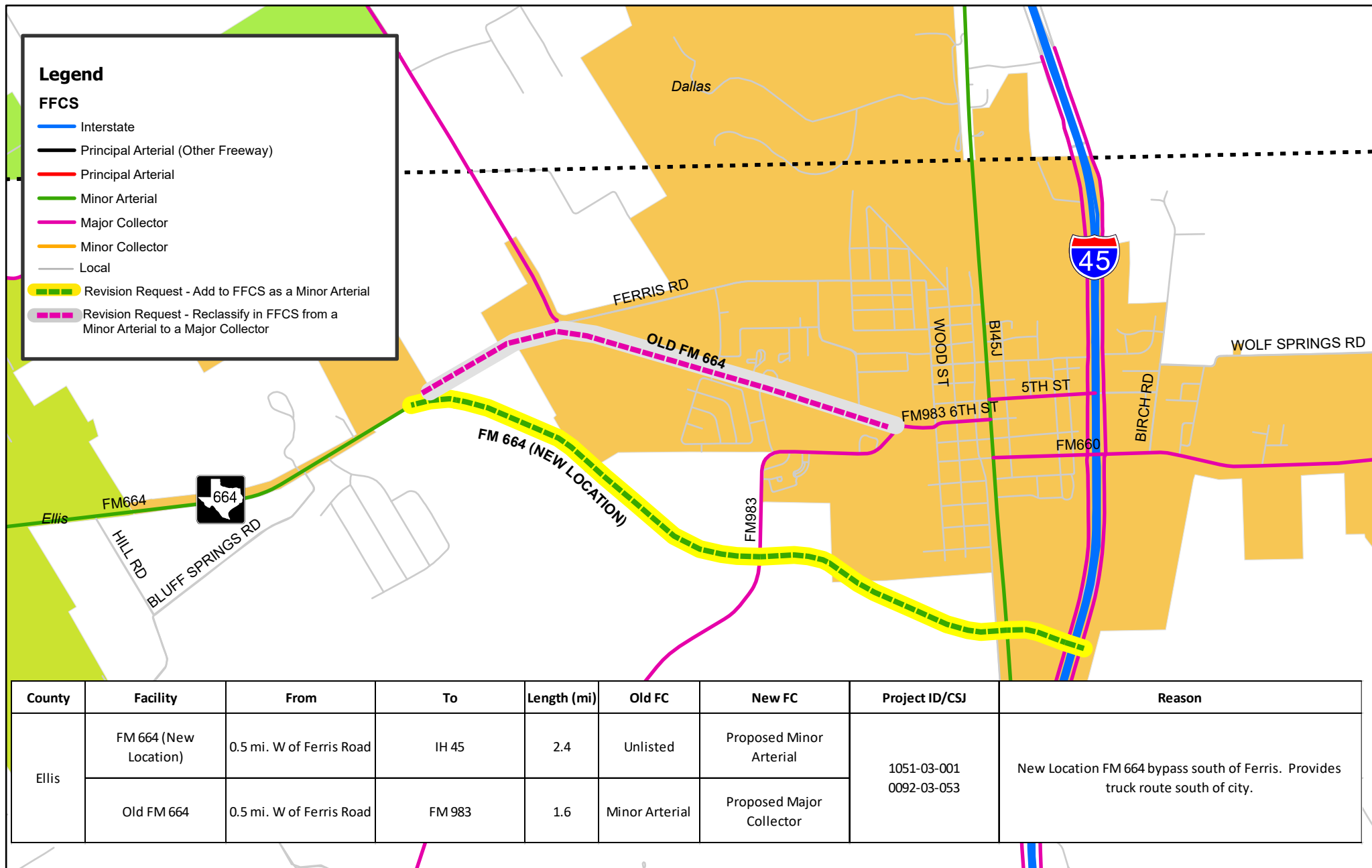


North Central Texas
Council of Governments
Transportation

June 2023

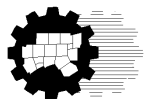
Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Dallas and included in Mobility 2045 Update and 2023-2026 STIP



Federal Functional Classification System (FFCS) Amendment

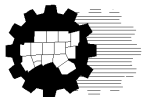
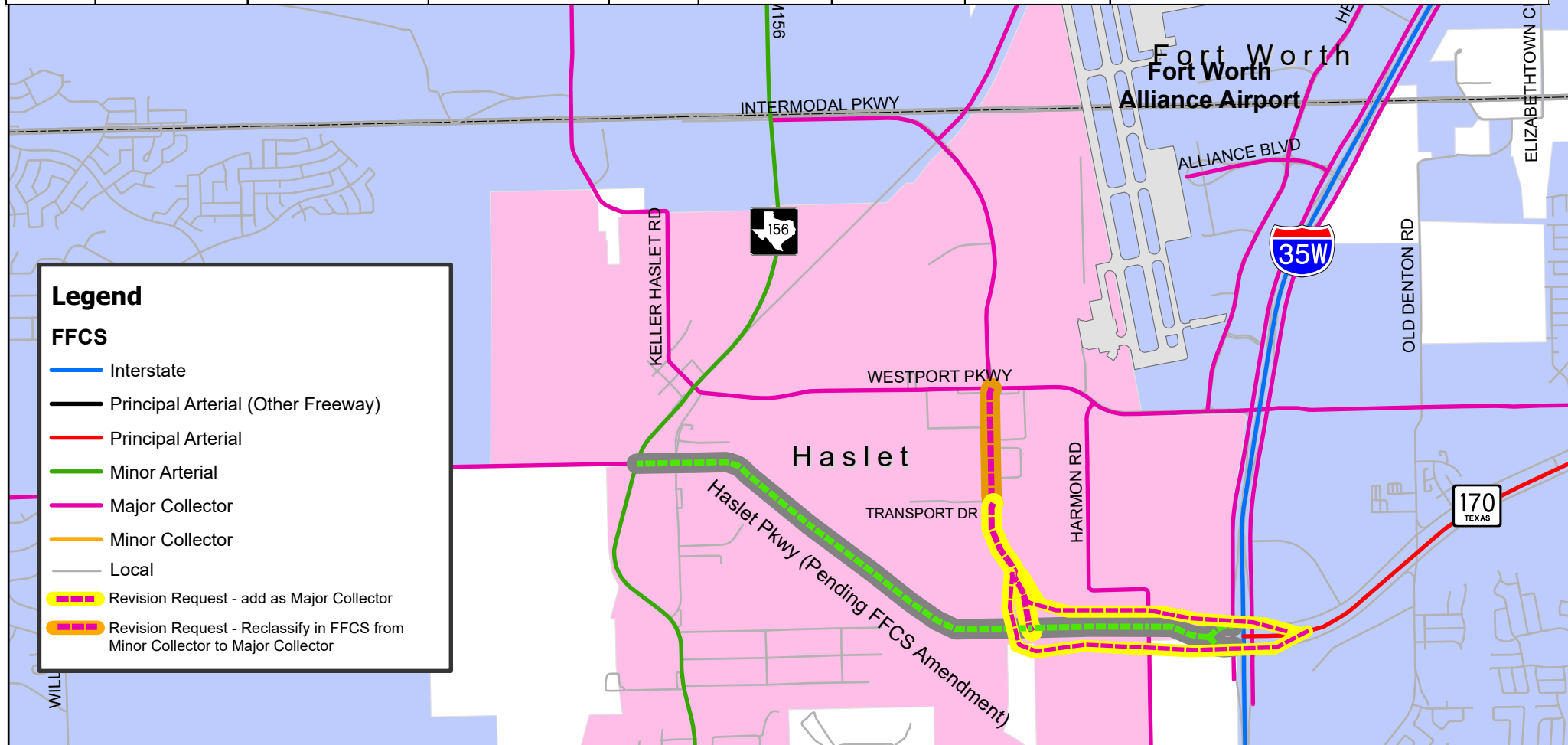
As requested by NCTCOG and TxDOT Dallas and approved as part of the Transportation Improvement Program (TIP)



Federal Functional Classification System (FFCS) Amendment

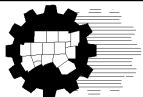
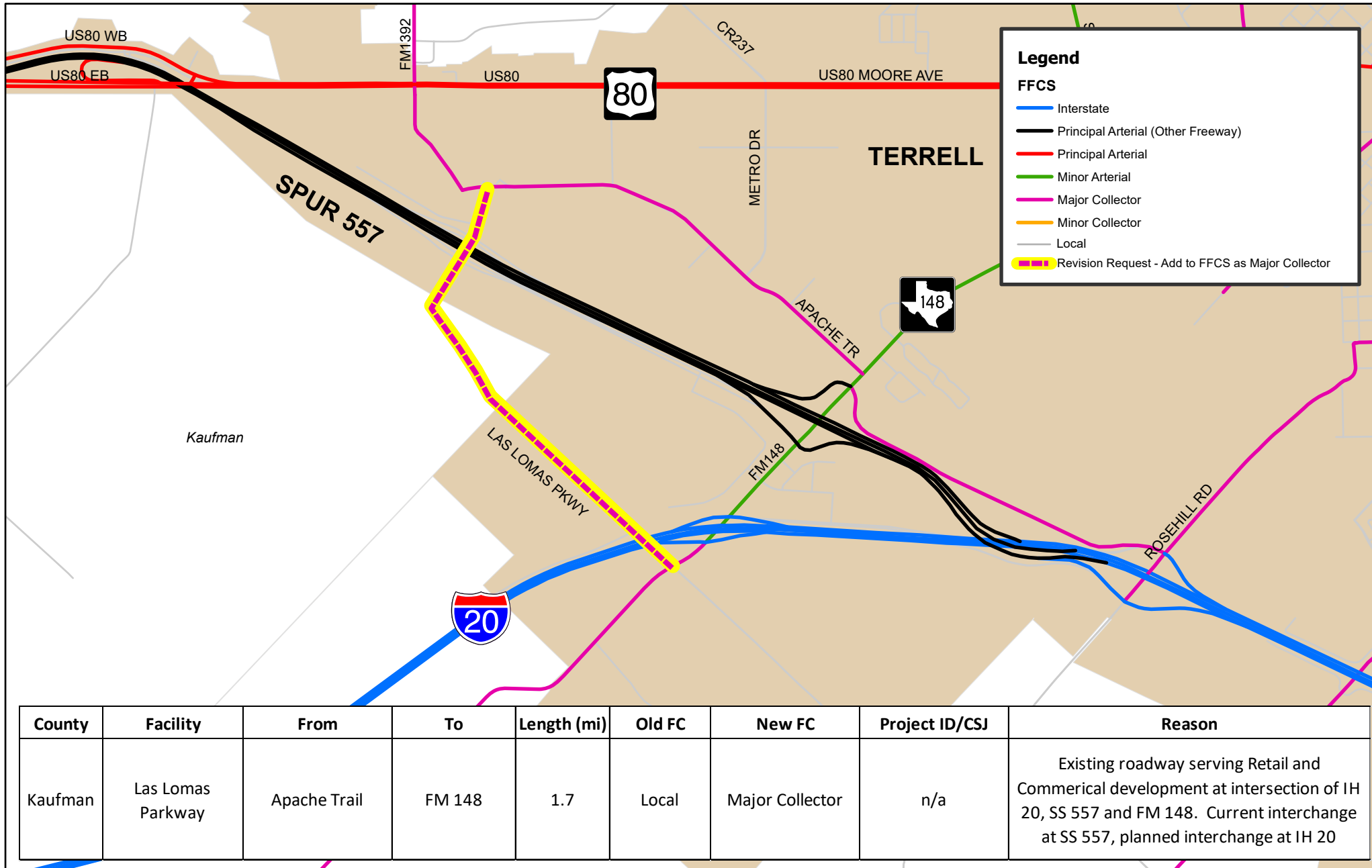
As requested by NCTCOG and City of Haslet and approved as part of the Transportation Improvement Program (TIP)

County	Facility	From	To	Length (mi)	Old FC	New FC	Project ID/CSJ	Reason
Tarrant	Intermodal Parkway	Westport Pkwy	Transport Drive	0.5	Minor Collector	Major Collector	Existing Roadways	The Intermodal Parkway extension will serve as a Strategic Freight Route serving Alliance Airport area. Adding/upgrading Intermodal Parkway as Major Collector will fill gap in system and accurately categorize this critical north/south freight thoroughfare with proposed direct access to SH 170.
Tarrant	Intermodal Parkway	Transport Drive	Haslet Parkway	0.55	Local	Major Collector		
Tarrant	EB and WB Direct Connectors from Intermodal Pkwy to SH 170	Intermodal Pkwy	SH 170	1.2	N/A	Proposed Major Collector	0902-90-141 (Deferred)	



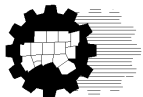
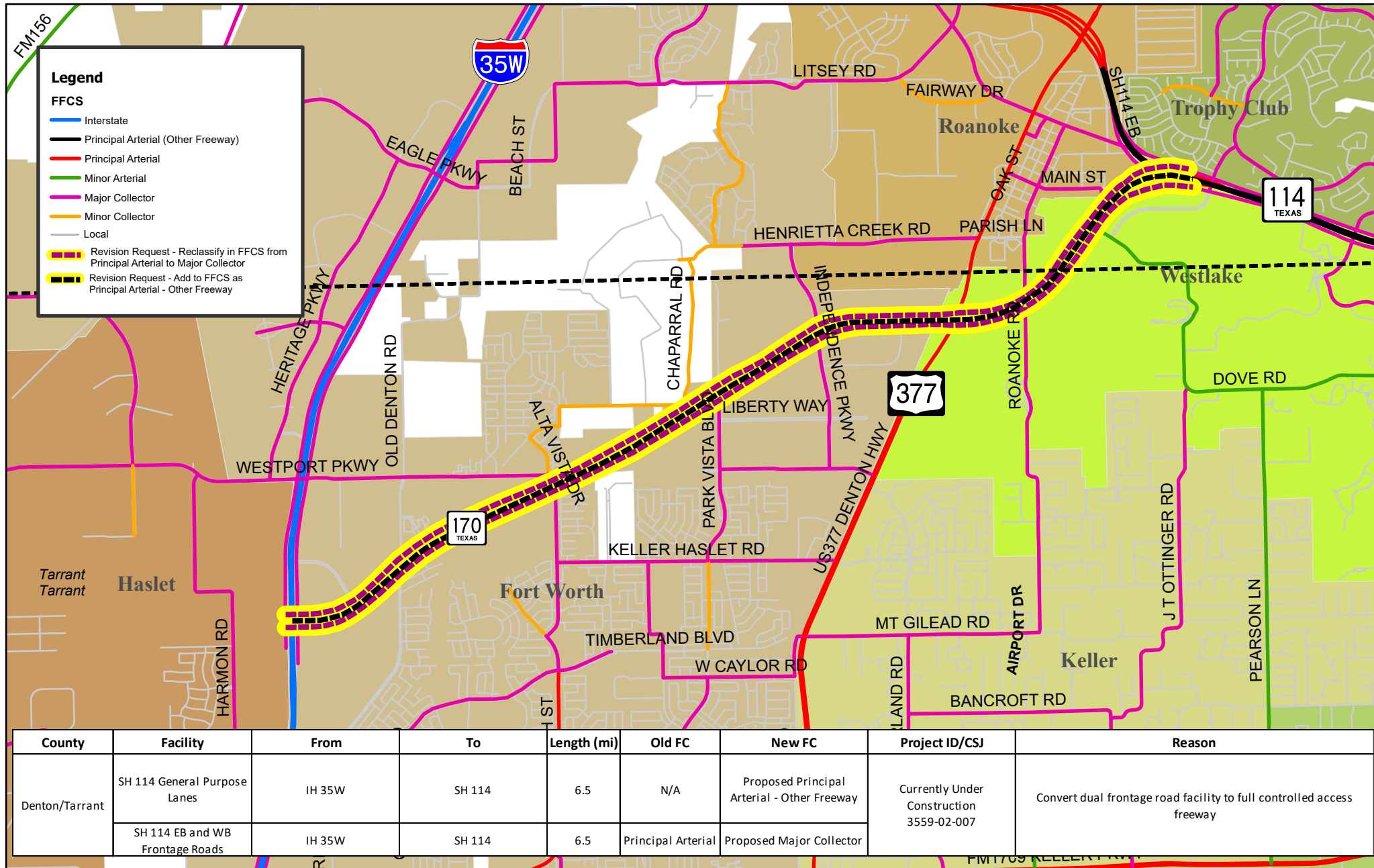
Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and the City of Terrell and included in Mobility 2045 Update



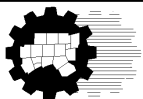
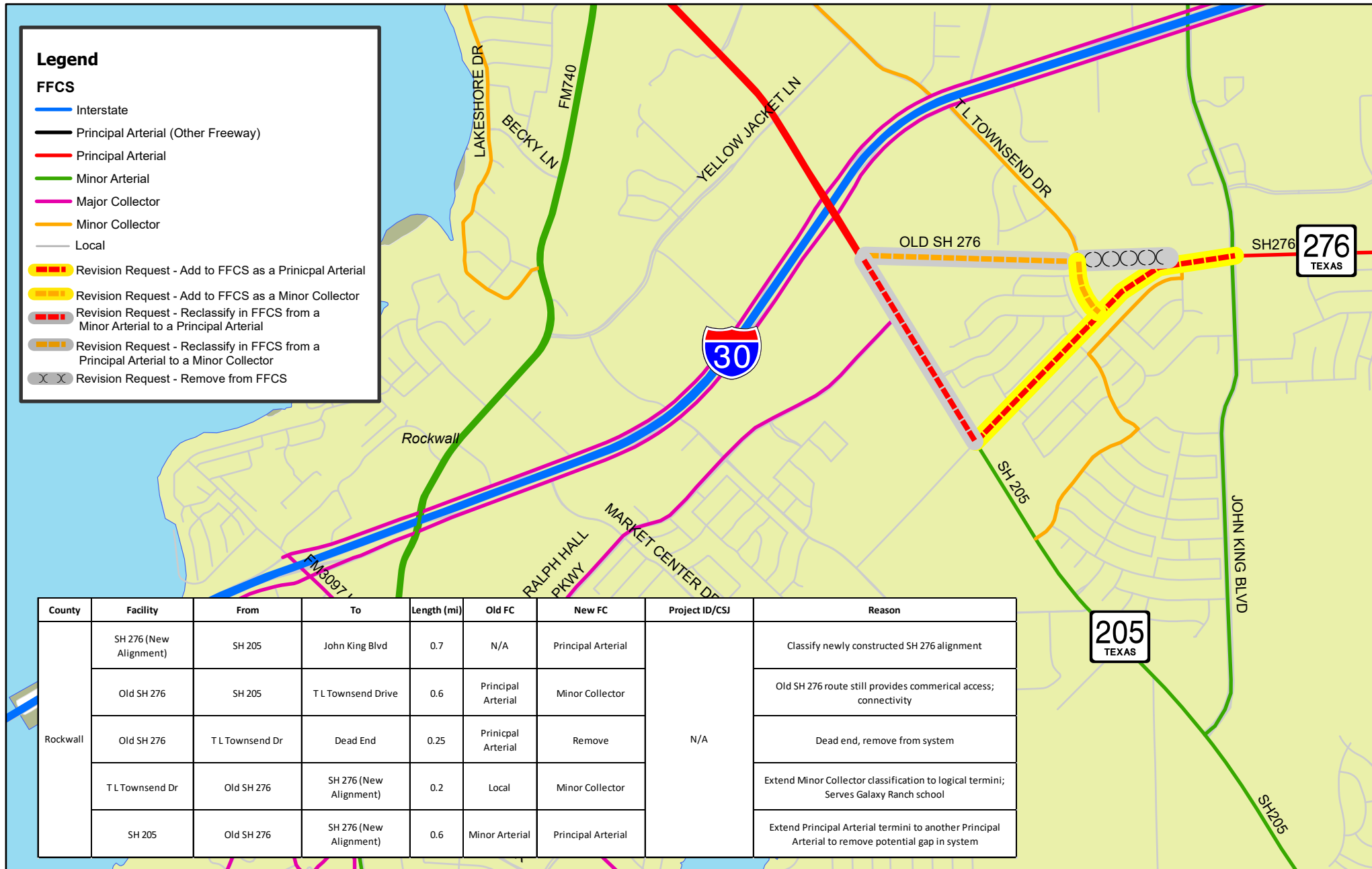
Federal Functional Classification System (FFCS) Amendment

As requested by TxDOT Dallas, TxDOT Fort Worth, NCTCOG and approved as part of the Transportation Improvement Program (TIP)



Federal Functional Classification System (FFCS) Amendment

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

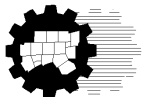
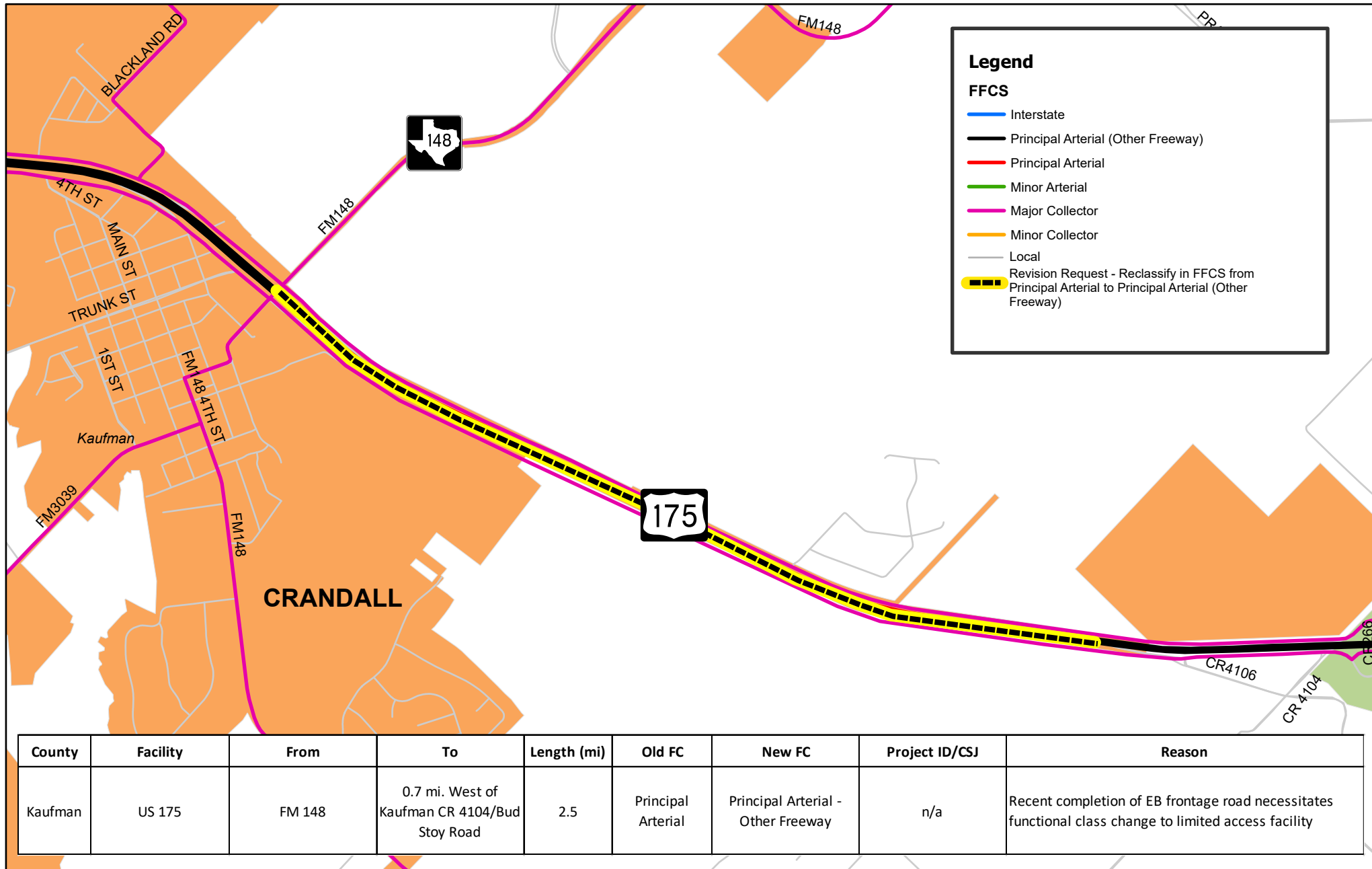


North Central Texas
Council of Governments
Transportation

June 2023

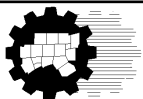
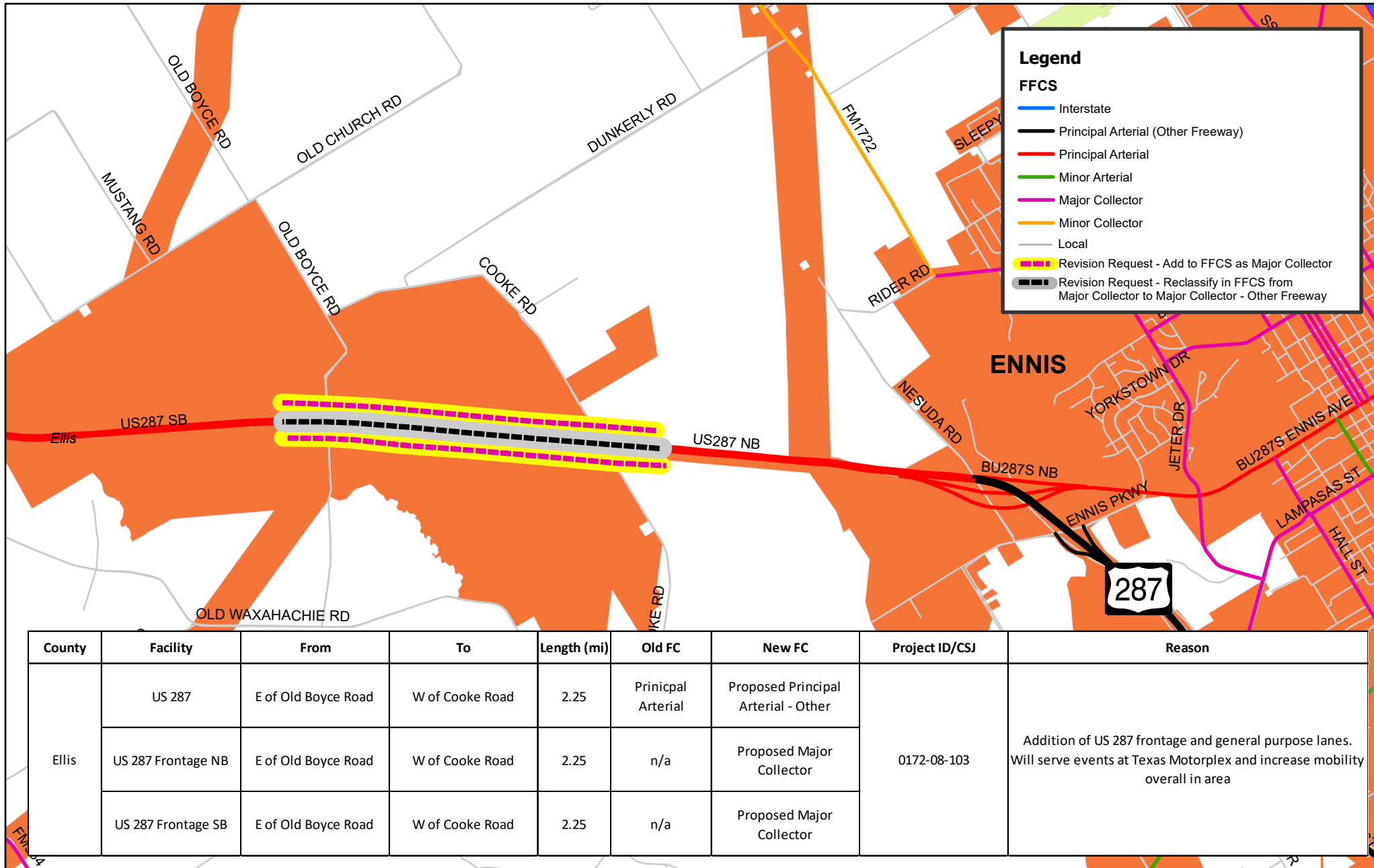
Federal Functional Classification System (FFCS) Amendment

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



Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Dallas and included in Mobility 2045 Update and 2023-2026 STIP



North Central Texas
Council of Governments
Transportation

June 2023



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

July 7, 2023

Mr. Marc Williams, P.E.
Executive Director
Texas Department of Transportation
125 East 11th Street
Austin, TX 78711

Dear Mr. Williams:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I am requesting that the Texas Department of Transportation proceed with seeking a Request for Change Proposal from Cintra to advance improvements on the North Tarrant Express (NTE) Segment 2E along State Highway 183 (Industrial Boulevard to the President George Bush Turnpike). The RTC previously communicated its support for advancing Segment 2E in multiple correspondence in 2020, and 2021.

The NTE Segment 2E is an important component of a vital infrastructure network within the DFW area. Expanding NTE 2E will increase capacity, provide congestion relief, and enhance the safety aspects of SH 183, which will benefit multiple communities throughout North Texas. It is our understanding that Cintra is ready to provide over \$1 billion to advance the project under the terms of the current Comprehensive Development Agreement for the NTE.

First, it is imperative to advance Segment 2E now that construction is expected to begin in Fall 2023 to add a third managed lane in each direction on IH 820 and SH 183 from IH 35W to Industrial Boulevard. This will cause a lane imbalance as there is only one managed lane in each direction on Segment 2E thereby creating a dangerous bottleneck that could threaten the safety of motorists and the efficient movement of goods through North Texas. Advancing this project will support TxDOT's Road to Zero initiative to eliminate fatalities on Texas roadways.

Second, it is an ideal time to proceed with Segment 2E given the recent completion of NTE Segment 3C (IH 35W from North Tarrant Express to SH 114) improving mobility in the north Fort Worth/Alliance Corridor. Recent remarks from the Governor's Office applauded the successful use of a public-private sector partnership on Segment 3C to 1) get out in front of increasing population, 2) advance the project without the need of taxpayer dollars, and 3) most importantly to the Governor – the commitment to maximize the use of local contractors. The same principles, important to the Governor's Office, also apply to Segment 2E. Do you prefer we contact the Governor's office directly?

Third, Dallas-Fort Worth International Airport (DFWIA) and American Airlines recently announced plans to construct a new Terminal F at approximately \$1.6 billion. Sequencing Segment 2E improvements in conjunction with DFWIA's plans to add a new terminal will be a necessary component of providing ground access to support continued growth at the Airport.

Mr. Marc Williams, P.E.
Page Two

July 7, 2023

Fourth, the RTC recognized the need to quickly move forward with capacity improvements along Segment 2E, and approved a \$3 million financial backstop to permit Cintra to continue with design work on Segment 2E in anticipation of a formal Request for Change Proposal from TxDOT. It is our understanding that work is complete.

For the above reasons, the RTC asks again that TxDOT advance Segment 2E under any available mechanism in the NTE Comprehensive Development Agreement. If you have any questions, feel free to contact me at mmorris@nctcog.org or (817) 695-9241.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Morris", with a stylized flourish at the end.

Michael Morris, P.E.

KK:aa

cc: Brian Barth, P.E., Deputy Executive Director, TxDOT
Brandye Hendrickson, Deputy Executive Director, TxDOT
Ceason Clemens, P.E., District Engineer, Dallas District, TxDOT
David Salazar, P.E., District Engineer, Fort Worth District, TxDOT

Jon Niermann, *Chairman*
 Emily Lindley, *Commissioner*
 Bobby Janecka, *Commissioner*
 Erin E. Chancellor, *Interim Executive Director*



TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

June 2, 2023

Duncan Webb, Chairman
 Regional Transportation Council
 P.O. Box 5888
 Arlington, Texas 76005-5888

Re: Dallas-Fort Worth (DFW) Ozone Nonattainment and Section 185 Fee

Dear Chairman Webb:

Thank you for your April 12, 2023, letter regarding DFW ozone nonattainment and Section 185 fees. TCEQ appreciates the North Central Texas Council of Government's active participation in air quality improvement efforts in the DFW area. The attached document includes TCEQ's initial feedback on the areas of interest raised in your letter. We look forward to working with you to help the area attain and maintain federal air quality standards.

If you have any questions about these responses or would like additional information, please contact Donna F. Huff, Air Quality Division Deputy Director, at (512) 239-6628 or donna.huff@tceq.texas.gov.

Sincerely,

Jon Niermann
 Chairman

Enclosures

cc: Richard C. Chism, Director, Office of Air, TCEQ
 Donna F. Huff, Deputy Director, Air Quality Division, TCEQ
 Michael Eastland, Executive Director, NCTCOG
 Michael Morris, P.E., Director of Transportation, NCTCOG
 Chris Klaus, Senior Program Manager, NCTCOG
 Jenny Narvaez, Program Manager, NCTCOG

Attachment:
**Texas Commission on Environmental Quality (TCEQ) Response to Regional
Transportation Council (RTC) April 12, 2023 Letter to Chairman Jon Niermann**

MAJOR SOURCE EMISSIONS (SECTION 185) FEES

TCEQ is actively addressing air quality challenges in all of Texas' ozone nonattainment areas, including the Dallas-Fort Worth (DFW) ozone nonattainment area. Over the past year, TCEQ has initiated extensive outreach efforts and held multiple public information meetings to inform stakeholders of anticipated U.S. Environmental Protection Agency (EPA) classification changes and to ensure the area can attain the 2008 ozone National Ambient Air Quality Standard (NAAQS). TCEQ has engaged stakeholders on potential emissions reductions—especially in the mobile source categories—meeting with marine vessel operators and owners and airports, among other sources.

As part of required air quality planning efforts for severe ozone nonattainment areas, TCEQ has also held public meetings regarding the federal Clean Air Act (FCAA) Section 185 failure-to-attain fee over the past year. Although the final Section 185 fee rule is not due to EPA until November 2025, TCEQ is creating a stakeholder group to engage stakeholders early on important issues related to the rule's development. TCEQ is anticipating holding formal stakeholder meetings on Section 185 rule development starting this fall.

PHOTOCHEMICAL OZONE FORECASTING

The future case photochemical modeling for an attainment demonstration (AD) State Implementation Plan (SIP) revision is not used to forecast absolute future ozone concentrations. AD SIP photochemical modeling is used to estimate the relative changes in an area's design value (DV) based on expected changes in *anthropogenic emissions alone* while keeping all other variables constant, including meteorology and natural emissions. Using the attainment test methodology described in EPA's *Modeling Guidance for Demonstrating Attainment of Air Quality Goals for Ozone, PM_{2.5}, and Regional Haze*,¹ the future year design value (DVF) is calculated from a baseline DV and a relative response factor, giving the relative impact of modeled anthropogenic emissions changes on ozone conditions. This modeling is only one element of evaluating the future attainment status of an ozone nonattainment area. Multiple tools, including weight-of-evidence analyses, are used to support a determination of whether an area will attain the relevant ozone standard by the associated attainment date.

TCEQ uses the latest available data, models, and EPA guidance when developing AD SIP modeling. To take advantage of the latest data and scientific developments, TCEQ has developed a new modeling platform with a 2019 base year and 2023 and 2026 future years, which will be used for upcoming SIP revisions. For more information regarding the 2019 modeling platform, please see the presentations given at the DFW Air Quality Technical Information Meetings held in 2021 and 2022.²

¹ EPA 2018 Modeling Guidance: https://www.epa.gov/sites/default/files/2020-10/documents/o3-pm-rh-modeling_guidance-2018.pdf.

² DFW Air Quality Technical Information Meetings: <https://www.tceq.texas.gov/airquality/airmod/meetings/aqtim-dfw.html>

Attachment:
**Texas Commission on Environmental Quality (TCEQ) Response to Regional
Transportation Council (RTC) April 12, 2023 Letter to Chairman Jon Niermann**

With any modeling platform, there are several uncertainties that may lead to differences between the observed regulatory DV and the DVF. Year over year, meteorology is the most influential factor in determining ozone formation outside of significant changes in emissions. AD SIP future case modeling uses meteorology from the base year, so the base year is chosen to reflect the area's typical meteorological conditions that result in ozone formation.³ Other sources of uncertainty include the accuracy of emissions inventories (EI), EI projection factors, and estimated future activity levels. Retrospective analyses of past SIP modeling to diagnose model uncertainties more directly are resource intensive and will be considered as resources allow.

SIP BOUNDARIES

Nonattainment area boundaries are established by EPA as part of the designations process under FCAA §107(d). This process already accounts for emissions from sources outside a nonattainment area—if nearby and affecting a nonattainment area's ability to timely attain—in setting nonattainment area boundaries.

Multi-state nonattainment areas are also designated by EPA through the designations process under FCAA §107(d). While the state has the authority to recommend the designation status of a border county within the state, only EPA can create a multi-state nonattainment area through the FCAA §107(d) process. TCEQ does not have jurisdiction over sources outside the state, even in a multi-state nonattainment area scenario.

EPA's *Implementation of the 2015 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements; Final Rule* does require states to consider and implement emissions controls on sources located outside of a nonattainment area but within the state's jurisdiction, but "only in circumstances where that is necessary or appropriate to provide for attainment by the attainment date, because the emission controls required on sources within the nonattainment area are not sufficient to provide for attainment by that date." TCEQ has implemented regional strategies in the past and may consider such strategies again in the future as appropriate.

Regarding reformulated gasoline (RFG), four counties in the DFW area are currently subject to the federal RFG program and an additional six counties will be subject to the program effective November 7, 2023. TCEQ does not have any authority over the federal RFG program, for which boundaries are prescribed by the FCAA. Similarly, the FCAA prescribes requirements for Inspection and Maintenance (I/M) programs. However, the Texas Regional Low Reid Vapor Pressure Gasoline Program does extend beyond the DFW nonattainment boundary as the program was implemented as a

³ Appendix E: *Modeling Protocol for the DFW and HGB Attainment Demonstration SIP Revisions for the 2008 Eight Hour Ozone Standard*, included with the 2020 DFW Serious Classification 2008 Eight-Hour Ozone SIP revision: https://wayback.archive-it.org/414/20210529161906/https://www.tceq.texas.gov/assets/public/implementation/air/sip/dfw/dfw_ad_sip_2019/DFWA_D_19078SIP_Appendix_E_Final.pdf.

Attachment:
**Texas Commission on Environmental Quality (TCEQ) Response to Regional
Transportation Council (RTC) April 12, 2023 Letter to Chairman Jon Niermann**

regional strategy to help nonattainment areas meet, and attainment areas maintain, the NAAQS for ozone.

Regarding the New Source Review (NSR) permitting program, the FCAA prescribes the requirements for major and minor NSR permitting. Nonattainment NSR (NNSR) permitting is limited to new major stationary sources and modifications to existing major sources that are located within the nonattainment area boundary. The FCAA also requires an NSR permitting program for new major stationary sources and modifications to existing major sources in attainment areas (i.e., the prevention of significant deterioration (PSD) program) as well as for minor stationary sources in both attainment and nonattainment areas. Texas' NSR permitting program is comprehensive and supports the NNSR, PSD, and minor NSR permitting programs.

HIGH OZONE BACKGROUND LEVELS FROM EXTERNAL INFLUENCES

Investigations to address transport influences on ozone are on-going at TCEQ and throughout the air quality research community. Transport is known to be a large, regular contributor to not only the DFW airshed but also other airsheds in Texas (e.g., Bexar County, El Paso, Houston-Galveston-Brazoria). Background ozone generally accounts for approximately $\frac{2}{3}$ to $\frac{3}{4}$ of the total ozone concentration. Locally attributable ozone generally accounts for the remaining $\frac{1}{4}$ to $\frac{1}{3}$ of ozone concentrations, regardless of whether the day saw high ozone readings. Although they vary from year-to-year, the estimates of local ozone production in the DFW area have not changed substantially from 2012 through 2022. TCEQ continues to investigate to further understanding and attribution of air quality impacts among identified sources within and outside the airshed.

TRACKING UPWIND EMISSION SOURCES

TCEQ agrees that the majority of nitrogen oxides (NO_x) emissions in the DFW ozone nonattainment area are emitted by mobile sources. Enhanced vehicle emissions inspections were implemented in the DFW area to improve air quality. The FCAA generally preempts state authority to adopt or enforce emissions standards for mobile sources, which limits the options for control of mobile emissions. Additionally, TCEQ generally performs the analyses suggested in the letter (e.g., source apportionment to identify contributions to ozone formation as part of its SIP revisions).

LIMITED RATIOS: NO_x AND VOLATILE ORGANIC COMPOUNDS (VOC)

TCEQ agrees that assessment of ozone chemistry in an area is a critical part of the development of an attainment plan. Recent analytical work for upcoming SIP revisions for the DFW area for the 2015 eight-hour ozone NAAQS, as well as the 2008 eight-hour ozone NAAQS, confirms that VOC-to- NO_x ratios continue to vary across the day and across the region at all sites studied. Notably, these ratios tend to be NO_x limited in the vicinity of the DFW area design value setting monitors.

Attachment:
**Texas Commission on Environmental Quality (TCEQ) Response to Regional
Transportation Council (RTC) April 12, 2023 Letter to Chairman Jon Niermann**

IMPACTS DURING COVID-19 AND EMISSIONS STUDY

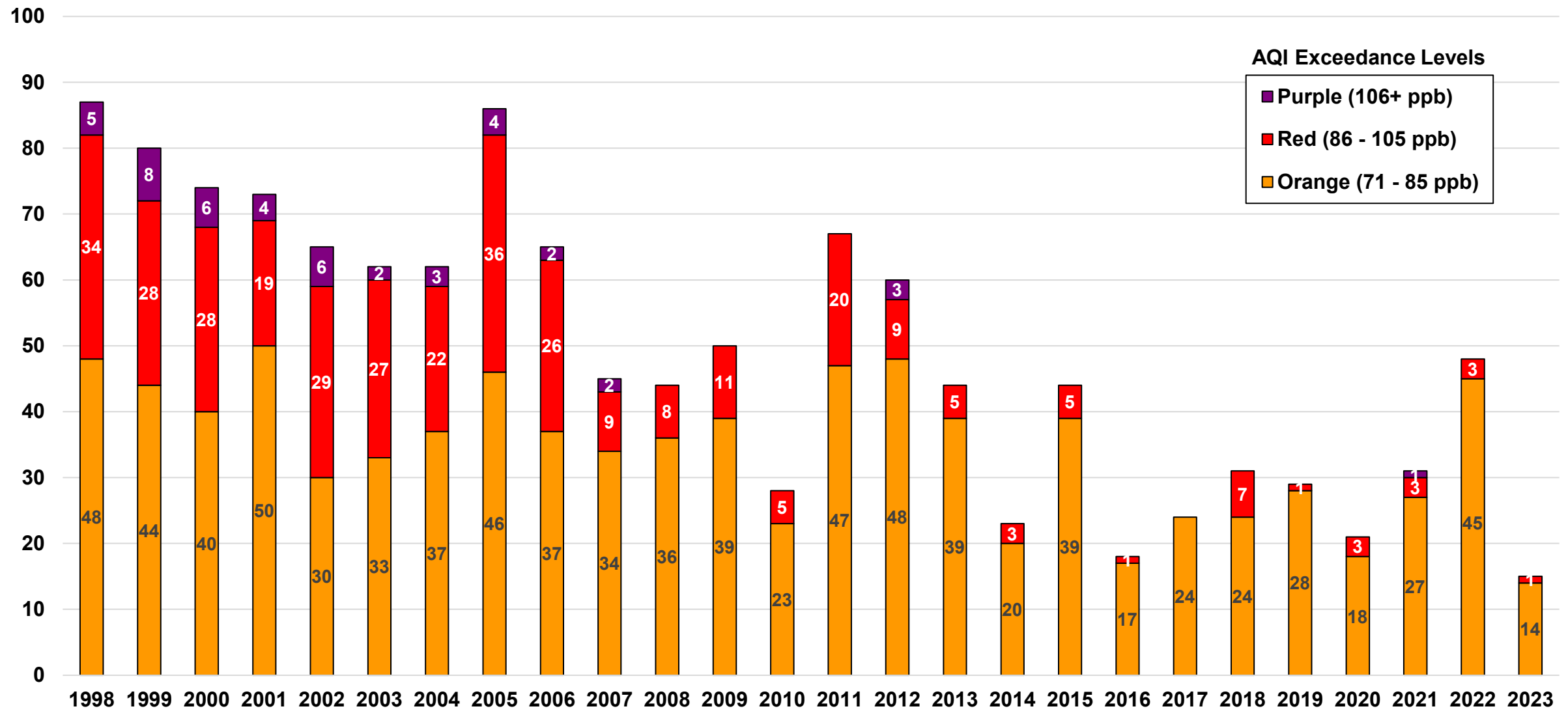
While TCEQ has not published any studies related to emissions changes resulting from the COVID-19 pandemic, TCEQ staff evaluated DFW-specific mobility data, ambient air quality monitoring data, and reviewed multiple published studies. The largest activity changes related to COVID-19 occurred before the height of ozone season resulting in monitored ozone levels that remained within recent year-to-year variability during the 2020 ozone season.

VEHICLE CLEAN SCANNING AND IMPACTS TO REGIONAL AIR QUALITY

The Texas legislature provided the Texas Department of Public Safety (DPS) with enforcement authority for the I/M program. DPS staff uses the various reports and analytical tools in TCEQ's Texas Information Management System in their efforts to determine whether fraud has actually occurred and to help enforce the I/M program. TCEQ will continue to work cooperatively with DPS to develop appropriate tools and functionality to assist them in enforcing the program. TCEQ recommends that the North Central Texas Council of Government contact DPS directly with suggestions and/or recommendations about program enforcement.

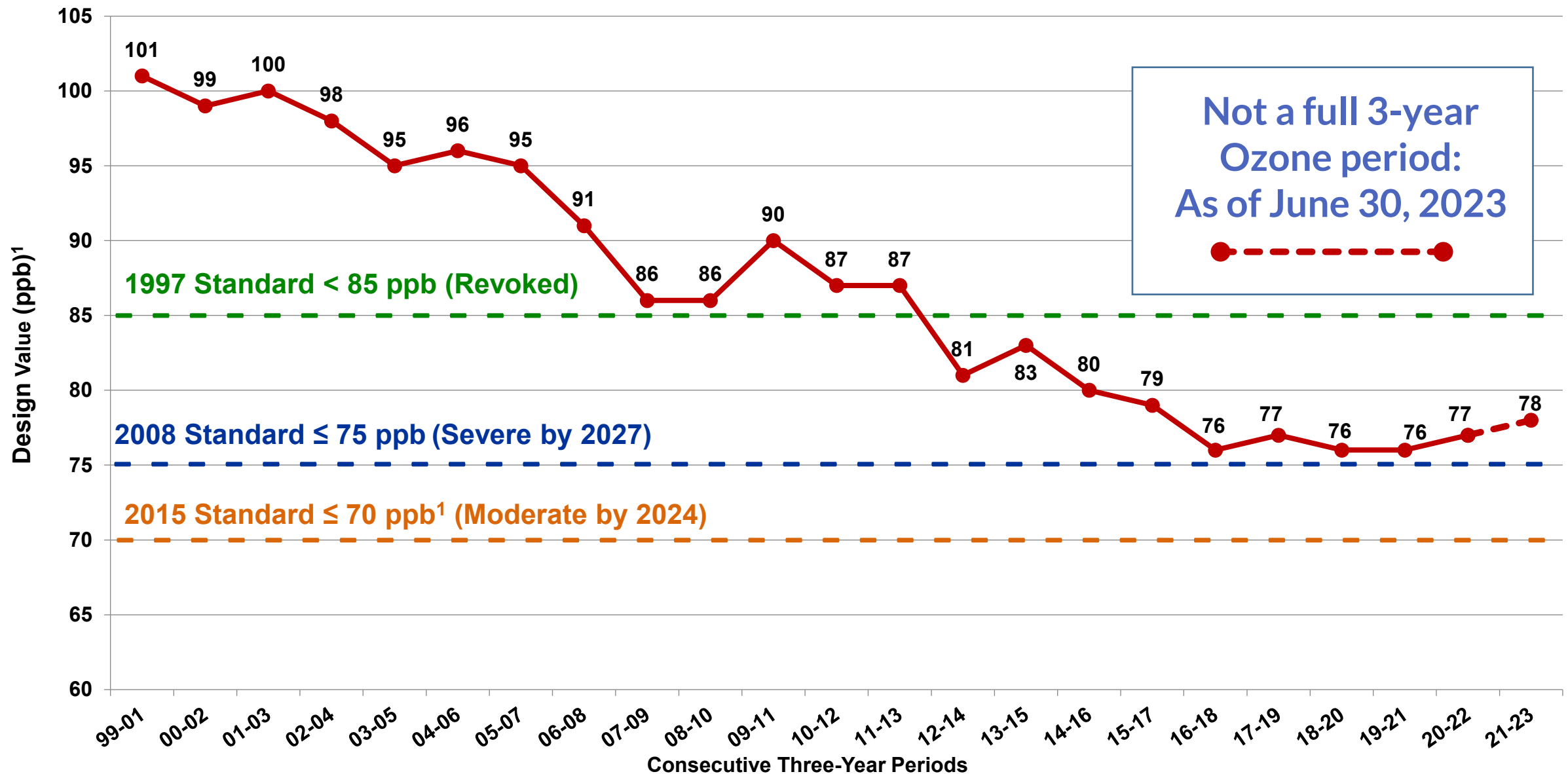
8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of June 30, 2023)



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.

8-HOUR OZONE NAAQS HISTORICAL TRENDS



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

FOR MORE INFORMATION

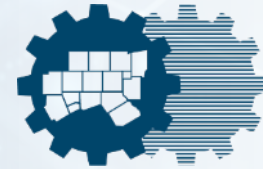
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NCTCOG PRESENTATION

Local Clean Air Project Spotlight

Regional Transportation Council

July 13, 2023

North Central Texas Council of Governments

Project Spotlight – PACCAR Leasing

Awarded Project	Two Diesel Powered Class 8 Trucks
Technology Replaced	Two All-Electric Class 8 Trucks
Project Geographic Area	McKinney and Denton, Texas (Collin and Denton Counties)
Implementation Date	March 2023
Awarded Amount Total Project Cost	\$367,024 \$815,608
Call for Projects	North Texas Clean Diesel Project
Funding Source	Environmental Protection Agency



Project Spotlight – PACCAR Leasing



All-Electric Truck Front Profile



All-Electric Truck Back Profile



Contact Us



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TRANSPORTATION

ONLINE PUBLIC INPUT OPPORTUNITY

MONDAY, JULY 10 - TUESDAY, AUGUST 8, 2023

WHAT DO YOU THINK?

Learn about transportation in the region and help set future priorities. The Regional Transportation Council (RTC) and North Central Texas Council of Governments (NCTCOG), together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area, are seeking public input. Information will be posted online at publicinput.com/nctcogJuly23 for public review and comment Monday, July 10 - Tuesday, August 8, 2023.

Regional 10-Year Plan Update

Each year, the Regional Transportation Council approves an update to the Regional 10-Year Plan, which identifies major projects to be implemented in the region. An updated draft of the project list covering projects from FY2024 to FY2033 will be presented for review and comment.

Local Clean Air Projects Showcase and Funding Opportunities

NCTCOG works closely with regional partners to develop and implement strategies, policies and programs to enhance air quality. Additionally, the agency periodically provides opportunities for public and private entities to compete for funding intended to reduce fleet emissions. Staff will highlight Dallas-Fort Worth fleet projects implemented using grant funds and announce current funding opportunities available to fleets.

DFW Discovery Trail Update

Staff will provide an overview of the completed DFW Discovery Trail branding and wayfinding project, including final branding recommendations.

Community Gardens Program Guide

NCTCOG's Community Gardens Program guide provides information, resources and tools for city staff and others to develop and implement a public community garden program. Staff will provide an overview of this new initiative.

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

SUBMIT COMMENTS & QUESTIONS TO NCTCOG:

nctcogJuly23@publicinput.com
publicinput.com/nctcogJuly23
 Phone: 855-925-2801 (code: 6357)
 Fax: 817-640-3028
 P.O. Box 5888, Arlington, TX,
 76005-5888

To request printed copies of the information, call 817-695-9255 or email jcastillo@nctcog.org.



RESOURCES & INFORMATION

Certification of Emerging and Reliable Transportation Technology (CERTT) Program: Round 2 Results:
publicinput.com/nctcogJuly23

Walk to School Day Promotion 2023:
publicinput.com/nctcogJuly23

Mobility 2045 – 2022 Update Administrative Revisions:
publicinput.com/nctcogJuly23

Engine Off North Texas:
EngineOffNorthTexas.org

MINUTES

**Regional Transportation Council
PUBLIC MEETING**

Transit Strategic Partnerships

Automated Transportation System Development Study

Environmental Protection Agency's Climate Pollution Reduction Grants Program

Regional Scrap Tire Program

Federal Performance Measures for National Highway System Pavement/Bridge Assets

FY2024 and FY2025 Unified Planning Work Program

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 Monday, June 12, 2023 at noon in Arlington. Patrons could attend in person, via phone or view the live stream at www.publicinput.com/nctcogJune23. Shannon Stevenson, Senior Program Manager, moderated the meeting attended by 96 people.

Public Meeting Purpose and Topics

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

- Transit Strategic Partnerships – **presented by Julie Anderson**
- Automated Transportation System Development Study – **presented by Martin Bate**
- Environmental Protection Agency's Climate Pollution Reduction Grants Program – **presented by Savana Nance**
- Regional Scrap Tire Program – **presented by Nicholas Van Haasen**
- Federal Performance Measures for National Highway System Pavement/Bridge Assets – **presented by John Starnes**
- FY2024 and FY2025 Unified Planning Work Program – **presented by Vickie Alexander**

The public meeting was held to educate, inform and seek comments from the public. Comments were solicited from those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at www.publicinput.com/nctcogJune23.

Summary of Presentations

Transit Strategic Partnerships presentation:

<https://www.nctcog.org/getmedia/f655d42b-8eed-4086-95a1-d9eab594b741/Transit-Strategic-Partnerships-Program.pdf>

The NCTCOG Transportation Department is responsible for allocating federal transit funding through a non-competitive formula process. The designated federal funding area is limited to an urbanized area boundary of eight counties. Federal transit funding, appropriated by the U.S. Department of Transportation (USDOT), is distributed by the Federal Transit Administration (FTA) to designated recipients within these urbanized areas. NCTCOG further distributes these funds to transit authorities and providers in the Dallas-Fort Worth region. In FY2021, approximately \$136 million in formula funds were allocated for public transportation providers in the North Central Texas urbanized areas.

The Transit Strategic Partnerships Program was created as a competitive funding program. Eligible applicants include transit authorities, rural providers and nonprofits who collaborate with existing transit providers to avoid duplication of services. The program funds new or expanded services for two to three years and focuses on the needs of low-income populations, elderly individuals and people with disabilities.

A selection committee reviews proposals twice a year to ensure they meet goals and requirements, and the program operates on a quarterly cycle aligned with the Transportation Improvement Program (TIP). Selected projects receive funding approximately five to six months after federal approval. The most recent cycle of project evaluations has concluded and selected projects will be announced in August. Any proposals requiring further development can be considered in the next cycle.

For more information, visit www.nctcog.org/strategicpartnerships-transit or contact transitSPT@nctcog.org.

Automated Transportation System Development Study presentation:

<https://www.nctcog.org/getmedia/f9024ef3-14ea-449f-8732-1daf243eb9a9/Automated-Transportation-System-Development-Study.pdf>

The Automated Transportation Systems (ATS) Development Study explored the emerging market for people mover systems. The study focused on infrastructure requirements and was designed to minimize long-term risks and avoid costly vendor dependencies. The study also analyzed both passenger and cargo movements.

The study was comprised of four elements: vehicle technologies, wireless electric vehicle charging, guideway infrastructure design and case studies. It evaluated various vehicle technologies, identified state-of-the-art ATS vehicles and explored dynamic charging for uninterrupted service. The guideway design aimed for simplicity, sustainability and hazard prevention. The case studies included retrofit and pilot project opportunities, such as modernizing existing systems and implementing ATS in new developments. Specific pilot projects were mentioned, including the Dallas International District and retrofit opportunities for the Las Colinas system and DFW Airport Skylink. The study also emphasized the need for careful planning and minimal disruption during modernization.

For more information on the ATS Development Study, visit www.nctcog.org/ats.

Environmental Protection Agency's Climate Pollution Reduction Grants Program presentation:

<https://www.nctcog.org/getmedia/5f630898-a024-4dfd-b594-f71172f49b05/The-Environmental-Protection-Agency%e2%80%99s-Climate-Pollution-Reduction-Grants-Program.pdf>

The Environmental Protection Agency (EPA) has introduced the Climate Pollution Reduction Grants (CPRG) program to address greenhouse gases and harmful air pollutants. This new initiative aims to develop regional plans for reducing emissions. The CPRG is divided into two phases. The first phase offers \$250 million in planning grants. The second phase provides approximately \$4.6 billion in competitive grant funding implementation. By participating in the CPRG, NCTCOG aims to improve air quality, combat climate change and mitigate the health impacts associated with pollutants for the region.

Eleven counties in the Dallas-Fort Worth-Arlington Metropolitan Statistical Area (MSA) have expressed support for the regional plan, and additional counties may be included upon request. If awarded, the region will collaborate with local governments and the public to create a priority climate action plan, a comprehensive climate action plan and submit a status report in 2027. The plans will involve emission inventories, identifying measures and projects to reduce emissions and seeking community input on prioritized projects. The comprehensive plan will include target projections and a workforce planning analysis.

If awarded the implementation grant, NCTCOG plans to host virtual and in-person meetings to engage the public, seek input on projects and provide updates on plan development. For more information on the CPRG program, visit www.publicinput.com/nctcog-cprg.

Regional Scrap Tire Program presentation:

<https://www.nctcog.org/getmedia/6aa423fd-404d-4a11-8a0f-ae95ad09535c/Regional-Tire-Program.pdf>

Local government and public concerns have prompted the creation of a Regional Scrap Tire program to address the issue of abandoned tires in both rural and incorporated areas. Improper disposal of tires has significant economic impacts, as it is costly and inconvenient for individuals and small businesses to dispose of them. This often leads to illegal dumping, and there is a lack of ordinances, education and markets for tire disposal, which exacerbates the problem. Proper tire disposal involves transporting them to scrap tire facilities for recycling or landfill disposal.

The Regional Transportation Council (RTC) has allocated funding to implement a tire program, establish a tire task force and develop ordinances to address the issue. The task force aims to tackle tire disposal in the 16-county region. A comprehensive regional scrap tire model ordinance has been created to enhance accountability and prevention. And by integrating sustainable tire recycling into the Mobility Plan Policy Bundle, cities and counties can earn transportation development credits. Increasing training opportunities and reporting illegal tire dumping is also encouraged at the local level.

For more information, visit www.nctcog.org/envir/materials-management/regional-tire-task-force.

Federal Performance Measures for National Highway System Pavement/Bridge Assets presentation:

<https://www.nctcog.org/getmedia/49aea96d-da50-46ba-8fe6-6927d3c04eaf/Federal-Performance-Measures-for-National-Highway-System-PavementBridge-Assets.pdf>

A performance measurement is a framework for relating observed performance of the transportation system to regional goals and priorities, planning processes, and project selection and policies. A measure is calculated from regularly updated data and a target is then established for where the measurement should be. NCTCOG is currently working to support the Texas Department of Transportation's (TxDOT) PM2 targets, and staff are assessing pavement and bridge conditions through four-year performance periods.

TxDOT is aiming to increase good pavement conditions, and an analysis based on moving averages shows a positive trend towards good pavement conditions as well as a decrease in poor pavement conditions for interstates and non-interstates. The Statewide bridge analysis shows deck areas in good condition are decreasing slightly while poor condition deck areas remain the same.

NCTCOG staff plans to support Statewide targets set for 2024 and 2026 for both good and poor conditions. TxDOT submitted new targets to the Federal Highway Administration (FHWA) in February, which began the 180-day review process.

The RTC will take action on PM2 targets on July 13, 2023.

FY2024 and FY2025 Unified Planning Work Program presentation:

<https://www.nctcog.org/getmedia/bfa8748a-ae7e-4aea-9464-0315b18b03e5/FY2024-and-FY2025-Unified-Planning-Work-Program.pdf>

FY2024 and FY2025 Unified Planning Work Program draft program:

<https://www.nctcog.org/getmedia/2705a828-b6e2-4e3b-92e1-ba610ef9af7a/DRAFT-FY2024-and-FY2025-UPWP.pdf>

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

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

The UPWP for FY2024 and FY2025 will focus on several planning initiatives, including the 2023-2026 Transportation Improvement Program (TIP), automated vehicle technologies, high-speed passenger technology, bicycle and pedestrian plans, corridor and transit studies, freight planning and an air quality conformity analysis, among others. A draft of the work program is posted at www.publicinput.com/nctcogJune23 for review and comment.

The RTC will take action on the recommended FY2024 and FY2025 UPWP on July 13, 2023.

Summary of Online Review and Comment Topics

Proposed Modifications to the List of Funded Projects handout:

<https://www.nctcog.org/getmedia/a702ed18-49cd-4495-b7c5-e43c2d49b5a5/Proposed-Modifications-to-the-List-of-Funded-Projects.pdf>

A comprehensive list of funded transportation projects through 2024 is maintained in the TIP. Projects with committed funds from federal, State and local sources are included in the TIP. 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 Collin, Dallas, Denton, Ellis, Parker and Tarrant Counties. Additionally, financial adjustments related to public transportation services managed by the Denton County Transportation Authority are also included.

COMMENTS RECEIVED DURING THE MEETING

Automated Transportation System Development Study

Phyllis Silver, Citizen

A. Implementation of ATS in Dallas International District

Question: On slide nine of the presentation, it refers to the Dallas International District. I don't live that far from there. In what way will the ATS be used in that area? The presentation says it will be used for potential vehicles and guideway materials.

Summary of Response by Martin Bate: The ATS vision for the Dallas International District is primarily based on a collaborative study conducted by Jacobs Engineering in 2019. The main objective of the ATS is to facilitate the movement of people throughout the area, connecting the eastern, western, northern and southern ends. The proposed route includes Alpha Road, Noel Road and Montfort Drive. It is also intended to establish links with the DART light rail system, either utilizing the same ATS solution or an alternative one. The project emphasizes internal circulation and relies heavily on the parking strategy established by the city and the development itself. Additionally, the aim is to provide regional connections to enable users, guests, employees and visitors to access the district without the necessity of driving.

Hexel Colorado, Citizen

A. Las Colinas APT system

Question: What is the status of the Las Colinas Area Personal Transit (APT) System? Can we expect it to come back in the near future? Everyone I talked to who has lived in Irving long enough to remember when it ran, wishes it would come back. I believe there's an opportunity to improve efficiency of the light rail system and improve connectivity by closing the Irving Convention Center Station and activating the APT System in its place.

Summary of Response by Martin Bate: There is currently no concrete plan to reopen the Las Colinas APT System. It was closed in early 2020 due to various factors, including COVID-19, and has remained closed indefinitely. However, insights gained from the ATS Development Study suggest the possibility of modernizing and reopening it. Our staff intends to approach the Surface Transportation Technical Committee (STTC) to request funding to design a pilot segment for the APT's modernization. This process will assess the infrastructure and vehicle costs involved. If proven feasible, discussions will then be held with the City of Irving and the Dallas County Utility and Regulation District, which oversees the APT, regarding the potential modernization of the entire system.

Other

Morgan Chivers, Citizen

A: Curb cuts on driveways and intersections

Question: Why are sidewalks being built and/or rebuilt with no curb cuts at driveways and intersections? Shouldn't new infrastructure and repairs automatically be updated to current standards? This seems like a really simple thing to start making much needed improvements to our region's accessibility.

Summary of Response by Shannon Stevenson: We certainly agree with you. It would definitely depend on where the sidewalks are, as we may need to engage local governments in those conversations. I recommend communicating with your local authorities about the location of those new sidewalks.

Anonymous, Citizen

A. Transit and World Cup 2026

Comment: NCTCOG should work to move regional transit expansion plans forward, as well as build new services in preparation for the 2026 World Cup. We will look like a joke to our international visitors if venues like AT&T Stadium remain inaccessible via a reliable transit link beyond driving on the clogged highways of Arlington. In my humble opinion, a transit link to one of the largest entertainment districts in the region should already exist.

Summary of Response by Shannon Stevenson: NCTCOG is actively collaborating with partners to facilitate the organization of the World Cup. Meetings have already started with a variety of stakeholders, and we're focused on identifying the necessary tasks to be accomplished prior to the World Cup. Additionally, we are preparing to host several significant events in the region leading up to the World Cup next year. Our aim is to complete both phase one and phase two tasks in advance. I am optimistic coordination efforts for the World Cup, along with these special events, will result in long-lasting improvements, particularly in terms of enhanced transit options to the entertainment district.

B. High-speed rail link

Question: Does NCTCOG have any plans with the relevant partners to address unmet transportation needs in preparation for the World Cup and to Arlington in general? I know NCTCOG has or intends to study a Fort Worth to Dallas high-speed rail link. Is that something that could be pursued more aggressively?

Summary of Response by Shannon Stevenson: As I mentioned previously, those coordination efforts are underway. As far as the high-speed rail, I don't think we have enough time to implement anything in advance of the World Cup. However, it is certainly something that will bring future events back to our region once we're able to get those services implemented.

Hexel Colorado, Citizen

A. Interstate 345

Comment: I want to express my disapproval of TxDOT's refined hybrid option for the future of Interstate 345 and urge NCTCOG to commission an independent study to assess alternative options, including the removal of the highway and the implementation of a comprehensive boulevard system. I have already submitted a comment on this issue, focusing on the destructive history of the highway, its incompatibility with projected growth and the risks it poses to aging residents in Southern Dallas.

I want to quickly touch on solutions to the socioeconomic divide between Southern Dallas and the northern suburbs. For years, people in Southern Dallas have been driving to jobs outside the city limits, and we need to understand why. Let's consider the example of attracting a major grocery store to Southern Dallas. Committees have heard familiar reasons for its absence: insufficient population, low median income and higher-income residents choosing to shop elsewhere. Shopping locally is not incentivized when it's easier to drive 10 minutes away than to walk 15 minutes down the street. While freeways provide job connectivity, they also perpetuate a system where people of color serve distant areas, limiting opportunities at home. Addressing the first reason, TxDOT estimated in 2016 their boulevard option would house 12,000 new residents, more than double the current downtown population. The second reason, median income, could be improved with new housing for market rate renters who can sustain grocers in Southern Dallas. As for the third issue, high-income residents would have an incentive to shop locally if it were more convenient than the flashy developments in the north. Southern Dallas is easily accessible within a 25-minute commute without a car by combining cycling, walking and public transit along the I-345 corridor.

In contrast, the average daily commute for many Dallas residents is 40 minutes, and it's increasing each year. Investing in Downtown Dallas would benefit Southern Dallas, considering their proximity and the accessibility of the I-345 corridor. Instead of wasting over half of the land on the highway and parking, it should be used for productive housing and human activities. Rebuilding the highway would perpetuate longer commutes, while replacing it with a mixed-use, walkable district that aligns with our mass transit system would bring the city together. I urge the Council to invest in an independent study exploring alternatives other than a highway for the center of our city.

Response by Shannon Stevenson: Thank you, Mr. Colorado. Your comments have been registered. Since I-345 is not on today's agenda, we will provide an appropriate response after the public meeting.

Doyle Rader, Citizen

A. Interstate 345

Comment: The "hybrid" option TxDOT is ramming down the throat of Dallas is a catastrophic folly of 20th century thinking that has no place in 21st century city planning. TxDOT's hybrid plan is a bad deal for Dallas and the region. It serves only to meet the perceived needs of the agency that concocted it, and it must not be allowed to move forward before further independent studies are done to determine if it is viable.

Of all the arguments TxDOT presented for their plan, the assertion that communities of color in Southern Dallas need I-345 to get to jobs in the north, also made by this body's director, is one of the most perniciously reengineered statements of racial equity that has been presented. And it's a complete lie. Communities of color need jobs, but they cannot afford to continue having

those jobs segregated. Black and Hispanic workers are likelier to be low-income earners in the United States, especially in Texas.

According to the Department of Labor, for every dollar a white person makes in Texas, a black worker earns \$0.74 and a Hispanic employee makes \$0.67. Someone earning minimum wage in Texas, which is still \$7.25 an hour, makes just \$15,080 annually. Now, consider the cost of car ownership. According to the Bureau of Transportation Statistics, the average annual cost of car ownership was \$10,729 in 2022. Given the inflation rate and other factors, that number is climbing in 2023. The costs of owning a vehicle can quickly become an outsized portion of a person's income, potentially forcing them into desperate financial situations.

Interstate 345 is not an olive branch to jobs but a noose. Its continued existence further embraces a status quo built on racial inequity and financial disparity. Given the cost of car ownership, forcing populations that have long been targets of discrimination to own a vehicle and drive dozens of miles to find work is a modern-day poll tax. Sure, they can have jobs, but it will cost them! This is just one of the many issues that raises questions about the viability of the future need for I-345. It's further evidence that an outside, independent study is needed. We must look at the impacts of all the options, including a boulevard, and how they will affect surrounding populations and communities, especially those of color. If we don't, the ramifications will be felt for generations.

Response by Shannon Stevenson: Thank you for your comment. Since I-345 is not on today's agenda, we will provide an appropriate response after the public meeting.

Nate Hemby, Citizen

A. Interstate 345

Comment: We don't need more highways. We need more bike lanes. If we're going to be a 21st century city, we need to have a 21st century approach to transportation. That's more than just highways!

Response by Shannon Stevenson: Thank you for your comment. Since I-345 is not on today's agenda, we will provide an appropriate response after the public meeting.

Anonymous, Citizen

A. Interstate 345

Comment: TxDOT is forcing a bad project on the City of Dallas through their preferred I-345 "hybrid" plan. In areas of connectivity, sustainability, community cohesion, economic development, pedestrian safety and more, the hybrid plan underperforms compared to the potential benefits of a boulevard or reconnected street grid option. It is more expensive and will take longer to deliver a highway trench that will worsen pollution, continue to divide core communities and further reinforce car dependency while failing to solve traffic delays.

Instead of a project yielding a huge amount of developable land that could greatly expand downtown Dallas, bringing jobs, services and housing back to the core of the region, TxDOT seeks to maintain the status quo of urban highways funneling people, their money, and their jobs from South to North Dallas and the northern suburbs. Dallas' goals of compact and connected growth could be met by a network of high-efficiency complete streets facilitating

transit, driving, biking and walking in a newly developed neighborhood. Instead, TxDOT offers the same disconnection, congestion, safety risks, noise, car dependency and pollution associated with the North Central Expressway trench & crossings.

Dallas already has a robust highway network on each other side of downtown as well as a huge and expanding series of loop roads in DFW. It is ridiculous to assert that only a highway splitting Deep Ellum and Dallas can facilitate necessary regional traffic when the existing highway system in DFW is among the most advanced in the world. What we lack is good alternatives to highways that give people options other than driving. We similarly lack a denser pattern of development that would reduce the need for longer and more frequent car trips. These two deficiencies aren't coincidences, but the consequence of decades of planning and developmental decisions favoring cars and low-density sprawl. By presenting the "hybrid" plan as the only viable option for Dallas to consider, TxDOT continues this tradition.

I'd ask NCTCOG and their partners at TxDOT to consider how they could capitalize on the strengths an urban environment like Downtown Dallas presents and use the opportunity presented by Interstate 345 to deliver an innovative, forward-thinking project that moves beyond the tired paradigm of considering vehicular throughput above and beyond all else.

Response by Shannon Stevenson: Thank you for your comment. Since I-345 is not on today's agenda, we will provide an appropriate response after the public meeting.

Matt Havener, Citizen

A. Interstate 345

Comment: Keeping the urban highway is not beneficial to the citizens of Dallas.

Response by Shannon Stevenson: Thank you for your comment. Since I-345 is not on today's agenda, we will provide an appropriate response after the public meeting.

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

Social Media

Twitter

The @NCTCOGtrans public input meeting just started. You have ~45mins to post a comment on their web page to be read during the meeting. You can also dial-in to listen & comment over the phone: 855-925-2801 Meeting code: 2463 <https://nctcog.publicinput.com/i1635> – Hexel Colorado (@hexel_co)

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 report is a compilation of general public comments submitted by members of the public from Saturday, May 20 through Monday, Jun. 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email, online and in person at the monthly RTC meeting.

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

In addition, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. The tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received 13 new comments related to roadways, transit and bicycle and pedestrian needs. You can view these new comments as well as past comments by visiting

<http://nctcogis.maps.arcgis.com/apps/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Air Quality

Twitter –

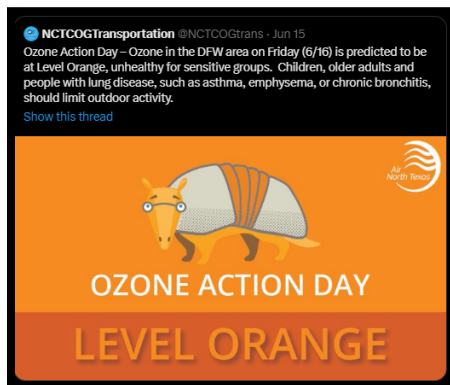
1. Join us tomorrow, June 2, for Clean Air Action Day! Small choices – like riding DART, carpooling, or reducing the time your car spends idling – can make a big impact on air quality. Share how you celebrate with us by using #CAAD2023 and tagging us and @NCTCOGtrans. — dartmedia (@dartmedia)



2. Orange Armadillo Alert Day here in North Texas. — Bojo Pigeon (@BojoPigeon)



3. Another Orange Armadillo Day ahead. — Bojo Pigeon (@BojoPigeon)



Facebook –

1. Join Air North Texas in improving North Texas air quality. Learn how to reduce the number of harmful pollutants that enter our air. — NCTCOG Transportation Department



NCTCOG Transportation Department: Do you lead by example or do you just tell OTHER people how they should live? How about publishing a list of transport-to-the-office methods and a head count for each method? — Rob Dentremont

Email –

1. Michael Martin

Hi there...has Dallas ever been in compliance with federal clean air standards since it began...in the mid-60s, I think?

Response from NCTCOG Transportation Department:

The DFW region has remained designated as “nonattainment” for ozone since formal nonattainment designations were first released in the ‘90’s (based on the Clean Air Act Amendments of 1990). However, the region has attained standards several times –the 1-hour ozone standard (since revoked) and the 1997 8-hour ozone standard (also since revoked) have both been met and we would comply with them if they were still applicable today. Since EPA continues to lower the standard, we continue to chase a moving target. We know much still needs to be done but also emphasize that much has already been accomplished. Note our ozone trendline information at [North Central Texas Council of Governments - Current Ozone Activity \(nctcog.org\)](http://North Central Texas Council of Governments - Current Ozone Activity (nctcog.org)). We currently violate only the 2008 and 2015 ozone standards - and ozone remains the only one of 6 criteria pollutants for which the region violates standards.

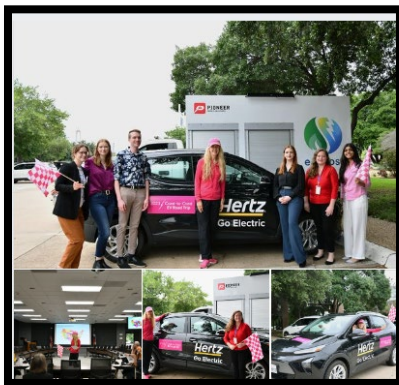
Alternative Fuel Vehicles

Facebook –

1. This morning Daphne Dixon of the Connecticut Southwestern Area Clean Cities Coalition stopped by NCTCOG as part of a coast-to-coast EV road trip from Sacramento, California to Newport, Rhode Island, covering a total of 25 states. She discussed the trip and efforts to ensure that cities are ready for electric vehicles.

Daphne and her colleague Alyssa Murphy took the first EV road trip last year, with a goal of visiting all 50 states over a four-year period. Follow their journey at Life on the EV Highway.

#evroadtrip #ElectricVehicles #CleanCities — NCTCOG Transportation Department



Thank you for hosting such an incredible event! Your support in promoting sustainable transportation and fostering collaboration among Clean Cities coalitions is greatly appreciated. — Life on the EV Highway

Bicycle/Pedestrian/Sustainable Development

Twitter –

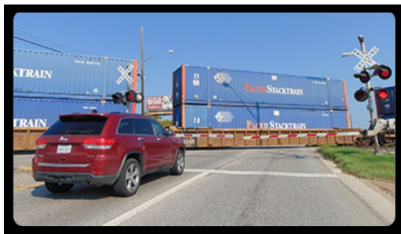
1. Tell them to pedestrianize Elm, Main, and Commerce and to ban parking in Deep Ellum. No parking, no parking problem. Also, tear down I-345 so more people can walk to DE from downtown. — Andrew Wallace (@agwallace92)



Freight

Twitter –

1. Texas gets \$86 million in fed funds to fix at-grade rail crossings: Houston West Belt gets \$36m of it <https://texasrailadvocates.org/post/texas-gets-86m-in-fed-funds-to-fix-at-grade-rail-crossings-houston-west-belt-gets-36m-of-it> @TxDOTCommission @TxDOT @NCTCOGtrans @HouGalvAreaCog — Texas Rail Advocates (@TXRailAdvocate)



2. Texas won't be submitting a federal grant for an Interstate Rail Compact <https://texasrailadvocates.org/post/july-10-is-deadline-for-submitting-intercity-rail-compact-federal-grant-texas-not-interested> @txdot @txdotcomm @NCTCOGtrans — Peter J LeCody (@railadvo)



3. Brandye Hendrickson, @TxDOT Deputy Executive Director for Planning and Administration, joined @USDOTFRA @NCTCOGtrans @CityofFortWorth and @BNSFRailway leadership Tuesday to celebrate a \$17 million FRA grant to construct an overpass at Bonds Ranch Road just west of US 287. — @txdotfortworth (@TxDOTFortWorth)



4. We are celebrating a \$17 million grant to construct an overpass at Bonds Ranch Road and @BNSFRailway crossing just west of US 287 with @TxDOT's Deputy Executive Director for Planning and Administration Brandye Hendrickson, @USDOTFRA @NCTCOGtrans and @CityofFortWorth. — @txdotfortworth (@TxDOTFortWorth)



Public Involvement

Twitter –

1. 170+ attendees from #D12 for 3 open house input sessions this week. Thank you @NCTCOGtrans team for listening to residents & businesses w/Preston Rd study & @CityOfDallas @DallasPlanUD Forward Dallas & Bond Dept staff for engaging Far North Dallas residents! 😊 — Cara Mendelsohn (@caraathome)



Cara. Thanks for hosting. I learned a lot. To the citizens of Far North Dallas. It is time to get engaged and know what is happening in our city. Blind trust might surprise you one day. — Will of Rights (@OurUSA77)

I will add, Cara Mendelsohn can't do it alone. She needs our collective voices and active involvement! — Will of Rights (@OurUSA77)

2. The @NCTCOGtrans public input meeting just started. You have ~45mins to post a comment on their web page to be read during the meeting. You can also dial-in to listen & comment over the phone: 855-925-2801 Meeting code: 2463 <https://nctcog.publicinput.com/i1635> — Hexel (@hexel_co)



Rideshare/Carpool

Instagram –

1. Tomorrow is "Dump the Pump Day!" Lessen your environmental impact and save money by riding public transit, and remember to log your alternative commute at tryparkingit.com! #DumpthePump #RideTransit #TryParkingIt — nctcogtrans



📱 Spreading the love for Dump the Pump (I do it by batching trips). I posted a fun reel and I hope it brings you joy like you post brought me ❤️ — spiritdaysarah

RTC/STTC/Executive Board

Twitter –

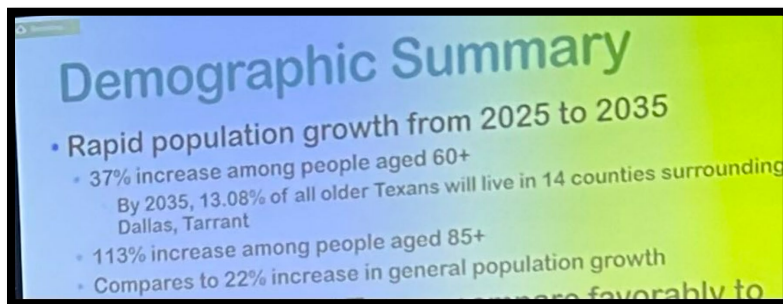
1. .@NCTCOGtrans audit committee, lunch with NCTCOG nominating committee & then monthly board meeting. Fascinating demographic projections for #seniors and general #population growth in our region.

2025-2035:

+22% gen pop

+37% aged 60+

+113% aged 85+ — Cara Mendelsohn (@caraathome)



Name	Total Population	Collin	Dallas	Denton	El
Austin	14,298	0	0	0	0
Burleson	51,715	0	0	0	0
Carrollton	135,801	764	52,168	82,869	0
Cedar Hill	50,312	0	49,624	0	684
Celina	35,028	30,434	0	4,594	0
Combine	2,324	0	882	0	0
Coppell	43,190	0	42,107	1,082	0
Cresson	1,364	0	0	0	0
Crowley	19,439	0	0	0	0
Dallas	1,326,278	51,973	1,245,755	28,542	0
Ferris	3,069	0	1	0	3,068
Flower Mound	79,929	0	0	78,163	0
Fort Worth	974,846	0	0	23,715	0
Frisco	225,072	136,260	0	88,812	0
Garland	248,822	162	248,658	0	0
Glenn Heights	18,718	0	11,434	0	7,284
Grand Prairie	204,973	0	130,754	0	1,440

The North Central Texas region is undergoing rapid growth among persons of all ages, and older adults in particular. During the 10-year period from 2025 to 2035, the number of persons aged 60 and over who live in the North Central Texas area is expected to increase 37%, from 732,760 to 1,059,594. Of greater significance relative to potential demand for long-term services and supports, the number of North Central Texans aged 85 and over is projected to more than double, from 47,410 to 101,072, during the same 10-year period.

2. Fort Worth's very own Mayor Pro Tem Bivens will be the next leader of the @NCTCOGtrans Regional Transportation Council - an incredibly important position for discussions on our rapidly growing regional transportation needs. Congratulations, Gyna!

🔗 <https://nctcog.org/trans/about/news/fort-worths-bivens-to-lead-regional-transportation-council-for-the-next-year> — Mayor Mattie Parker (@MayorMattie)



Love me some @NCTCOGtrans and some @GynaDistrict5! Please let me know how I can help. — TD Smeyers (@SmeyersTD)

Thankful for your leadership Mayor Parker. You are doing a phenomenal job. Be encouraged. — Erik Vance (@PrayOrDie)

3. How in the world? Chair after 2 years on RTC? Takes years to know enough to do anything. Staff loves this. — Matthew Marchant (@MatthewMarchant)

NCTCOGTransportation @NCTCOGtrans · Jun 9

PRESS RELEASE: Fort Worth's Bivens to Lead Regional Transportation Council for the Next Year

Read the full press release here: bit.ly/43xDuTC

PRESS RELEASE:

FORT WORTH'S BIVENS TO LEAD REGIONAL TRANSPORTATION COUNCIL FOR THE NEXT YEAR

North Central Texas Council of Governments

0:00

Dallas County's Jenkins, Johnson County's Bailey also named officers

(Arlington, Texas) – Fort Worth Mayor Pro Tem Gyna Bivens was elected chair of the Regional Transportation Council on Thursday and will lead the 45-member transportation policymaking body for the next year.

Bivens takes over for Collin County Commissioner Duncan Webb, who steered the RTC through the recently concluded 88th Texas Legislature.

Bivens is president and executive director of North Texas LEAD (Leaders and Executives Advocating Diversity), a talent search firm that connects jobseekers with businesses and organizations committed to creating diverse and inclusive leadership teams. A graduate of North Texas State University, Bivens is a former corporate spokesperson and broadcast journalist. Bivens has been an RTC member since 2021 and has represented Fort Worth as its District 5 Council member since 2013. She spent the past year as vice chair of the RTC.

Longtime RTC member Dallas County Judge Clay Jenkins, who joined the policymaking body in 2011, will be the next vice chair. Johnson County Commissioner Rick Bailey was elected secretary. Bailey was appointed to the RTC in July 2022.

The RTC includes local elected or appointed officials from the Dallas-Fort Worth area and representatives from the region's transportation providers. As the

Roadways

Twitter –

1. 1/7 🗳️ @NeighborsDTX event will take place is marked in red box below. Both @AdamBazaldua & @VoteOmarNarvaez say we shouldn't let perfect be the enemy of good...Can anyone explain how this isn't actually much worse than what we have now? Wait, there's more... — Hexel (@hexel_co)

Northbound

1. Recommended alternative alignment does not require any additional right-of-way acquisition.

2. Traffic shown is for illustrative purposes only.

3. Bridge structures are representative of the preliminary feasibility level design. More detailed design will be completed in the next phase in coordination with alignment projects.

4. The existing DART alignment is shown in the rendering. A small portion of the proposed DART 52 alignment is noted for informational purposes.

Dallas Neighbors for Housing @NeighborsDTX · May 19

Unsure about what replacing 345 means for Dallas? Come drink a daiquiri, have some good food, and join us for an amazing night of community at the Southern Classic Daiquiri Factory. [actionnetwork.org/events/a-call...](https://actionnetwork.org/events/a-call-...)

Community NOT COMMUTE

A Special Event on the Eve of the Dallas City Council Vote on 1345

Tuesday May 23rd 7-9 PM

Southern Classic Daiquiri Factory

3030 Ross Avenue

FREE! Food, Drinks, Music, Speakers

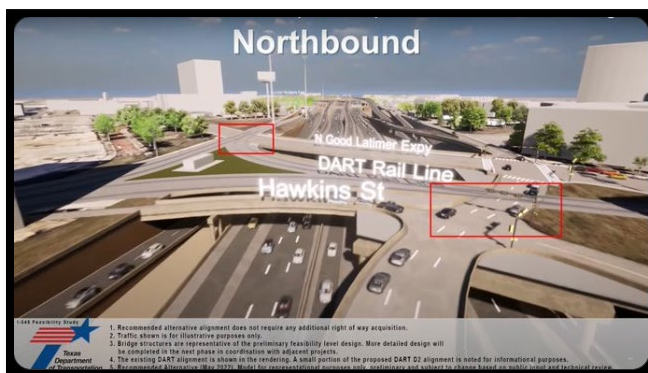
Join Us! <https://bit.ly/43xDuTC>

Community Not Commute on Event Brite

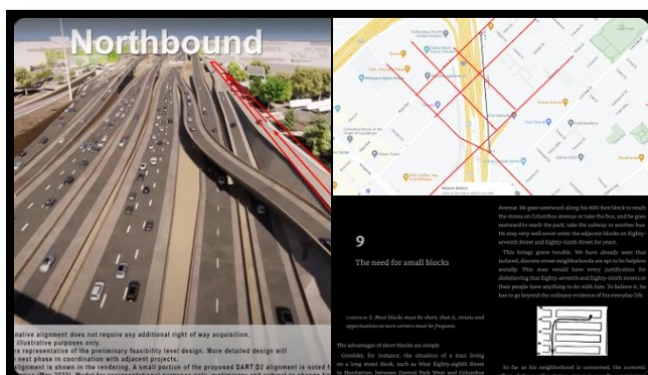
(2/7) Current overpass, "hybrid" plan, and the removal plan designed by @TxDOTDallas have the same number of light-controlled, at-grade crossings w/ @dartmedia Green Line. Yet this point is only counted against the removal/boulevard option. Why? — Hexel (@hexel_co)



(3/7) All option will cause some disruption of traffic controls at crossings. But only trenching involves reconstructing Green Line rail over a bridge. Who's going to pay for that recon: @dartmedia, @NCTCOGtrans, @TxDOT, or Dallas? Where's impact study for S. Dallas riders? — Hexel (@hexel_co)



(4/7) @ChadWestDallas asked at hearing if hybrid was "good urban design." J. Jacobs says blocks must be short & frequent: ideal is ~400ft. ~800ft is considered too long. Trench distance is ~1700ft, zero opportunity for crossing mid-block. How is this good urban design? — Hexel (@hexel_co)



(5/7) To the right of Carpenter Park is W Transfer Center; block north is Pearl/Arts @dartmedia Station. With hybrid, ppl walking to DE must *still* frogger 6+ lanes of fast-moving traffic. How does this recommended plan "learn from mistakes of the past"? — Hexel (@hexel_co)



(6/7) Hybrid claims to remove "visual barriers" b/w communities. @AdamBazaldua demands investment in S.Dallas not just CBD. Yet hybrid maintains massive No Man's Land stack interchange. Shouldn't we demand plan that allows ppl to walk+cycle bw S.Dallas & all other neighborhoods? — Hexel (@hexel_co)



(7/7) Even doctors get 2nd opinions. Even if we assume TxDOT is an authority on not just transportation but also what heals/kills cities...shouldn't we still get 2nd opinion? Doesn't ALL of Dallas - N, S, E, W, Central - deserve that assurance? This week, vote YES to 5S — Hexel (@hexel_co)

RTC Public Meeting

1. Hexel Colorado

My name is Hexel Colorado. I have prepared three minutes of commentary regarding my disapproval of text stocks or fine hybrid option and urging NCTCOG to commission a study independent from tech stock in assessing alternative options for the future of I-345, including its removal and replacement with a comprehensive boulevard system. In respect for time, this is a

multi-faceted issue and I have already submitted one of these facets regarding I-345. That is the facet regarding the destructive history of the highway as well as the existing highways incompatibility with the new growth that we're projecting by 2045 and the danger that it imposes on aging residents of Southern Dallas. That's a facet that I posted in a written comment. And so in the next two minutes, I'll quickly touch on the facets of solutions to the socioeconomic divide between south Southern Dallas and the northern suburbs for decades. We know people of Southern Dallas drive the jobs north of city limits, and we need to ask why. Let's narrow down to a specific example. Why can we not attract a major grocery store to South Dallas? Committees on this topic have heard the same old reasons. Number one, not enough people. A standard grocer needs 15,000 people in one market with no major competition to be interested in an area. Remember this point, this number about ... no major competition for a later point. Number two, low median income. A mixed income population is needed to balance the books for to sustain a standard grocer. And number three, a high, a higher, higher income residents of South Dallas simply drive outside the neighborhood when they want to shop. And for decades, we've interpreted these as excuses rather than as interconnected reasons. There is no incentive to shop locally when it is easier to drive 10 minutes off the freeway than to walk 15 minutes down the street. Yes, freeways are connected to jobs, but there's the kind of connected that change people of color to service an ever farther lands, thereby stealing opportunity away from home, replacing the interstate that does not quote cut off jobs. It may slow down the drive, but that is a feature, not a bug. Regarding the first reason stated for not having a grocery chain text themselves estimated in 2016 that 12,000 new residents would be housed through their boulevard option that over double the size of downtown's current population is the second reason regarding median income. New housing created by the new district would absorbed thousands of market rate renters whose spending power can sustain new southern grocers. On the third issue regarding how people drive outside the neighborhood for high income residents, the incentive ships where it is better for them to shop locally than to shop in the latest Flashiest development north of the city, string town. The Friedman town that was paved over to build I-345 is a 30 minute train ride from Hatcher Station, 19 minute bus ride from Bonton Farms and a 19 minute bike ride from Lincoln High School by combining cycling in our existing public transit system, even before DART Zoom 2.0 or any other improvements to frequency or accessibility. The entirety of short South Dallas is within a 25 commitment commute without a car. When you combine cycling, walking, and transit to the I-345 corridor, compare that to the a average daily commute of 40 minutes. For many Dallas residents, which only grows longer each year, investment from downtown radiates southward. When you consider how close south, south Dallas is to downtown, especially the I-345 corridor, the land directly underneath I-345 is the easiest to reach without a car, both from South Dallas and by the entire city in its suburbs. This land should be saturated with housing productive usage and human activity. Instead, more than half of it is wasted on the highway and parking for cars coming off that highway. An investment in rebuilding the highway is to keep Dallas. An investment to rebuild the highway is to keep Dallas chained to a longer and longer commute. But to replace the highway with a mixed youth walkable district is to make good on the promise of our 6 billion hub and spoke mass transit system. Two, in the very literal sense, bring the city together. With that, you can expect more comments from me in the future, but for now, I want to use this opportunity to remind the council to please invest in an independent study that would pursue alternatives other than a highway for the center of our city. Thank you.

2. Matt Havener

TxDOT is forcing a bad project on the city of Dallas through their preferred I-345 "hybrid" plan. In areas of connectivity, sustainability, community cohesion, economic development, pedestrian safety and more, the hybrid plan underperforms compared to the potential benefits of a boulevard/reconnected street grid option. It is more expensive, and will take longer, in order to deliver a highway trench that will worsen pollution, continue to divide core Dallas communities, and further reinforce car dependency while failing to solve traffic delays. Instead of a project yielding a huge amount of developable land that could greatly expand downtown Dallas, bringing jobs, services, and housing back to the core of the region, TxDOT seeks to maintain the status quo of urban highways funneling people, their money, and their jobs from the south to North Dallas and the northern suburbs. Dallas' goals of compact and connected growth could be met by a network of high-efficiency complete streets facilitating transit, driving, biking, and walking in a newly developed neighborhood. Instead, TxDOT offers the same disconnection, congestion, safety risks, noise, car dependency, and pollution associated with the North Central Expressway trench & crossings. Dallas already has a robust existing highway network on each other side of downtown, as well as a huge and expanding series of loop roads in DFW. It is ridiculous to assert that only a highway splitting Deep Ellum and Dallas can facilitate necessary regional traffic, when the existing highway system in DFW is among the most advanced in the world. What we actually lack is good alternatives to highways that give people options other than driving. We similarly lack a denser pattern of development that would reduce the need for longer and more frequent car trips. These two deficiencies aren't coincidences, but the consequence of decades of planning and development decisions favoring cars and low density sprawl. By presenting the "hybrid" plan as the only viable option for Dallas to consider, TxDOT continues this tradition. I'd ask that NCTCOG and their partners in TxDOT consider how they could capitalize on the strengths an urban environment like downtown Dallas presents, and use the opportunity presented by I-345 to deliver an innovative, forward thinking project that moves beyond the tired paradigm of considering vehicular throughput above and beyond all else.

3. Anonymous

I strongly disapprove of TxDOT's Refined Hybrid Option. I urge NCTCOG to commission a study independent from TxDOT assessing alternative options for the future of I-345, including its removal and replacement with a comprehensive boulevard system. Just like the Trinity Toll Road before it, the Refined Hybrid option will go down in history as a terrible recommendation. I-345 destroyed two Freedman's Towns (Short North Dallas and Stringtown); divided two central neighborhoods (Downtown and Deep Ellum); and diverted jobs, housing, and opportunity away from black and brown communities of Southern Dallas in favor of wealthy suburbs to the north. I respect that it is the intent of this council to gingerly plan for the future. The headline warning is a million new residents in the next two decades. The fatal error of this council is equating more people to new cars; we fail to realize traffic is a self-fulfilling prophecy. Consider where those 1 million residents come from. Asians are the fastest growing demographic in North Texas. Car ownership among the two largest sources, China and India, are 17% and 6%. The Philippines and Vietnam are 6% and 2%. Consider the age and reasons for new residents. Only 51% of college students own a car. The growing preference among young adults is to not need to drive at all. Consider the future of our aging residents. People age 70 and older are more likely to car crash than any other age group besides drivers age 25 and younger. Researchers says most people drive 7 to 10 years longer than they should. Imagine telling a surviving Southern Dallas resident that you're going to right the wrongs thrust upon them 50 years by spending billions of dollars on a highway that fewer and fewer of them can use and kills more and more of them

each year. Zero people can walk on an interstate. Zero people can bicycle on an interstate. Zero bus stops can be placed on an interstate. Zero trees can be planted in the center of an interstate. Zero weekends can an interstate be closed for a parade or cultural festival. Vision Zero is replaced by zero vision. How do we best serve the people of North Texas? That is not a question the State Highway Department is equipped to answer.

4. Hexel Colorado

The “hybrid” option TxDOT is ramming down the throat of Dallas is a catastrophic folly of twentieth-century thinking that has no place in twenty-first-century city planning. TxDOT’s hybrid plan is a bad deal for Dallas and the region. It serves only to meet the perceived needs of the agency that concocted it, and it must not be allowed to move forward before further independent studies are done to determine whether or not it is viable. Of all of the arguments TxDOT presented for their plan, the assertion that communities of color in southern Dallas need I-345 to get to jobs in the north — also made by this body’s director — is one of the most perniciously reengineered statements of racial equity that has been presented. And it’s a complete lie. Communities of color need jobs, but they cannot afford to continue having those jobs segregated. Black and Hispanic workers are likelier to be low-income earners in the U.S., especially in Texas. According to the Department of Labor, for every dollar a white person makes in Texas, a Black worker earns \$0.74, and a Hispanic employee makes \$0.67. Someone earning minimum wage in Texas — still \$7.25 per hour — makes just \$15,080 annually. Now, consider the cost of car ownership. According to the Bureau of Transportation Statistics, the average annual cost of car ownership was \$10,729 in 2022. Given the inflation rate and other factors, that number is already climbing in 2023. The costs of owning a vehicle can quickly become an outsized portion of a person’s income, potentially forcing them into desperate financial situations. In this light, I-345 is not an olive branch to jobs but a noose. Its continued existence further embraces a status quo built on racial inequity and financial disparity. Given the cost of car ownership, forcing populations that have long been targets of discrimination to own a vehicle and drive dozens of miles to find work is a modern-day poll tax. Sure, they can have jobs, but it will cost them! This is just one of the many issues that raise questions about the viability of the future need for I-345. It’s further evidence that an outside, independent study is needed. We must look at the impacts of all the options — including a boulevard — and how they will affect surrounding populations and communities, especially those of color. If we don’t, the ramifications will be felt for generations.

5. Doyle Rader

Agreed - we don’t need more highways we need more bike lanes. If we’re going to be a 21st century city, we need to have a 21st century approach to transportation (that’s more than just highways!)

Response from NCTCOG Transportation Department:

TxDOT and the City of Dallas have reached agreement that TxDOT will move forward with continued project development of the “Hybrid” alternative. The Hybrid alternative includes rebuilding IH 345 in a trench and connecting the surface streets across the trench. This is TxDOT’s preferred alternative as it provides for the continued regional travel function of the current IH 345 but also provides additional connectivity between the east and west side development near downtown Dallas and is the only configuration TxDOT will commit to funding. As part of the City’s approval of this alternative, the city

council has also instructed their staff to investigate opportunities for funding for additional study efforts to determine if, indeed, they will continue with this configuration.

Safety

Twitter –

1. Do you wear a seat belt? Wearing a seat belt reduces the risk of dying in a crash by 45%. In 2022, 1,258 unbuckled TX drivers & passengers died. The annual Click It or Ticket campaign with add'l enforcement of seat belt laws is 5/22-6/4. @NCTCOGtrans @TxDOTDallas @TxDOT — Cara Mendelsohn (@caraathome)

Facebook–



1.  — NCTCOG Transportation Department

make the crime a trip to prison for 20 years = no more fake plates — George Knudson
they will make plates with a 3d printer — George Knudson

Toll Roads and Lanes

Email –

- ## 1. Robert Nelson

I received attached from Texpress Lanes Support in reference to congestion on 114 and 183 express Lanes w/ 18 wheeler utilization of these express lanes.

I utilize the express lanes in commuting to and from Dallas from the Mid Cities. At least 50% of the time 18 wheelers are utilizing the express lanes and are traveling 60mph with adjacent lanes (non toll) passing them. I sent several videos demonstrating this occurrence.

I pay a premium along with others in the mud-cities in utilizing the express lanes for express transportation without the benefit (75mph).

Please forward to the committee or individual that has the responsibility of the express lanes effectiveness. We pay a premium for utilization without the benefit.

I look forward to your response. I can forward videos if that helps the "cause". Thanks in advance for your help!

Transit

Twitter –

1. Morning visit to the @dartmedia Cotton Belt/Silver Line mock ups of wall finishes under Hillcrest - Gus selected the one on the left. DART is building the culvert at Meandering Way and they "accidentally" ripped up a section of the Preston Ridge Trail. @NCTCOGtrans — Cara Mendelsohn (@caraathome)



Oops. — Douglas Fejer (@dougfejer)

Why did you put 'accidentally' in quotes? Were they negligent, incompetent, apathetic, or did they 'accidentally' do it on purpose? — Carnal Kaufe (@CKaufe)

I can't know the real reason this happened. An inspector told me @dartmedia & AWH may be working with outdated plans. That is an alarming statement. — Cara Mendelsohn (@caraathome)

Yes it is. But it's better than all th possibilities I imagined, so in a weird way I hope it's th truth. Thank you for yer attn to this matter. — Carnal Kaufe (@CKaufe)

The train nobody asked for. The train few will ride. The mismanagement would be funny if it weren't happening in my neighborhood with my tax dollars. — Alan Burks (@abrave44)

2. Over the past 3yr or 5yr period, what percentage of transportation funds available has @NCTCOGtrans invested in #TransitAlternatives (bus,rail,bikeways etc) vs auto-centric highways? — Loren S. (@txbornviking)

Other

Facebook –

1. This Memorial Day, we remember those who have given their lives in service to our country.
— NCTCOG Transportation Department



Perfectly said! — Cletis Millsap



Regional Transportation Council Speaker Request Card

Instructions:

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

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

Name: Hexel Colorado Organization, if any: Replace345.org & ThisDallasLife.com

City of Residence: Dallas Zip Code: 75206

RTC Agenda Item #4, Subitem 5: "City of Dallas Conditional Support for Texas Department of Transportation/Mobility Plan for Recommendations for Interstate Highway 345"

- ☒ I wish to speak on this topic
☐ I wish to speak for this topic
☐ I wish to speak against this topic

Please provide written comments below:

Just like the Trinity Toll Road before it, the Refined Hybrid option will go down in history as a terrible recommendation. I-345 destroyed two Freedman's Towns (Short North Dallas and Stringtown); divided two central neighborhoods (Downtown and Deep Ellum); and diverted jobs, housing, and opportunity away from black and brown communities of Southern Dallas in favor of rich white suburbs to the north. Rebuilding this destructive, divisive, and diverting highway means doubling down on Dallas' racist past. If you allow this highway to be rebuilt, you share in the same arrogance of those who built it in the first place.

I respect that it is the intent of this council to gingerly plan for the future. The headline warning is a million new residents in the next two decades. The fatal error of this council is equating more people to new cars; we fail to realize traffic is a self-fulfilling prophecy.

Consider where those 1 million residents come from. Asians are the fastest growing demographic in North Texas. Car ownership among the two largest sources, China and India, are 17% and 6%. The Philippines and Vietnam are 6% and 2%. Consider the age and reasons for new residents. Only 51% of college students own a car. The growing preference among young adults is to not need to drive at all.

Consider the future of our aging residents. People age 70 and older are more likely to car crash than any other age group besides drivers age 25 and younger. Researchers says most people drive 7 to 10 years longer than they should. Imagine telling a surviving Southern Dallas resident that you're going to right the wrongs thrust upon them 50 years by spending billions of dollars on a highway that fewer and fewer of them can use and kills more and more of them each year.

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How do we best serve the people of North Texas? That is not a question the State Highway Department is equipped to answer.



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2. Speakers are permitted up to three (3) minutes to speak. A person addressing the RTC through a translator will be provided up to six (6) minutes.
3. Please fill in your name, affiliation and agenda item you are providing comments on.
4. If you are submitting a written comment, please write your comment on this form.
5. **Please return this form to an NCTCOG employee.**

I wish to make an oral comment at the Regional Transportation Council meeting

I wish to submit a written comment at the Regional Transportation Council meeting

I wish to make both oral and written comments at the Regional Transportation Council meeting

✓ Name Adam Lamont

Organization, if any (re)Place 345

City of Residence Dallas Zip Code 75243

RTC Agenda Item # 4.5

Please select one of the following:

I wish to speak on this topic

I wish to speak for this topic

I wish to speak against this topic

Please provide written comments below:

Hello, I want to say that I do think it's foolish to spend more than a \$1 billion for little more than a one mile stretch of highway, a great way of getting around and between city-centers but a terrible way to get through city centers. I do believe that we can achieve better mobility by removing I-345 and making upgrades to existing boulevards, Cesar Chavez, Good Latimer, and Botham Jean while improving on the D2 proposal. While I am glad that the current plan does do a couple of good things like removing the elevated highway and providing some opportunities for capping, the reality is that having massive interchanges and a wide highway in the middle of downtown and the surrounding neighborhoods is a mistake.

As you do move forward on your plan, I hope that you actually follow through on the goals that the City of Dallas has put forward for you. I hope that you prioritize the north-south connection and rethink all of the exit ramps on the 30 and 345 interchange. I also want TxDOT to explore how we can trench 45 for at least some of the stretch south of I-30. The current plan has completely forgotten about South Dallas, and therefore it will keep the elevated structure through South Dallas.



Regional Transportation Council Speaker Request Card

Instructions:

1. Please mark the box indicating whether you would like to make an oral comment (pursuant to HB 2840), a written comment, or both oral and written comments.
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- ☐ I wish to make an oral comment at the Regional Transportation Council meeting
☒ I wish to submit a written comment at the Regional Transportation Council meeting
☐ I wish to make both oral and written comments at the Regional Transportation Council meeting

Name: Keegan Smith

Organization, if any: Dallas Bike Coalition

City of Residence: Dallas

Zip Code: 75206

RTC Agenda Item #4, Subitem 5: "City of Dallas Conditional Support for Texas Department of Transportation/Mobility Plan for Recommendations for Interstate Highway 345"

- ☒ I wish to speak on this topic
☐ I wish to speak for this topic
☐ I wish to speak against this topic

Please provide written comments below:

Dallas city council should not have approved TXDOT's buried highway plan before commissioning a fully independent study of I-345's removal and the feasibility of the boulevard option. Dallas has shrunk in population over the last year and is losing competitiveness compared to its northern suburbs in part because of the highway between the two. Dallas should be acting in its best interest rather than allowing the suburbs to siphon opportunity and people north via 75 and I-345.



Regional Transportation Council Speaker Request Card

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

Name: Tony Pham

Organization, if any: Walkable Arlington

City of Residence: Grand Prairie

Zip Code: 75054

RTC Agenda Item #4, Subitem 5: "City of Dallas Conditional Support for Texas Department of Transportation/Mobility Plan for Recommendations for Interstate Highway 345"

- ☒ I wish to speak on this topic
☐ I wish to speak for this topic
☐ I wish to speak against this topic

Please provide written comments below:

TAKE IT DOWN. DEMOLISH IT. GIVE US HOUSING OR GIVE US DEATH.



Regional Transportation Council Speaker Request Card

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

Name: Doyle Rader

Organization, if any: N/A

City of Residence: Dallas

Zip Code: 75214

RTC Agenda Item #4, Subitem 5: "City of Dallas Conditional Support for Texas Department of Transportation/Mobility Plan for Recommendations for Interstate Highway 345"

- ☒ I wish to speak on this topic
☐ I wish to speak for this topic
☐ I wish to speak against this topic

Please provide written comments below:

The "hybrid" option TxDOT is ramming down the throat of Dallas is a catastrophic folly of twentieth-century thinking that has no place in twenty-first-century city planning. TxDOT's hybrid plan is a bad deal for Dallas and the region. It serves only to meet the perceived needs of the agency that concocted it, and it must not be allowed to move forward before further independent studies are done to determine whether or not it is viable.

Of all of the arguments TxDOT presented for their plan, the assertion that communities of color in southern Dallas need I-345 to get to jobs in the north — also made by this body's director — is one of the most perniciously reengineered statements of racial equity that has been presented. And it's a complete lie.

Communities of color need jobs, but they cannot afford to continue having those jobs segregated. Black and Hispanic workers are likelier to be low-income earners in the U.S., especially in Texas. According to the Department of Labor, for every dollar a white person makes in Texas, a Black worker earns \$0.74, and a Hispanic employee makes \$0.67. Someone earning minimum wage in Texas — still \$7.25 per hour — makes just \$15,080 annually.

Now, consider the cost of car ownership. According to the Bureau of Transportation Statistics, the average annual cost of car ownership was \$10,729 in 2022. Given the inflation rate and other factors, that number is already climbing in 2023. The costs of owning a vehicle can quickly become an outsized portion of a person's income, potentially forcing them into desperate financial situations.

In this light, I-345 is not an olive branch to jobs but a noose. Its continued existence further embraces a status quo built on racial inequity and financial disparity. Given the cost of car ownership, forcing populations that have long been targets of discrimination to own a vehicle and drive dozens of miles to find work is a modern-day poll tax. Sure, they can have jobs, but it will cost them!

This is just one of the many issues that raise questions about the viability of the future need for I-345. It's further evidence that an outside, independent study is needed. We must look at the impacts of all the options — including a boulevard — and how they will affect surrounding populations and communities, especially those of color. If we don't, the ramifications will be felt for generations.



Regional Transportation Council Speaker Request Card

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

Name: Matthew Havener

Organization, if any: NA

City of Residence: Dallas

Zip Code: 75215

RTC Agenda Item #4, Subitem 5: "City of Dallas Conditional Support for Texas Department of Transportation/Mobility Plan for Recommendations for Interstate Highway 345"

- ☒ I wish to speak on this topic
☐ I wish to speak for this topic
☐ I wish to speak against this topic

Please provide written comments below:

I345 should be torn down and I hope NCTCOG can focus on more alternatives to driving in our city.



METROPOLITAN PLANNING ORGANIZATION
FOR THE DALLAS-FORT WORTH REGION



Statement of Support
IH 30 from IH 45 to Ferguson Road

Submitted on June 29, 2023 by the Regional Transportation Council and the North Central Texas Council of Governments, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area

IH 30 is a regionally significant transportation corridor that sustains the local, regional, and state economy. In the North Central Texas region, this corridor serves as a principal route for local commuters traveling to/from the Dallas and Fort Worth central business districts and provides access to several key highways and transportation facilities. This location also provides access to/from local destinations including Deep Ellum and Fair Park. The proposed improvements to this segment of IH 30 are vital for the management of congestion in this corridor. The recommended improvements include the addition of mainlanes, construction of managed lanes, frontage roads, and cross street bridges, and reconstruction of access ramps. In addition, this project will also include shared use paths and sidewalks to accommodate bicyclists and pedestrians. Collectively, these project recommendations will support improved mobility, accessibility, connectivity, and safety, as well as increased economic development attractiveness and enhanced quality of life to be enjoyed by area residents.

The recommended improvements to this section of IH 30 are consistent with *Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update*. Because of the regional significance of this project, the North Central Texas Council of Governments is willing to provide any assistance in the planning, design, and implementation of this project.

Contact:

Amanda Wilson, AICP
Public Involvement Manager
(817) 695-9284
awilson@nctcog.org

Samuel Simmons
Senior Transportation Planner
(817) 704-2523
ssimmons@nctcog.org

About the Regional Transportation Council

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The 12-county Dallas-Fort Worth Metropolitan Planning Area includes Collin, Dallas, Denton, Ellis, Hunt, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

About the North Central Texas Council of Governments

The North Central Texas Council of Governments (NCTCOG) is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered around the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 240 member governments including 16 counties, 169 cities, 19 school districts, and 27 special districts.



METROPOLITAN PLANNING ORGANIZATION
FOR THE DALLAS-FORT WORTH REGION



Statement of Support (#2)
IH 30 from IH 45 to Ferguson Road

Submitted on June 29, 2023 by Michael Morris, P.E., NCTCOG Director of Transportation
on behalf of the Regional Transportation Council, the
Metropolitan Planning Organization for the Dallas-Fort Worth region.

It is important to highlight the five elements that make this freeway improvement important and therefore necessary to advance to construction.

1. Limited right-of-way take minimizing residential and commercial purchases. This reduces project cost, increases project support and promotes environmental stewardship.
2. The current IH 30 corridor has complicated operational barrier movements due to limited roadway capacity. The new design eliminates these operational difficulties.
3. The new design eliminates elevated freeway structures reducing the obstruction between neighborhoods, including Deep Ellum, East Dallas and Fair Park. It is critical in the new federal legislation to demonstrate the sensitivity of reknitting previously established neighborhoods.
4. The IH 30 freeway corridor has proposed additional capacity and safety enhancements. It is anticipated the project will have lower emissions and greater reliability. Meeting future demand is critical.
5. The Regional Transportation Council has congestion management components in this corridor, detailed in the Mobility 2045 Plan, that enhance the Dallas-Fort Worth mobility, safety and air quality scores.

The Regional Transportation Council has included the TxDOT design in the Mobility 2045 Plan and this project on IH 30 from IH 45 to Ferguson Road is also included in the Air Quality Conformity Report for the Dallas-Fort Worth region.

Contact:

Amanda Wilson, AICP
Public Involvement Manager
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Michael Morris, P.E.
Director, Transportation
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About the Regional Transportation Council

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OFFICE OF COMMISSIONER
DISTRICT NO. 3



JOHN WILEY PRICE

June 12, 2023

Michael Morris
Director of Transportation
NCTCOG
616 Six Flags Drive
Arlington, Texas 76011

Re: Creation of Inland Port LGC

Dear Mr. Morris,

Thank you for attending the 6th Annual Inland Port Symposium and your offer to assist and provide guidance as we work to set up a Limited Government Corporation (LGC) for the Dallas County Inland Port (DCIP).

As you know, the DCIP plays an important economic role in our community. Given the ideal location of the major interstate highways and the Union Pacific Intermodal facility, the DCIP area is the fastest growing commercial industrial submarket in the US.

My vision for the LGC is to maximize continued economic growth that benefits the greater community. This includes:

- Prioritize infrastructure projects to meet the needs of continued growth
- Receive federal designation of the DCIP as a port
- Apply for grants to address environmental and equity issues
- Identify Private/Public partnership opportunities outside of the grant process
- Identify and implement workforce development that meets the needs of DCIP employers
- Implement a regional approach to workforce transportation

Although many of the steps above set the groundwork for the future of the DCIP, there is an immediate need to set up the LGC to address financial stability of the Inland Port TMA. The Inland Port TMA has shown the need for workforce transportation. The need is greater than our current financial business model can address. Therefore, we need to stand up the Inland Port TMA within the LGC within the next two years to ensure sustainable funding.

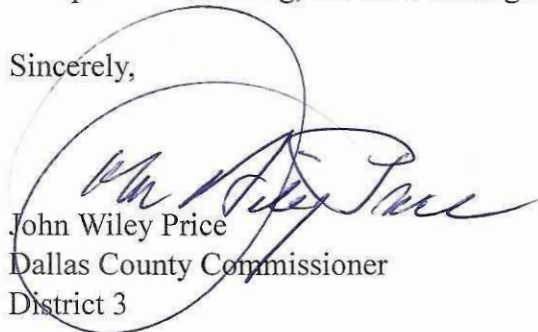
Page 2

June 12, 2023

NCTCOG support during these critical next two years could include a study on a successful LGC governance model (i.e., Board structure, Membership fee analysis), funding to support the administration of the LGC, and/or analysis on optimizing the micro transit services to meet the increased ridership.

With your support, I know we can set groundwork for not only the current needs of workforce transportation funding, but the overall growth of the Inland Port.

Sincerely,

A handwritten signature in blue ink, appearing to read "John Wiley Price", is written over a circular stamp. The signature is fluid and cursive.

John Wiley Price
Dallas County Commissioner
District 3

DALLAS MORNING NEWS

GRAND PRAIRIE PLANS FOR URBAN DEVELOPMENT AT ITS GATEWAY DISTRICT ON I-30

New cricket stadium and apartments will bring activity to the high-profile intersection.

By Steve Brown

Grand Prairie is hoping two new projects will give traction to its plans for a high-density development district on Interstate 30.

Called the Gateway at Grand Prairie, the almost 160-acre area is at the four corners of I-30 and South Belt Line Road.

With improvements to the highway intersection, the city has been studying concepts for future development around the high-traffic crossroads south of Lone Star Park and the Texas Trust CU Theater.

Key properties around the intersection are vacant and prime for development.

“It’s really the last opportunity for a major urban type project between downtown Dallas and downtown Fort Worth,” said Marty Wieder, Grand Prairie’s director of economic development. “The City Council has been patient to make sure it has been done right.”

Construction of new highway frontage roads and reworking of the interchange at Belt Line Road have been completed, opening up new development potential.

“We didn’t have frontage roads until recently – we were just passed through,” Wieder said. “Now that TxDOT has put in the service roads it has opened up that land.”



Grand Prairie has masterplanned almost 160 acres at Interstate-30 and South Belt Line Road for future urban development. (Contributed / Omniplan)

Grand Prairie several years ago hired Dallas architect Omniplan to master plan the Gateway district properties for potential construction.

“We did it to have an idea how this might look,” Wieder said. “We specifically sought Omniplan out to help do this because we had seen what they had done with CityLine in Richardson and Legacy West in Plano.”

Concept renderings for the Gateway district show an urban-style area of high-rise and mid-rise mixed-use buildings.

Wieder said the first two developments in the area will bring more attention to Gateway.

In July, construction will be completed on a [Major League Cricket stadium](#) on the north side of I-30 and will bring thousands of visitors to the district. The 7,500-seat sports venue attracted backing from Dallas-based developer Hillwood.

“They’ve been hustling to get it ready” in time to host summer games, Wieder said.

And near the southwest corner of I-30 and Belt Line, Austin-based apartment builder [OHT Partners](#) has gotten zoning to build a 310-unit rental community on almost six acres. “They got approved for a six- and seven-story multifamily project where Stadium Drive is nearing completion,” Wieder said.

OHT is already working on multiple North Texas rental communities, with new projects in Oak Lawn, in the Cedars neighborhood south of downtown Dallas and near the Southwestern Medical District and Love Field.

With the proximity to the new cricket stadium, Lone Star Park and Grand Prairie’s other entertainment draws, the city is also looking at potential hotel projects.

“If the opportunity presents itself, we want to be able to illustrate the demand for a quality hotel up there,” he said.



A 7,500-seat cricket stadium is opening this summer in Grand Prairie's Gateway district near I-30. (Contributed)

SHARED MICROMOBILITY BOOSTS JOB ACCESS WHEN LINKED WITH PUBLIC TRANSIT: REPORT

By Michael Brady

Dive Brief:

- Local governments can improve access to jobs by further integrating shared micromobility, such as electric bikes and scooters, into their public transit systems, [according to research](#) published earlier this month by the New Urban Mobility alliance and Transport for Cairo.
- The study found that, compared with cars, micromobility provided similar access to jobs for trips under 15 minutes and, in large metro areas with good public transit, 30-minute trips. But cars usually offered better access for longer trips than micromobility alone or a combination of micromobility and public transit.
- For the study, researchers developed a new, open-source approach that, according to NUMO, better accounts for traffic congestion, car parking, the availability of shared micromobility vehicles and where people are most likely to use micromobility. Others can use it free of charge.

Dive Insight:

This study may provide a more accurate assessment of how shared micromobility affects access to jobs, as most accessibility analyses don't consider micromobility on its own or "as a first- or last-mile solution to expand access to existing public transportation," the study says. Moreover, some analyses assume that cars travel freely — without traffic congestion — and don't account for the time needed to find, enter, park and exit a motor vehicle.

"These methodological shortcomings lead to gross overestimations of accessibility by car, making cars falsely appear faster than other modes for many trips," the study says.

To assess job accessibility, researchers measured the number of employment destinations from a given origin point within 15-, 30-, 45- and 60-minute travel time thresholds.

For the analysis, the researchers used data from Uber Movement and Mapbox to evaluate the effects of shared micromobility on job access, with and without the improved methods, in the San Francisco Bay Area, Minneapolis-St. Paul, Cairo and Mexico City.

In addition to evaluating the effect of shared micromobility on job accessibility, the researchers created a new way to estimate changes in job access by neighborhood, race and income. In the Bay Area and Minneapolis-St. Paul, the study found that micromobility improved job access more for lower-income residents compared with the average resident.

"In San Francisco, micromobility led to a more equitable distribution of job access across areas of the city," the study says. Researchers also found that dockless micromobility improved job accessibility between 3% and 6% better than docked micromobility in the Bay Area.

Sebastian Castellanos, NUMO's research lead, said in an interview that local governments could use information about job accessibility to help set policies for and negotiate with shared micromobility operators.

RECOMMENDED READING

- [Shared micromobility companies recommended model regulations. Here's what they didn't mention.](#) By [Michael Brady](#) • May 26, 2023
- [How Bird, Lime, Spin and Superpedestrian want cities to regulate shared e-bikes and scooters](#)

FORT WORTH'S EASTSIDE TRANSPORTATION PLAN OFFERS COMPREHENSIVE APPROACH TO SAFETY, LAND USE

The city invites residents to complete a survey about the plan until June 30.

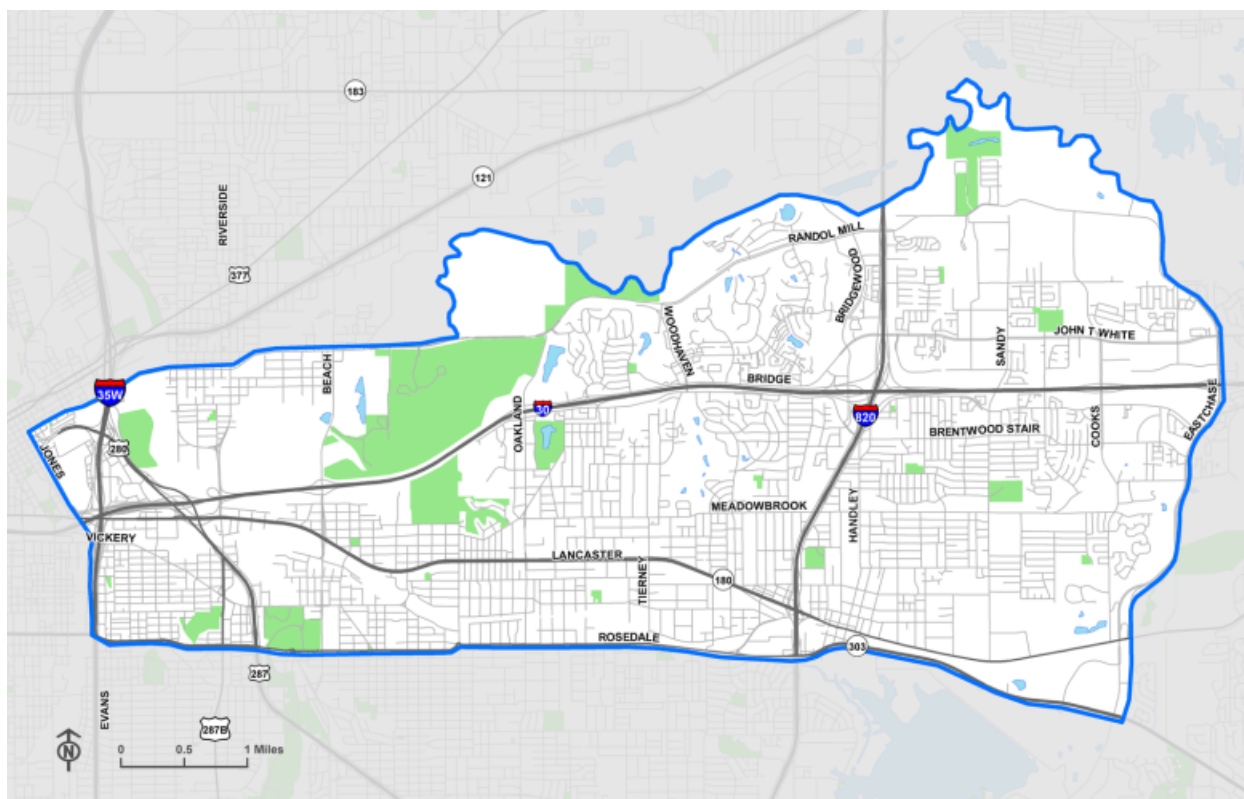
By Sandra Sadek

Across the many signs placed in the room during the [Eastside Transportation Plan](#) open house at the Handley Meadowbrook Community Center, residents have placed stickers and notes on items that are very important to them: safety, ease of use for different transportation modes, bringing a grocery store and more walkable retail.

Those new amenities could soon come to Fort Worth's eastside as the city works to implement comprehensive projects that tackle land use, transportation and road safety.

Kelly Porter, assistant director of [transportation and public works](#) for the city of Fort Worth, said this is about moving things forward previously explored in past vision plans like [Advancing East Lancaster](#).

"It's taking all those things that came up with some good vision and putting them to a level of detail and taking you through a process that we can then move forward with and actually get designed and constructed," Porter said.



Options currently being explored for the eastside will make the area safe, clean and comfortable, the city said. That means increasing density in some places to encourage residents to work and play in the same area without displacing people. Options include walkable

retail and landscape beautification while also looking at ways to circulate residents' money locally.

As for safety, that could be manifested as more speed bumps to slow incoming traffic; more stop signs, sidewalks and increased traffic enforcement.

"Safety's a big one. And just general quality of life for themselves," Porter said. "One thing we're trying to do is engage the kids because they're gonna inherit a lot of these things. (We want to) make sure we get in that diversity back – not just the people that show up at meetings."

Eastside resident Patrick Callahan has lived in the area since 1998. He said he'd like to see more grocery store options so he can access fresh produce. He also mentioned concerns about drag racing along East Lancaster Avenue.

"We can hear it like it's a street next door to us," Callahan said. "It's not only the nuisances and noise but obviously the safety — some people are in danger."

Goals envisioned for the area have changed since the pandemic, Porter said, which means it's important that all groups involved in the redevelopment of the area — the city, Trinity Metro, the North Central Texas Council of Governments and the Texas Department of Transportation — need to be on the same page.

"By doing this altogether, it keeps us on the same page, keeps the development process where the project development process and design process more efficient, and hopefully saves us time and maybe even money on the end," he said.

The city is currently collecting feedback from residents about the plan to help determine recommendations. The current survey is open until June 30, 2023.

"This is where we can come together and figure out what happens. There've been a lot of things in the past that have been said about what's going to happen. This is the process we have to go through to get to the point where we're trying to figure out what it's going to be," Porter said.

"This is going to be hopefully us buying into a vision – a shared vision – but it's going to be data-driven."

SHARE YOUR THOUGHTS ON GRAND AVENUE IMPROVEMENTS

By Lauren Turner

The North Central Texas Council of Governments is holding a public meeting regarding the road conditions of Grand Avenue.

The council aims to improve Grand Avenue between [Gaston-Garland-Grand](#) and Interstate 30. The [meeting](#) will cover pedestrian and roadway safety as well as accessibility to surrounding areas.

Stakeholders have already formed a list of problems and tentative solutions that will be shared at the meeting, along with plans for the Grand Avenue study. Ideas proposed by meeting attendees will be incorporated to the existing list.

The event will take place at 5:30 p.m. June 6 at [Mount Auburn Elementary School](#) (6012 E. Grand Ave.). For more information about the meeting visit the NCTCOG [website](#).

WFAA

BILL TO BAN VEHICLE INSPECTIONS WOULDN'T SAVE DFW RESIDENTS TIME OR MONEY

A bill to eliminate mandatory vehicle safety inspections awaits Gov. Greg Abbott's signature. North Texas drivers would still have to visit an inspector each year.

By Matt Houston

DALLAS — Most Dallas-Fort Worth residents would still need to visit a vehicle inspector each year, even if Gov. Greg Abbott signs a bill to eliminate mandatory safety checks.

The Texas Legislature [sent such a measure to the governor's desk](#) Tuesday. It aims to save Texans an annual trip to the inspection station by removing the requirement from the state code.

But the bill would not save Dallas-Fort Worth residents time or money.

Under the proposal, Texans who forego an inspection would still pay the \$7.50 fee when they renew their vehicle's registration. The tax ensures eliminating the requirement does not impact state coffers.

Texas is one of 13 states that mandate yearly vehicle inspections.

If the bill becomes law, drivers living in 17 Texas counties where air quality is poor will still have to visit an inspection station each year. Vehicles in these areas must annually pass an emissions test to meet state environmental requirements.

Of the 17 counties, nine are in the metroplex.

People who live in Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, and Tarrant counties cannot renew their vehicle's registration unless it clears an emissions test.

Sanad Khirfan, who owns Slick's State Inspections and Auto Details in Irving, hopes drivers taking their cars for an emissions test would also choose to request a safety check.

"For most people, the biggest investment they make in their life is a house - and second, a car," Khirfan said. "If you care about that major investment you're going to carry for at least five years, I would definitely have it checked regularly."

The proposal, which would apply to cars registered after January 2025, is likely to hurt inspection station owners. Khirfan says his shop typically offers a solution to problems his inspectors discover, including tires and brakes.

Khirfan estimates roughly 20 percent of the 150 cars his team inspects each month do not pass. On average, then, his crew catches about one car each day that's unsafe to drive.

"I hope Texas continues this program," Khirfan said. "That's a major safety concern."

[Bill to ban vehicle inspections wouldn't help DFW residents much | wfaa.com](#)

PATCH

FOUR MAJOR PROJECTS TO TRANSFORM MCKINNEY'S INFRASTRUCTURE

McKinney's transformation: Upcoming and ongoing infrastructure projects

By John Donovan

McKinney, Texas - Extensive infrastructure development is planned and currently taking place in McKinney.

This extensive program of work includes improvements to intersections, pedestrian access, utility systems, and roadways. There are four major projects, some already started and others about to begin, all focusing on enhancing McKinney's connectivity and transportation network, according to [Dallas Metro News](#).

One imminent project worth highlighting is the upgrade planned for the intersection at US 380 and Community Avenue. It costs \$2.7 million and is paid for by both the city of McKinney and the [North Central Texas Council of Governments](#). The project will see the intersection expanded, notably by introducing dual left-turn lanes for traffic traveling in both east and west directions.

The project scope also includes the establishment of new right-turn lanes for westbound and southbound traffic, coupled with necessary upgrades to the traffic signal system. The plan for this upgrade is currently in the development phase, with construction planned to start in late summer and run from late 2023 to mid-2024.

A second project under consideration targets improvements in pedestrian accessibility along Virginia and Louisiana streets between Graves and Benge Streets. The city of McKinney fully funds this \$1.9 million project, which includes the construction of sidewalks, pedestrian ramps, and crosswalks, ensuring the corridor complies with modern accessibility standards. This project will also start this summer and should be finished by next summer, 2024.

In light of the impending SH-5 overhaul led by the Texas Department of Transportation, a \$25 million utility relocation project is in progress. Funded entirely by the city of McKinney, the project involves moving existing city utilities, such as water and wastewater systems, from Spur 399 to Powerhouse Street. The timeframe for this major undertaking extends from late summer through mid-2025.

In terms of ongoing projects, East Louisiana Street is undergoing substantial infrastructure improvements, with a focus on enhancing its connection to Throckmorton Street. This \$9 million project, funded by the city of McKinney and the North Central Texas Council of Governments, has required the closure of Louisiana Street to through traffic for the construction of a roundabout at the intersection of Louisiana and Greenville Streets.

Traffic is being directed to Virginia Street for now. Additionally, ongoing construction work on Green Street and Andrews Street is scheduled for street paving by the end of summer. The work on all these streets should be finished by early 2024.

PROGRESS IS UNDERWAY ON DALLAS'S HIGHWAY CAP OVER INTERSTATE 35E

By Charles Gebbia

The motto for [Dallas's](#) planned [Southern Gateway Public Green](#) is a "A Park with a Purpose." The forthcoming [freeway capping park](#) will span over [Interstate 35E](#), a [highway](#) constructed in the 1950s that rips through the neighborhood of Oak Cliff, with the intention to reconnect the separated neighborhoods and harbor a renewed sense of community. Construction on the first phase of the park, designed by [SWA Group](#) and [HKS](#), is now progressing, with a [massive concrete deck now in place over Interstate 35](#) that will hold the park. The first phase of the park centers on a 2.8 acre swath of land that is one component of a larger five acre development, and a completed \$666 million highway reconstruction project known as the [Southern Gateway Project](#).

The massive infrastructure project involved widening the lanes on a stretch of the Interstate in an effort to reduce traffic congestion while improving safety and mobility. Work on the highway project completed late last year, the next step is the adding the green space component.

The park's realization is the work of the Southern Gateway Public Green Foundation, who oversees the public-private partnership between the city of Dallas, the North Central Texas Council of Governments, and the Texas Department of Transportation (TxDOT), which is funded through private donors and a combination of federal, state, and local grants.

"Southern Gateway Public Green sits at a nexus of opportunity, creating a park to bridge a freeway and unite a once-divided community," said Chuck Daniel, Dallas Managing principal and lead SWA designer, in a press release. "The impediment to downtown access is being addressed, as are community concerns about housing and gentrification, as part of the master plan for Oak Cliff. This is a win-win for the local community and for Dallas as a whole. The City is setting a new precedent for green space and connectivity where none previously existed."

Similar to SWA's previous work with [Riverside Park South](#) on Manhattan's west side and [Park 101 in Los Angeles](#), Southern Gateway Public Green will consist of a raised pedestrian walkway, a playground, and spaces for dining, retail, and performances. These park amenities were informed by public feedback. In addition to outdoor recreational spaces, the park will house educational exhibits to inform visitors on the history of the Oak Cliff neighborhood.

A defining feature of the park scheme is the endeavor to create a topographically diverse landscape new to Dallas. A cliff-like base for the pedestrian walkway and a series of gradual steps will bring physical dimension to the site; these geological elements will be augmented by native plantings and various iterations of stone pavers. Other proposed public amenities include a covered bandshell for hosting performances, which could also double as an event or dining venue.

With improved pedestrian access the divided North and South Oak Cliff neighborhoods will be "re-stitched." Developers with plans to bring more residential and retail opportunities to the area have already swooped in and expressed intentions, [concerning some local residents](#).

As a cap park, [Southern Gateway Public Green](#) follows other cities around the U.S. addressing [the divide caused by midcentury highway infrastructure projects](#) by inserting park space. Elsewhere in Dallas, [Klyde Warren Park spans the Woodall Rodgers Freeway](#), and [Pittsburgh recently completed its own version](#) with Frankie Pace Park.

Progress on the Southern Gateway Public Green is underway with the first deck completed by TxDOT, and Phase 1 of the park slated to open in 2024. A federal omnibus bill totaling \$7.75 million will be used for the second phase, which could begin construction as early as June.

SOUTH DALLAS RESIDENTS REJOICE OVER CLOSURE OF ASPHALT PLANT

For Joppa residents, it's the news they've been waiting years for.

By Alanna Quillen

An asphalt plant that has plagued a South Dallas community for nearly 15 years has decided to shut its doors after reaching a deal with city officials.

On Friday morning, Austin Industries officially announced that they will stop their operations at the South Dallas plant near the community of Joppa on June 26 and will decommission their site within 120 days

For Joppa residents, it's the news they've been waiting for.

"It just brought joy to our ears this morning, to start my day," said Emmanuel Davis, who has lived in Joppa for the last few years with his five children. "I was already excited over the top now."

Joppa is a predominantly Black neighborhood and a historical Freedman's Town.

"The ancestors of this land are pushing us forward," said Alicia Kendrick, a chairperson for the Joppa Environmental Health Project and a resident of the community. "This land is important to us. It's not just an industrial area. This is our home, this is our community. This is where we're raising our children. It's very important to give reverence to the people who walked this land and worked it and live their whole lives here."

[The community has already lived across from a Union Pacific railyard](#) for years before the asphalt plant arrived in 2009.

"We live right next to and are surrounded by industry at all times. It's clanking and banging and smoking at all hours of the night and at all hours of the day. There's no stop to it," said Kendrick, who worries about raising her own children in the neighborhood so close to the activity. "I want [my kids] to understand that, even if you were given the worst, there's still some things you can make out of it that is extremely beautiful. And that's just the history of our people."

In recent years, residents have been vocal about the asthma and other health issues they've experienced, mainly among the youth and elderly. [Health and environmental studies confirmed their concerns.](#)

"I have a son who had to take eight prescriptions a day to come outside and live in Joppa," said Temeckia Derrough, Dallas environmental commissioner for District 7 serving Joppa.

Over the years, various groups came together to fight for the same cause. Their voices were finally heard when city officials worked out an agreement with the company to close the plant, following an automatic permit-renewal process that began a few months ago.

"I am so excited about this move that Austin Bridges is making. I hope it shows other industrial companies that integrity of being in communities and close to communities," said Derrough.

CITY COUNCIL EFFORTS

Dallas councilman Adam Bazaldua, who represents the district Joppa resides in, helped the city secure the agreement with the company.

"We have continued to work diligently with Austin Industries for the past fourteen months to find the most effective path forward while putting the health and safety of our community first," he said in the statement that announced the closure on Friday. "In my discussions since being on council, Austin Industries has shown a desire to be a good neighbor and have acknowledged a clear consensus in the Joppa community for heavy industry to no longer exist adjacent to their residential neighborhood. We have maintained a positive and productive partnership while determining the best path forward with their site."

Recently, the city had also put in dollars for infrastructure from equity funds to help dozens of residents with home repairs. Just over the past 18 months, they got up to \$100,000 for each of their homes.

"Joppa is one of our last standing Freedman's towns. We have a history of neglecting the importance and the significance of what that stands for. This is where the presence of freedom came to Black Americans and Black Texans," Bazaldua said in an interview with NBC 5. "Several of those communities have been plagued by not just gentrification but by negligence and intentional construction of highways. This is one of the instances where environmental justice is exactly what we are addressing when it comes to the compromising of the quality of life that exists."

Bazaldua also called out past leadership that he said led to this situation in the first place.

"It's important for us to be intentional with our efforts and understand the negligence that has occurred in the past, understand what the ramifications of decisions of our past has done to compromise the quality of life," Bazaldua said. "We realize that it's been disproportionately underinvested in and we also need to understand that the historical significance of what Black Dallas contributes to Dallas overall should also be talked about and celebrated and it can't be if we're not willing to invest and make positive changes in the future."

Bazaldua said this case is an example of addressing equity in the city of Dallas.

"I think that we've shown that with some of the investments that we've had for infrastructure that was disproportionately under-invested in, in our city's past," Bazaldua said. "One major example that we have is the difference in quality of life that we've had expectations for our Brown and Black communities versus that of our more affluent and predominantly white communities of our city."

He said residents in Joppa and other parts of Southern Dallas have been forced to live with heavy industry, whereas similar projects or proposals would have not been allowed in other more affluent parts of the city.

"So correcting those wrongs and addressing the significance of what that means is something that is much more than just putting dollars toward infrastructure," Bazaldua said. "This is making longstanding changes because having an industry like this adjacent to your community with the impact that it has on air quality and quality of life overall is something that needs to be addressed."

Bazaldua said this is just the starting point for where they need to continue to go when it comes to zoning cases and planning areas around Joppa and Southern Dallas.

WHAT'S NEXT?

It's unknown what happens next after the asphalt plant moves. The space is still zoned industrial.

Either way, city leaders told NBC 5 that Joppa residents will have a seat at the table for those discussions.

"There's so many possibilities that we can dream up in that space. And we don't want the highest bidder to just come in and start polluting again. That's really just our biggest focus," said Kendrick.

Richard Mills, president of Austin Bridge & Road, sent the following statement to NBC 5 that reads in part:

"Since 2009, Austin Bridge and Road has worked in good faith to be a good community partner with funding and support for projects and programs, but as leadership has previously told Dallas city officials, it was never the company's intention to continue long-term operations at the facility. Until the company begins operations at a new location, it will source materials from alternate sites to ensure projects that are already underway can continue without disruption. Austin Bridge and Road is proud of the support we provided Joppa and South Dallas and remain committed to responsible business operations and serving the communities in which we operate."

[South Dallas Residents Rejoice Over Closure of Asphalt Plant – NBC 5 Dallas-Fort Worth \(nbcdfw.com\)](http://nbcdfw.com)

DALLAS MIGHT SETTLE DART DISPUTE BY FORGOING \$21 MILLION IN SALES TAX REFUND

The city says it has agreed to have \$111 million cut to \$90 million for causing construction delays during a transit agency project; council vote is needed.

By Everton Bailey Jr.

Dallas officials say they could get \$21 million less than promised from [Dallas Area Rapid Transit](#) to settle [disputes over the city causing construction delays during the transit agency's commuter rail extension project running through Far North Dallas](#).

Assistant City Manager Robert Perez says Dallas agreed to have its initial \$111 million cut to \$90 million as part of a mediation process with DART and the North Central Texas Council of Governments. The city agreed to give up \$16 million to cover delay costs for the planned Silver Line extension and \$5 million to cover project changes requested by the city. Perez told the mayor and city council members in a memo Friday that Dallas could have been on the hook for as much as \$43.5 million in delay costs alone.

The decreased payment means Dallas will have to change plans on how to help pay for improved sidewalks, traffic lane markings and other transportation-related projects that the money from DART was earmarked for.

The Dallas City Council is scheduled to discuss the revised deal during a meeting Wednesday and tentatively plans to vote the following week on whether to accept proposed terms from DART on conditions to get and keep the money.

"Despite concerns with some language within the [interlocal agreement], Dallas is the only service area city that has not yet approved the ILA," Perez wrote in a memo Friday to the mayor and city council members.

In February, some council members [expressed concern over an earlier draft version of the interlocal agreement with DART](#) due to proposed terms like the transit agency being able to withhold the sales tax money if DART determined a city delayed the construction of DART projects. City Manager T.C. Broadnax during a Feb. 28 committee meeting advised the council not to sign the agreement, saying it was "unfair" that DART would promise to give money and then later threaten to withhold funding as a penalty for unrelated issues.

DART President and CEO Nadine Lee told council members and city officials during that same meeting that [Dallas had cost the transit agency more than \\$80 million](#) with delays and requested changes to the Silver Line project, including \$36 million due to city delays in permit reviews and approvals.

DART's Silver Line is a nearly \$2 billion, 26-mile commuter rail extension planned to run from DFW International Airport to Plano. About 3 miles will run through part of Far North Dallas, but the project has faced opposition from residents and its city council representative Cara Mendelsohn because of safety and noise concerns over projections that dozens of trains a day will be coming through their neighborhoods. The project is scheduled to be [completed by late 2025 at the earliest](#).

Dallas' distribution comes from [\\$234 million in excess sales tax revenue that DART announced last year it would give back to the 13 cities it services](#) to be used for transportation-related projects. Dallas, the largest city covered by DART, is getting the biggest portion of the sales tax refund and appears to be the only city from which DART has threatened to withhold money. The money is largely made up of sales tax collected from the cities between 2019 and 2021.

According to Perez's memo, Dallas' plans to use the refund now include spending \$10 million on improving sidewalks, \$50 million to install ramps to comply with the Americans with Disabilities Act, \$2 million to help improve traffic lane markings, \$11.5 million for revamped traffic signals along major bus route corridors, \$750,000 to study how often DART parking lots are used to consider redeveloping them and \$250,000 to pay for a pilot program for K-12 students to use transit for free.

He wrote that the city is planning to add a new allocation, \$3 million to pay for ongoing maintenance and studies related to the Dallas Streetcar. The streetcar runs from the Bishop Arts District to downtown, and is owned by the city and operated by DART.

That's down from plans to spend \$15 million on improving sidewalks, \$54 million to install ramps to comply with the Americans with Disabilities Act, \$6 million to improve traffic lane markings, \$19 million for revamped traffic signals along major bus route corridors, \$2.8 million to study how often DART parking lots are used to consider redeveloping them and \$500,000 to pay for a pilot program for K-12 students to use transit for free.

Perez said the city also plans to give \$10 million from the money it's getting from DART to the North Central Texas Council of Governments, which is planning to give the city \$15 million to help pay for a [nearly 13-mile hike and bike trail along Five Mile Creek in Oak Cliff](#).

NEW OVERPASS AT BONDS RANCH ROAD BEING BUILT IN EFFORT TO ELIMINATE TRAFFIC DELAYS, FORT WORTH OFFICIALS SAY

The federal government will pay for most of the bridge's construction, which should begin in 2026. Almost 18,000 cars cross the northern Fort Worth tracks each day.

By Matt Houston

FORT WORTH, Texas — The Federal Railroad Administration will Tuesday announce plans to build a bridge over railroad tracks on Bonds Ranch Road in northern [Fort Worth](#).

The overpass is expected to cure a rapidly-worsening problem, where traffic backs up on the two-lane road each time a train passes.

On average, about 36 trains run on the tracks each day. Crossing gates at Bonds Ranch Road typically remain closed for four minutes each time a train passes, meaning the intersection is closed to vehicle traffic for more than two hours each day.

"You can't imagine what they go through here on a day-to-day basis," North Fort Worth Alliance president Russell Fuller said. "I've been told that it can take 45 minutes to an hour to get through there."

In the last five years, 23 people have filed blocked crossing reports with the federal government. Of the complainants, 17 alleged delays of 30 minutes to an hour.

Some clearly filed reports while sitting in their cars at the crossing.

"This happens far too often," one person wrote in their report. "I've seen a fire truck with lights flashing having to shut down and wait for a slow passing train. This is an area of significant residential property and growth and these delays are not acceptable and dangerous."

Engineers with the Texas Department of Transportation (TxDOT) [confirmed first responders have been delayed](#) by the passing trains.

The intersection is especially dangerous, too. Crashes happen nearby twice as often as they do on comparable roads, statewide.

"People make bad judgments," Fuller said, describing some illegal maneuvers he's seen drivers use to escape the traffic jam.

A bridge over the crossing is "the absolute best solution," Fuller added.

"It'll become just like any other road we encounter here in Tarrant County," he smiled. "You're not trapped in the traffic anymore. You don't have to worry about being trapped in the traffic."

The Federal Railroad Administration will spend about \$17 million to complete the \$23 million project. The city of Fort Worth will pay \$4 million, and BNSF Railway will cover the remaining \$1.5 million.

The new overpass will feature four vehicle lanes, a bike lane and a pedestrian walkway. Construction is expected to end in 2028.

Separate plans to widen the road to four lanes, remove nearby roundabouts, and reconfigure the exit from U.S. Highway 287 are already approved.

[Fort Worth, Texas: New overpass to be built at Bonds Ranch Road | wfaa.com](https://www.wfaa.com/news/fort-worth-texas-new-overpass-to-be-built-at-bonds-ranch-road/1070070)

PLANO PLANT TO PRODUCE THOUSANDS OF ULTRA-FAST ELECTRIC VEHICLE CHARGERS

By Alex Boyer

PLANO, Texas - A new manufacturing plant in [Plano](#) will build high-speed charging units to help the growing number of Texans with electric vehicles get where they are going faster.

The 350 kw chargers, with much higher output than home units, are being produced at SK Signet's new U.S. headquarters on Plano Parkway.

"This facility will produce over 10-thousand American-made, ultra-fast EV chargers per year," said Jung Ho Shin, the CEO of SK Signet.

Even though the plant is in Plano, what they produce will be sold to charge point operators and installed across the country.

The South Korean-based company plans to create 183 skilled jobs at the Plano plant by 2026.

The ultra-fast chargers are able to charge EVs in record time.

"Fast chargers that can charge a truck or car in 15 minutes. The technology is amazing," said John Muns, the mayor of Plano.

Lori Clark, the program manager at the North Central Texas Council of Governments and the director of the DFW Clean Cities Coalition, said the rate of new electric vehicle registrations is starting to pick up.

Her office monitors EV registration data from the Texas Department of Motor Vehicles.

EVs in the Lone Star State are growing in popularity.

"Texas is really number two behind California in terms of their emphasis and focus of investment," said Clark.

Texas will use up to \$408 million in federal dollars from the bipartisan infrastructure bill signed into law last year to install fast-charging locations for EVs across the state.

In the first year, Texas plans to build more than 50 new locations along major Texas interstates between El Paso, San Antonio, Austin, Dallas and Houston. A handful of stations are proposed in the Panhandle and the Rio Grande Valley.

"We get a lot of interest from rural communities, just as much as we might get within kind of the urban core," said Clark.

But Clark says EV investment in those rural communities is lagging, at least for now.

"If you only need it two or three times a month because people aren't traveling through in an electric vehicle that frequently, that's a lot of infrastructure investment that's not being used on a regular basis," she said.

As far as the potential impact to the power grid goes, Clark says assign an EV charger to your home uses about as much power as your home dryer.

Clark added that Oncor is being very proactive, doing a lot of advanced planning, as it relates to EV consumption.

[Plano plant to produce thousands of ultra-fast electric vehicle chargers \(fox4news.com\)](https://www.fox4news.com/story/news/2021/03/11/plano-plant-produce-thousands-ultra-fast-electric-vehicle-chargers/7271175002/)

TEXAS REPUBLICANS ENDED A PATCHWORK OF LOCAL RULES THEY SAY HURT BUSINESS. THEY ALSO ERODED POWERS OF CITY COUNCILS.

Lawmakers delivered Gov. Greg Abbott a long-sought bill to stop local governments from enacting local laws that exceed state law on a number of fronts.

By Joshua Fechter

A yearslong war waged by Republicans in the Texas Legislature to erode the power of the state's bluer urban areas escalated this year with [House Bill 2127](#), a sweeping bill that nixes all kinds of local ordinances.

Texas lawmakers pushed through a bill long sought by Gov. [Greg Abbott](#) aimed at overturning cities' progressive policies and preventing them from enacting them in the future. The bill was Republicans' broadest attack yet on local governments — so broad that local officials aren't quite sure just how many local laws on the books will soon be illegal.

HB 2127 bars cities and counties from creating local ordinances that go further than what's allowed under broad swaths of state law — including labor, natural resources and finance. Abbott and business lobbying groups, particularly the National Federation of Independent Business, have long pursued such a law, arguing that it's necessary to untangle a growing patchwork of local regulations that burden business owners and hamper the state's economic growth — which is overwhelmingly concentrated in the state's urban areas.

Abbott touted the bill as one of the Legislature's big conservative achievements at an event Friday at the conservative Texas Public Policy Foundation in Austin.

"We did across-the-board regulatory preemption so that local governments — the city of Austin, for example — are not going to be able to micromanage businesses in the state of Texas, especially driving up the costs for local businesses," Abbott said. "We are going to have one regulatory regime across the entire state on massive subject areas that will make the cost of business even lower, the ease of business even better."

But a coalition of opponents — among them labor advocates, local officials, environmentalists and Democrats — deemed the measure a massive power grab that would stop local governments from taking care of each community's needs, especially in matters like expanded worker benefits in which the Legislature has been silent.

"HB 2127 undermines our ability to make choices about our safety, health, and well-being at the local level," said Luis Figueroa, chief of legislative affairs at the left-leaning nonprofit Every Texan. "Driven by corporate interests that seek to limit local freedom and democracy, HB 2127 prioritizes the elite few in power over the will of everyday Texans and does not reflect our true shared Texan values."

The bill — carried by state Rep. [Dustin Burrows](#) of Lubbock and state Sen. [Brandon Creighton](#) of Conroe, both Republicans — targets local ordinances that try to expand worker benefits beyond what's in state law. Once the bill takes effect Sept. 1, it will knock out ordinances in Dallas and Austin that require a 10-minute water break for construction workers for every four hours of work. Mandatory paid sick leave ordinances in Dallas, Austin and San

Antonio will also go by the wayside — though court battles had prevented them from ever taking effect.

The bill goes beyond just reining in some cities' labor protections. Opponents argued the legislation will make it more difficult for local governments seeking to combat predatory lending, excessive noise and invasive species or enforce nondiscrimination ordinances.

Austin officials said they won't be able to enforce the city's "fair chance" hiring ordinance, which aims to reduce recidivism by making it easier for formerly incarcerated people to get a job. Cities also can't enact protections for tenants facing eviction.

Months after lawmakers first introduced the bill, cities are still grappling with how far it reaches. Cities' attorneys are poring through ordinances trying to figure out which will get struck down immediately when the bill goes into effect in September. It's possible it will take numerous court battles from businesses contesting local ordinances to figure out just how broad the bill is. Some city officials fear they'll be forced to defend local laws that are perfectly within bounds under the state Constitution.

The bill's "vague language poses more questions than it answers," San Antonio City Attorney Andy Segovia said.

For now, the bill represents a possible climax in the Texas GOP's crusade against the state's major urban areas, which are often run by Democrats. The Legislature has passed several measures over the last decade aimed at kneecapping local leaders — including laws that force local governments to get voter approval before touching their police budget or collecting a certain amount in property taxes each year.

This year, Republicans enacted legislation to prevent local governments from enacting mask mandates as well as school and business closures in case of a COVID-19 outbreak.

But in other areas, GOP efforts to override cities failed. A bill by state Rep. Ellen Troxclair, an Austin Republican, to upend how that city plans to pay its voter-approved expansion of public transit, known as Project Connect, [died after a procedural move](#) from state Rep. John Bucy, an Austin Democrat.

Enough Republicans also sided with Democrats who represent the state's urban areas to kill a GOP-backed bill to loosen local laws governing the construction of accessory dwelling units — otherwise known as ADUs or "granny flats." That idea was part of a broad effort to lower local barriers to housing production as Texas faces a housing affordability crisis that has fallen hardest on the state's major cities. A majority of House Democrats argued those decisions were best left to local governments — to the frustration of housing advocates.

But GOP lawmakers may not be done with efforts to broadly preempt city ordinances, teasing that they may build upon HB 2127 in later meetings of the Legislature. In response to a tweet speculating about that possibility, Burrows said, "It's never too early."

TIRED OF SITTING AT TRAIN TRACKS? GRANT MONEY COULD DECREASE THAT IN NORTH FORT WORTH

Over \$17 million from the Bipartisan Infrastructure Law will help address blocked train crossings in the Haslet-Fort Worth-Saginaw corridor

By Sandra Sadek

Federal funds to tackle blocked railroad crossings are heading to Tarrant County as part of the latest pool of Bipartisan Infrastructure Law dollars announced.

The [Texas Department of Transportation](#) will be receiving over \$17 million to construct a four-lane overpass at the railroad track crossings on Bonds Ranch Road near Saginaw. The construction would include new shared-use bicycle and pedestrian pathways, providing transportation alternatives for residents and first responders to get to their destinations.

In total, Texas will receive nearly \$87 million in funding to reduce train-vehicle collisions and blocked crossings. Blocked crossings occur when stopped trains impede the flow of traffic at railroad tracks for extended periods of time.

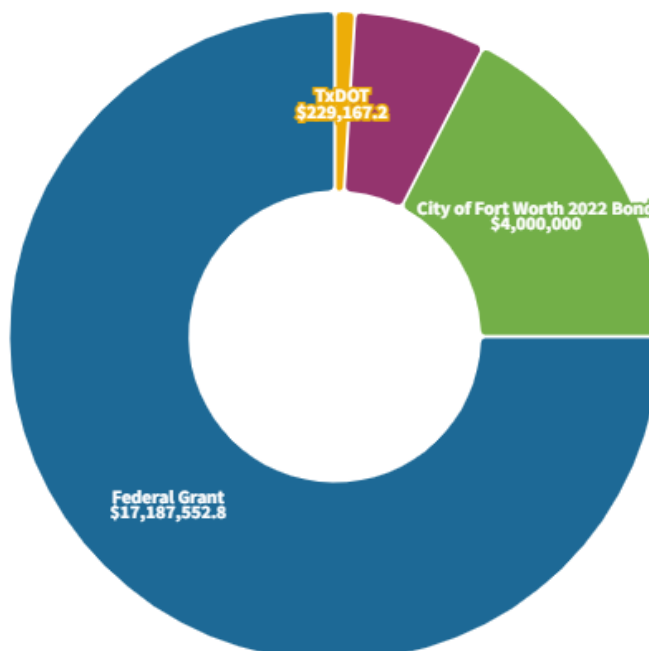
“We’re funding new infrastructure to address the challenges through the first-ever federal program dedicated to eliminating railroad crossings,” said [Federal Railroad Administrator](#) Amit Bose during a press event in Fort Worth. “Here in Texas, we’re awarding five grants that totaled nearly \$87 million, the highest total amount.”

Fort Worth and BNSF, which owns the railroad line, will contribute \$4 million and \$1.5 million respectively. About \$229,000 from the Federal Highway Administration is also included.

The total cost of the project is estimated at \$22.9 million.

TXDOT RECEIVED OVER \$17 MILLION TO TACKLE BLOCKED RAIL CROSSINGS

A \$22.9 million project to build an overpass over the train crossing at Bonds Ranch will be made possible thanks to this federal grant.



Source: Texas Department of Transportation (Sandra Sadek | Fort Worth Report)

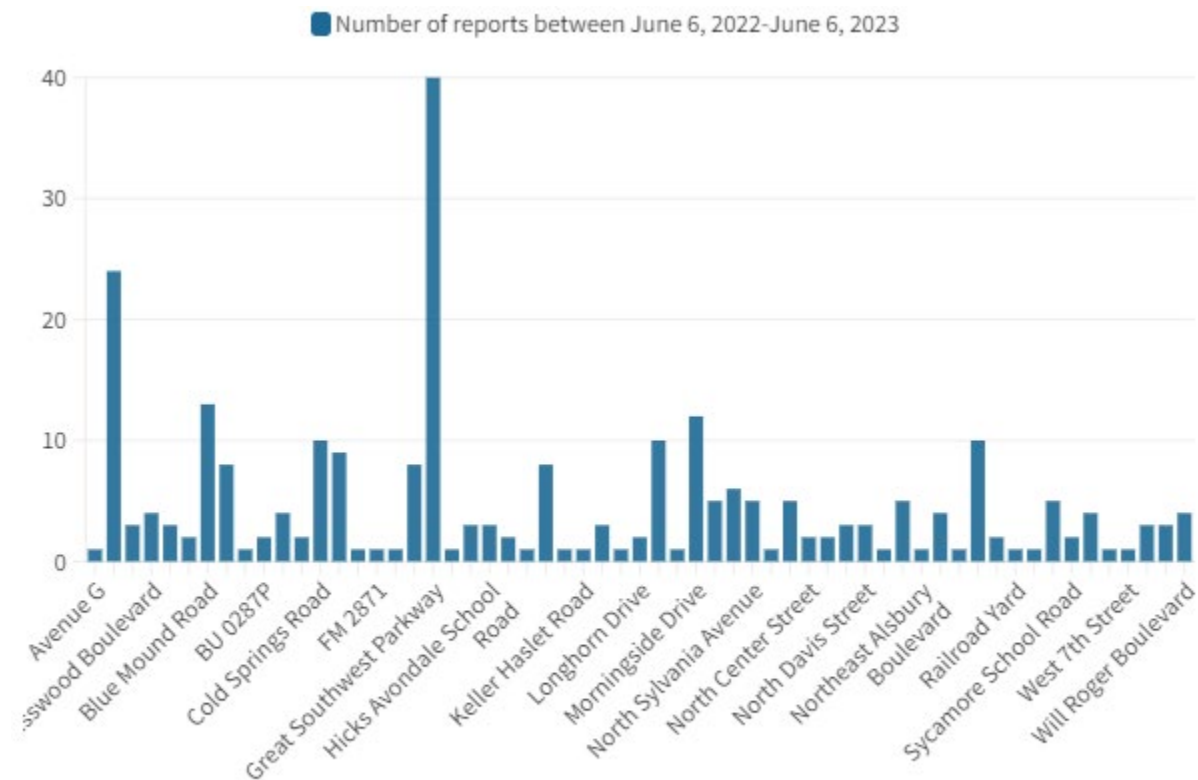
“Collaboration is absolutely key to advancing any project, and I hope to see similar partnerships going forward,” Bose said. “Public and private partnerships provide widespread benefits, whether it’s reliability, resiliency or capacity. Modernizing America’s rail network and transportation system is a win-win for us all.”

Texas has the highest number of blocked crossings in the nation, with over 5,000 reported by the public since June 2022, according to Federal Railroad Administration data. Nearly 270 blocked crossings were reported in Tarrant County in the past year.

Bonds Ranch Road had at least eight reported blocked crossings since June 2022, lasting between 30 minutes to over an hour. In one instance dating from March, first responders were unable to cross the tracks for over an hour due to a stationary train. The report also states that pedestrians were observed climbing on, over, or through the train cars.

According to TxDOT, the average annual railroad-related crash rate for Bonds Ranch Road is double the statewide average.

TARRANT COUNTY HAD NEARLY 300 BLOCKED RAILROAD CROSSINGS SINCE JUNE 2022

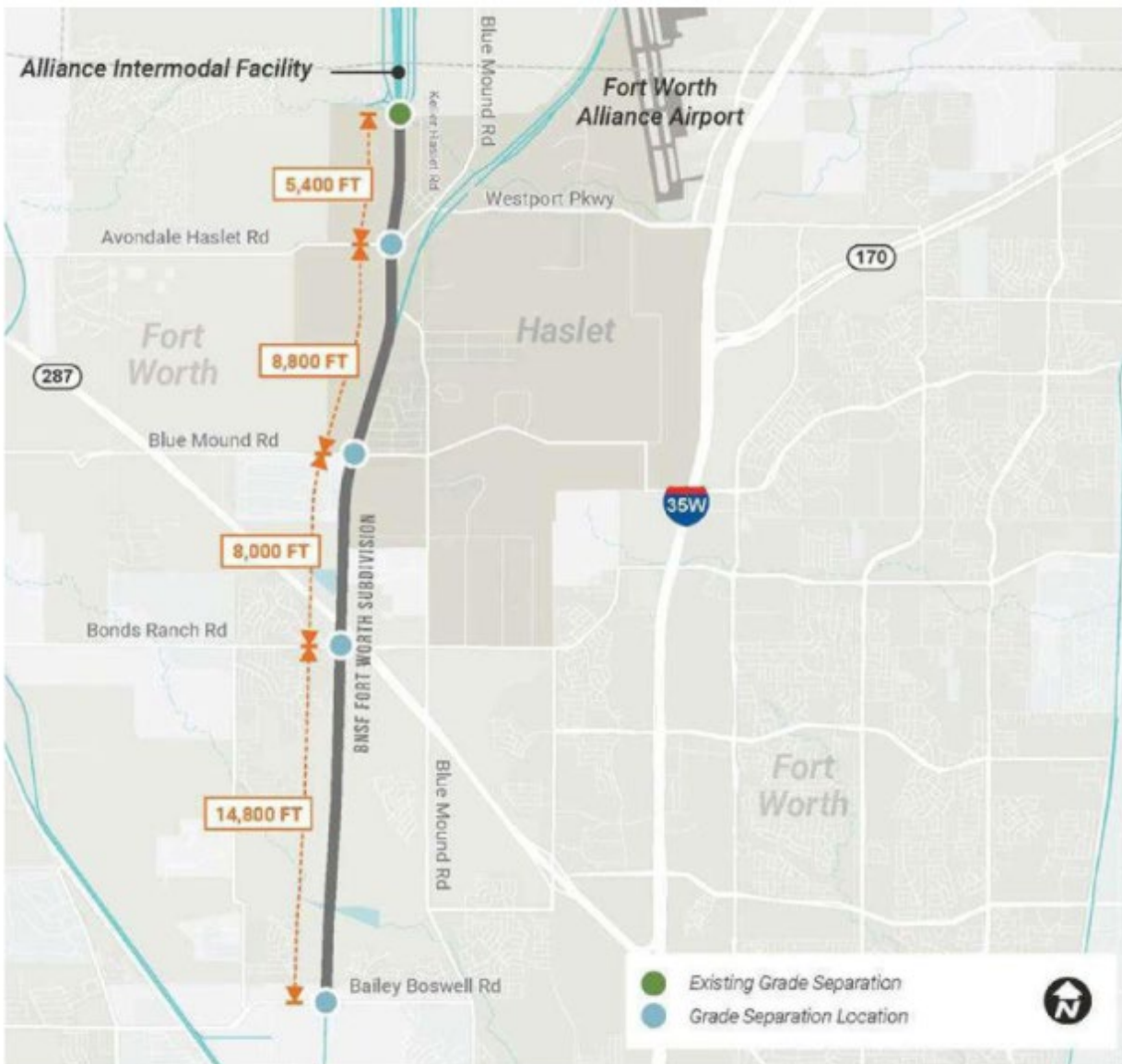


Source: Federal Railroad Administration (Sandra Sadek | Fort Worth Report) • This is self-reported data provided to the Federal Railroad Administration and does not include every incident of a blocked crossing.

TxDOT notes in its [application for the grant](#) that the current two-lane road is blocked multiple times per day due to high train volume (about 36 trains per day) and rail operations from the nearby BNSF Alliance Intermodal Facility. The crossing has also faced closures due to flooding during heavy rain events.

An estimated 18,000 vehicles travel along the train crossing at Bonds Ranch Road daily. There are over 10,000 residents that live within a two-mile radius of the project, according to TxDOT.

“Look at the safety benefits of this particular improvement where you now don’t have to risk your life either trying to beat a train or waiting on the train,” said Michael Morris, director of transportation at the [North Central Texas Council of Governments](#).



Courtesy Map | Texas Department of Transportation

TxDOT studied the area’s [freight mobility in 2019](#) and identified this corridor as a top location in Dallas-Fort Worth for crossing improvements.

The city of Fort Worth recently allocated \$31.5 million, including some funding from its [2022 bond](#), to widen parts of Bonds Ranch Road from US 287 to Wagley-Robertson Road into a four-lane road. However, the funding was not enough to include improvements to the rail crossings.

US 287 interchanges and some of the roundabouts along the highway will also undergo construction in the near future to improve mobility.

The key to getting all projects along Bonds Ranch Road completed will come down to timing and working in phases, said Kelly Porter, assistant director of transportation and public works for the city of Fort Worth.

“There is already going to be an interim improvement on Bonds Ranch Road where we’re going to add a center turn lane and some other safety improvements before the bigger construction starts because it is such an immediate need,” Porter said. “We’ll be coordinating with TxDOT... Those are all conversations we have over time with them.”

Construction is set to start in 2026 and be operational by 2028.

FORT WORTH INC.

FORT WORTH'S BIVENS TO LEAD REGIONAL TRANSPORTATION COUNCIL

By Staff

Fort Worth Mayor Pro Tem Gyna Bivens on Thursday was elected chair of the Regional Transportation Council, according to a press release. She will lead the 45-member transportation policymaking body for the next year.

Bivens takes over for Collin County Commissioner Duncan Webb, who steered the RTC through the recently concluded 88th Texas Legislature.

Bivens was recently reelected to the City Council for a sixth term. She represents District 5. She spent the past year as vice chair of the RTC.

Dallas County Judge Clay Jenkins, who joined the policymaking body in 2011, will be the next vice chair. Johnson County Commissioner Rick Bailey was elected secretary. Bailey was appointed to the RTC in July 2022.

The RTC includes local elected or appointed officials from the Dallas-Fort Worth area and representatives from the region's transportation providers. As the transportation policymaking body for the 12-county Dallas-Fort Worth area, the RTC oversees transportation planning for the fourth-largest metropolitan area in the country, which has a current population of approximately 8 million people.

The new officers will serve in their positions through June 2024.

Bivens is president and executive director of North Texas LEAD (Leaders and Executives Advocating Diversity), a talent search firm that connects jobseekers with businesses and organizations committed to creating diverse and inclusive leadership teams.

A graduate of University of North Texas, Bivens is a former corporate spokesperson and broadcast journalist. Bivens has been an RTC member since 2021.

The RTC guides the development of roadway, rail and bicycle-pedestrian plans and programs; allocates transportation funds; and recommends projects to the Texas Transportation Commission for other programs. The policymaking body also ensures transportation services are coordinated throughout the region and the metropolitan area complies with federal air quality standards.

LET'S GET AN UPDATE ON THE FUTURE OF TRANSIT FROM DART

By Arianna Morrison

Dallas Area Rapid Transit (DART) officials provided an update to the Carrollton City Council recently on the future of transit, the Silver Line service, and more.

DART was created in 1983 and has 13 member cities, which includes Addison, Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Highland Park, Irving, Plano, Richardson, Rowlett, and University Park. The company's budget this year is \$1.74 billion.

Rider experience has been a real focus for the agency in the past few years. Safe, clean, and secure has been the goal and between the board and the staff, some efforts that have been made include additional security personnel, security cameras and new video management system, elevator attendants, seat replacement, and the DART Clean Team Initiative.

DART ZOOM is the agency's new bus network that launched in Jan. of last year and since its implementation, has new and improved routes, streamlined stops, improved service frequencies, and more.

"The future of transit and how we move around and how you got to city hall tonight, I think a lot of that's about to change," said Doug Hrbacek, DART board member who represents Carrollton. "No one was really familiar with Uber or Lyft 10 to 15 years ago, so that's all changing and we're working to adapt that technology into transit services, so I'm excited to see where this goes as we continue to drive the cost of those trips down."

The Silver Line service is a 26-mile coordinator starting from Shiloh Rd. in Plano running to the west and tying into Terminal B at DFW airport. The Silver Line touches seven cities with 10 stations and will likely operate daily between 5 a.m. and 11 p.m. on 30-minute peak and 60-minute off peak headways.

It connects with TEXRail commuter rail line at the DFW airport, DART Orange Line to Irving, DART Green Line at Downtown Carrollton, and DART Red and Orange Lines in Richardson. Vehicles are currently being tested in Pueblo and the first vehicles will arrive in Texas in early summer of this year. For the Downtown Carrollton Station specifically, the design inspiration is focused on movement.

When it comes to major upcoming activities in Carrollton, DART will continue drill shafts and bridge substructure of seven bridges along Belt Line west of Luna Rd., the agency will begin setting superstructure beams along Belt Line west of Lune Rd., continued installation of concrete flumes between trackwork and DART ROW, and much more.

To stay informed on the Silver Line, visit www.DART.org/SilverLine, email SilverLine@DART.org or sign up for project alerts on their website.

TEXAS WILL SPEND BILLIONS TO CONNECT THE STATE WITH BROADBAND. BUT IS IT CLEAR WHICH NEIGHBORHOODS NEED HELP?

On the eve of a historic investment in connecting the Lone Star State, advocates worry maps that will help establish which communities get funding have bad information.

By Jayme Lozano Carver and Pooja Salhotra

LUBBOCK — The bright blue spots in Floydada on the [Texas Broadband Development Map](#) indicate that it is mostly connected to the World Wide Web.

A drive around the small town in the High Plains reveals there is much to be desired.

“In the city itself, we have decent coverage,” explained Ryan Crowe, executive director for the Floydada Economic Development Corp. “But it seems like you get right outside of the city and it’s going to drop off to nothing.”

Crowe is not the only one who questions the accuracy of the state’s broadband map. Since it was released earlier this year, Texans from across the state have [disagreed](#) with the results, saying they don’t have service where the map says they do. There have been doubts over the [federal broadband map](#) as well, which will be used to determine how much broadband funding each state will receive from the [bipartisan infrastructure law](#) passed in 2021.

“There’s no way Floydada is as covered as it says it is, it just can’t be,” Crowe said as he looked over the recently updated FCC map.

Last month, Texas lawmakers [passed](#) a momentous [bill](#), filed by Lufkin Rep. [Trent Ashby](#), that allocates \$1.5 billion to expand internet availability across the state through the new Broadband Infrastructure Fund. If approved by voters in November, that money will be added to an undetermined amount of federal dollars the state will receive. That allocation is slated to be announced by June 30.

Those funds will be distributed based on where the broadband maps show service is needed, which is primarily in rural areas where a lack of funds has essentially halted progress in development. However, there have been more than [2,200 challenges](#) filed to the state’s map, according to data submitted to the state comptroller’s office.

With billions of dollars on the line and [7 million Texans](#) needing to be connected, broadband service providers and local officials are worried about how far that money can be stretched and whether it will go to the places that need it most.

“There’s a lack of understanding on what the solution is going to be in the rural areas,” said Charlie Cano, CEO of Etex Telephone Cooperative. “The problem is going to be ongoing support and maintenance.”

The amount approved by the Texas Legislature is substantially lower than the \$5 billion Ashby initially proposed at the start of the session. Ashby proposed using money from the state’s Economic Stabilization Fund, known as the rainy day fund. However, during negotiations among lawmakers, the Legislature decided to use the state’s general operating fund, which put a limit on how much money could be used for broadband.

“Given the reliance on General Revenue to fund our state’s existing obligations, we needed to be as conservative as possible with state resources,” Ashby said in an emailed statement. “That said, I’m pleased that we were able to dedicate \$1.5 billion in state funds to help expand broadband and telecommunications services across the state.”

Connecting the entire state is going to take both a lot of time and more money than what was approved this session, however, particularly because of supply chain and labor shortages nationwide. This is according to Texas Comptroller [Glenn Hegar](#), who also oversees the Broadband Development Office, established during the 2021 regular legislative session.

“This is a 10-year-window project, in my opinion, so this will be an ongoing process to get the state connected,” Hegar told the Tribune. “It’s really impossible to get all of this done, with all the internet providers we will be working with, to get it accomplished in a two-year window for the next biennium.”

The Legislature passed a [bill](#) this session that would force the Broadband Development Office to prioritize infrastructure projects that use fiber technology. Fiber can deliver speeds that are significantly higher than DSL or satellite, but laying the infrastructure for it is costly and may be unattainable in rural areas.

“The reality is that you’re going to spend all your money really fast if that’s what you do,” Hegar said. “So you’ve got to have a backup plan or drop-down menu.”

[Senate Bill 1238](#) does allow the state to consider alternative technologies in high-cost areas. Hegar stressed that having alternatives to fiber could help expand availability in areas where fiber may not be suitable.

Kelty Garbee, executive director for Texas Rural Funders, said while there are “exceptional” resources and funds available now, the mindset is to use it wisely.

“This is a once-in-a-lifetime opportunity to increase access to broadband,” Garbee said. “We hope the Broadband Development Office will use its data and mapping tools to develop a grant process that provides those resources to areas of the state that are least likely to receive broadband without the extra support.”

Garbee also said the funds would have a greater impact in areas with little to no broadband service. One of those places is Floydada. The small town of about 2,700 is widely referred to as the Pumpkin Capital of Texas because of its flourishing pumpkin crop. The same can’t be said for broadband service in the town, or for Floyd County as a whole.

“It’s the times that you don’t have it that you notice it the most,” Crowe said. “We need to think of broadband like we do any utility, it’s the same as water or electricity. This is how you communicate, it’s no longer a luxury.”

Crowe said the map makes it clear: The region known as the Texas Triangle, which includes Dallas, Fort Worth, Austin, San Antonio and Houston, is mostly connected. Most of the areas needing service exist outside of the triangle.

“There’s very large pockets of red, so more has to be done,” Crowe said, referring to red dots on the map that show unconnected communities. “There’s not many of us out here, but those of us who are need to have access.”

According to the latest Federal Communications Committee map, 8.3 million households and businesses nationwide lack access to high-speed internet. About 9% of those are in Texas. The new map added 330,000 more unserved locations, including 23,500 in Texas.

Those additional locations are an improvement, Texans say, but the federal and state maps still face scrutiny. Speed data comes directly from internet service providers, and some question the accuracy of that data.

"I still question the speeds they are claiming to be able to deliver," Cano said. "We are in the wooded parts of East Texas where it really degrades the signals through the trees."

The FCC continues to accept map challenges and will release another map in the spring, according to a [statement](#) from FCC Chair Jessica Rosenworcel. The state is also continuing to review the thousands of challenges to its map that have been submitted.

EV ENTHUSIASTS ON COAST-TO-COAST ROAD TRIP WILL BE IN ARLINGTON MONDAY TO ANSWER YOUR QUESTIONS

By Andrew Greenstein

If you're thinking about getting an electric vehicle but are concerned about taking a road trip in one, two women taking a coast-to-coast trip in one will be in Arlington Monday morning to answer your questions.

Daphne Dixon and Alyssa Murphy of the Connecticut Southwestern Area Clean Cities Coalition started their road trip in a Chevy Bolt EUV June 1st in Sacramento, Calif., and will arrive in Newport, R.I., on June 27th.

"We are covering 5,100 miles, we're going through 25 states, and we're collaborating with about 25 Clean Cities Coalitions," says Dixon.

They're making a quick stop in Arlington, Texas, Monday to talk about their experiences to the Dallas-Fort Worth Clean Cities Coalition.

This is the second year that Dixon and Murphy are embarking on a coast-to-coast road trip in an electric vehicle.

Last year, they did it in a Ford Mustang Mach-E; this time, they're in a Chevy Bolt EUV.

"We did want to take a vehicle that's more affordable to most people and potentially does have some of these downsides that might dissuade some people from either purchasing the car and/or using it for a long road trip," Dixon says.

Whereas range anxiety is always a factor when going on a long drive in an EV, Dixon says the range she's getting in her Bolt EUV is actually very good.

"When it charges up to 100%, we're not getting 250 (miles of) range; we're not getting 240 range," says Dixon. "We're getting up to 295 in range."

Chevrolet's stated range for the 2023 Bolt EUV is 247 miles.

With a maximum fast charging rate of 55kW, far less than other EVs, the Bolt EUV will charge slower at DC fast chargers, compared to other EVs.

Dixon says so far, that hasn't been an issue.

"We haven't really noticed that it's taken any longer than the Mustang with a bigger battery," says Dixon.

Dixon says all successful road trips, whether in an EV or in an ICE vehicle, boil down to one thing.

"Road trips take planning," she says, "and there's always unexpected things that come up."

If you have any questions about their experience thus far, Dixon and Murphy will be at the North Central Texas Council of Governments, 616 Six Flags Dr. in Arlington, from 10:45 to 11:30 Monday morning.

[Coast-to-coast EV enthusiast trip makes a stop in Arlington \(audacy.com\)](https://www.audacy.com)

REGIONAL TRANSPORTATION COUNCIL APPROVES \$3M FOR PROPOSED JUNETEENTH MUSEUM IN FORT WORTH

By Colby Farr



The proposed National Juneteenth Museum is slated to begin construction later in 2023. (Rendering courtesy Bjarke Ingels Group and KAI Enterprises)

The proposed National Juneteenth Museum in Fort Worth is slated to get up to \$3 million for infrastructure improvements from the [Regional Transportation Council](#).

As transportation policy body of the North Texas Council of Governments, the council approved the funds during its [June 8 meeting](#).

WHAT HAPPENED

The council unanimously voted to authorize \$3 million to assist in infrastructure improvements near the future site of the [National Juneteenth Museum](#). The funds will come from the [Regional Toll Revenue program](#) and Surface Transportation Block Group program, according to a council presentation. The investments will be contingent on the \$70 million museum coming to fruition.

PROPOSED IMPROVEMENTS

The Regional Transportation Council voted to fund several infrastructure improvements around the proposed site for the National Juneteenth Museum. Improvements will be funded by regional toll revenues and Surface Transportation Block Grant program.

Type	Improvement	Proposed funding
Roadway	Realignment of East Rosedale at Veal Street intersection	\$750,000
Sustainable Development/ Parking/Land Use	Reconstruct and manage parking (publicly owned/leased), add brick pavers and streetscape enhancements, add lighting and improve security; project will enhance travel and tourism	\$1,250,000
Transit	Construct a context-sensitively designed transit portico/ station at Rosedale and Veal Street, including real-time arrival/departure information	\$500,000
Technology	Deploy broadband as a travel demand management program to reduce the need for single occupant vehicle travel	\$250,000
Green Space	Management of public space to create/facilitate a walkable destination	\$250,000

Source: [North Central Texas Council of Governments/Community Impact](#)

DIVING IN DEEPER

The National Juneteenth Museum was officially announced in 2021, according to a [Fort Worth city news release](#). The 50,000-square-foot building will include:

- 10,000 square feet of exhibit space
- A 250-seat theater to host lectures, speakers and performances
- Flexible space for traveling exhibits, seminars and events
- Coworking space for local entrepreneurs
- A food hall featuring local chefs
- A National Juneteenth Plaza, courtyard and green space

The museum is one component of a larger redevelopment project planned for the area. In addition, the city of Fort Worth is partnering with [Hoque Global](#) to build at least 370 housing units and retail space near the proposed museum site. The city has also committed more than \$1 million to design and construction of Evans Plaza Park.

Museum construction is expected to break ground later in 2023 and is slated to open June 19, 2025, according to the museum's [website](#).

WHAT THEY'RE SAYING

The action partners the council with Fort Worth in redeveloping part of the city, [Transportation Director Michael Morris](#) said during the June 8 meeting.

“This is a big deal,” Morris said. “But it’s a big deal and a bigger deal because of the investments the city of Fort Worth is making in what are some of the poorest neighborhoods in Fort Worth and in southeast Fort Worth.”

PROPOSED SITE



The museum will be built in southeast Fort Worth. (Screenshot courtesy Regional Transportation Council)

DEVELOPMENT CONTEXT

- City of Fort Worth Evans & Rosedale Redevelopment Project (#1)
 - City providing \$9 million public partnership with ~\$70 million from private developer, Hoque Global
 - At least 370 housing units (20 percent of them affordable), retail space, and a grocery tenant
 - Parking garage and surface lots, 400+ spaces
- Mt. Zion Baptist Church Parking (#2)
 - 11 lots, estimated 127 parking spaces
- Southside Community Center (#3)
 - 102 parking spaces. City reviewing options for future of the center.
- Evans Plaza Park (#4)
 - \$1.225 million from City committed to design and construction
- National Juneteenth Museum (#5)
 - Up to \$15M approved by City (pending private funding commitment for the Museum)



In addition to pledging money in support of the museum, the city of Fort Worth is partnering with Hoque Global to redevelop the parts of the area. (Screenshot courtesy Regional Transportation Council)

AS NORTH TEXAS GROWS, TRANSPORTATION PLANNERS LOOK AHEAD

By Alan Scaia

Transportation planners in North Texas are looking at how commuting options may change as more people move to the area and technology advances. The North Central Texas Council of Governments met this week to talk about the use of electric and also self-driving cars.

NCTCOG is working with a consulting firm to look at the present state of an "Automated Transportation System."

The study set a goal to bring down costs by achieving "economies of scale" where communities could buy the same materials in bulk to build guideway systems.

Another goal is to make the track cars use as simple as possible so the system could work on any type of car and be the same in each community.

"A smart and thoughtful design for these guideways will then enable us to use different kinds of vehicles based on whatever is the best available on the market and what best meets the needs of our partner cities," says NCTCOG Transportation Planner Martin Bate.

Bate says the study also aims to reduce long-term risks of any type of infrastructure becoming obsolete.

"We wanted to review emerging technology innovations and really focus on 'future-proofing' our infrastructure," Bate says. "We wanted to provide our users with demand-responsive transportation rather than having to rely on a system that comes by on a fixed schedule."

He says the study has looked at existing technology for self-driving cars, saying options currently range from small, "group rapid transit" vehicles that run a fixed route to autonomous cars with technology on board that allows them to move without staying on a track.

Bate says two pilot projects could take place in North Texas. One would focus on moving people through the Dallas International District at the site of the former Valley View Mall. The other would focus on moving cargo near the GM plant in Arlington.

He says NCTCOG is considering retrofit projects to modernize DFW Airport's Skylink and the people mover system in Las Colinas.

NCTCOG is also looking at options to charge electric cars as they drive.

"There's wireless charging available for your phone. You put it on a pad, and it uses magnetic induction to charge it," Bate says. "It's the same exact concept for vehicles but on a larger scale with a lot more juice behind it."

Bate says several companies are testing technology to embed charging capabilities in roads. He says the Michigan Department of Transportation is testing the ability as well as Tel Aviv, Israel and Sweden.

"It's still in its infancy. There's a lot of potential there, and we're going to keep a very close eye on it," he says.

Bate says NCTCOG is now assessing guidelines for charging and tracks for guideways. He says those assessments include the risk of hazards.

"If you've been watching the news, you saw that over the weekend. There was a problem with a bridge in Philadelphia on I-95. That's exactly the sort of thing we want to avoid with something like this," he says.

In Philadelphia, the driver of a fuel tanker lost control under an overpass. The fire caused by the crash caused the overpass to collapse.

Bate says they would work with authorities to ensure any material would be properly rated to withstand those hazards.

CITY LEADERS HAVE A PLAN TO TACKLE ENVIRONMENTAL JUSTICE IN SOUTHEAST FORT WORTH. RESIDENTS SAY IT'S NOT ENOUGH

By Haley Samsel

Public outcry over industrial development in southeast Fort Worth took center stage June 12 as top city officials filled the auditorium of W.M. Green Elementary School to promise change in the Echo Heights neighborhood.

For the first time, city staff detailed the steps they are taking to address concerns raised by the [Echo Heights Stop Six Environmental Coalition](#) over the past year.

Residents and environmental activists filled council chambers in March to protest Fort Worth's 2023 comprehensive plan, which projected further industrial growth near residential areas. Council members eventually [decided to delay adoption](#) of the comprehensive plan's land use sections until city staff consulted with residents.

Neighbors have connected pollution from nearby industrial facilities to the rise of negative health outcomes in their community, including miscarriages and rare cancers, according to [previous Fort Worth Report coverage](#). Fort Worth officials have said they don't have the necessary health documentation or air quality data to validate those claims.

"The city knows about environmental justice. We need action," said Patrina Newton, a retired planner for the city of Fort Worth who lives near Echo Heights. "We don't need to let business run rampant. Business needs to be reined in. This is very much all overdue."

Mayor Mattie Parker, City Manager David Cooke and newly elected [District 11 councilmember Jeanette Martinez](#) were on hand to hear how staff are responding to environmental concerns.

"We've seen many of you come to council meetings, advocate for your neighborhood at City Hall, and that was the impetus for the city to listen and react and make changes to the comprehensive plan," Parker said.

The latest version of the comprehensive plan – slated for a council vote on Aug. 8 – will no longer forecast industrial zoning for three sections of Echo Heights, said Eric Fladager, Fort Worth's assistant director of planning and data analytics. The neighborhood features about 750 homes and more than 200 businesses.

What is the comprehensive plan?

The plan reflects Fort Worth's goals, policies, strategies and programs that will help achieve the city's stated mission of building strong and safe communities and develop a strong economy.

The plan helps city officials review zoning cases; identify budget priorities; prepare capital improvement programs; inform annexations; and establish development standards.

Agricultural land surrounding W.M. Green Elementary is no longer expected to transition into light industrial businesses, which can include warehouses, transportation centers, outside storage and some assembly plants.

Last August, residents [successfully fought a zoning change](#) that would have [built a light industrial facility](#) on a 57-acre farm across from the elementary school. City maps continue to project that property shifting from agricultural to industrial.

Two other areas on Parker Henderson Road, including vacant properties and a mobile home park, will remain residential rather than light industrial, [according to the new maps](#).

Alongside those changes, Fort Worth is preparing to launch a citywide public input campaign – including virtual and in-person meetings – to [significantly reshape the comprehensive plan](#) for the first time since 2000. Meetings will likely begin this fall after the city hires a consultant to lead the process, Fladager said.

“This area will certainly be a target for public engagement and getting the community involved (in) what’s the next 20, 30 years going to look like? What are we aiming for?” Fladager said. “There may be content that moves over because it’s still applicable and the community still supports it, but there’s an opportunity for things to be different, too.”

Several residents argued that the changes did not go far enough and left several parts of southeast Fort Worth vulnerable to further industrialization. While city staff attended a listening session and took a community-led “toxic tour” of the area prior to the March vote, residents say they have had little opportunity to give meaningful input since then.

Activists have repeatedly requested a sit-down meeting with the city’s planning department to mark up maps with ideas for open space and recreational amenities rather than industrial sites, said John MacFarlane, a leader of the environmentally-focused Greater Fort Worth Sierra Club. That meeting never materialized, MacFarlane said.

“You showed three instances where this comprehensive plan was revised,” he said. “There’s more to be done than those three slides. There’s a lot more to be done.”

How to comment on Echo Heights plans

The city of Fort Worth has set up a webpage for Echo Heights and the comprehensive plan. Submit comments and find more information [here](#).

CITY APPLIES FOR EPA GRANT, BUT RESIDENTS STILL WARY

City officials pointed to the actions they’re already taking to address flooding issues, potholes and environmental issues in southeast Fort Worth. Staff handed out flyers showing how city funds will be spent to repave roads, install flood gauges and explore the possibility of a two-lane roadway along the western shore of Lake Arlington.

Assistant code compliance director Cody Whittenburg also revealed that the city applied for a \$1 million Environmental Protection Agency grant in April. The grant would help Fort Worth address environmental justice issues in the 76119 zip code, which includes Echo Heights.

The application required a nonprofit organization partner. City staff worked with [Community Frontline](#), a Fort Worth-based Black male empowerment group, because they had 501c(3) status unlike the environmental coalition, Parker said.

PDF: [Environmental Justice Government-to-Government Program \(EJG2G\) Application](#)

The application also features support letters from Tarrant County's public health department, Texas Christian University, Southeast Fort Worth Inc. and the three major chambers of commerce that serve Fort Worth businesses.

It would be complicated for the city to partner with the Echo Heights Stop Six Environmental Coalition on grants like this one, Parker clarified, because of the support the group receives from [Legal Aid of Northwest Texas](#) and the chance that the coalition could sue the city. Coalition members said they were not informed of the grant application until the June meeting.

The city should find out in August or September if it received EPA funding, Whittenburg said.

Whittenburg also [displayed a timeline](#) showing how code compliance staff have removed litter and ensured that property owners on Parker Henderson Road follow city regulations. Between April 12 and May 3, three staff members conducted an initial assessment of environmental issues due to commercial and industrial activity.

The initial assessment did not find any environmental issues that "were immediately dangerous to life or health," according to Whittenburg's presentation. Still, Whittenburg pointed to the steps the city is taking to address concerns, such as verifying that 93 sites in the area are meeting the permit requirements set by the Texas Commission on Environmental Quality.

"We're going to continue to evaluate all of the options for environmental monitoring in the community," Whittenburg said. "We're working with our partners at TCEQ. We've had a couple of excellent conversations at this point."

The city has come up with some new ideas, but ultimately Fort Worth's future land use maps show further industrial activity in Echo Heights, said Letitia Wilbourn, who lives in the neighborhood and co-leads the environmental coalition.

How to report illegal dumping, other code concerns

City staff urged residents to notify the city of illegal dumping or other potential code violations through the [MyFW app](#), calling the city call center at (817) 392-1234 or emailing 1234@fortworthtexas.gov.

"We specifically have asked them for no more industry," Wilbourn said. "They didn't listen. They're trying to skip around what we asked them. They're still trying to put industry here even though they know people are becoming sick, ill and losing babies."

Newton, the former city planner, said more dialogue is needed to forge true change in the area, including a sit-down meeting with city staff.

"This is fine, but this is not a dialogue," Newton said. "You need to hear from this community very clearly. Enough is enough."

Parker vowed to take a walking tour of the neighborhood with Martinez to learn more about the challenges facing Echo Heights firsthand. To have so many department heads and the city

manager in a room to listen, Parker said, is a testament to the city's willingness to improve quality of life in southeast Fort Worth.

"I really appreciated all of your heartfelt concerns tonight," Parker said. "All I can do is say, just be patient with me as your mayor and allow us to really work together to make a difference here in Echo Heights."

DALLAS NEIGHBORHOOD COMPLAINS CONSTRUCTION OF FLOOD CONTROL PROJECT IS CAUSING MORE FLOODING

A family living next to the construction says backed-up drains led to severe damage in September and a close call this weekend.

By William Joy

DALLAS — For five years, Vicky Rios has lived with a [City of Dallas](#) construction project literally casting a shadow over her home and life.

There's a large fence roughly 20 feet high surrounding the work to build a flood reduction tunnel, but Rios says the project itself is creating drainage issues that have already severely damaged her home.

"We don't know what to do," Rios, who's lived in the home 26 years, said.

Her granddaughter, Alexis Rosales, has grown up with construction next door.

"There's really nothing we can do about it," she said. "Ever since the construction, water always built up right here behind me, so we always have to keep an eye out on it."

The project is part of the Mill Creek Tunnel, a five-mile tunnel dug 150 feet underground with the goal of helping flooding issues from State Thomas to East Dallas. It was a major part of a previous bond package.

"It's like over five years already," Rios said. "I understand there's two or three more years to go."

The project's completion, originally scheduled for this year, has been delayed until 2025, according to city officials.

Water was nearly chest-high at their home in September and insurance wouldn't cover the damage.

"We have nothing because we lost everything," Rios said. "That's not fair. That's not fair and somebody needs to do something and pay attention."

Flood waters covered the street and got over their curb this past Sunday. They say the drains aren't working and Rios tried cleaning one out herself.

Councilman Jesse Moreno, who represents the area of construction at North Carroll Avenue and Victor Street, said crews have since fixed drains preparing for more downpours.

"Unfortunately, that project has been delayed multiple times due to our contractor," Moreno said. "I'm a little frustrated that we have not been able to deliver this project to our residents sooner."

Rios says when there are overnight rain storms, she and her family struggle to sleep out of fear of more flooding.

"I feel that every time that it rains it's just going to happen again. We're just trying to prevent it," Rosales said. "There's no one to go to. There's no one to call. No one calls us back."

[Dallas flood control project causing more flooding, neighbors say | wfaa.com](#)

DENTON COUNTY NOW HAS MORE THAN 1 MILLION RESIDENTS

By Mark Smith

Denton County announced Tuesday that it has surpassed the 1 million mark in residential population.

The North Central Texas Council of Governments estimates the county's population reached 1,006,492 on Jan. 1, 2023, a 3.2% growth in the past year.

Two towns in southern Denton County were among the fastest growing municipalities in North Texas, by percentage: Argyle grew by 20.3%, and Northlake grew by 18.7%, according to NCTCOG estimates.

"We knew Denton County was close to surpassing this milestone," said Denton County Judge Andy Eads. "With an estimated 86 people moving into Denton County every day, an additional 13,700-plus can be added to that total."

The rapid development and population growth in Precinct 4, particularly the area around Argyle, Northlake and Justin, keep Commissioner Dianne Edmondson busy.

"We continuously have projects underway to address our fast-paced growth," she said. "We know our southwest portion of Denton County will grow rapidly over the next decade and we work continuously and collaboratively with our communities to be prepared for it."

Eads said that growth and how the county handles it is part of its legacy.

"What we do today to prepare for tomorrow will be among the most important things we can accomplish as a county," he said. "The groundwork we lay now will help our future population to flourish."

NEW TEXAS LAW BANNING PAPER TAGS TO TAKE EFFECT IN 2025

By Staff

DALLAS - Gov. Gregg Abbott signed a law that will eventually get rid of paper tags on vehicles.

Lawmakers pushed to ban them because they're relatively easy to counterfeit and are commonly used in crimes.

In 2021, officials estimated at least 1.8 million fraudulent paper plates were on the roads in Texas.

Law enforcement officers from departments across the state [testified about the problem](#). One cop said they busted a ring printing them off in a parking lot in Austin.

Grand Prairie Police Chief Daniel Scesney was a big supporter of the legislation because he said paper tags caused the death of one of his officers last year.

[Officer Brandon Tsia died](#) while attempting to pull over a Chevy Malibu with a fake paper license plate. He lost control of his squad car and crashed into a utility pole.

That same fictitious tag had been swapped to different vehicles at least 200 times, Chief Scesney said.

"I think the paper tag is a problem in Texas of pandemic proportions," Scesney told FOX 4 in May.

In December, state-licensed [car dealers began issuing redesigned paper tags](#) from the Texas DMV.

The agency noted that certain security elements were modified so they cannot be digitally replicated.

The new law goes a step further. Auto dealers will transition to using metal plates as temporary license plates.

It is set to take effect in the summer of 2025.

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS OUTLINES GRAND AVENUE CORRIDOR STUDY

By Renee Umsted

Representatives from the North Central Texas Council of Governments [met with stakeholders](#) to discuss plans for a study of Grand Avenue.

Mike Morris, the director of transportation for [NCTCOG](#), gave meeting attendees an overview of safety concerns, thoroughfare options and desired improvements for bike and pedestrian connectivity along Grand Avenue from the Gaston-Garland-Grand intersection (which is slated to be [completed this fall](#)) to Interstate 30.

In this 2-mile stretch, the speed limit ranges from 30 mph to 40 mph.

Following a request from East Dallas resident Carol Bell Walton, Morris agreed to expand the [study area](#) north to East Lawther at Garland Road, near where a [fire engine hydroplaned](#) in late April.

Some of the safety concerns described at the June 6 meeting were previously identified at a meeting with nearby neighborhoods, park advocates, the Texas Department of Transportation and the [Dallas Department of Transportation](#).

Safety concerns include wrong-way driving on southbound lanes near Tenison Park, crashes on Clermont Drive and insufficient lighting. During the meeting, Morris said over the past five years, crashes on Grand Avenue have resulted in three deaths and 12 suspected serious injuries.

Some drivers avoid traffic congestion nearing I-30 by using and speeding through neighborhood roads; Morris said the traffic count approaching the intersection is around 15,000 cars per day.

Stakeholders have also complained of street racing, traffic noise and traffic congestion on northbound lanes near Mount Auburn STEAM Academy during pick-up times.

There are also desired improvements for pedestrians along the roadway, including connecting the neighborhoods to parks, schools and trails, and increasing pedestrian crossings.

Morris proposed a few thoroughfare options to consider: relocating the southbound lanes closer to the northbound lanes near Tenison Park, and transforming the existing southbound lanes into a residential street, for example. Or reconfiguring the intersections at Cameron Avenue and Tenison Parkways into roundabouts.

But several more of these options, or “families,” as Morris calls them, are possible, he said.

While TxDOT owns SH-78, aka Garland Road/Grand Avenue, the state’s transportation department is allowing NCTCOG to take the reins on a study. But eventually, [TxDOT](#) will assume control of the project.

Morris said he wants to enhance schools, parks and other places along Grand Avenue, creating a “context-sensitive design.”

NCTCOG expects to hold another public meeting in the fall, around late October or early November. Morris said he wants to review the master plan for Samuell Grand, review speed limits and speed-control measures, analyze crash data for the whole corridor and watch school traffic patterns.

Questions about the study may be directed to NCTCOG's Amanda Wilson:
awilson@nctcog.org.

DANGEROUS STREET TAKEOVER IN TARRANT COUNTY LEADS TO MULTIPLE CRASHES

By Staff

TARRANT COUNTY, Texas - [North Richland Hills](#) and [Watauga](#) Police broke up a dangerous [street takeover](#) on Saturday night.

The agencies were called to the intersection of Rufe Snow and Hightower just before 10:30 p.m. for a large crowd of people.

Video from the area shows a car doing donuts in the intersection with a passenger hanging out of the window.

READ MORE: [Street takeover task force to crack down on organized events in Texas](#)

When police arrived, Watauga police saw a vehicle that was driving dangerously speed away into their city.

Police say they tried to pull the driver over and the vehicle crashed into a parked car.

As other officers worked to break up the crowds, another vehicle associated with the street takeover was involved in a single-car crash. That driver was cited for not having insurance and the vehicle was impounded. The driver was not believed to have taken part in the takeover, according to police.

At least one more person was arrested on multiple outstanding traffic warrants.

Photos taken from the area show the damage to one of the vehicles involved.

Police say that they are investigating the incident.

[Dangerous street takeover in Tarrant County leads to multiple crashes \(fox4news.com\)](#)

FACING LOSING \$90 MILLION, DALLAS CITY COUNCIL GRITS ITS TEETH AND SAYS YES TO DART

DART wants to give the city of Dallas \$90 million in excess sales tax revenue, but on its own terms. The Dallas City Council reluctantly agreed on Wednesday.

By Matt Goodman

After a messy hours-long back and forth about leverage and legalese, the Dallas City Council clenched its collective jaw and voted to accept an agreement with Dallas Area Rapid Transit to accept about \$90 million in excess sales tax revenue.

The 12-3 vote ended a debate [that began about four months ago](#). DART in February abruptly reneged on [its vow to pay Dallas \\$111 million](#) that could be used to fund transit-adjacent projects such as sidewalk fixes, traffic signal upgrades, ramps compliant with the Americans With Disabilities Act, [a trail through Oak Cliff](#), and about a half dozen other projects.

Instead, the agency's top officials told Dallas that the payout would actually be closer to \$30 million. DART saw a chance to recoup \$36 million it says it spent on "project enhancements" for [the Silver Line train project through Far North Dallas](#). Too, permitting and project review delays for the rail line had cost the agency close to \$50 million, it argued.

The money was presented as a green olive branch to its 13 member cities. Because of all the federal coronavirus relief money DART received, it collected about \$234 million extra in sales tax revenue. It decided to give it back, with the disbursements based on how much each city paid into the agency in sales tax. Dallas would get \$111 million and the rest would be split among the 12 suburbs. DART doesn't control infrastructure in its partner cities, and the money would be used for projects that could help its riders once they exit a bus or train.

DART also saw an opportunity. Because it didn't have to give up that money, it could define the terms of the agreement. It became a rare chance to invoice Dallas for what it presented as overages for the Silver Line project. That didn't go over well with the City Council, which, after getting the news in February, directed staff to work with its partners to reach an agreement.

The North Central Texas Council of Governments helped negotiate a deal that jumped the \$28 million to \$90 million.

"In the last 60 days, the city of Dallas and DART have already demonstrated a new relationship," said Michael Morris, the transportation director of NCTCOG. He mediated between the two parties and helped claw back money for the city. "I think there is tremendous progress being made. I have committed to monitor the situation to make sure that is actually what is going to occur."

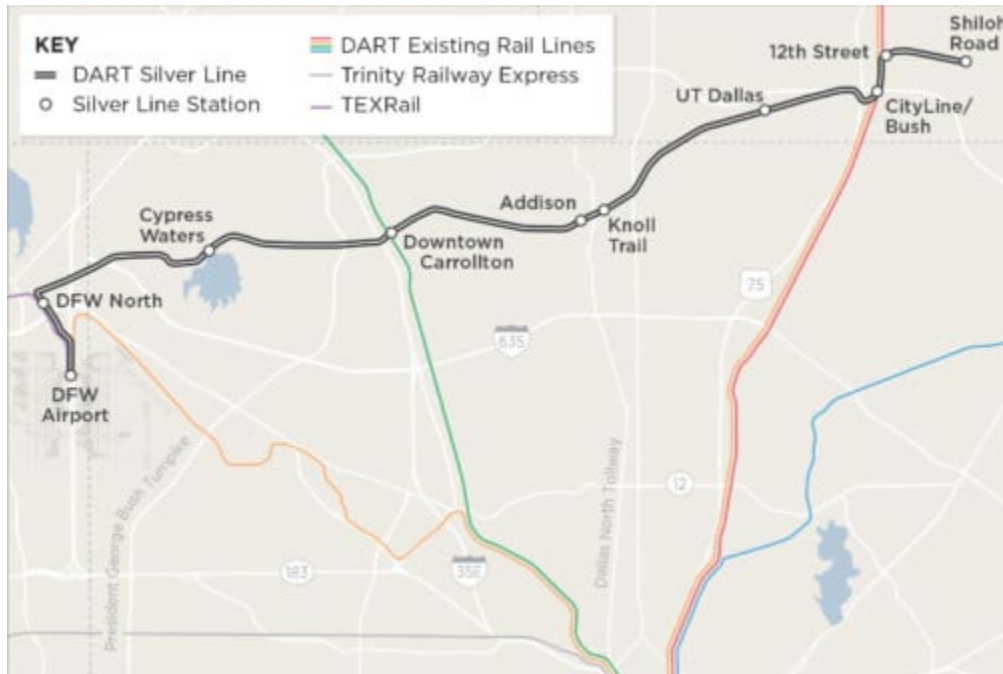
Today's vote was to accept the terms of what's known as an "interlocal agreement" or ILA, which is a contract between two public entities that allows one to pay the other. The messy part: interim City Attorney Tammy Palomino covered the ILA with red ink in a memo to Council ahead of the vote.

Councilwoman Gay Donnell Willis, who represents Preston Hollow, went through Palomino's critiques. The attorney wrote that she had "serious concerns" about the language, in which she

also found “deficiencies,” and the “potential to end up in an endless cycle” of Dallas being unable to meet DART’s expectations.

Willis joined two of her colleagues in voting against the approval. One was Councilwoman (and frequent DART critic) Cara Mendelsohn, whose Far North Dallas district is where the 3 miles of the Silver Line cross through Dallas. Outgoing Councilman Adam McGough also balked at signing off on the language.

The legal concerns, he said, “are problematic to the point where I don’t feel comfortable supporting at this time.”



A map of the Silver Line route, about three miles of which cross through Far North Dallas.

City Manager T.C. Broadnax laid out the stakes. Don’t accept the ILA, don’t get the money.

He said that DART CEO Nadine Lee and its top attorney told the city that it would not accept any changes to the language in the contract. Its arrangement is essentially a grant proposal. The city applies for funding for specific projects, DART decides whether they sufficiently complement transit, then signs off on them. The city gets 10 percent of the cost up front, then seeks further reimbursement each month until the project is finished.

Most council members seemed to agree that the arrangement was not ideal but recognized this was the price of free money. Broadnax said it was unlikely the projects would be funded without it. All the other cities have signed the ILA, even though their city attorneys had similar concerns over the language, the city manager said.

“The money is green. We’ve got needs and it’s their resources to give,” he said. “They don’t have to give them.”

Mendelsohn said the agreement’s language was so broad that DART could back out again. She used the initial \$80 million reduction as her evidence but was rebuffed by Morris and city staff. After the negotiations, they said they came away confident that DART would fulfill its end of the

bargain. Staff was drafting a memorandum of understanding to give the city some protection, but it isn't legally binding.

"We will not see this money, and it will further erode our relationship when it happens," Mendelsohn said. She proposed a six-week delay to give staff more time to make its case to DART. Her motion failed 11-4.

"I feel like the words coming out of my mouth, people don't understand," Broadnax said. "They are not going to amend and change the ILA. Period. Full stop. To want and think that that is a possibility, you might as well ask if a unicorn is gonna float in here. It's not going to happen."

Nobody seemed thrilled giving DART so much control. But the 11 council members and the mayor agreed that doing so was the only way the city would see the money.

It is yet another chapter of the conflict between Dallas and its transit partner. DART serves the region, of which Dallas is just a part. Dallas' transportation priorities don't always align with those of its neighbors, despite the Dallas Council appointing a majority of the DART board.

Councilwoman Paula Blackmon floated the possibility of lobbying state lawmakers to propose legislation that would give the city more power in negotiations such as these. She wound up voting in favor of the ILA but voiced her concerns.

"It just seems very one-sided," she said. "A partnership is not holding people hostage."

Other cities have been more aggressive in pushing DART. Plano state Rep. Matt Shaheen this year filed a House bill to audit "certain regional transportation authorities." He said he did so in tandem with the city of Plano, which has been asking for an independent analysis of the return on investment for each member city.

Tensions are high, particularly in Mendelsohn's district. The City Council gritted its teeth and voted "yes" amid staff's vow of repairing a relationship. But there are fissures showing between the region's public transit provider and the cities it serves, and it's something to pay attention to.

Here are the projects Dallas says it will pursue with the \$90 million:

- Reconstruction of 22 traffic signals at intersections along major DART bus route corridors, with priority given to those routes in Equity Priority Areas
- Completion of phase 1 of the [Sidewalk Master Plan](#)
- Construction of more than 90 percent of missing ramps near DART bus stops and light rail stations
- Funding for the FY 2024 traffic lane markings program
- Bike lane upgrades
- A city of Dallas parking operations study and smart parking pilot projects
- Support for DART passes that the City distributes to middle and high school students for free, and support for transit services for homeless individuals
- Funding for ongoing maintenance of the City-owned Dallas Streetcar, and professional services for studies to optimize operations

The money will also help fund part of the Five Mile Creek trail through Oak Cliff. Dallas will spend \$10 million from its DART money and get \$15.4 million back from the North Central Texas Council of Governments. [You can read more about that project here.](#)

LOCAL COUNCIL OF GOVERNMENTS DISCUSS SIX CLIMATE AND TRANSPORTATION PROJECTS

By Celie Price

The North Central Texas Council of Governments held a public transportation meeting on Monday, which featured presentations from six different programs and initiatives regarding infrastructure, transit and environmental concerns.

The NCTCOG is a voluntary group of local governments who strive to strengthen “both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions,” according to their [website](#).

The first presentation was by the Transit Strategic Partnerships Program, which reviews transit proposals and solutions annually and awards over \$11 million in federal funds for these accepted projects. Ideas are accepted year-round and are evaluated twice per year. Deadlines for the current project cycle closed on May 31st, and staff are set to announce their chosen ideas in August.

“The program wants to encourage partnerships and collaboration between non-service providers and transit providers,” Senior Transportation Planner Julie Anderson said.

“Oftentimes, their services would overlap, so them working together is always a good plus. Proposed projects should address innovation, the Access North Texas plan and any recent transit study recommendations, in addition to increasing accessibility and targeting environmental justice populations and transit-dependent populations.”

NCTCOG’s Automated Transportation System Initiative is a program with plans to create ATS in cities throughout the 16-county region. The main goal of this system is to “future-proof” infrastructure and improve long-term safety.

Two upcoming pilot projects will be located in the Dallas International District and the GM Arlington Assembly plant.

“We assessed different materials and techniques for criteria such as environmental sustainability, the actual costs — both the implementation and lifecycle and even consideration of risks for hazards such as fire,” transportation planner Martin Bate said. “If you’ve been watching the news you saw that over the weekend there was a slight problem with a bridge over in Philadelphia on I-95, that’s exactly the sort of thing we want to avoid with something like this.”

The next presentation discussed the NCTCOG’s potential grant by the Environmental Protection Agency’s Climate Pollution Reduction Grants Program. If adopted, this program will provide funding and planning toward reducing greenhouse gasses and other air pollutants. The main criterion pollutant that the grant will plan to address in the region is ground-level ozone.

“In areas that are not attainment for ground-level ozone, you will have higher rates of childhood asthma,” Senior Air Quality Planner Savana Nance said. “It’s more difficult to breathe, coughing and sore throat, so there’s a lot of health impacts to us not being non-attainment [status].”

The plan would include the 11 counties in the Dallas-Fort Worth Metropolitan Statistical Area. If the grant is awarded, NCTCOG will need to submit a Priority Climate Action Plan, followed by a Comprehensive Climate Action Plan in the summer of 2025, then a status report in the summer of 2027.

The Regional Scrap Tire Program was created to reduce abandoned tires in Dallas-Fort Worth. The program includes education, outreach, technical and legal support, dump site identification, dumping prevention and enforcement. The presentation stated that because scrap tires are inconvenient and expensive to dispose of and are often left to local businesses with insufficient resources for disposal, these tires typically end up being illegally dumped on roadways or private property.

"We've had a lot of reports about there being abandoned tires in the region and outside, especially in the rural areas," Air Quality Planner Nick Van Haden said "Most people don't want these tires and that includes the landfills. They actually turn away tires all the time, you can't even put whole tires there anymore, they have to be shredded. So that's why it ends up that these tires just increase in these landfills at capacity really quickly and they don't break down"

The program received nearly half a million dollars in funding to be used from 2023 to 2026. This will help with preventative measures as well as utilizing more beneficial uses for these scrap tires.

"It's dedicated funding of \$490,000 from our Air Quality Initiatives Fund," Van Haasen said. "So that helps out with anything from being able to set up these types of programs, our Regional Tire Task Force which was created back in 2021 before this was approved, and then coming up with different ordinances to help out different ways of improving overall remediation effects."

Federal Performance Measures for National Highway System Pavement/Bridge Assets followed up on a 2022 report by TxDOT regarding "poor condition" bridges, with 37 in Dallas and 12 in Fort Worth. It was stated that of the 49 bridges, all but three are currently being funded, scheduled for construction, under construction or completed.

The final presentation was given by the Unified Planning Work Program, which presented draft recommendations for the fiscal years of 2024 and 2025. The total transportation planning funds for these two years are expected to be over \$33 million, and expected expenditures are estimated at over \$28 million. This estimation will leave the NCTCOG with over \$4 million to carry into the fiscal year of 2026.

ENDING PAPER LICENSE TAGS IN TEXAS: CAN IT STOP FRAUD?

The fake tag scam has overwhelmed local police departments.

Dallas Morning News editorial

Texas has been at the epicenter of a criminal enterprise, and the evidence often is on the car in the next lane.

We all have seen temporary paper license plates that car buyers have until new permanent plates are available. A large percentage of those are fake. The state loses millions, the bad guys get away and the rest of us who follow the rules — well, we feel like we've been taken for a proverbial ride.

This scam went on for years, leading to state investigations, and numerous reforms to prevent criminals from exploiting loopholes in the Texas Department of Motor Vehicles' online system to print and sell fraudulent paper tags. But Gov. Greg Abbott recently [signed into law a](#) measure to replace temporary paper tags with metal ones in 2025.

The fake tag scam has overwhelmed local police departments and proliferated under the not-so-watchful eyes of DMV executive director [Whitney Brewster](#), who resigned under pressure. But thanks to years of dogged reporting by [Scott Friedman and Eva Parks of KXAS-TV \(NBC5\)](#) detailing the methods of fake tag scammers, state officials began to take this problem seriously. Other investigations across Texas [uncovered temporary tags for sale on Facebook](#) and revealed lax procedures that allowed the DMV to issue paper tags [in the name of a car dealer that wasn't in business](#).

Economic crime was just a fraction of the deadly consequences. [New York authorities blamed](#) Texas' lax dealer application process for the flood of thousands of fraudulent Texas tags in the Big Apple. And across the country, fake tags were linked to robberies, carjackings and murders, including the car of a suspect in the murder of an off-duty [New Orleans police officer](#) who was visiting Houston two years ago.

In previous legislative sessions, state lawyers cracked down on the number of temporary tags available to dealers and authorized the DMV to cut off access to temporary plates to auto dealers found to be involved in illegal activities. The DMV also changed security features on its tags.

Crooks are inventive, so it is not yet time to declare victory over the bad guys. A related scam involving vulnerabilities in [the state's online drivers' licensing systems](#) has been tied to [stolen identities](#) and scams targeting [Asians in Texas](#).

However, we hope that the effect of changes to the title and registration process and the retirement of temporary paper tags will significantly curtail this illicit and deadly activity.

NCTCOG PROVIDES UPDATES ON TRANSPORTATION INITIATIVES, ASKS FOR FEEDBACK

By Colby Farr

The [North Central Texas Council of Governments](#) is accepting public input on several transportation initiatives after holding a public meeting June 12.

During the meeting, council staff outlined details on several programs and plans related to transportation, climate pollution and automated transportation systems that are meant to improve the region's quality of life. A recording of the meeting and project presentations can be accessed via the [meeting website](#).

What you need to know

The council is accepting any comments or questions related to the presented projects until 11:59 p.m. July 11. Public input can be submitted in any of the following ways:

- Email nctcogJune23@publicinput.com.
- Call 855-925-2801 (enter meeting code: 2463).
- Text "nctcogJune23" to 855-925-2801.
- Send a fax to 817-640-3028.
- Send a letter to P.O. Box 5888, Arlington, Texas 76005-5888.

Comments submitted will be compiled and presented to the [Regional Transportation Council](#) ahead of taking any action on the projects.

In case you missed it

Council staff presented information on the following programs and initiatives:

- The [Transit Strategic Partnerships Program](#)
- The [Automated Transportation System Initiative](#)
- [Climate Pollution Reduction Grants](#)
- The [Regional Scrap Tire Program](#)
- The [Unified Planning Work Program](#)

In addition to staff presentations, information about modifications to the [Transportation Improvement Program](#) were posted to the meeting website.

Meeting highlights

- The council is accepting proposals for projects to be funded by its Transit Strategic Partnerships Program until Nov. 30.
- Proposals will be reviewed and scored in December.
- Council staff completed a two-year study on development of automated transportation systems and presented findings during the meeting.
- The study focused on identifying existing automated vehicle technologies, pilot project opportunities and more.
- The council received 31 project submissions for its 2024 and 2025 Unified Planning Work Program.
- In July, the Regional Transportation Council is expected to take action on the 18 projects recommended for approval.

RED OAK'S QARBON AEROSPACE PARTNERS WITH HYUNDAI SUBSIDIARY ON ELECTRIC AIR TAXI PROJECT

Supernal, a Washington, D.C.-based air taxi unit of Hyundai Motor Group, will use Qarbon's thermoplastic induction welding tech for its six-rotor air taxis. The air taxis are designed to carry up to four passengers with a pilot operating the controls, for quick trips within cities as soon as 2028.

By David Seeley

If you've been waiting for the day when you can hail an electric vertical-takeoff-and-landing air taxi, a North Texas company shares your impatience—and it just partnered to help bring that day closer.

Red Oak-based Qarbon Aerospace announced today that it's partnering with Washington, D.C.-based Supernal, an advanced air mobility eVTOL vehicle company. Through the partnership, Supernal and Qarbon said they will scale Qarbon's unique welding technology "to revolutionize the assembly process of Supernal's thermoplastic carbon composite vehicle structure, enabling readiness for high-rate manufacture from the start of the program."

Supernal's air taxis aim to carry four passengers—and launch by 2028

Supernal, an air taxi unit of South Korea-based Hyundai Motor Group, says it fuses "electrification, autonomy, robotics, and smart manufacturing technologies to accelerate the development of Advanced Air Mobility."

Supernal's six-rotor eVTOL is being designed to carry up to four passengers with a pilot operating the controls, for quick trips within cities. The company has said it plans to launch its air taxi service by 2028.

Qarbon says its tech can help Supernal reduce weight, cycle times, and cost

Qarbon Aerospace said its thermoplastic induction welding technology offers a long list of advantages, including "reduced weight, cycle times, and cost, improved joint strength, enhanced repeatability, minimal material waste, and flexible assembly fixturing." That last point eliminates the need for high-cost staged tooling and infrastructure, Qarbon added.

By leveraging Qarbon's established induction welding process, the partnership aims to streamline the assembly process, delivering high-quality composite components for Supernal's eVTOL vehicles.

Aiming for 'a revolutionary transformation'

"We're extremely excited to partner with Supernal and apply our groundbreaking thermoplastic induction welding technology to the assembly of their thermoplastic carbon composite vehicle structure," Pete Wick, CEO of Qarbon Aerospace, said in a statement.

"By merging our extensive experience in composite manufacturing with Supernal's innovative air mobility solutions, this collaboration will bring a revolutionary transformation to the manufacturing process for air mobility vehicles," Wick added. "This partnership represents a momentous achievement in propelling the future of high-volume urban air mobility."

Jaiwon Shin, president of Hyundai Motor Group and CEO of Supernal, says that the two companies will work together “to advance rate-enabling manufacturing processes for the AAM industry.”

“By incorporating advanced materials and processes in our manufacturing strategy from the start, Supernal will be prepared to expand eVTOL vehicle production capacity to meet demand surges when the industry takes off,” Shin added in a statement.

Qarbon is also partnering on one-person flying cars from Texas’ LIFT

Dallas Innovates previously wrote about Qarbon’s partnership with Texas-based LIFT Aircraft, which is developing one-person HEXA flying cars [that anyone can fly for \\$249 after a one-hour lesson](#).

Qarbon operates nearly two million square feet of factory space across three facilities in Red Oak, Milledgeville, GA, and Rayong, Thailand—providing large, complex structural components and assemblies such as fuselages, wings, flight control surfaces, and engine nacelles.

Qarbon Aerospace was formed in May 2021 when equity firm Arlington Capital Partners acquired the composites business of Triumph Group, Inc. The company has since been operating independently.

VALLEY VIEW DEMOLITION PHASE DONE

Six-story, mixed-use development announced

By Rachel Snyder

After about a decade, the last remnants of the old Valley View Mall are gone, and new development appears on the horizon.

At a May 23 press conference with Dallas city officials and neighbors, property owner Scott Beck sought to move past the decade-long contention around the site, the *Dallas Morning News* reported.

The Beck Ventures CEO announced plans for a six-story, mixed-use development including 275 residential units, roughly 26,000 square feet of ground floor retail space, and more at Preston Road and Dilbeck Lane.

"We view this project as the much-needed activator that will bring energy to this area and kickstart the entire development," developer Ross Frankfurt told our sister publication *D Magazine*. "We couldn't be more excited to get this project going."

Frankfurt has partnered with Beck and Will McNutt on the joint venture firm Anthem Development.

"We have turned over a new leaf," Beck added. "We're not going not be talking about what has happened in the past or hasn't happened in the past. We're gonna just move forward from today."

Dallas City Councilwoman Jaynie Schultz issued a statement echoing that sentiment.

"The final demolition and clearing of the Valley View site is an important step in the fulfillment of the vision set forth over 10 years ago by our city leaders, chambers of commerce, the development community, and neighbors," Schultz said. "The vision of the Dallas International District is to be a new regional downtown that thousands of people call home, thousands more are employed, and thousands more come from across North Texas to visit as a global meeting place whether in the park, our international restaurants, and shop at Galleria Dallas."

The run-up to the announcement of new development planned for the site began in 2013 with the Valley View-Galleria Area Plan. The area is also known as Midtown, and city officials have since branded the neighborhood surrounding it the Dallas International District, but Beck and Schultz reportedly agree there is room for Dallas Midtown at the Dallas International District.

Plans for the Dallas International Commons, anchored by the city-owned Prism Center on Peterson Lane, include a 20-acre park, and Dallas ISD's first-ever pre-K-12 International STEAM Academy, expected to open in 2025. The North Central Texas Council of Governments also allocated a \$10 million grant for the area to plan a regional transportation innovation zone expected to include an automated people mover.

IS FAIR PARK QUIETLY BECOMING DALLAS' NEXT BUZZ NEIGHBORHOOD?

The sale of 17 buildings east of downtown Dallas marks the biggest investment so far in the historical neighborhood.

By Steve Brown

A Dallas real estate firm that's redeveloped two Deep Ellum buildings has made a big property buy near Fair Park.

[August Real Estate](#) has purchased 17 buildings with more than 400,000 square feet of commercial and residential space in the Exposition Park neighborhood near the main entrance to Fair Park.

Most of the buildings are in the area between Parry Avenue and Interstate 30. The properties are on Parry, Exposition Avenue, Commerce Street and Pacific Avenue.

The buildings are 97% leased to small businesses, artists and residential tenants.

"We are thrilled with this acquisition," developer Evan August said in a statement. "The opportunity to acquire a significant scale of historic, creative properties spread across enough land to establish a new urban district is really compelling."

August Real Estate purchased the buildings from businessman David Gibson, who had acquired the properties over the past 50 years. Gibson converted the old commercial buildings into mixed uses.

Two large office tenants in the Exposition Park buildings are architects GSR Andrade and Studio Outside.

The purchase includes historic buildings from the 1920s.

"We're inheriting an excellent foundation from an owner that has cared deeply for his buildings and the neighborhood," August said.

The new owners plan improvements for some of the properties.

"We have some light cosmetic upgrades planned and see the potential for redevelopment and new development long-term, but our focus now is on improving the tenant experience," company partner Jordan August said in a statement.

The sites are zoned for as many as 19 floors of construction and "vertical development may be in their future," according to the new owners.

Southside Bank provided financing for the purchase. Adam Mengacci with Institutional Property Advisors sourced the debt. Terms of the purchase were not disclosed.

August Real Estate has redeveloped two buildings in the Deep Ellum district. The company repurposed the landmark [Continental Gin](#) — built in 1888 — on Elm Street near Baylor University Medical Center. The company converted the historic cotton gin manufacturing plant into office and retail space.

Continental Gin is one of Deep Ellum's oldest buildings.

The developer also renovated the nearby former [Trunk Club building](#) at 333 First Ave. It's been leased as office space.

With the new purchase, August Real Estate owns and operates 650,000 square feet of properties east of downtown.

The sale of the Exposition Park buildings is the latest investment in the area between Fair Park and downtown Dallas.

Builder Larkspur Capital developed its eight-story [Willow apartment building](#), which has almost 200 rental units, on the eastern edge of Deep Ellum.

Larkspur is working on two more rental projects in the neighborhood. Another apartment building called [the Juniper](#) is set for a site just a block away at 4003 Commerce St., near I-30.

The builder is also planning an apartment project on a vacant block near the corner of Haskell and Parry avenues. The rental community would be just two blocks from the entrance to [Fair Park](#) and DART's commuter rail station.

Larkspur Capital officials say they welcome August Real Estate's plans for the area.

"I cannot imagine a better steward of these buildings than the August family," said Larkspur Capital's Carl Anderson. "They have proven time and again that they can execute on complicated business plans regarding historic real estate assets.

"I'm not aware of another group who has mastered historic property renovation and preservation as well as the August family," Anderson said. "Any neighborhood should jump up and down when they see these guys coming — neighbors can rest assured that historic buildings will be preserved for the long term."

Growing developer interest in the Fair Park neighborhood comes as new investments are planned in [the landmark park](#) with its Art Deco buildings. Dallas voters approved a ballot measure last fall to replace the city's convention center and [commit up to \\$300 million to Fair Park venue upgrades](#).



Most of the buildings purchased are on Commerce Street and Exposition and Parry avenues. (August Real Estate)

MCKINNEY TRAIL ADDED TO THE NATIONAL SYSTEM. WHAT MAKES IT SO SPECIAL?

The Wilson Creek Trail was the only trail in Texas to join the network of more than 1,300 trails this year

By Haeven Gibbons

McKinney's [Wilson Creek Trail](#) was the only trail in Texas to join the [National Trails System](#) this year, making it part of a network of more than 1,300 existing national recreation trails.

The 10-mile trail system that connects [Bonnie Wenk Park](#) to [Towne Lake Park](#) provides access to amenities like playgrounds, a disc golf course and an outdoor fitness court. It also connects to various local parks, ponds, natural areas and includes a 0.44-mile dog park loop.

"You can choose your adventure based upon your mood for the day," said Michael Kowski, Director of the Parks and Recreation Department. "If you want to see water you could walk around Towne Lake a couple of times. If you want to get in the shade and be under more tree canopy you can go into Bonnie Wenk Park which has more shade and more natural trails."

McKinney's trails are important to those living in the city and are a draw for tourists, Kowski said.

"Our trails at Erwin Park, you go there and there's license plates from Arkansas and Louisiana every single weekend," he said.

Now that the Wilson Creek Trail is part of the National Trails System, Kowski said more people will seek it out.

"People will come from other cities to experience that trail because those are mapped on a federal website, and there are people who pay attention to that and want to experience national recreation trails," he said.

McKinney's [2023 Citizen Survey](#) results showed that 84% of respondents are happy with the overall quality of parks and recreation opportunities, and 85% of respondents said expanding and connecting the hike and bike trail system was a priority for improving the quality of life in McKinney. Outdoor adventure and activities was also a priority for 69% of respondents.

"Go on our trails at 5 a.m. and it's packed," Kowski said. "During COVID, people rediscovered our trail network. Anecdotally, our usage easily doubled during COVID and that energy has continued forward. It is the most requested thing we do: all of our surveys have trails at the top, and not just concrete trails but also nature trails."

To meet demand, the parks foundation is currently building about 4 miles of nature trails that will be added to the Wilson Creek Trail system, and the city recently adopted a [new trail plan](#) that discusses making more connections.

Eventually, Wilson Creek will go underneath U.S. 380 to connect with the trails in Painted Tree and Erwin Park which are north of the highway, Kowski said.

"That will add dozens of miles to our trails," he said. "Our aspirational goal is we want to have a 25-mile trail loop in McKinney. That's our long term, aspirational 10-, 15-, 20-year plan, and our goal is every year kind of chip away at it, add a little connection."

Other key connections in the plan include building bridges and trails underneath Eldorado Parkway to connect to a former golf course owned by the parks department, and eventually going underneath State Highway 5 to connect trails to Lavon Lake.

Wilson Creek Trail is currently the city's most complete trail network, Kowski said and was added to the national system following a designation by Secretary of the Interior Deb Haaland. It was the department's first time to apply, and special attention was spent on telling the story of the trail through talking about the different experiences people can have when using it.

"National recreation trails, including these new designations, are some of our country's highest caliber trails and provide close-to-home recreation opportunities and the benefits of spending time outdoors," said National Park Service Director Chuck Sams in a press release from the city. "They can be used by everyone and provide for the ever-increasing recreation needs of our growing population, especially in urban areas."

DART AWARDED \$25 MILLION DOT GRANT TO BUILD TRAILS ALONG SILVER LINE

By Staff

DART will use a \$25 million grant from the U.S. Department of Transportation to build trails along the [Silver Line](#).

The office of U.S. Rep. Colin Allred (D-TX, 32nd District) announced the award Friday saying it will fund the construction of approximately 5.2 miles of shared-use trail including safety treatments, which will be built from Meandering Way in Dallas to Shiloh Road in Plano and will directly connect to several Silver Line rail station platforms.

"The Bipartisan Infrastructure Law continues to deliver for our community, and this grant will help DART with this important project that spans from Dallas to Plano along the Silver Line," said Allred in a statement. "With our region's rapid growth, these types of investments are critical, and I will keep working with local leaders to ensure we can create jobs, reduce congestion and grow our economy by investing in our infrastructure."

Allred, who is a member of the Transportation and Infrastructure Committee, championed the [Bipartisan Infrastructure Law](#), which is estimated to deliver at least \$35 billion to Texas over the next five years, with \$15 billion allocated so far.

The DART grant was supported by the North Central Texas Council of Governments.

The 26-mile Silver Line extends from the north side of Dallas-Fort Worth Airport to Shiloh Road in Plano. The line traverses seven cities (Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson and Plano) and weaves through three counties (Tarrant, Dallas, Collin). Service on the Silver Line is expected to begin sometime in either late 2025 or mid-2026.

[DART to use DOT grant to build trails along Silver Line – NBC 5 Dallas-Fort Worth \(nbcdfw.com\)](#)

METHODIST RICHARDSON CONTINUES \$46M EXPANSION EFFORT

By Kevin Cummings

Richardson and its surrounding cities are growing, and the regional hospital that serves those communities is expanding alongside them.

At the end of June, Methodist Richardson Medical Center will wrap up the first phase of a \$46 million [expansion effort](#) aimed at increasing the capacity of its emergency department.

Marking the third major expansion to the hospital since it [opened](#) in 2014, Methodist Richardson broke ground on the project last August with the ultimate goal of increasing the number of beds in its emergency department from 26 to 43.

“The original impetus was just honestly our growth,” Methodist Richardson President Ken Hutchenrider said. “We outsized our [emergency room], and we determined very quickly that we needed to, in essence, double the size of our ER.”

It will do so by constructing and renovating two new floors adjacent to the existing hospital, adding 25,000 square feet of space to the emergency department, including the 17 new beds. In addition, the hospital will move its existing pharmacy and laboratory services space from the first to the third floor, creating 80,000 square feet of new space for emergency use.

“Over 50% of our admissions come through our emergency department, so it’s essentially the front door of our hospital,” Hutchenrider said at the [groundbreaking](#) for the expansion project.

Phase 1 of the effort included the opening of 10 emergency room beds. Phase 2, which involves moving the pharmacy and lab space, is expected to happen in September.

Overall, the expansion project is designed to allow the hospital to serve around 90,000 patients annually when construction finishes in August 2024, Hutchenrider said. Currently, Methodist Richardson serves close to 60,000 patients annually. He said the expansion will also help to accommodate the region’s growing population for another 10 years.

“We’ve had to build so much faster than we ever [thought] we would,” Hutchenrider said.

More capacity, more capabilities

While the expansion project will help to increase the hospital’s capacity, Methodist Richardson officials said they are also looking to increase the level of care it provides for patients.

In addition to Richardson, which had a population of nearly 119,500 in 2020, according to the U.S. Census Bureau, the hospital serves the communities of Garland, Plano, Wiley, Sachse, Murphy and Rowlett.

“This expansion is necessary for our community as well as to provide better care for our

patients,” said Beena Mathai, director of critical care and emergency services at Methodist Richardson.

Overall, the population of Dallas County is expected to add nearly 1 million people between 2020-45, according to data from the North Central Texas Council of Governments. In the same time frame, Collin County is expected to add more than 700,000 people.

To better serve that growing population, Methodist Richardson is looking to build upon the level of care it provides while bringing the number of overall beds from 277 to 352 by 2024.

“It’s really about being able to provide that higher level of trauma services closer to your home or in some cases right by your home,” Hutchenrider said.

Methodist Richardson is a Level III trauma center, a designation it received last year that means it is able to provide assessment, resuscitation, surgery, intensive care and stabilization to injured patients, according to the American Trauma Society. Jan Arrant, director of community and public relations for Methodist Richardson, said the hospital could reach a Level II designation by the end of 2025. Level II trauma centers can offer definitive care for all injured patients and require things such as 24-hour coverage by general surgeons and other specialists; tertiary care needs, such as cardiac surgery; and trauma prevention education.

Last year, Methodist Richardson was also designated as a comprehensive stroke center, meaning it can treat the most complex stroke cases, according to the Stroke Awareness Foundation.

“There are certain key elements that make communities able to grow and be successful, and access to health care is one of those primary ingredients,” Richardson City Manager Don Magner said via email. “Richardson is very fortunate to have several exceptional health care institutions in close proximity, and Methodist Richardson Medical Center is one of them.”

Mathai said achieving these designations will allow for more patients and problems to be addressed at the hospital, lessening the need to transfer patients or have them make longer drives to hospitals in Plano or Dallas, in turn improving outcomes for patients experiencing things that require immediate action, such as a stroke or a heart attack.

“Getting those designations ... adds value to that hospital,” Mathai said. “We wanted to provide better care and better service in a timely manner.”

Increasing the quality of care

Methodist Richardson is one part of a growing ecosystem of services supporting the city’s growth and helping drive its future, Magner said.

In addition to providing care, the hospital is a large source of local jobs. While it has a workforce of around 1,800 as of mid-2023, Methodist Richardson officials expect to grow the headcount to around 2,100 to fully staff the expansion. That’s around the same number of employees as businesses such as Raytheon, RealPage and Geico have in the city, according to the Richardson Economic Development Department.

“Our goal is just always to continue to provide the health care services that our community needs,” Hutchenrider said. “We continue to fill in [staff] to be able to handle the volume and then have the capacity and the medical staff to support what it is that we already have and where we want to continue to grow.”

Along with being a creator of jobs in the local economy, the hospital is also working to foster future opportunities and innovation. Through a partnership with Richardson ISD, Methodist Richardson helps train students interested in medical professions with students in the district's career and technical education program able to take classes at the Methodist Richardson Campus for Continuing Care.

Hutchenrider also said the hospital works closely with The University of Texas at Dallas, a Carnegie Classification of Institutions of Higher Education-designated Tier 1 research university, from an educational standpoint. The research designation means the university has a high level of research in doctoral degree fields that attract large amounts of public and private funding, according to Carnegie. UT Dallas offers medical-related degrees in fields ranging from neuroscience and psychology to biotechnology and biomedical engineering.

“Unique needs and community aspirations will change over time, and our ultimate goal is to continue to evolve and progress with those changes while providing the best services we can,” Magner said. “We will do this by continuing to focus on cultivating collaborative partnerships with key community partners—like our educational and health institutions, continuing cultural enrichment and community engagement opportunities, and continuing to invest in our infrastructure to improve the quality of life for residents and support economic development.”

Hutchenrider added Methodist Richardson officials are always looking ahead to future projects. As the hospital has added new staff, officials have brought on a new thoracic surgeon to provide more lung and chest care along with a new hepatobiliary surgeon to provide more liver and pancreatic care.

“You can receive high-level tertiary care right next to your home, that is the benefit to the community,” Hutchenrider said. “It's just a huge positive for our entire area.”

TEXAS TO RECEIVE \$3.3 BILLION IN FEDERAL FUNDS TO BOOST BROADBAND EXPANSION EFFORTS

The federal money will be added to the \$1.5 billion investment made by state lawmakers this session to increase broadband availability across Texas.

By Jayme Lozano Carver and Pooja Salhotra

Texas will receive more than \$3.3 billion in federal money — the most of any state — to help expand broadband availability statewide, the Biden administration [announced](#) Monday.

The money will be distributed from the \$42.45 billion in the Broadband Equity, Access and Deployment program as part of President Joe Biden's [2021 Bipartisan Infrastructure Law](#). The funds aim to connect more than 8.5 million households and small businesses nationwide — and [nearly 2.8 million of those households without broadband are in Texas](#). Each state received at least \$107 million.

Separately, the BEAD program includes more than \$14 billion in funding for the [Affordable Connectivity Program](#), which makes broadband service more affordable for eligible households nationwide (and can be applied for now), \$2 billion for the [Tribal Broadband Connectivity Program](#), and \$2 billion for the [Department of Agriculture's Reconnect Program](#) that provides loans and grants to build broadband infrastructure in eligible rural areas.

Texas and the other states can submit initial funding proposals from July 1 through Dec. 27. After the National Telecommunications and Information Administration approves proposals, which will occur on a rolling basis, states and territories will be able to access at least 20% of their funds. The Texas Broadband Development Office will allocate the funds, which will go to where the state and federal broadband maps indicate service is needed. However, service providers and local officials have [disputed](#) the accuracy of those maps.

The Biden administration has compared its investment in broadband to the 1936 Rural Electrification Act, which offered low-cost loans to help bring electricity to rural areas.

"Whether it's connecting people to the digital economy, manufacturing fiber optic cable in America, or creating good paying jobs building internet infrastructure in the states, the investments we're announcing will increase our competitiveness and spur economic growth across the country for years to come," Secretary of Commerce Gina Raimondo said in a statement Monday.

The \$3.3 billion federal allotment will boost investments made by Texas lawmakers during this year's legislative session. [House Bill 9](#), filed by State Rep. [Trent Ashby](#), R-Lufkin, allocates \$1.5 billion to expand internet availability in the state. Gov. [Greg Abbott](#) signed HB 9 into law this month, and Texans will vote on the final approval of the funds in November.

"The Legislature had the forethought to put up \$1.5 billion this session toward further broadband deployment and to leverage the full potential of the federal funding set aside for the state," said A.J. Rodriguez, executive vice president of Texas 2036, a data-based think tank. "This is one of many crucial down payments they made this session. It targets Texas' rural communities and underserved pockets of our urban areas so that those Texans can fully participate in the 21st century digital economy."

Ashby said the state has never been in a better position to increase connectivity, with billions of dollars in store to improve broadband and telecommunications infrastructure.

“I’m very pleased the state of Texas stands to receive more federal grant funding for broadband deployment than any other state,” Ashby told the Tribune. “By awarding Texas with over \$3.3 billion, the NTIA has reaffirmed our long-standing belief that there is an urgent need to deliver reliable high-speed internet to the people of Texas.”

In a statement released Monday, the Texas Cable Association applauded the funding announcement, saying the investment will play a big role in closing the state’s digital divide.

“We look forward to working with state leaders to ensure unserved and underserved communities are prioritized for connectivity and that strong guardrails are established to protect these investments from wasteful abuse,” the association said in their statement.

According to a statement, the Biden administration expects that all states and territories will now have the resources to connect everyone in the country by 2030.

HERE'S WHY SOME BLACK AND HISPANIC NEIGHBORHOODS IN DALLAS ARE HOTTER THAN OTHER AREAS

Areas with lots of concrete and less vegetation can be more than 10 degrees hotter than surrounding rural areas, research shows.

By Hojun Choi

The record-breaking summer of 2022 scorched North Texas, but some people got it worse than others.

Neighborhoods with a lot of concrete and little tree cover are hotter than areas with natural shade and vegetation, what climatologists call the urban heat island effect. The term describes areas with “dense concentrations of pavement, buildings, and other surfaces that absorb and retain heat,” according to the Environmental Protection Agency.

The urban heat islands in Dallas tend to be in neighborhoods that, because of historic zoning regulations and other factors, have high concentrations of Black and Hispanic residents, such as West Dallas and southern Dallas, according to researchers who study the phenomenon.

Heat islands can affect energy costs, air quality levels and health, according to the Dallas Trees Foundation. City and county officials have been working to fight the effect with the help of nonprofits and neighborhood tree planting projects. Meanwhile, IBM is using artificial intelligence software to find ways to reduce the urban heat island effect.

“What we want people to know is that this is really more than just planting some trees,” said Lannie McClelen, a project coordinator at the Texas Trees Foundation.

10 DEGREE TEMPERATURE DIFFERENCE

Urban areas like Dallas can experience temperatures 10 degrees higher than surrounding rural areas, according to a 2017 Urban Heat Island Management Study conducted by the Texas Trees Foundation.

Throughout this past summer, researchers at IBM used aerial image data from satellites and airplanes to map tree canopy and study the relationship to the urban heat island effect. IBM researchers published a report showing that some parts of urban areas can be about 3 to 5 degrees hotter than nearby areas.

“What we observed is a direct correlation between the number of trees and the local temperatures,” said Levente Klein, a climate researcher for IBM.

With technology once used to help an electric company map out vegetation near power lines, the company is mapping tree canopy in major cities, including New York and Dallas. Artificial intelligence tools can help document what species of trees are in a given area and estimate how much carbon dioxide is stored in them.

Klein said one of his goals is to come up with a uniform way to study and measure the urban heat island effect in different parts of the world.

“Once you get access to some of this uniform type of dataset, the same type of technologies can be used easily in many other places so that we’re comparing apples to apples,” Klein said.

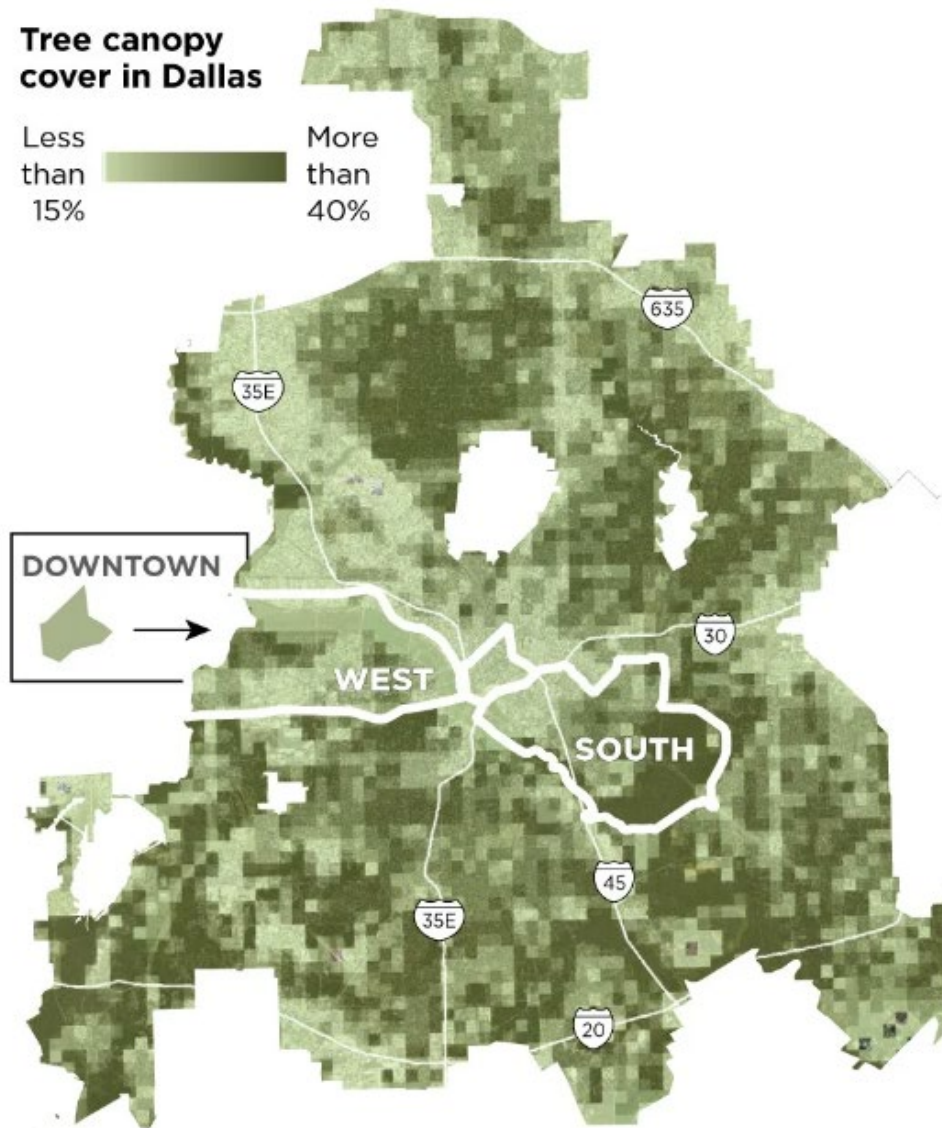
Urban heat

Neighborhoods with a lot of concrete and little tree cover are hotter than areas with natural shade. Downtown, West Dallas and South Dallas were among the areas of the city with the least amount of tree canopy, according to maps presented in a Texas Trees Foundation study.

Tree canopy cover in Dallas

Less than 15%

More than 40%



SOURCE: Urban Heat Island Management Study Dallas 2017

Laurie Joseph/Staff Artist

MORE THAN JUST PLANTING TREES

The Texas Trees Foundation is partnering with the city, county and Dallas ISD for tree planting projects. At UT Southwestern Medical Center in Dallas, the foundation's goal is to increase the canopy for right-of-ways in the Medical District from 7% to 30%, said McClelen, who is overseeing the project.

“When we do increase the tree canopy cover, there are numerous health benefits that come with that,” McClelen said.

Rose Jones, a Texas Trees Foundation researcher, said the city’s Medical District lacks tree cover because it had historically been zoned for industrial purposes. The organization is studying the urban heat island effect, and Jones, who has taught at UT Southwestern and other medical institutions, specializes in public health and medical anthropology.

“The record-breaking heat temperatures that resonated throughout the entire world and in the United States, this area in the UT Southwestern Medical District is considered among the worst heat islands in the nation,” Jones said.

Additionally, the foundation is in the middle of a pilot project at Pegasus Park, less than a mile from the Medical District, to collect climate information. In the future, project leaders hope to establish a communication hub that collects and processes climate information around the district.

Sensors would help organizations like the trees foundation better track the urban heat island effect, and if the pilot runs smoothly, the technology could be used in other parts of the city, Jones said.

“What we are doing to address this problem is using really innovative empirical science to figure out, what do we need to do in this area to transform it into a healthy ecosystem?” Jones said.

EQUITY AND GENTRIFICATION

Downtown Dallas, West Dallas and southern Dallas were among the areas of the city with the least amount of tree canopy, according to maps presented in the trees foundation study.

West Dallas resident Gabriel Perez, 57, has lived in the area for about 20 years. His home is in a neighborhood adjacent to a roofing manufacturing plant operated by GAF.

“Electricity bills have been higher and higher each year, and especially this year it was hotter than before,” Perez said, adding that his electricity bills almost doubled this summer compared with last year.

Perez, who has multiple trees in his front yard, said he thinks the trees have helped him cool his home during hotter months.

Although he was not aware of the impact of the urban heat island effect, Perez said he thinks hotter temperatures affect the air quality in the neighborhood.

“You get this smell from down the street, and when it’s hot, you smell it more,” he said.

Edgar Rodriguez, 40, who lives on the same street as Perez, said he was surprised to learn that there was less tree canopy in West Dallas compared with some other parts of the city.

He said he hopes to see rezoning efforts by city officials that reduce industrial activity in West Dallas.

“I think there are too many factories and too much industry,” Rodriguez said. “They have a lot of concrete and pavement.”

Kathryn Bazan, an environmental advocate who works with neighborhood coalition West Dallas 1, said the lack of tree cover in West Dallas is an example of environmental injustice, pointing to how the area's lack of vegetation and poorer air quality is tied to zoning that allowed for factories to operate close to neighborhoods.

Now, she said gentrification is chopping away even more of the trees in the area.

"West Dallas has experienced a significant amount of gentrification, and with new development comes the clearing of old trees that are benefiting the community," Bazan said. "With all of the industrialization in West Dallas, there is a lot of concrete, which contributes to the urban heat island effect."

Following the 2017 urban heat island management study, the city of Dallas partnered with groups like West Dallas 1 to better track air quality levels in neighborhoods.

Through a grant from the Environmental Protection Agency, Bazan said, the city will receive air quality monitors calibrated to match regulatory standards used by the Texas Commission on Environmental Quality and place them in West Dallas neighborhoods.

Monitors will collect data on air quality at the neighborhood level, but will not be used for regulatory enforcement, Bazan said.

"They're placing them in industrial areas where there is residential adjacency and with that data they can begin to discuss mitigation efforts," she added.

Although progress has been made to better track tree cover, Bazan, who also serves as the chairwoman of the City of Dallas Environmental Commission, said some policies still support development that reduces tree cover.

Article 10 of the development code, for example, should be updated to align with the goals of Dallas' Comprehensive Environmental and Climate Action Plan, a set of protocols created in 2020 aimed at combating the effects of climate change, Bazan said.

The code allows for developers to pay into a fund when clearing trees off of their projects, she added.

"Paying into a fund, which is essentially what developers get to do, to clear any trees off of their development doesn't replace the caliber and size of the trees, so we have to look at Article 10 again and ensure that new development is not taking old mature trees that are benefiting the community."

CITY-LED SOLUTIONS

In addition to tree planting efforts, the 2017 trees foundation report recommended city officials consider initiatives to change paving and roofing materials to help mitigate the negative impacts of the weather phenomenon. It also recommended neighborhood-level strategies.

"We find the preservation and expansion of the urban forest, combined with the use of highly reflective roofing and paving materials, to reduce summer afternoon temperatures by as much as [15 degrees] and to reduce warm season heat mortality by more than 20 percent," the report stated.

Money is available to pay for more trees on public property, in the Dallas Urban Reforestation Fund. Now, city officials are working to increase tree coverage on private property, too. The city's [Branch Out program](#), in its fourth year, offers trees to homeowners, said Karen Woodward, forester for the city of Dallas.

Registration to get a free tree from the city is open until Friday and pick-up day is scheduled Nov. 5.

City officials also provide information on how to transport, plant and take care of new trees, Woodward said. Although the program does allow business owners to pick up free trees, Woodward said residents have priority.

Woodward's department, with the help of partner organizations and volunteers, has given out about 2,500 trees each year through the program, which is funded through the city's storm water fees.

"Every tree we get in the ground has an effect on the entire city, but it has direct effect on the homeowners," Woodward said, adding that trees can reduce electricity costs tied to home cooling.

She said her department and the city's code enforcement office have tried to reach out to more neighborhoods in West, South and East Dallas to let residents know about the free tree program.

"There are still neighborhoods that we literally talk to every single year, and we get some, we don't get a lot but each year I've seen a little few more homeowners wanting trees in those areas," she said.

CELINA, PROSPER CELEBRATE GRAND OPENING OF FRONTIER PARKWAY

By Audrey Henvey

The cut of a bright red ribbon on a Wednesday morning made it official: Frontier Parkway has officially transformed from a two-lane road that included the risk of waiting at train tracks into a four-lane concrete roadway complete with a brand-new bridge.

Wednesday, June 28 marked the official grand opening ceremony for the newly-transformed Frontier Parkway, which runs as an east-west thoroughfare and which serves as a boundary between Prosper and Celina. The ceremony Wednesday morning included comments from Prosper Mayor David Bristol, Celina Mayor Ryan Tubbs, Collin County Judge Chris Hill and Collin County Commissioner Susan Fletcher. Both Bristol and Tubbs credited Fletcher for her role in coordinating the project, which was a partnership between the town of Prosper, city of Celina and Collin County.

"Collin County has been anticipating this day for many, many years," Fletcher said at the ceremony.

The project included addressing such topics as funding, crossing the Burlington Northern Santa Fe (BNSF) Railway tracks, maintaining existing traffic and coordination with both the Texas Department of Transportation and the North Texas Tollway Authority, Fletcher said.

The result is a roadway that will be able to handle a capacity of 28,000 vehicles per day compared to the 12,000-vehicle capacity that the former two-lane asphalt roadway provided.

"With the continued fast-paced growth for Prosper and Celina, it is clear that Frontier Parkway is a significant transportation facility that will serve the schools, businesses and citizens in the surrounding area in a much safer capacity," Fletcher said.

The expansion includes provisions for the roadway's ultimate growth into a six-lane divided roadway that will allow for approximately 45,000 vehicles per day.

"Those familiar with the boundaries of our two cities will certainly understand that coalitions and projects like these take a lot of work, and they don't end here," Bristol said. "In fact, we have many other opportunities before us now to continue to work together to make sure that transportation on our shared roads is a safe and pleasant experience for all of our drivers for generations to come."

Both Bristol and Tubbs highlighted the new roadway's impact on ease of access to local schools, as well as the positive impact to response times for first responders.

"When moments are so critical, a project like this can be the difference between life and death," Tubbs said.

Tubbs noted that public safety and infrastructure expansions amid unprecedented growth are top priorities.

“Today gives me great confidence and hope that the town of Prosper and the city of Celina will continue to stand shoulder to shoulder as we work on every shared opportunity to accomplish these priorities for both communities,” Tubbs said.

The total project cost is estimated at approximately \$34.6 million. Funding was provided through collaborative efforts by the county, municipalities and the North Central Texas Council of Governments, according to information provided by the town of Prosper.

“Today is the crowning moment of a monumental collaboration that allows FM 1461 and Frontier Parkway to serve as a beautiful gateway for both of these two municipalities,” Bristol said.

WFAA

DALLAS HAS FIELDDED NEARLY 600 COMPLAINTS THROUGH 311 ABOUT RENTAL SCOOTERS SINCE THEY SHOWED UP AGAIN LAST MONTH

Baylor Scott and White is also tracking rental scooter injuries once again. From July 2018 to September 2019, they saw 322 ER visits -- 14 were taken to the ICU.

By Matt Howerton

DALLAS, Texas — Rental scooters re-emerged in Dallas after their short stint with the city years ago, and some folks are entirely happy.

They were welcomed, loved, hated, loathed and dangerous before they were suspended in 2020.

The city [relaunched them](#) with tighter safety restrictions on May 24 and since then, a spokesperson told WFAA that 560 complaints to 311 have been made.

The spokesperson didn't get back to WFAA when asked what each complaint regarded. They also didn't elaborate or say how many complaints were resolved.

When the two-wheelers first showed up in the summer of 2018, many people weren't pleased with the sidewalk clutter they created. It was worse when riders wouldn't park them correctly or if they were left knocked over and discarded.

New regulations and restrictions are in place to make things less cluttered and safer. Riders can now be fined \$20 if bikes or scooters are improperly parked. You can read the new regulations [here](#).

While the city keeps track of complaints, Baylor Scott and White (BSW) Medical Center in downtown Dallas is again starting to track scooter injuries.

The hospital did so once the scooters arrived in 2018 and found from July of that year to September 2019 that 322 people visited the ER after a scooter crash and that 55 required hospitalization, with 14 being taken to the ICU.

The hospital also recorded one death, 24-year-old Jacoby Stoneking, who died while riding a scooter on South Munger Boulevard.

Stoneking's family has long questioned if a hit-and-run driver struck Stoneking and left the area.

The city reviewed BSW's data in a push to make rental scooters a bit safer.

There are fewer this time, and they can't be used beyond 9 p.m. BSW found that a majority of accidents happened after 7 p.m.

Still, Dr. Alan Jones, an orthopedic trauma surgeon for Baylor Scott and White, told WFAA anecdotally that his team has done several surgeries and has already seen patients due to scooter crashes or wrecks.

"Some of those have been significant injuries requiring emergency surgery and hospitalization," Dr. Jones said. "The first thing our trauma team members said: we should start holding some places in the surgery schedule for scooter injuries."

Dr. Jones said many patients didn't expect the scooters to go so fast or felt uncomfortable riding them.

He added that some mentioned they had ridden on the sidewalk instead of the street and encountered unexpected obstacles.

"If you're going to use an electric scooter, then I would advise learning how to use it beforehand," Dr. Jones said.

BSW also found, and WFAA reported in 2019, that rental scooter injuries generated \$1.4 million in hospital costs from 2018 to 2019. Of that, \$491,000 in uninsured trauma costs are included.

The hospital may never recover those costs. And since it is a level 1 trauma center, taxpayers may even help reimburse the loss.

More information about crashes and the costs of injuries should be known within the coming months.

[Dallas has fielded nearly 600 complaints about rental scooters | wfaa.com](https://www.wfaa.com/news/dallas-has-fielded-nearly-600-complaints-about-rental-scooters/2020/05/14/)

EAST LANCASTER RECEIVES \$20 MILLION IN FEDERAL FUNDING TO ADVANCE CORRIDOR REDEVELOPMENT

By Sandra Sadek

Fort Worth will receive \$20 million in federal funding to help with the redevelopment of the East Lancaster corridor.

The money will fund the design, right-of-way, environmental, and reconstruction of about 6.5 miles of East Lancaster Avenue between Pine Street and Interstate 820 into a corridor that can fit many forms of transportation. The grant application was led by the [North Central Texas Council of Governments](#).

The East Lancaster project is one of six Texas projects receiving funds from the Biden Administration's [Rebuilding American Infrastructure with Sustainability and Equity](#) program.

Over \$97 million in funding was awarded across the state of Texas, according to a news release.

"This funding commitment shows that data-driven planning, project development, and partnerships with local, regional, and state agencies are critical to demonstrating that this is a project of local and national significance; and a sound investment for the federal government in our nation's infrastructure," said Kelly Porter, Fort Worth Transportation and Public Works assistant director for Regional Transportation and Innovation Division.

The reconstruction of the corridor will accommodate new infrastructure like a high-capacity bus transit service, bicycle lanes, sidewalks, landscaped separators between the road and bicycle lane, transit shelters, and street lighting.

These goals will fit in with the [city's ongoing Eastside Transportation Plan](#), which looks to create a comprehensive plan for the area that tackles safety, land use and transportation in the area.

NCTCOG didn't respond for comment before deadline.

According to the U.S. Department of Transportation, 70% of the grants are going to projects in regions defined as an Area of Persistent Poverty or a Historically Disadvantaged Community. East Lancaster is considered both of those.

"Using the funds in President Biden's infrastructure law, we are helping communities in every state across the country realize their visions for new infrastructure projects," said U.S. Transportation Secretary Pete Buttigieg in a news release. "This round of RAISE grants is helping create a new generation of good-paying jobs in rural and urban communities alike, with projects whose benefits will include improving safety, fighting climate change, advancing equity, strengthening our supply chain, and more."

This funding announcement is the latest pool of money going toward the redevelopment of East Lancaster Avenue. In June 2022, several partners on the effort [greenlit over \\$182 million](#) to fund the project.

Other funding sources include the [city of Fort Worth's 2022 bond](#), the [Regional Transportation Council](#) and the [Texas Department of Transportation](#).

OAK CLIFF'S FIVE MILE CREEK TRAIL PROJECT GETS \$6.5 MILLION BOOST FROM FEDERAL GRANT

U.S. Secretary for Transportation Pete Buttigieg announced the RAISE grants on Wednesday. Dallas' will go toward finishing design and engineering for the nearly 17-mile trail through southern Oak Cliff.

By Matt Goodman

The federal government has awarded the city of Dallas a \$6.5 million grant to finish designing and engineering the remainder of the Five Mile Creek trail from U.S. 67 into the Trinity Forest through southern Oak Cliff.

The money comes from President Joe Biden's discretionary RAISE (Rebuilding American Infrastructure with Sustainability and Equity) grant program, a \$2.2 billion pool for which state and local governments can apply to pay down infrastructure projects that reconnect communities.

The money will be paid to the city of Dallas, which will then work with the nonprofit Trust for Public Land as a partner. [The Trust is leading the project](#), which will include three new parks and 17 miles of trail that extend east from near the Westmoreland DART station into the Trinity Forest. It will link up with the under-construction 50-mile Loop Trail near the existing AT&T Trail and connect to points north.

This is the only grant awarded to the city of Dallas [during the 2023 disbursements](#); the federal government awarded \$2.2 billion in grants but received about \$15 billion in applications.

"This is another shot in the arm for the project," says Robert Kent, the Trust's Texas director. "This is the momentum we need to move this thing to the finish line."



The Trust's master plan for Five Mile Creek takes inspiration from George Kessler's 1909 comprehensive plan for Dallas.

The organization has secured \$27.5 million in commitments for Five Mile, Kent says, funded in part by private philanthropy and public dollars provided by Dallas Area Rapid Transit and the North Central Texas Council of Governments. DART [allowed the city to allocate \\$10 million](#) in excess sales tax revenue for the project, and the NCTCOG matched with \$5.4 of its own money. It has other commitments from Lyda Hill Philanthropies and the Boone Family Foundation.

This is actually one of the oldest infrastructure ideas floating around Dallas. George Kessler first presented similar opportunities in his 1909 comprehensive plan, imagining using creeks and greenspaces as development opportunities. The 1944 Bartholomew Plan imagined parks and trails along Five Mile Creek, but it was never built out. The waterway is responsible for draining water from nearly 70 square miles in Oak Cliff and southwest Dallas. It is the northernmost point of the Balcones Fault Zone, the escarpment that is responsible for creating the Hill Country.

It has taken more than 80 years for dirt to move. The Dallas Park and Recreation Department adopted a master plan for the Five Mile Creek corridor in 2019, which was created by the design firm TBG Partners. Since then, the Trust has been raising money and moving forward with what it can afford. So far, that includes the 1.8-acre South Oak Cliff Renaissance Park, across from South Oak Cliff High. That opened in 2021 and features LED lights, wifi, a trail, a basketball court, exercise equipment, and a climbing boulder.

The 40-acre Judge Charles R. Rose Community Park is under construction near the southernmost junction of the trail, by Paul Quinn College. Woody Branch will be a new 82-acre nature preserve near the Glen Oaks neighborhood. The trail will connect with amenities like Kiest Park, the Chalk Hill Trail, and the nonprofit For Oak Cliff.

The feds write that the “project connects communities within the region that are separated by a river. It is expected to reduce injuries and fatalities by reducing vehicle-pedestrian conflicts within the corridor.”

“The Five Mile Creek Greenbelt will have a big impact on Oak Cliff and our entire city,” read a prepared statement from Arun Agarwal, the chair of the Dallas Park and Recreation Board. “From better health outcomes for residents to connectivity to retail, education, healthcare, and other transit options, this grant will help Dallas in a big way and help benefit part of communities which most need this linkage.”

It will also provide protected pedestrian access to grocery stores and other amenities that are presently most accessible by car. The RAISE grant will also pay for a feasibility study for “complete street” elements—wide sidewalks, greenspace, bike lanes—on Marsalis Avenue from Kiest Boulevard to Ledbetter Road and along Simpson Stuart Road from Paul Quinn College to the Joppa Preserve.

“Today’s announcement is a major milestone in Trust for Public Land’s effort to bring to life the 80-year-old vision for the Five Mile Creek Greenbelt,” Kent wrote in a statement. “We are grateful to Secretary Buttigieg and the U.S. Department of Transportation for their confidence in us to move this project forward.”

Elsewhere in North Texas, Dallas Area Rapid Transit received a \$25 million grant to pay for 5.2 miles of trail adjacent to the upcoming Silver Line train project through Far North Dallas into Plano. It will begin at Meandering Way in Dallas and extend to Shiloh Road in Plano.

THE 50-MILE DALLAS LOOP TRAIL AIMS TO TRANSFORM THE CITY. IT'S GETTING THERE

Architecture critic Mark Lamster on the biking and walking trail that will connect Dallas to Dallas.

By Mark Lamster

Walking will always be my first option, and I will admit that I enjoy a leisurely drive, but the simple truth is that the most enjoyable and efficient way to explore a city is on a bicycle.

“A bicycle is the ideal city vehicle because it moves at the perfect pace for urban navigation and exploration — fast enough to beat the traffic and get you where you’re going, slow enough to take in all the details of the cityscape,” says Jody Rosen, author of [Two Wheels Good](#), a history of the bicycle.

Dallas, at least for the moment, is not a city where this axiom easily applies, as cyclists know well. Our streets are broken and potholed, bike lanes are few and unprotected, drivers are either negligent or actively hostile to cyclists. The current city budget allocates a paltry \$2.5 million for cycling infrastructure, a rounding error on what is spent on highways and other road-building projects. The nonprofit [People for Bikes](#) ranks Dallas 155 out of 163 large American cities, placing it in the 5th percentile.

There is reason to believe that those numbers will improve over the next few years, as the final links in the 50-mile [Dallas Loop](#) are completed. The project, which advocates hope to finish by 2027, will join 11 separate trails into a single circuit around the city. From White Rock Lake to the Trinity River, from prairie to forest, and residential, commercial and industrial neighborhoods, the Loop will offer riders (and walkers) a full experience of the city’s diverse landscapes.

“Our mantra is Connecting Dallas to Dallas,” says Jeff Ellerman, chairman of the Loop’s board of directors. “We’re very proud of this legacy asset that we are creating.” A majority of the Loop will run south of Interstate 30, and it will eventually link with five DART stations, giving commuters easy rail-to-trail access. Over the last decade, the group has raised some \$90 million in funding from public and private sources to complete the project.

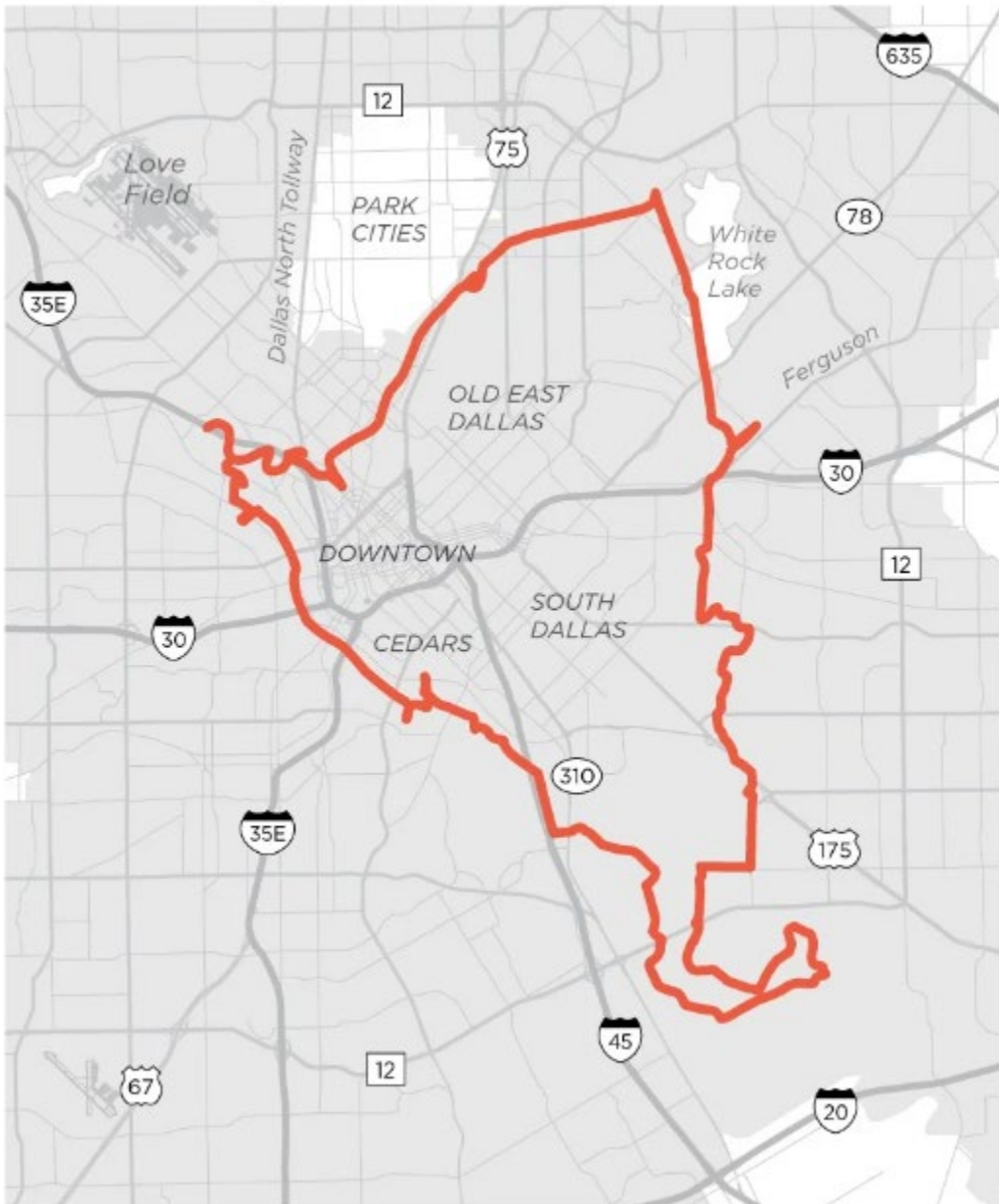
Last month, the first section of the Trinity Forest Spine Trail opened to the public. (A formal ribbon-cutting is scheduled for October.) This 1.5-mile stretch runs from the Santa Fe Trail and White Rock Lake south to Samuell Boulevard. The Spine Trail will eventually reach all the way south to Roosevelt Heights, where it will meet the Pemberton Hill Road Trail.

Designed by Halff Associates, the meandering section has a 12-foot-wide concrete path set up on a slight berm to prevent flooding. It is marked by several attractive steel bridges, and will eventually be forced to cross over the Union Pacific rail line, just south of Military Boulevard. Designers had initially hoped to tunnel beneath the rail line, but UP refused permission, the resultant bridge adding well over \$15 million to the project cost, according to Ellerman. (Did Union Pacific offer to pick-up the extra tab? Nope.)

A new plaza is also in the works across town, at the foot of the Katy Trail, where Victory Avenue intersects Houston Street, just steps from the American Airlines Center. Billed as the Loop’s new “front door” — or at least one of them — it will link the Katy to the forthcoming Hi Line

Connector, which will cross through Victory and the Design District to the Trinity Strand Trail. The design, by the local firm TBG Partners, would bring the Katy to ground level along a curving bridge, landing in a 0.29-acre plaza marked by a quasi-sculptural installation that, in early renderings, features three large mushroom-shaped metal structures that would be illuminated at night.

Dallas' Loop Trail



SOURCE: *Dallas Morning News* research

Staff Graphic

"They really act as almost this iconic beacon," says Mark Meyer of TBG, noting that "there's still a lot to be done." The plaza design will go before the city's Urban Design Peer Review Panel in

the coming weeks. A more fully realized vision of that installation should be required before it is approved.

Another plaza will be added at the northern end of the Katy Trail, funded by the Friends of the Katy Trail, a separate nonprofit. (The Loop acts as something of an umbrella or backbone organization, supporting the various “friends” groups that oversee the 11 constituent trails it links.) The plaza is the work of SWA, the Dallas-based landscape architecture firm that initially converted the Katy from a derelict right-of-way into a pedestrian park. It will bring open space and calm traffic where the trail intersects with Harvard Avenue.



A rendering shows the intersection of Oak Lawn Avenue and Hi Line Drive in the Design District with the planned Hi Line Connector in the mix. (The Loop Dallas)

SWA is also responsible for the design of the Hi Line Connector, which is scheduled for completion early next year — if [cost problems](#) with its construction can be resolved. It might be the most complex stretch of the Loop, from a design standpoint, as it must navigate the heavily trafficked vehicular corridor of Houston Street, make its way under I-35E into the Design District, wind through the median of Hi Line Drive, and then cross one of the city’s more unforgiving intersections at Oak Lawn Avenue.

The design manages to do this artfully while shifting the primacy of these spaces from automobiles to pedestrians and cyclists — a considerable achievement. Throughout, sidewalks and cycling paths are expanded and protected from vehicular traffic. The rail and highway underpasses linking Victory and the Design District would be given new illumination and signage, transforming these dank passages into ceremonial gateways. Some of these changes are [under threat](#) due to conflict between the contractor and the city, which is funding part of the project. All efforts should be made to safeguard the design.

The most exciting development is the remaking of the yawning intersection of Hi Line and Oak Lawn. “I’ve almost lost my life a half a dozen times crossing through that intersection,” says

Chuck McDaniel, who led the project for SWA. The new design will introduce a paving system to calm traffic, and new signaling will stop automotive traffic in all directions to allow cyclists and pedestrians to cross without fear. “That’s something that we just have never seen here in Dallas,” says McDaniel. “It’s going to frustrate some drivers, but that’s not the point of this. The point is to make our trail users safer.”

It is a welcome and necessary change in thinking, and one the city at large should adopt. Dallas will soon have a trail that is genuinely “world class,” a perennial Dallas obsession. Getting to it safely? That is the next — and far greater — challenge.

LGBTQIA+ COMMUNITY TAKING BUSINESSES, ECONOMIC IMPACT TO PLACES THAT WILL ‘LOVE YOU BACK’

By Maddy McCarty

Amid the toughest civil rights climate in a generation for LGBTQIA+ rights, some members of the community are ditching red states and taking their incomes, businesses and economic impact with them.

A slow migration has begun as the legislative landscape turns hostile in states like Florida, which has [expanded its controversial so-called Don't Say Gay law](#), and Texas, whose legislature this year [approved a ban](#) on gender-affirming care for trans youths.

It is too soon to assess where members of the LGBTQIA+ community are going or to chalk up regional wins and losses, real estate players in the community told *Bisnow*. But their numbers are steadily growing as [LGBTQ+](#) people and those with LGBTQ+ children abandon their homes for safer regions and states, according to the LGBTQ+ Real Estate Alliance's [annual report](#) and anecdotal reports.

That could have implications for CRE, which tends to follow the money — and has controversially followed the community, which has been [both heralded and blamed](#) for gentrifying neighborhoods across the country over the past few decades.

More than 340 anti-LGBTQIA+ bills were introduced across the nation in 2023, according to the LGBTQ+ Real Estate Alliance report, with Texas alone accounting for 51, or 15%. The national total has more than tripled from a previous high of about 100 such bills in 2015.

“Why would you want to contribute to a place that doesn't love you back?” said Stephan Hengst, executive director of the Provincetown Business Guild in Provincetown, Massachusetts.

Provincetown is known for having the largest gay community in the country, and it is getting even larger of late. There are 300 members in the guild, which Hengst likened to a “gay chamber of commerce,” up from 265 members last year.

Hengst has seen the LGBTQIA+ population of the city, especially the number of young gay business owners, swell in recent years, partly due to people moving from red states, he said.

“I recently met a young man from Texas who just moved up and was like, ‘I can't handle the environment anymore. I want to be in a place where I feel welcome and included,’” Hengst said. “He just got a job working in Provincetown two weeks ago.”

No comprehensive research has been conducted to assess the migratory impact of anti-gay and anti-transgender legislation, but a [2023 study](#) from the University of California, Los Angeles [Williams Institute](#) released about 10 months after Florida's Don't Say Gay bill passed found that 56% of LGBTQ+ parents had considered moving out of Florida due to the bill. About 17% had already taken active steps to do so.

“Texas and Florida are leading the way, trying to criminalize our community,” said Bob McCranie, a Dallas Realtor and broker associate who runs Texas Pride Realty Group as well

as fleeredstates.com, a service aimed at helping people relocate to more LGBTQ-friendly places.

McCranie's company promises to help individuals and families sell their homes in red states and find new ones in safer havens, noting on his site that "our marriages, our families, and even our safety are at risk."

Since he reversed the purpose of his business from attracting people to new homes to facilitating leaving them, McCranie has helped 27 groups of people relocate from Texas. The exodus has been "slowly building" since 2019, he said.

"I used to tell people if you stay in the Dallas-Fort Worth Metroplex or you're in Houston or Austin, you're fine," McCranie said. "That's been my pitch for a long time with Texas Pride Realty Group. We were here to help you find a place that you want to live in Texas. You can never tell somebody it's safe, but you feel OK here."

Now, though, "I can't say that anymore," McCranie said.

Texas [Gov. Greg Abbott](#) signed Senate Bill 12 into law on June 18. Effective Sept. 1, it will be illegal to perform "sexually explicit" shows in front of children. Although a specific mention of drag was removed, the bill [classifies explicit conduct](#) as the use of "accessories or prosthetics that exaggerate male or female sexual characteristics."

This could push out any business owners who host drag shows, McCranie said.

Julie Mabry, the owner of the Houston lesbian nightclub Pearl Bar, said the bill led to the bar being [denied renewal of its business insurance](#) because it hosts drag shows.

The Greater Houston LGBT Chamber of Commerce eventually helped connect the club with a different, willing provider, but the fact new laws have put businesses' futures in jeopardy is hard to swallow, said Anita Legacy Blue, a Houston Realtor and president-elect of the LGBTQ+ Real Estate Alliance.

"As an entrepreneur, a person who is in business, we want to go and serve the community," she said. "When someone decides to come and take us out of business due to rhetoric, dislike, discrimination, biases, it is totally unfair. It will have a great impact if any business is harmed by biases or people's prejudices."

There were more than 450 attendees at the Greater Houston LGBT Chamber of Commerce's Pride in Business event last week, and they discussed supporting each other's businesses more in these trying times, Blue said.

"We had 450 people in that room for Pride in Business. Imagine if we had 400 people move out to another location and say, 'We are here,'" Blue said. "We are strong in numbers."

Pushing out people in the LGBTQIA+ community and their businesses could have a detrimental economic effect. More than 4% of Texans identify as LGBTQ+, and they have an estimated personal income of \$57.8B, [according to OutLeadership](#).

[Research dating back to the 1960s](#) has shown that legal rights for gay, lesbian, bisexual and transgender people are associated with an increase in per capita gross domestic product. In [a](#)

[national study released this month](#) in conjunction with Pride Month, Wells Fargo found that gross state product is positively correlated with LGBTQ+ representation.

“States that are interested in lifting their economic growth rates, I think, should take this research as an interesting finding and perhaps try to dig in a little bit more about what’s really going on here,” Jay Bryson, chief economist on the study, [told U.S. News & World Report](#).

Up until 2016, research conducted by SmartOut found that LGBTQ+ entrepreneurs were more likely than average **Americans** or straight entrepreneurs to flock to California, Massachusetts, New York, Colorado, Washington, Illinois and Washington, D.C. All except Colorado have higher-than-average LGBTQIA+ representation.

Then, norms relaxed amid a flurry of pro-gay legislation, including a 2016 Supreme Court decision that gay marriage was the [law of the land](#). As a result, LGBTQIA+ cluster communities took a hit, as community members moved away from traditional refuges — a trend that was further fueled by the pandemic and the rise of remote work, [per a New York Times analysis](#).

Today, though, 15 states, including Texas, have fallen into the high-risk category for the LGBTQ+ community, largely due to a torrent of legislation perceived as discriminatory, according to OutLeadership’s LGBTQ+ Business Climate Index published this month.

Texas’ score decreased from 45.63 to 44.7 from 2022 to 2023, [according to the report](#), which ranks states on a safety scale that tops out at 100. Florida is considered a notable risk with a 2023 score of 50.6. By comparison, California is considered no risk with a score of 86.5, unchanged from 2022.

Naomi Thorne, a Realtor who lives in Marin County, California, said there is no noticeable gay community or area in the county. There is no need for one.

“We’re doing all sorts of different jobs and contributing vastly to this community and to this economy to help it to thrive,” Thorne said. “We’re just people out there doing the jobs that everyone is.”

But when Thorne and her wife moved to Florida for a stint to launch a house-flipping business, that wasn’t the case, even in Wilton Manors, the country’s second-largest city for same-sex couples behind Provincetown, [according to Visit Florida](#).

While Thorne and her wife felt safe in the confines of Wilton Manors, venturing to surrounding areas came with challenges. Even buying a bed became uncomfortable when the salesperson realized it was for two women.

“Those types of experiences, we just don’t have here,” Thorne said of California.

After a year in Florida, she and her wife returned to California, where they live with their 6-year-old son and 1-year-old daughter.

“We bought a new bed here, actually, in Novato a couple of weeks ago,” Thorne said. “It was such a different experience because we haven’t bought a new bed in so long, and it felt so normal, for lack of a better word. Normal and comfortable.”

Thorne has close friends who remain in Florida and recognizes that there are kind, accepting people in these places. But she said she wouldn't move back and doesn't blame anyone for leaving.

"Because of the laws, I'm staying in California," Thorne said. "I would never move my family to Florida or Texas. I know that there are a lot of really wonderful people there. But we have to protect our families."

Blue said since she is an older member of the community and doesn't have to worry about children, she feels a responsibility to stay in Houston and fight for her rights.

"Somebody fought for us to be where we are today," Blue said. "So it's huge for me to say, 'Hey, I'm an advocate. I'm here. I'm not moving out. And nobody is going to run me out.'"

Dave Gervase, a Fort Lauderdale Realtor, said he feels the same way about staying in his home and community in Florida. But he is seeing friends leave due to the reddening of the state, which he said attracted a wave of new conservative residents drawn by its lax masking requirements.

One friend, a teacher in Wilton Manors, was asked to take a family picture off his desk because of the Don't Say Gay bill, Gervase said. When that same friend's daughter came out as lesbian, they decided to move to Los Angeles, selling their dream home to rent a two-bedroom apartment, Gervase said. Meanwhile, many members of the Florida LGBTQIA+ community are [turning to GoFundMe](#) to help fund departures from the state.

"It's a crime that we don't feel safe in the largest gay community in the country," Gervase said.

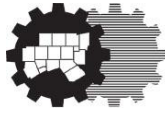
Considering the hundreds of anti-LGBTQIA+ bills considered or passed this year and the Supreme Court's decision last year overturning the monumental [Roe v. Wade](#) decision, some, including McCranie, worry that the right of gay people to marry could be next. That would likely spawn an even larger migration to blue states.

"If we lose the decision on gay marriage ... then it goes back down to the states to decide," McCranie said. "So if we have to get to that level, which states will protect our relationships? Which states will protect our marriages?"

Blue states are already taking advantage. California [Gov. Gavin Newsom](#) has made it clear that his state will remain friendly to the LGBTQIA+ community, signing a [trans refuge bill last year](#). Maura Healy, the openly lesbian governor of Massachusetts, [declared the state a "safe haven"](#) for people across the country who have had their civil rights denied in other states.

In places like Provincetown, the already-strong gay business community is just getting stronger, Hengst said.

"We are definitely seeing an influx of individuals coming to places like Provincetown and New York and other places in the Northeast and in more affirming communities, because they want to feel like they're welcomed in the place that they live," Hengst said. "And it's a shame that everyone can't experience that."



North Central Texas
Council of Governments

PRESS RELEASE

Contact: Brian Wilson
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Fort Worth's Bivens to Lead Regional Transportation Council for the Next Year

Dallas County's Jenkins, Johnson County's Bailey also named officers

June 8, 2023 (Arlington, Texas) – Fort Worth Mayor Pro Tem Gyna Bivens was elected chair of the Regional Transportation Council on Thursday and will lead the 45-member transportation policymaking body for the next year.

Bivens takes over for Collin County Commissioner Duncan Webb, who steered the RTC through the recently concluded 88th Texas Legislature.

Bivens is president and executive director of North Texas LEAD (Leaders and Executives Advocating Diversity), a talent search firm that connects jobseekers with businesses and organizations committed to creating diverse and inclusive leadership teams. A graduate of North Texas State University, Bivens is a former corporate spokesperson and broadcast journalist. Bivens has been an RTC member since 2021 and has represented Fort Worth as its District 5 Councilmember since 2013. She spent the past year as vice chair of the RTC.

Longtime RTC member Dallas County Judge Clay Jenkins, who joined the policymaking body in 2011, will be the next vice chair. Johnson County Commissioner Rick Bailey was elected secretary. Bailey was appointed to the RTC in July 2022.

The RTC includes local elected or appointed officials from the Dallas-Fort Worth area and representatives from the region's transportation providers. As the transportation policymaking body for the 12-county Dallas-Fort Worth area, the RTC oversees transportation planning for the fourth-largest metropolitan area in the country, which has a current population of approximately 8 million people.

The RTC guides the development of roadway, rail and bicycle-pedestrian plans and programs; allocates transportation funds; and recommends projects to the Texas Transportation Commission for other programs. The policymaking body also ensures transportation services are coordinated throughout the region and the metropolitan area complies with federal air quality standards.

The region's long- and short-range transportation plans must comply with federal air quality regulations because 10 Dallas-Fort Worth area counties – Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise – are in nonattainment for ozone pollution.

The RTC has historically taken an innovative approach to meeting the region's transportation and air quality challenges, allowing the policymakers to enhance the quality of life of people throughout the Dallas-Fort Worth area.

The new officers will serve in their positions through June 2024.

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 19 school districts and 27 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 45 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

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North Central Texas
Council of Governments

PRESS RELEASE

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NCTCOG Studying Parking Solutions for Deep Ellum

Parking survey seeks input from district residents, employees, businesses and visitors

June 29, 2023 (Arlington, Texas) – The North Central Texas Council of Governments is partnering with the Deep Ellum Foundation and City of Dallas to study parking use and management in Deep Ellum.

As a regional destination for nightlife and entertainment, Deep Ellum faces high demand for parking and related transportation services. The goal of the study is to identify possible solutions for managing parking across the district that support safe, multimodal access and continued economic growth throughout Deep Ellum.

The study involves parking counts, observations, and input from stakeholders, including the city and local businesses. This will be combined with a survey and national parking management best practices to develop recommendations. The NCTCOG survey is seeking input from those who live or work in Deep Ellum, or visit the district and use its parking.

The survey is currently open for Deep Ellum visitors, residents, businesses and employees to share their experiences with parking in the district. The survey asks participants about typical transportation and parking behavior as well as their preferences and perspective on needed improvements.

Responses to this survey from different Deep Ellum stakeholders are needed to help plan for the future of transportation and parking in the district. To take the survey, visit www.NCTCOG.org/DEParkingstudy. The survey will be open through July 31.

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North Central Texas
Council of Governments

MEDIA ADVISORY

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Coast to Coast EV Road Trip Headed to Arlington on Monday

Tour of 33 cities in 25 states aims to show range of electric vehicles

June 9, 2023 (Arlington, TEXAS) – Two electric vehicle (EV) enthusiasts are on a cross-country journey to try to break down one key barrier to widespread adoption of electric vehicles: Range anxiety. Daphne Dixon and Alyssa Murphy of the Connecticut Southwestern Area Clean Cities Coalition started their 27-day Coast to Coast EV Road Trip on June 1 in Sacramento, California. The 5,100-mile journey will take them through 33 cities in 25 states.

On Monday, June 12, their Chevrolet Bolt will stop in Arlington. The two will be part of a meeting scheduled for 9 a.m. Monday at the North Central Texas Council of Governments' Arlington offices, 616 Six Flags Drive, that will include presentations by NCTCOG and trip sponsors related to EVs, EV chargers, and how agencies can incorporate resilience strategies to ensure EVs can always charge. They will be available for interviews following the meeting.

This is the second time the Coast-to-Coast EV Road Trip has appeared in Arlington. Last year's inaugural event made a quick stop at NCTCOG, which houses the Dallas-Fort Worth Clean Cities Coalition. DFW Clean Cities works to reduce transportation energy use and improve air quality by providing guidance to the public on alternative fuel and electric vehicles, coordinating infrastructure planning and readiness, and facilitating best practices around transportation-energy integration.

This is the Coast-to-Coast EV Road Trip's only scheduled stop in Texas. When it leaves Arlington, it will travel to Louisiana and through the Southeast before heading north toward its ultimate destination of Newport, Rhode Island.

Event Details:

Date: Monday, June 12

Time: 10:45 a.m. to 11:30 a.m.

Place: North Central Texas Council of Governments
616 Six Flags Drive
Arlington, TX 76011

Description: Daphne Dixon and Alyssa Murphy of the Connecticut Southwestern Area Clean Cities Coalition will visit the North Central Texas Council of Governments as part of their 27-day, 5,100-mile EV Road Trip across the U.S. They will be available for media interviews about their experiences during the road trip, which started June 1 in Sacramento, California.

About the North Central Texas Council of Governments:

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About the Dallas-Fort Worth Clean Cities Coalition:

In 1995, the Dallas-Fort Worth (DFW) Clean Cities became one of the first Clean Cities coalitions under the Energy Policy Act's provision for an organization that promotes the use of alternative fuels to lessen America's dependence on foreign sources of petroleum. Dallas-Fort Worth Clean Cities is a locally based, public/private partnership that seeks to advance energy security, protect environmental and public health, and stimulate economic development by promoting practices and decisions to reduce transportation energy impacts and improve air quality, primarily in the transportation sector.

#

City of Dallas Funds from DART

	Before Mediation	Proposed ¹	Notes
DART Excess	\$111.1M	\$111.1M	
Betterments	-36.0 M	-5.2M	
Delays	-43.5M	-15.9M	
Balance to Dallas	31.6M	90.0M	
DART to NCTCOG		-10M	RTC June
Net Balance from DART		\$80M (\$50M + \$30M)	
NCTCOG #1		5.3M	RTC July?
NCTCOG #2		15.4M	RTC June
Net-Net for Dallas		\$100.7M	



¹ Hillcrest closed for construction: safety, lower public travel delays and earlier Silver Line opening

DART Silverline Enhancements: City of Dallas

Description	Amount
Provision of 6ft. vs 5ft.-wide sidewalks in Quiet Zone area	\$23,733
Flashing or lit signage for enhanced visibility at Meandering	\$124,608
University Place Wall Extension to Waterview	\$1,000,000
Provision of 6 ft. vs 5 ft.-wide sidewalks each side of Hillcrest Rd.	\$23,733
Hillcrest Pump House: to be implemented by the City of Dallas	\$2,000,000
Sidewalk grade and barrier protection with rail along Coit Rd.	\$1,036,000
Osage Rd. permanent signal	\$863,000
Oversight, testing, and inspection	\$229,099
Total	\$5,300,173

RTC APPROVAL OF FUNDING TO SUPPORT DALLAS AND DART RESOLUTION TO ADVANCE THE SILVER LINE REGIONAL RAIL PROJECT

The RTC is requested to approve \$5.3M in federal funds for DART and the City of Dallas as part of a comprehensive resolution between the parties to advance the DART Silver Line Regional Rail Project. This funding is in addition to the \$15.4M in federal funds the RTC approved in June 2023 for the Dallas Five Mile Creek Hike and Bike Trail.

As part of this approval, the RTC requests all local governments, transportation providers, and their associated elected officials, board members, and staff to work in a coordinated and cooperative fashion to advance both the rail and trail elements of the Silver Line Regional Rail project as reflected in the regional Mobility 2045 Plan.

Should future questions or issues arise, the RTC strongly encourages all parties to work collaboratively in a professional manner to expeditiously resolve.



Critical Transit Funding for Areas in Collin County

SHANNON STEVENSON

REGIONAL TRANSPORTATION COUNCIL

JULY 13, 2023

Collin County Rides Program: Background

Who: Cities of Allen, Fairview and Wylie

What: Transit service for seniors and persons with disabilities

Current Provider: Dallas Area Rapid Transit (DART); transit service was previously provided by Texoma Area Paratransit System (TAPS)

Critical Timing: DART contract expires September 30, 2023; initial contract expired September 2022, but DART Board granted one year extension while cities looked for other options

Risk: Threat for suspension of transit service leaving gaps in coverage, etc.



Collin County Rides Program: Service Area

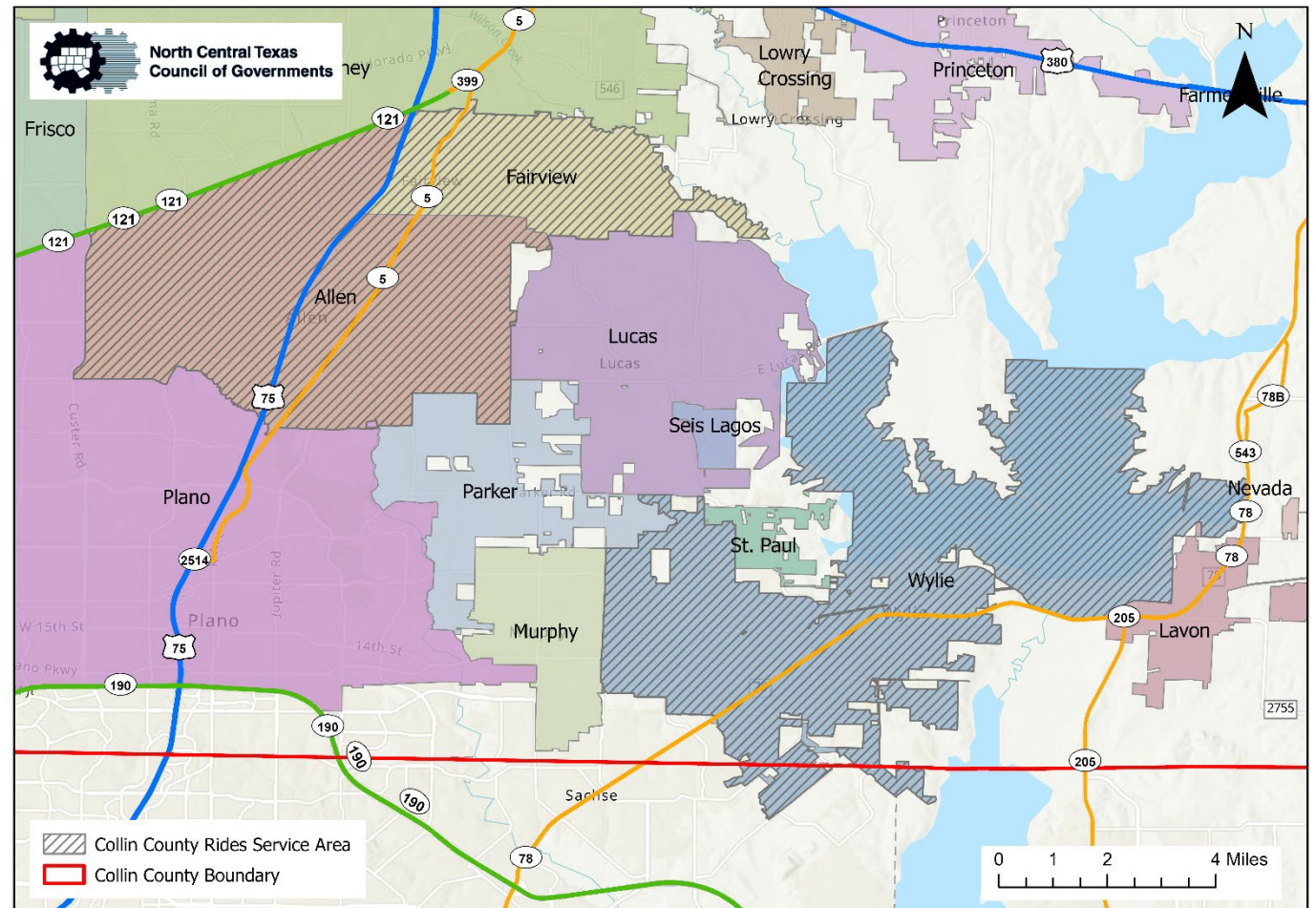
Allen, Fairview & Wylie

Seniors and Persons with
Disabilities

Travel anywhere in county
with origin or destination
in resident city



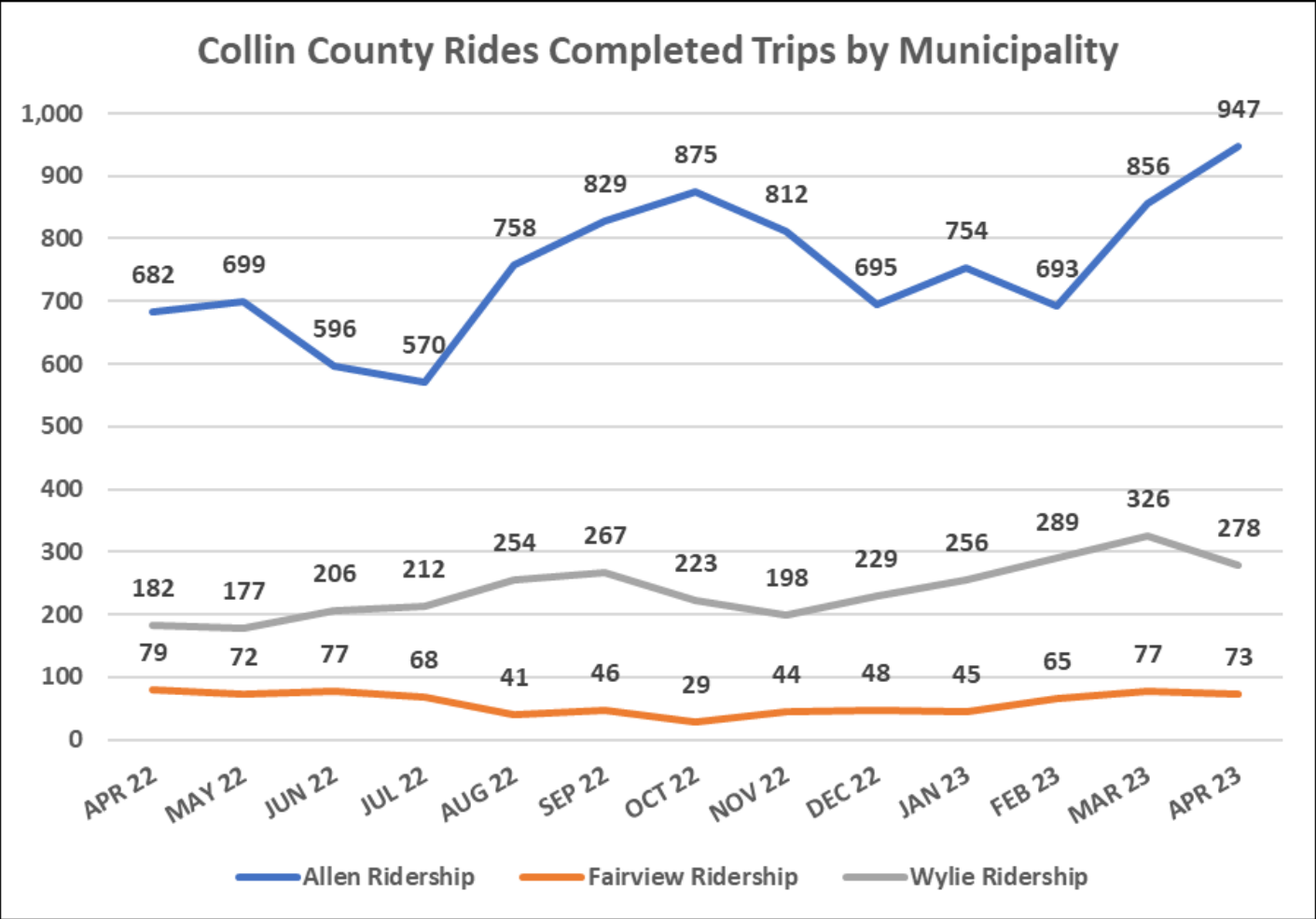
Collin County Rides Service Area



Esri, NASA, NGA, USGS, Texas Parks & Wildlife, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA

Collin County Rides Program: Service Ridership*

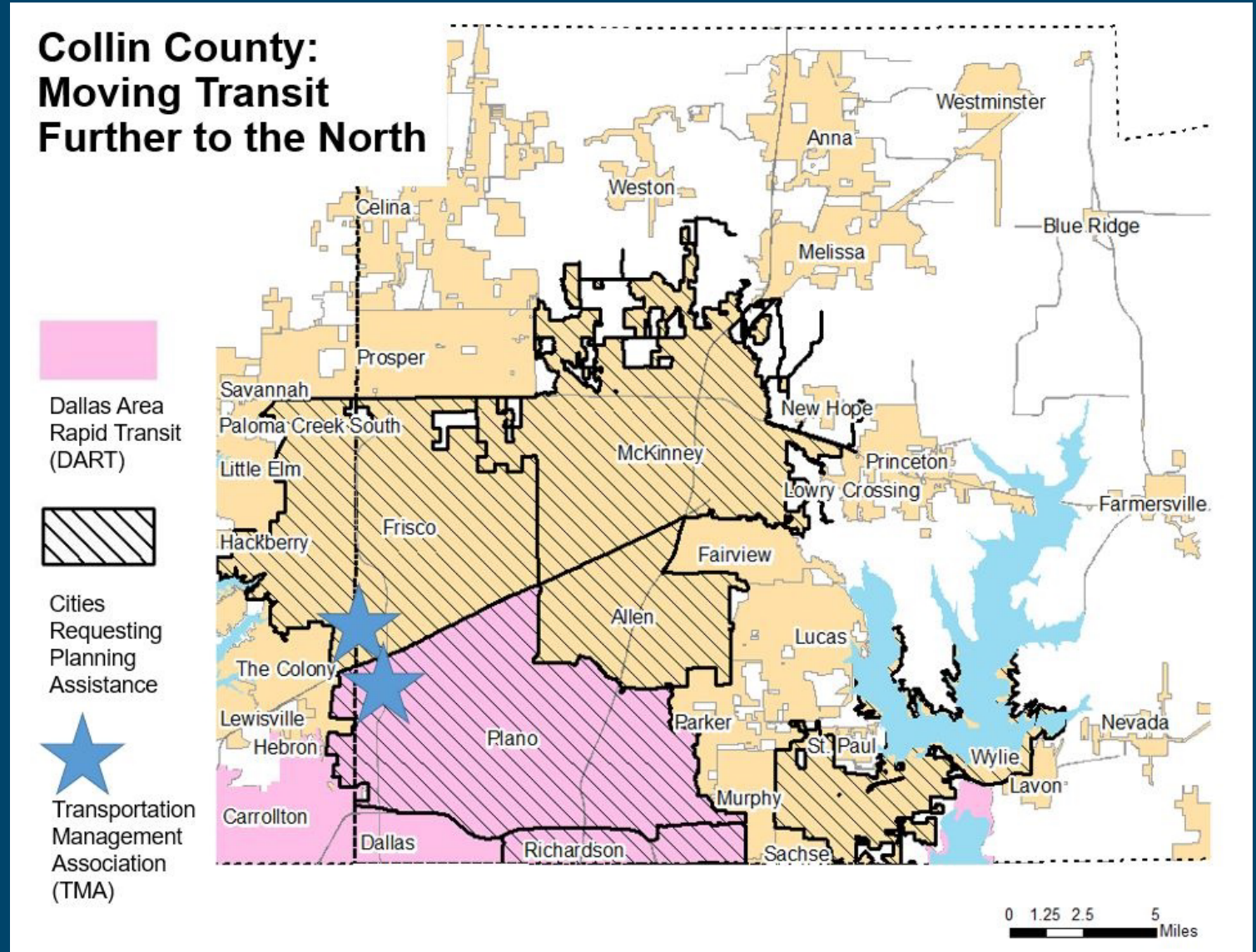
In April 2023, there were 426 registered users and 57 average weekday completed trips



*Source: DART

Collin County Transit Study

- Internal and Regional Connections
- Increased Transportation Options
- Funding Options
- Near-Term, Strategic Implementation
- Private Sector Involvement



Collin County Rides Program: Proposed Funding & Service Continuation

How Much:

Phased Funding	RTC Local	FTA 5310 ¹	Local Match ²	Total
Phase I	\$300,000		\$300,000	\$600,000
Phase II		\$600,000	\$600,000	\$1,200,000
TOTAL	\$300,000	\$600,000	\$900,000	\$1,800,000

What:

Denton County Transit Authority (DCTA) to continue transit service for the cities of Allen and Fairview; evaluate service to possibly incorporate into existing transit authority (Wylie is reviewing options).

When:

Start-date of October 1, 2023

Where:

Service in Collin County with origin or destination in resident city



¹Federal Transit Administration (FTA) Section 5310 Enhanced Mobility for Seniors and Persons with Disabilities

²Local match will be provided by participating cities

Action Requested

RTC Approval:

To utilize up to \$1,800,000 total funds (RTC Local: \$300,000; FTA Section 5310 funds: \$600,000; Local Match: \$900,000) for the Denton County Transportation Authority to continue transit service in the cities of Allen and Fairview

Administratively amend the Transportation Improvement Program and other planning/administrative documents as appropriate to incorporate these projects



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SOUTHERN DALLAS INLAND PORT TRANSIT FUNDING

Regional Transportation Council

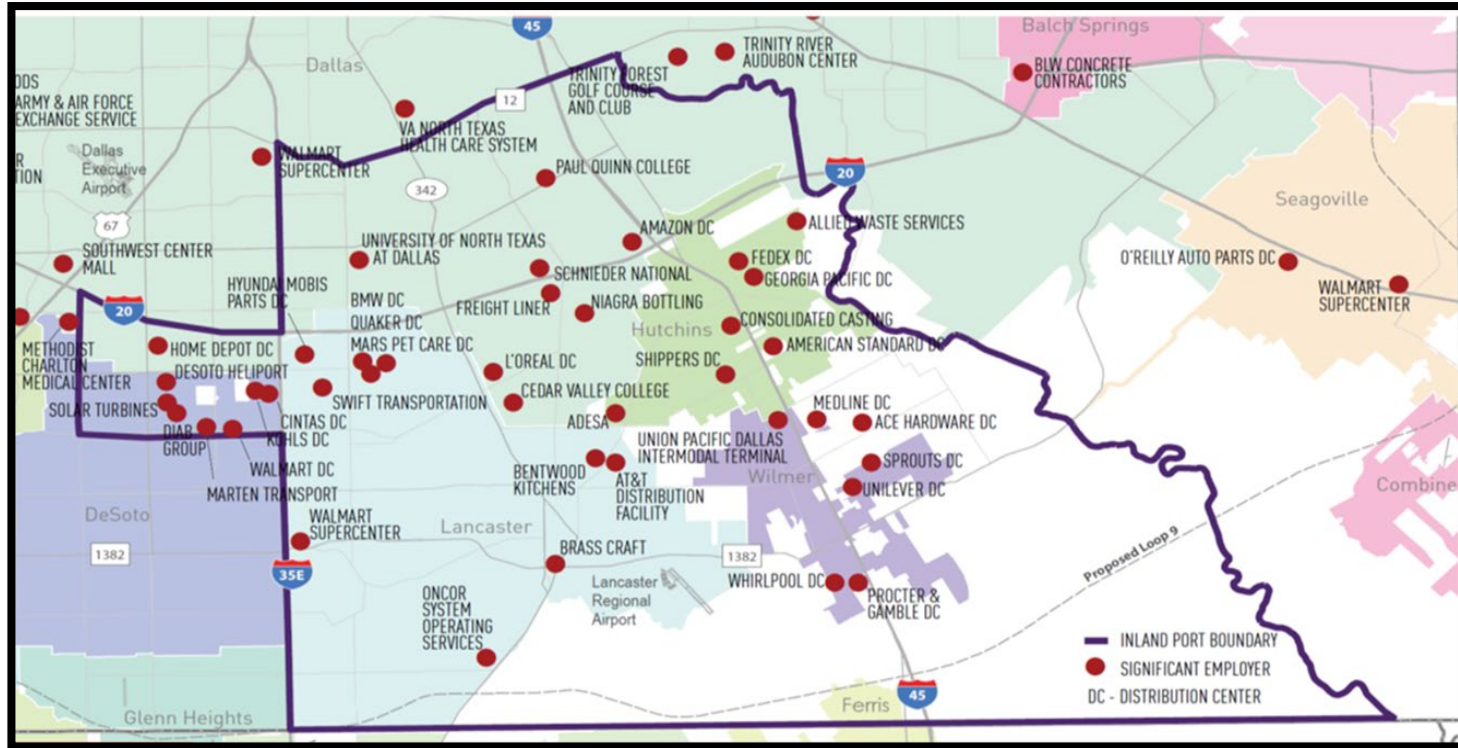
July 13, 2023

SHANNON STEVENSON
SENIOR PROGRAM MANAGER, TRANSIT MANAGEMENT & PLANNING

Background

- November 2020:** Service began through a partnership between IPTMA, STAR Transit, and DART with funding approved by the RTC
- Summer 2022:** Dallas County recently approved the creation of a Local Government Corporation (LGC) and efforts are underway to establish
- Spring 2023:** IPTMA requested bridge funding, which will be a one-time request, to support increased demand while the LGC is established and the IPTMA restructures to secure more sustainable funding

Inland Port Zone & Businesses



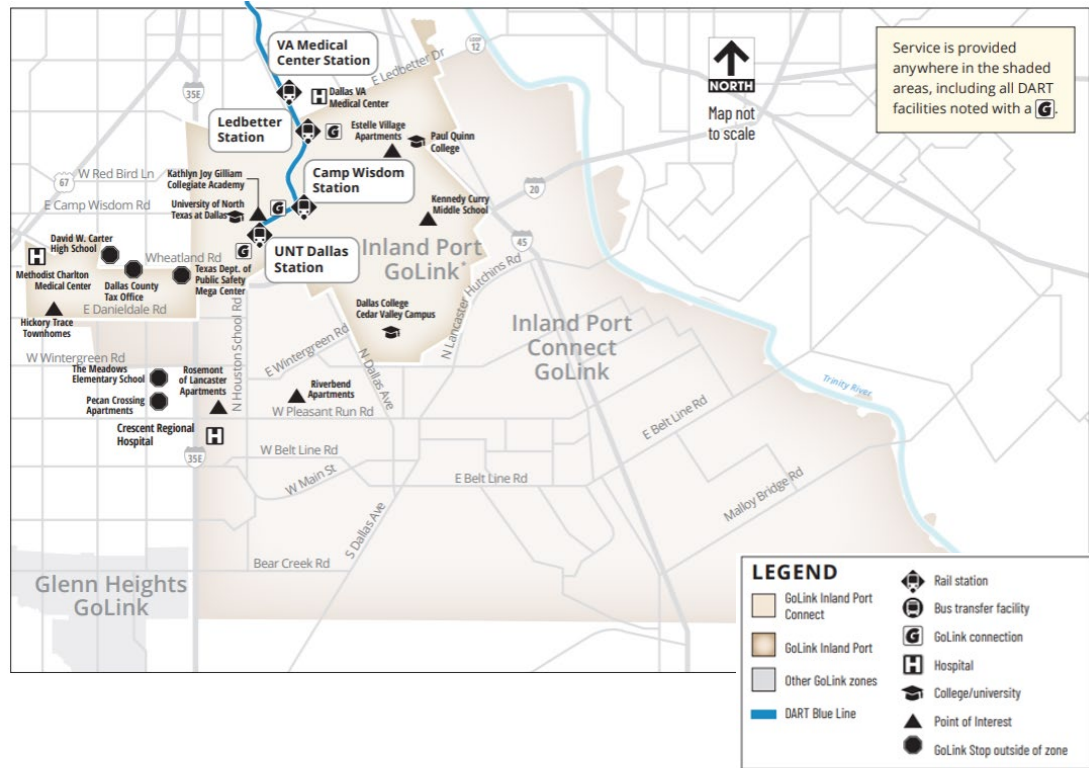
Inland Port Transit Services



GoLink Inland Port Zone, service in Southern Dallas from 5:00 am to 12:00 am, 7 days a week. Supported with MV Transit and UberPool service.



Expanded Microtransit services with STAR Transit and UberPool in the Cities of DeSoto, Hutchins, Lancaster, and Wilmer 5:00 am to 8:00 pm, Monday – Friday.

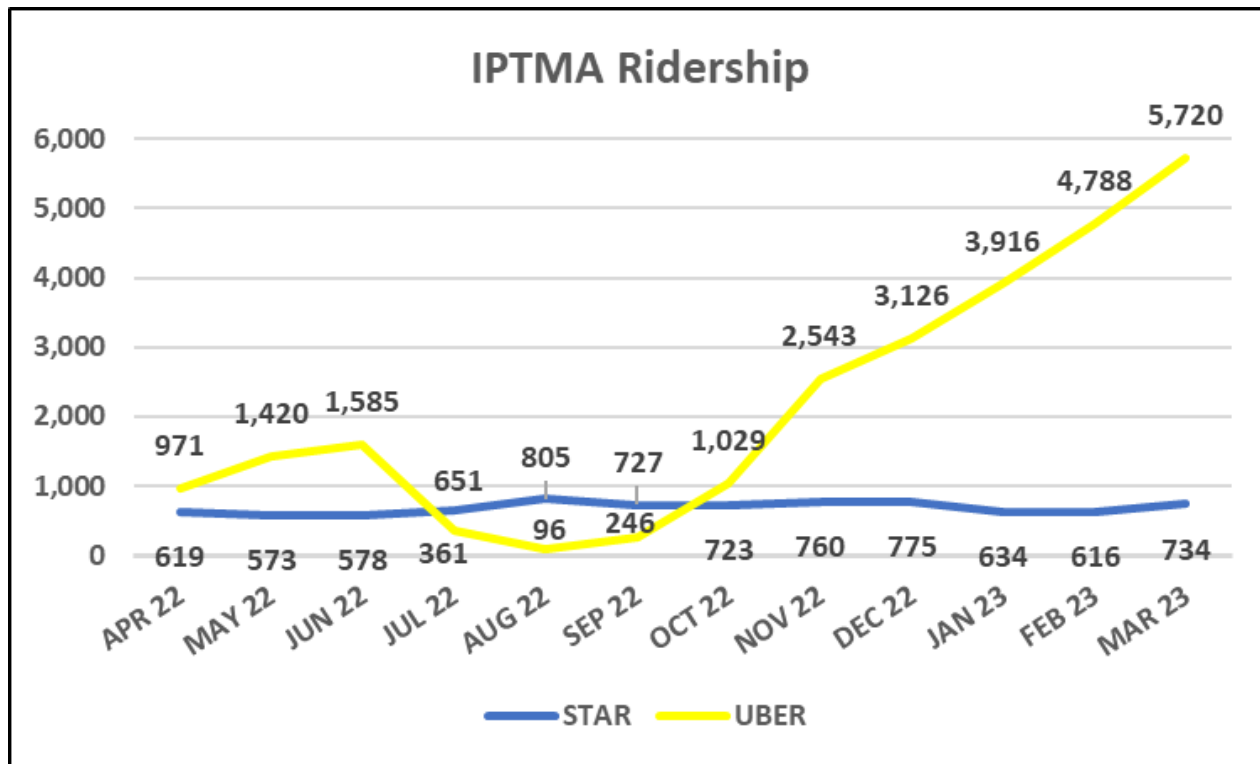


Inland Port TMA Ridership

Since the UberPool integration, average weekday ridership has increased to 301 in March 2023.

The temporary decline in UberPool ridership was a result of improper geofencing.

Working to add capacity to reduce reliance on UberPool.



Southern Dallas IPTMA Transit Request

- What:** One-time bridge gap funding while the IPTMA coordinates with partners to sustain service through Public–Private Partnerships between cities, chambers of commerce, transit agencies, and private employers
- When:** Two years until awarded RAISE grant funds are available
- Amount:** \$3,500,000 federal funds (STBG, CMAQ or Carbon Reduction Program funding) for a two-year period (utilize 700,000 in Transportation Development Credits in lieu of local match)
- How:** Add federal funds to DART’s Silver Line project; DART will transfer local funding for IPTMA transit services

Action Requested

RTC Approval to:

Utilize up to \$3,500,000 in federal funds (STBG, CMAQ or Carbon Reduction Program funding) for the Silver Line Project, with 700,000 in Transportation Development Credits in lieu of local match

DART to transfer \$3,500,000 in local funding to support transit in the Southern Dallas Inland Port area

Administratively amend the Transportation Improvement Program and other planning/administrative documents as appropriate to incorporate this project

For More Information

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Automated Transportation
Systems (ATS)

Pilot Projects and Las Colinas Modernization

Brendon Wheeler | RTC | 7/13/2023

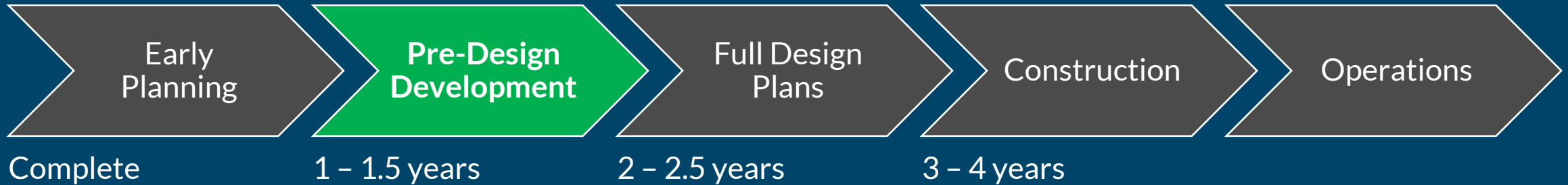
Previously Approved ATS Funding

Ongoing Projects

	RTC Approval Date	Project	Funding
Pilot Projects	November 2020	Dallas International District	\$10M Total \$2M Engineering \$8M Construction Source: STBG with matching TDCs
	November 2020	Arlington General Motors Plant	\$11M Total \$2M Engineering \$1M ROW \$8M Construction Source: STBG with matching TDCs
Study	October 2022	Plano/Legacy Area ATS Study	\$375K Feasibility Study Source: STBG with matching TDCs



ATS Pilot Projects



Dallas International District

- People movement
- Circulator in dense, mixed-use development (formerly Midtown)
- Dallas Midtown ATS & Shared Parking Feasibility Study (2019) concept
- Coordinating with city of Dallas to identify pilot segment
- Next step: pilot segment engineering design

General Motors

- Cargo/goods movement
- Connecting Arlington GM Plant to Union Pacific railhead over SH 360
- **Test track** for ATS vehicles and wireless charging technology
- Coordinating with GM and city of Arlington to identify location of bridge
- Next step: TxDOT to design bridge over SH 360



Las Colinas ATS Modernization Pilot

Fall 2020

APT service suspended
DCURD requested
NCTCOG review ability to
retrofit guideway

March 2023

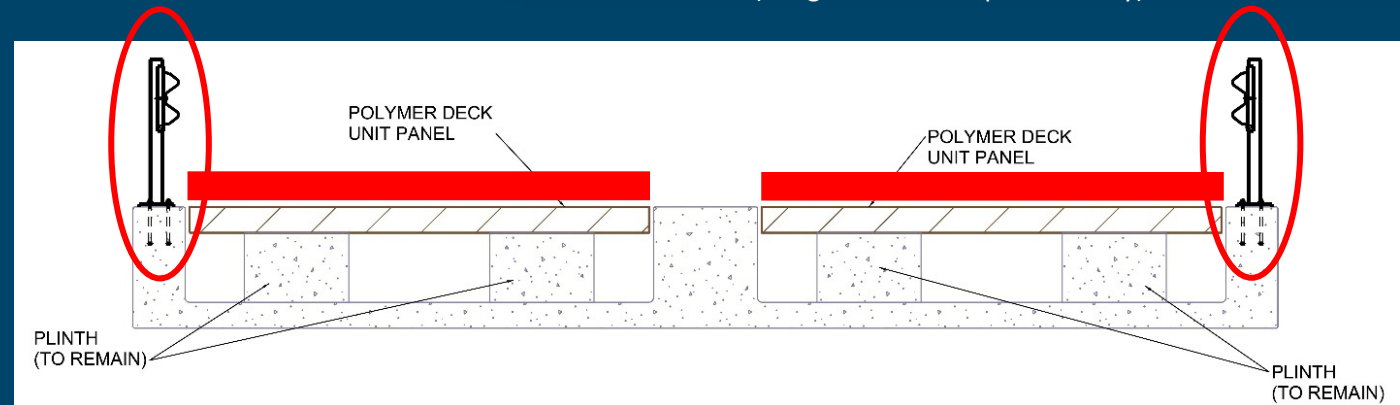
DCURD accepted
NCTCOG's proposal to
modernize a pilot segment

Modernization Pilot:

Engineering design
“Go /No go” milestone
Procure ATS vehicles or
“Mobility as a Service”
Operate pilot in phases



Conceptual rendering of modernized Las Colinas guideway for ATS Pilot
(Image: ATS Development Study)



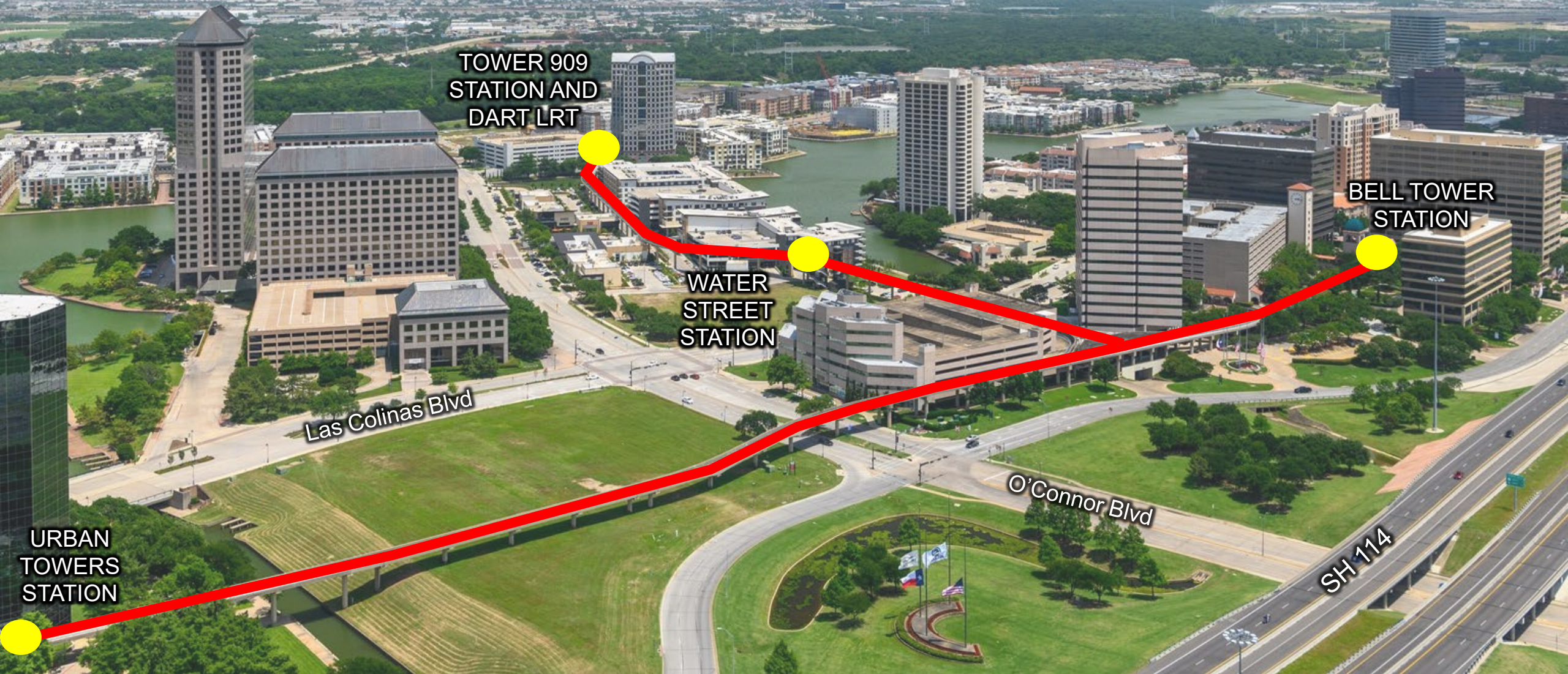
Modernization of Las Colinas Bidirectional Deck System
(Graphic: ATS Development Study)



Automated Transportation Systems



Las Colinas Pilot Segment



TOWER 909
STATION AND
DART LRT

BELL TOWER
STATION

WATER
STREET
STATION

Las Colinas Blvd

O'Connor Blvd

SH 114

URBAN
TOWERS
STATION

Proposed Action

Type	Purpose	Funding
Engineering/Design	Funding for engineering design services to modernize a pilot segment of the existing Las Colinas guideway infrastructure	\$500,000 STBG ¹
Staff Time	NCTCOG staff time to support advancement of Las Colinas modernization pilot, International District ATS (People), GM/Arlington ATS (Goods), and general ATS planning, including procurement/management of consultant services, coordination with project stakeholders, and other project development activities for FY2025 – FY2026	\$500,000 STBG ¹

Request RTC approval of:

- Proposed funding for engineering/design of Las Colinas APT and staff time
- Amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the project funding

¹STBG = Surface Transportation Block Grant ; to be matched with regional Transportation Development Credits



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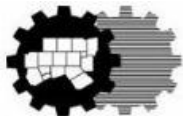
Automated Transportation Systems



2024 UNIFIED TRANSPORTATION PROGRAM (UTP) AND REGIONAL 10-YEAR PLAN UPDATE

Regional Transportation Council

July 13, 2023



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

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

PRINCIPLES FOR THE DEVELOPMENT OF THE REGIONAL 10-YEAR PLAN

- Project should be included in the Metropolitan Transportation Plan
- Focus on “system” versus new, stand-alone projects
- Fully fund existing projects before funding new projects (with a focus on projects letting in the next 2-3 years)
- Ensure equity of county allocations
- Maintain toll lanes/toll managed lanes on selected corridors
- Re-fund previously unfunded projects, when possible
- Ensure all RTC projects are approved in 2024 UTP (including “placeholders”)
- Projects must be scored and should have a score sufficient to qualify for funding

REGIONAL FUNDING ALLOCATIONS FOR 2017-2024 UTPs

Funding Category ¹	2017 UTP	2018 UTP	2019 UTP	2020 UTP	2021 UTP	2022 UTP	2023 UTP	2024 UTP (Proposed)
Category 2	\$3.784	\$3.607	\$3.832	\$3.516	\$2.913	\$2.931	\$3.205	\$3.470
Category 4	\$0.830	\$1.553	\$1.637	\$1.537	\$1.340	\$1.348	\$1.593	\$2.341
Category 12	\$0.812	\$2.130	\$1.395	\$3.041	\$3.089	\$2.601	\$3.132	\$4.082 ² \$3.602 ³
Total Allocation	\$5.426	\$7.290	\$6.864	\$8.094	\$7.342	\$6.880	\$7.930	\$9.893² \$9.413³

Notes:

¹ Amounts shown in billions

² Data from May 2023

³ Data from July 2023, this number is ~\$480M less than in May, but it is still higher than previous years.

PROPOSED CATEGORY 2/ CATEGORY 12 EXCHANGE

- There is currently too much Category 12 funding slotted statewide in the first few years of the UTP.
- To help resolve this issue, the region has been asked by TxDOT Headquarters to trade out Category 12 funds on the IH 30 Canyon project in 2025 and replace that funding with Category 2 funds.
- NCTCOG staff is proposing the following:
 - Category 2 funding would be removed from four projects and placed on the IH 30 Canyon project and Category 12 funds would replace the Category 2 removed from those projects.

PROJECT (COUNTY)	FUNDING CATEGORY ¹	AMOUNT OF FUNDING TO EXCHANGE	FISCAL YEAR
SH 199 (Tarrant)	2 12	\$70,000,000	2028
SH 360 at Randol Mill (Tarrant)	2 12	\$70,000,000	2028
US 380 (Collin)	2 12	\$100,000,000	2030
Spur 399 (Collin)	2 12	\$150,000,000	2032
IH 30 Canyon (Dallas)	12 2	\$390,000,000	2025

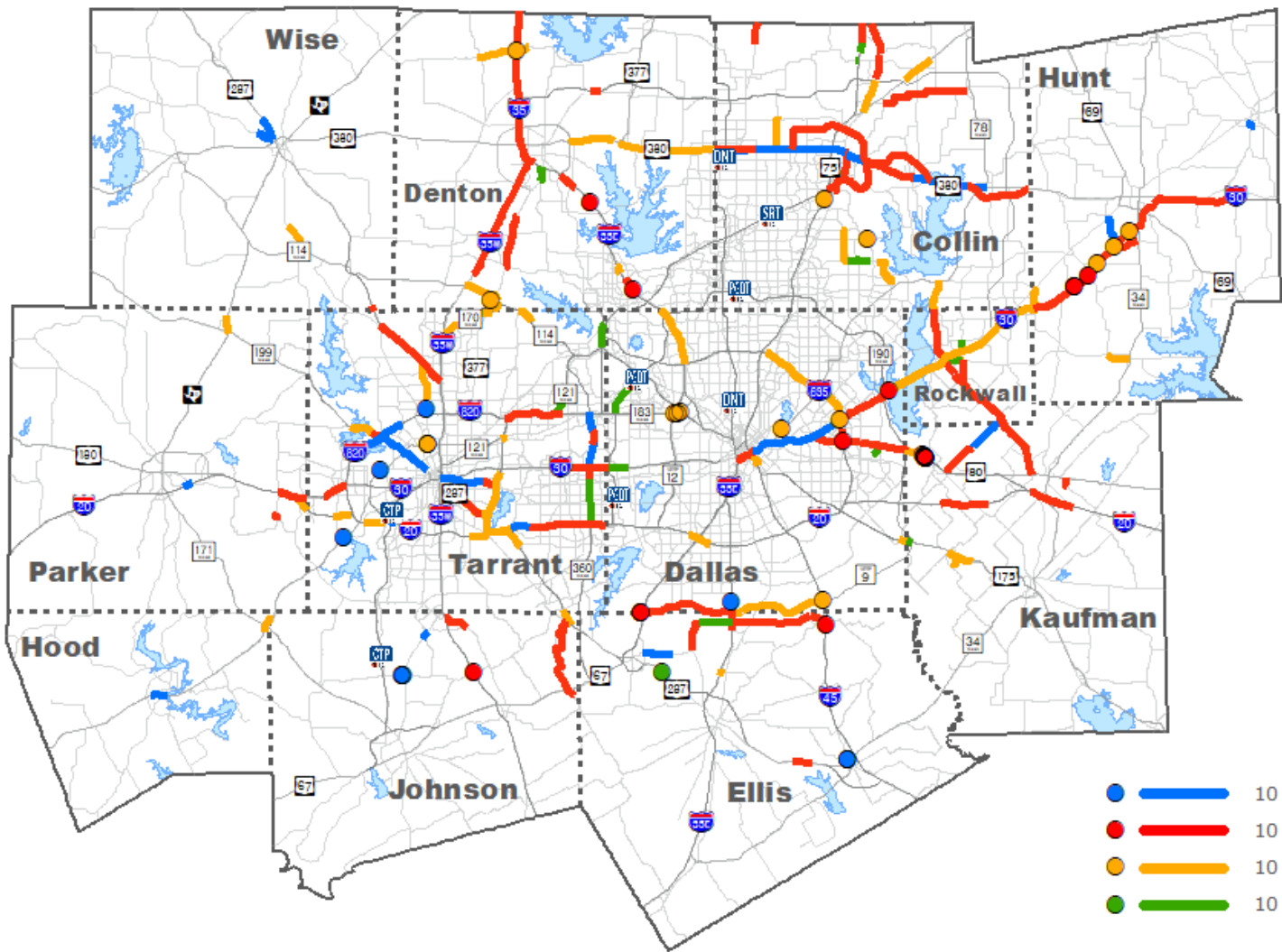
¹ These projects and the projects from the SE Connector trade in 2022 maintained their Category 12 funds, and TxDOT recognizes them as previously Category 2 funded, so the commitment must be maintained.

TXDOT REQUESTED PARTNERSHIP

- Helps TxDOT balance out the over-programming of Category 12 in first two years of UTP
- Any projects involved in this trade or previous trades (i.e., 2022 Southeast Connector trade) that previously had Category 2 funds on them cannot have the Category 12 funding removed later.

Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2033



Dallas CBD

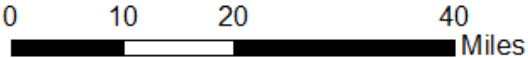


Fort Worth CBD

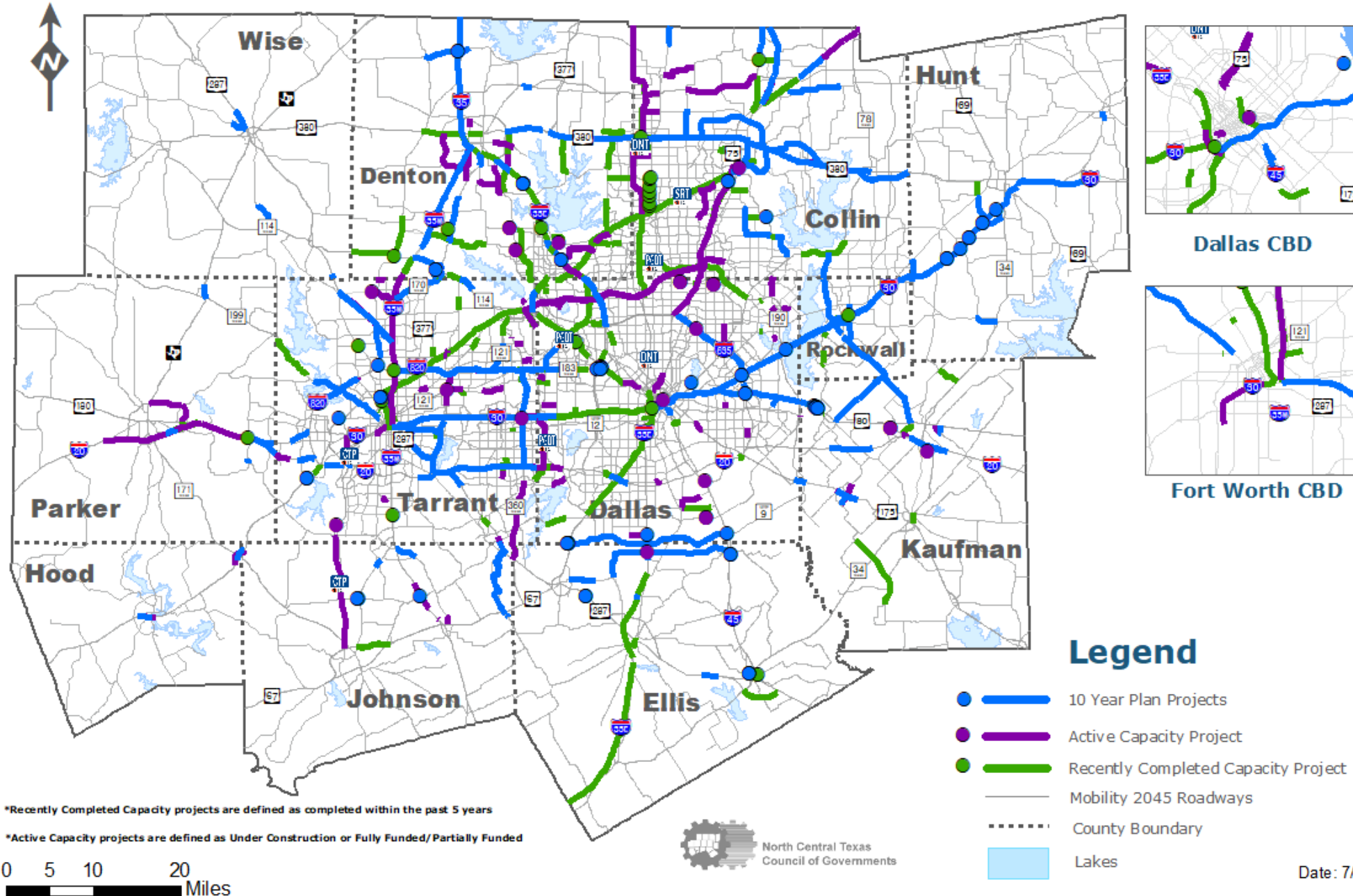
Legend

- 10 Year Plan Projects (No Changes)
- 10 Year Plan Projects (New or Changed)
- 10 Year Plan Projects (Under Construction)
- 10 Year Plan Projects (Completed)

- Mobility 2045 Roadways
- - - County Boundary
- Lakes



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



REQUESTED RTC ACTION

Staff will present options for RTC consideration that impact the Category 2/Category 12 exchange and recent adjustments to Category 12 allocations.

TIMELINE

MEETING/TASK	DATE
STTC Information	June 23, 2023
RTC Information	July 13, 2023
Public Involvement	July 2023
STTC Action	July 28, 2023
RTC Action	August 10, 2023
TxDOT Public Involvement for 2024 UTP	July 2023 and August 2023
Anticipated TTC Approval of 2024 UTP	August 2023

CONTACT/QUESTIONS?

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2024 - FY2033																				
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033								MPO Project Score
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	
Collin County Projects																				
13076	1012-02-030	FM 545	FM 2933 to BS-78D	Realign existing roadway to improve horizontal and vertical alignment and add shoulders	June 2019 (Actual)	September 2025	2029	Funding previously reduced and moved to CSJ 0047-04-031, which was ready to advance sooner; Remaining Category 4 funding to be moved to CSJ 1012-03-043; RTL: June 2024	\$26,723,141	\$9,324,256	\$0			\$6,000,000	\$0					81.22
TBD	1012-02-043	FM 545	Champions Way to West of CR 1377	Realign existing roadway to improve horizontal and vertical alignment and add shoulders	June 2019 (Actual)	September 2028	2029	Breakout project (from TIP 13076/CSJ 1012-02-030)	N/A	\$14,540,243	\$14,540,243			\$0	\$14,540,243					81.22
N/A	N/A	North/ South Roadways	West and East of Lake Lavon		TBD	TBD	TBD	Feasibility study being done by NCTCOG; In prior years, moved \$100,000,000 of Category 12 funds to the US 380 corridor; Moved \$15,000,000 of Category 2 to TIP 13036/CSJ 0009-12-219 and \$35,000,000 of Category 2 to TIP 55221/CSJ 0009-12-215; Reduction in Category 2 funding offset by increase in Category 12 funding; Funding moved to breakout project CSJ 0135-04-036	TBD	TBD	\$0	\$0	\$0		\$0	\$0				70.56
N/A	N/A	Regional Outer Loop	DNT to SH 121		TBD	TBD	TBD	Working on local environmental document; Collin County desires that local funds be used on Regional Outer Loop, so federal funds were moved to North/South Roadways and US 380 projects; Collin County to contribute \$111,249,684 in bond funds over next 5 years	TBD	TBD	\$0	\$0	\$0							70.00
N/A	N/A	Regional Outer Loop	US 380 to Rockwall County Line; North/South Arterial		TBD	TBD	TBD	Collin County desires that local funds be used on Regional Outer Loop, so federal funds moved to US 380 project; Collin County to contribute \$32,400,000 in bond funds over next 5 years	TBD	TBD	\$0	\$0	\$0							70.00
13075	0047-04-029	SH 5	South of SH 121 to South of Melissa Rd	Reconstruct and widen 2 lane (4 lane transitional) undivided roadway to 4 lane divided urban roadway (ultimate 6)	August 2021 (Actual)	September 2027	2028	Project will be considered for funding in future 10-Year Plan Update; RTL: September 2025	\$2,127,402	\$3,545,375	\$0	\$0	\$0	\$0						85.68
13026.2	0047-04-030	SH 5	South of CR 275 to South of SH 121	Reconstruct, widen, and realign 2 lane undivided roadway to 4 lane divided roadway (ultimate 6) and realign SH 121/SH 5 interchange	August 2021 (Actual)	September 2028	2029	Project will be considered for funding in future 10-Year Plan Update; RTL: September 2024	\$16,946,471	\$37,953,344	\$0	\$0	\$0							80.73
13010	0047-09-034	SH 5	South of FM 1378 to Spur 399	Reconstruct and widen 2 lane undivided roadway to 4 lane divided urban roadway	July 2020 (Actual)	June 2027	2027	RTL: March 2026	\$10,000,000	\$15,586,877	\$15,586,877	\$10,000,000	\$15,586,877							72.39
13026	0047-05-054	SH 5	Power House Street to South of CR 275	Reconstruct and widen 2 lane undivided roadway to 4 lane divided urban roadway (ultimate 6 lanes)	July 2020 (Actual)	September 2028	2029	Category 2 funding previously moved to breakout project (TIP 13073/CSJ 0047-05-057) that is the priority section for Collin County and the City of McKinney; RTL: September 2024	\$125,981,920	\$91,698,188	\$0	\$0	\$0							78.69
13073	0047-05-057	SH 5	Spur 399 to Power House Street	Reconstruct and widen 2/4 lane undivided roadway to 4/6 lane divided urban roadway	July 2020 (Actual)	June 2026	2026	Breakout project of larger SH 5 project (TIP 13026/CSJ 0047-05-054) that is the priority section for Collin County and the City of McKinney; Category 2 funding previously partially offset by reduction on TIP 13026/CSJ 0047-05-054; RTL: October 2024	\$86,750,627	\$116,433,994	\$116,433,994	\$86,750,627	\$86,750,627	\$0	\$29,683,367					78.69
TBD	0047-04-032	SH 5	North of Collin County Outer Loop to North of Hackberry Drive	Reconstruct and widen 2 lane rural highway to 4 lane urban	September 2018 (Actual)	August 2033	2033	New project proposed by TxDOT Dallas District; RTL: December 2023	N/A	\$37,505,048	\$37,505,048			\$0	\$37,505,048					73.07
TBD	0047-04-033	SH 5	North of Hackberry Drive to CR 375	Reconstruct and widen 2 lane rural highway to 4 lane urban	September 2018 (Actual)	August 2032	2032	New project proposed by TxDOT Dallas District; RTL: December 2023	N/A	\$32,473,108	\$32,473,108			\$0	\$32,473,108					75.64
13072	0047-05-058	SH 5	SH 5/Spur 399 to Spur 399 Extension	Reconstruct and widen 4 lane arterial to 6 lane arterial (ultimate 8 lane freeway) and construct 0 to 4/6 lane frontage roads	March 2023 (Actual)	January 2030	2030	Breakout of larger US 380 project; Funding offset by reduction on CSJ 0135-03-053; RTL: November 2026	\$21,952,000	\$24,199,370	\$24,199,370	\$21,952,000	\$24,199,370							60.18
54023	0091-03-022	SH 289	N Bus 289C, North of Celina to N CR 60/CR 107 (Grayson County Line)	Reconstruct and widen 2 lane rural highway to 4 lane divided urban (Ultimate 6)	December 2018 (Actual)	August 2033	2033	New project proposed by TxDOT Dallas District	N/A	\$32,875,158	\$32,875,158			\$0	\$32,875,158					68.46
13070	0135-15-002	US 380	JCT US 380/West University (West of McKinney) to JCT US 380/East University (East of McKinney)	Construct 0 to 8 lane freeway and 0 to 4/6 lane frontage roads	September 2023 (Actual)	September 2027	2028	Breakout of larger US 380 project; Part of the 2023 UTP Southeast Connector funding exchange and received Category 12 funding; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the full amount was not awarded by the TTC; Instead of proposing \$100,000,000 of Category 2 funding on the project, \$100,000,000 of Category 12 funding to be proposed for TTC approval as part of a funding exchange to advance the IH 30 Canyon project in Dallas. Additional Category 12 funding being proposed for TTC approval through 2024 UTP; RTL: June 2027	\$807,520,000	\$810,036,080	\$610,036,080	\$0	\$0	\$104,307,200	\$104,307,200	\$286,513,136	\$119,215,744	\$0	\$386,513,136	87.62

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2024 - FY2033

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033								MPO Project Score
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	
												\$2,124,316,442	\$2,051,073,459	\$1,083,560,278	\$1,615,545,886	\$697,962,128	\$1,311,679,828	\$1,740,968,942	\$2,025,410,078	
55287	0047-10-002	Spur 399	SH 5 to US 380	Construct 0 to 6/8 lane freeway and construct 0 to 4/6 lane frontage roads	March 2023 (Actual)	February 2032	2032	New US 380 breakout project; TxDOT requested Category 12 funding through 2023 UTP, but the full amount was not awarded; <u>Instead of proposing \$150,000,000 of Category 2 funding on the project, \$150,000,000 of Category 12 funding to be proposed for TTC approval as part of a funding exchange to advance IH 30 Canyon project in Dallas; Category 12 funding in addition to the \$150,000,000 (but not the full request) being proposed for TTC approval through 2024 UTP; RTL: November 2026</u>	\$254,240,000	\$938,159,376	<u>\$638,159,376</u>	\$0	<u>\$0</u>			\$0	<u>\$361,039,376</u>	\$127,120,000	<u>\$277,120,000</u>	50.68
55156	0364-04-049	Spur 399	At SH 5	Construct interchange	July 2020 (Actual)	June 2028	2028	Project added to the 10-Year Plan via 2020 UTP; Project also has \$4,000,000 of Category 1 funding for potential cost overruns; RTL: October 2024	\$36,533,536	\$40,620,470	<u>\$40,620,471</u>	\$36,533,536	<u>\$40,620,471</u>							80.91
13071	0364-04-051	Spur 399	US 75 to SH 5	Reconstruct and widen 4 lane freeway to 8 lane freeway and construct 4/8 discontinuous to 4/8 continuous lane frontage roads	March-January-2023 (Actual)	August 2027	2027	Breakout of larger US 380 project; <u>RTL: November 2026</u>	\$9,968,000	\$42,547,677	<u>\$42,547,677</u>	\$9,968,000	<u>\$42,547,677</u>							67.27
55281	0135-02-068	US 380	East of SH 289 to West of Lakewood Drive	Reconstruct 6 lane arterial to 6 lane freeway and construct 0 to 4/6 lane frontage roads	<u>July</u> April 2023	August 2032- <u>2033</u>	2032 <u>2033</u>	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project was not proposed for funding; <u>Category 12 funding (but not the full request) being proposed for TTC approval through 2024 UTP; RTL: May 2026</u>	\$95,536,000	\$95,536,000	<u>\$47,768,000</u>							\$0	<u>\$47,768,000</u>	72.90
55280	0135-11-024	US 380	Denton/Collin County Line to East of SH 289	Reconstruct 6 lane arterial to 6 lane freeway and construct 0 to 4/6 lane frontage roads	<u>July</u> April 2023	August 2032- <u>2033</u>	2032 <u>2033</u>	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project was not proposed for funding; <u>Category 12 funding (but not the full request) being proposed for TTC approval through 2024 UTP; RTL: May 2026</u>	\$180,320,000	\$180,320,000	<u>\$90,160,000</u>							\$0	<u>\$90,160,000</u>	72.12
55283	0135-03-056	US 380	FM 1827 to JCT US 380/West Princeton Drive	Reconstruct and widen 6 to 10 lane freeway and construct 0 to 4/6 lane frontage roads	November <u>March</u> -2023	April 2033- <u>2032</u>	2032 <u>2033</u>	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project was not proposed for funding; <u>TxDOT requested Category 12 funding through 2024 UTP but it is not being proposed for TTC approval; Category 2 funding being proposed to permit TxDOT to begin buying right-of-way; RTL: March 2027</u>	\$15,556,800	\$16,552,435	<u>\$1,000,000</u>	\$0	<u>\$1,000,000</u>					\$0	<u>\$0</u>	59.54
55284	0135-16-002	US 380	JCT US 380/West of Princeton Drive to JCT US 380/East of Princeton Drive	Construct 0 to 8/10 lane freeway and construct 0 to 4/6 lane frontage roads	November <u>March</u> -2023	April 2033- <u>2032</u>	2032 <u>2033</u>	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project was not proposed for funding; <u>TxDOT requested Category 12 funding through 2024 UTP but it is not being proposed for TTC approval; Category 2 funding being proposed to permit TxDOT to begin buying right-of-way; RTL: March 2027</u>	\$436,363,200	\$464,290,445	<u>\$1,000,000</u>	\$0	<u>\$1,000,000</u>					\$0	<u>\$0</u>	50.00
55285	0135-04-038	US 380	CR 560 to JCT US 380/Audie Murphy (West of Farmersville)	Reconstruct and widen 4 lane arterial to 6 lane freeway and construct 0 to 4/6 lane frontage roads	<u>July</u> May 2023	October 2032- <u>2031</u>	2032 <u>2033</u>	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project was not proposed for funding; <u>TxDOT requested Category 12 funding through 2024 UTP but it is not being proposed for TTC approval; Category 2 funding being proposed to permit TxDOT to begin buying right-of-way; RTL: July 2026</u>	\$20,944,000	\$20,944,000	<u>\$1,000,000</u>	\$0	<u>\$1,000,000</u>					\$0	<u>\$0</u>	67.01
55282	0135-05-028	US 380	West of CR 698 (Collin/Hunt County Line) to CR 698/CR 699 (Collin/Hunt County Line)	Reconstruct 4 lane arterial to 4 lane freeway and construct 0 to 4/6 lane frontage roads	<u>July</u> May 2023	October 2032- <u>2031</u>	2032 <u>2033</u>	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project was not proposed for funding; <u>TxDOT requested Category 12 funding through 2024 UTP but it is not being proposed for TTC approval; Category 2 funding being proposed to permit TxDOT to begin buying right-of-way; RTL: July 2026</u>	\$35,280,000	\$35,280,000	<u>\$1,000,000</u>	\$0	<u>\$1,000,000</u>					\$0	<u>\$0</u>	61.27
55286	0135-17-002	US 380	JCT US 380/Audie Murphy (West of Farmersville) to West of CR 698 (Collin/Hunt County Line)	Construct 0 to 6 lane freeway and construct 0 to 4/6 lane frontage roads	<u>July</u> May 2023	October 2032- <u>2031</u>	2032 <u>2033</u>	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project was not proposed for funding; <u>TxDOT requested Category 12 funding through 2024 UTP but it is not being proposed for TTC approval; Category 2 funding being proposed to permit TxDOT to begin buying right-of-way; RTL: July 2026</u>	\$506,016,000	\$506,016,000	<u>\$1,000,000</u>	\$0	<u>\$1,000,000</u>					\$0	<u>\$0</u>	60.92
55233	0135-03-046	US 380	West of Bridgefarmer Road to 4th Street	Reconstruct and widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	<u>March 2025</u> February -2024	<u>2025</u> 2024	Project added to the 10-Year Plan via 2020 UTP; Project also has \$11,000,000 of Collin County funds; <u>RTL: December 2024</u>	\$31,189,901	\$44,225,917	<u>\$33,225,917</u>	\$20,189,901	<u>\$24,189,901</u>	\$0	<u>\$9,036,016</u>					81.70
55233.1	0135-03-057	US 380	Airport Drive to West of Bridgefarmer Road	Reconstruct and widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	<u>March 2025</u> February -2024	<u>2025</u> 2024	Breakout of TIP 55233/CSJ 0135-03-046; Project also has Category 1 funds for any funding gap; <u>RTL: December 2024</u>	\$32,645,653	\$34,556,833	<u>\$34,556,833</u>	\$32,493,296	<u>\$34,556,833</u>							81.70

Amounts only include Cat 2, 4, 12 funds
Red text indicates changes since August 2022 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2024 - FY2033																				
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033								MPO Project Score
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	
												\$2,124,316,442	\$2,051,073,459	\$1,083,560,278	\$1,615,545,886	\$697,962,128	\$1,311,679,828	\$1,740,968,942	\$2,025,410,078	
55234	0135-04-033	US 380	4th Street to CR 458	Reconstruct and widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	March 2025 February 2024	2025 2024	Project added to the 10-Year Plan via 2020 UTP; Project also has Category 1 funds that will cover the funding gap; RTL: December 2024	\$5,942,471	\$7,722,380	\$7,722,380	\$5,722,380	\$7,722,380							76.46
TBD	TBD	US 380	Denton County Line to Hunt County Line		December 2021	August 2026	2026	Collin County to contribute \$316,053,616 in bond funds over next 5 years; Funding previously moved to breakout project (CSJ 0135-03-053)	\$450,000,000	\$450,000,000	\$0									72.91
13068	0135-03-053	US 380	JCT US 380/East University (East of McKinney) to FM 1827	Reconstruct and widen 6 lane arterial to 8 lane freeway and construct 0 to 4/6 lane continuous frontage roads	September 2023 October 2022	September 2027	2028	US 380 breakout project; RTL: June 2027	\$16,083,200	\$16,083,200	\$16,083,200	\$16,083,200	\$16,083,200	\$0	\$0					95.51
13069	0135-04-036	US 380	JCT US 380/East Princeton Drive to CR 560	Reconstruct and widen 4 lane arterial to 8 lane freeway and construct 0 to 4/6 lane frontage roads	November 2023 April 2023	March 2029 September 2027	2029 2028	US 380 breakout project; Staff previously placed Collin County North/South roadway placeholder funding on this section of US 380 as it includes a N/S roadway bridge at the lake; Project also includes \$60,000,000 of Collin County funds to complete the funding exchanges on the Panther Creek Parkway and McKinney National Airport runway projects approved by the RTC in November 2020; Project was awarded \$40,008,000 of Category 12 Strategic Priority funding via 2022 UTP; RTL: March 2027	\$127,008,000	\$127,008,000	\$67,008,000	\$27,000,000	\$27,000,000		\$0	\$0	\$40,008,000	\$40,008,000		87.62
13067	0135-02-065	US 380	Coit Road to JCT US 380/University Drive	Coit Road to Lakewood: Reconstruct 6 to 6 lane arterial; Lakewood to JCT US 380/University Drive: reconstruct and widen 6 lane arterial as an 8 lane freeway with 0 to 4/6 lane continuous frontage roads; Reconstruct 6 lane arterial to 6 lane freeway and construct 0 to 4/6 lane frontage roads	September 2023 December 2022	September 2029 2027	2030 2028	Breakout of larger US 380 project; Category 2 funding offset by reduction on CSJ 0135-03-053; Part of 2022 SE Connector Cat 2/12 exchange; Category 2 funds previously removed from this project and replaced with Category 12 funds; Funding moved to a portion of the SE Connector project (TIP 55041.1/CSJ 0008-13-250) so it could be advanced prior to February 2023; RTL: June 2027	\$165,692,800	\$165,692,800	\$165,692,800	\$0	\$0	\$45,692,800	\$45,692,800			\$120,000,000	\$120,000,000	69.40
20084	0047-14-053	US 75	North of CR 370 to CR 375 (Grayson County Line)	Reconstruct and widen from 4 lane to 6 lane freeway and reconstruct existing 4 lane to 4/6 lane frontage roads	June 2012 (Actual)	September 2026	2027	MPO Milestone Policy Project (Round 2); TxDOT requested Category 12 Clear Lanes funding through 2023 UTP; Additional Category 12 funding being proposed for TTC approval through 2024 UTP; RTL: December 2023	\$63,727,119	\$99,065,469	\$99,065,469			\$17,597,275	\$35,266,450	\$46,129,844	\$63,799,019			91.35
Total Proposed Funding - Collin County																			\$2,171,260,001	
Dallas County Projects																				
13000	1068-04-170	IH 30	Dallas County Line to SH 161	Reconstruct and widen from 6 to 8 general purpose lanes with 2 reversible express lanes and construct 0 to 4 lane continuous frontage roads; Modifications to SH 161 connections	December 2023 March 2023	March 2024 September 2027	2024 2028	Project being implemented by the Fort Worth District, but using Dallas District Category 4 funding	\$16,000,000	\$22,000,000	\$22,000,000	\$5,000,000	\$11,000,000	\$11,000,000						88.54
13018	0581-02-146	IH 30	at SL 12	Reconstruct interchange	July 2023 January 2023	August 2045	2045	RTL: November 2026	\$301,896,000	\$301,896,000	\$0					\$0	\$0			76.19
13030	0009-11-254	IH 30	IH 35E to IH 45	Reconstruct and widen 6 to 8/12 mainlanes and reconstruct and widen 0/6 lane discontinuous to 2/6 lane discontinuous frontage roads	December 2020 (Actual)	February 2025	2025	Project was awarded \$213,000,000 of Category 12 Strategic Priority funding and \$62,000,000 of \$111 funding in the 2020 UTP; The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country; TIP 21079/CSJ 0918-47 385); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; Project was awarded an additional \$101,538,342 of Category 12 funding in 2022 UTP; Project also has Category 4 \$7,000,000 of local funds to cover any funding gap; RTL: December 2023; Trade is proposed to reduce Category 12 funding on this project and replace it with Category 2 funding (offset by reduction on TIP 13070/CSJ 0135-15-002, TIP 55287/CSJ 0047-10-002, TIP 13005/CSJ 0171-05-068, TIP 13008/CSJ 2266-02-148) in order to enable project to let on time as Category 12 funding not available until out years	\$509,212,516	\$592,741,858	\$585,741,858	\$0	\$390,000,000	\$0	\$74,203,516	\$25,000,000	\$85,000,000	\$426,538,342	\$36,538,342	81.67

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2024 - FY2033																				
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033								MPO Project Score
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	
												\$2,124,316,442	\$2,051,073,459	\$1,083,560,278	\$1,615,545,886	\$697,962,128	\$1,311,679,828	\$1,740,968,942	\$2,025,410,078	
13043.2	0009-11-259	IH 30	IH 635 to Bass Pro Drive (in Garland)	From IH 635 to Bobtown Rd: Reconstruct and widen from 8 to 11 lanes (Ultimate 12); Roadway and ramp modifications; From Bobtown Rd to Bass Pro Dr: Operational Improvements	July March 2023	August 2029	2029	Funding moved to breakout project (CSJ 0009-11-252); The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country; TIP 21079/CSJ 0918-47-385); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the full amount was not awarded; <u>TxDOT proposing to remove Category 12 funding and move it to TIP 13043.4/CSJ 0009-11-267; RTL: April 2024</u>	\$177,415,824	\$244,239,359	\$0					\$88,707,912	\$0			80.71
<u>13043.4</u>	<u>0009-11-267</u>	<u>IH 30</u>	<u>IH 635 to Bass Pro Drive (in Garland)</u>	<u>From IH 635 to Bobtown Road: Reconstruct and widen from 8 to 11 main lanes (Ultimate 12); Roadway and ramp modifications; From Bobtown Road to Bass Pro Drive: Operational improvements</u>	<u>July 2023</u>	<u>August 2029</u>	<u>2029</u>	<u>Category 12 funding (but not the full request) proposed for TTC approval through 2024 UTP (offset by decrease on TIP 13043.2/CSJ 0009-11-259); RTL: April 2024</u>	<u>\$129,778,052</u>	<u>\$144,249,665</u>	<u>\$88,707,912</u>					\$0	<u>\$88,707,912</u>			<u>80.71</u>
13043.1	0009-11-252	IH 30	IH 45 to Ferguson Rd	Reconstruct and widen from 8 to 10 general purpose lanes and reconstruct 4/6 discontinuous to 4 2/6 discontinuous frontage roads	December April 2023	August 2032	2033	The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country; TIP 21079/CSJ 0918-47-385); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project was not proposed for additional funding; <u>TxDOT requested additional Category 12 funds through the 2024 UTP, but it is not being proposed for TTC approval; RTL: September 2026</u>	\$1,049,886,905	\$1,049,886,905	\$25,000,000					\$25,000,000	\$25,000,000	\$0	\$0	77.40
55253	0009-11-248	IH 30	at Bass Pro Drive	Reconstruct Interchange	September 2018 (Actual)	September 2026	2027	<u>RTL: December 2023</u>	\$43,010,908	\$64,878,660	<u>\$64,878,660</u>	\$23,010,908	<u>\$32,439,330</u>	\$20,000,000	<u>\$32,439,330</u>					88.84
14032.2	0442-02-161	IH 35E	at Bear Creek Road	Construct intersection improvements including reconstructing existing 4 to 4 lane frontage roads with the addition of a Texas U-Turn and sidewalks	April 2019 (Actual)	February 2025	2025	Part of the 2022 SE Connector Category 2/STBG trade; Project also has <u>\$7,257,395</u> \$4,110,077 of CMAQ; <u>RTL: December 2024; Project also has \$100,000 of STBG funding</u>	\$7,721,708	\$10,869,026	\$3,611,631	\$3,611,631	\$3,611,631							78.38
54119.5	0442-02-162	IH 35E	Ellis County Line to Bear Creek Road	Construct interchange at SL 9 and IH 35E	November 2017 (Actual)	<u>April 2024</u> September 2023	<u>2024</u> 2023	Project also has \$583,000 of STBG funds; <u>RTL: September 2023</u>	\$13,755,092	\$18,240,092	<u>\$17,657,092</u>	\$12,662,644	<u>\$17,657,092</u>							89.30
55061	0196-03-199	IH 35E	IH 30 to North of Oak Lawn Avenue	Reconstruct 10 to 10/11 general purpose lanes, and reconstruct 4/6 discontinuous to 2/6 lane discontinuous frontage roads and 2/4 to 2/4 collector distributor lanes	July 2005 (Actual)	August 2045	2045	Improvements called for in the MTP by 2036	\$412,374,508	\$412,374,508	\$0									72.81
55062	0196-03-266	IH 35E	North of Oak Lawn Avenue to SH 183	Reconstruct 10 to 11/12 general purpose lanes, and reconstruct existing 4/6 to 4/6 lane frontage roads	August 2021	August 2045	2045	Improvements called for in the MTP by 2036	\$556,200,000	\$556,200,000	\$0									68.59
55094	0442-02-159	IH 35E	US 67 to Ann Arbor Ave	Construct 0 to 1 reversible express lane	TBD	August 2045	2045	Funding was previously removed from this project	\$0	\$0	\$0									74.33
55163	2374-01-192	IH 635	SL 354 (Denton Drive) to BNSF RR	Construction of ultimate IH 35E/IH 635 interchange, including 8/10 to 8/12 general purpose lanes, 4 discontinuous to 4/6 continuous frontage roads, and 4 to 4 concurrent managed lanes	<u>June 2025</u> January 2023	August 2045	2045	<u>RTL: June 2025</u>	\$400,000,000	\$400,000,000	\$0									77.58
55164	2374-07-075	IH 635	West of Luna Road to BNSF RR	Reconstruct and widen 10 to 12 general purpose lanes, 0 to 4 concurrent managed lanes, and 4 to 4/6 continuous frontage roads; Reconstruction of IH 35E/IH 635 interchange	<u>June 2025</u> January 2023	August 2045	2045	<u>RTL: December 2027</u>	\$80,000,000	\$80,000,000	\$0									78.18
55304.1	<u>0047-07-249</u> 2374-01-195	<u>US 75</u> IH 635	<u>South of Royal Lane to Churchill Way at US-75</u>	Operational improvements (<u>Construct ramp modifications and add auxiliary lanes</u>) for improved weaving and lane balance	June 2024	August 2028	2028	TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project was not proposed for funding; <u>TxDOT requested Category 12 funding through 2024 UTP, but it is not being proposed for TTC approval; RTL: September 2024</u>	\$43,680,000	\$42,159,701	\$0					\$0	\$0	\$0	<u>\$0</u>	79.21
53198	0094-07-044	SH 183	1 mile East of Loop 12 to West end of Elm Fork Trinity River Bridge	Reconstruct existing 8 general purpose lanes, 2 to 4 concurrent Managed Lanes, and 4/6 discontinuous to 6/8 lane continuous frontage roads (Ultimate)	TBD	August 2045	2045	Funding previously moved to TIP 11527	\$0	\$0	\$0									71.09
54072	0094-07-045	SH 183	West End of Elm Fork Trinity River Bridge to West of IH 35E	Reconstruct and widen 6/8 to 6/8 general purpose lanes, and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads (Ultimate)	TBD	August 2045	2045	Funding previously moved to TIP 11527	\$0	\$0	\$0									68.99
TBD	TBD	SH 183	SH 161 to Story Road	Construct 6 to 8 general purpose lanes and 2 to 6 concurrent managed lanes	TBD	TBD	TBD	Project to be funded by the private sector	\$360,000,000	\$360,000,000	\$0									72.81

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2024 - FY2033

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033								MPO Project Score
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	
												\$2,124,316,442	\$2,051,073,459	\$1,083,560,278	\$1,615,545,886	\$697,962,128	\$1,311,679,828	\$1,740,968,942	\$2,025,410,078	
TBD	TBD	SH 183	PGBT Western Extension (SH 161) to SL 12					Funding previously moved to TIP 53003 and 11527	\$0	\$0	\$0									65.95
TBD	TBD	SH 183	SL 12 to SH 114					Funding previously moved to TIP 11527	\$0	\$0	\$0									65.95
55105	2964-10-006	SL 9	US 67 to IH 35E	Construct 0 to 2 (Ultimate 6) lane frontage roads	September 2023	August 2033	2033	Propose to add project to the 10-Year Plan; RTL: March 2027	N/A	\$172,632,262	\$10,000,000	\$0	\$10,000,000							71.29
55112	0353-05-120	SL 12	At Skillman	Reconstruct grade separation	March 2025	September 2030	2031	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project has \$1,116,185 of Category 1 funding; Funding previously moved to CSJ 0047-04-031; Discussions underway between City of Dallas, TxDOT and NCTCOG regarding project scope; Once scope discussions have concluded, funding will be re-evaluated	\$18,000,000	\$18,000,000	\$0									78.89
55014.2	0261-02-081	US 67	At Lake Ridge Parkway	Construct interchange	February 2021 (Actual)	March 2027	2027	Project split out from TIP 55014/CSJ 0261-01-041; RTL: March 2024	\$21,863,251	\$28,309,411	\$28,309,411	\$21,863,251	\$28,309,411							64.93
53110.2	2374-02-162	IH 635	At US 80	Reconstruct existing interchange	April 2020 (Actual)	September 2026	2027	\$90,000,000 previously moved from TIP 53110/CSJ 0095-02-096 and \$10,350,386 moved from TIP 53109/CSJ 0095-02-107 to this breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP (offset by decrease on TIP 53110/CSJ 0095-02-096); RTL: December 2023	\$165,723,364	\$193,068,308	\$193,068,308			\$100,350,386	\$129,245,388	\$63,822,920	\$63,822,920			74.65
53109	0095-02-107	US 80	East of Town East Blvd. to East of Belt Line Road	Reconstruct and widen 4 to 6/8 mainlanes and 2/4/6 to 4/6 lane continuous frontage roads and reconstruct IH 635 interchange	April 2020 (Actual)	September 2026	2027	TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; \$10,350,386 previously moved to TIP 53110/CSJ 2374-02-162; Increased Category 2 funding to be offset by decrease on TIP 53108/CSJ 0095-10-033; Category 12 funding being proposed for TTC approval through 2024 UTP; RTL: December 2023	\$94,649,614	\$289,691,842	\$289,691,842	\$0	\$37,916,764	\$94,649,614	\$228,404,680	\$0	\$23,370,398	\$0	\$0	82.45
53110	0095-02-096	US 80	East of Belt Line Road to Lawson Road	Reconstruct and widen 4 to 6 mainlanes and 4 to 4/6 lane continuous frontage roads	April 2020 (Actual)	September 2027	2028	Project split out from TIP 53109; TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; Category 4 funding reduced and moved to CSJ 2374-02-162; Project awarded \$103,240,838 of Category 12 Clear Lanes funding via the 2022 UTP; \$63,822,920 of Category 12 funds moved to TIP 53110.2/CSJ 2472-02-162 (2022 10-Year Plan Update); RTL: June 2024; Additional Category 12 funding being proposed for TTC approval through 2024 UTP	\$213,217,788	\$308,600,174	\$308,600,174			\$173,799,870	\$49,066,566	\$39,417,918	\$259,533,608			79.95
TBD	0095-02-125	US 80	East of Town East Blvd. to East of Gus Thomasson Road	Reconstruct and widen 4 to 6 mainlanes and 2/6 to 4/6 lane frontage roads	April 2020 (Actual)	September 2028	2029	TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the full amount was not proposed; Additional Category 12 funding (but not full request) being proposed for TTC approval through 2024 UTP; RTL: December 2023	\$46,740,796	\$65,062,577	\$38,062,577	\$0	\$0	\$0	\$5,000,000	\$23,370,398	\$33,062,577			65.12
53108	0095-10-033	US 80	IH 30 to East of Town East Blvd	Reconstruct and widen 4 to 6 mainlanes and 2/6 to 4/6 lane continuous frontage roads	April 2020 (Actual)	September 2028	2029	Category 2 funding to be moved to TIP 53109/CSJ 0095-02-107; Category 12 funding (but not full request) being proposed for TTC approval through 2024 UTP; RTL: December 2023	\$75,833,527	\$138,742,391	\$77,128,274	\$37,916,764	\$0	\$37,916,763	\$8,000,000	\$0	\$69,128,274			75.63
Total Proposed Funding - Dallas County																				\$1,752,457,739
Denton County Projects																				
TBD	0081-05-049	Greenbelt/ Regional Outer Loop	At FM 428	Construct interchange	TBD	August 2031	2031	Category 2 funding previously moved to TIP 13036/CSJ 0009-12-219	\$50,000,000	\$92,575,000	\$92,575,000	\$0	\$92,575,000							59.61
13033.3	0195-03-090	IH 35	IH 35W to US 380	Reconstruct interchange and existing 4 lane continuous to 4/8 lane continuous frontage roads	January 2012 (Actual)	November September 2023	2024	Project awarded Category 12 Strategic Priority funding via the 2020 UTP; \$8,812,906 of Category 12 funding previously moved to CSJ 0195-03-099; Project also has Category 1 funds to cover any funding gap	\$132,618,985	\$161,782,387	\$161,782,387	\$0	\$30,969,735					\$130,812,652	\$130,812,652	82.76

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2024 - FY2033																				
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033								MPO Project Score
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	
												\$2,124,316,442	\$2,051,073,459	\$1,083,560,278	\$1,615,545,886	\$697,962,128	\$1,311,679,828	\$1,740,968,942	\$2,025,410,078	
55197	0195-02-074	IH 35	US 77 (North of Denton) to South of FM 455	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct and widen 4 lane discontinuous to 4/6 lane continuous frontage roads	November 2019 (Actual)	July 2026 December 2025	2026	New project awarded Category 12 Strategic Priority funding via the 2020 UTP; Project also has \$30,664,453 of Category 11 funding; \$196,670,000 of Category 12 funds moved to TIP 55197.2/CSJ 0195-02-081 in the 2022 UTP; <u>TxDOT proposing to reduce Category 12 funding and move to TIP 55197.3/CSJ 0195-02-084; RTL: March 2024</u>	\$469,590,468	\$471,915,462	\$471,915,462			\$146,610,468	\$194,480,533			\$322,980,000	\$277,434,929	90.11
55197.2	0195-02-081	IH 35	North of FM 455 to North of View Rd	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct and widen 4 lane continuous to 4/6 lane continuous frontage roads	October 2019 (Actual)	December 2024 2025	2025 2026	Project split out from TIP 55197/CSJ 0105-02-074; \$196,670,000 Category 12 funds moved to this project from TIP 55197/CSJ 0195-02-074 via the 2022 UTP; <u>TxDOT proposing to reduce Category 12 funding and move to TIP 55197.3/CSJ 0195-02-084; RTL: March 2024</u>	\$144,618,810	\$175,274,675	\$175,274,675							\$196,670,000	\$175,274,675	90.11
55197.3	0195-02-084	IH 35	North of View Rd to Denton/Cooke County Line	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct and widen 4 lane continuous to 4/6 lane continuous frontage roads	October 2019 (Actual)	December 2025	2026	Project being split out from TIP 55197/CSJ 0105-02-074 and TIP 55197.2/CSJ 0195-02-081; Category 12 funds being proposed through 2024 UTP (to be offset by decreases on TIP 55197/CSJ 0105-02-074 and TIP 55197.2/CSJ 0195-02-081); RTL: June 2024	N/A	\$66,940,396	\$66,940,396							\$0	\$66,940,396	90.11
55198	0195-03-087	IH 35	US 380 to US 77 North of Denton	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and 4 <u>lane continuous</u> to 4/6 lane <u>continuous</u> frontage roads	November 2019 (Actual)	November September 2023	2024	Project awarded \$79,709,425 of Category 12 Strategic Priority and \$100,000,000 of Category 12 Clear Lanes funding via the 2020 UTP; <u>Additional Category 12 funding being proposed for TTC approval through 2024 UTP</u>	\$223,357,330	\$233,357,330	\$233,357,330			\$43,647,905	\$43,647,905	\$100,000,000	\$110,000,000	\$79,709,425	\$79,709,425	79.11
13033	0196-02-124	IH 35E	FM 407 to Dallas County Line	Reconstruct and convert 2 reversible to 4 concurrent managed lanes; Reconstruct 6 to 8 collector-distributor lanes (Dallas C/L to SH 121); Reconstruct 8 to 8 general purpose lanes (SH 121 to FM 407); Reconstruct 2/6 to 2/8 continuous frontage (FM 407 to SRT/SH 121); and reconstruct 4/6 to 2/6 continuous frontage from (SRT/SH 121 to Dallas C/L)	TBD	August 2045	2045	Some funding previously moved to TIP 13033.2/CSJ 0196-02-127 and TIP 13033.4/CSJ 0196-02-126; Remaining Category 2 funding moved to IH 35E at Lake Sharon/Dobbs/Corinth project through 2020 10-Year Plan Update; Denton Priority Project #1	\$745,933,304	\$745,933,304	\$0	\$0	\$0							78.82
13033.2	0196-02-127	IH 35E	At Business 121	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	January 2025	2025	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Denton Priority Project #4; <u>RTL: November 2023</u>	\$96,444,954	\$93,444,954	\$93,444,954	\$96,444,954	\$93,444,954							82.90
13033.4	0196-02-126	IH 35E	At Corporate Drive	Reconstruct grade separation and existing 4 <u>lane continuous</u> to 4 lane <u>continuous</u> frontage roads	March 2013 (Actual)	January 2025	2025	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Denton Priority Project #5; <u>RTL: November 2023</u>	\$79,809,723	\$89,145,930	\$89,145,930	\$79,809,723	\$89,145,930							81.45
13033.6	0195-03-099	IH 35E	North Texas Blvd to IH 35W	Reconstruct interchange and existing 4 lane continuous to 4/6 lane continuous frontage roads (facility transition area)	October 2019 (Actual)	November September 2023	2024	Project split out from TIP 13033.3/CSJ 0195-03-090; Category 12 funding previously moved from TIP 13033.3/CSJ 0195-03-090; <u>Additional Category 12 funds being proposed for TTC approval through 2024 UTP</u>	\$75,215,234	\$85,215,324	\$85,215,324	\$35,008,319	\$35,008,319	\$31,394,099	\$31,394,099	\$0	\$10,000,000	\$8,812,906	\$8,812,906	71.42
25033.2	0196-02-125	IH 35E	Turbeville Road to FM 407	Reconstruct existing 4 general purpose lanes (NB only); Widen and convert 2 lane reversible to 4 lane concurrent managed lanes; Widen 4/6 lane continuous to 4/8 lane continuous frontage roads	February 2019 (Actual)	May 2028	2028	Funding previously moved to TIP 13033.4/CSJ 0196-02-126 and TIP 13033.1/CSJ 0196-02-128; Remaining Category 2 funding moved to TIP 13033.1/CSJ 0196-02-128, TIP 13033.2/CSJ 0196-02-127, TIP 13033.4/CSJ 0196-02-126, TIP 25033.3/CSJ 0196-01-109, and IH 35E at Lake Sharon/Dobbs/Corinth projects through 2020 10-Year Plan Update	\$671,000,928	\$671,000,928	\$0									76.34
25033.3	0196-01-109	IH 35E	South of Mayhill Road to South of SL 288	Reconstruct grade separation and existing 4 <u>lane continuous</u> to 4 lane <u>continuous</u> frontage roads	March 2013 (Actual)	June 2025	2025	Split from TIP 25033.2/CSJ 0196-02-125; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); <u>RTL: December 2023</u>	\$95,229,619	\$124,498,919	\$124,498,919	\$95,229,619	\$114,498,919	\$0	\$10,000,000					89.53
13033.5	0196-01-113	IH 35E	at Lake Sharon Drive/Dobbs Road	Construct interchange	March 2013 (Actual)	January 2028	2028	Denton Priority Project #6; \$34,014,485 of Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update) and TIP 13033/CSJ 0196-02-124; Category 2 funding previously decreased and moved to TIP 13033.1/CSJ 0196-02-128 and TIP 13033.2/CSJ 0196-02-127 and TIP 25033.3/CSJ 0196-01-109; <u>Part of 2022 Southeast Connector Cat 2/12 exchange; RTL: March 2024</u>	\$61,486,864	\$110,453,401	\$74,405,503	\$0	\$12,918,639					\$61,486,864	\$61,486,864	68.29
30001	N/A	IH 35E	TBD	Phase 2 Placeholder	TBD	TBD	TBD	Part of the Loop 9 Category 2/STBG exchange approved by the RTC in October 2021; Funding will be placed on a project in a future 10-Year Plan Update; Project also has \$10,574,366 of CMAQ funding	TBD	TBD	\$0	\$0	\$0							N/A
55230	0081-13-058	IH 35W	Tarrant County Line to SH 114	Reconstruct and widen 4 lane rural to 6 lane urban freeway	August 2023 2022	September 2035	2036	Improvements called for in the MTP by 2036	\$90,000,000	\$90,000,000	\$0					\$0	\$0			91.84

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2024 - FY2033																				
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033								MPO Project Score
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	
												\$2,124,316,442	\$2,051,073,459	\$1,083,560,278	\$1,615,545,886	\$697,962,128	\$1,311,679,828	\$1,740,968,942	\$2,025,410,078	
55242	0081-13-050	IH 35W	SH 114 to IH 35W/IH 35E Interchange	Widen and reconstruct 4 lane rural to 6 lane urban freeway	August 2023 2022	September 2035	2036	Improvements called for in the MTP by 2036	\$338,580,457	\$338,580,457	\$0					\$0	\$0			86.73
55259	0081-13-065	IH 35W	Dale Earnhardt Way to FM 407	Reconstruct 2 lane discontinuous to 4/6 lane discontinuous frontage roads	July 2020 (Actual)	September 2028	2029	TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the full amount was not awarded; <u>RTL: June 2025</u>	\$376,973,505	\$213,024,000	<u>\$213,024,000</u>	\$0	<u>\$24,537,247</u>			\$0	\$0	\$188,486,753	\$188,486,753	86.76
<u>20115</u>	<u>0081-03-047</u>	<u>US 377</u>	<u>South of FM 1171 to Crawford Road</u>	<u>Reconstruct and widen roadway from 2 lane rural to 4 lane divided urban</u>	<u>March 2019 (Actual)</u>	<u>August 2033</u>	<u>2033</u>	<u>MPO Milestone Policy Project that is currently unfunded; Propose to add project to the 10-Year Plan; RTL: December 2023; Project also has \$10,370,168 of RTR funding</u>	<u>N/A</u>	<u>\$129,625,466</u>	<u>\$116,662,756</u>	<u>\$0</u>	<u>\$46,665,102</u>	<u>\$0</u>	<u>\$69,997,654</u>					<u>76.98</u>
Total Proposed Funding - Denton County																			\$1,998,242,636	
Ellis County Projects																				
14028	0172-12-007	BUS 287S	<u>McKinney Street to Breckinridge Street On-BUS 287S/Ennis Ave at UPR Railroad</u>	Construct grade separation at the intersections of Bus US 287/Ennis Avenue and the UPRR Line <u>and East Main Street and reconstruct Ennis Avenue</u>	<u>June 2023</u> December 2022	September 2025 2024	2026 2025	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$2,500,000 of Category 11 funding and \$2,000,000 of local funding; <u>RTL: March 2024</u>	\$17,000,000	\$37,559,187	\$12,500,000	\$12,500,000	\$12,500,000							67.56
13020	1394-02-027	FM 1387	Midlothian Parkway to FM 664	Reconstruct and widen from 2 lane undivided rural to 4 lane urban divided (6 lane ultimate)	October 2023	<u>September 2027</u> March 2026	2028 2026	<u>RTL: June 2027</u>	\$85,642,500	\$114,613,001	\$25,000,000	\$25,000,000	\$25,000,000							70.00
13028	1051-01-052	FM 664	FM 1387 to Westmoreland Road	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway (Ultimate 6 lane)	September 2020 (Actual)	July 2028	2028	<u>RTL: December 2024</u>	\$45,151,680	\$57,151,237	<u>\$57,151,237</u>	\$32,145,761	<u>\$57,151,237</u>							82.22
13035.1	1051-01-051	FM 664	IH 35E to West of Ferris Road	Reconstruct and widen 2/4 lane rural roadway to 6 lane divided urban	January 2020 (Actual)	September 2028	2029	<u>RTL: September 2024</u>	\$114,038,581	\$136,614,301	<u>\$85,432,389</u>	\$114,038,581	<u>\$85,432,389</u>							81.42
13035.2	1051-03-001	FM 664	West of Ferris Road to IH 45	Extend and realign existing 0/2 lane rural undivided roadway to 6 lane urban roadway	January 2020 (Actual)	September 2027 2025	2028 2026	Breakout of TIP 13035.1/CSJ 1051-01-051; <u>RTL: July 2023</u>	\$48,233,671	\$71,769,506	<u>\$71,769,506</u>	\$48,233,671	<u>\$65,769,506</u>	\$0	<u>\$6,000,000</u>					71.72
13034	0442-03-042	IH 35E	At FM 664	Reconstruct interchange	January 2020 (Actual)	<u>February 2024</u> September 2023	2024	Project also has Category 1 funds for any funding gap; RTL: September 2023	\$50,853,008	\$68,207,146	<u>\$68,207,146</u>	\$0	\$0	\$49,432,235	<u>\$68,207,146</u>					78.12
54119.6	0442-03-044	IH 35E	Reese Drive to Dallas County Line	Construct interchange at Loop 9 and IH 35E	November 2017 (Actual)	<u>April 2024</u> September 2023	2024	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Part of the 2022 SE Connector Category 2/STBG exchange; <u>RTL: September 2023; Project also has \$100,000 of STBG funding</u>	\$18,734,883	\$28,715,389	<u>\$28,715,389</u>	\$18,648,267	<u>\$28,715,389</u>							80.46
13029	0092-03-053	IH 45	At FM 664	Construct interchange	January 2020 (Actual)	September 2027	2028	Project was awarded Category 12 Strategic Priority funding via the 2019 UTP; Project also has \$4,486,132 of Category 1 funding; RTL: July 2023	\$62,648,178	\$79,643,105	<u>\$79,643,105</u>	\$28,648,178	<u>\$37,643,105</u>	\$0	<u>\$8,000,000</u>			\$34,000,000	\$34,000,000	76.70
<u>53119</u>	<u>0172-08-103</u>	<u>US 287</u>	<u>West of Boyce Road to East of Cooke Road</u>	<u>Construct 0 to 4 lane continuous frontage roads and interchange at Boyce Road and Cooke Road</u>	<u>July 2024</u>	<u>August 2033</u>	<u>2033</u>	<u>Propose to add project to the 10-Year Plan; RTL: June 2027; Project in proximity to Ennis Speedway</u>	<u>N/A</u>	<u>\$106,995,255</u>	<u>\$10,000,000</u>	<u>\$0</u>	<u>\$10,000,000</u>							<u>60.13</u>
55014	0261-01-041	US 67	At Lake Ridge Parkway	Construct interchange	February 2021 (Actual)	March 2027	2027	Project added to the 10-Year Plan via 2020 UTP; <u>RTL: March 2024</u>	\$30,694,054	\$48,260,662	<u>\$48,260,662</u>	\$30,694,054	<u>\$48,260,662</u>							64.93
Total Proposed Funding - Ellis County																			\$486,679,434	
Kaufman County Projects																				
13074.1	0697-03-033	FM 429	US 80 to South of US 80	Realign existing 2 lane undivided rural to 2 lane (ultimate 4 lane) divided urban	February 2024	August 2028	2028	Part of the Loop 9 Category 2/STBG exchange approved by the RTC in October 2021; Project also has local funds for any funding gap; <u>RTL: June 2026</u>	\$5,600,000	\$10,793,730	<u>\$10,793,730</u>	\$5,000,000	<u>\$10,793,730</u>							62.29
13074.2	1089-02-019	FM 429	US 80 to North of US 80	Realign existing 2 lane undivided rural to 2 lane (ultimate 4 lane) divided urban	February 2024	August 2028	2028	Part of the Loop 9 Category 2/STBG exchange approved by the RTC in October 2021; <u>RTL: June 2026</u>	\$6,539,788	\$1,049,495	<u>\$1,049,495</u>	\$0	<u>\$1,049,495</u>							62.29
55111	2588-01-017	FM 548	Windmill Farms Blvd to South of SH 205 (Rockwall County Line)	Widen and reconstruct 2 lane rural to 4 lane urban divided (6 lane ultimate)	July 2019 (Actual)	March 2029	2029	<u>RTL: October 2024</u>	\$40,810,691	\$50,925,644	\$8,448,796	\$8,448,796	\$8,448,796							80.78
55111.2	2588-01-022	FM 548	North of US 80 to Windmill Farms Blvd	Widen and reconstruct 2 lane rural to 6 lane urban divided	July 2019 (Actual)	March 2026	2026	Project split out from TIP 55111/CSJ 2588-01-017; <u>RTL: October 2024</u>	\$60,525,955	\$93,294,641	<u>\$93,294,641</u>	\$60,525,955	<u>\$93,294,641</u>							80.78
<u>TBD</u>	<u>0095-14-036</u>	<u>IH 20</u>	<u>West of FM 741 to Big Brush Creek</u>	<u>Construct 0 to 4 lane continuous frontage roads</u>	<u>April 2020 (Actual)</u>	<u>August 2031</u>	<u>2031</u>	<u>New project proposed by TxDOT Dallas District; RTL: July 2025</u>	<u>N/A</u>	<u>\$221,825,281</u>	<u>\$8,500,000</u>			<u>\$0</u>	<u>\$8,500,000</u>					<u>71.25</u>
<u>55220</u>	<u>0495-01-071</u>	<u>IH 20</u>	<u>SP 557 to SH 34</u>	<u>Construct 0 to 4 lane continuous frontage roads</u>	<u>April 2020 (Actual)</u>	<u>August 2033</u>	<u>2033</u>	<u>New project proposed by TxDOT Dallas District; RTL: May 2025</u>	<u>N/A</u>	<u>\$94,577,000</u>	<u>\$8,500,000</u>			<u>\$0</u>	<u>\$8,500,000</u>					<u>TBD</u>
<u>TBD</u>	<u>0495-01-083</u>	<u>IH 20</u>	<u>SH 34 to Wilson Road</u>	<u>Construct 0 to 4 lane continuous frontage roads</u>	<u>April 2020 (Actual)</u>	<u>August 2033</u>	<u>2033</u>	<u>New project proposed by TxDOT Dallas District; RTL: March 2025</u>	<u>N/A</u>	<u>\$125,895,000</u>	<u>\$8,500,000</u>			<u>\$0</u>	<u>\$8,500,000</u>					<u>TBD</u>

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2024 - FY2033																																				
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033								MPO Project Score																
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed																	
																					\$2,124,316,442	\$2,051,073,459	\$1,083,560,278	\$1,615,545,886	\$697,962,128	\$1,311,679,828	\$1,740,968,942	\$2,025,410,078								
TBD	0095-03-098	US 80	South Frontage Road at Buffalo Creek	Replace bridge and approaches	June 2023	September 2026	2027	New project proposed by TxDOT Dallas District; Project also has \$1,296,982 of Category 6 funding; RTL: September 2024	N/A	\$8,459,450	\$7,162,468			\$0	\$7,162,468					TBD																
TBD	0095-03-099	US 80	South Frontage Road at Buffalo Creek Relief	Replace bridge and approaches	June 2023	September 2026	2027	New project proposed by TxDOT Dallas District; Project also has \$3,090,280 of Category 6 funding; RTL: September 2024	N/A	\$12,810,607	\$9,720,327			\$0	\$9,720,327					TBD																
TBD	0095-03-100	US 80	Westbound at Buffalo Creek	Replace bridge and approaches	June 2023	September 2026	2027	New project proposed by TxDOT Dallas District; Project also has \$1,824,301 of Category 6 funding; RTL: September 2024	N/A	\$11,376,881	\$9,552,580			\$0	\$9,552,580					TBD																
TBD	0095-03-101	US 80	Eastbound at Buffalo Creek	Replace bridge and approaches	June 2023	September 2026	2027	New project proposed by TxDOT Dallas District; Project also has \$1,790,701 of Category 6 funding; RTL: September 2024	N/A	\$10,266,737	\$8,476,036			\$0	\$8,476,036					TBD																
TBD	0095-03-102	US 80	Westbound at Buffalo Creek Relief	Replace bridge and approaches	June 2023	September 2026	2027	New project proposed by TxDOT Dallas District; Project also has \$3,932,803 of Category 6 funding; RTL: September 2024	N/A	\$19,132,273	\$15,199,473			\$0	\$15,199,473					TBD																
TBD	0095-03-103	US 80	Eastbound at Buffalo Creek Relief	Replace bridge and approaches	June 2023	September 2026	2027	New project proposed by TxDOT Dallas District; Project also has \$3,837,603 of Category 6 funding; RTL: September 2024	N/A	\$15,417,919	\$12,047,356			\$0	\$12,047,356					TBD																
TBD	0095-03-108	US 80	At Buffalo Creek	Replace bridge and approaches	June 2023	September 2026	2027	New project proposed by TxDOT Dallas District; Project also has \$266,560 of Category 1 funding; RTL: September 2024	N/A	\$9,080,212	\$8,813,652			\$0	\$8,813,652					81.20																
TBD	0095-03-109	US 80	At Buffalo Creek Relief	Replace bridge and approaches	June 2023	September 2026	2027	New project proposed by TxDOT Dallas District; Project also has \$360,640 of Category 1 funding; RTL: September 2024	N/A	\$12,260,082	\$11,899,442			\$0	\$11,899,442					77.42																
55072	0451-02-028	SH 205	US 80 in Terrell to South of FM 548	Widen 2 lane rural highway to 4 lane divided with raised median and continuous left turn lane (6 lane Ultimate)	April 2019 (Actual)	August 2033	2033	New project proposed by TxDOT Dallas District; RTL: June 2024	N/A	\$100,693,482	\$100,693,482			\$0	\$100,693,482					TBD																
Total Proposed Funding - Kaufman County																			\$322,651,478																	
Rockwall County Projects																																				
13017	2588-02-008	FM 548	South of SH 205 (Kaufman County Line) to SH 205	Widen and reconstruct 2 lane rural to 4 lane divided urban roadway (Ultimate 6)	July 2019 (Actual)	March 2029	2029	Project also has \$2,400,000 of Category 1 funding; RTL: October 2024	\$8,844,467	\$11,470,963	\$11,470,963	\$6,200,000	\$11,470,963							78.71																
83221	1015-01-024	FM 549	SH 205 to SH 276	Widen from 2 lane rural to 4 lane urban roadway	May 2019 (Actual)	August 2033	2033	New project proposed by TxDOT Dallas District; RTL: December 2022	N/A	\$34,252,875	\$34,252,875			\$0	\$34,252,875					TBD																
13038	0451-05-003	SH 205	JCT SH 205/John King (South Goliad Street) to JCT SH 205/John King (North Goliad Street)	Widen 4 to 6 lane divided urban roadway	January 2020 (Actual)	April 2026	2026	Project split out from TIP 55074; RTL: March 2024	\$37,352,577	\$45,802,555	\$45,802,555	\$37,352,577	\$45,802,555							83.19																
55074	0451-04-025	SH 205	JCT SH 205/John King (North Goliad Street) to North of John King (Collin County Line)	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	January 2020 (Actual)	April 2026	2026	RTL: March 2024	\$6,206,000	\$9,988,490	\$9,988,490	\$6,206,000	\$9,988,490							88.75																
55071	0451-01-053	SH 205	South of FM 548 to JCT SH 205/John King (S. Goliad Street)	Widen 2 lane rural highway to 4 lane divided (6 lane Ultimate)	January 2020 (Actual)	September 2028	2029	Propose to add project to the 10-Year Plan; RTL: June 2024	\$126,091,621	\$146,822,331	\$146,822,331	\$0	\$44,046,699	\$0	\$102,775,632					75.83																
Total Proposed Funding - Rockwall County																			\$248,337,214																	
Various County Projects																																				
11618.2	0918-00-342	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	August 2024	2024	Additional funds paying for a proposed expansion of this program; Includes \$4,575,000 of STBG; Project was awarded \$2,013,000 of Category 12 Strategic Priority funds in the 2022 UTP	\$6,588,000	\$6,588,000	\$2,013,000							\$2,013,000	\$2,013,000	N/A																
11618.2	0918-00-362	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	August 2025	2025	Additional funds paying for a proposed expansion of this program; Includes \$4,725,000 of STBG; Project was awarded \$2,331,000 of Category 12 Strategic Priority funds in the 2022 UTP	\$7,056,000	\$7,056,000	\$2,331,000							\$2,331,000	\$2,331,000	N/A																
Total Proposed Funding - Various County																			\$4,344,000																	
Total Category 2, 4, and 12 Funding											\$6,983,972,502	\$1,110,892,593	\$1,990,323,066	\$882,398,615	\$1,656,559,530	\$697,962,128	\$1,311,679,828	\$1,740,968,942	\$2,025,410,078																	
Total Amount Remaining for Programming											\$19,736,749	\$1,013,423,849	\$60,750,393	\$201,161,663	(\$41,013,644)	\$0	\$0	\$0	\$0																	
Total Allocation/Authorizations											\$7,003,709,251																									
													<table><tr><th colspan="4">Future Project Lettings (FY 2024-FY 2033)</th></tr><tr><td></td><td>Category 2</td><td>Category 4</td><td>Category 12</td></tr><tr><td>2024-2033</td><td>\$1,990,323,066</td><td>\$1,656,559,530</td><td>\$3,337,089,906</td></tr><tr><td>Total</td><td>\$1,990,323,066</td><td>\$1,656,559,530</td><td>\$3,337,089,906</td></tr></table>								Future Project Lettings (FY 2024-FY 2033)					Category 2	Category 4	Category 12	2024-2033	\$1,990,323,066	\$1,656,559,530	\$3,337,089,906	Total	\$1,990,323,066	\$1,656,559,530	\$3,337,089,906
Future Project Lettings (FY 2024-FY 2033)																																				
	Category 2	Category 4	Category 12																																	
2024-2033	\$1,990,323,066	\$1,656,559,530	\$3,337,089,906																																	
Total	\$1,990,323,066	\$1,656,559,530	\$3,337,089,906																																	

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY2024 - FY2033

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033								MPO Project Score	
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed		
												\$1,025,691,618	\$779,242,068	\$509,910,719	\$725,228,909	\$150,000,000	\$328,000,000	\$32,775,000	\$172,775,000		
Hood County Projects																					
54018	0080-03-049	US 377	Overstreet Blvd to Pirate Drive	US 377 from Overstreet Blvd to SH 144: Widen 4 lane to 6 lane divided (Transition section at end with auxiliary lanes); From SH 144 to Pirate Dr: Upgrade 4 lane rural highway to 4 lane urban highway with 0 to 4 lane discontinuous access roads; Reconstruct SH 144 interchange	October 2023	September 2026	2027	TxDOT requested Category 12 funding through 2024 UTP, but it is not being proposed for TTC approval	\$45,000,000	\$90,000,000	\$25,000,000	\$25,000,000	\$25,000,000		\$0		\$0	\$0	\$0	\$0	72.76
Total Proposed Funding - Hood County																			\$25,000,000		
Johnson County Projects																					
13040	0747-05-043	FM 157	8th Street to North of County Road 108B	Realign roadway 2 lane rural to 2 lane urban with sidewalks and turn lanes	August 2021 (Actual)	November May 2024	2025 2024	Project split out from TIP 13041/CSJ 0747-05-042; Project also has Category 1 funds for any funding gap	\$6,956,984	\$8,000,000	\$8,000,000	\$6,700,000	\$8,000,000								78.10
13041	0747-05-042	FM 157	US 67 to 8th Street	Reconstruct from 2 lane rural to 2 lane urban with sidewalks and turn lanes	August 2021 (Actual)	November May 2024	2025 2024		\$6,800,000	\$8,500,000	\$8,500,000	\$6,800,000	\$8,500,000								87.39
54053	0747-05-035	FM 157	BU 287P to US 67	Realign and widen roadway from 2 to 4 lanes urban divided	April 2024 June 2023	October January 2027	2028 2027		\$128,000,000	\$138,000,000	\$138,000,000	\$78,000,000	\$78,000,000	\$0	\$60,000,000						72.84
11955.1	1181-02-033	FM 917	West of Ave F to Main Street	Construct railroad grade separation and realign FM 917	September 2023	September 2026	2027	Project also has Category 1 funds for any funding gap	\$10,005,122	\$10,979,774	\$10,000,000	\$10,000,000	\$10,000,000								77.01
11955.2	1181-03-036	FM 917	South Main Street to East of SH 174	Construct railroad grade separation and realign FM 917	September 2023	September 2026	2027	Project split out from TIP 11955/CSJ 1181-02-033	\$3,000,000	\$3,792,460	\$3,000,000	\$3,000,000	\$3,000,000								86.06
52501	3372-01-010	FM 3391	IH 35W to East of CR 602	Widen from 2 lanes to 6 lanes from IH 35W to Hurst Avenue and 2 lanes to 4 lanes from Hurst Avenue to CR 602	May 2023 (Actual)	August 2025	2027	New project proposed by TxDOT Fort Worth District	N/A	\$50,000,000	\$50,000,000			\$0	\$50,000,000						65.51
13046	0014-03-088	IH 35W	Bethesda Rd to Asher Rd	Reconstruct interchange at FM 917	October 2022-2023	August 2026 May 2025	2026 2025	Grouped project	\$22,000,000	\$32,000,000	\$32,000,000			\$22,000,000	\$32,000,000						84.42
14063	0019-01-146	SH 174	North of Elk Drive to Wicker Hill Road	Widen from 4 to 6 lane rural divided with sidewalks	August March 2023	June 2024 October 2023	2024	Part of the 2022 SE Connector Category 2/STBG exchange; \$6,510,000 of STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066) in 2022 10-Year Plan Update; Project also has Category 1 funds for any funding gap; Project also has \$900,000 of CMAQ funding and \$4,000,000 of STBG funding with another \$18,179,782 being proposed	\$7,706,400	\$29,589,782	\$6,510,000	\$6,510,000	\$6,510,000								82.15
Total Proposed Funding - Johnson County																			\$256,010,000		
Parker County Projects																					
14042	0717-01-025	FM 113	Old Millsap Road to North of Old Millsap Road	Realign FM 113 (2 to 2 lanes)	March 2024	September 2025	2026	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$1,400,000 of Category 1 funding; STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066)	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000								71.72
14041	0008-09-037	FM 1187	Maverick St to FM 5	Reconstruct and widen from 2 lanes (with center turn lane) to 4 lane (with center turn lane) urban roadway (6 lane ultimate); Intersection improvements	March 2024 July 2023	September 2028 August 2024	2028 2024	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$1,290,000 of CMAQ funding; STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066) in 2022 10-Year Plan Update	\$6,440,000	\$7,440,000	\$6,150,000	\$5,150,000	\$6,150,000								78.61
13054	0314-07-061	IH 20	FM 2552 to Bankhead Highway	Construct 0 to 4/6 westbound and eastbound frontage roads and U-turn bridges	August 2023	May 2029	2029	\$31,000,000 of Category 12 Strategic Priority funding awarded in the 2022 UTP	\$77,000,000	\$77,000,000	\$77,000,000			\$46,000,000	\$46,000,000			\$31,000,000	\$31,000,000		75.83
13061.1	0008-03-133	IH 20	FM 1187/FM 3325 to IH 20/IH 30 Split	Reconstruct 2 to 2 lane frontage roads, construct continuous shared use path, construct new ramps on IH 20 between FM 1187/FM 3325 and IH 30, lower IH 20 main lanes at FM 1187/FM 3325 & westbound IH 20, lower IH 30 main lanes	April 2023 (Actual) December 2022	May 2024 2023	2024 2023	Project is a breakout of TIP 13061/CSJ 0008-03-094; TxDOT requested Category 12 Strategic Priority funding through 2023 UTP, but the project was not proposed for Category 12 funds; Increased Category 2 funds to be offset by decrease on TIP 13027.2/CSJ 2374-05-093	\$30,000,000	\$77,000,000	\$77,000,000	\$0	\$25,000,000	\$30,000,000	\$52,000,000						79.21
21093.1	0008-03-131	IH 20	From FM 1187 to US 180	Reconstruct from 6 to 6 general purpose lanes and reconstruct and widen 4 continuous to 4/6 lane continuous frontage roads	May 2027	September 2034	2035	A part of the US 287 Category 2/STBG exchange approved by the RTC on October 2021; \$588,436 of STBG to remain on the project; Funding exchange will be completed in a future UTP	\$448,000,000	\$400,000,000	\$0	\$0	\$0								61.50
13062	1068-05-014	IH 30	IH 20/IH 30 Split to Tarrant/Parker County Line	Lower the mainlanes under Walsh Ranch Pkwy at IH 30	April 2023 (Actual) December 2022	May 2024 2023	2024 2023	Grouped project; TxDOT requested Category 12 Strategic Priority funding through 2023 UTP, but Category 4 funds used instead	\$17,000,000	\$48,000,000	\$48,000,000	\$8,500,000	\$26,500,000	\$8,500,000	\$21,500,000						78.99
Total Proposed Funding - Parker County																			\$208,750,000		

Amounts only include Cat 2, 4, 12 funds
Red text indicates changes since August 2022 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects FY2024 - FY2033																					
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033								MPO Project Score	
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed		
Tarrant County Projects													\$1,025,691,618	\$779,242,068	\$509,910,719	\$725,228,909	\$150,000,000	\$328,000,000	\$32,775,000	\$172,775,000	
21024	0718-02-076	FM 156	at Industrial Blvd	Construct intersection improvements including left and right turn lanes and sidewalks	May 2022 (Actual)	June 2025 2023	2025 2023	Part of the 2022 SE Connector Category 2/STBG exchange	\$3,364,563	\$3,364,563	\$3,364,563	\$3,364,563	\$3,364,563							88.97	
13019	0008-16-043	IH 20	At Chisholm Trail Parkway	Add northbound and southbound direct connect ramps	January 2025	September 2027	2028		\$31,085,095	\$31,085,095	\$31,085,095	\$31,085,095	\$31,085,095							63.16	
13027.1	2374-05-084	IH 20	Park Springs Blvd. to Dallas County Line	Reconstruct freeway from 8 to 10 lanes and 4/6/8 lane to 4/6/8 lane continuous frontage roads	June 2023	September 2034 August 2031	2035 2031	Split from IH 20 from US 287 to Park Springs Blvd; Funding previously moved to TIP 13027.2/CSJ 2374-05-093	\$365,000,000	\$365,000,000	\$0	\$0	\$0							76.01	
13027.2	2374-05-093	IH 20	Park Springs Blvd. to Dallas County Line	Reconstruct continuous eastbound & westbound frontage roads from 4/8 lane discontinuous to 4/8 lane continuous on IH 20 from Park Springs to Cooper; On eastbound IH 20 exit to Bardin (frtg rd) improve drainage due to commercial developments during storm events; Convert IH 20 eastbound ramps to Matlock, intersection improvements on Matlock & convert IH 20 westbound ramps to Great Southwest Parkway.	October 2023	September 2026	2027	\$50,000,000 of Category 2 funding previously offset by a reduction on TIP 13027.1/CSJ 2374-05-084; TxDOT requested Category 12 funding through 2024 UTP, but it is not being proposed for TTC approval; Project funding to be reduced in order to offset funding. Increase on TIP 13061.1/CSJ 0008-03-133	\$80,000,000	\$100,000,000	\$25,000,000	\$50,000,000	\$25,000,000					\$0	\$0	76.01	
55043.1	2374-05-094	IH 20	Little Road to Park Springs	Reconstruct and widen from 8 to 10 general purpose lanes, 4/6 discontinuous lanes to 4/8 continuous frontage road lanes; Add shared-use path and sidewalks	September 2020 (Actual)	September 2031	2032	Project is a breakout of TIP 55043/CSJ 2374-05-066; Part of the Southeast Connector project; Project was awarded \$100,000,000 of Category 12 funding through 2023 UTP	\$224,000,000	\$200,000,000	\$100,000,000				\$100,000,000	\$100,000,000			82.70		
13002	1068-01-230	IH 30	IH 820 to Chisholm Trail Parkway Cherry Lane to Green Oaks Blvd	Reconstruct from 6/8 to 8 main lanes; Reconstruct 2/8 lane discontinuous to 4/8 lane continuous frontage roads and 0 to 2 lane eastbound collector distributor lanes	January 2024	September 2027	2028	Category 2 funding moved to TIP 55045/CSJ 0008-13-206; Project will be re-funded in a future 10-Year Plan update; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but project was not proposed for funding by the TTC	\$130,000,000	\$350,000,000	\$0	\$0	\$0			\$0	\$0			73.24	
13003	1068-01-214	IH 30	SS 580 (East of Linkcrest Drive) to IH 820	Reconstruct and widen 4 to 6 main lanes; Reconstruct and widen 4 lane discontinuous frontage to 4/6 lane continuous frontage roads; Reconstruct SS 580 interchange and westbound exit ramp to Academy Blvd	July June 2022 (Actual)	July March 2024	2024	\$50,000,000 of Category 12 Texas Clear Lanes funding awarded in the 2022 UTP; \$35,000,000 of the Category 2 funding offset by decrease on SH 199 (TIP 13005/CSJ 0171-05-068)	\$140,000,000	\$245,000,000	\$245,000,000	\$0	\$60,000,000	\$90,000,000	\$135,000,000	\$50,000,000	\$50,000,000			79.63	
TBD	1068-02-072	IH 30	East of IH 35W to Cooper Street	Widen 6 to 8/10 general purpose lanes	January 2025	September 2032	2033	Project will be funded in a future 10-Year Plan Update	\$1,000,000,000	\$1,000,000,000	\$0	\$0	\$0							60.78	
13001	1068-02-147	IH 30	West of Cooper Street to Dallas County Line	Reconstruct and widen 6 to 8 general purpose lanes, convert 2 concurrent managed lanes to 2/3 concurrent managed lanes, and reconstruct existing 4/6 to 4/6 discontinuous frontage road lanes	December 2023 August 2022	September 2027	2028	TxDOT to build safety barriers into managed lane design	\$197,820,000	\$212,820,000	\$212,820,000	\$42,180,000	\$42,180,000	\$155,640,000	\$170,640,000					80.82	
TBD	0014-02-055	IH 35W	North of IH 20 to South of SH 174 South of Garden Acres to South of Alsbury Blvd	IH 35W at FM 1187 Interchange, Frontage roads, and Ramp Operational Improvements IH 20 Interchange operational improvements.	August 2023	September 2027	2028	TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but project was not being proposed for funding by the TTC; TxDOT requested Category 12 funding through 2024 UTP, but it is not being proposed for TTC approval	\$75,000,000	\$170,000,000	\$0				\$0	\$0	\$0	\$0	83.01		
13005.1	0008-14-132	IH 820	Navajo Trail/Cahoba Drive to Marine Creek Parkway	Relocate ramps, realign frontage roads, add bridges	February 2026	January 2028	2028	Project is a breakout of TIP 13005/CSJ 0171-05-068	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000							86.84	
13056	0008-05-029	Lancaster Avenue/ SH 180	IH 35W to Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	April 2026 January 2023	September 2026 2027	2028 2027	Overall project has a \$16.43 million commitment from City of Fort Worth; Additional Category 2 funding to be added to this project and TIP 13057/CSJ 0008-06-052 in a future 10-Year Plan Update as approved by the RTC in February 2023 as part of RAISE grant submittal package	\$42,500,000	\$112,500,000	\$37,500,000	\$37,500,000	\$37,500,000							80.42	
13057	0008-06-052	Lancaster Avenue/ SH 180	Tierney Road to IH 820	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	April 2026 January 2023	September 2026 2027	2028 2027	Split from TIP 13056; Overall project has a \$16.43 million commitment from City of Fort Worth; Additional Category 2 funds to be offset by decrease on SH 199 (TIP 13005/CSJ 0171-05-068); Additional Category 2 funding to be added to this project and TIP 13056/CSJ 0008-05-029 in a future 10-Year Plan Update as approved by the RTC in February 2023 as part of RAISE grant submittal package	\$17,500,000	\$37,500,000	\$37,500,000	\$12,500,000	\$37,500,000							79.36	
13064	0094-05-070	SH 183	At Pumphrey	Construct intersection improvements including turn lanes and new traffic signal	August 2024	January 2027	2027		\$20,025,600	\$21,000,000	\$10,000,000	\$10,000,000	\$10,000,000							61.51	
11251.2, 53104	0008-14-059 0364-01-054	SH 183/IH 820	SH 183 from East of IH 820/SH 121 Interchange to Reliance Parkway and IH 820 from East of IH 35W to West of IH 820/SH 121 Interchange	SH 183: Widen from 4 to 6 managed lanes; IH 820: Widen from 4 to 6 general purpose lanes	April 2023	November August 2023	2024 2023	Project to be funded by the private sector as part of the North Tarrant Express CDA; NTE Segments 1 and 2	\$162,000,000	\$162,000,000	\$0									72.81	
TBD	0094-02-136 0364-05-039	SH 183	Reliance Parkway to SH 161	Construct 6/8 to 8 general purpose lanes and 2/3 to 6 managed lanes	April 2023	August 2023	2023	Project to be funded by the private sector as part of the North Tarrant Express CDA	\$1,000,000,000	\$1,000,000,000	\$0									72.81	

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects FY2024 - FY2033																					
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033								MPO Project Score	
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed		
												\$1,025,691,618	\$779,242,068	\$509,910,719	\$725,228,909	\$150,000,000	\$328,000,000	\$32,775,000	\$172,775,000		
13005	0171-05-068	SH 199	North of Azle Ave to South of IH 820	Construct 0 to 4 main lanes (6 lane ultimate) and interchange at IH 820	February 2026	January 2028	2028	\$20,000,000 of Category 2 funds previously moved to CSJ 0008-14-132 (part of the SH 199 improvements); <u>Project funding to be reduced by \$110 million in order to offset funding increases on other projects (TIP 13057/CSJ 0008-06-052, TIP 13008/CSJ 2266-02-148, TIP 13003/CSJ 1068-01-214, and TIP 13063/CSJ 0014-15-078) due to lack of consensus between TxDOT and local governments on the project scope; Once scope has been agreed upon, funding will be re-programmed in future 10-Year Plan Updates; Remaining \$70 million to be removed and replaced with \$70 million of Category 12 funding as part of a proposed funding exchange to advance the IH 30 Canyon project in Dallas</u>	\$180,000,000	\$180,000,000	<u>\$70,000,000</u>	\$180,000,000	<u>\$0</u>					\$0	<u>\$70,000,000</u>	86.64	
13037	0171-05-094	SH 199	West Fork of Trinity River to Roberts Cutoff	Reconstruct and widen 4 to 6 lane divided urban	February 2024	June 2026	2026	Project also has Category 1 funding for any funding gap	\$73,943,201	\$68,661,515	\$68,661,515	\$68,661,515	\$68,661,515							78.28	
13008	2266-02-148	SH 360	North of E. Randol Mill Rd. to South of E. Randol Mill Rd.	Reconstruct 6 to 8 main lanes and railroad underpass and 4/8 lane to 4/8 lane continuous frontage roads	November 2017 (Actual)	December <u>2027</u> 2026	<u>2028</u> 2027	Project is split out from TIP 51346; <u>Category 2 funds to be increased by \$15,000,000 (offset by decrease on SH 199 [TIP 13005/CSJ 0171-05-068]), then all \$70,000,000 to be removed and replaced with \$70,000,000 of Category 12 funding as part of a proposed funding exchange to advance the IH 30 Canyon project in Dallas</u>	\$70,000,000	\$70,000,000	<u>\$70,000,000</u>	\$55,000,000	<u>\$0</u>				\$0	<u>\$70,000,000</u>	94.82		
13058	2266-02-150	SH 360	SH 183 to IH 30	Operational improvements	June 2024	September 2026	2027		\$103,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000							77.49	
14092	2266-02-159	SH 360	From Trinity River to Post and Paddock	Construct 0 to 2 lane southbound frontage road, bridge over Riverside Parkway, and new sidewalks	September 2025	January 2027	2027	Part of the US 287 Category 2/STBG exchange approved by the RTC in October 2021; Project also has \$102,097 of CMAQ	\$12,638,436	\$12,638,436	<u>\$12,638,436</u>	\$0	<u>\$12,638,436</u>							73.82	
55044.1	0172-06-105	US 287	Village Creek Road to Berry St.	Reconstruct 6 to 6 mainlanes plus auxiliary lanes with 4 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes; Add shared-use path and sidewalks	September 2020 (Actual)	September 2031	2032	Project is a breakout of TIP 55044/CSJ 0172-06-080; Project is part of the Southeast Connector project; TxDOT requested Category 12 Strategic Priority funding through 2023 UTP, but project is not being proposed for funding by the TTC; <u>Category 12 funding being proposed for TTC approval through 2024 UTP</u>	\$156,800,000	\$178,000,000	<u>\$178,000,000</u>					\$0	<u>\$178,000,000</u>	\$0	\$0	80.36	
13063	0014-15-078	US 81/US 287	South of North Tarrant Parkway to Avondale Haslet Road	Operational improvements including ramp modifications, 2/6 discontinuous to 4/8 lane continuous frontage roads, and sidewalks	<u>November 2023</u> August 2022	September 2026	2027	Project added to the 10-Year Plan via 2020 UTP; <u>Increased Category 2 funds offset by decrease on SH 199 [TIP 13005/CSJ 0171-05-068]</u>	\$122,280,000	\$174,280,000	<u>\$174,280,000</u>	\$61,600,000	<u>\$96,600,000</u>	\$42,680,000	<u>\$77,680,000</u>					81.86	
11572	0902-48-579	US 81/US 287	at FM 3479/Harmon Rd/North Tarrant Parkway	Construct North Tarrant Parkway over US 81 with turnaround on eastside; Construct Harmon Rd over US 81	<u>November 2023</u> August 2022	<u>May 2025</u> November 2023	<u>2025</u> 2024	Part of the 2022 SE Connector Category 2/STBG exchange; Project also includes \$1,653,702 of local funding; STBG funds on this project were exchanged for Category 2 funding in 2022 10-Year Plan Update (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066)	\$12,821,102	\$16,474,804	<u>\$14,821,102</u>	\$12,821,102	<u>\$14,821,102</u>							100.00	
<u>53029</u>	<u>0014-15-033</u>	<u>US 81</u>	<u>North of Harmon Road to North of IH 35W</u>	<u>Reconstruct 2 to 2 lane northbound frontage road</u>	<u>November 2023</u>	<u>May 2025</u>	<u>2025</u>	<u>Current Category 2 funding was approved prior to this 10-Year Planning effort; Project being added to the list because new Category 2 funding is being proposed; MPO Milestone Policy Project (letting deadline of end of FY2025); Project also has \$6,016,331 of STBG funding</u>	<u>N/A</u>	<u>\$8,558,000</u>	<u>\$2,541,669</u>	<u>\$1,541,669</u>	<u>\$2,541,669</u>							<u>TBD</u>	
<u>53030</u>	<u>0014-15-034</u>	<u>US 81</u>	<u>North of Harmon Road to North of IH 35W</u>	<u>Reconstruct 2 to 2 lane existing southbound frontage road</u>	<u>November 2023</u>	<u>May 2025</u>	<u>2025</u>	<u>Current Category 2 funding was approved prior to this 10-Year Planning effort; Project being added to the list because new Category 2 funding is being proposed; MPO Milestone Policy Project (letting deadline of end of FY2025); Project also has \$7,227,821 of STBG funding</u>	<u>N/A</u>	<u>\$10,066,000</u>	<u>\$2,838,179</u>	<u>\$1,538,179</u>	<u>\$2,838,179</u>							<u>TBD</u>	
<u>53031</u>	<u>0014-15-035</u>	<u>US 81</u>	<u>North of Harmon Road to North of IH 35W</u>	<u>Reconstruct northbound and southbound exit ramp to Harmon Road/North Tarrant Parkway and southbound entrance ramp from Harmon Road</u>	<u>November 2023</u>	<u>May 2025</u>	<u>2025</u>	<u>Current Category 2 funding was approved prior to this 10-Year Planning effort; Project being added to the list because new Category 2 funding is being proposed; MPO Milestone Policy Project (letting deadline of end of FY2025)</u>	<u>N/A</u>	<u>\$1,838,179</u>	<u>\$1,838,179</u>	<u>\$1,538,179</u>	<u>\$1,838,179</u>							<u>TBD</u>	
<u>53032</u>	<u>0014-15-036</u>	<u>US 81</u>	<u>North of FM 3479 to North of IH 35W Interchange</u>	<u>Construct auxiliary lane for northbound exit to North Tarrant Parkway; Auxiliary lane for southbound entrance from North Tarrant Pkwy</u>	<u>November 2023</u>	<u>May 2025</u>	<u>2025</u>	<u>Current funding is old Category 2 approved prior to this 10-Year Planning effort; Project being added to the list because new Category 2 funding is being proposed; MPO Milestone Policy Project (letting deadline of end of FY2025)</u>	<u>N/A</u>	<u>\$1,856,480</u>	<u>\$1,856,480</u>	<u>\$1,556,480</u>	<u>\$1,856,480</u>							<u>TBD</u>	
21019	0080-07-099	US 377	at RM 2871	Intersection improvements including construction of new dual left turn lanes and reconstruction of right turn lane on eastbound RM 2871, and traffic signal improvements to accommodate the additional turn lanes	April 2024	September 2024	2025	Part of the 2022 SE Connector Category 2/STBG exchange; Existing STBG funds on this project were exchanged for Category 2 funding (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066); Project also has Category 1 funds for any funding gap	\$5,200,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000							77.66	
Total Proposed Funding - Tarrant County																			\$1,344,745,218		

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects																							
FY2024 - FY2033																							
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033								MPO Project Score			
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed				
												\$1,025,691,618	\$779,242,068	\$509,910,719	\$725,228,909	\$150,000,000	\$328,000,000	\$32,775,000	\$172,775,000				
Wise County Projects																							
13004.3	0013-09-012	BU 81-D	CR 1160 - Realigned FM 1810 intersection to North of CR 2090	Realignment of BU 81-D at realigned intersection of US 81/287 and FM 1810/BU 81-D	September 2023	September 2027	2028	Split from TIP 13004/CSJ 2418-01-013	\$3,600,000	\$6,000,000	\$3,600,000	\$3,600,000	\$3,600,000	\$0	\$0						67.70		
13004.1	2418-01-013	FM 1810	West of CR 1170 to CR 1160 - Realigned BU 81D intersection	Realignment of FM 1810 and grade separation & retaining walls at realigned intersection at US 81/287 & BU 81D	September 2023	September 2027	2028		\$17,000,042	\$25,000,000	\$13,300,000	\$13,300,000	\$13,300,000	\$0	\$0						67.70		
13004.2	0013-07-083	US 81	North of CR 2195 to North of US 380	Construct mainlane grade separation at relocated FM 1810 and US 81D, with addition of ramps and 0 to 2 lane frontage roads	September 2023	September 2027	2028	Split from TIP 13004/CSJ 2418-01-013	\$32,700,000	\$42,700,000	\$16,700,000	\$16,700,000	\$16,700,000								68.44		
55302	0013-08-147	US 81	Northstar Parkway to Wise/Tarrant County Line	Reconstruct 4 to 4 lane freeway and grade separation; Construct/reconstruct/restripe 2 lane, 2 way discontinuous frontage roads to 2 lane, one-way continuous frontage roads in each direction	November 2023	December 2027	2028	New project proposed by TxDOT Fort Worth	N/A	\$40,000,000	\$40,000,000			\$0	\$40,000,000						TBD		
Total Proposed Funding - Wise County																			\$73,600,000				
Various County Projects																							
11619.1	0902-00-310	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2023	2024	Additional funds paying for a proposed expansion of this program; Includes \$2,905,000 of STBG; Project was awarded \$875,000 of Category 12 Strategic Priority funding via 2022 UTP	\$3,780,000	\$3,780,000	\$875,000							\$875,000	\$875,000	N/A			
11619.1	0902-00-311	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2024	2025	Additional funds paying for a proposed expansion of this program; Includes \$3,132,000 of STBG; Project was awarded \$900,000 of Category 12 Strategic Priority funding via 2022 UTP	\$4,032,000	\$4,032,000	\$900,000							\$900,000	\$900,000	N/A			
Total Proposed Funding - Various County																			\$1,775,000				
Total Category 2, 4, and 12 Funding											\$1,909,880,218	\$796,382,219	\$724,285,218	\$394,820,000	\$684,820,000	\$150,000,000	\$328,000,000	\$32,775,000	\$172,775,000				
Total Amount Remaining for Programming											\$95,365,759	\$229,309,399	\$54,956,850	\$115,090,719	\$40,408,909	\$0	\$0	\$0	\$0				
Total Allocation/Authorizations											\$2,005,245,977												
													Future Project Lettings (FY2024-FY2033)										
													Category 2		Category 4		Category 12						
2024-2033													\$724,285,218		\$684,820,000		\$500,775,000						
Total													\$724,285,218		\$684,820,000		\$500,775,000						

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Planned Projects FY 2024 - FY 2033																			
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2024 - FY 2033						MPO Project Score	
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Approved	Cat 12 Proposed		
																			\$55,278,246
Hunt County Projects																			
13052	2659-01-010	FM 1570	IH 30 to SH 66	Construct 2 lane to 4 lane divided with shoulders (HMAC pavement and RR crossing) North project	June 2025	September 2026	2027	Hunt County is doing environmental clearance	\$16,800,000	\$16,800,000	\$16,800,000	\$16,800,000	\$16,800,000					82.54	
13051	0692-01-020	FM 1570	SH 34 to IH 30	Widen 2 to 4 lane divided roadway (South Project)	June 2027	October 2027	2028		\$24,640,000	\$26,640,000	<u>\$26,640,000</u>	\$24,640,000	<u>\$26,640,000</u>					90.27	
13065	0009-13-174	IH 30	FM 2642 to FM 1570	Widen 4 to 6 lane freeway	March 2022 (Actual)	September 2026	2027	Project was awarded Category 12 funds via the 2020 UTP; <u>Additional Category 12 funding (but not the full request) being proposed for TTC approval</u>	\$44,800,000	\$191,077,618	<u>\$96,077,618</u>					\$40,000,000	<u>\$96,077,618</u>	62.27	
55224	0009-13-168	IH 30	East of FM 1565 to East of FM 36	Reconstruct overpass	March 2022 (Actual)	<u>October 2023</u> May 2023	<u>2024</u> 2023	Project was awarded Category 12 funds via 2018 UTP; Project was awarded an additional \$1,000,000 of Category 12 Strategic Priority funds in 2022 UTP; <u>Additional Category 12 funding being proposed for TTC approval</u>	\$37,824,526	\$71,660,123	<u>\$71,660,123</u>	\$11,824,526	<u>\$13,689,859</u>	\$0	<u>\$8,373,452</u>	\$26,000,000	<u>\$49,596,812</u>	77.26	
55225	0009-13-169	IH 30	East of CR 2511 to East of FM 1565	Reconstruct overpass	March 2022 (Actual)	<u>October 2023</u> May 2023	<u>2024</u> 2023	Project was awarded Category 12 funds via the 2018 UTP; Project was awarded an additional \$1,000,000 of Category 12 Strategic Priority funds in 2022 UTP; <u>Additional Category 12 funding being proposed for TTC approval</u>	\$27,323,788	\$52,931,546	<u>\$52,931,546</u>	\$1,323,788	<u>\$1,820,209</u>	\$0	<u>\$5,000,000</u>	\$26,000,000	<u>\$46,111,337</u>	76.40	
55226	0009-13-170	IH 30	West of CR 2511 to East of CR 2511	Construct new interchange	March 2022 (Actual)	<u>October 2023</u> May 2023	<u>2024</u> 2023	Project was awarded Category 12 funds via 2018 UTP; Project was awarded an additional \$1,200,000 of Category 12 Strategic Priority funds in 2022 UTP; <u>Additional Category 12 funding being proposed for TTC approval</u>	\$31,289,933	\$58,208,050	<u>\$58,208,050</u>	\$89,932	<u>\$111,778</u>	\$0	<u>\$5,000,000</u>	\$31,200,000	<u>\$53,096,272</u>	82.02	
<u>TBD</u>	<u>0009-13-194</u>	<u>IH 30</u>	<u>West of Monty Stratton to East of Division St</u>	<u>Widen 4 to 6 lane freeway</u>	<u>TBD</u>	<u>May 2028</u>	<u>2028</u>	<u>Propose to add project to the 10-Year Plan; Category 2 funding being proposed to permit TxDOT to begin buying right-of-way</u>	<u>N/A</u>	<u>\$224,000,000</u>	<u>\$1,000,000</u>	<u>\$0</u>	<u>\$1,000,000</u>					<u>69.84</u>	
<u>TBD</u>	<u>0009-13-195</u>	<u>IH 30</u>	<u>East of Division St to East of Lamar St</u>	<u>Widen 4 to 6 lane freeway</u>	<u>TBD</u>	<u>May 2028</u>	<u>2028</u>	<u>Propose to add project to the 10-Year Plan; Category 2 funding being proposed to permit TxDOT to begin buying right-of-way</u>	<u>N/A</u>	<u>\$168,000,000</u>	<u>\$1,000,000</u>	<u>\$0</u>	<u>\$1,000,000</u>					<u>68.32</u>	
<u>TBD</u>	<u>0009-13-196</u>	<u>IH 30</u>	<u>East of Lamar St to East of FM 513</u>	<u>Widen 4 to 6 lane freeway</u>	<u>TBD</u>	<u>May 2028</u>	<u>2028</u>	<u>Propose to add project to the 10-Year Plan; Category 2 funding being proposed to permit TxDOT to begin buying right-of-way</u>	<u>N/A</u>	<u>\$280,000,000</u>	<u>\$1,000,000</u>	<u>\$0</u>	<u>\$1,000,000</u>					<u>65.90</u>	
13053.2	0083-11-026	SH 24/ SH 11	Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements	September 2019 (Actual)	<u>August 2026</u> March 2023	<u>2026</u> 2023	Breakout project for control section break (offset by reduction on TIP 13053/CSJ 0768-01-057); Project also has Category 1 funds to cover any funding gap	\$600,000	\$624,000	\$600,000	\$600,000	\$600,000					65.49	
												Total Proposed Funding - Hunt County						\$325,917,337	
Total Category 2, 4, and 12 Funding												\$325,917,337	\$55,278,246	\$62,661,846	\$0	\$18,373,452	\$123,200,000	\$244,882,039	
Total Amount Remaining for Programming												\$0	\$0	\$0	\$0	\$0	\$0		
Total Allocation/Authorizations												\$325,917,337							

Future Project Lettings (FY 2024-FY 2033)			
	Category 2	Category 4	Category 12
2024-2033	\$62,661,846	\$18,373,452	\$244,882,039
Total	\$62,661,846	\$18,373,452	\$244,882,039

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects FY2017 - FY2023														
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	FY2017 - FY2023			
											Category 2 DAL	Category 4 DAL	Category 12 Clear Lanes DAL	Category 12 Strategic Priority DAL
Collin County Projects														
14071	1392-01-044	FM 1378	FM 3286 to South of FM 3286	Construct intersection improvements (sidewalks and turn lanes)	February 2020 (Actual)	May 2023 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG trade; Project also has \$3,240,615 <u>\$2,075,000</u> of CMAQ funding; <u>Project low bid is for this project and TIP 14071.2/CSJ 3476-02-013</u>	\$13,639,341	\$1,710,685	\$1,710,685			
54005	2351-01-017	FM 2478	FM 1461 to US 380	Widen 2 lane rural highway to 4 lane divided; Realign intersection at FM 1461; 6 lane ultimate	September 2017 (Actual)	September 2020 (Actual)	2021	Project also has \$97,983 of local funding	\$24,834,021	\$34,793,244	\$34,793,244			
54005.1	2351-02-014	FM 2478	FM 1461 to North of FM 1461	Widen 2 lane rural highway to 4 lane divided; 6 lane ultimate; Realign intersection of FM 1461	September 2017 (Actual)	September 2020 (Actual)	2021	Project split out from TIP 54005/CSJ 2351-01-017	\$3,219,051	\$3,985,550	\$3,985,550			
20083	2679-02-008	FM 2514	FM 2551 to West of FM 1378	Widen 2 lane rural to 4 lane (Ultimate 6 lane) urban roadway including new pedestrian improvements and left/right turn lanes	May 2014 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with \$3,415,689 RTR and \$1,202,000 CMAQ; Project completed in April 2021	\$16,867,792	\$13,600,000	\$13,600,000			
55037	2679-03-016	FM 2514	North of Drain Drive to Brown Street	Widen facility from 2 lane to 4/6 lane urban divided	February 2019 (Actual)	July 2022 (Actual)	2022		\$33,641,069	\$24,107,754	\$24,107,754			
55038	2679-03-015	FM 2514	East of Lavon Parkway to North of Drain Drive	Widen facility from 2 lane to 4 lane urban divided (ultimate 6 lane divided)	February 2019 (Actual)	July 2022 (Actual)	2022		\$16,744,842	\$11,360,404	\$11,360,404			
83209	2056-01-042	FM 2551	FM 2514 to FM 2170	Reconstruct and widen 2 lane rural to 6 lane urban divided	November 2010 (Actual)	April <u>November 2023 (Actual)</u>	2023 <u>2024</u>	Project also has Category <u>11</u> funding for potential cost overruns to cover funding gap; <u>Additional Category 2 funding proposed to cover cost overrun at letting</u>	\$46,333,942	\$45,570,230	\$44,570,571 <u>\$45,570,230</u>			
14071.2	3476-02-013	FM 3286	FM 1378 to East of FM 1378	Construct intersection improvements (sidewalks and turn lanes)	February 2020 (Actual)	May 2023 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG trade; Project also has \$2,644,322 <u>\$930,000</u> of CMAQ funding; <u>Project low bid is for this project and TIP 14071/CSJ 1392-01-044</u>	\$13,639,341	\$1,820,000	\$1,820,000			
35004	0816-04-101	FM 455	US 75 to CR 286	Reconstruct and widen 2 lane rural to 4 lane divided	November 2017 (Actual)	December 2015 (Actual)	2016	Funds are Proposition 1 - Category 4; Project completed in August 2020	\$2,746,785	\$2,746,785		\$2,746,785		
13055	0047-04-031	SH 5	SH 121 to North of Collin County Outer Loop	Reconstruct and widen 2 lane rural to 4 lane urban roadway	September 2018 (Actual)	December <u>November 2022 (Actual)</u>	2023	<u>Additional Category 4 funding proposed to cover cost overrun at letting</u>	\$39,271,527	\$38,899,990		\$31,699,658 <u>\$38,899,990</u>		
13015	0549-03-024	SH 121	Collin County Outer Loop to North of FM 455	Reconstruct and widen from 2 lane to 4 lane rural divided; Construct 0 to 4 lane discontinuous access road and FM 455 interchange	January 2018 (Actual)	October 2020 (Actual)	2021		\$38,917,859	\$54,174,694		\$54,174,694		
55073	0451-03-013	SH 205	North of John King to SH 78	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	April 2018 (Actual)	July 2022 (Actual)	2022		\$31,480,213	\$38,783,754	\$38,783,754			
13025	0047-14-084	US 75	North of FM 455 to CR 370	Construct interchange	June 2012 (Actual)	June 2018 (Actual)	2018	Project completed in April 2020	\$19,863,387	\$19,863,387	\$19,863,387			
13044	0047-06-161	US 75	At Ridgeview Drive	Reconstruct interchange	June 2019 (Actual)	June 2022 (Actual)	2022	Project also has \$2,500,000 of Category 1 funding and \$8,945,594 of STBG funding	\$43,578,574	\$26,155,102	\$26,155,102			
Total Approved Funding - Collin County													\$317,571,579	

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2023

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	FY2017 - FY2023				
											Category 2 DAL	Category 4 DAL	Category 12 Clear Lanes DAL	Category 12 Strategic Priority DAL	
Dallas County Projects															
55240	2374-04-085	IH 20	West of Cockrell Hill Road to Hampton Road	Construct 0 to 4 lane frontage road	July 2019 (Actual)	December 2021 (Actual)	2022	Commitment to Red Bird Mall area	\$79,838,372	\$80,581,578	\$80,581,578				
52527	1068-04-119	IH 30	SH 161 to NW 7th Street	Construct 0 to 4 lane frontage roads	December 2016 (Actual)	June 2018 (Actual)	2018	Category 1 funds to be used for change orders; Project completed in August 2022	\$24,549,664	\$24,549,664		\$24,549,664			
54033	1068-04-149	IH 30	NW 7th Street to Belt Line Road	Construct 0 to 2/3 lane westbound frontage road and ramp modifications	December 2016 (Actual)	June 2018 (Actual)	2018	Category 11 funds used to fund the remainder of the project; Project completed in August 2022	\$13,291,213	\$11,000,000		\$11,000,000			
55169	0009-11-241	IH 30	Bass Pro Drive to Dalrock Road	Construct 0 to 6 lane frontage roads, Bayside bridge, and ramp modifications; Reconstruct Dalrock interchange	September 2018 (Actual)	March 2021 (Actual)	2021	Project was awarded Category 4 funds via the 2019 UTP; Project also has \$15,000,000 of Category 1 funding for potential cost overruns	\$120,678,632	\$120,574,879		\$120,574,879			
55179	0009-11-238	IH 30	Bass Pro Drive in Garland to Dalrock Road	Widen to add shoulder	March 2019 (Actual)	March 2021 (Actual)	2021	Project was awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has \$3,500,000 of Category 1 funding for potential cost overruns	\$13,601,005	\$30,182,264	\$7,827,157		\$22,355,107		
13012.2	0196-03-274	IH 35E	IH 635 to Denton County Line	Reconstruct and widen 6 to 8 general purpose lanes and reconstruct existing 2/8 discontinuous frontage roads to 2/8 discontinuous frontage roads	March 2013 (Actual)	August 2021 (Actual)	2021	Design-build project; Project was awarded \$229,655,586 of Category 12 Clear Lanes funding and \$182,098,750 of Design-Build funds by the TTC	\$614,317,018	\$432,218,268	\$202,562,682		\$229,655,586		
13012.3	0196-03-282	IH 35E	IH 635 to Denton County Line	Reconstruct existing 2 managed lanes to 2 managed lanes	March 2013 (Actual)	August 2021 (Actual)	2021	Project split out from TIP 13012.2/CSJ 0196-03-274; Category 2 funds are offset by a reduction in funding on TIP 13012.2/CSJ 0196-03-274; Project was awarded \$14,470,000 of Design-Build funds for the remainder of the project	\$93,951,732	\$79,481,732	\$79,481,732				
55067	0092-14-088	IH 45	Lenway St. to Good Latimer	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual)	December 2019 (Actual)	2020		\$30,136,042	\$30,136,042	\$30,136,042				
55249	0092-02-130	IH 45	At SL 9	Reconstruct existing 2 to 2 lane southbound frontage road and ramp modifications	November 2017 (Actual)	July 2021 (Actual)	2021	Project added to the 10-Year Plan via 2020 UTP; Funding offset by reduction in funding on TIP 55094/CSJ 0442-02-159; Project also has \$395,464 of Category 1 funding	\$4,228,798	\$3,667,581		\$3,667,581			
54111	2374-01-171	IH 635	At Skillman/Audelia	Interchange improvements	June 2015 (Actual)	August 2019 (Actual)	2019	Project has Category 12 funds from the MPO Revolver Swap; \$7,202,000 of Design-Build funding to offset reduction in Category 2 funding	\$57,972,000	\$50,770,000	\$46,393,000			\$4,377,000	
55060.1	2374-01-137	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Project also has \$63,193,281 of Design-build funding	\$246,941,214	\$183,747,933	\$30,500,000	\$132,848,147	\$20,399,786		
55060.2	2374-01-191	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Project split out from TIP 55060.1/CSJ 2374-01-137; Project also has \$6,513,375 of Design-build funding	\$49,935,875	\$43,422,500	\$43,422,500				

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2023

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	FY2017 - FY2023			
											Category 2 DAL	Category 4 DAL	Category 12 Clear Lanes DAL	Category 12 Strategic Priority DAL
55075.1	2374-02-053	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$25,000,000 CMAQ, \$92,752,017 STBG, and \$7,014,863 Category 11; Project also has \$122,653,801 of Design-Build funding	\$408,845,681	\$161,425,000	\$8,430,000	\$42,151,853	\$110,843,147	
55075.2	2374-02-152	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$7,142,858 STBG; Project split out from TIP 55075.1/CSJ 2374-02-053; Project also has \$26,139,846 of Design-build funding	\$200,405,486	\$167,122,782	\$167,122,782			
55075.3	2374-02-153	IH 635 (E)	At IH 30	Reconstruct interchange	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$25,000,000 STBG; Project split out from TIP 55075.1/CSJ 2374-02-053; Project also has \$83,400,711 of Design-build funding	\$303,694,615	\$195,293,904	\$195,293,904			
55165.1	2374-01-183	IH 635 (E)	East of US 75 to Miller Road	Widen 8 to 10 general purpose lanes and reconstruct existing 4/8 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Project also has \$125,710,231 of Design-build funds	\$432,206,098	\$306,495,867			\$306,495,867	
55165.2	2374-01-190	IH 635 (E)	East of US 75 to Miller Road	Reconstruct existing 2 to 2 managed lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Project split out from TIP 55165.1/CSJ 2374-01-183; Project also has \$8,509,875 of Design-build funding	\$65,242,375	\$56,732,500	\$56,732,500			
54069	2964-01-048	SH 161	South of SH 183 to North of Belt Line Road	Widen and reconstruct 4 (6 lanes during peak period) to 8 general purpose lanes	January 2018 (Actual)	June 2018 (Actual)	2018	Category 1 funds to be used for any change orders; Project completed in April 2021	\$20,927,948	\$20,927,948		\$20,927,948		
55065	0092-01-059	SH 310/ SM Wright Interchange	Pennsylvania Avenue to North of Al Lipscomb Way	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual)	December 2019 (Actual)	2020	Related to TIP 55067/CSJ 0092-14-088 and TIP 20062/CSJ 0092-01-052	\$11,916,518	\$11,916,518	\$11,916,518			
35000	0430-01-057	SH 352	North of Kearney Street to US 80 EB Frontage Road	Reconstruct 4 lane undivided rural to 4 lane divided urban roadway with intersection and sidewalk improvements	December 2016 (Actual)	March 2020 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with \$701,700 CMAQ and \$1,070,725 Category 11; Category 12 funds are part of MPO Revolver Swap; Category 11 funding to cover cost overruns; <u>Project completed in August 2022</u>	\$11,599,215	\$9,915,000	\$7,900,000			\$2,015,000
13032	0009-02-067	SH 78	At Gaston Ave	Reconfigure intersection with sidewalk improvements	December 2018 (Actual)	May 2021 (Actual)	2021	August 2017 RTC Proposition 1 Adjustment; Remainder of project funded with \$4,500,000 of CMAQ funds	\$6,336,367	\$1,000,000	\$1,000,000			
11527	0581-02-124	SL 12	At SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	May 2020 (Actual)	2020	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP; Project also has \$2,000,000 of Category 1 funding for potential cost overruns	\$194,356,319	\$210,000,000			\$210,000,000	
54119.1	2964-10-008	SL 9	IH 35E to Dallas/Ellis County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July 2021 (Actual)	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$432,000 of CMAQ funding, \$3,788,000 of RTR funding, and \$3,589,488 of STBG funding; Category 2 funding removed and replaced with STBG funding as part of a funding exchange to reduce the region's STBG carryover balance	\$24,307,399	\$0	\$0			

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2023

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	FY2017 - FY2023			
											Category 2 DAL	Category 4 DAL	Category 12 Clear Lanes DAL	Category 12 Strategic Priority DAL
54119.2	2964-10-009	SL 9	Ellis/Dallas County Line to IH 45	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July 2021 (Actual)	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$408,000 of CMAQ funding and \$13,722,970 of STBG funding; Category 2 funding removed and replaced with STBG funding as part of a funding exchange to reduce the region's STBG carryover balance	\$54,463,351	\$0	\$0			
53003	0094-03-060	SS 482	At SH 114 and SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	May 2020 (Actual)	2020	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP	\$91,202,288	\$210,000,000			\$210,000,000	
55120	0197-02-124	US 175	East of East Malloy Bridge Rd. to Kaufman County Line	Ramp modifications, mill and inlay existing frontage roads	July 2020 (Actual)	October 2020 (Actual)	2021		\$907,339	\$2,163,200	\$2,163,200			
Total Approved Funding - Dallas County														
\$2,443,325,160														
Denton County Projects														
83255	0816-02-072	FM 455	West of FM 2450 to East of Marion Road	Reconstruct and widen 2 lane rural highway to 4 lane divided urban	February 2018 (Actual)	July 2022 (Actual)	2022	Project also has \$5,000,000 of Category 1 funding for potential cost overruns	\$70,480,395	\$44,660,582	\$44,660,582			
55177	0353-09-002	SH 114	West of US 377 to East of US 377	Construct 0 to 6 lane grade separation over US 377	November 2018 (Actual)	June 2021 (Actual)	2021		\$32,367,838	\$32,367,839	\$26,109,253	\$26,109,253 \$6,258,586		
51060	0353-02-053	BS 114K	At UP RR Underpass in Roanoke DOT No 795 342V	Replace railroad underpass and improve BS 114-K drainage	August 2015 (Actual)	November 2019 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,000,000 of bridge funds and \$552,921 of CMAQ	\$11,088,528	\$7,500,000	\$7,500,000			
55250	0195-02-076	IH 35	At FM 455	Reconstruct and widen 4 to 6 mainlanes and reconstruct existing 4 to 4 lane frontage roads	October 2019 (Actual)	July 2022 (Actual)	2022	Project awarded Category 12 Strategic Priority funding via the 2020 UTP; <u>Project also has \$13,045,742 of Category 1 funding</u>	\$40,791,605	\$27,745,863		\$883,567		\$26,862,296
13033.1	0196-02-128	IH 35E	At FM 1171/Main Street	Reconstruct grade separation and existing 4 to 4 lane continuous frontage roads	March 2013 (Actual)	January 2023 (Actual)	2023	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Denton Priority Project #3; <u>Additional Category 2 funding proposed to cover cost overrun at letting; Project also has \$18,815,274 of STBG funds and \$2,549,146 of local contribution</u>	\$105,457,045	\$85,852,625	\$62,438,273 \$85,852,625			
20118	0081-04-025	US 377	IH 35E to South of FM 1830	Widen 2 lane to 6 lane urban divided section with sidewalk improvements	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$9,237,129 2MP1, \$12,465,854 4P1, & \$2,901,189 CMAQ; Project completed in May 2021	\$18,441,508	\$1,098,811	\$1,098,811			
20120	0081-03-048	US 377	Henrietta Creek Rd. to North of BS 114K	Reconstruct and widen 2/4 to 4 lane divided urban	August 2015 (Actual)	November 2019 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$2,847,689 of Category 1 & \$1,922,275 of CMAQ	\$18,803,011	\$13,444,113	\$13,444,113			

Amounts only include Category 2, 4, 12 funding.
Red text and strikethroughs indicate changes since August 2022 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2023

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	FY2017 - FY2023			
											Category 2 DAL	Category 4 DAL	Category 12 Clear Lanes DAL	Category 12 Strategic Priority DAL
20215	0081-04-035	US 377	At UP RR Overpass (0.4 miles South of IH 35E)	Replace with 6 lane overpass (2 to 6 Lanes)	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$2,269,248 2MP1, \$4,019,642 of 4P1, and \$4,690,906 of Category 1 funds; Project completed in May 2021	\$10,207,204	\$1,500,000	\$1,500,000			
55104	0135-10-057	US 377/380	SL 288 to US 377/US 380 Intersection	Add raised median with left turn lanes, add right turn lanes and re-stripe for shared use	June 2018 (Actual)	June 2020 (Actual)	2020	Also has \$95,000 local and \$665,000 CMAQ; Local funding is the money required to pay for additional bicycle/pedestrian scope items that TxDOT will not fund	\$20,616,737	\$17,839,014	\$17,839,014			
20096	0135-10-050	US 380	US 377 to West of CR 26 (Collin County Line)	Widen 4 to 6 lanes divided urban with new grade separations at FM 423, FM 720, Navo Rd., Teel Pkwy, and Legacy Drive with sidewalk improvements	June 2018 (Actual)	July 2021 (Actual)	2021	Construction also funded with \$56,200,000 CMAQ and \$22,277,120 STBG	\$132,896,797	\$62,367,423	\$62,367,423			
55235	0353-02-037	SH 114	East of IH 35W to BUS 114K	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads	August 2020 (Actual)	April 2023 (Actual) August 2028	2023 2028	Part of the Loop 9 Category 2/STBG trade approved by the RTC in October 2021; <u>Additional Category 2 funding proposed to cover cost overrun at letting; Project low bid is for this project and TIP 55260/CSJ 0353-09-003</u>	\$95,531,732	\$67,292,321	\$67,292,321 \$64,977,102			
55260	0353-09-003	SH 114	BUS 114K to West of US 377	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads	August 2020 (Actual)	April 2023 (Actual) August 2025	2023 2025	<u>Additional Category 2 funding proposed to cover cost overrun at letting; Project low bidis for this project and TIP 55235/CSJ 0353-02-037</u>	\$95,531,732	\$28,239,411	\$28,239,411 \$26,284,562			
Total Approved Funding - Denton County														
Ellis County Projects														
11751	1051-01-037	FM 664	(On Ovilla Road) from Westmoreland Road to IH 35E	Widen 2 lanes to 6 lanes urban divided including intersection improvements along Ovilla Road/FM 664 with sidewalk improvements	June 2015 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,433,608 CMAQ & \$15,173,331 STBG; Leaving funds in for change orders; Project completed in June 2021	\$28,247,127	\$17,100,000	\$17,100,000			
13042	0048-04-094	IH 35E	At FM 387 (Butcher Road)	Reconstruct interchange; Reconstruct and widen 4 to 4/6 lane frontage roads	June 2019 (Actual)	January 2022 (Actual)	2022	Funding from TIP 55092/CSJ 0048-04-090	\$45,984,067	\$42,000,000		\$42,000,000		
54119.3	2964-12-001	SL 9	From IH 35E to Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July 2021 (Actual)	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$734,000 of CMAQ funding and \$1,500,000 of Category 1 funding; Category 2 funding removed and replaced with STBG funding as part of a funding exchange to reduce the region's STBG carryover balance	\$4,690,541	\$0	\$0			

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2023

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	FY2017 - FY2023			
											Category 2 DAL	Category 4 DAL	Category 12 Clear Lanes DAL	Category 12 Strategic Priority DAL
54119.4	2964-12-002	SL 9	Dallas/Ellis County Line to Ellis/Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July 2021 (Actual)	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$96,000 of CMAQ funding and \$1,500,000 of Category 1 funding; Category 2 funding removed and replaced with STBG funding as part of a funding exchange to reduce the region's STBG carryover balance	\$5,034,801	\$0	\$0			
35001	0172-05-115	US 287	At Walnut Grove Road	Construct interchange	April 2017 (Actual)	April 2019 (Actual)	2019	Project also has \$976,621 of Category 11 funding; Project completed in December 2021	\$27,616,577	\$26,700,000		\$26,700,000		
Total Approved Funding - Ellis County														\$85,800,000
Kaufman County Projects														
83284	0751-05-001	FM 148	South of FM 3039 to US 175	Realign existing 2 lane rural undivided roadway to 2 lane rural undivided roadway	June 2019 (Actual)	June 2023 September 2026	2023 2027	Includes \$5,000,000 of Kaufman County funding	\$10,014,472	\$5,014,472	\$5,014,472			
TBD	0095-03-085	FM 460	at US 80	Replace bridge and approaches	April 2020 (Actual)	June 2022 (Actual)	2022	Project awarded INFRA grant funding; Category 4 funding was committed as well as part of grant application; Project also has \$1,882,263 of Category 6 funding and \$3,944,904 of Category 10 funding	\$6,723,349	\$6,443,588		\$6,443,588		
53086	0095-03-080	US 80	Lawson Rd. (Dallas/Kaufman C/L) to FM 460	Reconstruct and widen 4 to 6 mainlanes and reconstruct and widen 2/4 lane discontinuous frontage roads to 4/6 lane continuous frontage roads	April 2020 (Actual)	June 2022 (Actual)	2022	Project also has \$1,000,000 of Category 11 funding	\$112,819,452	\$133,000,000		\$133,000,000		
51460	0197-03-054	US 175	FM 148 to CR 4106 in Crandall	Construct new 2 lane frontage roads; Convert existing frontage road from 2 lane, 2-way to 2 lane, 1-way frontage road and ramp modifications	February 2019 (Actual)	October 2020 (Actual)	2021		\$12,972,961	\$12,925,618	\$12,925,618			
55134	0197-03-074	US 175	Dallas County Line to West of FM 1389	Ramp modifications, mill and inlay existing frontage roads	July 2020 (Actual)	October 2020 (Actual)	2021	Project also has \$1,000,000 of Category 1 funding for potential cost overruns; Project completed in December 2021	\$1,238,789	\$2,163,200	\$2,163,200			
13077	0197-03-078	US 175	West of FM 148 Bypass to East of FM 148 Bypass	Construct new interchange at FM 148	April 2020 (Actual)	June 2023 September 2026	2023 2027	Project also has \$4,000,000 of Category 11 funding	\$28,763,522	\$28,763,522	\$28,763,522			
Total Approved Funding - Kaufman County														\$188,310,400
Rockwall County Projects														
83222	1015-01-023	FM 3549	IH 30 to North of SH 66	Widen from 2 lane rural to 4 lane urban divided section with sidewalk improvements	March 2016 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$859,000 of CMAQ & \$733,798 Category 11; Project was completed in August 2021	\$9,250,063	\$8,325,063	\$8,325,063			

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2023

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	FY2017 - FY2023			
											Category 2 DAL	Category 4 DAL	Category 12 Clear Lanes DAL	Category 12 Strategic Priority DAL
13036	0009-12-219	IH 30	SH 205 to West of FM 2642 (Hunt County Line)	Reconstruct & widen 4 to 6 main lanes; Reconstruct & widen 4 to 4/6 lane continuous frontage roads; Construct new & reconstruct existing interchanges; Ramp modifications; Pedestrian improvements	March 2019 (Actual)	November 2022 <u>June 2023</u>	2023	Project awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has \$50,000,000 of CMAQ funds	\$304,603,782	\$254,603,781	\$76,783,395		\$177,820,386	
55195	0009-12-220	IH 30	Dalrock Road to East of Horizon Road	Construct 0/4 to 4/6 lane frontage roads; Reconstruct Horizon Road interchange and ramp modifications	March 2019 (Actual)	October 2022 (Actual)	2023	Split from TIP 13036/CSJ 0009-12-219; Project awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has Category 1 funds for any funding gap; <u>Additional Category 4 and 12 funding proposed to cover cost overrun at letting; Project low bid is for this project and TIP 55221/CSJ 0009-12-215</u>	\$312,522,588	\$199,292,314		\$32,000,000 <u>\$32,045,599</u>	\$146,424,272 <u>\$167,246,715</u>	
55221	0009-12-215	IH 30	Dalrock Road to SH 205	Add shoulder; Reconstruct and widen 6 to 8 mainlanes; Reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads; Ramp modifications and interchange at FM 740	March 2019 (Actual)	October 2022 (Actual)	2023	Project awarded Category 12 Clear Lanes funding via the 2020 UTP; <u>Additional Category 2 and 12 funding proposed to cover cost overrun at letting; Project low bid is for this project and TIP 55195/CSJ 0009-12-220</u>	\$312,522,588	\$113,230,273	\$55,202,686 <u>\$66,992,876</u>		\$38,100,000 <u>\$46,237,397</u>	
55222	0009-12-221	IH 30	Dalrock Road (Rockwall County Line) to East of Dalrock Road	Transition from Dalrock Interchange including reconstruction of existing 4 to 4 lane frontage roads and ramps	September 2018 (Actual)	March 2021 (Actual)	2021	Project split out from TIP 55169/CSJ 0009-11-241; Project was awarded Category 4 funds via the 2019 UTP; Project also has \$1,000,000 of Category 1 funding for potential cost overruns	\$8,124,858	\$7,000,000		\$7,000,000		
2998	1290-02-017	SH 276	SH 205 to FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18; Project also has \$1,658,000 of CMAQ and \$699,442 of Category 1; Project was completed in February 2021	\$16,957,442	\$14,900,000	\$14,900,000			
55096	1290-03-027	SH 276	FM 549 to East of FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Category 1 funds will be used to cover overruns; Project was completed in February 2021	\$719,165	\$719,165	\$719,165			
Total Approved Funding - Rockwall County														\$598,070,596
Various County Projects														
11618.2	0918-00-341	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2022 <u>February 2023 (Actual)</u>	2023	Additional funds paying for a proposed expansion of this program; Includes \$4,387,500 of STBG; Project was awarded \$1,696,500 of Category 12 Strategic Priority funds in the 2022 UTP	\$6,084,000	\$1,696,500				\$1,696,500
Total Approved Funding - Various County														\$1,696,500
Total Category 2, 4, and 12 Funding									\$4,870,813,643	\$4,024,682,237	\$1,782,804,569	\$705,872,881	\$1,501,053,991	\$34,950,796

Project Lettings			
	Category 2	Category 4	Category 12
2016	\$0	\$2,746,785	\$0
2018	\$77,106,426	\$56,477,612	\$0
2019	\$547,894,686	\$201,700,000	\$442,115,800
2020	\$88,735,687	\$0	\$422,015,000
2021	\$435,379,059	\$191,675,740	\$252,010,693
2022	\$225,649,174	\$182,327,155	\$26,862,296
2023	\$408,039,537	\$70,945,589	\$393,000,998
Total	\$1,782,804,569	\$705,872,881	\$1,536,004,787

Amounts only include Category 2, 4, 12 funding.
Red text and strikethroughs indicate changes since August 2022 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2023

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	FY2017 - FY2023					
											Category 2 FTW	Category 4 FTW	Cat 12 Clear Lanes FTW	Cat 12 Strategic Priority FTW		
Denton County Projects																
54068	3559-01-004	SH 170	Denton County Line to SH 114 Interchange	Restripe 2 to 4 main lanes and ramp modifications	May 2020 (Actual)	June 2020 (Actual)	2020	Project is a breakout of TIP 54088/CSJ 3559-02-007; Implemented by TxDOT Fort Worth District	\$1,000,000	\$1,000,000					\$1,000,000	
Total Funding - Denton County																\$1,000,000
Hood County Projects																
54114	0080-11-001	US 377	Johnson/Hood County Line to South of SH 171	Construct 0 to 4 lane divided roadway with interchange at US 377 and BU 377; Grade separation at FWWR and SH 171	September 2017 (Actual)	August 2018 (Actual)	2018	Category 2 funds for this project have been exchanged for Category 7 due to increased cash flow capacity at the federal level; Project also has \$11,800,000 in local funding from Hood County	\$46,969,449	\$0	\$0					
Total Funding - Hood County																\$0
Johnson County Projects																
13060	0172-10-013	US 287	Tarrant County Line to Lone Star Road/FM 157	Construct freeway auxiliary lanes, new 0 to 2 lane frontage roads, ramps, Texas U-turn at Lone Star Bridge and widen from 2 to 3 lanes, Lone Star Road widen 2 to 3 lanes, shared use path, intersection improvements at US 287 and Lone Star Road/FM 157, retaining wall, drainage structure, sidewalks and signals	August 2021 (Actual)	August 2021 (Actual)	2021	Project added to the 10-Year Plan via 2020 UTP; Category 2 funding previously removed and replaced with STBG funding to help reduce regional carryover balance	\$17,554,206	\$0	\$0					
54125	0080-12-001	US 377	North of SH 171 to Johnson/Hood County Line	Construct 0 to 4 lane divided roadway with an interchange at US 377 and BU 377	September 2017 (Actual)	August 2018 (Actual)	2018	Project split out from TIP 54114/CSJ 0080-11-001 in Hood County; Project also has \$10,750,000 of Category 12 (425) funds	\$13,744,381	\$3,950,000	\$3,950,000					
Total Funding - Johnson County																\$3,950,000
Parker County Projects																
14012	0313-02-057	FM 51	North of Cottondale Road to Texas Drive	Widen 2 lane roadway to 3 lanes urban; intersection improvements including turn lanes and new signal improvements	March 2019 (Actual)	May 2019 (Actual)	2019	Flooding issue; Project also has \$3,650,000 of Category 5 and \$900,000 of Category 7 funds; Cost overruns being covered with Category 1 funds	\$21,057,907	\$12,000,000	\$12,000,000					
14012.1	0171-03-070	SH 199	North of Ash Street to North of Old Springtown Road	Reconstruct roadway and intersection improvements	March 2019 (Actual)	May 2019 (Actual)	2019	Project split out from TIP 14012/CSJ 0313-02-057; Grouped project; Fully funded with Category 1 funds	\$2,303,163	\$0	\$0					
13061	0008-03-094	IH 20	IH 20/IH 30 Split to Tarrant/Parker County Line	Construct interchange at Walsh Ranch Parkway including auxiliary lanes	February 2023 (Actual) December 2022	May 2023 (Actual)	2023	Project split out from CSJ 1068-05-014; \$9,000,000 of Category 4 funds previously moved to TIP 13061.2/CSJ 0008-16-044; Project also has Category 1 funds for any funding gap; Project low bid is for this project and TIP 13061.2/CSJ 0008-16-044; Additional Category 4 funding proposed to cover cost overrun at letting	\$54,398,492	\$28,293,108		\$28,293,108 \$20,000,000				
Total Funding - Parker County																\$40,293,108

Amounts only include Category 2, 4, 12 funding.
Red text and strikethroughs indicate changes since August 2022 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2023

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	FY2017 - FY2023				
											Category 2 FTW	Category 4 FTW	Cat 12 Clear Lanes FTW	Cat 12 Strategic Priority FTW	
Tarrant County Projects															
11244.1	0718-02-045	FM 156	US 81/287 to Watauga Road (McElroy)	Reconstruct and widen 2 lane to 4 lane divided	July 2018 (Actual)	August 2018 (Actual)	2018	Category 2 funds for this project were exchanged for Category 7 due to increased cash flow capacity at the federal level; Project already had \$13,109,245 of Category 7 before this change; TxDOT wants to keep remainder for potential change orders	\$48,600,000	\$0	\$0				
13061.2	0008-16-044	IH 20	Tarrant/Parker County Line to Markum Ranch Road	Construct new IH 20 interchange at Minor 1 (including auxiliary lanes)	December 2022 <u>February 2023 (Actual)</u>	<u>May 2023 (Actual)</u>	2023	Project is a breakout of TIP 13061/CSJ 0008-03-094; Project also has <u>\$4,230,384</u> of Category 1 funds for any funding gap ; <u>Project low bid is for this project and TIP 13061/CSJ 0008-03-094</u>	\$54,398,492	\$21,875,000	\$5,000,000 <u>\$6,875,000</u>	\$15,000,000			
55182	0008-16-042	IH 20	Bryant Irvin Road to Winscott Road	Construct 1 auxiliary lane in each direction and ramp modification	April 2019 (Actual)	April 2020 (Actual)	2020		\$20,961,182	\$23,000,000		\$23,000,000			
55041.1	0008-13-250	IH 820	Ramey Ave to Brentwood Stair Road	Reconstruct and widen freeway from 4/8 to 8 main lanes and 4/6 discontinuous frontage road lanes to 4/6 continuous frontage road lanes and remove 4 to 0 collector distributor lanes; Add shared-use path and sidewalks	September 2020 (Actual)	September 2022 <u>February 2023 (Actual)</u>	2023	Project is a breakout of TIP 55041/CSJ 0008-13-125; Part of the Southeast Connector project; Category 2 funds previously transferred from several projects (TIP 13070/CSJ 0135-15-002, TIP 13067/CSJ 0135-02-065, and TIP 13033.5/CSJ 0196-01-113) to this project in order to fully fund it (2022 10-Year Plan Update/2023 UTP)	\$451,409,000	\$451,409,000	\$468,000,000 <u>\$451,409,000</u>				
21022	0008-13-248	IH 820	at Trinity Railway Express Line from North of Trinity Blvd to South of SH 10	Reconstruct northbound 2 to 2 general purpose lanes and approaches	January 2023 <u>February 2023 (Actual)</u>	<u>May 2023 (Actual)</u>	2023	Part of the US 287 Category 2/STBG trade approved by the RTC in October 2021	\$18,792,215	\$18,792,215	\$18,000,000 <u>\$18,792,215</u>				
13006	0353-03-100	SH 114	FM 1938 to Dove Road	Construct 0 to 2 lane eastbound frontage road from FM 1938 to Solana/Kirkwood with the addition of auxiliary lanes & construct 0 to 2 lane westbound & 0 to 2 lane eastbound frontage roads from Solana/ Kirkwood to Dove with the addition of auxiliary lanes & ramp modifications	June 2020 (Actual)	July 2020 (Actual)	2020	Local contribution of \$3,000,000 by the City of Southlake	\$31,413,964	\$33,000,000	\$33,000,000				
13007	0364-01-147	SH 121	Stars and Stripes Blvd to South of IH 635	Construct IH 635 and FM 2499 deferred connections	April 2009 (Actual)	March 2018 (Actual)	2018	Design-build; Project also has \$1,600,000 of Category 1 funding; Project completed in August 2021	\$371,600,000	\$370,000,000			\$370,000,000		
13049	0364-01-148	SH 121	Glade Road to SH 183	Interim operational bottleneck improvement, ITS, and illumination	August 2018 (Actual)	September 2018 (Actual)	2019	Also has \$1.6M of STBG funds & \$1.8M of Category 1 funds; Cat 2 funds replaced with \$25,000,000 of Cat 7 funds; Project completed in December 2020	\$16,964,773	\$0	\$0				
54088	3559-02-007	SH 170	IH 35W to Denton County Line	Construct 0 to 4 mainlanes for the following segments only (IH 35W to Westport Parkway; Park Vista Blvd. to Independence Parkway; UPRR to Denton County Line)	May 2020 (Actual)	June 2020 (Actual)	2020	Project awarded \$154,000,000 of Category 12 Strategic Priority funding in the 2020 UTP	\$98,999,997	\$154,000,000					\$154,000,000

Amounts only include Category 2, 4, 12 funding.
Red text and strikethroughs indicate changes since August 2022 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2023

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	FY2017 - FY2023			
											Category 2 FTW	Category 4 FTW	Cat 12 Clear Lanes FTW	Cat 12 Strategic Priority FTW
13066	0094-01-032	SH 183	At UP RR & UP RR Spur	Replace railroad underpass	July 2021 (Actual)	January 2023 (Actual) March 2023 (Actual)	2023	Project also has \$7,994,050 \$12,000,000 of Category 6 funding; Additional Category 2 funding proposed to cover cost overrun at letting	\$26,588,577	\$18,594,527	\$18,594,527 \$18,000,000			
55173	0171-05-097	SH 199	South end of Lake Worth Bridge to Azle Avenue	Construct 0 to 6 lane freeway, construct bridges over SH 199	April 2020 (Actual)	June 2020 (Actual)	2020		\$5,929,113	\$22,000,000		\$22,000,000		
55176	0171-04-050	SH 199	North of FM 1886 to South end of Lake Worth Bridge	Reconstruct & widen 4 lane arterial to 6 lane freeway; Reconstruct & widen 4 lane to 4 lane frontage roads; Construct bridges over Lake Worth & traffic management system	April 2020 (Actual)	June 2020 (Actual)	2020		\$97,837,881	\$113,999,400	\$45,006,400	\$68,993,000		
51346	2266-02-086	SH 360	North of E. Abram Street to IH 20 Interchange	Reconstruct and widen from 6 to 8 lanes	November 2017 (Actual)	February 2018 (Actual)	2018	Project completed in April 2021	\$53,391,000	\$62,000,000	\$62,000,000			
13059	0172-09-037	US 287	Union Pacific Railroad to Johnson County Line	Construct freeway auxiliary lanes, construct 0/4 to 4 frontage road lanes, Texas U-turn, retaining walls, drainage structures, sidewalks, and signalization	August 2021 (Actual)	August 2021 (Actual)	2021	Project added to the 10-Year Plan via 2020 UTP; Category 2 funding previously removed and replaced with STBG funding to help reduce regional carryover balance	\$12,193,894	\$0	\$0			
55041	0008-13-125	IH 820	IH 20 to Ramey Ave	Reconstruct and widen freeway from 4/8 to 8/14 main lanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes; Add shared-use path and sidewalks	September 2020 (Actual)	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Design-build project; Project awarded \$340,202,000 of Category 12 Clear Lanes funding via the 2019 UTP and an additional \$89,400,000 via the 2020 UTP; Project also awarded \$350,000,000 \$106,400,000 of Design-Build funding	\$575,822,671	\$469,422,670	\$39,820,670		\$429,602,000	
55042	0172-09-028	US 287	IH 20 Interchange to Sublett Road	Reconstruct and widen 4 to 6 general purpose lanes and 4/6 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes, and add shared-use path and sidewalks	September 2020 (Actual)	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Design-build project; Project also awarded \$6,400,000 of Design-Build funding	\$36,400,000	\$30,000,000		\$30,000,000		
55044	0172-06-080	US 287	IH 820 to Village Creek Road	Reconstruct 6 to 6 mainlanes plus 0 to 2 auxiliary lanes with 4 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes; Add shared-use path and sidewalks	September 2020 (Actual)	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Design-build project; Project also awarded \$19,600,000 of Design-Build funding	\$109,474,141	\$89,874,140	\$49,874,140	\$40,000,000		
55043	2374-05-066	IH 20	IH 820 to Little Road	Reconstruct & widen 8/10 to 10 general purpose lanes, 4/6 discontinuous frontage road lanes to 4/8 discontinuous frontage road lanes, & 0 to 8 CD lanes (from IH 820 to US 287) and add shared-use path and sidewalks	September 2020 (Actual)	February 2022 (Actual)	2022	Split from IH 20 from US 287 to Park Springs Blvd; Project is part of the Southeast Connector project; Project a part of the 2022 Category 2/STBG trade; Project also includes \$97,873,821 of STBG funding; Project also awarded \$190,400,000 of Design-Build funding	\$726,945,646	\$536,545,646	\$330,215,646	\$153,000,000		\$53,330,000

Amounts only include Category 2, 4, 12 funding.
Red text and strikethroughs indicate changes since August 2022 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects FY2017 - FY2023														
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	FY2017 - FY2023			
											Category 2 FTW	Category 4 FTW	Cat 12 Clear Lanes FTW	Cat 12 Strategic Priority FTW
55045	0008-13-206	IH 20	IH 20/IH 820 Interchange to Forest Hill Drive	Reconstruct and widen 8 to 12 mainlanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes and add shared-use path and sidewalks	September 2020 (Actual)	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Project also awarded \$27,200,000 of Design-Build funding	\$142,692,716	\$115,402,715	\$115,402,715			
Total Funding - Tarrant County														
\$2,529,915,313														
Wise County Projects														
53141	0312-04-022	FM 730	Approximately 3 miles north of SH 114 to SH 114 in Boyd	Reconstruct and widen existing 2 to 2 lane roadway and replace bridge and culvert structures	N/A	August May 2023	2023	Original Prop 1 project; Project not eligible for Category 4 funding, so previously changed to Category 2; Project also has Category 6 funding under CSJ 0312-04-029; Grouped project	\$26,000,000	\$26,000,000	\$26,000,000			
Total Funding - Wise County														
\$26,000,000														
Various County Projects														
11619.1	0902-00-309	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	December September 2022 (Actual)	2023	Additional funds paying for a proposed expansion of this program; Includes \$2,567,500 of STBG; Project was awarded \$812,500 of Category 12 Strategic Priority funding via 2022 UTP	\$3,380,000	\$812,500				\$812,500
Total Funding - Various County														
\$812,500														
Total Category 2, 4, and 12 Funding										\$2,601,970,921	\$1,212,940,313	\$380,286,108	\$799,602,000	\$209,142,500

Project Lettings			
	Category 2	Category 4	Category 12
2017	\$0	\$0	\$0
2018	\$65,950,000	\$0	\$370,000,000
2019	\$12,000,000	\$0	\$0
2020	\$78,006,400	\$113,993,000	\$155,000,000
2021	\$0	\$0	\$0
2022	\$535,313,171	\$223,000,000	\$482,932,000
2023	\$521,670,742	\$43,293,108	\$812,500
Total	\$1,212,940,313	\$380,286,108	\$1,008,744,500

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Let or Completed Projects
FY2017 - FY2023

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 12)	FY2017 - FY2023	
											Category 2 Hunt	Category 12 Hunt
Hunt County Projects												
55152	1290-07-001	SH 276	West of FM 36 to SH 34	Construct 4 lane facility on new location (Quinlan Bypass) with a continuous left turn lane	November 2018 (Actual)	October 2020 (Actual)	2021		\$14,191,647	\$16,400,000	\$16,400,000	
13039	2658-01-013	FM 2642	FM 35 to SH 66	Widen 2 lane to 4 lane divided urban with sidewalks	June 2020 (Actual)	October 2022 <u>January 2023 (Actual)</u>	2023	Part of the 2022 SE Connector Category 2/STBG exchange; <u>Project also has \$5,020,844 of Category 11 funding; Additional Category 2 funding proposed to cover cost overrun at letting</u>	\$30,044,518	\$25,023,674	\$19,552,000 <u>\$25,023,674</u>	
13050	0009-13-167	IH 30	At FM 1570	Construct interchange	March 2022 (Actual)	October 2022 (Actual)	2023	Project was awarded Category 12 funds via 2018 UTP; Project was awarded an additional \$1,200,000 of Category 12 Strategic Priority funds in 2022 UTP; Part of the 2022 SE Connector Category 2/STBG exchange; <u>Project also has \$6,500,000 of Category 7 funding and \$5,892,103 of Category 11 funding; Additional Category 2 and 12 funding proposed to cover cost overrun at letting; Project low bid is for this project, TIP 55223/CSJ 0009-13-173, and TIP 21051/CSJ 0009-13-175</u>	\$128,075,439	\$52,374,999	\$17,000,000 <u>\$23,375,000</u>	\$23,200,000 <u>\$28,999,999</u>
55223	0009-13-173	IH 30	West of FM 1903 to East of FM 1903	Reconstruct overpass and approaches	March 2022 (Actual)	October 2022 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG exchange; <u>Project also has \$4,990,478 of Category 1 funding; Additional Category 2 funding proposed to cover cost overrun at letting; Project low bid is for this project, TIP 13050/CSJ 0009-13-167, and TIP 21051/CSJ 0009-13-175</u>	\$128,075,439	\$39,679,749	\$28,857,999 <u>\$39,679,749</u>	
21051	0009-13-175	IH 30	at Monty Stratton Parkway	Widen overpass from 4 lane to 6 lane; Construct eastbound to westbound U-turn	March 2022 (Actual)	October 2022 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG exchange; <u>Project also has \$3,508,282 of Category 1 funding; Additional Category 2 funding proposed to cover cost overrun at letting; Project low bid is for this project, TIP 55223/CSJ 0009-13-173, and TIP 13050/CSJ 0009-13-167</u>	\$128,075,439	\$15,129,828	\$11,003,511 <u>\$15,129,828</u>	
13053	0768-01-057	SH 24/ SH 11	Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements	September 2019 (Actual)	March 2023 (Actual)	2023	<u>Additional Category 2 funding proposed to cover cost overrun at letting</u>	\$4,510,636	\$4,510,636	\$4,496,000 <u>\$4,510,636</u>	
Total Category 2 and 12 Funding										\$153,118,886	\$124,118,887	\$28,999,999
Total Funding										\$153,118,886		

Project Lettings		
	Category 2	Category 12
2017	\$0	\$0
2018	\$0	\$0
2019	\$0	\$0
2020	\$0	\$0
2021	\$16,400,000	\$0
2022	\$0	\$0
2023	\$107,718,887	\$28,999,999
Total	\$124,118,887	\$28,999,999

Amounts only include Category 2 and 12 funding.
Red text and strikethroughs indicate changes since August 2022 RTC meeting

EXHIBIT I-8
Unified Planning Work Program Policies

- The emphasis of the Unified Planning Work Program (UPWP) is on planning activities. Projects that require preliminary engineering or design services are not eligible for UPWP Transportation Planning Funds. Such projects should be funded through the Transportation Improvement Program process.
- Twenty-five percent of Federal Transit Administration Section 5303 Planning Funds will be reserved for transit planning and management studies with the funds distributed to the Eastern and Western Subregions based on the formula used for the annual sub-allocation of Transit Formula (5307) Program funds.
- The Texas Department of Transportation (TxDOT) will assist the North Central Texas Council of Governments (NCTCOG) in funding activities related to the preparation of travel forecasts to support TxDOT freeway and high-occupancy vehicle lane studies.
- The North Texas Tollway Authority (NTTA) will assist NCTCOG in funding activities related to the preparation of travel forecasts to support NTTA feasibility studies.
- The transportation authorities will assist NCTCOG in funding activities related to the preparation of travel forecasts to support rail and high-occupancy vehicle lane studies.
- Assistance in Transportation Subarea Studies, Comprehensive/Thoroughfare Planning, Local Technical Assistance, and TransCAD Support will represent approximately 20 percent of the UPWP. Priority will be given to these subtasks identified in the UPWP.
- NCTCOG assistance to local governments in Thoroughfare Planning will be limited to providing travel forecasts to determine facility sizing and lane warrants, in Comprehensive Planning to providing travel forecasts and technical support, in Bicycle/Pedestrian Planning to providing technical guidance on plan and facility development, and in Travel Model Support (TransCAD) to providing model input data and application support. Local governments will be responsible for consultant assistance funding.
- For projects not specified in the UPWP, the requesting entity may be asked to assist in project funding. Scheduling of the planning study is contingent on NCTCOG staff availability. Reprioritization of tasks for that entity using existing commitments in the UPWP is feasible. Work will not be done at the expense of other commitments in the UPWP.
- Entities with consultants requesting work from NCTCOG must follow the same policy as above. Consultants working for an entity need the approval of that entity prior to NCTCOG providing assistance. Consultants shall not commit NCTCOG services without NCTCOG's prior approval.
- Requests by nongovernmental entities will be conducted at full cost upon approval from the impacted local government and permitting staff availability.
- In the event that a requested planning study is similar to a previous study conducted by NCTCOG, the participating entity may be asked to provide financial support for the project.
- Surface Transportation Block Grant Program funds, Congestion Mitigation and Air Quality Improvement Program funds, Regional Toll Revenue funds, and Regional Transportation Council Local funds may be used by NCTCOG to augment UPWP funds.

FY2024 and FY2025 ***Unified Planning Work Program for*** ***Regional Transportation Planning***

Regional Transportation Council
July 13, 2023

UPWP Policies

Exhibit I-8 (Electronic Item 10.1)

Five Major Tasks

Task 1 – Administration and Management

Task 2 – Transportation Data Development and Maintenance

Task 3 – Short-Range Planning, Programming, and Operations

Task 4 – Metropolitan Transportation Plan

Task 5 – Special Studies

Implemented through:

- 34 Subtasks
- 175-200 Programs and Projects

Funded through:

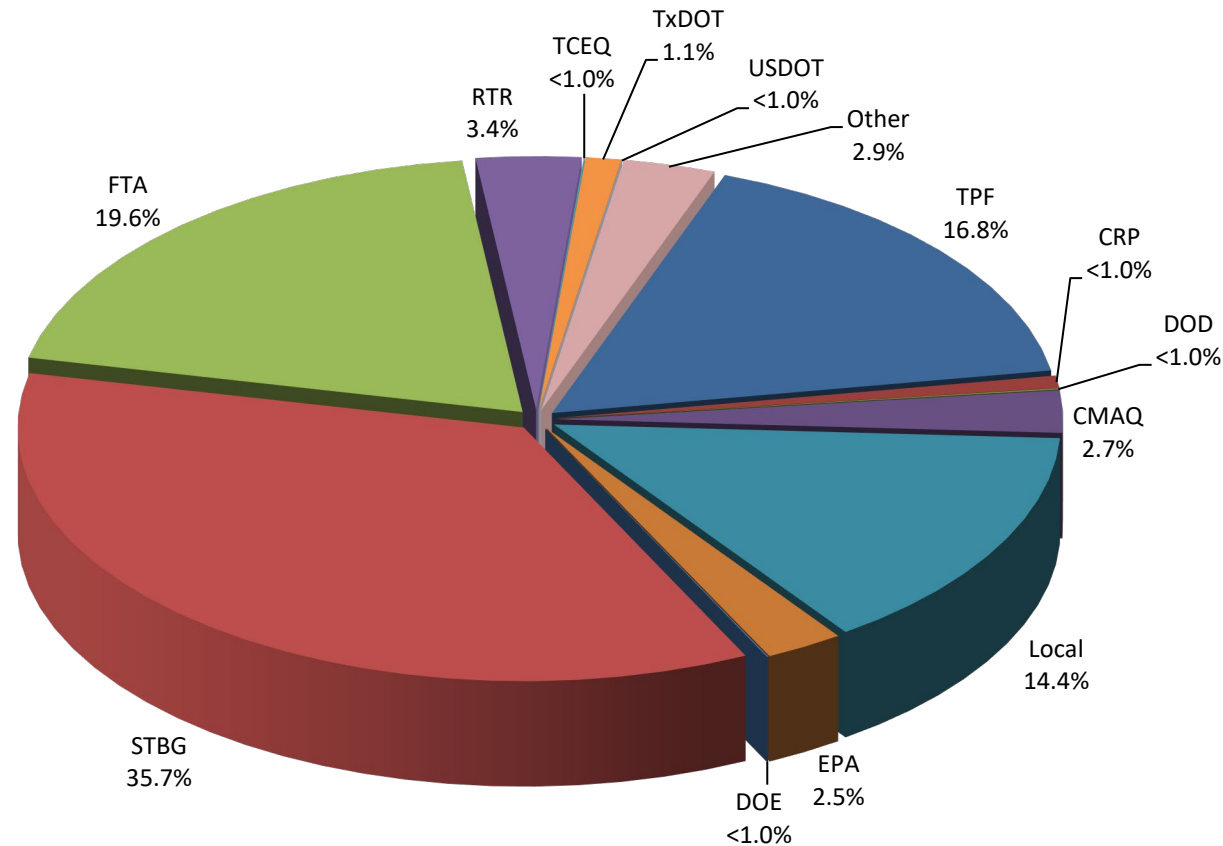
- 17 Revenue Sources
- 170 Grants

FY2024 and FY2025 TPF Funding Summary

FY2024 and FY2025 US FTA (5303)	\$ 7,687,168
FY2024 and FY2025 US FHWA (Estimated PL)	\$20,052,092
FY2023 US FHWA (Estimated PL-Carryover)	<u>\$ 5,524,849</u>
Total Transportation Planning Funds	\$33,264,109
Expected Expenditures	<u>\$28,850,880</u>
PL Balance to Carry Over to FY2026	\$4,413,229

Summary of All Funding

Estimated Total Funding (all sources): \$179,381,150



Pass-through 33%

Development Schedule

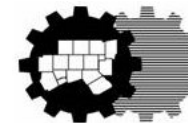
February 9	RTC Notification of Upcoming UPWP Development
February 14	Issuance of Requests for NCTCOG Assistance to Transportation Partners, including STTC
February 15	Issuance of Requests for Regional UPWP Project Ideas to RTC
February 24	STTC Reminder for Submittal of NCTCOG Assistance Requests
March 3	Project Submittals Due for NCTCOG Assistance
May 26	Draft Recommendations to STTC for Information
June 5	Draft UPWP Due to TxDOT and Concurrently Provided to STTC
June 8	Draft Recommendations to RTC for Information
June 12	Initiation of Public Outreach
June 23	STTC Action on Recommended UPWP
July 13	RTC Action on Recommended UPWP
July 27	Executive Board Action on Recommended UPWP
July 31	Final UPWP Due to TxDOT

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**North Central Texas
Council of Governments
Transportation Department**

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

Requested RTC Action

Approve the FY2024 and FY2025 Unified Planning Work Program (UPWP), including reaffirmation of the UPWP Policies contained in Exhibit I-8 of the Work Program.

And

Direct staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved projects.

**RESOLUTION APPROVING
THE FY2024 AND FY2025 UNIFIED PLANNING WORK PROGRAM
FOR REGIONAL TRANSPORTATION PLANNING
(R23-01)**

WHEREAS, the North Central Texas Council of Governments (NCTCOG) has been designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments and has been and continues to be the regional forum for cooperative decisions on transportation; and,

WHEREAS, federal law, the Infrastructure Investment and Jobs Act (IIJA), assigns the MPO the responsibility for carrying out the metropolitan planning process, in cooperation with the State and operators of publicly owned transit service; and,

WHEREAS, the IIJA assigns the MPO the responsibility for development of a Unified Planning Work Program which addresses the planning priorities of the metropolitan area and describes the metropolitan transportation and related air quality planning activities to be undertaken and capital purchases to be made to support the planning process; and,

WHEREAS, the FY2024 and FY2025 Unified Planning Work Program for Regional Transportation Planning was developed in cooperation with local governments, Dallas Area Rapid Transit, the Denton County Transportation Authority, Trinity Metro, North Texas Tollway Authority, Collin County Toll Road Authority, Texas Department of Transportation, Dallas Fort Worth International Airport, and the small transportation providers; and,

WHEREAS, the FY2024 and FY2025 Unified Planning Work Program for Regional Transportation Planning was approved by the Surface Transportation Technical Committee on June 23, 2023.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

- | | |
|--------------------------|--|
| <u>Section 1.</u> | The Regional Transportation Council approves the <u>FY2024 and FY2025 Unified Planning Work Program for Regional Transportation Planning</u> . |
| <u>Section 2.</u> | This resolution will be transmitted to the Texas Department of Transportation. |
| <u>Section 3.</u> | This resolution shall be in effect immediately upon its adoption. |

Gyna Bivens, Chair
Regional Transportation Council
Mayor Pro Tem, City of Fort Worth

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on July 13, 2023.

Rick Bailey, Secretary
Regional Transportation Council
Commissioner, Johnson County



FEDERAL PERFORMANCE MEASURES: PM2 CONDITION TARGETS FOR NATIONAL HIGHWAY SYSTEM (NHS) PAVEMENT & BRIDGE ASSETS



JODY LOZA – PROGRAM MANAGER
REGIONAL TRANSPORTATION COUNCIL (RTC)

ACTION ITEM – July 13, 2023

NCTCOG Federal Performance Target-Setting Activities

Recent/Upcoming Committee Actions – PM2 (Pavement/Bridge) Targets

Rulemaking	Number of Measures	RTC Target-Setting Action		Reporting	
		Recent/Upcoming	Next (Anticipated)	Period	Schedule
Transit Safety (PTASP)	7	May 2021 ✓	Early 2025	Annually	Annually
Transit Asset Management (TAM)	4	September 2022 ✓	Late 2026	Annually	Annually
PM3 – System Performance, Freight, & CMAQ	7	September 2022 ✓	Late 2024	Four-Year Performance Periods (Second Period: 2023-26)	Biennially (beginning, middle, & end of performance periods)
PM1 – Roadway Safety	5	February 2023 ✓	Early 2024 (Information/Update)	Annually	Annually
PM2 – Pavement/Bridge Condition	6	July 2023	Late 2024	Four-Year Performance Periods (Second Period: 2023-26)	Biennially (beginning, middle, & end of performance periods)

2022

First PM2 performance period (2018-21) ends

Second PM2 performance period (2022-25) begins

RTC adopts PM2 targets for 2024 & 2026

2024

Mid-performance period report due October 1, 2024

RTC adjusts or reaffirms 2026 PM2 targets

2026

Second PM2 performance period (2022-25) ends

Third PM2 performance period (2026-29) begins

RTC adopts new PM2 targets for 2028 & 2030

PM2 Target Decision-Making

Schedule

February 10, 2023	TxDOT Submits PM2 Targets to Federal Highway Administration (FHWA) <i>(180-day MPO review begins)</i>
May 26, 2023	STTC Fast Fact
June 8, 2023	RTC Information
June 12, 2023	NCTCOG Transportation Public Meeting <i>(comment period ends July 11, 2023)</i>
June 23, 2023	STTC Action
July 13, 2023	RTC Action
August 9, 2023	Deadline for MPOs to Report Whether They Will <u>Either</u>: <ul style="list-style-type: none">(i). Agree to plan/program projects contributing to affirmed TxDOT PM2 targets; or,(ii.) Commit to new quantifiable PM2 targets for the Metropolitan Planning Area (MPA)

PM2 Target Decision-Making *(cont.)*

Requested Action – Affirm RTC Support for New Statewide Targets

Good

- **Affirm NCTCOG support** for new TxDOT statewide “Good Condition” NHS pavement and bridge targets for 2024 and 2026

Poor

- **Affirm NCTCOG support** for new TxDOT statewide “Poor Condition” NHS pavement and bridge targets for 2024 and 2026
- **Collaborate to plan/program projects** contributing toward accomplishment of pavement/bridge goals via the following actions:
 - ▣ NCTCOG will continue to work with local governments on annual monitoring and expediting improvements for identified NHS Off-System Arterials in “Poor Condition”
 - ▣ NCTCOG will continue to work with TxDOT/local governments on annual monitoring and expediting improvements for identified NHS Bridges in “Poor Condition”

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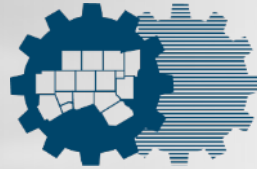
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Department of Energy Grant Proposals

Lori Clark

**Senior Program Manager & DFW Clean
Cities Director**

Regional Transportation Council

7.13.2023

Background on Current Funding Opportunities

Bipartisan Infrastructure Law Joint Office of Energy and Transportation “Ride and Drive Electric”, Fiscal Year 2023 Funding Opportunity Announcement

3 Topic Areas (Distinct Funding “Buckets”)

Regional Interest:

Topic 1: Enhancing Electric Vehicle (EV) Charging Resiliency

Fiscal Year 2023 Vehicle Technologies Office Program Wide Funding Opportunity Announcement

14 Topic Areas (Distinct Funding “Buckets”)

Regional Interest:

Topic 11: Reducing “Soft Costs” of EV Infrastructure

Topic 13: “Open Topic” – Requires Clean Cities Coalition Participation;
Clean Cities Must Receive 25% of Total Project Budget

Topic 14: Clean Cities Network Outreach, Education, and Training



Joint Office of Energy and Transportation “Ride and Drive Electric” Topic 1: Enhancing EV Charging Resiliency

Scope: Develop an EV charging resiliency plan to ensure access to charging services in the event of grid disruptions and implement a demonstration project

Proposal: NCTCOG Leads Regional Submittal to Develop Regional Plan

Partners Include Oncor Electric Delivery, Dallas-Fort Worth International Airport, North Texas Innovation Alliance, others TBD

Request Maximum Funding of \$1.5 Million Federal Funds with up to \$375,000 Regional Toll Revenue (RTR) Funds as Match

Concept Paper Submitted June 16, 2023

“Encouraged to Proceed” to Full Proposal as of June 27, 2023

Proposals Due July 28, 2023

Selection Expected September 2023



Vehicle Technologies Office

Received numerous invitations to participate in proposals

Propose to partner as subrecipient in select projects that benefit the region in which substantive, relevant staff efforts are warranted

Topic Areas and Funding

Topic 11: Maximum Federal Award \$7 Million, 0% Match Required

Topic 13: Maximum Federal Award \$1 Million; 50% Match (Dollar-for-Dollar) Required

Topic 14: Maximum Federal Award \$1 Million; 0% Match Required

Schedule

Concept Papers Submitted June 26, 2023

Concept Paper Notifications Expected July 14, 2023

Full Proposals Due August 11, 2023



Proposed Participation in Vehicle Technologies Office Proposals

Lead Applicant & Topic Area	Project Description	Potential NCTCOG Budget	
		Federal	Match Required*
Interstate Renewable Energy Council (Topic 11)	EV Smart – Scale EV-friendly procedures and designation/recognition program for local governments nationwide	To be Determined	\$0
Louisiana Clean Fuels (Topic 14)	Expand Clean Fuels Summit Event for Gulf Coast States and Provide Clean Cities Support to “Undesignated” Areas of Texas	~\$150,000-\$200,000	\$0
Dallas College (Topic 13)	Develop EV Technician certification curricula to add to automotive programs at Dallas College, Collin County College, and Tarrant County College	Up to \$250,000	Up to \$250,000 To be Provided through RTR
UT Dallas (Topic 13)	Leverage DC Fast Charge installation to launch campus fleet electrification and charging infrastructure with bi-directional charging	Up to \$250,000	Up to \$250,000 Participation Contingent on Securing Match
On the Road Garage (Topics 13)	Expand EV Apprenticeship Programs	Up to \$250,000	Up to \$250,000 Participation Contingent on Securing Match
Total		Potentially ~\$1 Million	Up to \$250,000 RTR Funding; Others Contingent on Outside Contributions



Action Requested

Approval to Submit Regional Proposal to Develop Resilient EV Charging Plan

Seeking \$1.5 Million DOE Funding, Providing Up to \$375,000 RTR Funding as Match

Approval to Participate as a Subrecipient in Additional Proposals:

Partner with Dallas College (Receive up to \$250,000 DOE funds and provide up to \$250,000 RTR as Matching funds)

Partner with Louisiana Clean Fuels (Receive DOE Funds, no Match Required)

Partner with Interstate Renewable Energy Council (Receive DOE Funds, no Match Required)

Partner with UT Dallas, contingent on securing required match (Receive up to \$250,000, up to \$250,000 match required)

Partner with On the Road Garage, contingent on securing required match (Receive up to \$250,000, up to \$250,000 match required)



For More Information:



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Senior Program Manager
DFW Clean Cities Director
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Amy Hodges
Principal Air Quality Planner
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www.dfwcleancities.org



cleancities@nctcog.org



NCTCOG Participation Summary – FY22 DOE Projects

DOE Topic #	Project Name	Approved by RTC Dec 2022		Status	Current Expectation	
		NCTCOG Budget	Match Requested*		NCTCOG Budget	Match Requested*
10	Transforming Texas Freight: Planning Infrastructure for the Truck Energy Transition	\$250,000	\$0	Not Awarded	NA	NA
10	Houston to Los Angeles (H2LA)– I-10 Hydrogen Corridor Project	\$30,000	\$0	Awarded	\$107,000	\$0
11	Guaranteeing Access to Underserved and Marginalized Populations by Building Employment Opportunities (GUMBO)	\$25,000	\$0	Awarded	To Be Determined	\$0
7a	Portable EV Charging Solutions for Multi Family Homes, powered by SparkCharge	\$220,000	\$0	Not Awarded	NA	NA
12	EV Smart Communities	\$50,000	\$50,000	Awarded	\$50,000	\$50,000
12	Multimodal/Drone Delivery Demonstration to Disadvantaged Communities and Mobility Challenged Populations	\$250,000	\$250,000	Awarded	\$200,093	\$200,094
Total:		\$825,000	\$300,000			\$250,094

**NCTCOG committed to seek sponsorships through the DFW Clean Cities program to offset RTC Local funds (www.dfwcleancities.org/sponsorships)*





Census Bureau Urban Area Boundary Update: Selection of Federal Transit Administration Designated Recipient

Regional Transportation Council

July 13, 2023

Ken Kirkpatrick, General Counsel

North Central Texas Council of Governments

Federal Actions

US Census Bureau Updates to Urban Areas

- December 29, 2022
- Based upon 2020 Census of Population and Housing
- Expanded and Renamed McKinney-Frisco Urban Area

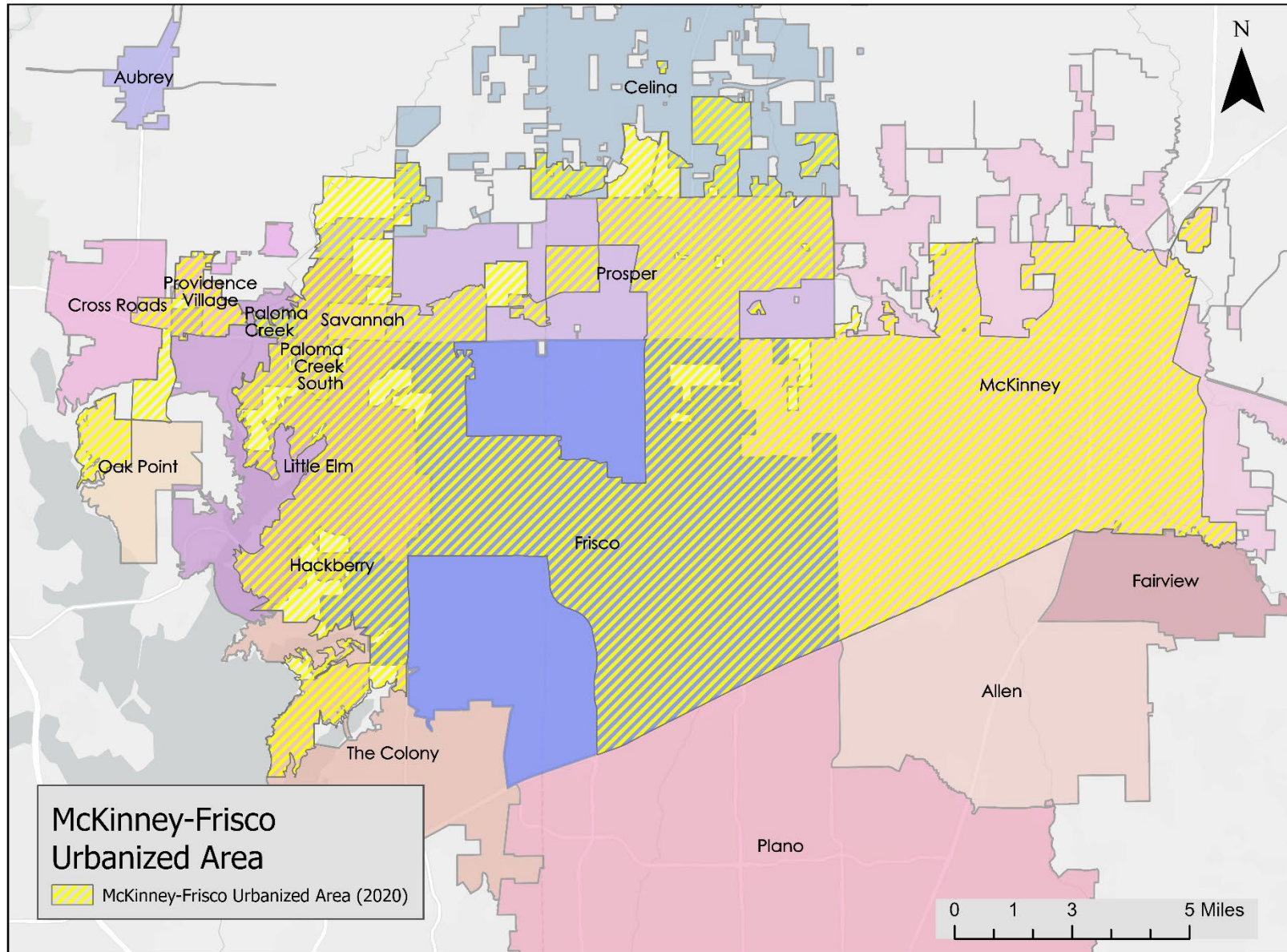
FHWA/FTA

- June 5, 2023
- Updated Transportation Management Areas
 - McKinney-Frisco (New)
 - Dallas-Fort Worth-Arlington
 - Denton-Lewisville



[illegible]

McKinney-Frisco Urbanized Area



Designated Recipient for FTA Formula Funds

McKinney-Frisco Urbanized Area Needs to Select Designated Recipient by September 30, 2023

- For apportionments beginning FY 2024
- Selected by Governor, or designee (TxDOT)
 - In Cooperation with transportation providers and the MPO
 - Need Frisco and McKinney Support

Duties of Designated Recipient

- Principal authority to administer and provide oversight of FTA funds
- Making FTA funds available to eligible projects and entities

Staff Recommends NCTCOG Serve as Designated Recipient



Designated/Direct recipients by Urbanized Area (as of 2022)

Dallas-Fort Worth-
Arlington



Anticipated Schedule

STTC Information	June 23, 2023
Frisco City Council	July 3, 2023
RTC Information	July 13, 2023
McKinney City Council	July 18, 2023
STTC Action	July 28, 2023
RTC Action	August 10, 2023
NCTCOG Executive Board Action	August 24, 2023



CONTACTS



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Ken Kirkpatrick

General Counsel

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Regional Transportation Council Attendance Roster
July 2022 - June 2023

RTC MEMBER	Entity	7/14/22	8/18/22	9/8/22	10/13/22	11/10/22	12/08/22	1/12/23	2/9/2023	3/9/2023	4/13/2023	5/11/2023	6/8/2023
Daniel Alemán Jr (01/22)	Mesquite	P	P	P	P	E	P	P	E(R)	P	E(R)	P	P
Steve Babick (06/22)	Carrollton	E	E	A	A	P	P	P	P	E	P	P	P
Dennis Bailey (02/21)	Rockwall County	E(R)	P	P	P	P	A	P	P	P	P	P	P
Rick Bailey (07/22)	Johnson County	P	P	P	P	P	P	P	P	P	P	P	P
Adam Bazaldua (09/21)	Dallas	P	P	E(R)	A	E(R)	P	P	P	E	P	P	P
Elizabeth M. Beck (08/21)	Fort Worth	A	E(R)	P	A	P	P	A	P	P	A	P	P
Gyna Bivens (08/21)	Fort Worth	P	P	P	P	P	E(R)	P	P	P	P	P	P
Alan Blaylock (03/23)	Fort Worth	-	-	-	-	-	-	-	-	P	P	P	P
J. D. Clark (07/22)	Wise County	P	P	P	P	P	P	P	P	A	P	E(R)	P
Ceason Clemens (10/22)	TxDOT, Dallas	-	-	-	P	P	P	P	P	P	P	P	P
Dianne Costa (10/19)	DCTA	P	P	P	P	P	E(R)	A(R)	P	P	E(R)	P	P
Michael Crain (06/22)	Fort Worth	A	P	P	P	P	E(R)	P	P	P	P	A	P
Theresa Daniel (11/18)	Dallas County	P	P	P	P	P	P	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	P	E(R)	P	A(R)	P	P	P	P	P	A	E	E
Andy Eads (1/09)	Denton County	P	P	P	P	P	P	P	P	E	P	E	E
Michael Evans (2/23)	Mansfield	--	--	--	--	--	--	--	P	P	A	P	P
Gary Fickes (12/10)	Tarrant County	P	P	E	P	P	P	P	P	P	E	P	P
George Fuller (07/17)	McKinney	P	P	E	A	P	P	P	E	P	E	P	P
Raul H. Gonzalez (09/21)	Arlington	A	P	P	P	P	P	E(R)	P	P	P	P	P
Barry L. Gordon (12/20)	Duncanville	P	P	E	P	P	E(R)	P	P	P	P	P	P
Rick Grady (09/18)	Plano	P	P	P	P	P	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	P	P	P	P	P	P	P	P	P	P	P	P
Mojy Haddad (10/14)	NTTA	P	P	E(R)	P	P	P	E	P	P	P	P	P
Clay Lewis Jenkins (04/11)	Dallas County	P	P	P	P	P	E	P	P	P	E	E(R)	P
Ron Jensen (06/13)	Grand Prairie	P	E	P	P	P	P	E(R)	P	E(R)	P	P	A
Brandon Jones (05/21)	Lewisville	P	P	E	P	P	P	P	A	P	P	P	P
John Keating (12/19)	Frisco	A(R)	A	P	P	A	E	E(R)	A	A	P	A	E
Brad LaMorgese (07/22)	Irving	P	P	P	E	E	E	P	E(R)	E	P	P	E
B. Adam McGough (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	E	P
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Ed Moore (07/22)	Garland	P	P	A	P	E	P	P	P	P	P	E	P
John Muns (6/23)	Plano	-	-	-	-	-	-	-	-	-	-	-	P
Raj Narayanan (03/23)	DFW Airport	--	--	--	--	--	--	--	--	P	P	P	P
Omar Narvaez (09/21)	Dallas	P	P	P	P	E	P	P	E	P	E	E(R)	P
Manny Ramirez (1/23)	Tarrant County	--	--	--	--	--	--	P	A	P	P	P	E(R)
Jim R. Ross (07/21)	Arlington	E(R)	P	P	P	A	P	P	E(R)	E(R)	P	P	P

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Regional Transportation Council Attendance Roster
July 2022 - June 2023

RTC MEMBER	Entity	7/14/22	8/18/22	9/8/22	10/13/22	11/10/22	12/08/22	1/12/23	2/9/2023	3/9/2023	4/13/2023	5/11/2023	6/8/2023
David Salazar (10/22)	TxDOT, FW	-	-	-	P	E(R)	P	E(R)	P	P	P	P	P
Chris Schulmeister (07/20)	Allen	P	P	A(R)	P	P	P	P	P	P	P	E(R)	P
Jeremy Tompkins (10/19)	Eules	P	P	P	P	P	P	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	A(R)	P	P	P	P	P	A(R)	P	P	P	P	A(R)
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Watts, Chris (12/22)	Denton	--	--	--	--	--	E	P	P	E	E	P	P
Duncan Webb (6/11)	Collin County	P	P	P	P	P	P	P	P	P	P	P	P
Chad West (11/22)	Dallas	-	-	-	-	P	P	A	P	P	A	A	A
Michele Wong Krause	DART	E(R)	P	P	P	E	P	E(R)	P	P	P	E	E(R)

Note: Date in parenthesis indicates when member was
1st eligible to attend RTC meetings

P= Present
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--= Not yet appointed

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of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster

June 2022 - June 2023

STTC MEMBERS	Entity	6/24/22	7/22/22	8/26/22	09/23/22	10/28/22	12/02/22	1/27/2023	2/24/2023	3/24/2023	4/28/2023	5/26/2023	6/23/2023
Joe Atwood	Hood County	*	A	A	A	A	A	P	A	A	A	P	P
Melissa Baker	Irving	*	A	P	P	A	P	P	P	E	P	R	P
Micah Baker	Dallas County	*	A	A	A	A	A	A	A	A	A	A	A
Bryan Beck	Grapevine	*	A	P	E	A	A	A	P	E	P	A	P
David Boski	Mansfield	*	P	P	P	P	P	P	A	A	P	A	P
Shon Brooks	Waxahachie	*	P	P	P	P	A	P	A	P	P	A	A
Tanya Brooks	DART	*	A	P	P	P	P	P	A	A	P	R	A
Daniel Burnham	Arlington	--	--	--	--	--	--	--	--	P	P	R	R
Ceason Clemens	TxDOT Dallas	*	A	P	P	P	P	P	P	P	P	P	A
Layne Cline	Coppell	--	--	--	--	--	--	--	--	--	A	A	P
Robert Cohen	Southlake	*	A	A	A	A	A	A	A	A	A	A	A
John Cordary, Jr.	TxDOT FW	*	P	P	P	P	P	A	P	P	E	E	A
Jackie Culton	Duncanville	--	P	A	A	P	A	P	R	P	P	P	A
Clarence Daugherty	Collin County	*	P	P	P	P	P	P	P	P	P	P	P
Chad Davis	Wise County	*	P	A	A	P	P	P	P	P	A	A	P
Arturo Del Castillo	Dallas	*	A	P	P	P	P	A	P	P	E	E	P
Pritam Deshmukh	Richardson	--	--	--	--	--	--	--	--	--	P	R	P
Caryl DeVries	Grand Prairie	*	P	P	P	A	P	P	P	P	A	A	P
Greg Dickens	Hurst	*	P	A	A	A	A	A	P	A	A	A	A
Rebecca Diviney	Denton	*	P	P	P	P	E	P	A	P	P	P	E
Phil Dupler	FWTA	*	P	P	P	P	P	P	P	P	P	P	P
Chad Edwards	Trinity Metro	*	P	P	P	P	A	P	P	P	P	P	P
Claud Elsom	Rockwall County	*	A	A	P	P	A	P	P	P	P	P	A
Eric Fladager	Fort Worth	*	P	A	P	P	A	P	P	A	P	P	A
Chris Flanigan	Allen	*	P	P	P	P	P	P	P	A	P	P	P
Ann Foss	Arlington	*	P	P	P	P	P	A	P	P	P	P	P
Eric Galt	Mesquite	*	P	P	P	P	A	P	P	P	P	P	P
Ricardo Gonzalez	TxDOT FW	*	E	P	P	P	A	P	P	P	P	P	P
Gary Graham	McKinney	*	P	P	P	P	A	P	A	P	P	A	A
Tom Hammons	Carrollton	*	A	A	P	P	P	P	P	A	P	P	A
Ron Hartline	The Colony	*	A	A	P	A	A	A	P	A	A	A	P
Barry Heard	Kaufman County	--	--	--	--	--	--	--	P	P	P	P	A
Shannon Hicks	Addison	*	A	A	A	A	A	A	P	P	A	R	R
Matthew Hotelling	Flower Mound	*	P	A	P	P	P	P	P	P	P	R	P
John Hudspeth	TxDOT Dallas	*	P	P	P	P	P	P	P	P	P	P	P
Jeremy Hutt	Cleburne	*	P	P	P	P	A	P	P	P	P	P	A
Thuan Huynh	McKinney	*	P	P	A	P	P	P	P	P	P	P	A
Joseph Jackson	Tarrant County	--	--	--	--	--	--	P	P	P	P	P	P
Joel James	NTTA	*	A	P	P	A	P	P	P	P	P	P	A
William Janney	Frisco	--	--	--	--	--	--	--	--	P	P	R	P

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)

-- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.

ELECTRONIC ITEM 14.2

Surface Transportation Technical Committee Attendance Roster

June 2022 - June 2023

STTC MEMBERS	Entity	6/24/22	7/22/22	8/26/22	09/23/22	10/28/22	12/02/22	1/27/2023	2/24/2023	3/24/2023	4/28/2023	5/26/2023	6/23/2023
Kelly Johnson	NTTA	*	P	A	P	A	P	A	P	A	P	A	P
Major L. Jones	Eules	--	--	--	--	A	P	A	P	P	P	P	P
Gus Khankarli	Dallas	*	P	P	P	P	P	P	P	P	P	P	P
Alonzo Liñán	Keller	*	A	A	A	A	A	A	A	A	A	A	A
Eron Linn	DART	*	A	P	E	P	P	P	P	P	E	A	P
Clay Lipscomb	Plano	*	P	P	A	P	A	P	P	A	P	P	P
Paul Luedtke	Garland	*	A	A	A	P	E	P	P	P	P	P	P
Stanford Lynch	Hunt County	*	P	P	A	P	E	P	A	A	A	A	A
Chad Marbut	Weatherford	*	A	P	P	P	P	A	P	P	P	P	P
Alberto Mares	Ellis County	*	P	P	P	P	P	A	P	P	P	P	P
Wes McClure	Mesquite	*	P	P	P	P	P	P	P	P	P	A	R
Brian Moen	Frisco	*	P	P	P	P	A	P	P	P	P	P	A
Mark Nelson	Richardson	*	P	A	P	E	P	P	P	P	E	E	P
Jim O'Connor	Irving	*	P	P	P	P	P	P	P	A	P	P	P
Cintia Ortiz	Parker County	--	--	--	--	--	--	A	A	A	A	A	A
Eric Oscarson	Burleson	--	P	A	A	A	A	A	A	A	A	A	A
Kevin Overton	Dallas	*	A	P	P	P	P	P	P	P	A	A	A
Tim Palermo	DCTA	*	P	P	A	P	P	P	P	P	P	P	P
Dipak Patel	Lancaster	*	P	P	P	A	A	A	P	P	A	A	P
Martin Phillips	Fort Worth	--	--	--	--	P	P	A	P	P	P	P	P
John Polster	Denton County	*	P	P	P	P	A	A	A	P	P	P	A
Kelly Porter	Fort Worth	*	P	P	P	E	P	P	E	P	P	P	P
Tim Porter	Wylie	*	P	P	P	A	P	P	P	P	P	P	P
Lauren Prieur	Fort Worth	--	--	--	--	P	P	A	E	P	P	A	P
Greg Royster	DFW Int. Airport	*	P	P	P	A	P	P	P	P	P	A	P
Kathryn Rush	Dallas	*	A	A	A	P	P	P	P	A	A	A	A
David Salmon	Lewisville	*	A	P	A	P	P	P	A	P	P	A	P
Ryan Sartor	Farmers Branch	--	--	--	--	--	--	P	A	P	P	A	P
Brian Shewski	Plano	*	P	P	P	P	P	P	P	P	P	P	P
Walter Shumac, III	Grand Prairie	*	P	P	E	P	P	P	E	P	P	P	P
Randy Skinner	Tarrant County	*	A	P	P	P	P	P	P	P	P	P	P
Cheryl Taylor	Bedford	--	--	--	--	--	--	--	P	A	P	P	A
Caleb Thornhill	Plano	*	A	P	P	A	A	A	A	A	P	P	P
Press Tompkins	Greenville	*	A	A	A	A	A	A	A	A	A	A	A
Jennifer VanderLaan	Johnson County	--	--	--	--	--	--	P	P	A	P	P	P
Gregory Van	Haltom City	*	P	P	P	A	P	P	P	P	P	P	P
Daniel Vedral	Irving	*	A	P	P	P	P	P	P	E	E	P	P
Caroline Waggoner	North Richland	*	A	P	A	P	A	P	A	P	P	P	P
Jana Wentzel	Arlington	--	--	--	--	--	--	--	--	P	P	P	P
Robert Woodbury	Cedar Hill	*	P	A	P	P	A	P	P	P	A	P	P
Larry Wright	Colleyville	*				A	A	A	A	A	A	A	A
Jamie Zech	TCEQ	*	A	A	A	A	A	A	A	A	A	A	A

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)

-- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE May 26, 2023

The Surface Transportation Technical Committee (STTC) met on Friday, May 26, 2023, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Joe Atwood, Ceason Clemens, John Cordary, Jr., Jackie Culton, Clarence Daugherty, Arturo Del Castillo, Caryl DeVries, Rebecca Diviney, Savannah Doshier (representing Melissa Baker), Phil Dupler, Chad Edwards, Claud Elsom, Barry Evans (representing William Janney), Eric Fladager, Chris Flanigan, Michael Flores (representing Pritam Deshmukh), Chris Funches (representing Daniel Burnham), Eric Gallt, Tom Hammons, Barry Heard, John D. Hudspeth, Jeremy Hutt, Thuan Huynh, Ricardo Gonzalez, Joseph Jackson, Joel James, Major L. Jones, Gus Khankarli, Clay Lipscomb, Paul Luedtke, Stanford Lynch, Chad Marbut, Alberto Mares, Ernie Martinez (representing Tanya Brooks), Brian Moen, Mark Nelson, Jim O'Connor, Kevin Overton, Tim Palermo, Thomas Peppers (representing Matthew Hotelling), Martin Phillips, John Polster, Kelly Porter, Tim Porter, Brian Shewski, Walter Shumac III, Cheryl Taylor, Jennifer VanderLaan, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Jana Wentzel, Kakenbo Wilson (representing Shannon Hicks), and Robert Woodbury.

Others present at the meeting were: Vickie Alexander, Nick Allen, Tom Bamonte, Martin Bate, Taylor Benjamin, Natalie Bettger, Jackie Castillo, Lori Clark, Jason Crawford, John Godwin, Rebekah Gongora, Christie Gotti, Amy Hodges, Chris Hoff, Amy Johnson, Dan Kessler, Chris Klaus, Minh Le, James McLane, Collin Moffett, Michael Morris, Vickie Morris, Savana Nance, Jeff Neal, Donald Parker, Minesha Reese, Connor Sadro, Toni Stehling, Nicholas Vanhaasen, Brendon Wheeler, Mandy Wiggins, Amanda Wilson, Karla Windsor, and Jared Wright.

1. **Approval of April 28, 2023, Minutes:** The minutes of the April 28, 2023, meeting were approved as submitted in Electronic Item 1. Daniel Vedral (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **Juneteenth Museum Funding Request:** Christie Gotti requested a recommendation for Regional Transportation Council (RTC) approval of proposed investments at the future National Juneteenth Museum. A national museum commemorating Juneteenth is proposed to be located in Fort Worth along East Rosedale Street east of Interstate Highway 35W. The community has requested assistance with infrastructure improvements at the future museum site, with emphasis on five areas: roadway, sustainable development/parking/land use, transit, technology, and optimal use of green space (i.e., public park). Staff reviewed construction elements related to transportation items for transit access, vehicular circulation, and landscaping/streetscaping. Financial participation would involve traditional funding grants with the City of Fort Worth and/or Trinity Metro administering the funding. The development context in the area was discussed: City of Fort Worth Evans and Rosedale redevelopment (project #1) - City providing \$9 million public partnership with \$70 million from a private developer, with at least 370 housing units (20 percent of them affordable), retail space, and a grocery tenant parking garage, surface lots, 400+ spaces; Mt. Zion Baptist Church Parking, (project #2) - 11 lots, estimated 127 parking spaces, Southside Community Center (project #3) - 102 parking spaces, City reviewing options for future of the center.; Evans Plaza Park, (project #4) \$1.225 million from the City committed to design and

construction; National Juneteenth Museum – (project #5) up to \$15 million approved by the City (pending private funding commitment for the Museum). The proposed improvements were covered: roadway with \$750,000 Surface Transportation Block Grant (STBG), Sustainable Development/ Parking/Land Use with \$1,250,000 Regional Toll Revenue (RTR), transit with \$500,000 STBG, technology with \$250,000 STBG, and green space with \$250,000 RTR totaling \$3,000,000 in RTC funding. Additional details were provided in Electronic Item 3.

A motion was made to recommend Regional Transportation Council approval of proposed investments at the future Juneteenth Museum (contingent upon the museum coming to fruition) and to administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and update any administrative and/or planning documents as needed to incorporate the project funding. Kelly Porter (M); Chad Edwards (S). The motion passed unanimously.

4. **Five Mile Creek/Revolver Trade:** Christie Gotti requested recommendation for Regional Transportation Council (RTC) approval of a proposed federal/local partnership with the City of Dallas and the distribution of these funds and prior Dallas Area Rapid Transit (DART) partnership funds between the Metropolitan Planning Organization (MPO) Revolver and RTC Local funds. The action is contingent upon approval from the City of Dallas. The North Central Texas Council of Governments (NCTCOG) needs a source of local funds to pay expenses for federal projects/programs prior to federal reimbursement. With the award of multiple federal discretionary grants to the region, the payment sizes have become significantly larger. NCTCOG would also like to expand the pool of RTC Local funds available to implement projects outside of the restrictive federal process. The RTC does not have taxing authority to generate revenue to pay these invoices and fund these projects, so a source of local dollars is needed. The “MPO Revolver Fund” and RTC Local funds are typically used for these purposes, but those funds are already committed, leading to the need for more local dollars. In July 2022, the RTC directed staff to pursue a funding partnership with Dallas Area Rapid Transit (DART) or the City of Dallas to expand the Revolver Fund to cash flow federal grant projects and replenish the RTC Local funding pool. Two federal/local partnerships with DART and the City of Dallas are being finalized to accomplish these goals: allocation of MPO Revolver and RTC Local funds from the partnership with DART (partnership approved December 2022) and Five Mile Creek Partnership with City of Dallas (pending). A third partnership with DART and the City of Dallas was approved in December 2022 to facilitate the construction of two parking garages. In return for \$15.4 million of federal funding for the project, the City would send \$10 million of local funds to the RTC. \$1 million of the funding would be for engineering, and \$14.4 million for construction. The funding would be matched with regional Transportation Development Credits. Sections 1, 2, and 4 of the trails would be designed and constructed with this funding, contingent upon final action by the City. The partnership may involve a subsequent trade with DART, City of Dallas, and the RTC to access these local funds. Between this partnership and the DART partnership approved in December 2022, a total of \$50 million of local funds would be available to the RTC for use for the Revolver fund and RTC Local pool. The following distribution between the two is proposed: add \$5 million to the Permanent Revolver fund for a total of \$15 million (that fund already has \$10 million); add a Temporary Revolver with \$10 million that would serve as a capital fund and “emergency relief valve” for the Permanent Revolver, if needed; and add the remaining \$35 million to the RTC Local account. Action on the proposed partnership is scheduled for June 8, 2023, by the RTC, and June 22, 2023, by the NCTCOG Executive Board. Electronic Item 4 contained additional details on the partnership.

A motion was made to recommend Regional Transportation Council approval of the proposed Five Mile Creek Trail partnership, proposed distribution of local funding into the Metropolitan Planning Organization (MPO) Revolver fund and RTC local pool, contingent upon approval by the City of Dallas, and to administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and update any administrative and/or planning documents as needed to incorporate the project funding. Gus Khankarli (M); Walter Shumac, III (S). The motion passed unanimously.

5. **Work Zone Data Exchange: Support for Local Partners:** Tom Bamonte requested a recommendation for Regional Transportation Council (RTC) approval to access a variety of services that improves the identification, monitoring, and reporting of work zones and to deploy these services to assist local partners. Based on Texas Department of Transportation/Federal Highway Administrative data, more than 25,000 traffic crashes occurred in work zones in Texas in 2022, resulting in 205 deaths, approximately one-fifth of the United States' total, and another 788 serious injuries. The Work Zone Data Exchange ([WZDx](#)) was inspired by the General Transit Feed Specification (GTFS). The WZDx specification enables highway operators and contractors to make harmonized work zone data available for third parties – including OEMs and travel navigation services. The North Central Texas Council of Governments (NCTCOG's) [TXSHARE](#) program undertook a cooperative purchase of three categories of WZDx services: (1) conversion of raw work zone data into WZDx format; (2) establishment of WZDx-compliant reporting systems; and (3) general WZDx-related services. Staff recommends that Dallas-Fort Worth (DFW) position itself as a technology and safety leader by utilizing these WZDx services to improve the identification and monitoring of work zones and the reporting of work zone data. Local partners will be able to access better information about work zones on their roadways. Staff requested Committee support for the following recommendations for Regional Transportation Council (RTC) approval: (1) Direct staff to initiate a call for proposals and assistance from local partners on how to utilize the WZDx-related services most effectively under NCTCOG contract to improve the identification, monitoring, and reporting of work zones on DFW roadways; and (2) assign existing funds to meet needs identified through this regional process. Utilizing existing NCTCOG contracts to provide WZDx-related services for the region will be more efficient than requiring each local partner to make arrangements with one or more of the WZDx providers under contract. Electronic Item 5 includes a presentation summarizing the project.

A motion was made to direct staff to issue a Call for Proposals and assistance from regional partners; based on regional input, order WZDx services from North Central Texas Council of Government's existing contracts; implement WZDx services with local partners to identify, monitor, and report; and assign existing funding to meet needs. Daniel Vedral (M); Brian Moen (S). The motion passed unanimously.

6. **Safe Streets and Roads for All Regional Grant Application:** Karla Windsor requested a recommendation for Regional Transportation Council (RTC) approval of a regional planning project submittal and local matching funds for the Fiscal Year (FY) 2023 Safe Streets and Roads for All (SS4A) Discretionary Grant program and a partnership for the City of Dallas submittal of the implementation project of last year's Martin Luther King Jr. Blvd. and Cedar Crest Blvd. in Dallas developed by the North Central Texas Council of Governments (NCTCOG). The SS4A grant program was created through the Bipartisan Infrastructure Law (BIL) for the purpose of preventing deaths and serious injuries on area roadways and to focus on comprehensive safety action planning and implementing projects/strategies identified in safety action plans. The SS4A is a \$5 billion discretionary grant program with \$1

billion per year over five years and is inclusive of all types of roadway safety interventions across the Safe Systems approach. Only one application submission is allowed per agency. The total planning project cost for the NCTCOG Regional Safe Streets Planning/Demonstration Grant Application is \$6.25 million, with staff submitting \$5 million in federal funds and is requesting \$1.25 million of Regional Toll Revenue (RTR) funds for the required 20 percent local match. The anticipated total cost for the infrastructure project lead by Dallas for the project is \$27.25 million with an anticipated federal request of \$21.8 million. The local match will be covered by the City of Dallas and Dallas Area Rapid Transit (DART). The City of Dallas Safe Streets implementation grant project at Martin Luther King Blvd and Cedar Crest Blvd. implements safety countermeasures to address the safety of all modes of transportation including motor vehicle, transit, bicycle, and pedestrian: complete street (context-sensitive) retrofit, DART bus stops/smart shelters upgrades, technology upgrades. It was submitted by NCTCOG as the lead in 2022 for implementation; will be resubmitted by City of Dallas with NCTCOG/DART partnership. An overview of the proposed project was contained in Electronic Item 6.

A motion was made to recommend Regional Transportation Council approval of the North Central Texas Council of Governments (NCTCOG) planning/demonstration project grant application for the FY2023 Safe Streets and Roads for All (SS4A) Discretionary Grant program, the use of \$1,250,000 in Regional Toll Revenue funds for non-federal match should the project be selected for funding, direction for staff to administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes, and endorsement of the partnership for the City of Dallas application submittal of the MLK Jr Blvd/Cedar Crest Blvd Implementation grant. Kelly Porter (M); Gus Khankarli (S). The motion passed unanimously.

7. **Director of Transportation Report on Selected Items:** Michael Morris briefly highlighted several items for the Committee. The Regional Transportation Council (RTC) chair appointed a Nominating Subcommittee to recommend a slate of officers for the 2023-2024 term. The RTC will elect officers at its June 8 meeting. He highlighted the success of the Intelligent Transportation Systems (ITS) America Conference. He noted that the lighting is being reviewed on the US 75 Technology Lanes. Texas Department of Transportation (TxDOT) and local government lighting agreements implementation will be moving forward for safety reasons. Michael briefed the Committee on the City of Dallas/Dallas Area Rapid Transit (DART) Silver Line Rail mediation has been completed. He also noted that progress is being made on mediations with Burlington Northern Santa Fe and transit authorities regarding the Trinity Railway Express and advancement of the BUILD grant. Michael and State Representative Yvonne Davis will testify before the Special Bonds Committee regarding Category 12 funding and the RTC's partnership with TxDOT.
8. **Federal and State Legislative Update:** Nick Allen provided an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Transportation issues continue to be a focus for both the United States Congress and the Texas Legislature. Debt Ceiling - House of Representatives set to leave Washington DC for the Memorial Day weekend without a debt limit compromise, failing to raise the debt limit by June 1, will result in a first-ever default. Nick noted key dates of Interest for the Texas Legislature, including May 29, 2023, final day of the 88th Regular Session, and June 18, 2023, the last day the Governor can sign or veto bills. State's budget plan for House Bill (HB) 1 House approved \$302.6 billion budget on April 6, 2023. Senate appointed conference committee members Huffman (Chair), Nichols, Kolkhorst, Creighton,

and Schwertner. HB 1 Senate approved \$308 billion budget on April 17, 2023. House appointed conference committee members Bonnen (Chair), Gonzalez of El Paso, Jetton, VanDeaver and Walle. Nick noted conference committee report filed May 24 and provided information on Bills of interest regarding transportation funding: SB 505 proposes an additional \$400 registration fee on most new electric vehicles and \$200 registration renewal fee for all existing electric vehicles (signed by Governor and effective September 1, 2023). Senate Concurrent Resolution (SCR) 2 would extend proposition 7 by 10 years (sent to Governor on May 22, 2023). HB 2230 would eliminate the expiration date of Proposition 1, making the revenue stream permanent (sent to Governor on May 22, 2023). Bills of interest on the topic of safety include HB 898 which proposes harsher penalties for the Move Over, Slow Down Law (sent to Governor on May 22, 2023). HB 1885 would grant the Texas Transportation Commission (TTC) authority to establish a variable speed limit program (sent to Governor on May 24, 2023). Bills of Interest on the topic of temporary tags include HB 718, the issuance of metal plates (passed House Committee and referred to Senate on May 24, 2023). HB 914 would create temporary tag tampering penalties (signed by Governor, effective September 1, 2023). HB 2195 would increase penalties for fictitious and altered plates (sent to Governor on May 22, 2023). Bills of interest on the topic of local government include HB 2127, State preemption of municipal and county regulations (sent to Governor on May 24, 2023), SB 784, State preemption of local greenhouse gas regulations (signed by the Governor, effective September 1, 2023). Bills of interest on the topic of air quality include SB 1397, continuation of the Texas Commission on Environmental Quality (House and Senate concurred on amendments May 23, 2023)., SB 1732, Creates standards for electric vehicle charging stations (signed by Governor; effective on September 1, 2023). Bill of interest on the topic of Miscellaneous. Transportation that may still pass the legislature include HB 2265, awards compensatory damages caused by delays in government construction projects (Placed on Senate Intent Calendar May 24, 2023), In regard to unmanned aircraft, SB 1308 would prohibit drones over airports and military installations (Placed on Senate Items Eligible calendar on May 24, 2023) and Safety, HB 3297 would eliminate vehicle safety inspections for noncommercial vehicles (House refused to concur; Conferees selected).

9. **Fiscal Year 2023 Multimodal Project Discretionary Grant Program:** Jeff Neal provided information to the Committee on the Fiscal Year 2023 Multimodal Project Discretionary Grant Program (MPDG). While the program's Notice of Funding Opportunity (NOFO) is expected for release later in "Spring 2023", according to United States Department of Transportation (US DOT), information was presented to obtain feedback on candidate projects in the interests of advanced project "slotting". The \$2.85 billion program, based on last year's NOFO, solicits project applications for three funding opportunities: the National Infrastructure Project Assistance Grants Program (MEGA), the Nationally Significant Multimodal Freight and Highway Projects Grant Program (INFRA), and the Rural Surface Transportation Grant Program (Rural). A combined overview of solicited projects; INFRA with \$1.55 billion of available funds with up to 80 percent federal, with no maximum on award size, obligation deadline September 30, 2026, and construction deadline March 30, 2028. MEGA with \$1 billion of available funds with up to 80 percent federal, and US DOT seeks projects that will begin construction before September 30, 2026. Rural with \$300 million of available funds with up to 100 percent federal cost/match, no maximum on award size, obligation deadline of September 30, 2026, and construction deadline March 30, 2028. As negotiations continue with the Texas Department of Transportation (TxDOT), as many as nine submittals can be submitted, with three each for INFRA, MEGA, and RURAL. The projects/lead applicants that are planned for NCTCOG submittal and/or resubmittal include Dallas County Inland Port (DCIP) Multimodal Connectivity Project to rebuild Belt Line Rd

and Sunrise Rd. to four lane arterials with side paths for better mobility with total cost of \$82,525,000; United States Highway (US) 80 Corridor/Interstate Highway (IH) 635 Junction Reconstruction Project to rebuild US 80 plus IH 635 interchange to address multimodal mobility, safety, and access needs with a total cost of \$482,760,151; Alliance Smart Port Deployment and State Highway (SH) 170 connections deliver comprehensive infrastructure assets with a total cost of \$241,430,000; US 81/287 North Tarrant County Reconstruction project to reconstruct for six general purposes lanes, continuous one-way frontage roads, and new grade separations with a total cost of \$344,400,000; and, US 377 at SH144 reconstruction project in Granbury to rebuild US 377 to a 6-lane limited access roadway with SH 144 upgrades to address safety, mobility, drainage, and multimodal access needs with a total cost of \$90,000,000. Additionally, NCTCOG is considering resubmittal as a co-applicant to TxDOT of the IH 30 Downtown Dallas Canyon project to rebuild IH 30 to address design, safety, and mobility deficiencies; restore the Central Business District (CBD) street grid for multimodal connections and surplus ROW re-use; and add deck foundations with a total cost of \$542,000,000. The schedule for the FY23 MPDG program will be presented for action at the June 23, 2023, Surface Transportation Technical Committee and July 13, 2023, Regional Transportation Council meetings. The deadline for an RTC letter of support is July 20, 2023., The FY2023 MPDG application deadline (Grants.gov) is in August of 2023. The schedule is subject to change based on the program's actual NOFO release date. Remaining details provided in Electronic Item 9.

10. **Draft FY2024 and FY2025 United Planning Work Program:** Vickie Alexander provided a summary on development of the proposed Fiscal Year (FY) 2024 and FY2025 Unified Planning Work Program (UPWP) for Regional Transportation Planning. Development of the document is a cooperative effort between the North Central Texas Council of Governments (NCTCOG) and its transportation partners. The UPWP identifies NCTCOG staff work activities to be performed between October 1, 2023, and September 30, 2025. A draft will be provided to the Texas Department of Transportation (TxDOT) for review in early June, with a copy provided concurrently to the Surface Transportation Technical Committee (STTC). The final document is due to TxDOT on July 31, 2023. The UPWP is required by the Infrastructure Investment and Jobs Act (IIJA), summarizes annual Metropolitan Planning Organization (MPO) funding, addresses regional and local issues, inventories planning and programming activities, and allocates available funds to specific tasks. Included in the document are five major tasks under which NCTCOG's work activities will be carried out: Task 1 – Administration and Management, Task 2 – Transportation Data Development and Maintenance, Task 3 – Short-Range Planning, Programming, and Operations, Task 4 – Metropolitan Transportation Plan, and Task 5 – Special Studies. Vickie noted that 31 project submittals had been received from the local governments and transportation providers in response to NCTCOG's request in February for regional transportation and/or transportation-related air quality project ideas or technical assistance needs for consideration of inclusion in the UPWP. Planning projects that those entities would be carrying out during FY2024 and FY2025 were also requested for inclusion in an inventory in the document. A summary of NCTCOG staff's recommendations regarding the inclusion of the project submittals was provided to STTC members in Electronic Item 10. Vickie also provided a funding summary of the federal formula Transportation Planning Funds (TPF) for FY2024 and FY2025. Available funds are estimated to be about \$33.2 million, and expected expenditures for the two years is estimated at about \$28.5 million, leaving an approximate \$4.7 million to carry over to FY2026. In addition to Transportation Planning Funds, the UPWP also contains funding from numerous other grants and agencies. She noted that these estimates were early estimates and could change as the agency and department budgets are refined. A schedule outlining elements of the document development process

was also provided. STTC action on the recommended FY2024 and FY2025 Unified Planning Work Program will be requested at its meeting in June.

11. **Automated Transportation System Development Study:** Martin Bate updated the Committee on the Automated Transportation System (ATS) Development Study, including technology assessments and project evaluations. North Central Texas Council of Governments (NCTCOG's) review of emerging technology innovations focuses on future proofing infrastructure, providing users with demand-responsive transportation, reducing long-term risks of obsolescence of infrastructure and utilizing solutions that do not require custom guideways to operate. Other areas of focus include achieving economies of scale by using modular infrastructure and independent-running ATS vehicles and considering both people and cargo and goods movement. As part of the Regional Automated Transportation System initiative, the Regional Transportation Council approved a study to assess the state of the ATS market, including vehicles for moving people and cargo/goods, innovative lightweight modular materials for guideways, and wireless electric charging. The study also evaluated the application of its findings toward two pilot projects and two modernization concepts. Martin presented summaries of the study's results as well as information on ATS pilot projects provided in Electronic Item 11.

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

Amy Johnson noted the Fiscal Year 2024 – 2025 Policy Bundle's early deadline was March 31, 2023, and the final deadline is May 31, 2023. More information provided at: www.nctcog.org/policybundle.

Jeff Neal highlighted the Federal Performance Measures Condition Targets for National Highway System Pavement/Bridge Access.

Connor Sadro mentioned the creation of a task force under the Regional Broadband Program. More details provided in Electronic Item 12.1 with the link for registration.

Chris Klaus provided an update on the 2023 Ozone Season. With five exceedances, the most up-to-date information was provided in Electronic Item 12.2.

Jared Wright highlighted the Local Clean Air Project Spotlight on the replacement project for Cedar Hill Independent School District. The Cedar Hill Independent School District was awarded two propane powered school buses, implemented in October 2022, awarded \$190,000 with a total project cost of \$257,648. Additional information was provided in Electronic Item 12.3.

Savana Nance provided information on the Status Reports on Climate Pollution Reduction Grants created by Section 60114 of the Inflation Reduction Act to develop and implement plans for reducing greenhouse gas emissions (GHG) and other harmful air pollutants. More detailed information can be provided in Electronic Item 12.4 and at: <https://www.epa.gov/inflation-reduction-act/climate-pollution-reduction-grants>. The upcoming Dallas-Fort Worth Clean Cities events are available at <https://www.dfwcleancities.org/evets>.

Jackie Castillo mentioned that a public meeting was hosted on April 10. Details provided in Electronic Item 12.5. Presentations were provided on the Federal Railroad Administration grant program, local partnerships between Dallas Area Rapid Transit and the City of Dallas, and legislative update. North Central Texas Council of Governments (NCTCOG) will be

hosting a public meeting on Monday, June 12, 2023. Details provided in Electronic Item 12.6.

Taylor Benjamin noted that the Public Comments Report, which contained general public comments received from March 20, 2023, through April 19, 2023, was provided in Electronic Item 12.7.

Partner Progress Reports were provided in Electronic Item 12.8.

13. **Other Business (Old or New)**: There was no discussion on this item.
14. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on June 23, 2023.

Meeting adjourned at 3:08 PM.