

## AGENDA

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE**

**Friday, July 26, 2024**

**North Central Texas Council of Governments**

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

**1:30 – 1:35**

**1. Approval of June 28, 2024, Minutes**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 5

Presenter: Gus Khankarli, STTC Chair

Item Summary: Approval of the June 28, 2024, meeting minutes contained in [Electronic Item 1](#) will be requested.

Background: N/A

**1:35 – 1:40**

**2. Consent Agenda**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 5

**2.1. Ratification of Emergency Funding: Backstop Funding for the Safe Streets and Roads for All Grant**

Presenter: Karla Windsor, NCTCOG

Item Summary: Staff will request ratification of emergency funding authorization in the amount of \$100,000 for the Safe Streets and Roads for All Grant to backstop local match requirements and avoid project implementation delays.

Background: The Federal Highway Administration (FHWA) awarded funding to North Central Texas Council of Governments (NCTCOG) to advance regional safety initiatives and the project was authorized to begin in June 2024. Project funding includes \$4,000,000 from FHWA and \$1,000,000 Regional Toll Revenue (RTR) funds to meet local match requirements. The RTR funds will not be approved by the Texas Transportation Commission (TTC) until the August 22, 2024, TTC meeting. To meet the aggressive project schedule requested by federal partners, and to maximize available federal funds, staff requests ratification of emergency funding authorization for Regional Transportation Council (RTC) Local funds in an amount not to exceed \$100,000 as a backstop to the RTR funds committed to fulfil local match requirements of the grant. RTC Local funds will be returned upon receipt of the RTR funding. The RTC

ratified this emergency funding at the RTC meeting on July 11, 2024.

Performance Measure(s) Addressed: Administrative, Safety

**1:40 – 1:50**

**3. Endorsement of Federal Transit Administration Transit Oriented Development Pilot Grant Fiscal Year 2024 Trinity Railway Express Transit Oriented Development Strategic Plan**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 10

Presenter: Travis Liska, NCTCOG

Item Summary: Surface Transportation Technical Committee (STTC) endorsement will be requested for the North Central Texas Council of Governments (NCTCOG) to submit a Federal Transit Administration (FTA) grant application for Transit-Oriented Development (TOD) planning for the Trinity Railway Express (TRE) corridor with Regional Transportation Council (RTC) Local funds provided as match.

Background: NCTCOG is applying for an FTA Fiscal Year 2024 Pilot Program for TOD Planning grant. The FTA TOD Pilot Program provides funds to support planning for increased economic development, mixed-use, multimodal connectivity and other TOD concepts that support increased ridership on qualified fixed-route transit. NCTCOG's application is in partnership with Dallas Area Rapid Transit, Trinity Metro, Trinity Railway Express, and the Cities of Dallas, Irving, and Fort Worth. The effort will address TOD barriers at applicable TRE stations through station area redevelopment plans based on development markets and land use needs, a study of needed bicycle and pedestrian connections to the stations, and evaluation of public/private financing and funding plans for TOD. The federal application is due August 2, 2024. The proposed grant requested \$800,000 in federal funding matched with \$200,000 RTC local. More information is available in [Electronic Item 3](#).

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

**1:50 – 2:00**

**4. 2025 Unified Transportation Program and Regional 10-Year Plan Update**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) action on the proposed changes for the Regional 10-Year Plan Update will be requested.



Background: Since December 2016, the Regional Transportation Council (RTC) has annually approved a set of projects funded with Category 2 (Metropolitan Planning Organization selected) and Category 4 (Texas Department of Transportation [TxDOT] District selected) funds and submitted for Texas Transportation Commission (TTC) consideration with Category 12 (TTC selected) funds that cover 10 years of highway projects. Since the last update in 2023, North Central Texas Council of Governments staff has coordinated with the TxDOT Dallas, Paris (Hunt County), and Fort Worth Districts regarding updates to previously approved projects, as well as potential additions to the 10-Year Plan to be included in the 2025 Unified Transportation Program. [Electronic Item 4.1](#) includes additional information about the process. [Electronic Item 4.2](#) contains the proposed list of planned projects for the Regional 10-Year Plan. [Electronic Item 4.3](#) contains the 10-Year Plan projects that have let or been completed.

Performance Measure(s) Addressed: Roadway, Safety

2:00 – 2:10

5. **Regional Transportation Council High-Speed Rail Workshop Summary and Advancing Environmental Review**

☐ Action      ☒ Possible Action      ☐ Information      Minutes: 10

Presenter: Brendon Wheeler, NCTCOG

Item Summary: Staff will provide a summary of the Regional Transportation Council (RTC) Workshop held on July 11, 2024, which focused on the Dallas-Fort Worth High-Speed Rail Service project. As a result of ongoing meetings with transportation partners and project stakeholders following the workshop, staff anticipates action from this committee and the RTC will be needed to continue advancing the National Environmental Policy Act (NEPA) process. Staff will outline the trade-offs in potential paths forward related to the study schedule and the NEPA process for committee members' consideration.

Background: In April 2020, North Central Texas Council of Governments staff began work on the Dallas-Fort Worth High-Speed Transportation Connections Study with consultant assistance. The project is divided into two phases. The first phase, an alternatives analysis of high-speed modes and corridors, recommended high-speed rail generally following the Interstate Highway 30 corridor in 2021. The second phase includes conceptual and preliminary engineering and an environmental analysis following the NEPA process, resulting in a federal government action identifying the project's next

steps. Following the City of Dallas' Resolution passed on June 12, 2024, ([Electronic Item 5.1](#)), a workshop with the RTC was held on July 11, 2024, to respond to the City of Dallas' concerns and find a mutually acceptable path forward ([Electronic Item 5.2](#)). Staff will include any impacts of new direction to the current Federal Transit Administration-led NEPA process (initiated on March 4, 2024) and the Federal Railroad Administration-led Corridor Identification and Development Program (agreement executed on May 16, 2024).

Performance Measure(s) Addressed: Safety, Transit

2:10 – 2:30

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

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 20

Presenter: Michael Morris, NCTCOG

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

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

1. Dallas County Inland Port Multimodal Connectivity Project (\$25 Million)
2. Transit 2.0 Implementation – Next Steps ([Electronic Item 6.1](#))
3. Op Ed ([Electronic Item 6.2](#))
4. Regional Transportation Council 50<sup>th</sup> Anniversary Meeting and Planning
5. Current Hold on Regional Transportation Council Policy – Temporary Suspension of Dynamic Pricing of Managed Lanes During Reconstruction
6. Aviation Integrated Programs Funding Increase

Performance Measure(s) Addressed: Administrative

2:30 – 2:40

7. **Mobility 2050**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 10

Presenter: Amy Johnson, NCTCOG

Item Summary: Staff will provide a report regarding efforts to develop the next Metropolitan Transportation Plan, Mobility 2050, including approaches to integrating the demographic forecast, public perceptions and needs, and program and policy considerations.

Background: Federal guidelines require the Dallas-Fort Worth region to update the long-range transportation plan a minimum of every

four years and go at least 20 years into the future. In addition, Mobility 2050 must demonstrate federal Transportation Conformity. The updated plan will include a new financial plan, updated demographics and technical analysis, updated project recommendation listings, and robust public involvement.

Performance Measure(s) Addressed: Roadway, Safety

2:40 – 2:50

8. **Swyft Cities/Whoosh Certification of Emerging and Reliable Transportation Technology Update**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 10

Presenter: Brendon Wheeler, NCTCOG

Item Summary: As part of the CERTT (Certification of Emerging and Reliable Transportation Technology) Program, staff will update the Committee on the recent progress of Swyft Cities and their advancement through the program. Several local governments have expressed interest in advancing this modern gondola-style technology (known as Whoosh) in their communities and are in the process of considering/requesting federal funding through discretionary grant opportunities.

Background: In May 2022, the Regional Transportation Council (RTC) adopted Policy Position P22-02 to develop a process for the Transportation Infrastructure Certification Program (now named CERTT, [Electronic Item 8.1](#)). This program serves as a guide to a consensus-building path among the RTC, interested local governments, and transportation technology providers in bringing innovative transportation solutions to the region with the end goal of a commercial application serving a long-range transportation need (see program fact sheet included as [Electronic Item 8.2](#)). Swyft Cities advanced through Round 2 of the CERTT Program in spring 2023 and received several proposals from interested local governments. Since that point, Swyft Cities has been engaged with North Central Texas Council of Governments (NCTCOG) and interested local governments in advancing potential project locations, determining appropriate technology certification oversight structure, considering public-private partnership balance of roles and shared risk, and developing a potential funding package for initial deployment. NCTCOG submitted a letter of commitment to the United States Department of Transportation supporting the City of Arlington’s “Improving Access, Safety, and the Environment with Aerial

Automated Transit Networks” project and their request for the 2024 Strengthening Mobility and Revolutionizing Transportation (SMART) grant ([Electronic Item 8.3](#)).

Performance Measure(s) Addressed: Safety, Transit

**2:50 – 3:00**

**9. 2023 Transportation Safety Performance Report**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 10

Presenter: Camille Fountain, NCTCOG

Item Summary: Staff will provide an update on items included in the 2023 Safety Program Performance Measures Report.

Background: The North Central Texas Council of Governments (NCTCOG) Safety Program Performance Measures Report provides an annual report on the performance of various NCTCOG safety programs, projects, and statistics including regional crash and fatality data, top 10 contributing factors for regional crashes, county-level crash rates, attendance statistics for Traffic Incident Management courses, Roadside Assistance Program statistics, and analysis relating to the Regional Roadway Safety Plan emphasis areas. The 2023 NCTCOG Safety Program Performance Measures Report and Regional Crash Fact Sheet are included as [Electronic Item 9](#).

Performance Measure(s) Addressed: Roadway, Safety

**3:00 – 3:10**

**10. Community School Siting Issues and Opportunities**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 10

Presenter: Shawn Conrad, NCTCOG

Item Summary: Staff will provide information and request for participation in a survey regarding challenges associated with community school siting in the region and ways that the North Central Texas Council of Governments (NCTCOG) can assist local governments with this challenging issue.

Background: As growth continues to increase in the Dallas-Fort Worth region, the strain on existing schools and demand for new schools also continues to increase rapidly, particularly in fast-growing areas. Rapid growth means that coordination among local governments and independent school districts to plan school sites ahead of growth is essential to avoid costly and undesirable impacts to student safety, traffic, budgets, and the environment. Staff will review current school siting issues and examples of challenges and solutions. Feedback will be requested via a survey regarding the question: How can NCTCOG help with

school siting issues? Responses will help inform NCTCOG's development of a strategy to best assist local governments in addressing this challenging problem. An overview is provided in [Electronic Item 10](#).

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

**3:10 – 3:15**

**11. Status Report: 2050 Demographic Forecasts**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 5

Presenter: Dan Kessler, NCTCOG

Item Summary: Staff will provide a brief summary of these forecasts, including the local review process. Draft 2050 Demographic Forecasts have now been completed by North Central Texas Council of Governments (NCTCOG) staff. These forecasts will be used to support the development of Mobility 2050: The Metropolitan Transportation Plan.

Background: The forecasts along with the 2019 Small Area Estimates have now been made available to local governments and agencies for review. A local government workshop including Surface Transportation Technical Committee members was held on July 17, 2024. Comments on the forecasts are due back to NCTCOG by August 31, 2024.

Performance Measure(s) Addressed: Roadway, Transit

**3:15 – 3:25**

**12. Fast Facts**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 10

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

1. *Joaquin Escalante* – Air Quality Funding Opportunities ([www.nctcog.org/AQfunding](http://www.nctcog.org/AQfunding))
2. *Joaquin Escalante* – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
3. *Trey Pope* – Local Clean Air Project Spotlight ([Electronic Item 12.1](#))
4. *Daniela Tower* – 2024 Ozone Season Update ([Electronic Item 12.2](#))
5. *Daniela Tower* – Dallas-Fort Worth Reclassification of 2015 Ozone Standard ([Electronic Item 12.3](#))
6. *Jackie Castillo* – June Online Input Opportunity Minutes ([Electronic Item 12.4](#))
7. *Jackie Castillo* – August Public Meeting Notice ([Electronic Item 12.5](#))
8. *Jackie Castillo* – May – June Public Comments Report ([Electronic Item 12.6](#))

9. Written Progress Reports:

- Partner Progress Reports ([Electronic Item 12.7](#))

13. **Other Business (Old or New)**: This item provides an opportunity for members to bring items of interest before the group.
14. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on August 23, 2024.***

**MINUTES****SURFACE TRANSPORTATION TECHNICAL COMMITTEE****June 28, 2024**

The Surface Transportation Technical Committee (STTC) met on Friday, June 28, 2024, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Melissa Baker, Nathan Benditz (representing Daniel Vedral), Shon Brooks, Tanya Brooks, Daniel Burnham, Farhan Butt, Brenda Callaway, Travis Campbell, Clarence Daugherty, Chad Davis, Pritam Deshmukh, Caryl DeVries, Phil Dupler, Chad Edwards, Eric Fladager, Chris Flanigan, Ann Foss (representing Jana Wentzel), Ricardo Gonzalez, Gary Graham, Scott Hall, Tom Hammons, Barry Heard, Alan Hendrix (representing Stanford Lynch), John D. Hudspeth, Jeremy Hutt, Thuan Huynh, Joseph Jackson, Joel James, William Janney, Major L. Jones, Gus Khankarli, Eron Linn, Clay Lipscomb, Paul Leudtke, Chad Marbut, Alberto Mares, Brian McNulty (representing Ron Hartline), John Mears, Mark Nelson, Jim O'Connor, Alfredo Ortiz, Rifat Alam (representing Dipak Patel), John Polster, Than Nguyen (representing Tim Porter), Elizabeth Reynolds, Jeff Kelly (representing Davis Salmon), David Salmon, Brian Shewski, Walter Shumac, III, Ray Silva-Reyes, Chelsea St. Louis, Errick Thompson, Caleb Thornhill, Jennifer VanderLaan, Caroline Waggoner, Todd Weinheimer (representing Shannon Hicks), and William Wiegandy (representing Gregory Van Nieuwenhuize).

Others present at the meeting were: Vickie Alexander, Nick Allen, Natalie Bettger, Joslyn Billins, Jesse Brown, Carolyn Burns, Jackie Castillo, Aaron Ceder, Lori Clark, Dina Colarossi, Shawn Conrad, Tara Crawford, Alyssa Cunningham, Brian Dell, Kevin Feldt, Justin Galloway, Rebekah Gongora, Irlenia Hermosille, Chris Hoff, Alicia Johnson, Amy Johnson, Zachary Joseph, Dan Kessler, Ken Kirkpatrick, Siddheoh Kudale, Dan Lamers, Travis Liska, Gregory Masota, James McLane, Anthony Moffa, Michael Morris, Jenny Narvaez, Dylan Niles, Joseph O'Brien, Donald Parker, Roman Rangel, Hailey Richardson, Chris Schmitt, Samuel Simmons, Toni Stehling, Jill Van Howeyk, Whitney Vandiver, Brendon Wheeler, Brian Wilson, Jared Wright, and Alexander Young.

1. **Approval of the May 24, 2024, Minutes:** The minutes of the May 24, 2024, meeting were approved as submitted in Electronic Item 1. John Polster (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda:
  - 2.1. **Modifications to the Fiscal Year 2024 and Fiscal Year 2025 Unified Planning Work Program:** A recommendation was requested for Regional Transportation Council's (RTC) approval of Amendment # 3 modifications to the FY2024 and FY2025 Unified Planning Work Program (UPWP) and direction for staff to administratively amend the Transportation Improvement Program, along with other administrative/planning documents, as appropriate, to reflect the approved modifications.

- 2.2 **Opportunity to Support Sponsorship of the Infrastructure Summit 2024 in Recognition of Metropolitan Planning Organization 50<sup>th</sup> Anniversary:** A recommendation was requested for Regional Transportation Council's (RTC) approval to utilize \$25,000 in RTC Local funds to support sponsorship of the Infrastructure Summit 2024.

A motion was made to recommend the Regional Transportation Council's approval of Items 2.1 and 2.2 on the Consent Agenda. Gus Khankarli (M); John Polster (S). The motion passed unanimously.

3. **Application to the Environmental Protection Agency Clean Heavy-Duty Vehicles Grant Program:** Lori Clark requested a recommendation for Regional Transportation Council (RTC's) approval of a grant application to the Environmental Protection Agency (EPA) Clean Heavy-Duty Vehicles (CHDV) Grants Program, which is a brand-new program created under the Inflation Reduction Act. There are two sub programs, a school bus program and a vocational trucks program. Vocational vehicles are things like dump trucks, refuse haulers, utility trucks, bucket trucks, and for the purposes of this program also transit buses. There's an opportunity to replace existing trucks that are fueled by anything other than battery electric or hydrogen fuel cell with something that is battery electric or hydrogen fuel cell. If it's a truck in that category, there's an opportunity here for public agencies to apply directly to EPA. Lori highlighted there's value in pursuing a regional proposal because the private sector is not able to apply directly to the EPA. Also, a regional proposal opens up opportunities for an organization to request a small pilot project because EPA requires a minimum of three vehicles in a single application. Each individual application can request anywhere from 500,000 to \$60 million per proposal. Lori presented additional technical details about the existing vehicle versus what the new vehicle would have. This program provides new opportunities for the region, including increased funding levels for hydrogen fuel cell vehicles and electric vehicles, allows for replacement of non-diesel (gasoline, compressed natural gas, propane) vehicles, flexible scrappage alternatives, funding for infrastructure, renewable on-site power generation systems, and workforce development activities related to zero-emission vehicles. The proposed NCTCOG application would request up to \$60 million from the EPA CHDV grant vocational vehicle sub-program on behalf of the region and reserve all EPA funds for project implementation by using the NCTCOG Grants Management and RTC Initiative Fund to fund project administration/grant management. Lori provided a schedule including seeking approval at the July 11, 2024, RTC and July 25, 2024, Executive Board meetings; the EPA application deadline is July 25, 2024, anticipated notification of selection in November 2024, anticipated awards in February 2025, and if awarded, NCTCOG opens Call for Projects during the April-May 2025 timeline. An overview of the additional details was contained in Electronic Item 3. John Polster requested to explore opportunities on how entities like North Texas, who have always been ahead of the curve, can have more local flexibility, creativity, and what they do as opposed to having to be hit in these silos that we're always finding ourselves in.

A motion was made to recommend Regional Transportation Council (RTC) approval of North Central Texas Council of Governments application to the Environmental Protection Agency Clean Heavy-Duty Vehicles Program for up to \$60,000,000, and amendment of the Unified Planning Work Program, along with any other planning/administrative documents as necessary if awarded. John Polster (M); Daneil Burnham (S). The motion passed unanimously.



4. **Blue-Green-Grey Round Four Application for New Ideas:** Sydnee Mangini requested a recommendation of the Regional Transportation Council (RTC's) approval of the North Central Texas Council of Governments (NCTCOG) to open the Blue-Green-Grey (BGG) applications for New Ideas Round 4 on July 15, 2024, pre-application workshop on July 17, 2024, with applications due on August 16, 2024. The application for New Ideas funding amount of \$250,000 total; with no local match required with three anticipated awards. The purpose of the BGG program is to promote the planning and construction of green or sustainable infrastructure in the region, to advance small projects with innovative outcomes that can be scaled and/or replicated regionally with the focus on three elements: blue = water, green = environment, and grey = transportation. Sydnee briefly went through what the BGG program is and the previous funding rounds that have been allocated a total of \$449,080 in RTC Local. She mentioned project examples that may be either a feasibility assessment and/or planning for a BGG project or project is ready for construction and implementation. The project deliverables may look like: guidelines or planning documents for a pilot construction project that other entities can use, various test sites for a specific project, development/feasibility assessment of new technology or processes that could be integrated into any project. Sydnee presented the evaluation criteria in detail provided in Electronic Item 4.1 with the pre-application workshop flyer provided in Electronic Item 4.2. The schedule Round 4; opening the call on July 15, 2024, host the pre-application workshop on July 17, 2024, and while the call is open, will be accepting questions from applicants for a Frequently Asked Questions that will then publish online for anyone to review, if interested. Applications will be due on August 16, 2024, at 5:00 pm with taking September to review and score everything, and then bring back final recommendations for projects to be awarded at Surface Transportation Technical Committee and RTC in the October and November timeframe.

A motion was made to approve the recommendation of the Regional Transportation Council's approval of the opening of the Blue-Green-Grey applications for New Ideas Round 4. John Polster (M); Chad Edwards (S). The motion passed unanimously.

5. **Director of Transportation Report on Selected Items:** Michael Morris announced he's drafted a memo to go to the 16 city managers for Dallas Area Rapid Transit (DART) for Transit 2.0 to engage with consultants and ask a series of questions around 7 tasks. Those seven tasks were provided in Electronic Item 5.1. Michael hopes with some consensus, in regard to Transit 2.0, for more collaboration and following the strategy that was requested by these cities. Michael highlighted high-speed rail with regard to ten years ago, Texas Central Partners working with the City of Dallas that came up with on how high-speed rail would get to Arlington and Fort Worth. Recently, the City of Dallas eliminated that quarter. He mentioned there are two paths to proceed, however we're in the middle of a \$10 million Environmental Study led by Dan Lambert's team and HNTB, who is our geometric consultant. He noted a July workshop of the Regional Transportation Council (RTC) is scheduled for July 11, 2024. Michael presented a brief overview of a few maps that were provided to the RTC members at the request of an Executive Board/RTC member, on the high-speed rail station. Additional details provided in Electronic Item 5.2. Michael mentioned that Friends of the Safety Committee met in Austin. He expressed appreciation to Natalie Bettger and Karla Windsor, along with encouraging anyone who would like to join this group if interested in reducing fatalities. Michael announced with the survey results from the June Surface Technical Transportation Committee meeting; two Committee meetings will be held virtually. Those meetings are scheduled for August 23, 2024, and March of 2025. Michael reminded the Committee of the 50th anniversary at the Irving Convention Center, on August 8, 2024. Michael mentioned that the Texas Department of Transportation (TxDOT) wishes to

maintain a hold on the suspension of the dynamic pricing changes of Managed Lanes during reconstruction. Michael noted that Electronic Items 5.3 and 5.4 were provided, as well as the list of other projects, by Natalie Bettger. He reminded everyone, these are intended to be innovative where major employers, or someone has a need for the next generation advice from universities. They engage with Natalie to get approval to get support from the universities to help generate great ideas to advance either technology, get a large employer, or someone to come to our region. Michael also announced that North Central Texas Council of Governments (NCTCOG) won the \$25 million Beltline Sunrise Rebuilding American Infrastructure with sustainability and Equity (RAISE) grant by partnering with Dallas County. Michael briefly noted Dan will give you more information when he brings demographics. It was noted that the Regional Information Services Department announced the region grew by a little less than 200,000 people in the last year, when there is typically a high growth rate of 150.

6. **2025 Unified Transportation Program and Regional 10-Year Plan Update:** Brian Dell briefed the Committee on the proposed changes to the Regional 10-Year Plan. Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods. The 10-Year Plan includes projects funded with Category 2 (MPO selected), Category 4 (Texas Department of Transportation [TxDOT] District selected), and Category 12 (Texas Transportation Commission [TTC] selected). The Regional 10-Year Plan was originally approved by the Regional Transportation Council (RTC) in December 2016. This plan is updated annually in conjunction with the development of TxDOT's Unified Transportation Program (UTP). Brian noted that TxDOT began developing the 2025 UTP in fall of 2023 and North Central Texas Council of Governments (NCTCOG) staff coordinated with the TxDOT districts regarding project updates (e.g. costs/funding, environmental clearance and let dates), potential new projects, and 2024 projects that need additional funding to cover cost overruns at letting. Brian provided the principles for the development of the Regional 10-Year Plan: project should be included in the Metropolitan Transportation Plan (MTP) and be something that is supposed to be implemented by 2036, focus on "system" versus new, stand-alone projects, fully fund existing projects before funding new projects (with a focus on projects letting in the next 2-3 years), ensure equity of county allocations, maintain toll lanes/toll managed lanes on selected corridors, re-fund previously unfunded projects when possible, ensure all RTC projects are approved in 2025 UTP (including "placeholders"), and projects must be scored and should have a score sufficient to qualify for funding. Brian briefly provided an overview of the historical funding allocations for Category 2 and 4 and the amounts awarded by the TTC for Category 12 over time going back to 2017. Brian reminded the Committee that the RTC has a policy that for mobility funds such as Category 2, the Eastern subregion is supposed to get about 69 percent of the funding and the West gets the remaining 31 percent. He noted that NCTCOG staff is working with TxDOT on tracking all transactions related to Category 2 going back to 2014 to determine carryover as well as tracking non-formula funding, with more details to be provided in the future. Brian provided an overview of the next steps in the process, including incorporating changes to listings if the region receives any Category 12 funding from the TTC, finalizing project listings in coordination with the TxDOT districts and TxDOT headquarters, bringing back the listings for approval, including Category 12 amounts and changes to the let/completed projects list (e.g., 2024 cost overruns), providing an update on the region's Category 2 carryover balances and latest information on West/East non-formula fund tracking, and bringing back any project changes to the committees if the TTC action is different than proposed project listings. The timeline for the program was covered. Electronic Item 6.1 included additional information about the process. Electronic Item 6.2 contained the

proposed list of planned projects for the Regional 10-Year Plan. Electronic Item 6.3 contained the 10-Year Plan projects that have let or been completed.

7. **Nonregulatory Monitoring for Health and Attainment Policy:** Jenny Narvaez presented for Daniela Tower by briefing the Committee on an overview of a new policy that will encourage the continued development of a monitoring network to track movement of air pollution into the Dallas-Fort Worth counties that are in near-nonattainment for the ozone and fine particulate matter standards. Jenny introduced the new policy as Vision Zero for Health. By putting this policy in place, it would allow the ability to support a comprehensive air quality monitoring network in partnership and continuing development with local governments and industries to better identify suitable locations for these monitors. Jenny highlighted through this policy, North Central Texas Council of Governments (NCTCOG) would also identify funding sources through the federal government, maybe the state and local, and focus on implementation along with deployment of these different monitors. NCTCOG would ensure proper installation and maintenance, data management, and storage. She mentioned most importantly would be the public engagement and communication part to show the data that is collected to the general public and develop educational materials, as well as engaging the residents and stakeholders to evaluate and report to basically assess the impacts of these monitors and the performance of them. Jenny noted the region is now in severe nonattainment for ozone for the 2008 standard, and serious non-attainment for the 2015 standard. If we don't reach attainment for the severe standard, in 2026, there will be Section 185 fees that will kick into effect in 2028. If attainment isn't reached for this severe standard, fees will kick in place and there will be an annual charge for owners of major point sources every year and that could deter people from wanting to come to our region. More information will be provided in the coming months.
8. **National Zero Emission Freight Corridor Strategy:** Jared Wright provided a brief update of the recently released National Zero-Emissions Freight Corridor Strategy and projects in the North Central Texas Council of Governments (NCTCOG) region that align with the strategy. The strategy and phases were developed by the Joint Office of Energy and Transportation in collaboration with the U.S. Department of Energy, Department of Transportation, and the Environmental Protection Agency. The strategy lays out a structured approach to accelerating sustainable and scalable deployment of zero-emission medium- and heavy-duty vehicles, aligns with where the market is at today and upcoming projects, and prioritizes federal investments in zero-emission medium- and heavy-duty vehicles and infrastructure, and ensures best outcomes for communities, operators, and economy. Jared highlighted the phases for the Corridor strategy with phase 1 to establish hubs based on freight volumes, phase 2 by connecting the hubs along critical freight corridors, phase 3 to expand corridor connections and phase 4 with a complete network by linking regional corridors for ubiquitous access. He mentioned the local construction synergies with the NCTCOG Charging and Fueling Infrastructure Corridor Award to construct up to 5 publicly accessible medium/heavy duty hydrogen refueling stations across the Texas Triangle with a \$70 million award announced in January 2024. He briefly provided an overview of the local planning synergies: the completed NCTCOG Interstate Highway (IH) Zero Emission Vehicle Plan, Houston to Los Angeles IH 10 Corridor project, and the Texas Department of Transportation (TxDOT) Medium-/Heavy-Duty Charging Infrastructure Task Force. Local governments can utilize the NCTCOG region's inclusion in plan to leverage federal investments. Inclusion in the plan, alternative fuel corridor designations, and national freight corridor designations provide opportunities to prioritize federal funding that may be useful for

comprehensive plans or economic development corporations. Electronic Item 8 provided more information as presented.

9. **Surface Transportation Technical Committee/Regional Transportation Council**

**Officers:** Dan Kessler announced the new Surface Transportation Technical Committee officers for the 2024-2025 term: G. "Gus" Khankarli, P.E., Director of Transportation Department, City of Dallas (Chair); Ricardo Gonzalez, Director of Transportation Planning and Development, Texas Department of Transportation, Fort Worth District (Vice Chair); and Brian Shewski, P.E., PTOE, Transportation Manager, Transportation Engineering, City of Plano (Secretary). The STTC officers were approved by the NCTCOG Executive Board at its June 27, 2024, meeting. In addition, the new Regional Transportation Council officers for the 2024-2025 term are Clay Lewis Jenkins, County Judge, Dallas County (Chair); Rick Bailey, Commissioner, Johnson County (Vice Chair); and Brandon Jones, Councilmember, City of Lewisville (Secretary).

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

Aliyah Shaikh noted the deadline to submit Transportation Improvement Program (TIP) modifications for the November 2024 TIP Modification submittal was June 28, 2024.

Brian Wilson provided the Progress North Texas handbooks for each member. Progress in North Texas, the annual transportation State of the region that is organized around the theme of technology using technology to get you there. Brian congratulated the art contest winner, Kaylee Gibson, a student at Fort Worth Independent School District, if you would like additional copies, please let Brian Wilson know and it's also available at:

[Online@nctnctcog.org/ourregion](mailto:Online@nctnctcog.org/ourregion).

Jesse Brown briefed the Committee on the Auto Occupancy/High Occupancy Vehicle Quarterly Subsidy report provided in Electronic Item 10.1, regarding the Regional Transportation Council's (RTC) tolled managed lane policy. In particular, the High Occupancy Vehicles (HOV) +2 subsidy amount. The subsidy is to help offset the cost of the discount that is given to HOV users that travel on tolled managed lanes during peak periods. The RTC is responsible for the subsidy on the North Tarrant Express, as well as the LBJ Express facilities. As of June 2024, that subsidy is about \$9.8 million. In the packet, a managed lane system map for the region, the subsidy amount broken out by corridor, as well as the status and some statistics on the Go-Carma program that was implemented in 2020. Our next report to this committee is expected in September of 2024.

Alyssa Cunningham briefed the Committee on air quality planning and funding. The Texas Commission on Environmental Quality, or TCEQ, under the rebate grants program, is accepting applications for the grants for heavy duty vehicles and equipment program until July 29th, 2024. Eligible projects include the replacement, repower or electrification of heavy-duty vehicles, the purchase of new near zero or zero emission heavy duty. Schools eligible purchased fuel types include newer diesel vehicles, hydrogen, compressed natural gas, liquid natural gas, propane, methane and electricity. There is \$9.5 million in funding available for small business projects and \$14.7 million for new purchase projects. For more information, please visit the website located at: [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding). The upcoming Dallas-Fort Worth (DFW) Clean Cities event will be hosted on August 6, 2024, at the North Central Texas Council of Governments offices from 10:30 am to 12:30 pm. Vendors will present information on their products, services, showcase light, medium and heavy-duty

vehicles, and answer questions from local stakeholders. Please visit our website for more information and to register at: <https://www.dfwcleancities.org/events>.

Carolyn Burns highlighted information on the Clean Air Quality Project Spotlight: GUMBO Workforce. Gumbo stands for the Guaranteeing access to Underserved and Marginalized Populations by Building employment Opportunities. North Central Texas Council of Government's Dallas-Fort Worth (DFW) Clean Cities is working to expand technician training at local colleges to include installation and maintenance of Electric Vehicle (EV) charging equipment, meaning EV charging stations. This program supports the Justice 40 initial by targeting benefits towards disadvantaged communities. If anyone knows of any community-based organizations, community colleges, and workforce development programs, they are invited to get involved by spreading the word on this program. To participate, please e-mail [cleancities@nctworkntccog.org](mailto:cleancities@nctworkntccog.org). Additional details were provided in Electronic Item 10.2.

Jenny Narvaez presented for Daniela Tower by providing the 2024 ozone season update design value of 78 at the monitors of Pilot Point and Eagle Mountain Lake with a total of 13 exceedances, 11 orange and two red. More details were provided in Electronic Item 10.3.

Jackie Castillo announced a hybrid public meeting was held here on Monday, May 13, 2024. Staff presented information related to the planning advances for high-speed rail between Dallas and Fort Worth, 2025 to 2028 Transportation Improvement Program, and the new National Air Quality Standard, fine particulate matter. Additional details were provided in Electronic Item 10.4. On the mentioned topics, additionally, a public meeting will be hosted at North Central Texas Council of Governments, on Monday, July 8, 2024, at 12:00 pm. For more information, please see Electronic Item 10.5. The public comment report is a collection of general comments submitted by members of the public from Saturday, April 20, 2024, through Sunday, May 19, 2024. Comments and questions can be submitted via Facebook, Twitter, fax, e-mail, online and in person. Comments related to walking, biking, sustainable development, and transit conditions were in the majority. For more information, please visit Electronic item 10.6.

Written Progress Reports were provided in Electronic Item 10.7.

11. **Other Business (Old or New)**: There was no discussion on this item.
12. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on July 26, 2024.

The meeting was adjourned at 2:53 pm.





NCTCOG TRANSPORTATION  
DEPARTMENT

# FTA Transit-Oriented Development Pilot Grant FY2024: Trinity Railway Express Transit-Oriented Development Strategic Plan

SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
7.26.2024

# Action Background

June 28, 2024 - Surface Transportation Technical Committee Director's Report Item 9

July 11, 2024 - Regional Transportation Council Approval of submittal and local match

~~July 22, 2024~~ - original Grant application deadline [updated 7/17/24]

July 25, 2024 - Executive Board Authorization

July 26, 2024 - STTC Endorsement

August 2, 2024 – NEW Grant application deadline



# FTA TOD Planning Pilot Grant

- Federal Transit Administration (FTA) Pilot Program for Transit-Oriented Development (TOD) Planning has \$10.5 million (FY 2024) available in competitive grants for comprehensive or site-specific planning associated with new fixed guideway and core capacity improvement transit projects
- As required by statute, plans must:
  - Study improving economic development and enabling mixed-use near transit stations
  - Plan to increase ridership potential
  - Examine multimodal connectivity, accessibility, and pedestrian and bicycle transit access
  - Engage the private sector
  - Identify infrastructure needs
- Must have partnership between transit agencies and cities to be eligible
- NEW in 2024 – Planning for affordable housing is highly encouraged (no project won in 2023 without this as part of their application)





# TRE TOD Strategic Plan Proposal

## Trinity Railway Express (TRE) Transit Oriented Development Strategic Plan

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

Tasks:

1. Routes to Rail study to identify and plan for improved pedestrian and bicycle connection to and Land Use Redevelopment Plan to determine how to increase density, economic development, and affordable housing within context of each station and the region.
2. Public/ Private Financing/ Funding Plan to create guidance for leveraging federal funding and loans and best use of local public/private partnership for TOD.



- [illegible]



# Partnership

NCTCOG coordinated with entities below for letter of intent to partner on planning required for grant application:

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



# Requested Action

Seeking STTC endorsement of:

- Submittal of the FY 2024 FTA TOD Planning Pilot Program grant application for the Trinity Railway Express Transit-Oriented Development Strategic Plan requesting \$800,000 in federal funding and an approved \$200,000 in RTC Local funds for non-federal match should the project be selected for funding award.
- Staff directed to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP and other planning/administrative documents to incorporate these changes, if awarded funding.



# Contact Us



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# 2025 UNIFIED TRANSPORTATION PROGRAM AND REGIONAL 10-YEAR PLAN UPDATE

Surface Transportation Technical Committee  
July 26, 2024

# BACKGROUND

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

# PRINCIPLES FOR THE DEVELOPMENT OF THE REGIONAL 10-YEAR PLAN

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



# REGIONAL FUNDING ALLOCATIONS FOR 2017-2025 UTPs

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

\* Amounts shown in billions

# PROPOSED CATEGORY 12 FUNDING CHANGES

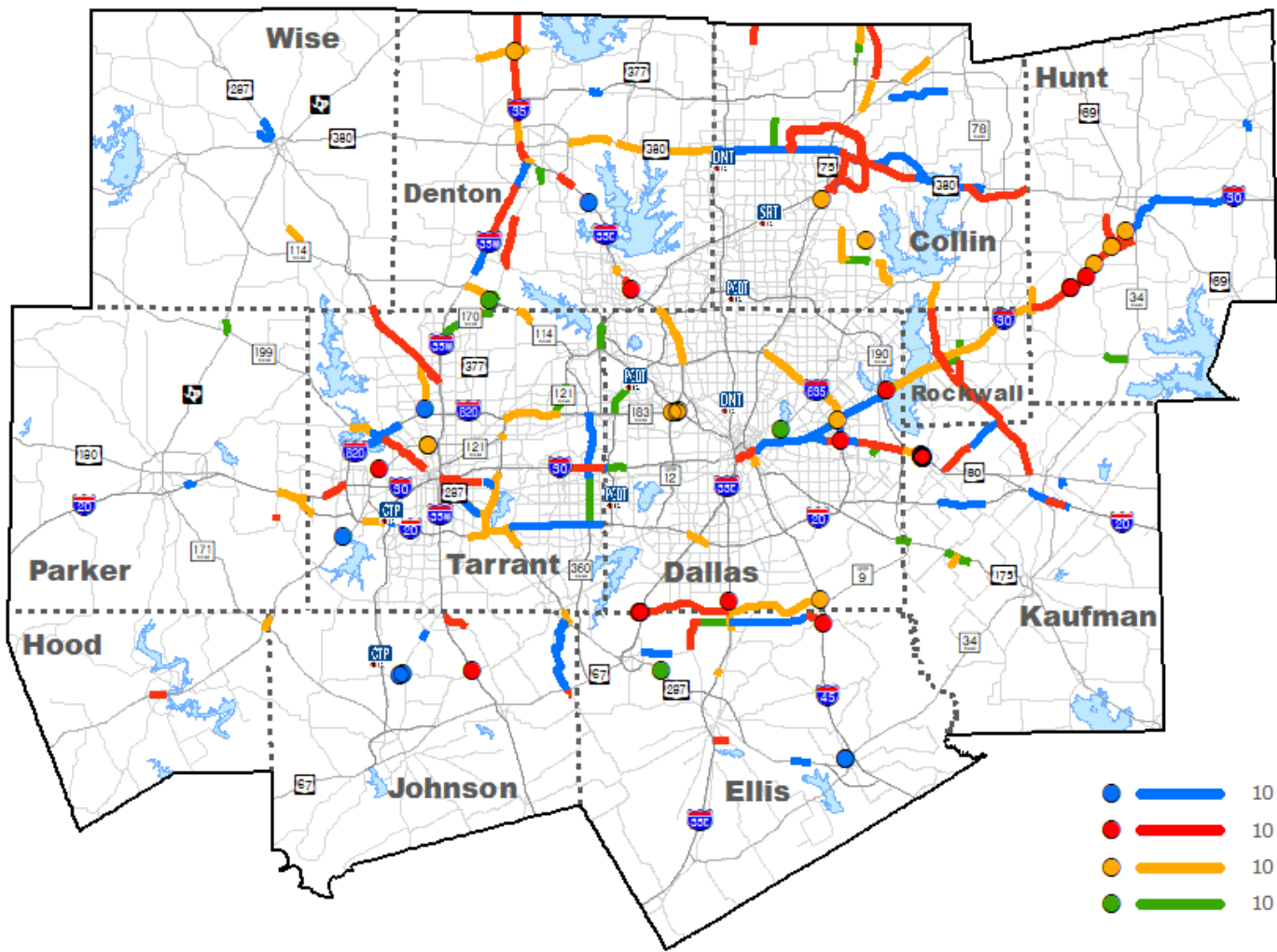
- Through the 2025 UTP, the TTC is proposing to make the following Category 12 changes:
  - Add approximately \$740M of new Category 12 funding to the US 380/Spur 399 corridor
  - Remove \$25M of previously approved Category 12 funding on IH 30 from IH 45 to Ferguson Road

# PROJECT PROGRESS SINCE THE 2017 UTP

Project Status	Number of Projects	Total UTP Funding
Completed	30	\$843,160,538
Under Construction	94	\$7,582,071,333
Future Projects	152	\$8,938,820,916
<b>Total</b>	<b>276</b>	<b>\$17,364,052,787</b>

# Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2034



Dallas CBD

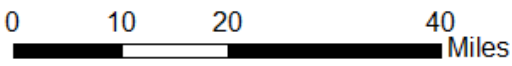


Fort Worth CBD

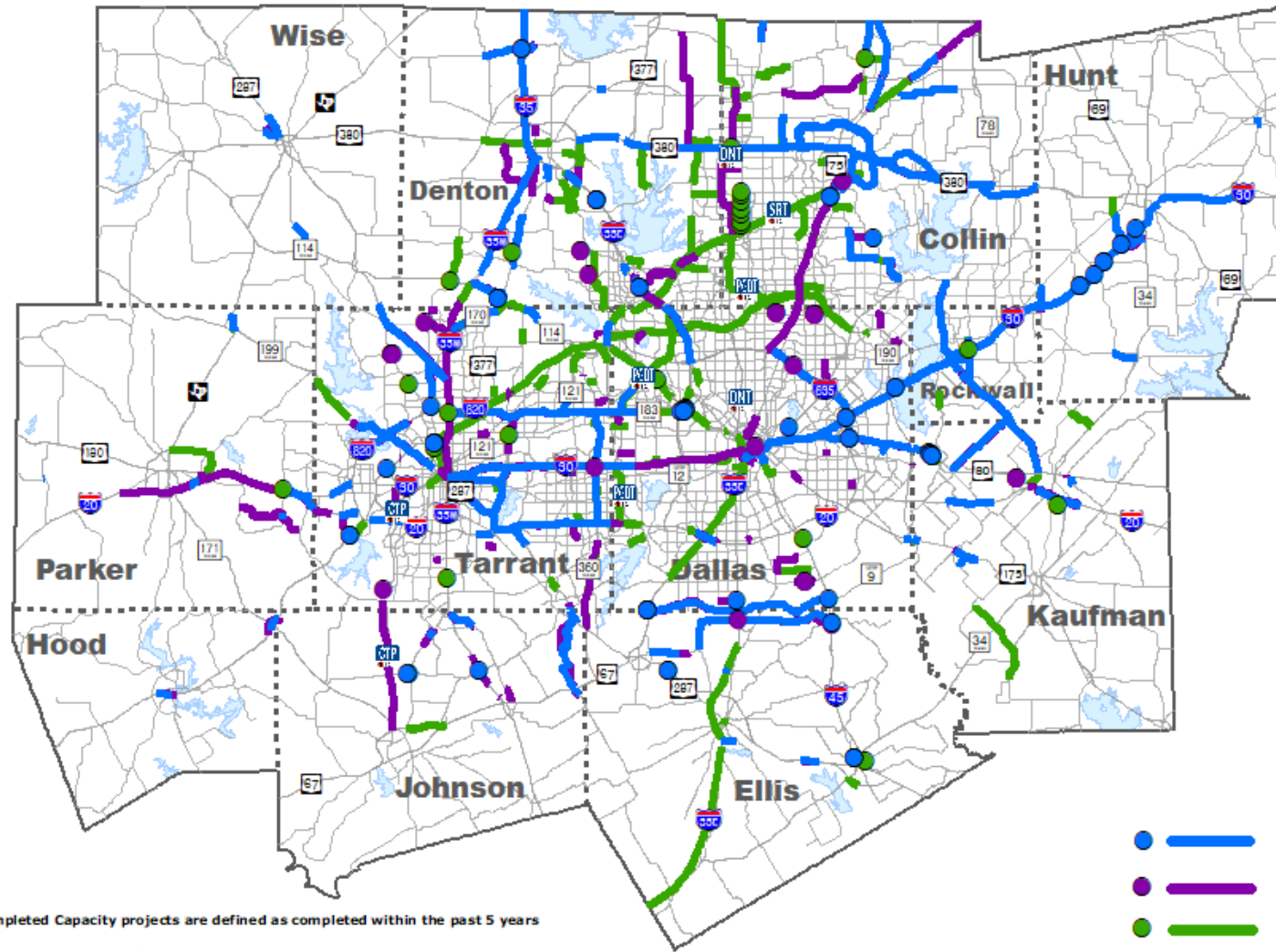
## Legend

- 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

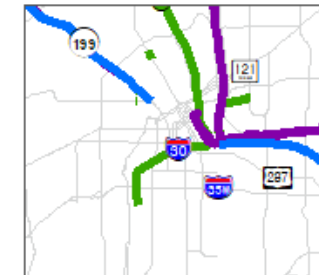


\*Recently Completed Capacity projects are defined as completed within the past 5 years

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



Dallas CBD



Fort Worth CBD

## Legend

- 10 Year Plan Projects
- Active Capacity Project
- Recently Completed Capacity Project
- Mobility 2045 Roadways
- County Boundary
- Lakes



North Central Texas  
Council of Governments

Date: 6/17/2024

# NEXT STEPS

- Provide an update on the region's Category 2 carryover balances and latest information on West/East non-formula fund tracking
- Bring back any project changes to the committees if the TTC action is different than proposed project listings

# ACTION REQUESTED

- Recommend RTC approval of:
  - The Regional 10-Year Plan project listing, including the proposed changes on the “Let or Completed Project” Listing
  - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents as needed to incorporate these changes

# TIMELINE/ACTION

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



# CONTACT/QUESTIONS?

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2025 - FY2034																				
TIP Code	TxDOT CSJ	Facility	Limits	Description	Env. Clearance Date	Estimated Let Date	Let FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
Collin County Projects																				
TBD	1012-02-030	FM 545	FM 2933 to BS-78D	Realign existing roadway to improve horizontal and vertical alignment and add shoulders	June 2019 (Actual)	September 2045	2045	Funding previously reduced and moved to CSJ 0047-04-031, which was ready to advance sooner; Remaining Category 4 funding moved to CSJ 1012-03-043; RTL: June 2024	\$9,324,256	\$9,324,256	\$0			\$0	\$0					81.22
TBD	1012-02-043	FM 545	Champions Way to West of CR 1377	Realign existing roadway to improve horizontal and vertical alignment and add shoulders	June 2019 (Actual)	September 2028	2029	Breakout project (from TIP 13076/CSJ 1012-02-030); Dallas District pursuing Category 11 Safety funding for this project	\$14,540,243	\$21,879,638	\$0			\$14,540,243	\$0					81.22
N/A	N/A	North/ South Roadways	West and East of Lake Lavon		TBD	TBD	TBD	Feasibility study being done by NCTCOG; 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	Local environmental document; Collin County desires that local funds be used on Regional Outer Loop, so federal funds were moved to North/South Roadways and US 380 projects	TBD	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	TBD	TBD	\$0	\$0	\$0							70.00
13071	0364-04-051	Spur 399	US 75 to SH 5	Reconstruct and widen 4 lane freeway to 8 lane freeway and construct 4/8 lane continuous to 4/8 lane continuous frontage roads	March 2023 (Actual)	April 2025	2025	Breakout of larger US 380 project; RTL: November 2026	\$42,547,677	\$42,547,677	\$42,547,677	\$42,547,677	\$42,547,677							67.27
55156	0364-04-049	Spur 399	At SH 5	Construct interchange	July 2020 (Actual)	April 2025	2025	RTL: October 2024	\$40,620,470	\$40,620,471	\$40,620,471	\$40,620,471	\$40,620,471							80.91
55287	0047-10-002	Spur 399	SH 5 to US 380	Construct 0 to 6/8 lane freeway and construct 0 to 4/6 lane continuous frontage roads	March 2023 (Actual)	February 2032	2032	US 380 breakout project; \$150,000,000 of Category 12 funding was formerly Category 2 funding (part of a funding exchange to advance IH 30 Canyon project in Dallas); RTL: November 2026; Dallas District requesting additional Category 12 funding for this project; <u>Additional Category 12 funding being proposed for TTC approval through 2025 UTP</u>	\$938,159,376	\$891,648,906	<u>\$891,648,907</u>	\$0	\$55,307,745	\$0	\$78,144,397	\$0	<u>\$333,841,462</u>	\$277,120,000	<u>\$424,355,303</u>	50.68
<u>13088</u>	0047-10-005	Spur 399	SH 5 to Airport Road	Construct 0 to 6/8 lane freeway and construct 0 to 4/6 lane frontage roads	<u>March 2023 (Actual)</u>	February 2032	2032	New project being proposed for funding; Dallas District requesting Category 12 funding for this project; <u>Additional Category 12 funding being proposed for TTC approval through 2025 UTP</u> ; RTL: November 2026	N/A	\$193,072,654	<u>\$193,072,654</u>			\$0	\$42,371,957			<u>\$0</u>	<u>\$150,700,697</u>	<u>59.91</u>
13010	0047-09-034	SH 5	South of FM 1378 to Spur 399	Reconstruct and widen 2 lane undivided roadway to 4 lane divided urban roadway	July 2020 (Actual)	June 2027	2027	RTL: March 2026	\$15,586,877	\$16,467,260	\$16,467,260	\$15,586,877	\$16,467,260							72.39
13072	0047-05-058	SH 5	SH 5/Spur 399 intersection to Stewart Rd	Reconstruct and widen 4 lane arterial to 8 lane freeway and construct 0 to 4/6 lane continuous frontage roads	March 2023 (Actual)	April 2025	2025	Breakout of US 380 project; RTL: November 2026	\$24,199,370	\$24,199,370	\$24,199,370	\$24,199,370	\$24,199,370							60.18

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

TIP Code	TxDOT CSJ	Facility	Limits	Description	Env. Clearance Date	Estimated Let Date	Let FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
13073	0047-05-057	SH 5	Stewart Road to El Dorado Parkway	Reconstruct and widen 4 lane undivided roadway to 6 lane divided roadway	July 2020 (Actual)	April 2025	2026	Priority section for Collin County and the City of McKinney; Category 2 funding to be transferred to TIP 13073.1/CSJ 0047-05-061; RTL: April 2025	\$116,433,994	\$69,238,582	\$69,238,582	\$86,750,627	\$39,555,215	\$29,683,367	\$29,683,367					78.69
13073.1	0047-05-061	SH 5	North of El Dorado Parkway to Power House Street	Reconstruct 4 to 4 lane roadway	TBD	June 2027	2027	Breakout project from TIP 13073/CSJ 0047-05-057	N/A	\$56,267,909	\$56,267,909	\$0	\$47,195,411	\$0	\$9,072,498					78.69
13026	0047-05-054	SH 5	Power House Street to South of CR 275	Reconstruct and widen 2 lane undivided roadway to 4 lane divided urban roadway (ultimate 6 lanes)	July 2020 (Actual)	September 2028	2029	RTL: April 2025	\$91,698,188	\$81,216,979	\$0	\$0	\$0							78.69
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: April 2025	\$37,953,344	\$37,282,758	\$0	\$0	\$0							80.73
13075	0047-04-029	SH 5	South of SH 121 to South of Melissa Rd	Reconstruct and widen 2 lane (4 lane transitional) undivided roadway to 4 lane divided urban roadway (ultimate 6)	August 2021 (Actual)	September 2027	2028	Project will be considered for funding in future 10-Year Plan Update; RTL: September 2025	\$3,545,375	\$10,045,880	\$0	\$0	\$0	\$0	\$0					85.68
13021	0047-04-032	SH 5	North of Collin County Outer Loop to FM 455 with Transitional Section/North of Hackberry Drive	Reconstruct and widen 2 lane rural highway to 4 lane urban	September 2018 (Actual)	<del>November 2025</del> August 2033	<del>2027</del> 2033	<u>Project also has \$7,008,573 of Category 1 funding</u> ; RTL: January 2025	\$37,505,048	<del>\$58,404,773</del> <u>\$65,413,346</u>	\$58,404,773			\$37,505,048	\$58,404,773					73.07
TBD	0047-04-033	SH 5	North of Hackberry Drive to CR 375	Reconstruct and widen 2 lane rural highway to 4 lane urban	September 2018 (Actual)	August 2032	2032	RTL: January 2025	\$32,473,108	\$51,292,734	\$32,473,108			\$32,473,108	\$32,473,108					75.64
54023	0091-03-022	SH 289	N Bus 289C, North of Celina to N CR 60/CR 107 (Grayson County Line)	Reconstruct and widen 2 lane rural highway to 4 lane divided urban (Ultimate 6)	December 2018 (Actual)	August 2033	2033	<u>Project also has \$4,479,831 of Category 1 funding</u>	\$32,875,158	<del>\$37,331,924</del> <u>\$41,811,755</u>	\$37,331,924			\$32,875,158	\$37,331,924					68.46
55280	0135-11-024	US 380	Denton/Collin County Line to East of SH 289	Reconstruct 6 lane arterial to 6 lane freeway and construct 0 to 4/6 lane continuous frontage roads	July 2023 (Actual)	August 2033	2033	RTL: May 2026; Dallas District requesting to shift Category 12 funding to <u>TIP 13088</u> /CSJ 0047-10-005 and TIP 55287/CSJ 0047-10-002	\$180,320,000	\$645,742,361	\$0							\$90,160,000	<u>\$0</u>	72.12
55281	0135-02-068	US 380	East of SH 289 to West of Lakewood Drive	Reconstruct 6 lane arterial to 6 lane freeway and construct 0 to 4/6 lane continuous frontage roads	July 2023 (Actual)	August 2033	2033	RTL: May 2026; Dallas District requesting to shift Category 12 funding to <u>TIP 13088</u> /CSJ 0047-10-005 and TIP 55287/CSJ 0047-10-002	\$95,536,000	\$267,702,667	\$0							\$47,768,000	<u>\$0</u>	72.90
13067	0135-02-065	US 380	Coit Road to JCT US 380/University Drive	Coit Road to Lakewood: Reconstruct 6 to 6 lane arterial; Lakewood to JCT US 380/University Drive: Reconstruct and widen 6 lane arterial as an 8 lane freeway with 0 to 4/6 lane continuous frontage roads	September 2023 (Actual)	September 2029	2030	Breakout of larger US 380 project; Category 2 funding offset by reduction on CSJ 0135-03-053; Part of 2022 SE Connector Cat 2/12 exchange; Funding moved to a portion of the SE Connector project (TIP 55041.1/CSJ 0008-13-250); RTL: June 2027; Dallas District requesting to move Category 12 funding to <u>TIP 13088</u> /CSJ 0047-10-005	\$165,692,800	\$378,147,900	\$0	\$0	\$0	\$45,692,800	\$0			\$120,000,000	<u>\$0</u>	69.40

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

TIP Code	TxDOT CSJ	Facility	Limits	Description	Env. Clearance Date	Estimated Let Date	Let FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
13070	0135-15-002	US 380	JCT US 380/West University (West of McKinney) to JCT US 380/East University (East of McKinney)	Construct 0 to 8 lane freeway and 0 to 4/6 lane continuous frontage roads	September 2023 (Actual)	September 2029	2030	Breakout of US 380 project; Part of the 2022 UTP Southeast Connector funding exchange and received Category 12 funding; \$9,588,561 of Category 4 funding previously moved to cover increased costs on TIP 20115/CSJ 0081-03-047, CSJ 0095-03-108, and CSJ 0095-03-109; RTL: June 2027; Propose to move Category 4 funding to <a href="#">TIP 13087/CSJ 0135-15-007</a> <del>TIP 13070.1/CSJ 0135-15-004</del> ; Dallas District proposing to shift Category 12 funding to breakout <a href="#">TIP CSJ 13085/CSJ 0135-15-005</a> and <a href="#">13086/CSJ 0135-15-006</a>	\$810,036,080	\$2,709,384,784	\$0	\$0	\$0	\$94,718,639	\$0	\$0	\$0	\$386,513,136	<a href="#">\$0</a>	87.62
13070.1	0135-15-004	US 380	JCT US 380/West University Drive to JCT US 380/East University Drive	Construct 0 to 8 lane freeway	September 2023 (Actual)	September 2029	2030	Breakout from TIP 13070/CSJ 0135-15-002; \$60,000,000 of the Category 2 funding completes the Collin County Federal/Local Partnership that was approved by the RTC on November 9, 2023; Collin County funds being removed from another section of US 380 (TIP 13069/CSJ 0135-04-036) and replaced with Category 2 funds on this project; <a href="#">Move previously proposed funding to TIP 13087/CSJ 0135-15-007</a>	N/A	\$1,413,626,944	\$0	\$0	<a href="#">\$0</a>	\$0	<a href="#">\$0</a>					87.62
<a href="#">13085</a>	0135-15-005	US 380	JCT US 380/West University Drive to US 75	Construct 0 to 4/6 lane frontage roads	September 2023 (Actual)	September 2029	2030	Breakout from TIP 13070/CSJ 0135-15-002; Dallas District requesting Category 12 funding for this project; <a href="#">Additional Category 12 funding being proposed for TTC approval through 2025 UTP</a>	N/A	\$474,142,925	<a href="#">\$474,142,925</a>			\$0	\$11,141,247			\$0	<a href="#">\$463,001,678</a>	<a href="#">87.62</a>
<a href="#">13086</a>	0135-15-006	US 380	US 75 to JCT US 380/East University Drive	Construct 0 to 4/6 lane frontage roads	September 2023 (Actual)	September 2029	2030	Breakout from TIP 13070/CSJ 0135-15-002; Dallas District requesting Category 12 funding for this project; <a href="#">Additional Category 12 funding being proposed for TTC approval through 2025 UTP</a>	N/A	\$338,673,518	<a href="#">\$338,673,518</a>			\$0	\$8,753,838			\$0	<a href="#">\$329,919,680</a>	<a href="#">87.62</a>
<a href="#">13087</a>	<a href="#">0135-15-007</a>	<a href="#">US 380</a>	<a href="#">At US 75</a>	<a href="#">Construct Interchange</a>	September 2023 (Actual)	September 2033	<a href="#">2034</a>	<a href="#">Breakout from TIP 13070.1/CSJ 0135-15-004</a>	<a href="#">N/A</a>	<a href="#">\$482,944,757</a>	<a href="#">\$457,944,757</a>	<a href="#">\$0</a>	<a href="#">\$136,775,300</a>	<a href="#">\$0</a>	<a href="#">\$321,169,457</a>					<a href="#">87.62</a>
13068	0135-03-053	US 380	JCT US 380/East University (East of McKinney) to FM 1827	Reconstruct and widen 6 lane arterial to 8 lane freeway and construct 0 to 4/6 lane continuous frontage roads	September 2023 (Actual)	September 2027	2028	US 380 breakout project; RTL: June 2027; Propose to move Category 2 funding to breakout project ( <a href="#">TIP 13087/CSJ 0135-15-007</a> <del>TIP 13070.1/CSJ 0135-15-004</del> )	\$16,083,200	\$16,083,200	\$0	\$16,083,200	\$0	\$0	\$0					95.51
55283	0135-03-056	US 380	FM 1827 to JCT US 380/West Princeton Drive	Reconstruct and widen 6 to 10 lane freeway and construct 0 to 4/6 lane continuous frontage roads	November 2024 <del>2023</del>	April 2034	2034	US 380 breakout project; RTL: March 2027; Propose to move Category 2 funding to ( <a href="#">TIP 13087/CSJ 0135-15-007</a> <del>TIP 13070.1/CSJ 0135-15-004</del> )	\$16,552,435	\$130,041,119	\$0	\$1,000,000	\$0					\$0	\$0	59.54
55284	0135-16-002	US 380	JCT US 380/West of Princeton Drive to JCT US 380/East of Princeton Drive	Construct 0 to 8/10 lane freeway and construct 0 to 4/6 lane continuous frontage roads	November 2024 <del>2023</del>	April 2034	2034	US 380 breakout project; RTL: March 2027; Propose to move Category 2 funding to ( <a href="#">TIP 13087/CSJ 0135-15-007</a> <del>TIP 13070.1/CSJ 0135-15-004</del> )	\$464,290,445	\$958,923,280	\$0	\$1,000,000	\$0					\$0	\$0	50.00

Amounts only include Cat 2, 4, 12 funds  
Red text indicates updates since June 2024 STTC meeting

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

TIP Code	TxDOT CSJ	Facility	Limits	Description	Env. Clearance Date	Estimated Let Date	Let FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score	
13069	0135-04-036	US 380	JCT US 380/East Princeton Drive to CR 560	Reconstruct and widen 4 lane arterial to 8 lane freeway and construct 0 to 4/6 lane continuous frontage roads	November 2024 <del>2023</del>	March 2029	2029	US 380 breakout project as it includes a N/S roadway bridge at the lake; RTL: March 2027; Dallas District requesting to shift Category 12 funding to TIP 55287/CSJ 0047-10-002 and <a href="#">TIP 13088</a> /CSJ 0047-10-005	\$127,008,000	\$699,957,905	<a href="#">\$0</a>	\$27,000,000	\$0			\$0	\$0	\$40,008,000	<a href="#">\$0</a>	87.62	
55285	0135-04-038	US 380	CR 560 to JCT US 380/Audie Murphy (West of Farmersville)	Reconstruct and widen 4 lane arterial to 6 lane freeway and construct 0 to 4/6 lane continuous frontage roads	<a href="#">April 2024</a> <del>June 2023</del> (Actual)	September 2032	2033	US 380 breakout project; RTL: July 2026; Propose to move Category 2 funding to <a href="#">TIP 13087/CSJ 0135-15-007</a> <del>TIP 13070.1/CSJ 0135-15-004</del>	\$20,944,000	\$88,788,389	\$0	\$1,000,000	\$0					\$0	\$0	67.01	
55286	0135-17-002	US 380	JCT US 380/Audie Murphy (West of Farmersville) to West of CR 698 (Collin/Hunt County Line)	Construct 0 to 6 lane freeway and construct 0 to 4/6 lane continuous frontage roads	June 2023 (Actual)	October 2033	2034	US 380 breakout project; RTL: July 2026; Propose to move Category 2 funding to <a href="#">TIP 13087/CSJ 0135-15-007</a> <del>TIP 13070.1/CSJ 0135-15-004</del>	\$506,016,000	\$687,620,789	\$0	\$1,000,000	\$0					\$0	\$0	60.92	
55282	0135-05-028	US 380	West of CR 698 (Collin/Hunt County Line) to CR 698/CR 699 (Collin/Hunt County Line)	Reconstruct 4 lane arterial to 4 lane freeway and construct 0 to 4/6 lane continuous frontage roads	June 2023 (Actual)	October 2033	2034	US 380 breakout project; RTL: July 2026; Propose to move Category 2 funding to <a href="#">TIP 13087/CSJ 0135-15-007</a> <del>TIP 13070.1/CSJ 0135-15-004</del>	\$35,280,000	\$29,553,648	\$0	\$1,000,000	\$0					\$0	\$0	61.27	
55233	0135-03-046	US 380	West of Bridgefarmer Road to 4th Street	Reconstruct and widen 4 lane roadway to 6 lane divided	January 2020 (Actual)	May 2025	2025	Project also has \$11,000,000 of Collin County funds; RTL: December 2024	\$44,225,917	\$80,313,309	\$69,313,309	\$24,189,901	\$24,189,901	\$9,036,016	\$45,123,408					81.70	
55233.1	0135-03-057	US 380	Airport Drive to West of Bridgefarmer Road	Reconstruct and widen 4 lane roadway to 6 lane divided	January 2020 (Actual)	May 2025	2025	RTL: December 2024	\$34,556,833	\$62,703,386	\$62,703,386	\$34,556,833	\$62,703,386							81.70	
55234	0135-04-033	US 380	4th Street to CR 458	Reconstruct and widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	May 2025	2025	RTL: December 2024	\$7,722,380	\$12,353,457	\$12,353,457	\$7,722,380	\$12,353,457							76.46	
55292	0135-10-065	US 380	Teel Pkwy/ Championship Drive to Denton/Collin County Line	Reconstruct and widen 4 to 6 lane arterial and construct 0 to 4/6 lane continuous access/frontage roads	July 2023 (Actual)	September 2029	2030	TxDOT requested Category 12 funds through 2024 UTP, but it was not proposed for TTC approval; RTL: May 2026	\$65,684,224	\$85,953,092	\$0							\$0	\$0	80.20	
												Total Proposed Funding - Collin County								\$2,877,403,987	
Dallas County Projects																					
13000	1068-04-170	IH 30	Dallas County Line to SH 161	Reconstruct and widen from 6 to 8 main lanes with 2 to 2 reversible managed lanes and construct 0 to 4 lane continuous frontage roads; Modifications to SH 161 connections	<a href="#">March 2024</a> <del>December 2023</del> (Actual)	September 2027	2027	Project being implemented by the Fort Worth District, but using Dallas District Category 2 and 4 funding since it is physically within Dallas County	\$22,000,000	\$22,000,000	\$22,000,000	\$11,000,000	\$11,000,000	\$11,000,000	\$11,000,000					88.54	
13018	0581-02-146	IH 30	at SL 12	Reconstruct interchange	July 2023	August 2045	2045	TxDOT and NCTCOG staff are working to develop consensus on project scope; RTL: November 2026	\$301,896,000	\$237,562,696	\$0									76.19	

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects  
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TIP Code	TxDOT CSJ	Facility	Limits	Description	Env. Clearance Date	Estimated Let Date	Let FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
13030	0009-11-254	IH 30	IH 35E to IH 45	IH 35E to Cesar Chavez Blvd: Reconstruct and widen 6 to 12 general purpose, reconstruct 2/6 lane discontinuous to 2/6 lane discontinuous frontage roads and remove 4 westbound collector distributor lanes; Cesar Chavez Blvd to IH 45: Reconstruct and widen 6 to 7 general purpose, reconstruct 1 to 1 lane HOV-R and construct 0 to 2/4 lane discontinuous frontage roads	December 2020 (Actual)	February 2025	2025	IH 30 Canyon Project; The RTC funded review of design elements needed to accommodate automated/electric vehicles along this corridor (TIP 21079/CSJ 0918-47-385); Design funded with \$2,000,000 STBG & \$2,000,000 of TTC funding for the entire IH 30 corridor; Project also has \$9,940,011 of local funds from City of Dallas; RTL: December 2023; Trade reduced Category 12 funds on this project & replaced it with Category 2 funds (offset by reduction on TIP 13070/CSJ 0135-15-002, TIP 55287/CSJ 0047-10-002, TIP 13005/CSJ 0171-05-068, TIP 13008/CSJ 2266-02-148) in order to enable project to let on time as Category 12 funding not available until out years	\$592,741,858	\$635,154,457	\$625,214,446	\$390,000,000	\$409,736,294	\$74,203,516	\$93,939,810	\$85,000,000	\$85,000,000	\$36,538,342	\$36,538,342	81.67
13043.2	0009-11-259	IH 30	IH 635 to Bass Pro Drive (in Garland)	From IH 635 to Bobtown Rd: Reconstruct and widen from 8 to 11 lanes (Ultimate 12); Roadway and ramp modifications; From Bobtown Rd to Bass Pro Dr: Operational improvements	July 2023 (Actual)	August 2045	2045	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; Category 12 funding previously moved to TIP 13043.4/CSJ 0009-11-267; RTL: May 2029	\$244,239,359	\$218,070,855	\$0					\$0	\$0			80.71
13043.4	0009-11-267	IH 30	IH 635 to Bass Pro Drive (in Garland)	From IH 635 to Bobtown Road: Reconstruct and widen from 8 to 11 lanes (Ultimate 12); Roadway and ramp modifications; From Bobtown Road to Bass Pro Drive: Operational improvements	July 2023 (Actual)	August 2029	2029	RTL: April 2024	\$144,249,665	\$170,626,142	\$88,707,912					\$88,707,912	\$88,707,912			80.71
13043.1	0009-11-252	IH 30	IH 45 to Ferguson Rd	Reconstruct and widen from 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 2/6 lane discontinuous frontage roads	October 2024 <del>December 2023</del>	August 2032	2033	The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country; TIP 21079/CSJ 0918-47-385); Design funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; RTL: September 2026	\$1,049,886,905	\$1,329,352,588	\$0					\$25,000,000	<del>\$0</del>			77.40
55253	0009-11-248	IH 30	at Bass Pro Drive	Reconstruct Interchange	September 2018 (Actual)	September 2026	2027	Project also has <del>\$6,331,827 of Category 11 funding</del> ; RTL: December 2023	\$64,878,660	<del>\$85,479,677</del> <del>\$79,147,850</del>	\$79,147,850	\$32,439,330	\$39,573,925	\$32,439,330	\$39,573,925					88.84



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

TIP Code	TxDOT CSJ	Facility	Limits	Description	Env. Clearance Date	Estimated Let Date	Let FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
14032.2	0442-02-161	IH 35E	at Bear Creek Road	Construct intersection improvements including reconstructing existing 4 lane continuous to 4 lane continuous frontage roads with the addition of a Texas U-Turn and sidewalks	April 2019 (Actual)	February 2025	2025	Part of the 2022 SE Connector Category 2/STBG trade; Project also has \$7,257,395 of CMAQ and \$100,000 of STBG funding; RTL: December 2024	\$10,869,026	\$18,043,932	\$10,686,537	\$3,611,631	\$10,686,537							78.38
55061	0196-03-199	IH 35E	IH 30 to North of Oak Lawn Avenue	Reconstruct 10 to 10/11 general purpose lanes, 4/6 lane discontinuous to 2/6 lane discontinuous frontage roads, and 2/4 to 2/4 collector distributor lanes	July 2005 (Actual)	August 2045	2045	Improvements called for in the MTP by 2036	\$412,374,508	\$49,140,915	\$0									72.81
55062	0196-03-266	IH 35E	North of Oak Lawn Avenue to SH 183	Reconstruct and widen 10 to 11/12 general purpose lanes, and reconstruct existing 4/6 lane to 4/6 lane frontage roads	June 2026 August 2021	August 2045	2045	Improvements called for in the MTP by 2036	\$556,200,000	\$1,143,105,300	\$0									68.59
55094	0442-02-159	IH 35E	US 67 to Ann Arbor Ave	Construct 0 to 1 reversible express lane	TBD	August 2045	2045	Funding was previously removed from this project	\$0	\$0	\$0									74.33
55163	2374-01-192	IH 635	SL 354 (Denton Drive) to BNSF RR	Construction of ultimate IH 35E/IH 635 interchange, including 8/10 to 8/12 general purpose lanes, 4 lane discontinuous to 4/6 continuous lane frontage roads, and 4 to 4 lane concurrent managed lanes	June 2025	August 2045	2045	RTL: June 2025	\$400,000,000	\$1,222,240,156	\$0									77.58
55164	2374-07-075	IH 635	West of Luna Road to BNSF RR	Reconstruct and widen 10 to 12 general purpose lanes, reconstruct 4 to 4 lane concurrent managed lanes, and 4 to 4/6 lane continuous frontage roads; Reconstruction of IH 35E/IH 635 interchange	June 2025	August 2045	2045	RTL: December 2027	\$80,000,000	\$70,568,436	\$0									78.18
55304	0047-07-249	US 75	South of Royal Lane to Churchill Way	Operational improvements (Construct ramp modifications and add auxiliary lanes) for improved weaving and lane balance	December 2023 (Actual)	August 2034	2034	TxDOT requested Category 12 Clear Lanes funding through 2023 UTP and 2024 UTP, but the project was not proposed for funding; RTL: September 2024	\$42,159,701	\$38,959,659	\$0					\$0	\$0			79.21
53198	0094-07-044	SH 183	1 mile East of Loop 12 to West end of Elm Fork Trinity River Bridge	Reconstruct existing 8 general purpose lanes, 2 to 4 concurrent managed lanes, and 4/6 lane discontinuous to 6/8 lane continuous frontage roads (Ultimate)	September 2030	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)	September 2030	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	Funds proposed by private sector; TxDOT reviewing implementation and funding options	\$360,000,000	\$360,000,000	\$0									72.81
TBD	TBD	SH 183	PGBT Western Extension (SH 161) to SL 12					Funding previously moved to TIP 53003 and 11527	\$0	\$0	\$0									65.95

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

TIP Code	TxDOT CSJ	Facility	Limits	Description	Env. Clearance Date	Estimated Let Date	Let FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
TBD	TBD	SH 183	SL 12 to SH 114					Funding previously moved to TIP 11527	\$0	\$0	\$0									65.95
55105	2964-10-006	SL 9	US 67 to IH 35E	Construct 0 to 2 (Ultimate 6) lane continuous frontage roads	September 2023 (Actual)	August 2033	2033	RTL: March 2027	\$172,632,262	\$294,837,666	\$10,000,000	\$10,000,000	\$10,000,000							71.29
55112	0353-05-120	SL 12	At Skillman	Reconstruct grade separation	March 2025	August 2045	2045	Funding previously moved to CSJ 0047-04-031; Discussions underway between City of Dallas, TxDOT and NCTCOG regarding project scope; Once scope discussions have concluded, funding will be re-evaluated	\$18,000,000	\$51,779,102	\$0									78.89
55014.2	0261-02-081	US 67	At Lake Ridge Parkway	Construct interchange	February 2021 (Actual)	March 2027	<del>2028</del> <del>2027</del>	Project split out from TIP 55014/CSJ 0261-01-041; <u>Project also has \$2,543,234 of Category 1 funding</u> ; RTL: March 2024	\$28,309,411	<del>\$34,333,643</del> <del>\$31,790,409</del>	\$31,790,409	\$28,309,411	\$31,790,409							64.93
53110	0095-02-096	US 80	East of Belt Line Road to Lawson Road	Reconstruct and widen 4 to 6 mainlanes and 2/4 lane continuous frontage road to 4/6 lane continuous frontage roads	April 2020 (Actual)	September 2027	<del>2027</del> <del>2029</del>	Project split out from TIP 53109; Category 4 funding reduced and moved to CSJ 2374-02-162; Project awarded \$103,240,838 of Category 12 Clear Lanes funds in 2022 UTP; \$63,822,920 of Category 12 funds moved to TIP 53110.2/CSJ 2472-02-162 (2022 10-Year Plan Update); RTL: June 2024; Additional Category 12 funds received in 2024 UTP; Dallas District requesting to shift additional Category 12 funding to this project from TIP 53108/CSJ 0095-10-033; Project also has \$1,588,225 of local funding	\$308,600,174	\$366,563,487	\$364,975,263	\$0	\$0	\$49,066,566	\$62,066,566	\$259,533,608	<del>\$302,908,697</del>			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 lane to 4/6 lane frontage roads	April 2020 (Actual)	September 2028	2029	RTL: May 2024	\$65,062,577	\$72,263,747	\$33,062,577	\$0	\$0	\$5,000,000	\$0	\$33,062,577	\$33,062,577			65.12
53108	0095-10-033	US 80	IH 30 to East of Town East Blvd	Reconstruct and widen 4 to 6 mainlanes and 2/6 lane continuous to 4/6 lane continuous frontage roads	April 2020 (Actual)	September 2028	2029	Dallas District requesting to shift Category 12 funding from this project to TIP 53110/CSJ 0095-02-096; RTL: May 2024	\$138,742,391	\$127,902,882	\$25,753,185	\$0	\$0	\$8,000,000	\$0	\$69,128,274	<del>\$25,753,185</del>			75.63
												Total Proposed Funding - Dallas County								\$1,291,338,179
Denton County Projects																				
TBD	0081-05-049	Greenbelt/ Regional Outer Loop	At FM 428	Construct interchange	TBD	August 2031	2031		\$92,575,000	\$106,461,250	\$92,575,000	\$92,575,000	\$92,575,000							59.61
55197	0195-02-074	IH 35	US 77 (North of Denton) to South of FM 455	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct and widen 4 lane discontinuous to 4/6 lane continuous frontage roads	November 2019 (Actual)	July 2026	<del>2025</del> <del>2026</del>	RTL: October 2024	\$471,915,462	\$495,359,007	\$495,359,007			\$194,480,533	\$217,924,078			\$277,434,929	\$277,434,929	90.11
55197.2	0195-02-081	IH 35	North of FM 455 to North of View Rd	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct and widen 4 lane continuous to 4/6 lane continuous frontage roads	October 2019 (Actual)	December 2024	2025	RTL: March 2024	\$175,274,675	\$175,274,675	\$175,274,675							\$175,274,675	\$175,274,675	90.11



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

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55197.3	0195-02-084	IH 35	North of View Rd to Denton/Cooke County Line	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct and widen 4 lane continuous to 4/6 lane continuous frontage roads	October 2019 (Actual)	November 2027	2028	Project also has \$2,574,631 of Category 11 funding; RTL: June 2024	\$69,515,027	\$116,266,771	\$66,940,396							\$66,940,396	\$66,940,396	90.11
13033	0196-02-124	IH 35E	FM 407 to Dallas County Line	Reconstruct and convert 2 reversible to 4 concurrent managed lanes; Reconstruct 6 to 8 collector-distributor lanes (Dallas C/L to SH 121); Reconstruct 8 to 8 general purpose lanes (SH 121 to FM 407); Reconstruct 2/6 lane to 2/8 lane continuous frontage (FM 407 to SRT/SH 121); and reconstruct 4/6 lane to 2/6 lane continuous frontage from (SRT/SH 121 to Dallas C/L)	TBD	August 2045	2045	Some funding previously moved to TIP 13033.2/CSJ 0196-02-127 and TIP 13033.4/CSJ 0196-02-126; Remaining Category 2 funding moved to IH 35E at Lake Sharon/Dobbs/Corinth project through 2020 10-Year Plan Update; Denton Priority Project #1	\$745,933,304	\$1,327,976,454	\$0	\$0	\$0							78.82
13033.2	0196-02-127	IH 35E	At Business 121	Reconstruct grade separation and existing 4 lane <u>continuous</u> to 4 lane <u>continuous</u> frontage roads	March 2013 (Actual)	January 2025	2025	Denton Priority Project #4; Project also has \$5,800,085 of local funds for aesthetic improvements; RTL: June 2024	\$93,444,954	\$100,151,183	\$94,351,098	\$93,444,954	\$94,351,098							82.90
13033.4	0196-02-126	IH 35E	At Corporate Drive	Reconstruct grade separation and existing 4 lane continuous to 4 lane continuous frontage roads	March 2013 (Actual)	January 2025	2025	Denton Priority Project #5; Project also has \$4,161,470 of local funds for aesthetic improvements; RTL: June 2024	\$89,145,930	\$100,424,053	\$96,262,582	\$89,145,930	\$96,262,582							81.45
25033.2	0196-02-125	IH 35E	Turbeville Road to FM 407	Reconstruct existing 4 general purpose lanes (NB only); Widen and convert 2 lane reversible to 4 lane concurrent managed lanes; Widen 4/6 lane continuous to 4/8 lane continuous frontage roads	February 2019 (Actual)	August 2045	2045	Funding previously moved to TIP 13033.4/CSJ 0196-02-126 and TIP 13033.1/CSJ 0196-02-128; Remaining Category 2 funding moved to TIP 13033.1/CSJ 0196-02-128, TIP 13033.2/CSJ 0196-02-127, TIP 13033.4/CSJ 0196-02-126, TIP 25033.3/CSJ 0196-01-109, and IH 35E at Lake Sharon/Dobbs/Corinth projects through 2020 10-Year Plan Update	\$671,000,928	\$1,194,575,209	\$0									76.34
25033.3	0196-01-109	IH 35E	South of Mayhill Road to South of SL 288	Reconstruct grade separation and existing 4 lane continuous to 4 lane continuous frontage roads	March 2013 (Actual)	June 2025	2025	RTL: February 2024	\$124,498,919	\$139,130,348	\$139,130,349	\$114,498,919	\$129,130,349	\$10,000,000	\$10,000,000					89.53
13033.5	0196-01-113	IH 35E	at Lake Sharon Drive/Dobbs Road	Construct interchange	March 2013 (Actual)	January 2028	2028	Denton Priority Project #6; Part of 2022 Southeast Connector Cat 2/12 exchange; RTL: December 2025	\$110,453,401	\$132,825,451	\$74,405,503	\$12,918,639	\$12,918,639					\$61,486,864	\$61,486,864	68.29
30001	N/A	IH 35E	TBD	Phase 2 Placeholder	TBD	TBD	TBD	Part of the Loop 9 Category 2/STBG exchange approved by the RTC in October 2021; Funding (\$25,725,634) will be placed on a project in a future 10-Year Plan Update; Project also has \$10,574,366 of CMAQ funding	TBD	TBD	\$0	\$0	\$0							N/A
55230	0081-13-058	IH 35W	Tarrant County Line to SH 114	Reconstruct and widen 4 lane rural to 6 lane urban freeway	May 2023 (Actual)	September 2035	2036	Improvements called for in the MTP by 2036	\$90,000,000	\$370,165,234	\$0									91.84
55242	0081-13-050	IH 35W	SH 114 to IH 35W/IH 35E Interchange	Widen and reconstruct 4 lane rural to 6 lane urban freeway	May 2023 (Actual)	September 2035	2036	Improvements called for in the MTP by 2036	\$338,580,457	\$820,389,261	\$0									86.73

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

TIP Code	TxDOT CSJ	Facility	Limits	Description	Env. Clearance Date	Estimated Let Date	Let FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score	
<a href="#">55259.1</a>	0081-13-071	IH 35W	South of FM 407 to FM 2449	Reconstruct and widen 2 lane to 4/6 lane discontinuous frontage roads	July 2020 (Actual)	September 2028	2029	Propose to move Category 2 and 12 funding from TIP 55259/CSJ 0081-13-065 to this project, which is the higher priority; RTL: September 2025	N/A	\$446,891,327	\$213,024,000	\$0	\$24,537,247					<a href="#">\$0</a>	<a href="#">\$188,486,753</a>	<a href="#">67.36</a>	
55259	0081-13-065	IH 35W	Dale Earnhardt Way to FM 407	Reconstruct and widen 4 lane discontinuous to 4/6 lane continuous frontage roads	July 2020 (Actual)	September 2028	2029	Propose to move Category 2 and 12 funding to CSJ 0081-13-071 from this project; RTL: September 2025	\$213,024,000	\$227,696,967	\$0	\$24,537,247	\$0					\$188,486,753	<a href="#">\$0</a>	86.76	
20115	0081-03-047	US 377	South of FM 1171 to Crawford Road	Reconstruct and widen roadway from 2 lane rural to 4 lane divided urban	March 2019 (Actual)	September 2027	2028	MPO Milestone Policy Project; <a href="#">Project also has \$19,067,877 of Category 1 funding</a> ; RTL: December 2024	\$135,994,285	<a href="#">\$177,966,852</a> <del>\$158,898,975</del>	\$158,898,975	\$46,665,102	\$66,010,541	\$78,959,015	\$92,888,434					76.98	
												Total Proposed Funding - Denton County								\$1,606,221,585	
Ellis County Projects																					
14028	0172-12-007	BUS 287S	McKinney Street to Breckinridge Street	Construct grade separation at the intersections of Bus US 287/Ennis Avenue and the UPRR Line and East Main Street and reconstruct Ennis Avenue from 4 to 4 lanes	November 2023 (Actual)	October 2026	2027	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$14,300,000 of STBG, \$2,500,000 of Category 11, and \$2,000,000 of local funding; RTL: September 2024	\$37,559,187	\$40,877,707	\$12,500,000	\$12,500,000	\$12,500,000							67.56	
13020	1394-02-027	FM 1387	Midlothian Parkway to Long Branch Road/Bryson Lane	Reconstruct and widen from 2 lane undivided rural to 4 lane urban divided (6 lane ultimate)	October <a href="#">2024</a> <del>2023</del>	August 2030	2030	RTL: June 2027	\$114,613,001	\$91,993,860	\$25,000,000	\$25,000,000	\$25,000,000							70.00	
13028	1051-01-052	FM 664	FM 1387 to Westmoreland Road	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway (Ultimate 6 lane)	September 2020 (Actual)	July 2028	2028	RTL: July 2025	\$57,151,237	\$70,099,157	\$70,099,157	\$57,151,237	\$57,151,237	\$0	\$12,947,920					82.22	
13035.1	1051-01-051	FM 664	IH 35E to West of Ferris Road	Reconstruct and widen 2/4 lane rural roadway to 6 lane divided urban	January 2020 (Actual)	September 2028	2029	RTL: February 2025	\$136,614,301	\$107,442,389	\$85,442,389	\$85,442,389	\$85,442,389							81.42	
13035.2	1051-03-001	FM 664	West of Ferris Road to IH 45	Realign and widen from West of Ferris Road to North Central 2 to 6 lanes; From North Central to IH 45: Construct 0 to 6 lanes	January 2020 (Actual)	September 2027	<a href="#">2029</a> <del>2028</del>	Breakout of TIP 13035.1/CSJ 1051-01-051; RTL: <a href="#">June January</a> 2024	\$71,769,506	\$74,481,854	\$74,481,854	\$65,769,506	\$68,481,854	\$6,000,000	\$6,000,000					71.72	
13029	0092-03-053	IH 45	At FM 664	Construct interchange	January 2020 (Actual)	September 2027	<a href="#">2029</a> <del>2028</del>	RTL: <a href="#">June January</a> 2024	\$79,643,105	\$83,760,306	\$83,760,306	\$37,643,105	\$37,643,105	\$8,000,000	\$12,117,201			\$34,000,000	\$34,000,000	76.70	
13076	2921-01-010	Spur 394	IH 35E to FM 877	Construct 0 to 4 lane roadway on new location	<a href="#">December 2024</a>	June 2028	2028	Staff proposes to add project to the 10-Year Plan; Project in proximity to future Waxahachie ISD high school	N/A	\$33,600,000	\$33,600,000	\$0	\$33,600,000							<a href="#">61.84</a>	
53119	0172-08-103	US 287	West of Boyce Road to East of Cooke Road	Reconstruct 4 lane arterial to 4 lane freeway; Construct 0 to 4 lane continuous frontage roads and interchange at Boyce Road and Cooke Road	July 2024	August 2033	2033	RTL: June 2027; Project in proximity to Ennis Speedway	\$106,995,255	\$161,537,399	\$10,000,000	\$10,000,000	\$10,000,000							60.13	
55014	0261-01-041	US 67	At Lake Ridge Parkway	Construct interchange	February 2021 (Actual)	March 2027	<a href="#">2028</a> <del>2027</del>	<a href="#">Project also has \$3,944,850 of Category 1 funding</a> ; RTL: March 2024	\$48,260,662	<a href="#">\$53,255,467</a> <del>\$49,310,617</del>	\$49,310,617	\$48,260,662	\$49,310,617							64.93	
												Total Proposed Funding - Ellis County								\$444,194,323	

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

TIP Code	TxDOT CSJ	Facility	Limits	Description	Env. Clearance Date	Estimated Let Date	Let FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
Kaufman County Projects																				
13074.1	0697-07-002	FM 429	US 80 to South of US 80	Realign and reconstruct from 2 lane to 2 lane (ultimate 4 lane). Reconstruct, widen, and realign 2 lane to 4 lane roadway with shoulders	July 2025 February 2024	August 2029	2029	Part of the Loop 9 Category 2/STBG exchange approved by the RTC in October 2021; RTL: June 2026	\$10,793,730	\$44,170,482	\$10,793,730	\$10,793,730	\$10,793,730							62.29
13074.2	1089-04-002	FM 429	US 80 to North of US 80	Realign and reconstruct from 2 lane to 2 lane (ultimate 4 lane). Reconstruct, widen, and realign 2 lane to 4 lane roadway with shoulders	July 2025 February 2024	August 2028	2029	Part of the Loop 9 Category 2/STBG exchange approved by the RTC in October 2021; RTL: June 2026	\$1,049,495	\$8,840,686	\$1,049,495	\$1,049,495	\$1,049,495							62.29
55111	2588-01-017	FM 548	Windmill Farms Blvd to South of SH 205 (Rockwall County Line)	Widen and reconstruct 2 lane rural to 4 lane urban divided (6 lane ultimate)	July 2019 (Actual)	March 2029	2029	RTL: February 2025	\$50,925,644	\$77,233,536	\$8,448,796	\$8,448,796	\$8,448,796							80.78
55111.2	2588-01-022	FM 548	North of US 80 to Windmill Farms Blvd	Widen and reconstruct 2 lane rural to 6 lane urban divided	July 2019 (Actual)	March 2026	2026	Project split out from TIP 55111/CSJ 2588-01-017; RTL: October 2024	\$93,294,641	\$115,245,043	\$115,245,043	\$93,294,641	\$115,245,043							80.78
TBD	0095-14-036	IH 20	West of FM 741 to Big Brush Creek	Construct 0 to 4 lane continuous frontage roads	April 2020 (Actual)	August 2031	2031	RTL: July 2025	\$221,825,281	\$222,049,823	\$8,500,000			\$8,500,000	\$8,500,000					71.25
55220	0495-01-071	IH 20	SP 557 to <del>SH 34 East of CR 138 (Wilson Road)</del>	Construct 0 to 4 lane continuous frontage roads	April 2020 (Actual)	August 2033	2033	RTL: August 2025	\$94,577,000	\$102,673,057	\$8,500,000			\$8,500,000	\$8,500,000					52.68
13081	0495-01-083	IH 20	SH 34 to Wilson Road	Construct 0 to 4 lane continuous frontage roads	April 2020 (Actual)	August 2033	2033	RTL: March 2025	\$125,895,000	\$127,192,128	\$8,500,000			\$8,500,000	\$8,500,000					52.48
TBD	0095-03-098	US 80	South Frontage Road at Buffalo Creek	Replace bridge and approaches	August 2023 (Actual)	September 2026	2027	Project also has <u>\$626,626 of Category 1 and</u> \$3,000,000 of Category 6 funding; RTL: September 2024	\$8,459,450	<u>\$8,459,450</u> <del>\$7,832,824</del>	\$4,832,824			\$7,162,468	\$4,832,824					81.12
TBD	0095-03-099	US 80	South Frontage Road at Buffalo Creek Relief	Replace bridge and approaches	August 2023 (Actual)	September 2026	2027	Project also has <u>\$969,546 of Category 1 and</u> \$7,000,000 of Category 6 funding; RTL: September 2024	\$12,810,607	<u>\$13,088,872</u> <del>\$12,149,326</del>	\$5,119,326			\$9,720,327	\$5,119,326					80.84
TBD	0095-03-100	US 80	Westbound at Buffalo Creek	Replace bridge and approaches	August 2023 (Actual)	September 2026	2027	Project also has <u>\$809,363 of Category 1 and</u> \$4,700,000 of Category 6 funding; RTL: September 2024	\$11,376,881	<u>\$10,926,396</u> <del>\$10,117,033</del>	\$5,417,033			\$9,552,580	\$5,417,033					79.13
TBD	0095-03-101	US 80	Eastbound at Buffalo Creek	Replace bridge and approaches	August 2023 (Actual)	September 2026	2027	Project also has <u>\$729,619 of Category 1 and</u> \$3,600,000 of Category 6 funding; RTL: September 2024	\$10,266,737	<u>\$9,849,852</u> <del>\$9,120,233</del>	\$5,520,233			\$8,476,036	\$5,520,233					72.45
TBD	0095-03-102	US 80	Westbound at Buffalo Creek Relief	Replace bridge and approaches	August 2023 (Actual)	September 2026	2027	Project also has <u>\$1,356,353 of Category 1 and</u> \$9,800,000 of Category 6 funding; RTL: September 2024	\$19,132,276	<u>\$18,310,762</u> <del>\$16,954,409</del>	\$7,154,409			\$15,199,473	\$7,154,409					77.14
TBD	0095-03-103	US 80	Eastbound at Buffalo Creek Relief	Replace bridge and approaches	August 2023 (Actual)	September 2026	2027	Project also has <u>\$1,122,863 of Category 1 and</u> \$7,300,000 of Category 6 funding; RTL: September 2024	\$15,884,959	<u>\$15,158,645</u> <del>\$14,035,782</del>	\$6,735,782			\$12,047,356	\$6,735,782					74.05
TBD	0095-03-108	US 80	At Buffalo Creek	Replace bridge and approaches	August 2023 (Actual)	September 2026	2027	<u>Project also has \$676,392 of Category 1 funding;</u> RTL: September 2024	\$9,080,212	<u>\$9,131,289</u> <del>\$8,454,897</del>	\$8,454,897			\$9,080,212	\$8,454,897					81.20
TBD	0095-03-109	US 80	At Buffalo Creek Relief	Replace bridge and approaches	August 2023 (Actual)	September 2026	2027	<u>Project also has \$1,335,085 of Category 1 funding;</u> RTL: September 2024	\$12,260,082	<u>\$18,023,647</u> <del>\$16,688,562</del>	\$16,688,562			\$12,260,082	\$16,688,562					77.42

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

TIP Code	TxDOT CSJ	Facility	Limits	Description	Env. Clearance Date	Estimated Let Date	Let FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
55072	0451-02-028	SH 205	US 80 in Terrell to South of FM 548	South of FM 548 to North of US 80: Widen 2 lane rural highway to 4 lane divided; From North of US 80 to US 80: Reconstruct 4 lane rural highway to 4 lane divided with raised median and continuous left turn lane throughout entire limits (6 lane Ultimate)	April 2019 (Actual)	August 2033	2033	RTL: June 2024	\$100,693,482	\$112,454,818	\$112,454,818			\$100,693,482	\$112,454,818					54.67
												Total Proposed Funding - Kaufman County							\$333,414,948	
Rockwall County Projects																				
13017	2588-02-008	FM 548	South of SH 205 (Kaufman County Line) to SH 205	Widen and reconstruct 2 lane rural to 4 lane divided urban roadway (Ultimate 6)	July 2019 (Actual)	March 2029	2029	Project also has \$2,400,000 of Category 1 funding; RTL: February 2025	\$11,470,963	\$17,435,497	\$11,470,963	\$11,470,963	\$11,470,963							78.71
83221	1015-01-024	FM 549	SH 205 to SH 276	Widen from 2 lane rural to 4 lane urban roadway	May 2019 (Actual)	June 2026	2026	Project also has \$5,522,338 of Category 1 funding; RTL: December 2022	\$34,252,875	<del>\$46,019,486</del> \$51,541,824	\$46,019,486			\$34,252,875	\$46,019,486					61.74
13038.1	0451-05-003	SH 205	JCT SH 205/John King (South Goliad Street) to JCT SH 205/John King (North Goliad Street)	Reconstruct 4 lane to 4 lane roadway	January 2020 (Actual)	April 2027	2027	Project split out from TIP 55074; RTL: June 2024	\$45,802,555	\$57,941,410	\$57,941,410	\$45,802,555	\$57,941,410							83.19
55074	0451-04-021	SH 205	JCT SH 205/John King (North Goliad Street) to North of John King (Collin County Line)	Reconstruct and widen 4 to 6 lane roadway	January 2020 (Actual)	August 2045	2045	RTL: March 2024	\$9,988,490	\$9,988,490	\$0	\$9,988,490	\$0							88.75
55074.1	0451-04-025	SH 205	JCT SH 205/John King (North Goliad Street) to North of John King (Collin County Line)	Reconstruct and widen 2 lane to 4 lane roadway (6 lane ultimate)	January 2020 (Actual)	April 2027	2027	Project split out from TIP 55074; Project also has \$400,000 of Cat 1 funding; Cat 2 funding was transferred from TIP 55074/CSJ 0451-04-021	N/A	\$9,988,490	\$9,988,490	\$0	\$9,988,490							88.75
55071	0451-01-053	SH 205	South of FM 548 to JCT SH 205/John King (S. Goliad Street)	Widen 2 lane rural highway to 4 lane divided (6 lane Ultimate)	January 2020 (Actual)	September 2028	2029	Project also has \$15,927,757 of Category 1 funding; RTL: June 2024	\$146,822,331	<del>\$132,731,313</del> \$148,659,070	\$132,731,313	\$44,046,699	\$44,046,699	\$102,775,632	\$88,684,614					75.83
												Total Proposed Funding - Rockwall County							\$258,151,662	
Various County Projects																				
11618.2	0918-00-362	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	August 2025	2025	Additional funds paying for a proposed expansion of this program; Includes \$4,725,000 of STBG; Project was awarded \$2,331,000 of Category 12 Strategic Priority funds in the 2022 UTP	\$7,056,000	\$7,388,240	\$2,331,000							\$2,331,000	\$2,331,000	N/A
												Total Proposed Funding - Various County							\$2,331,000	
		Total Category 2, 4, and 12 Funding									\$6,813,055,684	\$1,840,065,767	\$2,168,601,642	\$1,120,393,862	\$1,564,709,892	\$560,432,371	\$869,273,833	\$1,804,062,095	\$2,210,470,317	

Future Project Lettings (FY 2025-FY 2034)			
	Category 2	Category 4	Category 12
2025-2034	\$2,168,601,642	\$1,564,709,892	\$3,079,744,150
Total	\$2,168,601,642	\$1,564,709,892	\$3,079,744,150

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects FY2025 - FY2034																				
TIP Code	TxDOT CSJ	Facility	Limits	Description	Env. Clearance Date	Estimated Let Date	Let FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
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 <del>May 2024</del> (Actual)	September 2027	2028	TxDOT requested Category 12 funding through 2024 UTP, but it was not proposed for TTC approval	\$90,000,000	\$131,704,197	\$102,000,000	\$25,000,000	\$50,000,000	\$0	\$52,000,000	\$0		\$0		72.76
Total Proposed Funding - Hood County																			\$102,000,000	
Johnson County Projects																				
13040	0747-05-043	FM 157	Main Street from 8th Street to North of County Road 108B	Realign roadway 2 lane rural to 2 lane urban with sidewalks and turn lanes	August 2021 (Actual)	April 2025	2025	Project split out from TIP 13041/CSJ 0747-05-042	\$8,000,000	\$10,400,000	\$10,400,000	\$8,000,000	\$10,400,000							78.10
13041	0747-05-042	FM 157	US 67 to 8th Street	Reconstruct rural 2 lane to urban 2 lane with sidewalks and turn lanes	August 2021 (Actual)	April 2025	2025		\$8,500,000	\$9,500,000	\$9,500,000	\$8,500,000	\$9,500,000							87.39
54053	0747-05-035	FM 157	BU 287P to US 67	Realign and widen roadway from 2 to 4 lanes urban divided	October 2026	November 2028	2029		\$138,000,000	\$294,926,815	\$138,000,000	\$78,000,000	\$78,000,000	\$60,000,000	\$60,000,000					72.84
11955.1	1181-02-033	FM 917	West of Ave F to Main Street	Construct railroad grade separation and realign FM 917	September 2027	September 2028	2029		\$10,979,774	\$50,000,000	\$10,000,000	\$10,000,000	\$10,000,000							77.01
11955.2	1181-03-036	FM 917	Main Street to East of SH 174	Construct railroad grade separation and realign FM 917	September 2027	September 2028	2029		\$3,792,460	\$64,000,000	\$3,000,000	\$3,000,000	\$3,000,000							86.06
52501	3372-01-010	FM 3391	IH 35W to East of CR 602	Widen from 2 lanes to 6 lanes from IH 35W to Hurst Avenue and 2 lanes to 4 lanes from Hurst Avenue to CR 602	May 2023 (Actual)	September 2028	2029	Propose to replace Category 4 funding with Category 2 due to the project not being eligible for Category 4; To be offset by removal of Category 2 funding on TIP 13037/CSJ 0171-05-094, which will be replaced with Category 4	\$50,000,000	\$68,999,035	\$68,661,515	\$0	\$68,661,515	\$50,000,000	\$0					65.51
13046	0014-03-088	IH 35W	Bethesda Rd to Asher Rd	Reconstruct interchange at FM 917	March 2024 (Actual)	August 2026	2026		\$33,230,769	\$68,000,000	\$68,000,000			\$32,000,000	\$68,000,000					84.42
14063	0019-01-146	SH 174	North of Elk Drive to Wicker Hill Road	Reconstruct and widen from 4 to 6 lanes rural divided with sidewalks	July 2024 (Actual) <del>August 2023</del>	June 2025	2025	Part of the 2022 SE Connector Category 2/STBG exchange; \$6,510,000 of STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066) in 2022 10-Year Plan Update; Project also has \$900,000 of CMAQ funding and \$22,179,782 of STBG funding	\$29,589,782	\$29,589,782	\$6,510,000	\$6,510,000	\$6,510,000							82.15
Total Proposed Funding - Johnson County																			\$314,071,515	



10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects FY2025 - FY2034																				
TIP Code	TxDOT CSJ	Facility	Limits	Description	Env. Clearance Date	Estimated Let Date	Let FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
Parker County Projects																				
14042	0717-01-025	FM 113	Old Millsap Road to North of Old Millsap Road	Realign FM 113 (2 to 2 lanes)	December 2023 (Actual)	September 2025	2026	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has <u>\$1,099,775</u> <del>\$1,400,000</del> of Category 11 funding; STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066)	\$600,000	\$1,699,775	\$600,000	\$600,000	\$600,000							71.72
14041	0008-09-037	FM 1187		Reconstruct and widen from 2 lanes (with center turn lane) to 4 lane (with center turn lane) urban roadway (6 lane ultimate); Intersection improvements	December 2025	September 2027	2028	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$1,290,000 of CMAQ funding; STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066) in 2022 10-Year Plan Update	\$7,440,000	\$14,740,000	\$13,450,000	\$6,150,000	\$13,450,000							78.61
13054	0314-07-061	IH 20	FM 2552 to Bankhead Highway	Construct 0 to 4/6 lane continuous frontage roads	August 2023	May 2029	2029		\$77,000,000	\$77,000,000	\$77,000,000			\$46,000,000	\$46,000,000			\$31,000,000	\$31,000,000	75.83
21093.1	0008-03-131	IH 20	From FM 1187 to US 180	Reconstruct from 6 to 6 general purpose lanes and reconstruct and widen 4 lane continuous to 4/6 lane continuous frontage roads	May 2027	September 2033	2034	A part of the US 287 Category 2/STBG exchange approved by the RTC on October 2021; \$588,436 of STBG to remain on the project; Funding exchange will be completed in a future UTP	\$400,000,000	\$448,000,000	\$0	\$0	\$0							61.50
Total Proposed Funding - Parker County																			\$91,050,000	
Tarrant County Projects																				
21024	0718-02-076	FM 156	At Industrial Blvd	Construct intersection improvements including left and right turn lanes and sidewalks	May 2022 (Actual)	June 2025	2025	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$3,000,000 of CMAQ funding	\$3,499,146	\$6,365,000	\$3,364,563	\$3,364,563	\$3,364,563							88.97
13019	0008-16-043	IH 20/SH 183	At Chisholm Trail Parkway	Add northbound and southbound direct connect ramps	January 2025	May 2029	2029	Project also has \$20,000,000 of STBG funding	\$31,085,095	\$51,085,095	\$31,085,095	\$31,085,095	\$31,085,095							63.16
13027.1	2374-05-084	IH 20	Park Springs Blvd. to Dallas County Line	Reconstruct and widen from 8 to 10 general purpose lanes and 4/6/8 lane continuous to 4/6/8 lane continuous frontage roads	December 2027	September 2034	2035	Split from IH 20 from US 287 to Park Springs Blvd; Funding previously moved to TIP 13027.2/CSJ 2374-05-093	\$365,000,000	\$407,310,400	\$0	\$0	\$0							76.01
13027.2	2374-05-093	IH 20	Park Springs Blvd. to Dallas County Line	Reconstruct eastbound & westbound frontage roads from 4/8 lane discontinuous to 4/8 lane continuous on IH 20 from Park Springs to Cooper street; On eastbound IH 20 exit to Bardin road (frontage road) improve drainage	January 2027	November 2028	2029	\$50,000,000 of Category 2 funding previously offset by a reduction on TIP 13027.1/CSJ 2374-05-084; TxDOT requested Category 12 funding through 2024 UTP, but it was not proposed for TTC approval; Project funding previously reduced in order to offset funding increase on TIP 13061.1/CSJ 0008-03-133	\$100,000,000	\$150,000,000	\$25,000,000	\$25,000,000	\$25,000,000							76.01

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects FY2025 - FY2034																				
TIP Code	TxDOT CSJ	Facility	Limits	Description	Env. Clearance Date	Estimated Let Date	Let FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
55043.1	2374-05-094	IH 20	Little Road to Park Springs Blvd.	Reconstruct and widen from 8 to 10 general purpose lanes, 4/6 discontinuous lanes to 4/8 continuous frontage road lanes; Add shared-use path and sidewalks	September 2020 (Actual)	September 2031	2032	Part of the Southeast Connector project	\$200,000,000	\$200,000,000	\$100,000,000					\$100,000,000	\$100,000,000			82.70
13002	1068-01-230	IH 30	Cherry Lane to Green Oaks Road	Reconstruct from 6 to 8 main lanes and reconstruct 2/8 lane discontinuous to 2/8 lane discontinuous frontage roads; Reconstruct IH 30/SH 183 interchange	September 2027	October 2032	2033	Category 2 funding moved to TIP 55045/CSJ 0008-13-206; Project will be re-funded in a future 10-Year Plan update; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but project was not proposed for funding by the TTC	\$350,000,000	\$350,000,000	\$0									73.24
TBD	1068-02-072	IH 30	East of IH 35W to Cooper Street	Widen 6 to 8/10 general purpose lanes	January 2025	September 2036	2037	Project will be funded in a future 10-Year Plan Update	\$1,000,000,000	\$1,120,000,000	\$0									60.78
13001	1068-02-147	IH 30	West of Cooper Street to Dallas County Line	Reconstruct and widen 6 to 8 general purpose lanes; <u>Cooper St. to Baird Farm Road/AT&amp;T Way: reconstruct 2 concurrent managed lanes to 2 concurrent managed lanes; Baird Farm Road/AT&amp;T Way to SH 360: convert 2 concurrent managed lanes to 3 concurrent managed lanes; SH 360 to Duncan Perry Road: reconstruct 2 concurrent managed lanes to 2 concurrent managed lanes</u> and reconstruct existing 4/6 lane discontinuous to 4/6 lane discontinuous frontage road	January 2026	June 2028	2028	TxDOT to build safety barriers into managed lane design	\$212,820,000	\$218,820,000	\$218,820,000	\$42,180,000	\$48,180,000	\$170,640,000	\$170,640,000					80.82
53070	0014-02-055	IH 35W	South of Garden Acres to South of Alsbury Blvd	Construction of new interchange IH 35W at FM 1187, with 4/6 lane continuous to 4/8 lane continuous one way frontage roads, ramp modifications including new ramps, construct 0 to 2 northbound collector distributor lanes, and shared use path	August 2027	September 2032	2033	TxDOT requested Category 12 funding through 2023 UTP and 2024 UTP, but project was not proposed for funding by the TTC	\$170,000,000	\$170,000,000	\$0									83.01
13005.1	0008-14-132	IH 820	Navajo Trail/Cahoba Drive to Marine Creek Parkway	Relocate ramps, realign frontage roads, and add bridges	February 2026	January 2030	2030	Project is a breakout of TIP 13005/CSJ 0171-05-068	\$20,000,000	\$510,000,000	\$20,000,000	\$20,000,000	\$20,000,000							86.84
13056	0008-05-029	Lancaster Avenue/ SH 180	IH 35W to Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	April 2026	June 2027	2027	Additional Category 2 funding added to this project and TIP 13057/CSJ 0008-06-052 as approved by the RTC in February 2023 as part of RAISE grant submittal package; Project also has \$6,430,160 from City of Fort Worth	\$112,500,000	\$93,930,160	\$87,500,000	\$37,500,000	\$62,500,000	\$0	\$25,000,000					80.42
13057	0008-06-052	Lancaster Avenue/ SH 180	IH 35W to Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	April 2026	June 2027	2027	Split from TIP 13056; Project awarded \$20 million RAISE grant (plus \$5 million state match); Project also has \$10,000,000 from City of Fort Worth	\$37,500,000	\$72,500,000	\$37,500,000	\$37,500,000	\$37,500,000							79.36



10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects FY2025 - FY2034																				
TIP Code	TxDOT CSJ	Facility	Limits	Description	Env. Clearance Date	Estimated Let Date	Let FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
13064	0094-05-070	SH 183	At Pumphrey	Construct intersection improvements including turn lanes and new traffic signal	August 2024	March 2029	2029		\$21,000,000	\$21,000,000	\$21,000,000	\$10,000,000	\$21,000,000							61.51
55034	0364-05-039	SH 183	SH 121 to SH 10	Widen 3/4 to 6 concurrent managed lanes and reconstruct and widen existing 2/6 lane discontinuous to 4/6 lane discontinuous frontage roads (ultimate)	April 2023	TBD	TBD	Funding source to be determined	\$1,000,000,000		\$0									72.81
55035	0094-02-136	SH 183	West of SH 360 to Dallas County line	Widen 7 to 8 general purpose lanes, 2 to 6 managed lanes-concurrent, reconstruct 4/6 lane discontinuous to 4/6 lane discontinuous frontage roads & 4 lane to 4 lane collector distributor from SH 360 to International Parkway	April 2023	TBD	TBD	Funding source to be determined			\$0									72.81
13005	0171-05-068	SH 199	North of Azle Ave to South of IH 820	Construct 0 to 4 main lanes (6 ultimate) with interchange at IH 820	February 2026	January 2030	2030	\$20,000,000 of Category 2 funds previously moved to CSJ 0008-14-132 (part of the SH 199 imp); Funding previously reduced by \$110M in order to offset funding increases on other projects (TIP 13057/CSJ 0008-06-052, TIP 13008/CSJ 2266-02-148, TIP 13003/CSJ 1068-01-214, and TIP 13063/CSJ 0014-15-078) due to lack of consensus between TxDOT & local governments project scope; Once scope has been finalized, funding will be re-programmed; \$70M of Category 12 funding was formerly Category 2 funding (part of funding exchange to advance IH 30 Canyon project in Dallas)	\$180,000,000	\$370,000,000	\$70,000,000	\$0	\$0					\$70,000,000	\$70,000,000	86.64
13037	0171-05-094	SH 199	North University Drive/West Northside Drive to South of IH 820	Reconstruct and widen 4 to 6 lane divided urban	February 2027	September 2028	2029	Propose to replace Category 2 funding with Category 4 and move Category 2 to TIP 52501/CSJ 3372-01-010, which is not eligible for Category 4	\$68,661,515	\$138,661,515	\$68,661,515	\$68,661,515	\$0	\$0	\$68,661,515					78.28
13008	2266-02-148	SH 360	North of E. Randol Mill Rd. to South of E. Randol Mill Rd.	Reconstruct 6 to 8 main lanes and railroad underpass and 4/8 continuous lane to 4/8 lane continuous frontage roads	November 2017 (Actual)	December 2028	2029	Project is split out from TIP 51346; \$70,000,000 of Category 12 funding was formerly Category 2 funding (part of a funding exchange to advance IH 30 Canyon project in Dallas)	\$70,000,000	\$100,000,000	\$70,000,000	\$0	\$0					\$70,000,000	\$70,000,000	94.82
13058	2266-02-150	SH 360	SH 183 to IH 30	Operational improvements	April 2026	March 2029	2029		\$20,000,000	\$330,000,000	\$20,000,000	\$20,000,000	\$20,000,000							77.49
14092	2266-02-159	SH 360	Trinity River to Post and Paddock	Construct 0 to 2 lane continuous southbound frontage road, bridge over Riverside Parkway, and new sidewalks	September 2025	September 2028	2029	Part of the US 287 Category 2/STBG exchange approved by the RTC in October 2021; Project also has \$102,097 of CMAQ	\$12,638,436	\$82,739,912	\$12,638,436	\$12,638,436	\$12,638,436							73.82

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects FY2025 - FY2034																				
TIP Code	TxDOT CSJ	Facility	Limits	Description	Env. Clearance Date	Estimated Let Date	Let FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
55044.1	0172-06-105	US 287	Village Creek Road to Berry Street	Reconstruct 6 to 6 mainlanes plus auxiliary lanes with 4 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes; Add shared-use path and sidewalks	September 2020 (Actual)	September 2031	2032	Project is part of the Southeast Connector project; Project was awarded \$178,000,000 of Category 12 funding through 2024 UTP	\$178,000,000	\$178,000,000	\$178,000,000					\$178,000,000	\$178,000,000			80.36
13063	0014-15-078	US 81/US 287	South of North Tarrant Parkway to Avondale Haslet Road	Operational improvements including ramp modifications, 2/6 lane discontinuous to 4/8 lane continuous frontage roads, and sidewalks	November 2025	April 2029	2029		\$174,280,000	\$450,280,000	\$242,377,606	\$96,600,000	\$116,600,000	\$77,680,000	<u>\$125,777,606</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	November 2023	April 2025	2025	Part of the 2022 SE Connector Category 2/STBG exchange; Project also includes \$1,653,702 of local funding; STBG funds were exchanged for Category 2 funding in 2022 10-Year Plan Update (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066)	\$18,055,079	\$25,056,079	\$23,402,377	\$14,821,102	\$23,402,377							100.00
53029	0014-15-033	US 81	North of Harmon Road to North of IH 35W	Reconstruct 2 to 2 lane northbound frontage road	November 2023	May 2025	2025	MPO Milestone Policy Project (letting deadline of end of FY2025); Project also has \$6,016,331 of STBG funding	\$8,558,000	\$10,800,000	\$4,783,669	\$2,541,669	\$4,783,669							72.02
53030	0014-15-034	US 81	North of Harmon Road to North of IH 35W	Reconstruct 2 to 2 lane existing southbound frontage road	November 2023	May 2025	2025	MPO Milestone Policy Project (letting deadline of end of FY2025); Project also has \$7,227,821 of STBG funding	\$11,647,311	\$19,066,000	\$11,838,179	\$2,838,179	\$11,838,179							70.49
53031	0014-15-035	US 81	North of Harmon Road to North of IH 35W	Reconstruct northbound and southbound exit ramp to Harmon Road/North Tarrant Parkway and southbound entrance ramp from Harmon Road	November 2023	May 2025	2025	MPO Milestone Policy Project (letting deadline of end of FY2025)	\$1,988,174	\$1,838,179	\$1,838,179	\$1,838,179	\$1,838,179							71.26
53032	0014-15-036	US 81	North of FM 3479 to North of IH 35W Interchange	Construct auxiliary lane for northbound exit to North Tarrant Parkway; Auxiliary lane for southbound entrance from North Tarrant Pkwy	November 2023	May 2025	2025	MPO Milestone Policy Project (letting deadline of end of FY2025)	\$13,904,785	\$18,856,480	\$18,856,480	\$1,856,480	\$18,856,480							73.68
53074	0014-15-087	US 81	Wise/Tarrant County Line to Avondale Haslet Road	Reconstruct 4 to 4 lane freeway; Construct/reconstruct/re-stripe 4 lane, 2-way discontinuous to 4 lane, 1-way continuous frontage roads	TBD	May 2029	2029	New project proposed by TxDOT Fort Worth District	N/A	\$34,717,812	\$34,717,812			\$0	<u>\$34,717,812</u>					<u>62.40</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 2026	April 2029	2029	Part of the 2022 SE Connector Category 2/STBG exchange; STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066); Discussions on scope pending between TxDOT and NCTCOG staff	\$5,842,298	\$47,842,627	\$5,000,000	\$5,000,000	\$5,000,000							77.66
Total Proposed Funding - Tarrant County																			\$1,306,383,911	

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects FY2025 - FY2034																				
TIP Code	TxDOT CSJ	Facility	Limits	Description	Env. Clearance Date	Estimated Let Date	Let FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
Wise County Projects																				
13004.3	0013-09-012	BU 81-D	CR 1160 - Realigned FM 1810 intersection to North of CR 2090	Realignment of BU 81-D at realigned intersection of US 81/287 and FM 1810/BU 81-D	September 2023	October 2028	2029		\$6,000,000	\$6,000,000	\$3,600,000	\$3,600,000	\$3,600,000							67.70
13004.1	2418-01-013	FM 1810	West of CR 1170 to intersection of US 81/287 at FM 1810	Realignment of FM 1810 and grade separation & retaining walls at realigned intersection at US 81/287 & BU 81D	October 2025	October 2028	2029		\$25,000,000	\$25,000,000	\$13,300,000	\$13,300,000	\$13,300,000							67.70
13004.2	0013-07-083	US 81	North of CR 2195 to North of US 380	Construct mainlane grade separation at relocated FM 1810 and US 81D, with addition of ramps and 0 to 2 lane access roads	September 2023	October 2028	2029	Project also has \$8,000,000 in Category 1 funding	\$42,700,000	\$71,700,000	\$16,700,000	\$16,700,000	\$16,700,000							68.44
55302	0013-08-147	US 81	Northstar Parkway to Wise/Tarrant County Line	Reconstruct 4 to 4 lane freeway and grade separation; Construct/reconstruct/restripe 4 lane, 2 way discontinuous frontage roads to 4 lane, one-way continuous frontage roads	August 2025	December 2027	2028		\$40,000,000	\$81,400,000	\$84,682,188	\$0	\$41,400,000	\$40,000,000	\$43,282,188					61.99
Total Proposed Funding - Wise County																			\$118,282,188	
Various County Projects																				
11619.1	0902-00-311	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2024	2025	Additional funds paying for a proposed expansion of this program; Includes \$3,132,000 of STBG and \$430,000 of Category 12S; Project was awarded \$900,000 of Category 12 Strategic Priority funding via 2022 UTP	\$4,032,000	\$4,168,462	\$900,000							\$900,000	\$900,000	N/A
Total Proposed Funding - Various County																			\$900,000	
Total Category 2, 4, and 12 Funding											\$1,932,687,614	\$612,785,218	\$788,708,493	\$476,320,000	\$694,079,121	\$278,000,000	\$278,000,000	\$171,900,000	\$171,900,000	

Future Project Lettings (FY2025-FY2034)			
	Category 2	Category 4	Category 12
2025-2034	\$788,708,493	\$694,079,121	\$449,900,000
Total	\$788,708,493	\$694,079,121	\$449,900,000

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Planned Projects																			
FY2025 - FY2034																			
TIP Code	TxDOT CSJ	Facility	Limits	Description	Env. Clearance Date	Estimated Let Date	Let FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Approved	Cat 12 Proposed	MPO Project Score	
Hunt County Projects																			
13052	2659-01-010	FM 1570	IH 30 to SH 66	Construct 2 lane to 4 lane divided with shoulders (HMAC pavement and RR crossing) North project	June 2025	September 2027	2028	Hunt County is doing environmental clearance; <u>Project also has \$4,560,000 of Category 11 funding</u>	\$22,400,000	<del>\$38,000,000</del> \$42,560,000	\$38,000,000	\$16,800,000	\$38,000,000					82.54	
13051	0692-01-020	FM 1570	SH 34 to IH 30	Widen 2 to 4 lane divided roadway (South Project)	June 2027	October 2027	2028	<u>Project also has \$3,828,000 of Category 11 funding</u>	\$26,640,000	\$35,728,000	\$31,900,000	\$26,640,000	\$31,900,000					90.27	
13065	0009-13-174	IH 30	FM 2642 to Monty Stratton Parkway	Reconstruct and widen 4 lane to 6 lane freeway and 2/6 lane continuous to 4/6 lane continuous frontage roads	March 2022 (Actual)	September 2026	2027		\$191,077,618	\$191,077,618	\$122,577,618	\$0	\$26,500,000			\$96,077,618	\$96,077,618	62.27	
13078	0009-13-194	IH 30	Monty Stratton to East of Division St	Reconstruct and widen 4 to 6 lane freeway	August 2024	August 2034	2034	Propose to move Category 2 funding to TIP 13065/CSJ 0009-13-174 which is the higher priority	\$224,000,000	\$224,000,000	\$0	\$1,000,000	\$0					69.84	
13079	0009-13-195	IH 30	East of Division St to East of Lamar St	Reconstruct and widen 4 to 6 lane freeway	August 2024	August 2034	2034	Propose to move Category 2 funding to TIP 13065/CSJ 0009-13-174 which is the higher priority	\$168,000,000	\$168,000,000	\$0	\$1,000,000	\$0					68.32	
13080	0009-13-196	IH 30	East of Lamar St to East of FM 513	Reconstruct and widen 4 to 6 lane freeway	August 2024	August 2034	2034	Propose to move Category 2 funding to TIP 13065/CSJ 0009-13-174 which is the higher priority	\$280,000,000	\$280,000,000	\$0	\$1,000,000	\$0					65.90	
13053.2	0083-11-026	SH 11	West of SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements	September 2019 (Actual)	August 2034	2034	Breakout project for control section break (offset by reduction on TIP 13053/CSJ 0768-01-057); Coordination between project stakeholders on scope is delaying the project	\$648,000	\$672,000	\$600,000	\$600,000	\$600,000					65.49	
												Total Proposed Funding - Hunt County					\$193,077,618		
		Total Category 2, 4, and 12 Funding									\$193,077,618	\$47,040,000	\$97,000,000	\$0	\$0	\$96,077,618	\$96,077,618		

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

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects FY2017 - FY2024														
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
Collin County Projects														
14071	1392-01-044	FM 1378	FM 3286 to South of FM 3286	Construct intersection improvements (sidewalks and turn lanes)	February 2020 (Actual)	May 2023 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG trade; Project also has \$4,971,784 of CMAQ funding	\$6,682,469	\$1,710,685	\$1,710,685			
54005	2351-01-017	FM 2478	FM 1461 to US 380	Widen 2 lane rural highway to 4 lane divided; Realign intersection at FM 1461; 6 lane ultimate	September 2017 (Actual)	September 2020 (Actual)	2021	Project completed in January 2024	\$24,834,021	\$24,834,021	\$24,834,021			
54005.1	2351-02-014	FM 2478	FM 1461 to North of FM 1461	Widen 2 lane rural highway to 4 lane divided; 6 lane ultimate; Realign intersection of FM 1461	September 2017 (Actual)	September 2020 (Actual)	2021	Project split out from TIP 54005/CSJ 2351-01-017; Project completed in January 2024	\$3,219,051	\$3,219,051	\$3,219,051			
20083	2679-02-008	FM 2514	FM 2551 to West of FM 1378	Widen 2 lane rural to 4 lane (Ultimate 6 lane) urban roadway including new pedestrian improvements and left/right turn lanes	May 2014 (Actual)	May 2018 (Actual)	2018	Remainder of construction funded with \$2,879,212 RTR, \$1,202,000 CMAQ, <u>and \$116,301 of local funding</u> ; Project completed in April 2021	\$19,081,190	\$13,600,000	\$13,600,000			
55037	2679-03-016	FM 2514	North of Drain Drive to Brown Street	Widen facility from 2 lane to 4/6 lane urban divided	February 2019 (Actual)	July 2022 (Actual)	2022	Project also has Category 1 funding to cover funding gap	\$33,641,069	\$24,107,754	\$24,107,754			
55038	2679-03-015	FM 2514	East of Lavon Parkway to North of Drain Drive	Widen facility from 2 lane to 4 lane urban divided (ultimate 6 lane divided)	February 2019 (Actual)	July 2022 (Actual)	2022	Project also has Category 1 funding to cover funding gap	\$16,744,842	\$11,360,404	\$11,360,404			
83209	2056-01-042	FM 2551	FM 2514 to FM 2170	Reconstruct and widen 2 lane rural to 6 lane urban divided	November 2010 (Actual)	April 2023 (Actual)	2023	Project also has Category 1 funding to cover funding gap	\$46,333,942	\$45,920,230	\$45,920,230			
14071.2	3476-02-013	FM 3286	FM 1378 to East of FM 1378	Construct intersection improvements (sidewalks and turn lanes)	February 2020 (Actual)	May 2023 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG trade; Project also has \$3,392,988 of CMAQ funding	\$5,212,988	\$1,820,000	\$1,820,000			
35004	0816-04-101	FM 455	US 75 to CR 286	Reconstruct and widen 2 lane rural to 4 lane divided	November 2017 (Actual)	December 2015 (Actual)	2016	Funds are Proposition 1 - Category 4; Project completed in August 2020	\$2,746,785	\$2,746,785		\$2,746,785		
13055	0047-04-031	SH 5	SH 121 to North of Collin County Outer Loop	Reconstruct and widen 2 lane rural to 4 lane urban roadway	September 2018 (Actual)	December 2022 (Actual)	2023		\$39,271,527	\$39,479,990		\$39,479,990		
13015	0549-03-024	SH 121	Collin County Outer Loop to North of FM 455	Reconstruct and widen from 2 lane to 4 lane rural divided; Construct 0 to 4 lane discontinuous access road and FM 455 interchange	January 2018 (Actual)	October 2020 (Actual)	2021		\$38,917,859	\$38,917,859		\$38,917,859		
55073	0451-03-013	SH 205	North of John King to SH 78	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	April 2018 (Actual)	July 2022 (Actual)	2022	<u>Change orders being covered by Category 1</u>	\$33,380,213	\$33,380,213	\$33,380,213			
13025	0047-14-084	US 75	North of FM 455 to CR 370	Construct interchange	June 2012 (Actual)	June 2018 (Actual)	2018	Project completed in April 2020; <u>Reduce Category 2 funding to match final expenditures</u>	\$20,213,387	\$20,730,431	<u>\$20,730,431</u> <del>\$22,000,000</del>			
13044	0047-06-161	US 75	At Ridgeview Drive	Reconstruct interchange	June 2019 (Actual)	June 2022 (Actual)	2022	Project also has \$8,447,878 of Category 1 funding and \$8,945,594 of STBG funding	\$43,578,574	\$27,300,067	\$27,300,067			
20084	0047-14-053	US 75	North of CR 370 to CR 375 (Grayson County Line)	Reconstruct and widen from 4 lane to 6 lane freeway and reconstruct and widen existing 4 lane continuous frontage road to 4/6 lane continuous frontage roads	June 2012 (Actual)	January 2024 (Actual)	2024	MPO Milestone Policy Project (Round 2)	\$80,040,840	\$80,669,840		\$16,870,821	\$63,799,019	
Total Approved Funding - Collin County														\$369,797,330

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

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
Dallas County Projects														
55240	2374-04-085	IH 20	West of Cockrell Hill Road to Hampton Road	Construct 0 to 4 lane frontage road	July 2019 (Actual)	December 2021 (Actual)	2022	Commitment to Red Bird Mall area	\$79,838,372	\$80,581,578	\$80,581,578			
52527	1068-04-119	IH 30	SH 161 to NW 7th Street	Construct 0 to 4 lane frontage roads	December 2016 (Actual)	June 2018 (Actual)	2018	Project completed in August 2022; <u>Change orders covered by Category 11; Reduce Category 4 funding to match final expenditures</u>	\$25,781,036	\$25,781,036		<u>\$25,781,036</u> <del>\$26,460,226</del>		
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 also has \$5,000,000 of Category 1 funding for potential cost overruns	\$120,678,632	\$120,574,879		\$120,574,879		
55179	0009-11-238	IH 30	Bass Pro Drive in Garland to Dalrock Road	Widen to add shoulder	March 2019 (Actual)	March 2021 (Actual)	2021	Project also has \$3,500,000 of Category 1 funding for potential cost overruns; <u>Reduce Category 12 funding to match obligation amount</u>	\$13,601,005	\$21,128,162	\$7,827,157		<u>\$13,301,005</u> <del>\$22,355,107</del>	
13012.2	0196-03-274	IH 35E	IH 635 to Denton County Line	Reconstruct and widen 6 general purpose lanes to 8 general purpose lanes and reconstruct existing 2/8 discontinuous frontage road lanes to 2/8 discontinuous frontage road lanes	March 2013 (Actual)	August 2021 (Actual)	2021	Design-build project; Project was also awarded \$182,098,750 of Design-Build funds by the TTC	\$614,317,018	\$432,218,268	\$202,562,682		\$229,655,586	
13012.3	0196-03-282	IH 35E	IH 635 to Denton County Line	Reconstruct existing 2 managed lanes to 2 managed lanes	March 2013 (Actual)	August 2021 (Actual)	2021	Project split out from TIP 13012.2/CSJ 0196-03-274; Project was awarded \$14,470,000 of Design-Build funds for the remainder of the project	\$93,951,732	\$79,481,732	\$79,481,732			
54119.5	0442-02-162	IH 35E	Ellis County Line to Bear Creek Road	Construct interchange at SL 9 and IH 35E	November 2017 (Actual)	February 2024 (Actual)	2024	Project also has \$3,296,812 <del>\$583,000</del> of STBG funds; <u>Additional Category 2 funding proposed for increased cost</u>	\$22,719,613	<u>\$19,422,801</u> <del>\$17,657,092</del>	<u>\$19,422,801</u> <del>\$17,657,092</del>			
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	Funding offset by reduction in funding on TIP 55094/CSJ 0442-02-159; Project also has \$395,464 of Category 1 funding	\$4,228,798	\$3,833,334		\$3,833,334		
54111	2374-01-171	IH 635	At Skillman/Audelia	Interchange improvements	June 2015 (Actual)	August 2019 (Actual)	2019	Project has Category 12 funds from the MPO Revolver trade; \$7,202,000 of Design-Build funding to offset reduction in Category 2 funding	\$57,972,000	\$50,770,000	\$46,393,000			\$4,377,000
55060.1	2374-01-137	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads	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			

Amounts only include Category 2, 4, 12 funding.  
Red text and strikethroughs indicate changes since June 2024 STTC meeting



10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects FY2017 - FY2024														
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
55075.1	2374-02-053	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads	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 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 also has \$83,400,711 of Design-Build funding	\$303,694,615	\$195,293,904	\$195,293,904			
55165.1	2374-01-183	IH 635 (E)	East of US 75 to Miller Road	Widen 8 to 10 general purpose lanes and reconstruct existing 4/8 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Project also has \$125,710,231 of Design-Build funds	\$432,206,098	\$306,495,867			\$306,495,867	
55165.2	2374-01-190	IH 635 (E)	East of US 75 to Miller Road	Reconstruct existing 2 managed lanes to 2 managed lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Project split out from TIP 55165.1/CSJ 2374-01-183; Project also has \$8,509,875 of Design-Build funding	\$65,242,375	\$56,732,500	\$56,732,500			
54069	2964-01-048	SH 161	South of SH 183 to North of Belt Line Road	Widen and reconstruct 4 (6 lanes during peak period) to 8 general purpose lanes	January 2018 (Actual)	June 2018 (Actual)	2018	Project completed in April 2021; <a href="#">Change orders covered by Category 1; Increase Category 4 funding to match final expenditures</a>	\$21,821,798	\$21,821,798		<del>\$21,821,798</del> <del>\$20,927,948</del>		
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	Remainder of construction funded with \$701,700 CMAQ and \$1,452,481 Category 11; Category 12 funds are part of MPO Revolver Trade; Project completed in August 2022	\$12,469,181	\$9,915,000	\$7,900,000			\$2,015,000
13032	0009-02-067	SH 78	At Gaston Ave	Reconfigure intersection with sidewalk improvements	December 2018 (Actual)	May 2021 (Actual)	2021	Remainder of project funded with \$7,000,000 of CMAQ funds; Project completed in January 2024	\$6,336,367	\$1,000,000	\$1,000,000			
11527	0581-02-124	SL 12	At SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	May 2020 (Actual)	2020	Project also has \$37,748,649 of Category 1 funding; <a href="#">Change orders covered by Category 12</a>	\$222,203,919	\$156,607,670			\$156,607,670	
54119.1	2964-10-008	SL 9	IH 35E to Dallas/Ellis County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July 2021 (Actual)	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$432,000 of CMAQ funding, \$3,788,000 of RTR funding, \$2,500,000 of Category 1 funding, and \$20,087,399 of STBG funding; Category 2 funding removed and replaced with STBG funding as part of a funding exchange to reduce the region's STBG carryover balance	\$24,307,399	\$0	\$0			
54119.2	2964-10-009	SL 9	Ellis/Dallas County Line to IH 45	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July 2021 (Actual)	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$408,000 of CMAQ funding, \$6,000,000 of Category 1 funding, and \$54,055,351 of STBG funding; Category 2 funding removed and replaced with STBG funding as part of a funding exchange to reduce the region's STBG carryover balance	\$54,463,351	\$0	\$0			



10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects FY2017 - FY2024														
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
53003	0094-03-060	SS 482	At SH 114 and SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	May 2020 (Actual)	2020	<u>Cost savings are being used to cover change orders</u>	\$91,202,288	\$156,607,670			\$156,607,670	
53110.2	2374-02-162	IH 635	At US 80 Interchange	Reconstruct existing interchange	April 2020 (Actual)	July 2024 (Actual)	2024		<u>\$197,499,361</u>	\$193,068,308		\$129,245,388	\$63,822,920	
53109	0095-02-107	US 80	East of Town East Blvd. to East of Belt Line Road	Reconstruct and widen 4 to 6/8 mainlanes and 2/4/6 lane continuous frontage road to 4/6 lane continuous frontage roads and reconstruct IH 635 interchange	April 2020 (Actual)	July 2024 (Actual)	2024	\$10,350,386 previously moved to TIP 53110/CSJ 2374-02-162	<u>\$342,164,864</u>	\$289,691,842	\$37,916,764	\$228,404,680	\$23,370,398	
55120	0197-02-124	US 175	East of East Malloy Bridge Rd. to Kaufman County Line	Ramp modifications, mill and inlay existing frontage roads	July 2020 (Actual)	October 2020 (Actual)	2021	Project completed in December 2021; Remaining costs were covered by Category 1 funding	\$1,007,339	\$907,339	\$907,339			
Total Approved Funding - Dallas County														\$2,830,704,463
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 <u>\$28,587,589</u> <del>\$23,052,037</del> of Category 1 funding	\$73,248,171	\$44,660,582	\$44,660,582			
55177	0353-09-002	SH 114	West of US 377 to East of US 377	Construct 0 to 6 lane grade separation over US 377	November 2018 (Actual)	June 2021 (Actual)	2021	Project completed in March 2024	\$32,367,838	\$32,367,839	\$26,109,253	\$6,258,586		
51060	0353-02-053	BS 114K	At UP RR Underpass in Roanoke DOT No 795 342V	Replace railroad underpass and improve BS 114-K drainage	August 2015 (Actual)	November 2019 (Actual)	2020	Project also has \$3,000,000 of Bridge funds and \$552,921 of CMAQ; Project completed in April 2024	\$11,088,528	\$7,500,000	\$7,500,000			
13033.3	0195-03-090	IH 35	IH 35W to US 380	Reconstruct interchange and existing 4 lane continuous to 4/8 lane continuous frontage roads	January 2012 (Actual)	April 2024 (Actual)	2024	Category 11 funding to cover remaining costs	\$205,860,139	\$161,782,387	\$30,969,735			\$130,812,652
55198	0195-03-087	IH 35	US 380 to US 77 North of Denton	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and 4 lane continuous to 4/6 lane continuous frontage roads	November 2019 (Actual)	April 2024 (Actual)	2024	Category 11 funding to cover remaining costs	\$261,858,377	\$233,357,330		\$43,647,905		\$189,709,425
55250	0195-02-076	IH 35	At FM 455	Reconstruct and widen 4 to 6 mainlanes and reconstruct existing 4 to 4 lane frontage roads	October 2019 (Actual)	July 2022 (Actual)	2022	<u>Project also has \$13,045,742 of Category 1 funding</u>	\$40,791,605	\$28,212,007		\$1,349,711		\$26,862,296
13033.1	0196-02-128	IH 35E	At FM 1171/Main Street	Reconstruct grade separation and existing 4 to 4 lane continuous frontage roads	March 2013 (Actual)	January 2023 (Actual)	2023	Denton Priority Project #3; Project also has \$18,815,274 of STBG funds and \$2,549,146 of local contribution	\$105,457,045	\$85,852,625	\$85,852,625			
13033.6	0195-03-099	IH 35E	North Texas Blvd to IH 35W	Reconstruct interchange and existing 4 lane continuous to 4/6 lane continuous frontage roads (facility transition area)	October 2019 (Actual)	April 2024 (Actual)	2024	Category 11 funding to cover remaining costs	\$116,185,323	\$85,215,324	\$35,008,319	\$31,394,099	\$10,000,000	\$8,812,906
20118	0081-04-025	US 377	IH 35E to South of FM 1830	Widen 2 lane to 6 lane urban divided section with sidewalk improvements	January 2018 (Actual)	July 2018 (Actual)	2018	Project also has \$9,237,129 2MP1, <u>\$9,204,379</u> <del>\$12,465,854</del> 4P1, & \$2,901,189 CMAQ; <u>Change orders covered with Category 1;</u> Project completed in May 2021; <u>Decrease Category 2 funding to match final expenditures</u>	\$18,791,508	\$350,000	<u>\$350,000</u> <del>\$1,098,811</del>			

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects FY2017 - FY2024														
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
20120	0081-03-048	US 377	Henrietta Creek Road to North of BS 114K	Reconstruct and widen 2/4 to 4 lane divided urban	August 2015 (Actual)	November 2019 (Actual)	2020	Project also has \$2,847,689 of Category 1 & \$1,922,275 of CMAQ; Project completed in April 2024	\$18,803,011	\$13,444,113	\$13,444,113			
20215	0081-04-035	US 377	At UP RR Overpass (0.4 miles South of IH 35E)	Replace with 6 lane overpass (2 to 6 Lanes)	January 2018 (Actual)	July 2018 (Actual)	2018	Project also has \$2,269,248 2MP1, \$4,019,642 of 4P1, and <del>\$2,418,314</del> <u>\$4,690,906</u> of Category 1 funds; <u>Change orders covered by Category 1;</u> Project completed in May 2021	\$10,207,204	\$1,500,000	\$1,500,000			
55104	0135-10-057	US 377/380	SL 288 to US 377/US 380 Intersection	Add raised median with left turn lanes, add right turn lanes and re-stripe for shared use	June 2018 (Actual)	June 2020 (Actual)	2020	Also has \$95,000 local, \$2,017,722 Category 11, and \$665,000 CMAQ; Local funding is required for additional bicycle/pedestrian scope items that TxDOT will not fund	\$20,616,737	\$17,839,014	\$17,839,014			
20096	0135-10-050	US 380	US 377 to West of CR 26 (Collin County Line)	Widen 4 to 6 lanes divided urban with new grade separations at FM 423, FM 720, Navo Rd., Teel Pkwy, and Legacy Drive with sidewalk improvements	June 2018 (Actual)	July 2021 (Actual)	2021	Construction also funded with \$56,200,000 CMAQ and \$22,277,120 STBG	\$132,896,797	\$62,367,423	\$62,367,423			
55235	0353-02-037	SH 114	East of IH 35W to BUS 114K	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads	August 2020 (Actual)	April 2023 (Actual)	2023	Part of the Loop 9 Category 2/STBG trade approved by the RTC in October 2021	\$68,192,321	\$68,192,321	\$68,192,321			
55260	0353-09-003	SH 114	BUS 114K to West of US 377	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads	August 2020 (Actual)	April 2023 (Actual)	2023		\$28,239,411	\$28,239,411	\$28,239,411			
Total Approved Funding - Denton County														\$870,880,376
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	Project also has \$1,921,068 Category 11 & <del>\$11,147,127</del> <u>\$15,173,331</u> STBG; Project completed in June 2021	\$28,877,127	\$17,100,000	\$17,100,000			
13042	0048-04-094	IH 35E	At FM 387 (Butcher Road)	Reconstruct interchange; Reconstruct and widen 4 lane discontinuous to 4/6 lane continuous frontage roads	June 2019 (Actual)	January 2022 (Actual)	2022	Funding from TIP 55092/CSJ 0048-04-090; Project also has 4,000,000 of Category 1 funds	\$45,984,067	\$42,000,000		\$42,000,000		
13034	0442-03-042	IH 35E	At FM 664	Reconstruct interchange	January 2020 (Actual)	February 2024 (Actual)	2024	Project also has \$7,627,931 of Category 11 funding	\$79,799,197	\$77,154,426		\$77,154,426		
54119.6	0442-03-044	IH 35E	Reese Drive to Dallas County Line	Construct interchange at Loop 9 and IH 35E	November 2017 (Actual)	February 2024 (Actual)	2024	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Part of the 2022 SE Connector Category 2/STBG exchange; Project also has <del>\$1,696,220</del> <u>\$1,000,000</u> of STBG funding <u>and \$1,319,348 of Category 11 funding; Additional Category 2 funding proposed to cover increased costs at letting</u>	\$34,602,495	<del>\$31,586,928</del> <u>\$31,586,928</u>	<del>\$28,715,389</del> <u>\$31,586,928</u>			
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 - FY2024														
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
54119.4	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 <del>\$10,330,000 of Prop 1 - Cat 4 and \$50,000</del> <del>\$976,621</del> of Category 11 funding; <u>Change orders covered by Category 11</u> ; Project completed in December 2021; <u>Decrease Category 4 funding to match final expenditures</u>	\$27,666,577	\$17,286,577		<u>\$17,286,577</u> <del>\$26,700,000</del>		
Total Approved Funding - Ellis County														\$185,127,931
Kaufman County Projects														
83284	0751-05-001	FM 148	South of FM 3039 to US 175	Realign existing 2 lane rural undivided roadway to 2 lane rural undivided roadway	June 2019 (Actual)	June 2023 (Actual)	2023	Includes \$5,000,000 of Kaufman County funding; Category 11 to cover remainder of cost overrun	\$13,687,533	\$6,894,899	\$6,894,899			
N/A	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; <u>Decrease Category 4 funding to match obligation amount</u>	\$6,723,349	\$2,778,445		<u>\$2,778,445</u> <del>\$6,443,588</del>		
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; Costs have increased since letting; <u>Decrease Category 4 funding to match obligation amount</u>	\$116,810,288	<u>\$116,810,288</u>		<u>\$116,810,288</u> <del>\$133,000,000</del>		
51460	0197-03-054	US 175	FM 148 to CR 4106 in Crandall	Construct new 2 lane frontage roads; Convert existing frontage road from 2 lane, 2-way to 2 lane, 1-way frontage road and ramp modifications	February 2019 (Actual)	October 2020 (Actual)	2021	Project completed in September 2023; <u>Project also has \$253,983 of Category 11 funding</u>	\$13,179,601	\$12,925,618	\$12,925,618			
55134	0197-03-074	US 175	Dallas County Line to West of FM 1389	Ramp modifications, mill and inlay existing frontage roads	July 2020 (Actual)	October 2020 (Actual)	2021	Project also has \$1,000,000 of Category 1 funding for cost overruns; Project completed in December 2021	\$1,238,789	\$2,163,200	\$2,163,200			
13077	0197-03-078	US 175	West of FM 148 Bypass to East of FM 148 Bypass	Construct new interchange at FM 148	April 2020 (Actual)	June 2023 (Actual)	2023	Project also has \$3,662,623 of Category 11 funding	\$43,212,466	\$39,549,843	\$39,549,843			
Total Approved Funding - Kaufman County														\$181,122,293
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	Project also has <u>\$925,000 of Prop 1 - Cat 2 and \$40,000</u> <del>\$859,000</del> of CMAQ & <del>\$733,798</del> ; <u>Change orders covered by Category 11</u> ; Project completed in August 2021	\$9,290,063	\$8,325,063	\$8,325,063			
13036	0009-12-219	IH 30	SH 205 to West of FM 2642 (Hunt County Line)	Reconstruct & widen 4 to 6 main lanes; Reconstruct & widen 4 to 4/6 lane continuous frontage roads; Construct new & reconstruct existing interchanges; Ramp modifications; Pedestrian improvements	March 2019 (Actual)	June 2023 (Actual)	2023	Project also has \$50,000,000 of CMAQ funds	\$342,870,407	\$295,320,406	\$89,062,713		\$206,257,693	

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects FY2017 - FY2024															
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority	
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		\$199,292,314	\$199,292,314		\$32,045,599	\$167,246,715		
55221	0009-12-215	IH 30	Dalrock Road to SH 205	Add shoulder; Reconstruct and widen 6 general purpose lane to 8 general purpose lane; Reconstruct 4/6 discontinuous frontage road lanes to 4/6 continuous frontage road lanes; Ramp modifications and interchange at FM 740	March 2019 (Actual)	October 2022 (Actual)	2023		\$113,230,273	\$113,230,273	\$66,992,876		\$46,237,397		
55222	0009-12-221	IH 30	Dalrock Road (Rockwall County Line) to East of Dalrock Road	Transition from Dalrock Interchange including reconstruction of existing 4 to 4 lane frontage roads and ramps	September 2018 (Actual)	March 2021 (Actual)	2021	Project 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	Project also has <del>\$1,358,000</del> <del>\$1,658,000</del> of CMAQ and <del>\$992,442</del> <del>\$699,442</del> of Category 1; <u>Change orders covered by Category 1</u> ; Project completed in February 2021	\$17,257,442	\$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	Category 1 funds will be used to cover overruns; Project completed in February 2021	\$719,165	\$719,165	\$719,165				
Total Approved Funding - Rockwall County															\$638,787,221
Various County Projects															
11618.2	0918-00-341	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	February 2023 (Actual)	2023	Additional funds paying for a proposed expansion of this program; Includes \$4,387,500 of STBG	\$6,084,000	\$1,696,500				\$1,696,500	
11618.2	0918-00-342	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	<del>April August 2024</del> (Actual)	2024	Additional funds paying for a proposed expansion of this program; Includes \$4,575,000 of STBG	\$5,270,400	\$2,013,000				\$2,013,000	
Total Approved Funding - Various County										\$3,709,500					
Total Category 2, 4, and 12 Funding										\$5,080,129,114	\$1,926,702,825	\$1,123,734,350	\$1,561,343,868	\$366,298,779	

Project Lettings			
	Category 2	Category 4	Category 12
2016	\$0	\$2,746,785	\$0
2018	\$56,144,228	\$11,000,000	\$0
2019	\$547,894,686	\$175,000,000	\$442,115,800
2020	\$88,735,687	\$0	\$315,230,340
2021	\$423,397,476	\$176,584,658	\$229,655,586
2022	\$221,390,598	\$160,159,999	\$26,862,296
2023	\$434,235,603	\$71,525,589	\$421,438,305
2024	\$154,904,547	\$526,717,319	\$492,340,320
Total	\$1,926,702,825	\$1,123,734,350	\$1,927,642,647

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects FY2017 - FY2024														
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
Denton County Projects														
54068	3559-01-004	SH 170	Tarrant County Line to SH 114 Interchange	Restripe 2 to 4 main lanes and ramp modifications	May 2020 (Actual)	June 2020 (Actual)	2020	Part of the 2022 SE Connector Category 2/STBG trade; Project also has \$4,971,784 of CMAQ funding; Project being completed under TIP 54088/CSJ 3559-02-007	\$1,000,000	\$0				\$0
Total Approved Funding - Denton County											\$0			
Hood County Projects														
54114	0080-11-001	US 377	Johnson/Hood County Line to South of SH 171	Construct 0 to 4 lane divided roadway with interchange at US 377 and BU 377; Grade separation at FWWR and SH 171	September 2017 (Actual)	August 2018 (Actual)	2018	Category 2 funds for this project have been exchanged for Category 7 due to increased cash flow capacity at the federal level; Project also has \$11,000,000 in local funding from Hood County	\$46,969,449	\$0	\$0			
Total Approved Funding - Hood County											\$0			
Johnson County Projects														
13060	0172-10-013	US 287	Tarrant County Line to Lone Star Road/FM 157	Construct freeway auxiliary lanes, new 0 to 2 lane frontage roads, ramps, Texas U-turn at Lone Star Bridge and widen from 2 to 3 lanes, Lone Star Road widen 2 to 3 lanes, shared use path, intersection improvements at US 287 and Lone Star Road/FM 157, retaining wall, drainage structure, sidewalks and signals	August 2021 (Actual)	August 2021 (Actual)	2021	Category 2 funding previously removed and replaced with STBG funding to help reduce regional carryover balance	\$17,554,206	\$0	\$0			
54125	0080-12-001	US 377	North of SH 171 to Johnson/Hood County Line	Construct 0 to 4 lane divided roadway with an interchange at US 377 and BU 377	September 2017 (Actual)	August 2018 (Actual)	2018	Project split out from TIP 54114/CSJ 0080-11-001 in Hood County; Project also has \$10,750,000 of Category 12 (425) funds	\$13,744,381	\$3,950,000	\$3,950,000			
Total Approved Funding - Johnson County											\$3,950,000			
Parker County Projects														
14012	0313-02-057	FM 51	North of Cottondale Road to Texas Drive	Widen 2 lane roadway to 3 lanes urban; intersection improvements including turn lanes and new signal improvements	March 2019 (Actual)	May 2019 (Actual)	2019	Flooding issue; Project also has \$3,650,000 of Category 5 and \$900,000 of Category 7 funds; Cost overruns being covered with Category 1 funds; Project completed in January 2024	\$21,057,907	\$12,000,000	\$12,000,000			
14012.1	0171-03-070	SH 199	North of Ash Street to North of Old Springtown Road	Reconstruct roadway and intersection improvements	March 2019 (Actual)	May 2019 (Actual)	2019	Project split out from TIP 14012/CSJ 0313-02-057; Grouped project; Fully funded with Category 1 funds; Project completed in January 2024	\$2,303,163	\$0	\$0			
13061	0008-03-094	IH 20	IH 20/IH 30 Split to Tarrant/Parker County Line	Construct interchange at Walsh Ranch Parkway including auxiliary lanes	February 2023 (Actual)	May 2023 (Actual)	2023		\$28,293,108	\$28,293,108		\$28,293,108		
13061.1	0008-03-133	IH 20	FM 1187/FM 3325 to IH 20/IH 30 Split	Reconstruct 2 lane continuous to 2 lane continuous frontage roads, construct shared use path, construct new ramps on IH 20 between FM 1187/FM 3325 and IH 30, lower IH 20 main lanes at FM 1187/FM 3325 & westbound IH 20, lower IH 30 main lanes	April 2023 (Actual)	May 2024 (Actual)	2024	Additional Category 2 and 4 funding proposed to cover anticipated cost increases	\$57,093,262	\$90,000,000	\$27,500,000	\$62,500,000		

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

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
13062	1068-05-014	IH 30	IH 20/IH 30 Split to Tarrant/Parker County Line	Lower the mainlanes under Walsh Ranch Pkwy at IH 30 (No change to capacity)	April 2023 (Actual)	May 2024 (Actual)	2024	Grouped project; Additional Category 2 and 4 funding proposed to cover anticipated cost increases	\$40,390,214	\$62,000,000	\$29,150,000	\$32,850,000		
Total Approved Funding - Parker County														\$192,293,108
Tarrant County Projects														
11244.1	0718-02-045	FM 156	US 81/287 to Watauga Road (McElroy)	Reconstruct and widen 2 lane to 4 lane divided	July 2018 (Actual)	August 2018 (Actual)	2018	Category 2 funds for this project were exchanged for Category 7 due to increased cash flow capacity at the federal level; Project already had \$13,109,245 of Category 7 before this change; TxDOT wants to keep remainder for potential change orders	\$48,600,000	\$0	\$0			
13061.2	0008-16-044	IH 20	Tarrant/Parker County Line to Markum Ranch Road	Construct new IH 20 interchange at Minor 1/Bentley Road (including auxiliary lanes)	February 2023 (Actual)	May 2023 (Actual)	2023		\$26,105,384	\$26,515,384	\$6,875,000	\$19,640,384		
55182	0008-16-042	IH 20	Bryant Irvin Road to Winscott Road	Construct 1 auxiliary lane in each direction and ramp modification	April 2019 (Actual)	April 2020 (Actual)	2020		\$20,961,182	\$23,000,000		\$23,000,000		
13003	1068-01-214	IH 30	SS 580 (East of Linkcrest Drive) to IH 820	Reconstruct and widen 4 to 6 main lanes; Reconstruct and widen 4 lane discontinuous frontage to 4/6 lane continuous frontage roads; Reconstruct SS 580 interchange and westbound exit ramp to Academy Blvd	July 2022 (Actual)	July 2024 (Actual)	2024	\$35,000,000 of the Category 2 funding offset by decrease on SH 199 (TIP 13005/CSJ 0171-05-068); Additional Category 2 and 4 funding proposed to cover additional costs	\$267,014,971	\$272,000,000	\$66,000,000	\$156,000,000	\$50,000,000	
55041.1	0008-13-250	IH 820	Ramey Ave to Brentwood Stair Road	Reconstruct and widen freeway from 4/8 to 8 main lanes and 4/6 discontinuous frontage road lanes to 4/6 continuous frontage road lanes and remove 4 to 0 collector distributor lanes; Add shared-use path and sidewalks	September 2020 (Actual)	February 2023 (Actual)	2023	Part of the Southeast Connector project; Category 2 funds previously transferred from several projects (TIP 13070/CSJ 0135-15-002, TIP 13067/CSJ 0135-02-065, and TIP 13033.5/CSJ 0196-01-113) to this project in order to fully fund it (2022 10-Year Plan Update/2023 UTP)	\$451,409,000	\$451,409,000	\$451,409,000			
21022	0008-13-248	IH 820	at Trinity Railway Express Line from North of Trinity Blvd to South of SH 10	Reconstruct northbound 2 to 2 general purpose lanes and approaches	February 2023 (Actual)	May 2023 (Actual)	2023	Part of the US 287 Category 2/STBG trade approved by the RTC in October 2021	\$19,092,215	\$19,092,215	\$19,092,215			
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 auxilliary 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	

Amounts only include Category 2, 4, 12 funding.  
Red text and strikethroughs indicate changes since June 2024 STTC meeting



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

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
13049	0364-01-148	SH 121	Glade Road to SH 183	Interim operational bottleneck improvement, ITS, and illumination	August 2018 (Actual)	September 2018 (Actual)	2019	Also has \$1,600,000 of STBG funds & \$1,800,000 of Category 1 funds; Cat 2 funds replaced with \$25,000,000 of Cat 7 funds; Project completed in December 2020	\$16,964,773	\$0	\$0			
54088	3559-02-007	SH 170	IH 35W to Denton County Line	Construct 0 to 4 mainlanes	May 2020 (Actual)	June 2020 (Actual)	2020	Project completed in March 2024; <u>Reduce Category 12 funding to match final expenditures</u>	\$98,999,997	<u>\$113,106,349</u>				<u>\$113,106,349</u> <del>\$155,000,000</del>
13066	0094-01-032	SH 183	At UP RR & UP RR Spur	Replace railroad underpass	July 2021 (Actual)	March 2023 (Actual)	2023	Project also has \$12,000,000 of Category 6 funding	\$26,588,577	\$18,594,527	\$18,594,527			
55173	0171-05-097	SH 199	South end of Lake Worth Bridge to Azle Avenue	Construct 0 to 6 lane freeway, construct bridges over SH 199	April 2020 (Actual)	June 2020 (Actual)	2020	Cost overrun post letting	\$5,929,113	\$22,000,000		\$22,000,000		
55176	0171-04-050	SH 199	North of FM 1886 to South end of Lake Worth Bridge	Reconstruct & widen 4 lane arterial to 6 lane freeway; Reconstruct 4 lane to 4 lane frontage roads; Construct bridges over Lake Worth & traffic management system	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; <u>Increase Category 2 to match final expenditures</u>	\$53,391,000	<u>\$56,300,000</u>	<u>\$56,300,000</u> <del>\$55,000,000</del>			
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	Category 2 funding previously removed and replaced with STBG funding to help reduce regional carryover balance; Project also has \$1,000,000 of Category 1 funds	\$12,193,894	\$0	\$0			
55041	0008-13-125	IH 820	IH 20 to Ramey Ave	Reconstruct and widen freeway from 4/8 to 8/14 main lanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes; Add shared-use path and sidewalks	September 2020 (Actual)	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Design-Build project; Project also awarded \$106,400,000 of Design-Build funding	\$575,822,671	\$469,422,670	\$39,820,670		\$429,602,000	
55042	0172-09-028	US 287	IH 20 Interchange to Sublett Road	Reconstruct and widen 4 to 6 general purpose lanes and 4/6 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes, and add shared-use path and sidewalks	September 2020 (Actual)	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Design-build project; Project also awarded \$6,400,000 of Design-Build funding	\$36,400,000	\$30,000,000		\$30,000,000		
55044	0172-06-080	US 287	IH 820 to Village Creek Road	Reconstruct 6 to 6 mainlanes plus auxiliary lanes with 4 discontinuous frontage road lanes to 4/6 continuous frontage road lanes; Add shared-use path and sidewalks	September 2020 (Actual)	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Design-build project; Project also awarded \$19,600,000 of Design-Build funding	\$109,474,141	\$89,874,140	\$49,874,140	\$40,000,000		
55043	2374-05-066	IH 20	IH 820 to Little Road	Reconstruct & widen from 8/10 to 10 general purpose lanes, 4/6 discontinuous frontage road lanes to 4/8 discontinuous frontage road lanes, 0 to 8 collector distributor lanes (from IH 820 to US 287) and add shared-use path and sidewalks	September 2020 (Actual)	February 2022 (Actual)	2022	Split from IH 20 from US 287 to Park Springs Blvd; Project is part of the Southeast Connector project; Project a part of the 2022 Category 2/STBG trade; Project also includes \$97,873,821 of STBG funding; Project also awarded \$190,400,000 of Design-Build funding	\$726,945,646	\$536,545,646	\$330,215,646	\$153,000,000		\$53,330,000



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

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority	
55045	0008-13-206	IH 20	IH 20/IH 820 Interchange to Forest Hill Drive	Reconstruct and widen 8 to 12 mainlanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes and add shared-use path and sidewalks	September 2020 (Actual)	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Project also awarded \$27,200,000 of Design-Build funding	\$142,692,716	\$115,402,715	\$115,402,715				
11251.2	0008-14-059	IH 820	IH 35W to SH 121/SH 183/SH 26	Reconstruct and widen 4 general purpose lanes to 6 general purpose lanes	April 2023	December 2023 (Actual)	2024	Project to be funded by the private sector as part of the North Tarrant Express CDA; NTE Segments 1 and 2	N/A	\$0	\$0				
53104	0364-01-054	SH 121	IH 820 to FM 157	SH 121 from IH 820 to SH 183: Reconstruct and widen 4 to 6 concurrent HOV/managed lanes; Transition onto SH 183 from SH 121 to FM 157: Reconstruct concurrent HOV/managed lanes to transition from new 6 lane section to the west to the existing 4 lane section	April 2023	November 2023 (Actual)	2024	Project to be funded by the private sector as part of the North Tarrant Express CDA; NTE Segments 1 and 2	N/A	\$0	\$0				
Total Approved Funding - Tarrant County															\$2,760,262,046
Wise County Projects															
53141	0312-04-022	FM 730	Approximately 3 miles north of SH 114 to SH 114 in Boyd	Reconstruct and widen existing 2 to 2 lane urban roadway and replace bridge and culvert structures	N/A	August 2023 (Actual)	2023	Original Prop 1 project; Project not eligible for Category 4 funding, so previously changed to Category 2; Project also has Category 6 funding under CSJ 0312-04-029; Related to grouped project 0312-04-029	\$30,817,569	\$26,000,000	\$26,000,000				
Total Approved Funding - Wise County															\$26,000,000
Various County Projects															
11619.1	0902-00-309	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	December 2022 (Actual)	2023	Additional funds paying for a proposed expansion of this program; Includes \$2,567,500 of STBG	\$3,380,000	\$812,500				\$812,500	
11619.1	0902-00-310	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	November 2023 (Actual)	2024	Additional funds paying for a proposed expansion of this program; Includes \$6,037,000 of STBG	\$7,812,000	\$1,775,000				\$1,775,000	
											Total Approved Funding - Various County				\$2,587,500
Total Category 2, 4, and 12 Funding											\$2,985,092,654	\$1,330,190,313	\$636,276,492	\$849,602,000	\$169,023,849

Project Lettings			
	Category 2	Category 4	Category 12
2017	\$0	\$0	\$0
2018	\$60,250,000	\$0	\$370,000,000
2019	\$12,000,000	\$0	\$0
2020	\$78,006,400	\$113,993,000	\$113,106,349
2021	\$0	\$0	\$0
2022	\$535,313,171	\$223,000,000	\$482,932,000
2023	\$521,970,742	\$47,933,492	\$812,500
2024	\$122,650,000	\$251,350,000	\$51,775,000
Total	\$1,330,190,313	\$636,276,492	\$1,018,625,849

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Let or Completed Projects FY2017 - FY2024													
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12
Hunt County Projects													
55152	1290-07-001	SH 276	West of FM 36 to SH 34	Construct 4 lane facility on new location (Quinlan Bypass) with a continuous left turn lane	November 2018 (Actual)	October 2020 (Actual)	2021	Project completed in August 2023	\$14,191,647	\$16,400,000	\$16,400,000		
13039	2658-01-013	FM 2642	FM 35 to SH 66	Widen 2 lane to 4 lane divided urban with sidewalks	June 2020 (Actual)	January 2023 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$5,020,844 of Category 11 funding	\$30,044,518	\$25,023,674	\$25,023,674		
13050	0009-13-167	IH 30	At FM 1570	Construct interchange	March 2022 (Actual)	October 2022 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$6,500,000 of Category 7 funding and \$5,892,103 of Category 11 funding	\$64,767,102	\$52,374,999	\$23,375,000		\$28,999,999
55223	0009-13-173	IH 30	West of FM 1903 to East of FM 1903	Reconstruct overpass and approaches	March 2022 (Actual)	October 2022 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$4,990,478 of Category 1 funding	\$44,670,227	\$39,679,749	\$39,679,749		
55224	0009-13-168	IH 30	East of FM 1565 to East of FM 36	Reconstruct overpass	March 2022 (Actual)	October 2023 (Actual)	2024	Project also has \$4,098,997 of Category 11 Change Order funding	\$76,034,119	\$71,660,123	\$13,689,859	\$8,373,452	\$49,596,812
55225	0009-13-169	IH 30	East of CR 2511 to East of FM 1565	Reconstruct overpass	March 2022 (Actual)	October 2023 (Actual)	2024	Project also has \$794,237 of Category 11 Change Order funding	\$53,725,782	\$52,931,546	\$1,820,209	\$5,000,000	\$46,111,337
55226	0009-13-170	IH 30	West of CR 2511 to East of CR 2511	Construct new interchange	March 2022 (Actual)	October 2023 (Actual)	2024	Project also has \$500,937 of Category 11 Change Order funding	\$58,708,986	\$58,208,050	\$111,778	\$5,000,000	\$53,096,272
21051	0009-13-175	IH 30	at Monty Stratton Parkway	Widen overpass from 4 lane to 6 lane; Construct eastbound to westbound U-turn	March 2022 (Actual)	October 2022 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$3,508,282 of Category 1 funding	\$18,638,110	\$15,129,828	\$15,129,828		
13053	0768-01-057	SH 24/ SH 11	Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements	September 2019 (Actual)	March 2023 (Actual)	2023		\$4,665,736	\$4,665,736	\$4,665,736		
Total Approved Funding										\$336,073,705	\$139,895,833	\$18,373,452	\$336,073,705
Total Category 2, 4, and 12 Funding													\$177,804,420

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

240876

## COUNCIL CHAMBER

June 12, 2024

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

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

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

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

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

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

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

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

**Now, Therefore,**

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

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

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

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

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



**AGENDA**

**Regional Transportation Council  
Dallas-Fort Worth High-Speed Rail Workshop  
Thursday, July 11, 2024  
11:00 am**

**(NCTCOG Guest Secured Wireless Connection Password: rangers!)**

- 11:00 – 11:05 1. Introductions/Context**  
☐ Action      ☐ Possible Action      ☒ Information      Minutes: 5  
Presenter: Michael Morris, NCTCOG  
Item Summary: North Central Texas Council of Governments (NCTCOG) staff will provide the Council with an overview of the agenda and the workshop's purpose.
- 11:05 – 11:25 2. Response to the City of Dallas Resolution and Presentation of Alternative High-Speed Rail Route Avoiding Downtown**  
☐ Action      ☐ Possible Action      ☒ Information      Minutes: 20  
Presenter: Michael Morris, NCTCOG  
Item Summary: Following a presentation to Dallas City Council on March 6, 2024, where staff presented high-speed rail alignment alternatives traversing through the southwest corner of downtown Dallas to connect with the planned Dallas High-Speed Rail Station, City Council presented questions/concerns related to the alternatives and the purpose and need of the project. Subsequent meetings with City Councilmembers, staff, and other stakeholders have prompted the project team to re-review any and all alternatives that address City concerns. City of Dallas Resolution, passed June 12, 2024, stating "...Council does not support construction of new aboveground passenger rail lines through Downtown..." and that "Council commits to revisit...after it receives and considers the economic impact study requested by City Council..." prompted the immediate need to hold this workshop. Staff will present a new alignment that intends to meet the objectives of both the Regional Transportation Council and the City of Dallas in [Reference Item 2](#).

- 11:25 – 11:30 3. Review of Public Engagement Throughout Study**  
☐ Action      ☐ Possible Action      ☒ Information      Minutes: 5  
Presenter: Rebekah Gongora, NCTCOG  
Item Summary: Regional Transportation Council members will be provided with a brief background of public engagement activities from the beginning of this study in 2020, including how and where information was shared, as well as an overview of public comments received to date. For a detailed background of public engagement activities, additional resources are provided on the project website at [www.nctcog.org/dfw-hstcs](http://www.nctcog.org/dfw-hstcs).
- 11:30 – 11:40 4. Study Context and Review of Purpose and Need**  
☐ Action      ☐ Possible Action      ☒ Information      Minutes: 10  
Presenters: Dan Lamers and Brendon Wheeler, NCTCOG  
Item Summary: A brief overview of the study process, including the Phase 1 alignment screening and follow-on urban connection refinement process, will be presented. Additional background information will include previous Regional Transportation Council (RTC) resolutions/policies and agreements that founded the “one-seat ride” and “three-station concept” within the Dallas-Fort Worth region, establishing the purpose and need for this study. RTC members will also be provided with the next steps in the Federal Transit Administration’s NEPA (National Environmental Policy Act) process and the Federal Railroad Administration’s Corridor Identification and Development program. RTC Resolution R16-06 approving a Memorandum of Understanding with Texas Central Partners is included as [Reference Item 4.1](#), and RTC Policy P21-01 reaffirming support for the “one-seat ride” and three high-speed rail stations within the region is included as [Reference Item 4.2](#).
- 11:40 – 12:40 5. Open Discussion and Lunch:** This item provides an opportunity for members to have lunch and discuss the items presented and confirm next steps for a future Regional Transportation Council meeting.

# HIGH-SPEED



# TRANSPORTATION

## Dallas-Fort Worth



North Central Texas  
Council of Governments

July 11, 2024 – Regional Transportation Council Workshop





# Agenda

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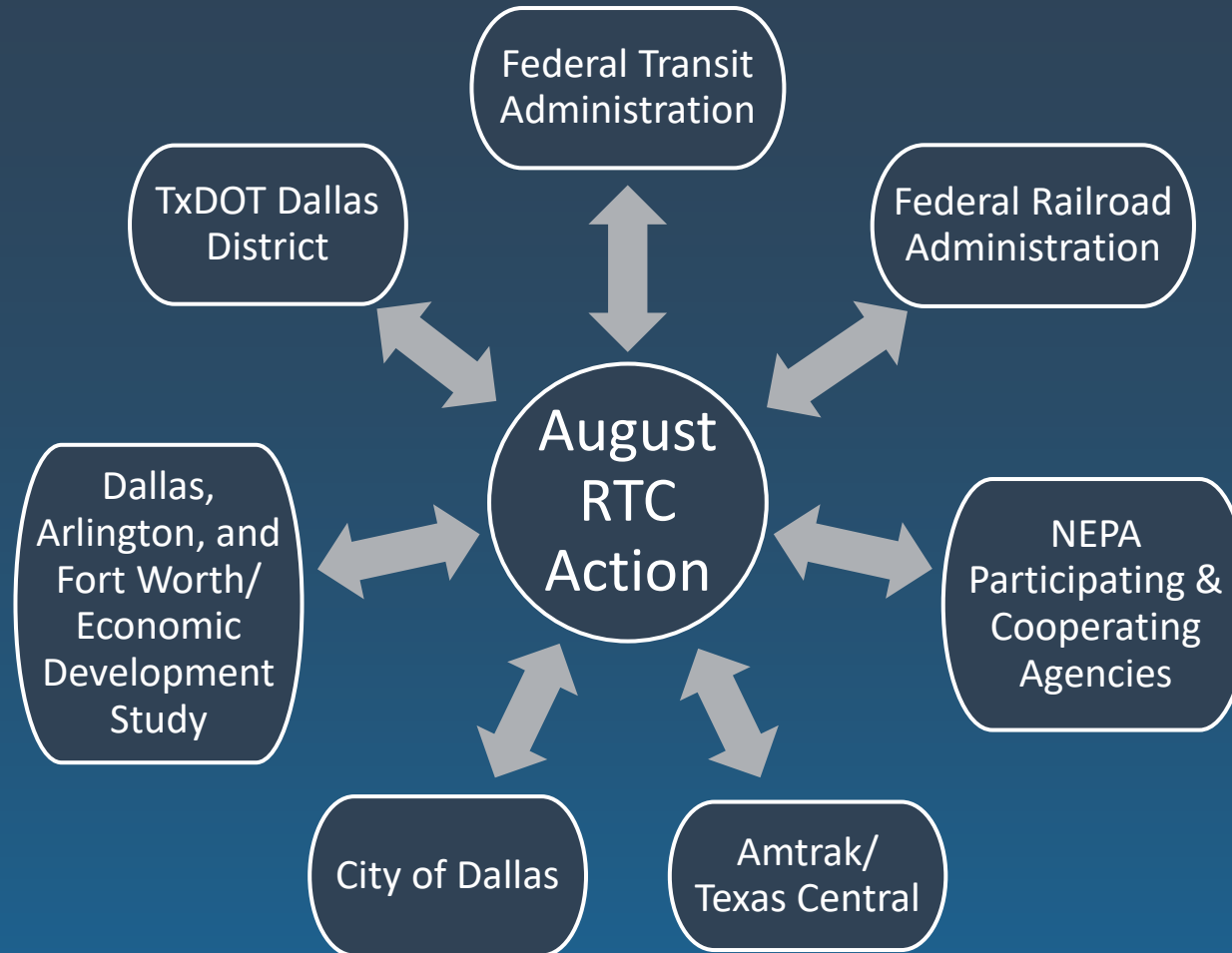
1. Introductions/Context
2. Response to City of Dallas Resolution and Presentation of Alternative High-Speed Rail Route Avoiding Downtown
3. Review of Public Engagement Throughout Study
4. Study Context and Review of Purpose and Need
5. Open Discussion and Lunch

# Dallas to Fort Worth High-Speed Rail Corridor Characteristics

"Top 10" High-Speed Rail Corridors in the World

Location	Line	Line Distance (mi.)	Average Line Speed (mph)
China	Beijing - Shanghai	819	143
★ Texas	Fort Worth - Houston	271	140
Japan	Tokaido Shinkansen - Nozomi	320	129
France	LGV Sud-Est	266	123
France	LGV Atlantique - Bordeaux	371	122
France	LGV Est (all stops)	273	122
Spain	Madrid - Barcelona	390	122
France	LGV Nord - Calais	209	112
Italy	Turin - Milan	92	97
Germany	Berlin - Hanover	160	93

# Effects of July Workshop





# Path to July Workshop

3/6/2024 City Council Briefing by NCTCOG and Amtrak

3/22/2024 Dallas City Manager's Meeting

5/15/2024 National High-Speed Rail Conference: Briefing by NCTCOG and Amtrak

6/12/2024 Dallas Resolution

6/13/2024 RTC Decision to Schedule July Workshop

7/11/2024 July Workshop/RTC Decision on How to Advance

# Dallas High-Speed Rail Station Planning Background

- 2016 RTC Resolution and Memorandum of Understanding between RTC and Texas Central
- 2016 City of Dallas and Texas Central Cooperation Agreement
- 2017 City of Dallas completed Station Area Zone Assessment (Perkins+Will); led by City of Dallas staff
- 2019 NCTCOG funded Dallas Intermodal Transportation Facility Fatal Flaw Analysis (Lot E Study – LAN); led by City of Dallas staff
- 2020 Dallas staff provided comments on Draft Environmental Impact Statement for Dallas to Houston High-Speed Rail (including station location)

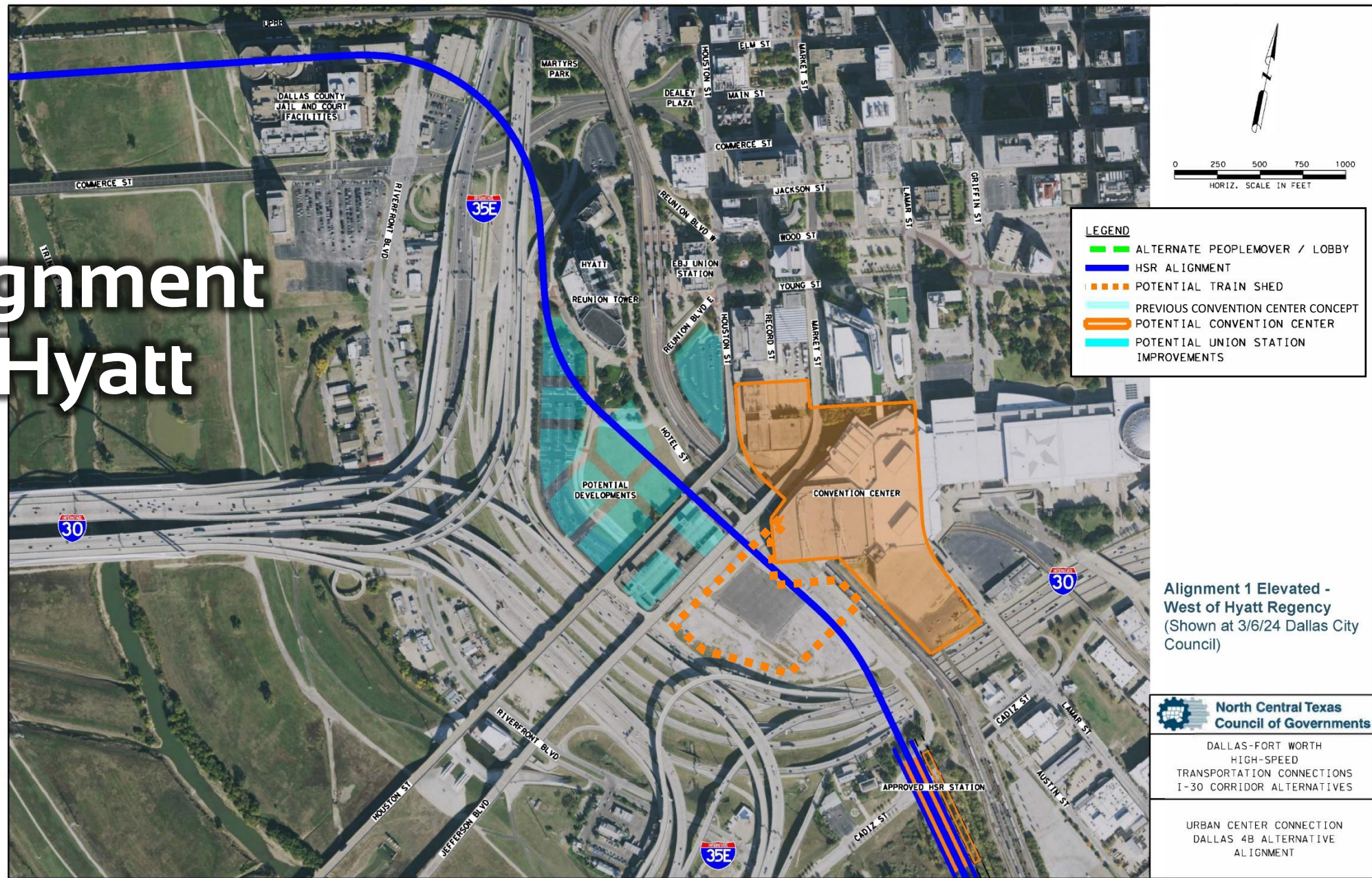


Approved Dallas High-Speed Rail Station with platform at 70'+ above existing ground

*Image Credit: Texas Central*

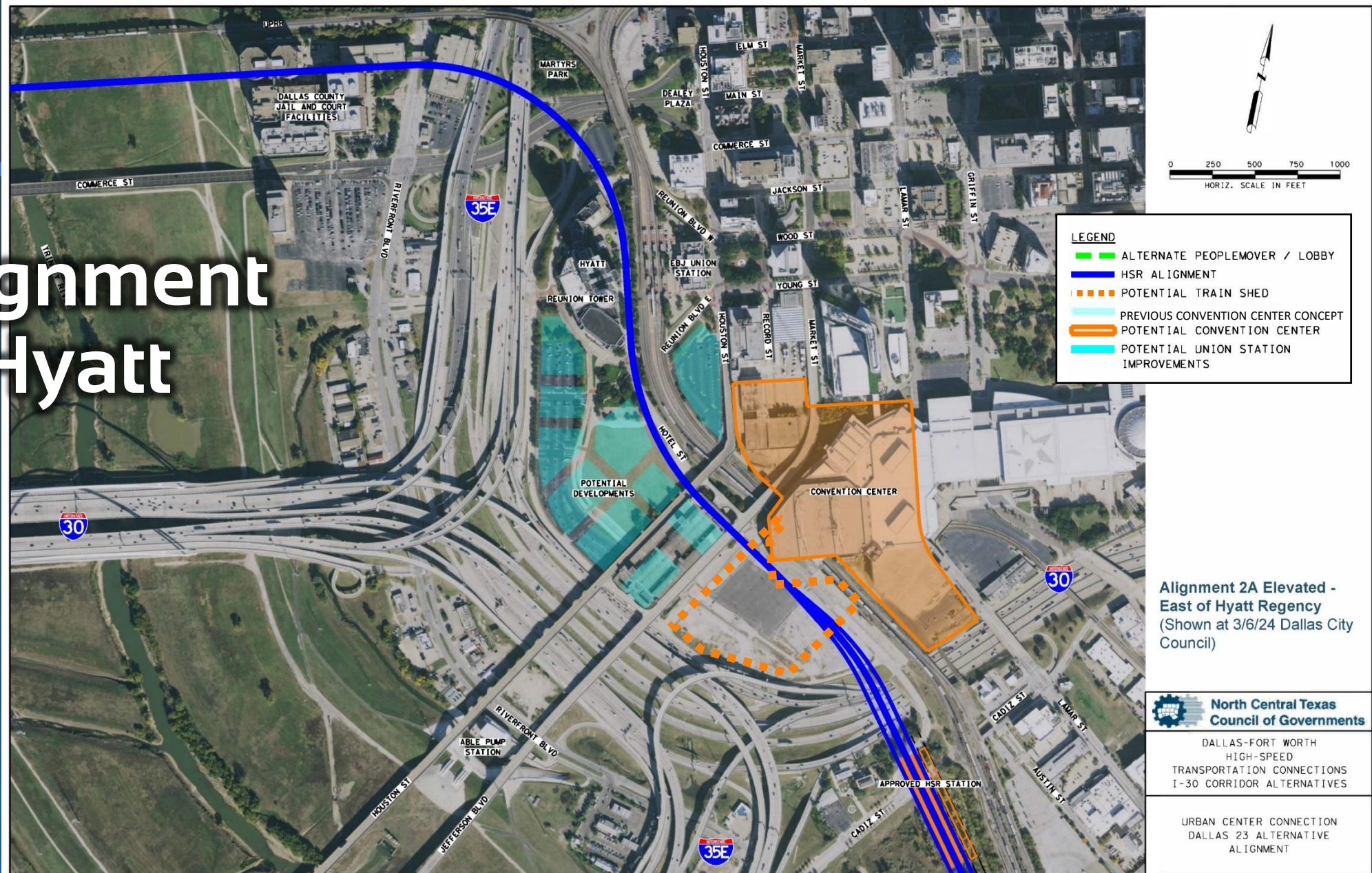


# HSR Alignment West of Hyatt



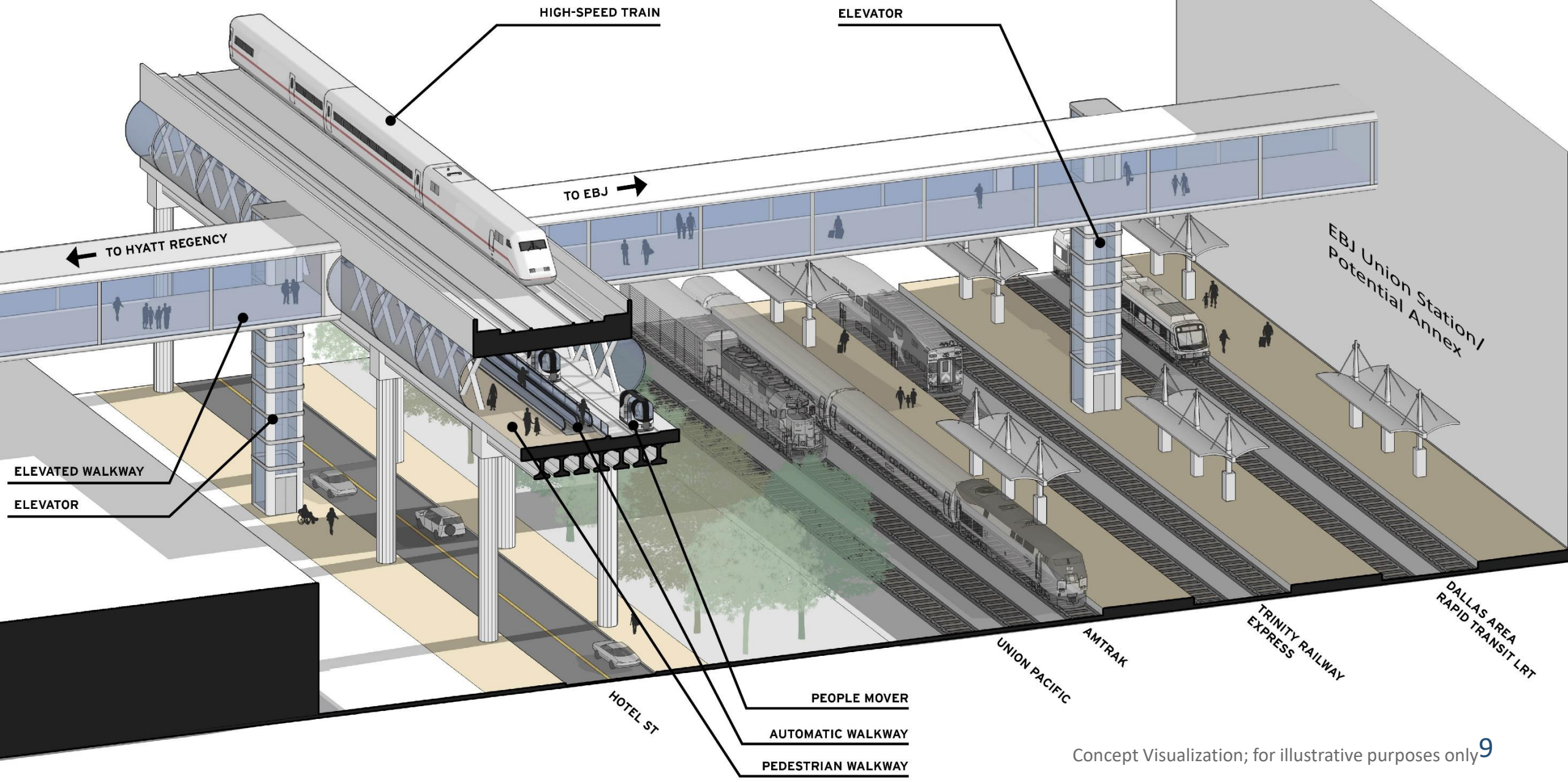


# HSR Alignment East of Hyatt





# Leveraging HSR to Create Connections



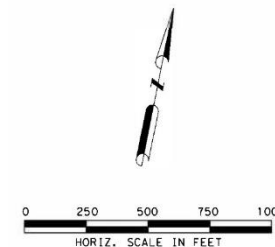
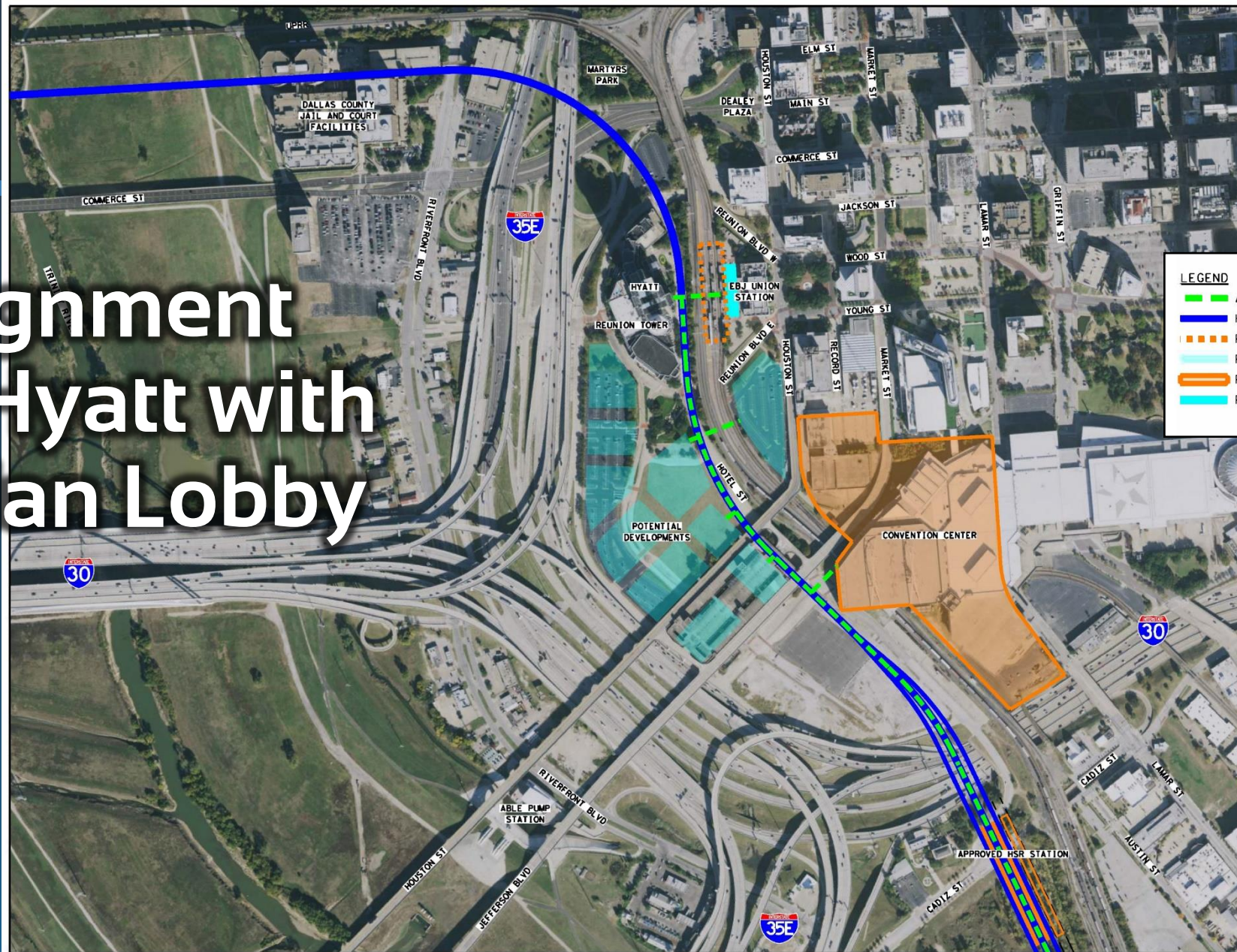


# Leveraging HSR to Create Connections





# HSR Alignment East of Hyatt with Pedestrian Lobby



LEGEND

- ALTERNATE PEOPLEMOVER / LOBBY
- HSR ALIGNMENT
- POTENTIAL TRAIN SHED
- POTENTIAL DEVELOPMENTS
- POTENTIAL CONVENTION CENTER
- POTENTIAL UNION STATION IMPROVEMENTS

Alignment 2B Elevated -  
East of Hyatt Regency with  
Pedestrian Lobby  
(Shown at 3/6/24 Dallas City  
Council)

 North Central Texas  
Council of Governments

DALLAS-FORT WORTH  
HIGH-SPEED  
TRANSPORTATION CONNECTIONS  
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION  
DALLAS 23 ALTERNATIVE  
ALIGNMENT



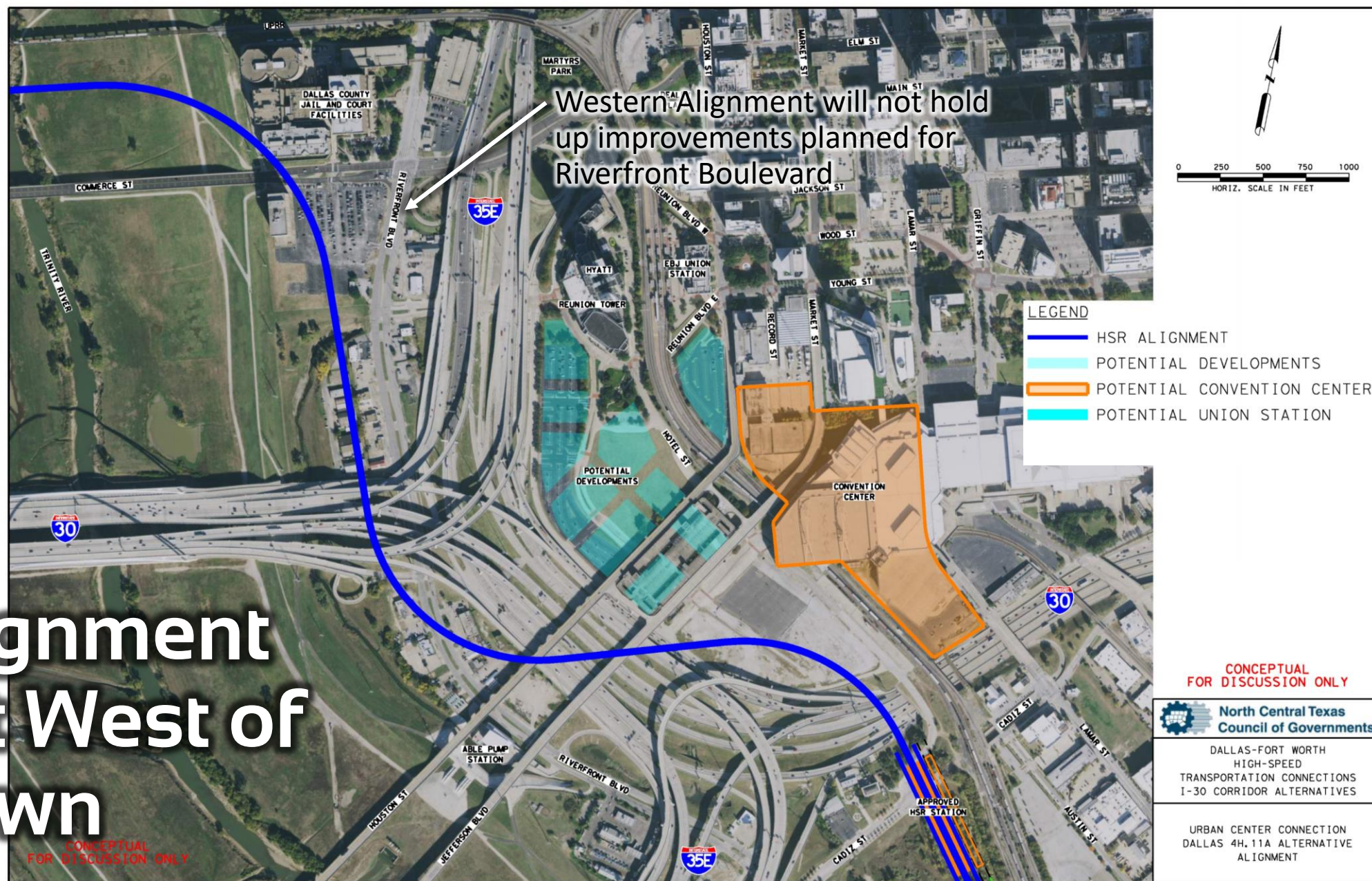
# Potential Connections between Points of Interest in Downtown Dallas

Connections between Points of Interest		2B. Elevated - East of Hyatt Regency Hotel with Pedestrian Lobby (Shown at 3/6/24 Dallas City Council)	Family of Elevated Alignments West of Downtown (7/11/24 RTC Workshop)
6	Hyatt Regency Hotel to Union Station	✓	✗
5	Convention Center to Union Station	✓	✗
4	Convention Center to Convention Center Hotels	✓	✗
3	High Speed Rail to Union Station	✓	✗
2	High Speed Rail to Convention Center Hotels	✓	✗
1	High Speed Rail to Convention Center	✓	?

Note: Connections between points of interest considered to be direct, air conditioned/comfortable, and ADA accessible



# HSR Alignment Concept West of Downtown







# Review of Public Engagement Throughout Study





# Public and Agency Engagement

## Over 300 meetings held since 2020

- Public meetings and open houses
- Technical Working Group meetings
- Federal and state coordination, monthly FTA/FRA meetings
- Technology Forum and one-on-ones with providers
- Transportation agencies and railroads
- Study area cities
- Elected officials
- Stakeholder interviews
- Community groups and organizations





# Public and Agency Engagement

## Official Project Public Meetings – 14

- Virtual meetings in September 2020 (2), January 2021 (2), May 2021 (2)
- In-person open houses in October 2021 (4), August/September 2023 (4):  
Dallas, Grand Prairie, Arlington, Fort Worth

NCTCOG Hybrid Public Meetings (5) in February 2021, December 2022, April 2023, October 2023, May 2024

Elected Official Briefings (2) – January 2021, May 2021

All public meeting documents are available online at [www.nctcog.org/dfw-hstcs](http://www.nctcog.org/dfw-hstcs) under Presentations and Public Outreach Efforts

# Additional Engagement

## DFW High-Speed Update Newsletter

- Latest updates on progress
- Includes upcoming events for the public to attend

## Online Speaker Request Form

Staff continue to present to community groups and organizations

**DFW HIGH-SPEED UPDATE**

WINTER 2023

### Your High-Speed Rail; Your Input.

To engage the community and collect input on the Dallas-Fort Worth High-Speed Transportation Connections Study, open houses were held in Fort Worth, Arlington, Grand Prairie, and Dallas this fall. More than 200 people attended, and the presentations and meeting materials are available on the website of the North Central Texas Council of Governments (NCTCOG) at [nctcog.org/dfw-hsra](http://nctcog.org/dfw-hsra).

"Our goal continues to be hearing the community's thoughts and concerns. Listening carefully affirms our direction for a successful completion of Phase 2," said Ian Bryant, AICP, HNTB Project Manager.

"We heard several common themes at each open house, and we are using community input to bolster our understanding of how this project could be successful," Bryant continued.

Expressing diverse opinions during the open houses, attendees commented on the proposed I-30 alignments, economic development opportunities, environmental effects, traffic congestion, and right-of-way acquisition.

Phase 2 public comments are varied. Open house participants in the study area see the potential of a high-speed rail system providing energy-efficient public transit as an alternative to personal vehicles.

Laura from Dallas shared concerns about the effects of construction on ecosystems like the Trinity River. Beth from Fort Worth supports the project but is concerned about flooding and water quality.

"Environmental considerations are being addressed in depth during documentation for the National Environmental Policy Act (NEPA), a requirement of this federally funded initiative," said Dan Larners, PE, NCTCOG Senior Project Manager.

NEPA considers the potential effects a project may have on the environment or community and proposes mitigation measures as needed. Learn more about NEPA here.

See Community, pg. 2

**Let Your Voice Be Heard!**  
Let's Talk About Travel Across DFW. We Want Your Feedback!  
[www.nctcog.org/dfw-hsra](http://www.nctcog.org/dfw-hsra)

**PROJECT CONTACTS**

**Dan Larners, PE**  
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**Rebekah Gorgora**  
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682-433-0477  
[rgorgora@nctcog.org](mailto:rgorgora@nctcog.org)

**Ian Bryant, AICP**  
HNTB Project Manager  
[ibryant@HNTB.com](mailto:ibryant@HNTB.com)

**Fall 2023 open house locations**

**North Central Texas Council of Governments** | North Central Texas Council of Governments • 817-695-9240 • [www.nctcog.org](http://www.nctcog.org) | **HIGH-SPEED TRANSPORTATION CONNECTIONS STUDY**

**DFW HIGH-SPEED UPDATE**

### Phase 2 Public Comment Topics

\*Comments are tallied based on the topic selected by the commenter. Comments were categorized as "other" when the commenter designated there as such or did not select a category. Some comments are tallied under multiple categories.

And from Fort Worth wants to reduce the number of gas-powered vehicles on the road and supports this "sustainable project for sustainable development."

Michelle from Arlington noted, "the environmental impact of taking cars off the road would reduce construction impacts from this rail line."

**Arlington North Central Texas Council of Governments open house**

The project team is also studying enhanced connections from the proposed Dallas high-speed rail station to Dallas Union Station, which would provide easy access to DART rail and bus networks connecting the greater Dallas area. A station location is also planned in the Arlington entertainment district.

The majority of the alignment (see pg. 4) is within the I-30 right-of-way, with portions of the track elevated, tunneled, or trenchcut/at-grade. "We are closely examining each piece of the alignment and proposing station locations and track elevations that would most benefit the community. Looking at the big picture of a regional transportation asset such as this is a core charge of NCTCOG," said Larners.

Access the **open house report online** to read the complete list of public comments and responses.

**Winter open house**

**North Central Texas Council of Governments** • 817-695-9240 • [www.nctcog.org](http://www.nctcog.org) | **HIGH-SPEED TRANSPORTATION CONNECTIONS STUDY**

# Public Comments

- General comment form online asks for zip code, topic
- Online mapping tool asked for feedback on areas of significance and concern
- 263 total comments to date
  - Not in favor – 2%
- FAQs and responses to questions from previous meetings available

[www.nctcog.org/dfw-hstcs](http://www.nctcog.org/dfw-hstcs) see under Project Information (FAQs); Presentations and Public Outreach Efforts (Open House Summary)

**DFW High-Speed Transportation Connections Study**  
The DFW High-Speed Transportation Connections Study will review high-speed passenger service options in the Dallas to Fort Worth corridor.

[Open Project Documents](#)

1) Please enter your comment below: \* Required

Please do not place any personally identifiable information (name, phone, or email) within your comment.

Topics that apply to your comment: (Select up to 3)

☐ Environment ☐ Environmental ☐ Traffic ☐ Right of Way ☐ Other

Keep up to date with the project \* Required

Last Name \* Required

Last Name

First Name



Example of comment form

Knowledge meter before and after 2023 open house



# Project Information

- Project information online in English and Spanish
- Sign up for project notices
- View future public meeting dates
- Request a speaker
- Provide comments or questions:
  - Electronic comment form online
  - In writing to DFW-HSTC Study, P.O. Box 5888, Arlington, Texas 76005
  - Email: [HST\\_DFW@nctcog.org](mailto:HST_DFW@nctcog.org)

The screenshot displays the website of the North Central Texas Council of Governments (NCTCOG). The header includes the NCTCOG logo, the organization's name, and navigation links for 'About Us / Contact Us' and a language selector. A horizontal menu lists various departments: AGENCY ADMINISTRATION, AGING SERVICES, ECONOMIC DEVELOPMENT, EMERGENCY PREPAREDNESS, ENVIRONMENT & DEVELOPMENT, EXECUTIVE DIRECTOR, NCT 9-1-1, PUBLIC SAFETY, REGIONAL DATA, WORKFORCE SOLUTIONS, and TRANSPORTATION. Below the menu is a search bar. The main content area features a breadcrumb trail: Home > Transportation > Regional Planning & Projects > Transit Management and Planning > General Public Information > Transit Planning Activities > Transit Planning Projects > High-Speed Rail > DFW High-Speed Transportation Connections Study. The title 'DFW High-Speed Transportation Connections Study' is prominently displayed. Below the title, it states 'Current study of high-speed options Dallas to Fort Worth:' followed by a bulleted list of study activities: Analyzing Potential Routes, Evaluating Potential Vehicles, Developing Operations/Service Plans, Preparing Preliminary Engineering, and Compiling Environmental Documentation. To the right of this list is a logo for 'HIGH-SPEED TRANSPORTATION DALLAS-FORT WORTH'. Below the list, a paragraph explains that the NCTCOG initiated the study in the spring of 2020 to evaluate high-speed transportation between Dallas and Fort Worth, aiming to connect to other proposed high-performance passenger systems. It also mentions that other regional high-speed efforts can be found on NCTCOG's High-Speed Rail webpage. On the right side of the page, there is a vertical sidebar menu with dropdown arrows for 'Regional Planning & Projects', 'Congestion Management', 'Maps, Models & Data', 'Quality of Life', 'Funding & Business', and 'Plans, Studies, Reports'.

**Project Website: [www.nctcog.org/dfw-hstcs](http://www.nctcog.org/dfw-hstcs)**



# Study Context and Review of Purpose and Need

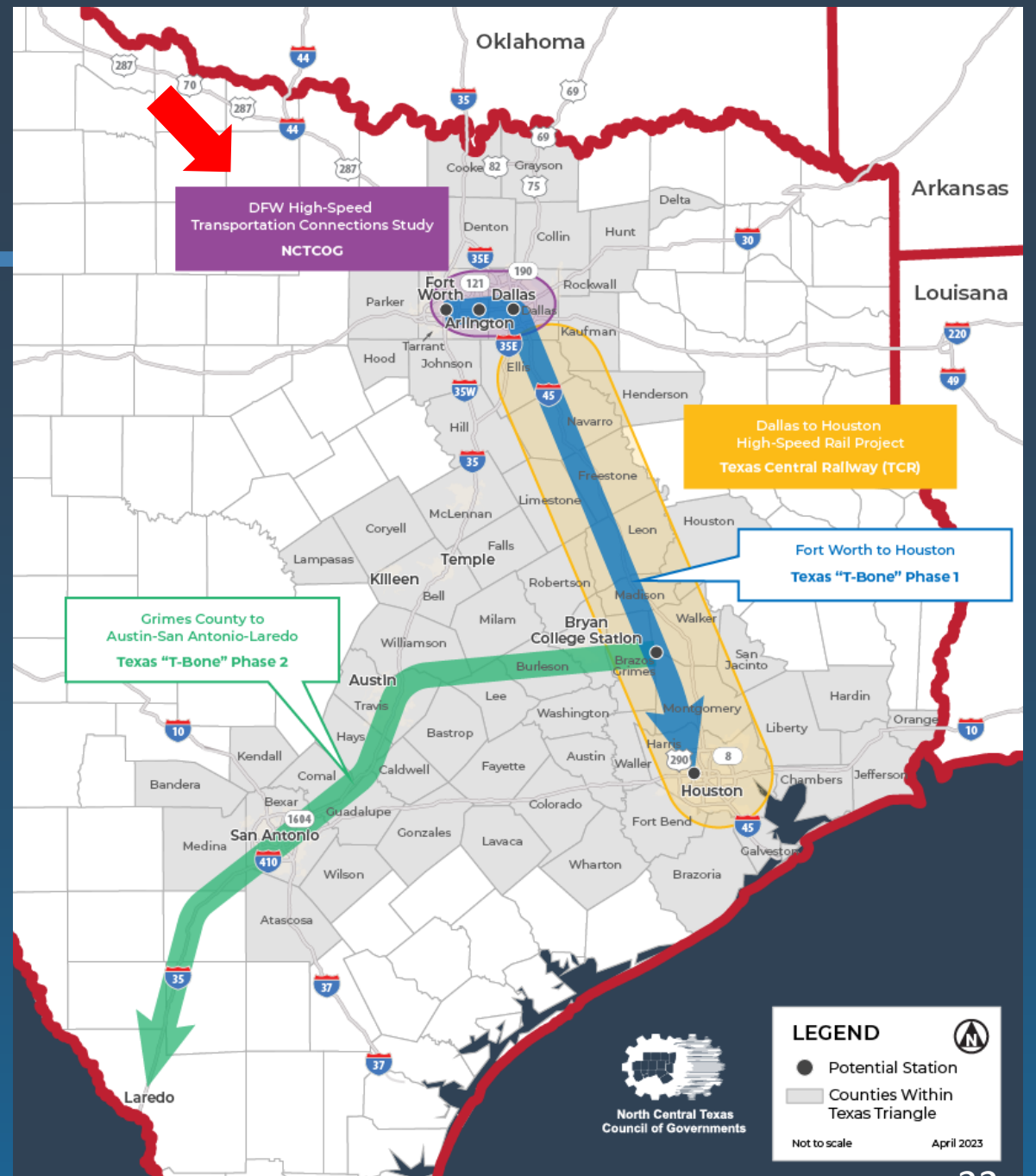
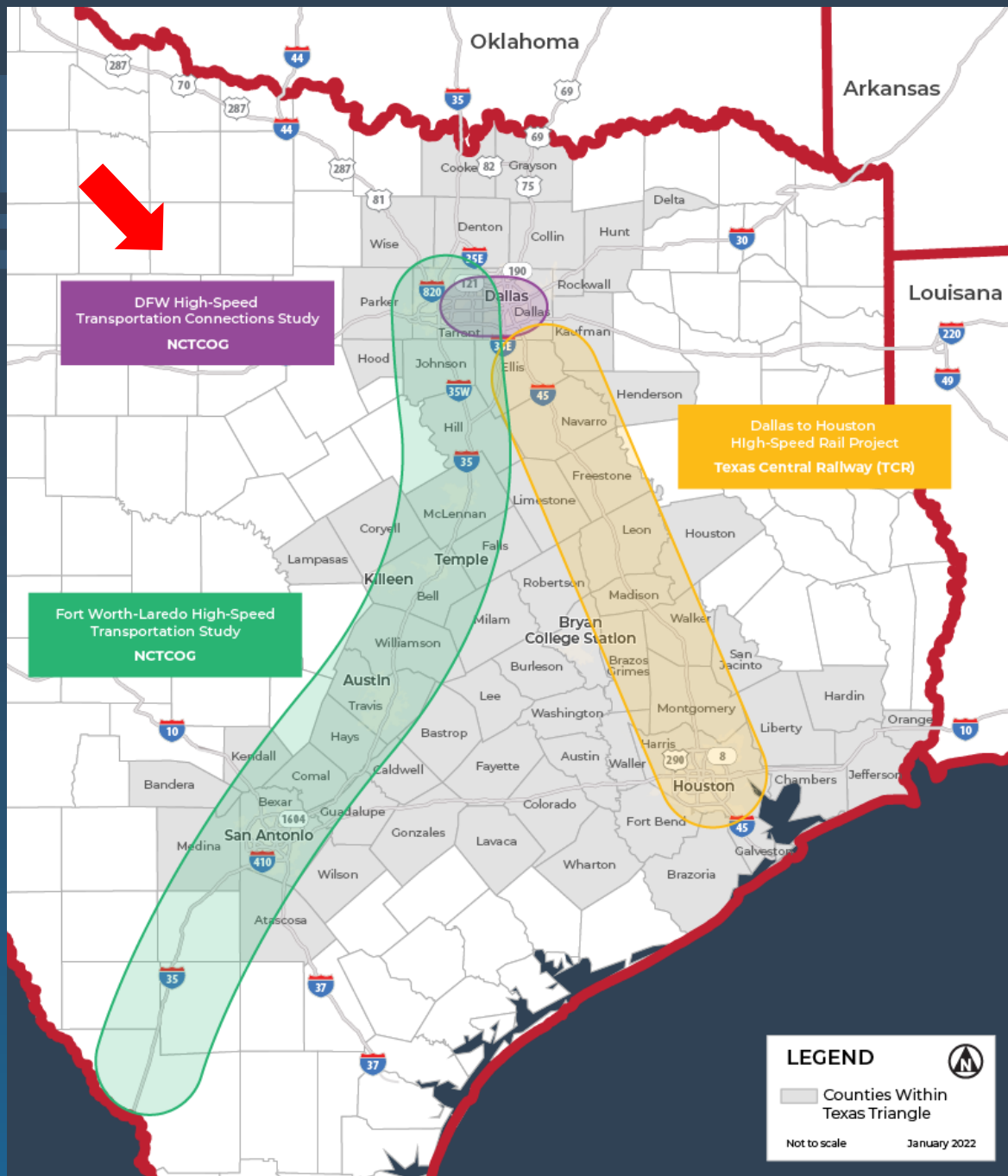






# Milestones Leading to NCTCOG HSR Study

- Texas Central advanced Dallas to Houston (c. 2014)
- RTC passed resolution supporting “one-seat” ride and three station concept; included in Mobility 2040 (2016)
- TxDOT/FRA completed Texas-Oklahoma Passenger Rail Study and Alternatives Analysis for DFW Core Express Service (2017)
- Station Area Studies for Dallas, Arlington, Fort Worth (2017)
- NCTCOG initiated Dallas-Fort Worth High-Speed Transportation Connections Study (2020)



# Dallas-Fort Worth

## Future Central Hub for National Rail Network

### Proposed Network of Preferred Routes

#### Legend

##### Baseline Network

Long-Distance, Northeast Corridor, State-Supported, Baseline Projects

##### Preferred Routes

- Chicago – Miami
- Dallas/Fort Worth – Miami
- Denver – Houston
- Los Angeles – Denver
- Phoenix – Minneapolis/St. Paul
- Dallas/Fort Worth – New York
- Houston – New York
- Seattle – Denver
- San Antonio – Minneapolis/St. Paul
- San Francisco – Dallas/Fort Worth
- Detroit – New Orleans
- Denver – Minneapolis/St. Paul
- Seattle – Chicago
- Dallas/Fort Worth – Atlanta
- El Paso – Billings

Further analysis and identification of funding after completion of this study would be necessary to advance the preferred routes through project planning and project development activities prior to implementation.

Presented at Regional Working Group Meetings February 2024



# Federal Transit Administration Process

NCTCOG Focus:  
Public-Private Partnerships

Alternatives  
Analysis  
(2 years)

Pre-NEPA  
Refinement  
(2 years)

NEPA  
(1 year)

Explore Opportunities for Funding and  
Implementation by P3 or Amtrak

2020

2021

2022

2023

2024

2025

2026

2027

We are here

# Federal Railroad Administration Process

NCTCOG Focus:  
Federal Funding

Corridor Identification  
and Development Program

\*NEPA: National Environmental Policy Act



# Dallas-Fort Worth High-Speed Transportation Connections Study

## Study Purpose

- **CONNECT** Dallas-Fort Worth to other proposed high-performance passenger systems in the state (Texas Triangle)
- Obtain federal **ENVIRONMENTAL APPROVAL** of the viable alternative

**RTC P21-01 Policy** (2021) reaffirmed support for:

- ❖ One-Seat Ride
- ❖ Three Station Concept

*We are here* → **Phase 2: NEPA**

## Study Phases

### ✓ **Phase 1: Alternatives Analysis**

- Alignments and Modes
- RTC advances IH 30 Corridor through Policy P21-01

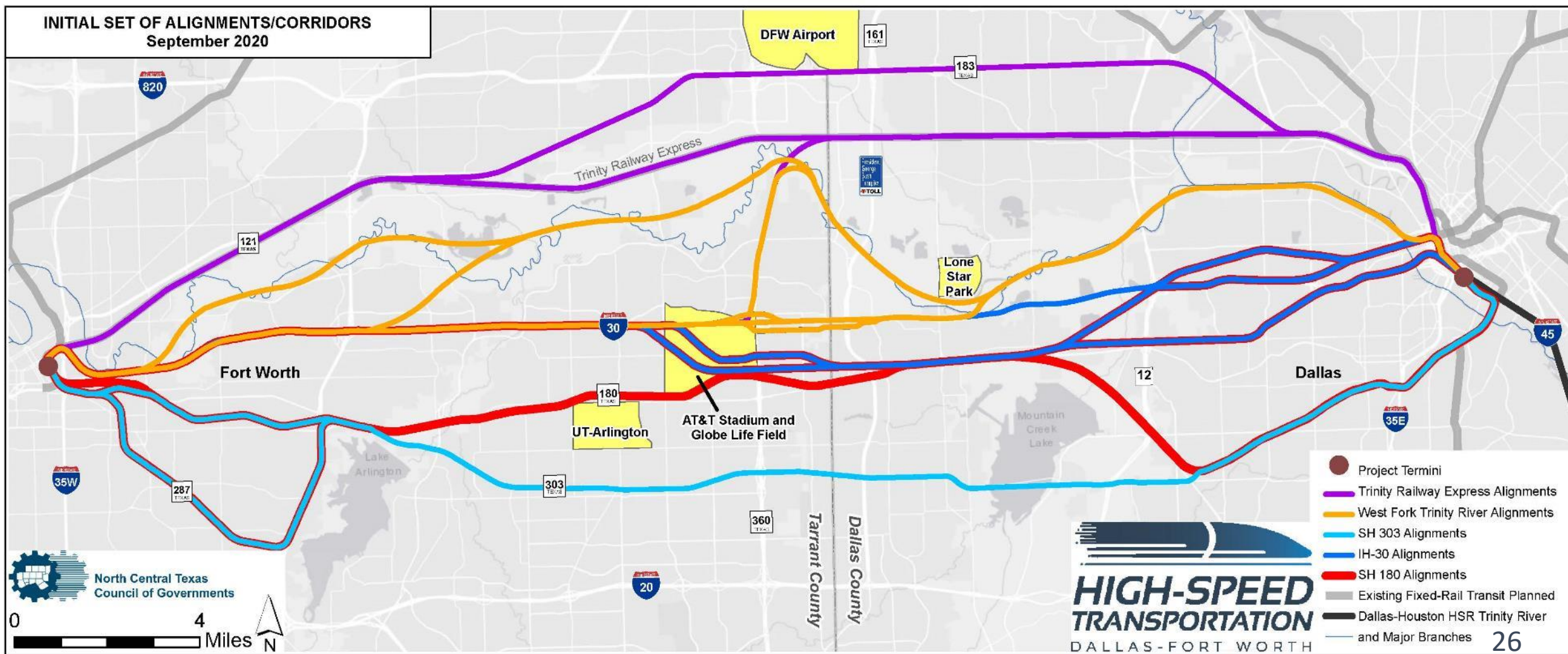
### ✓ **Phase 2: Pre-NEPA Refinement**

- Alignment Refinement
- Urban Connections Screening

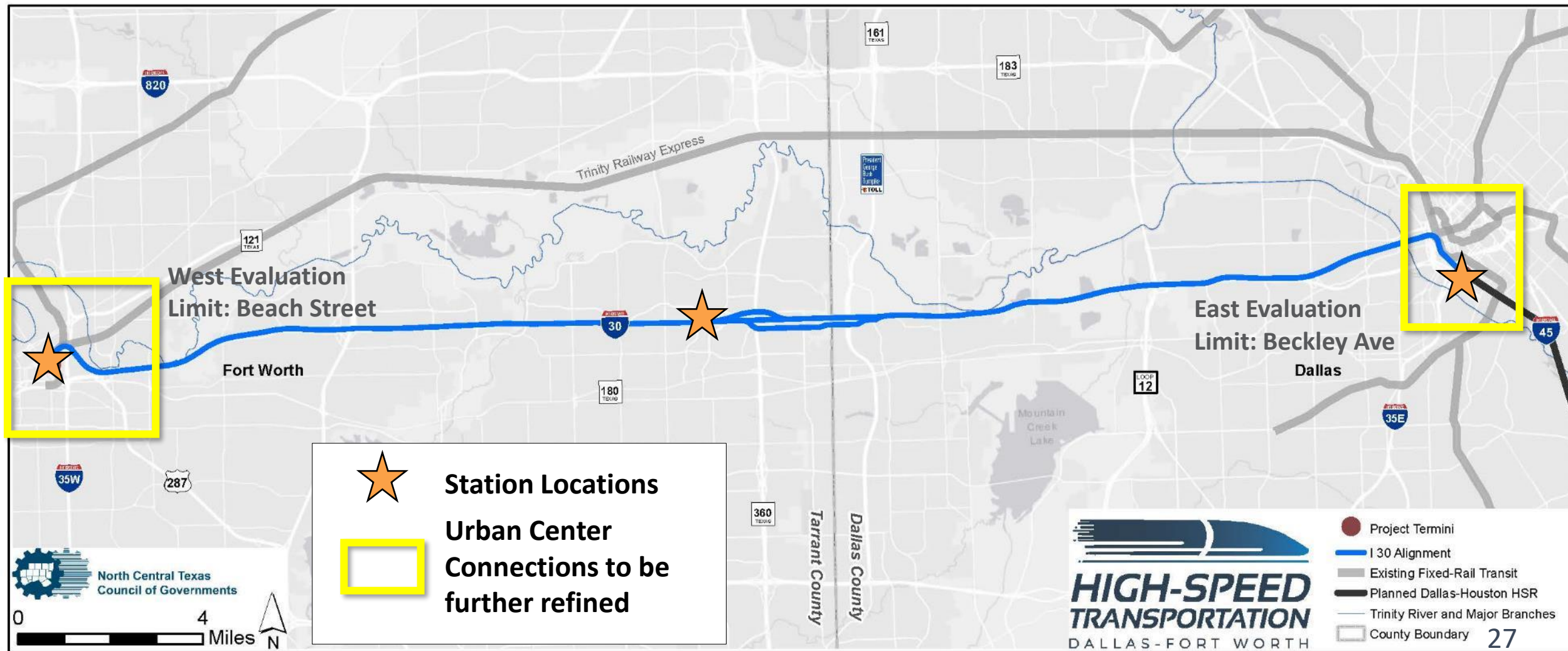
### **Phase 2: NEPA**

- Preliminary Engineering
- Environmental Documentation

# Initial Set of Alignments/Corridors (Fall 2020)

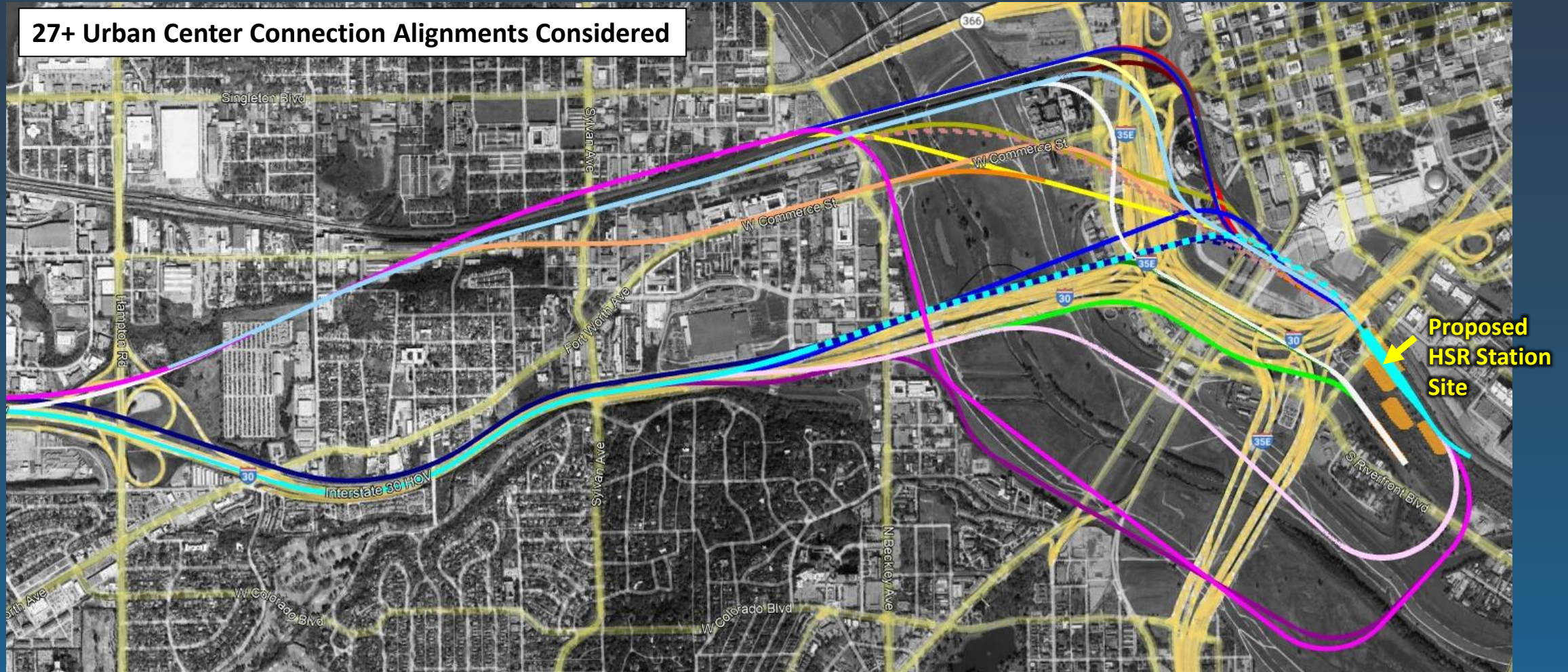


# Phase 1 Results – Alignments (Summer 2021)



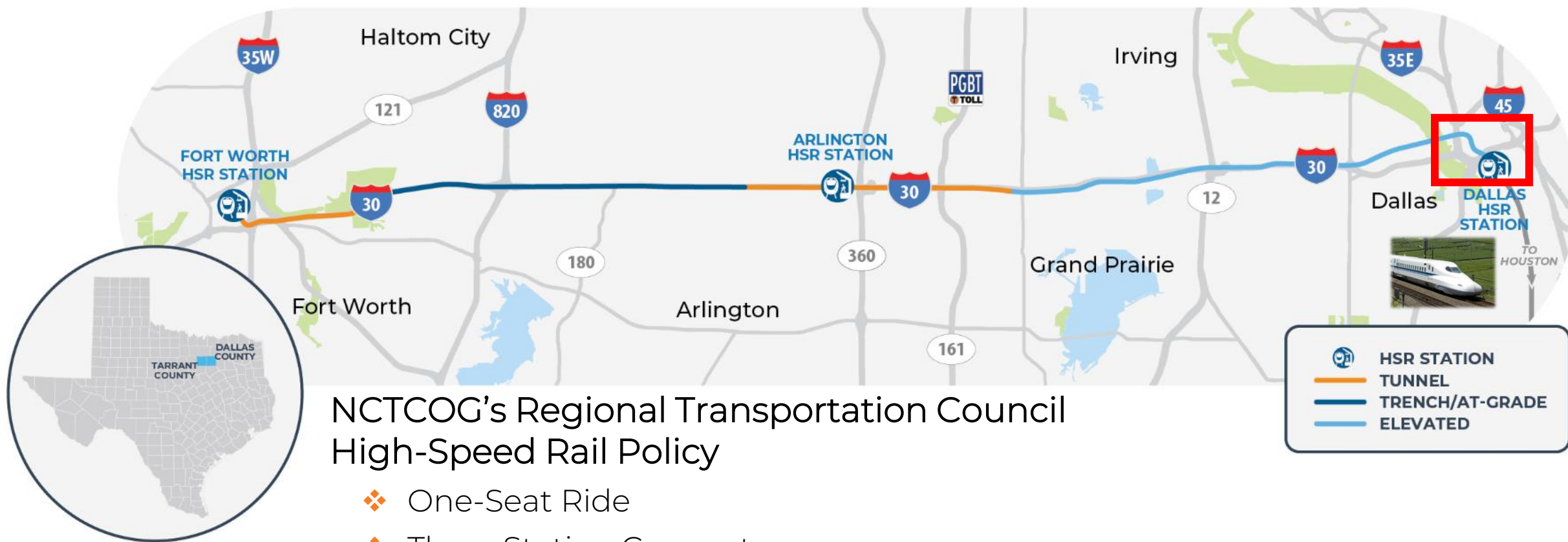


# Example Urban Center Connections (September 2021 - Dallas)





# Alignment for NEPA Review (Early 2024)



## NCTCOG's Regional Transportation Council High-Speed Rail Policy

- ❖ One-Seat Ride
- ❖ Three Station Concept



# Supplemental Materials

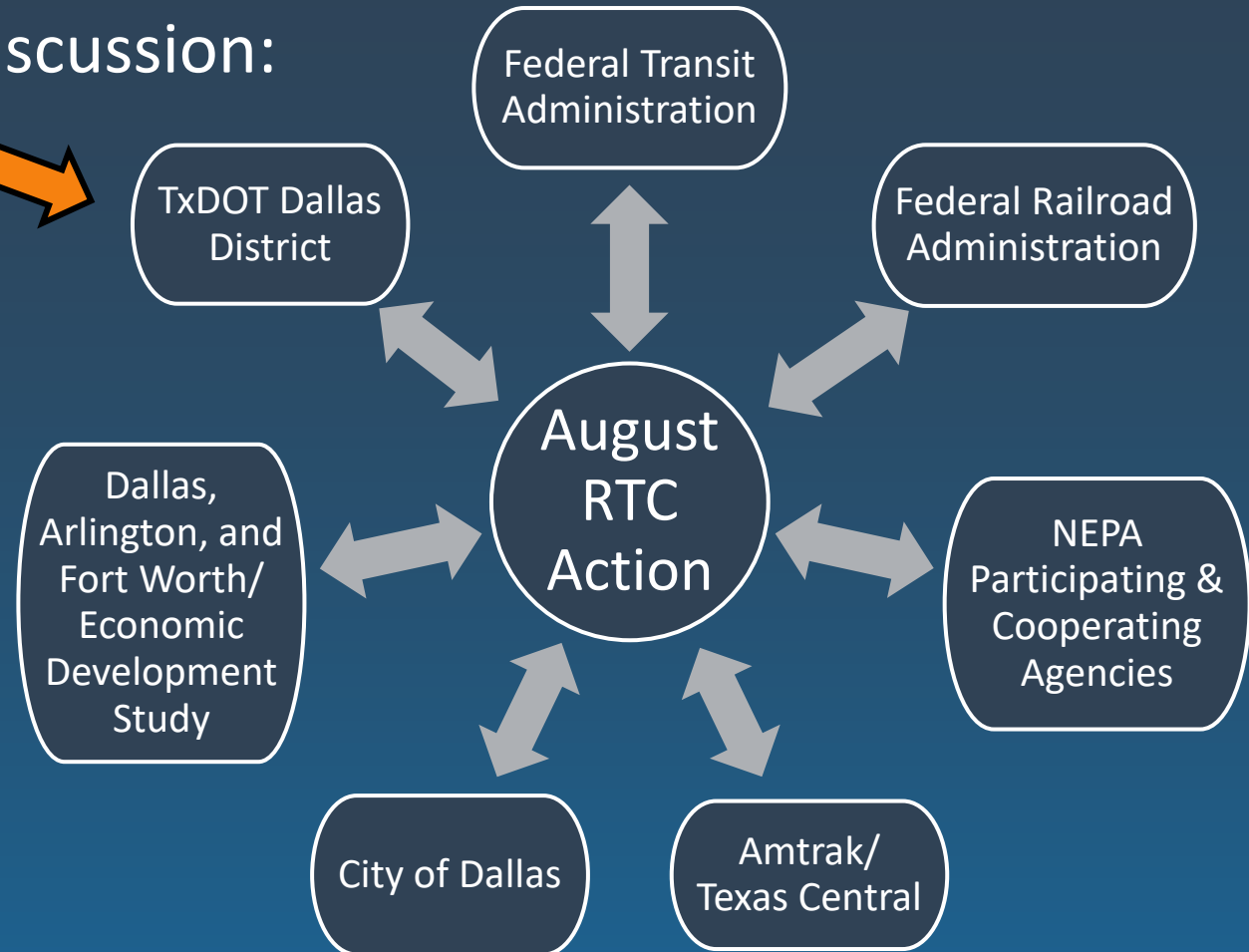
Under newly added “RTC Workshop July 2024” banner on [www.nctcog.org/dfw-hstcs](http://www.nctcog.org/dfw-hstcs):

- Today’s Agenda and Presentation Slides
- Information on Elected Official Briefings
- 3/6/2024 Presentation to Dallas City Council
- Dallas Alignment Whitepapers
- Past Resolutions and Policies
- Responsive Information to Public Comments and City of Dallas Questions

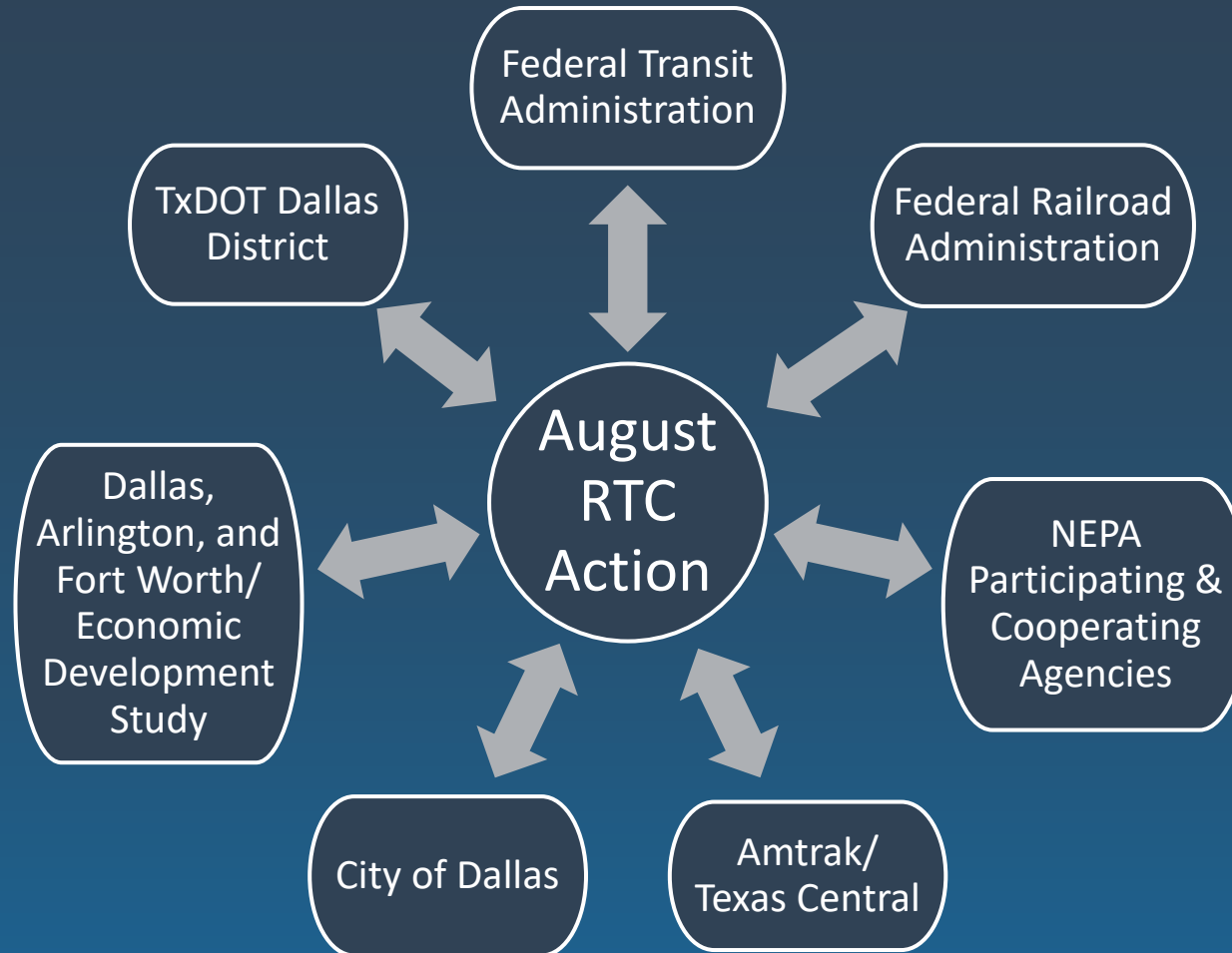
# Path Forward

Following result of today's discussion:

- Project team meetings
- Public Meeting (hybrid)
- August RTC Action on Next Steps



# Effects of July Workshop



**RESOLUTION APPROVING A MEMORANDUM OF UNDERSTANDING WITH TEXAS  
CENTRAL PARTNERS REGARDING HIGH-SPEED PASSENGER RAIL INITIATIVES  
(R16-06)**

**WHEREAS**, the North Central Texas Council of Governments (NCTCOG) is 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**, the RTC is responsible for the approval of transportation projects and policies in the region's long-range transportation plan (Mobility 2040); and,

**WHEREAS**, the RTC is responsible for identifying mobility choices within the Dallas-Arlington-Fort Worth Metropolitan Planning Area through Mobility 2040; and,

**WHEREAS**, since 1991, the region has been designated as nonattainment for the pollutant ozone and approximately half of ozone precursor oxides of nitrogen (NO<sub>x</sub>) emissions come from on-road mobile sources; and,

**WHEREAS**, the RTC is responsible for identifying projects simultaneously improving mobility and increasing air quality; and,

**WHEREAS**, it is deemed to be in the region's best interests to support Public-Private Partnerships (PPPs) for the implementation of transportation projects; and,

**WHEREAS**, NCTCOG's Surface Transportation Technical Committee has recommended Regional Transportation Council approval of a Memorandum of Understanding with Texas Central Partners for High-Speed Passenger Rail initiatives.

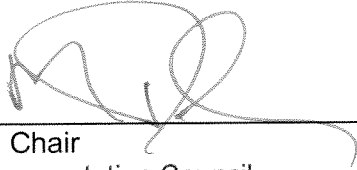
**NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:**

**Section 1.** The Regional Transportation Council approves a Memorandum of Understanding with Texas Central Partners for High-Speed Passenger Rail Initiatives, in substantially the same form as Attachment 1.



**Section 2.** This resolution shall be transmitted to local governments and transportation agencies along the corridor and other interested parties as appropriate.

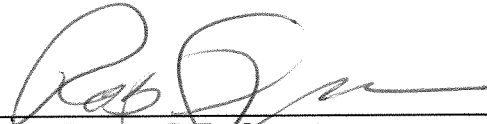
**Section 3.** This resolution shall be in effect immediately upon its adoption.



---

Mark Riley, Chair  
Regional Transportation Council  
County Judge, Parker County

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 June 16, 2016.



---

Rob Franke, P.E., Secretary  
Regional Transportation Council  
Mayor, City of Cedar Hill

**Partnership Position Regarding Texas Central Partners' Delivery of High-Speed Rail Between Downtown Dallas and Houston**

**Whereas** the undersigned share a commitment to creating and leveraging public and private resources to enhance the mobility of travelers in Texas;

**Whereas** strong economic growth and projected population increases, combined with widespread local political support for investment in public infrastructure, provide an optimal environment for the development of high-speed rail and complementary systems in Texas;

**Whereas** growing populations within metro areas in Texas are served by expansive transportation networks including extensive transit networks and world-class tolled and non-tolled highway facilities;

**Whereas** the Regional Transportation Council, the policy committee for the Metropolitan Planning Organization for the Dallas/Fort Worth area adopted as part of its fiscally constrained, long-range plan a three-station concept whereby an east-west high-speed, grade separated passenger system would connect to a North Texas/Houston rail system in Dallas and an Austin/North Texas system in Fort Worth and provide rail connectivity to Arlington;

**Whereas** the Texas Transportation Commission created the Commission on High-Speed Rail in the Dallas/Fort Worth Region to advise TxDOT leadership on the development of intercity rail corridors, new transportation policies and funding and procurement strategies as they relate to the implementation of a proposed high-speed rail system;

**Whereas** Texas Central Partners, LLC and its affiliates (Texas Central) have spent significant private capital on the validation and the development of a high-speed passenger rail system that will connect North Texas to Houston;

**Whereas** Texas Central is developing a privately-sponsored high-speed passenger rail system on which it will deploy the Tokaido Shinkansen total system to connect North Texas, the Brazos Valley and Houston and for which it will not accept public grants or operating subsidies; and

**Whereas** close coordination among the undersigned is required to maximize the opportunities for connectivity for the benefit of generations of Texans; now, therefore, be it

*Resolved*, that the undersigned parties:

1. Affirm that developing safe, dependable and interconnected passenger rail and rail transit systems is in the best interest of the travelling public in part because of rail's safety, reliability, air quality improvement and efficient use of land which fosters urban densification and economic development.
2. Will, as necessary and as appropriate, provide written and vocal support of Texas Central at the local, state and federal levels.
3. Will develop and adhere to the description core messages of each of the undersigned entities and their roles and responsibilities as it relates to planning and connecting with high-speed passenger rail systems.
4. Do hereby establish that the total system approved by the Federal Railroad Administration, developed by the private sector and deployed by Texas Central is the Dallas/Fort Worth Region's preferred high-speed rail technology.
5. Support the development of one seat/one ticket high-speed rail connectivity between Fort Worth, Arlington, Dallas and Houston through Texas Central's Dallas passenger station, and, should regulatory, environmental, financial or other challenges prohibit the timely development of a one seat/one ticket connection, support and coordinate to help develop as close to a cross-platform solution for rail passengers as possible.
6. Will coordinate the siting and planning of routes and facilities to accommodate interconnectivity of high-speed rail passenger facilities in Fort Worth, Arlington, Dallas and Houston and the interconnectivity of high-speed passenger stations and public transit facilities and will, to the extent possible, provide timely review of regulatory and inspection requests made by complementary projects.
7. Affirm that if and when high-speed rail or other projects that are separate from but complementary to Texas Central's project receive public funding, Texas Central shall maintain its private capital commitments and take no ownership of these other systems, but will seek to accommodate all reasonable interconnectivity.
8. Agree that in the pursuit of public funds, public entities will not describe Texas Central as a recipient of grants or a source of collateral or guarantees.
9. Agree that this resolution does not restrict any other high-speed rail entity constructing high-speed rail on their own right-of-way between North Texas and Houston, and

*Resolved*, that Texas Central, in addition, will:

1. Continue to incur costs associated with the planning and positioning of its Dallas station such that it can accommodate connectivity with the proposed Fort Worth, Arlington to Dallas high-speed rail system.
2. Not accept public grants for construction or operational subsidies for its planned North Texas to Houston service.

3. Pursue participation in local economic development programs that may be available near its proposed station location.
4. Support local efforts connecting Fort Worth, Arlington and Dallas by high-speed rail, understanding that a one-seat ride is only possible if the same technology is used in both corridors.

Signed and adopted by

NCTCOG's Regional Transportation Council  
Texas Central Partners, LLC

At a minimum, the following entities are encouraged to approve a similar agreement. Other local governments are also welcome to support the agreement.

Commission for High Speed Rail in the Dallas-Fort Worth Region

City of Arlington

City of Dallas

City of Fort Worth

City of Grand Prairie

City of Irving

Dallas County

Tarrant County

Dallas Area Rapid Transit

Fort Worth Transportation Authority

Trinity Railway Express

Policy Support to Advance the Dallas-Fort Worth High-Speed Transportation Connections Study  
into Phase 2

(P21-01)

Since the Regional Transportation Council (RTC) desires the North Central Texas region to be a national leader in transportation technology, the RTC wishes to advance high-speed transportation technologies between Fort Worth, Arlington, and Dallas.

High-speed rail planning has advanced further in the Dallas to Houston corridor. The Dallas, Arlington, Fort Worth connection directly interfaces with the downtown Dallas high-speed rail station. The RTC has approved a presentation to the Texas Transportation Commission to advance high-speed transportation from Fort Worth to Waco, Temple/Killeen, Austin, San Antonio, Laredo, and Monterrey, Mexico. This policy position supports the connection of a statewide network from Houston to the Dallas-Fort Worth region and south along the IH 35 corridor.

The RTC continues to support Mobility 2045 plan policies TR3-011, TR3-012, and TR3-013, as noted in section 6.4, relating to a “one-seat ride” system operation; station locations in downtown Fort Worth, Arlington, and downtown Dallas; and planning and development of sustainable land uses to support economic development in those three station areas.

Following guidance received from Governor Abbott, the RTC wishes to utilize public right-of-way for this high-speed transportation (HST) facility as much as possible. As such, the RTC directs staff to proceed with the alignment recommendations of the Phase 1 Alternative Analysis for the DFWHST Connections Study, which generally follow the IH 30 corridor, into Phase 2 activities.

The RTC directs staff to advance both high-speed rail and hyperloop into Phase 2 activities pursuant to Phase 1 recommendations, including coordination with the United States Department of Transportation in determining appropriate approval process for environmental clearance. Efforts will continue with the Phase 1 partnership between NCTCOG, the Federal Railroad Administration, and the Federal Transit Administration.

The RTC directs staff to continue coordination with local governments and the Texas Department of Transportation in Phase 2 efforts, including preliminary engineering and environmental documentation required by the National Environmental Policy Act.

RTC directs staff to integrate these alignment and mode recommendations into future mobility, air quality, safety, and other regional planning activities as appropriate.

Phase 1 work is on schedule and on budget. The RTC has already funded all planned Phase 2 activities. The RTC will continue to be regularly briefed on Phase 2 activities.



**From:** Michael Morris <[MMorris@nctcog.org](mailto:MMorris@nctcog.org)>

**Sent:** Friday, June 28, 2024 3:51 PM

**To:** [tmaples@hptx.org](mailto:tmaples@hptx.org); [bhaney@cockrell-hill.tx.us](mailto:bhaney@cockrell-hill.tx.us); Tolbert, Kimberly <[k.bizortolbert@dallas.gov](mailto:k.bizortolbert@dallas.gov)>; Mark Israelson <[Marki@plano.gov](mailto:Marki@plano.gov)>; [dhall@rowlett.com](mailto:dhall@rowlett.com); [chillman@cityofirving.org](mailto:chillman@cityofirving.org); [don.magner@cor.gov](mailto:don.magner@cor.gov); [keith.moore@glennheightstx.gov](mailto:keith.moore@glennheightstx.gov); [jrex@garlandtx.gov](mailto:jrex@garlandtx.gov); [erin.rinehart@cityofcarrollton.com](mailto:erin.rinehart@cityofcarrollton.com); [benjamin.williamson@farmersbranchtx.gov](mailto:benjamin.williamson@farmersbranchtx.gov); [dgaines@addisontx.gov](mailto:dgaines@addisontx.gov); Robbie Corder <[rcorder@uptexas.org](mailto:rcorder@uptexas.org)>

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**Subject:** Needed Focus on Transit 2.0 Collaboration

City Managers within DART Service Area,

Let me attempt to advance my perspective on this process.

First, at the request of several DART cities (letter attached), the Regional Transportation Council funded Transit 2.0 to conduct a review of seven tasks to bring together various interests to create an opportunity for our three transportation authorities to play a stronger role in our future within the region. Therefore, Transit 2.0 was initiated. Below demographic information reinforces this immediate need for this current effort to improve collaboration and not ad hoc action.

Second, the NCTCOG Executive Board selected several very advanced consultant firms to develop a consensus vision working with all of you, transportation authority leadership, and Regional Transportation Council members.

Third, without the process hitting full speed, we see non-financially supported ideas to support transit revenues used to fund pensions and proposed sales tax reductions. Transit 2.0 will answer this question of the City/Transportation Authority Paradox, and without correction, unintended consequences are clearly possible.

Fourth, local cities claim DART isn't listening and I'm sure DART would make the same claim. Communication matters, data and respect is essential.

Fifth, the Executive Board yesterday received the 2023 population estimate, produced by NCTCOG. The region grew by 200,000 additional persons in one year (i.e., an accelerating growth rate). Seven out of the 10 cities with the highest absolute growth were outside transportation authority boundaries. All 10 cities with highest percentage growth were outside transportation authority boundaries. If we do not work together and turn this around, roadway funds will be lost to DART cities as well and as the RTC chases congestion, air quality and safety to the rural reaches of the region. This will reinforce even greater inefficient land use. Teamwork is critical with unintended consequences likely.

Last, the new demographic forecasts are even more alarming with 2050 forecasts ready for city review showing even greater land use inefficiencies. Holding capacities are too low in transportation authority cities, especially around rail stations.

I am respectfully requesting you to help me communicate your issues to the consultants (contacts attached). I firmly believe that mutual respect with anticipated information will result in the partnerships our region is known for creating.

Michael Morris

Michael Morris  
Executive Director, Regional Transportation Council  
North Central Texas Council of Governments

Re: Regional Transit Study

Regional Transportation Council Board Members:

With the 40<sup>th</sup> anniversary of Dallas Area Rapid Transit, the cities of Carrollton, Irving, Plano and Dallas believe this is an appropriate time for the region to revisit the strategic goals and desired outcomes of regional transit. Forty years ago, 14 area cities had a vision to develop a regional transit system and the development of the services and systems have been fulfilled to serve the needs and vision from 1983. The same year the Fort Worth area formed the Fort Worth Transportation Authority. In addition to DART, there are other transit agencies including Trinity Metro and DCTA who are also charged with providing transit services to meet the rapid growth of the Dallas/Fort Worth Metroplex. Partnerships between these transit agencies such as the Trinity Railway Express, TEXRail, and A-Train, have demonstrated the importance of system connectivity and regional collaboration that enhances customer experience and drives ridership demand.

As member cities of a transit authority, we acknowledge and embrace that the growth of the region requires an efficient transit solution in order to provide predictable, cost effective, and reliable mobility for residents and businesses. We believe a comprehensive study is needed to assess the effectiveness of regional transit today and what regional transit should look like for the next 40 years. We request the study be commissioned by the Regional Transportation Council as the region's neutral transportation planner. The study must be conducted by a top tier, globally recognized consulting firm (McKinsey, Bain, Deloitte, etc.), to be completed prior to the next Legislative Session, if possible.

Specifically, we would like to request the study address:

- Needs analysis for service types
- Costs of agencies and potential efficiencies
- Membership categories and options
- Revenue commitments/contributions
- State of Texas ferry allocation
- Fares and revenue recovery philosophies
- Barriers to system growth

We member cities of a transit authority believe now is the time for this strategic look at transit solutions to ensure we are meeting the mobility needs of the Metroplex.

Sincerely,

Eric Johnson, Mayor of Dallas



John B. Muns, Mayor of Plano



Steve Babick, Mayor of Carrollton



Oscar Trevino, Mayor of North Richland Hills



Wes Mays, Mayor of Coppell



Bruce Arfsten, Mayor of Addison



Don Carroll, Dallas Regional Mobility Coalition Chair



Mattie Parker, Mayor of Fort Worth



Rick Stopfer, Mayor of Irving



Terry Lynne, Mayor of Farmers Branch



Blake Margolis, Mayor of Rowlett



George Fuller, Mayor of McKinney



Bob Dubey, Mayor of Richardson



## **Transit 2.0 Consultant Team-Primary Contact List**

Led by McKinsey and Company

Task 5: Develop Strategies to Foster Transit Authority Board Partnership and Teamwork

Task 8: Develop Recommendations to Address the Transit Authority/ Member City  
Paradox

Clifford Chen

Email: [clifford\\_chen@mckinsey.com](mailto:clifford_chen@mckinsey.com)

Jay Walder

Email: [jay\\_walder@external.mckinsey.com](mailto:jay_walder@external.mckinsey.com)

Led by InfraStrategies

Task 1: Project Management

Task 2: Develop Transit Legislative Program

Task 3: Develop Strategies to Increase Transit Authority Membership

Task 4: Develop Collaborations Between Existing Transit Authorities

Task 6: Develop Strategies for In-Fill Development

Task 7: Review of Fare Collection Strategies to Increase Ridership without Lower  
Revenues

Tesse Rasmussen

Email: [tesse.rasmussen@infrastrategies.com](mailto:tesse.rasmussen@infrastrategies.com)

Erin Barry

Email: [Erin.Barry@infrastrategies.com](mailto:Erin.Barry@infrastrategies.com)



## **The Horse is out of the Barn**

While it is essential to preserve and maintain homogeneous single family home neighborhoods, it is lunacy that low-density 1970s strip retail centers are not replaced with greater mixed-use density.

In June, when the North Central Texas Council of Governments (NCTCOG) announced the annual population estimates, we learned that Dallas-Fort Worth continues to grow at a brisk pace. The 16-county region added approximately 200,000 residents for an estimated population of almost 8.5 million. Rockwall (5.2%), Ellis (4.7%) and Collin (4.6%) counties led the region. They all have something in common: They are all suburban counties.

This growth outside the city centers follows a pattern we've seen developing for years: People have gravitated toward the suburbs, where developers can take advantage of building in unincorporated areas with large swaths of open land.

As we add residents and workers to fill the jobs created by our fast-growing economy, we need to examine how best to integrate them into a region that is expected to surpass 12 million people within 25 years. The new Mobility 2050 plan is being developed, and the horse is out of the barn.

As NCTCOG and the Regional Transportation Council (RTC) plan for 2050, the critical question is: Can local governments reduce congestion through land-use density, resulting in higher holding capacities and shorter trip lengths with a balance of jobs to housing? In other words, how can cities help reduce traffic congestion while providing opportunities for jobs and housing near the workplace?

The RTC is conducting a strategic review of public transportation authorities as part of the Transit 2.0 initiative. This initiative lays out a series of tasks to reimagine what our public transportation system will look like in a quarter-century. One of these tasks involves increased density around existing rail stations. So, we begin here.

**Increased development around rail stations and inside transit authority boundaries.** In the coming decades, we must continue to diversify our transportation system, relying more on public transportation and walkable communities. The issue is much of our growth is occurring outside the boundaries of our existing transit authorities. Through efforts like Transit 2.0, we can explore greater focus on passenger rail and land use.

**Infill development in the central cities and suburban downtowns.** A household in the urban center produces half the vehicle miles of travel of a rural household. If you support safety, air quality and walkable neighborhoods, infill is critical.

**Infill density in suburban cities.** By working with the cities and counties outside the urban core in rethinking development and providing additional transportation options, we can make it possible for people who want to rely less on their cars to do so. As those areas fill up, they could more readily support transit, walking and bicycling.

**Greater density and more mixed-use developments.** We also need more communities where people can live, work and play without having to get in and out of their cars.

**Integration of pedestrian facilities and trails and bicycle facilities within development.** The DFW Discovery Trail and Cotton Belt Regional Veloweb are connecting cities across the

region via active transportation. These also provide opportunities for development accessible by bicyclists and pedestrians to passenger rail. The more connections we can create across modes, the more prepared our cities will be for future development.

**Integrated focus on housing choices for working families.** We should work with cities and developers to ensure that families have affordable housing options close to their jobs. Developments adding mixed-use options may be what some workers need to avoid long commutes.

**Development that matches housing values and employee income along transportation corridors.** We should pursue solutions that make it easier for people to live near work in the same corridor. This requires a jobs-housing balance that offers affordable options.

**Increased development in environmental justice and Title VI communities.** Not all communities have access to necessities such as education, telemedicine and food. NCTCOG is helping to close these gaps with technology, specifically the use of broadband as a transportation mode. Focus is placed on all Dallas-Fort Worth, regardless of income.

Using the same approach to density and setting communities up for a range of transportation options will help Dallas-Fort Worth navigate the challenges posed by growth far beyond 2050. High-speed rail efforts would also maximize speed, safety, air quality and urban density.

More efficient land-use location and increased housing choice can lower user transportation and public-sector infrastructure costs. Four million more friends are on the way. The increased pressure on taxpayers is not the solution. Urban density brings a higher quality of life for everyone.

Michael Morris, P.E.  
Director of Transportation  
North Central Texas Council of Governments  
Staff Director to the Regional Transportation Council

817-695-9240

Policy Support to Develop Process for the  
Innovative Transportation Technology Infrastructure Certification Program  
(P22-02)

The Dallas-Fort Worth region has positioned itself as an innovator in using advancing technology to address transportation issues. The North Central Texas Council of Governments (NCTCOG) continues to receive interest from technology developers on implementing new and innovative infrastructure technology that is not currently in operation for a commercial application anywhere in the United States. As is the case with many new technologies, these transportation infrastructure solutions require certification by the appropriate governing entities (either local, state, or federal). This certification requirement may come in many forms, depending on the application, including safety certification to ensure the safety and welfare of the traveling public, as well as certification for use within the region as required by NCTCOG.

This policy outlines the guiding principles and process by which the Regional Transportation Council (RTC) may choose to coordinate with a technology provider to implement a certification facility in the Dallas-Fort Worth region for commercial application. To ensure flexibility with the various types of infrastructure being developed, the following process is structured in a transparent way for potential technology developers and local governments/transportation entities to express interest and collaborate on implementation opportunities. This process would allow for periodic expressions of interest to be facilitated in a timely manner.

The following are the guiding principles of this Innovative Transportation Technology Infrastructure Certification Program:

- Potential projects must serve a long-range transportation need as identified in the recommendations of the Metropolitan Transportation Plan or be considered for inclusion in a future Metropolitan Transportation Plan.
- The technology developer is solely responsible for navigating any certification process(es) with the appropriate regulating authority(ies) for the developer's specific technology as required.
- If the proposed technology is implemented and fails to perform as intended, or the certification process ends or fails, the project-sponsoring local government must have verifiable assurances that the transportation need identified will still be appropriately addressed. It is encouraged that this contingency be included in any technology infrastructure proposal. Public funds may or may not be used for the certification needs of the emerging infrastructure technology.
- NCTCOG will facilitate mutual cooperation between local governments and transportation entities where potential project limits extend across multiple jurisdictional boundaries.
- When considering locations for proposed technology facilities, local governments and transportation entities should consider the following:
  - Expected timeframes for infrastructure to be operational for public use
  - Public use goals and performance expectations of proposed transportation infrastructure.

Following the guidelines listed above, the RTC directs staff to implement the following transparent process outlined in the steps below once NCTCOG or the RTC is approached by an infrastructure technology provider to enter into this process. This process is structured to allow for periodic solicitation or acceptance of proposed technology infrastructure solutions. The following process outlines how proposals brought to NCTCOG will be handled and does not

preclude local governments and transportation entities from engaging directly with technology entities.

- 1) NCTCOG staff will confirm infrastructure technology solution proposed by provider conforms with this policy and a long-range transportation need as identified in the Metropolitan Transportation Plan.
- 2) NCTCOG staff will provide RTC with a summary of the technology provider's proposal, including any requirements and available details on the proposed operation of the technology. The RTC will take action on whether to initiate the development process for certification of the infrastructure technology.
- 3) Upon RTC action, local governments will submit potential locations of interest that utilize public right-of-way and serve a regional long-range transportation need.
- 4) The technology provider will determine the preferred location and project development opportunity to pursue based on the proposals provided by the local governments through NCTCOG.
- 5) The RTC will initiate project development activities and coordination efforts among the appropriate transportation agencies, local governments, and the technology provider. The RTC will direct NCTCOG staff to provide support in the project development activities and coordination efforts as needed. Project development activities and coordination efforts may include appropriation of public funds for project development and implementation.

The RTC directs staff to provide regular briefings when proposals are received and during project development. The RTC also directs staff to integrate the resulting recommendations from projects that advance into future mobility, air quality, safety, and other regional planning activities as appropriate.

# NCTCOG FACT SHEET

October 2022

## QUICK TAKE

### What:

Certification of Emerging and Reliable Transportation Technology (CERTT) program

### Details:

Authorized by the Regional Transportation Council (RTC) in May 2022, the CERTT program creates the opportunity for technology providers of innovative, capital-intensive transportation technology to connect with local governments that may be interested in deploying that technology to meet a transportation need in their community.

### Significance:

For technology providers, CERTT provides a single point of contact to coordinate across the entire planning area. For local governments, CERTT provides assurance that the providers involved have serious proposals for solving transportation problems in the 12-county metropolitan planning area as well as equal opportunity to submit locations for consideration.

## RTC Program Streamlines Transportation Solutions

Dallas-Fort Worth has become known for its embrace of innovative approaches to meet transportation challenges. Now, there is a process in place to help determine which potential solutions fit best and where they should be implemented.

The Regional Transportation Council approved the creation of a new program in May 2022 for evaluating innovative transportation technologies that can help meet the pressing transportation needs in the 12-county Dallas-Fort Worth area. Certification of Emerging and Reliable Transportation Technology (CERTT) seeks to build upon the success of the Dallas-Fort Worth metropolitan area as a leader in technology advancement and to integrate the development, testing, certification and deployment of new modes of travel.

The CERTT program seeks to solve a problem for developers of new transportation technologies by creating partnerships with the public sector to identify where an innovative and capital-intensive transportation technology can be proven and certified for public use before undertaking widespread implementation.

*(Continued)*



*The CERTT program is intended to make it easier for innovative technologies to be adopted to meet transportation challenges in the growing region.*



Likewise, CERTT helps local governments by offering the opportunities to solve a transportation need in their community. North Texas is the fourth-largest region in the nation with a population of 8 million and continues to grow, posing challenges for its transportation system. The traditional transportation system will be expanded to help accommodate the expected growth.

Even with the recommended improvements in the Mobility 2045 Update, the region's long-range transportation plan, the North Central Texas Council of Governments (NCTCOG) forecasts more corridors will become significantly congested by 2045. The region needs new, innovative ways of addressing transportation limitations to provide safe, reliable alternatives to travelers and preserve quality of life.

Cities and counties can take advantage of these innovative solutions and are informed of new technology providers through the CERTT process. These local governments can submit potential locations for

implementation, allowing the providers to choose the most appropriate candidates to pursue. This provides a level playing field where all local government entities in the region have the opportunity to attract new technology to their communities.

NCTCOG staff will be available to support coordination for proposals that cross multiple jurisdictions, as some technologies may require longer corridors for their certification. Once a technology provider has selected a potential corridor and local partner to move forward with, detailed negotiations regarding contingencies, project timelines, and funding considerations will occur between the provider and the local government.

CERTT will continue accepting new technology provider proposals for a variety of transportation applications suitable to the growing region, and local governments will be notified of each opportunity to consider new transportation technologies.

## Certification Process

**When a company decides to propose a transportation technology solution, the RTC's certification policy triggers a process aimed at ensuring a level playing field.**

- 1. NCTCOG staff ensures technology solution conforms to policy guidance and long-range Metropolitan Transportation Plan (MTP).**
- 2. NCTCOG staff briefs the RTC, which then take action to initiate the process.**
- 3. Local governments may then submit potential locations for the technology.**
- 4. The Technology provider determines which location to pursue.**
- 5. The RTC initiates development activities, with NCTCOG staff providing support.**



North Central Texas  
Council of Governments

Contact Us | 817-695-9240 | [transinfo@nctcog.org](mailto:transinfo@nctcog.org) @NCTCOGtrans





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

July 10, 2024

The Honorable Pete Buttigieg  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Buttigieg:

On behalf of the North Central Texas Council of Governments (NCTCOG), which serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, I strongly support the City of Arlington's "Improving Access, Safety, and the Environment with Aerial Automated Transit Networks" project for the 2024 Strengthening Mobility and Revolutionizing Transportation (SMART) grant.

To support the project and its partners, NCTCOG commits to support planning efforts, facilitate mutual cooperation among project partners, help navigate the appropriate certification and oversight agency structure of this emerging transportation technology for a future certification facility to be converted for public use. The project is vital to meet a regional transportation need, providing service in and connections to high activity areas in the city such as the Entertainment District.

This commitment is new, specific, and measurable in the following ways:

**Stakeholder Relevance:**

NCTCOG is the natural choice for facilitating cooperation between partners. Arlington will own and may potentially fund and operate the facility. Swyft Cities and private investment partners will provide technology, expertise, initial capital funding support, and planning. The Texas Department of Transportation (TxDOT) may also have a hand in the project as a permitting agency should the facility cross Interstate Highway 30. The Federal Transit Administration, TxDOT, and other federal or state agencies may also be involved through the certification and oversight of the facility once it is built.

**Transparent and Public Commitments:**

The Certification of Emerging and Reliable Transportation Technology (CERTT) program was established by the Regional Transportation Council to connect providers of innovative transportation technology with our partners in local governments throughout the region. Once a technology is vetted against NASA's technology readiness levels, local governments can propose locations where the transportation technology could solve transportation needs within their communities. Technology providers and interested local governments are then connected to advance project development for the most promising opportunities to develop this initial certification facility.

The Dallas-Fort Worth region has positioned itself as an innovator in advancing technology to address transportation issues. NCTCOG continues to receive interest from technology developers in implementing new and innovative infrastructure technology that is not currently operating for commercial applications anywhere in the United States.

July 10, 2024

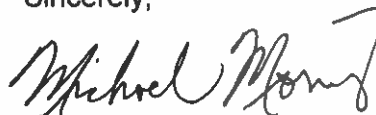
**Potential for High Impact:**

NCTCOG's commitment to the project ensures transparent coordination between project stakeholders and ensures that details of public sector roles and risks with implementing new technology are well-understood and mitigated by appropriate entities. Through a successful feasibility study and implementation of a certification facility, NCTCOG's partnership through the CERTT program maximizes public and private investment by ensuring the conversion of the certification facility to a successful solution for current transportation needs.

This project is consistent with the policies and programs of Mobility 2045: The Metropolitan Transportation Plan (MTP) for North Central Texas – 2022 Update. If the project receives funds, the RTC will support its inclusion in the 2025-2028 Transportation Improvement Program (TIP) for North Central Texas, as needed.

Thank you for your time and consideration of this proposal. If you have any questions about the project, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or [mmorris@nctcog.org](mailto:mmorris@nctcog.org).

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Morris".

Michael Morris, P.E.  
Director of Transportation  
North Central Texas Council of Governments

NA:kw

cc: Michael Morris, P.E. Director of Transportation, North Central Texas Council of Governments



# NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

## 2023 Safety Program Performance Measures

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

- NCTCOG Safety Position: Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.
- On February 9, 2023, the Regional Transportation Council (RTC) approved the 2023 — 2027 Safety Performance Target reduction schedule for the region as shown below.

Targets: Number of Fatalities and Fatality Rate	
Year	Percent Reduction
2023	3.4%
2024	3.6%
2025	3.7%
2026	3.8%
2027	4.0%

Safety Performance Targets	2022 TxDOT Targets	2022 NCTCOG Targets	2023 TxDOT Targets	2023 NCTCOG Targets	2024 TxDOT Targets	2024 NCTCOG Targets
	2% Reduction		Fatality - 3.4% Serious Injury – 2%		Fatality - 3.6% Serious Injury – 2%	
No. of Fatalities	3,563	579.5	3,628.0	590.4	4,145.6	598.5
Fatality Rate	1.27	0.755	1.38	0.767	1.388	0.760
No. of Serious Injuries	16,677	3,032.9	17,062.0	3,711.5	17,515.2	3,943.7
Serious Injury Rate	5.76	3,939	6.39	4.615	5.839	4.793
No. of Non-motorized Fatalities and Serious Injuries	2,367	594.7	2,357	637.7	2,357	634.7

*Fatality and fatality rate targets represent a 50% reduction by 2035, while serious injury related measures target a two percent reduction from the trendline each year. Targets are based on a five-year rolling average.*

### Actual Safety Performance Reporting for 2022 Targets

Safety Performance Measures	Original 2022 Target	PY2022 Actual Performance	PY2016-2020 Baseline Performance	Met Target?	Better than the Baseline?	Met or Made Significant Progress?
Number of Fatalities	579.5	622.2	584.8	No	No	No
Rate of Fatalities	0.755	0.799	0.802	No	Yes	
Number of Serious Injuries	3,032.9	3645.8	3,559.8	No	No	
Rate of Serious Injuries	3.939	4.685	4.891	No	Yes	
Number of Non-Motorized Fatalities and Serious Injuries	594.7	594.6	588.4	Yes	No	

- Actual Performance reporting of Safety Performance Targets is completed on a two-year delay.
- Reporting of 2022 Actual Performance was conducted in January of 2024.
- Reporting of the 2023 Actual Performance will be conducted during the first quarter of 2025.
- An agency is determined to have met or made significant progress toward meeting its targets when at least four of the five established performance targets are either: a) met or b) the outcome for a performance measure is less than a five-year rolling average baseline. The baseline performance is established as the five-year period of data available at the time the target was established. For Performance Year (PY) 2021, that data period was 2016-2020.
- 2022 was the 2nd year that NCTCOG failed to meet roadway safety performance targets due to the high number of fatal and serious injury crashes recorded during COVID in 2020 and 2021.

# NCTCOG's 12 - County MPA Crash and Fatality Data 2019 - 2023

NCTCOG receives regional crash data from TxDOT's Crash Records Information System annually. The performance measures below highlight reportable crashes and fatalities that occurred in the NCTCOG 12-county Metropolitan Planning Area (MPA) from 2019 to 2023. The data below indicates that in 2023 the NCTCOG region experienced **one crash every five minutes** and **one fatality every 10 hours**. The regional fatality rate for 2023 was 0.967.

2019-2023 Crashes						
County	2019	2020	2021	2022	2023	% Change 2022-2023
Collin	13,942	10,270	12,378	13,824	14,846	-7.39%
Dallas	55,267	48,297	55,369	54,555	52,121	4.46%
Denton	12,193	9,556	11,409	11,966	12,263	-2.48%
Ellis	2,798	2,842	3,303	3,231	3,403	-5.32%
Hood	799	709	804	812	843	-3.82%
Hunt	1,365	1,362	1,782	1,604	1,714	-6.86%
Johnson	2,392	2,191	2,776	2,736	2,780	-1.61%
Kaufman	2,015	1,956	2,226	2,282	2,355	-3.20%
Parker	2,201	2,035	2,640	2,525	2,644	-4.71%
Rockwall	1,588	1,422	1,748	1,861	2,152	-15.64%
Tarrant	32,465	27,431	30,724	29,009	29,058	-0.17%
Wise	931	901	1,022	1,148	1,152	-0.35%
<b>Total</b>	<b>127,956</b>	<b>108,972</b>	<b>126,181</b>	<b>125,553</b>	<b>125,331</b>	<b>0.18%</b>

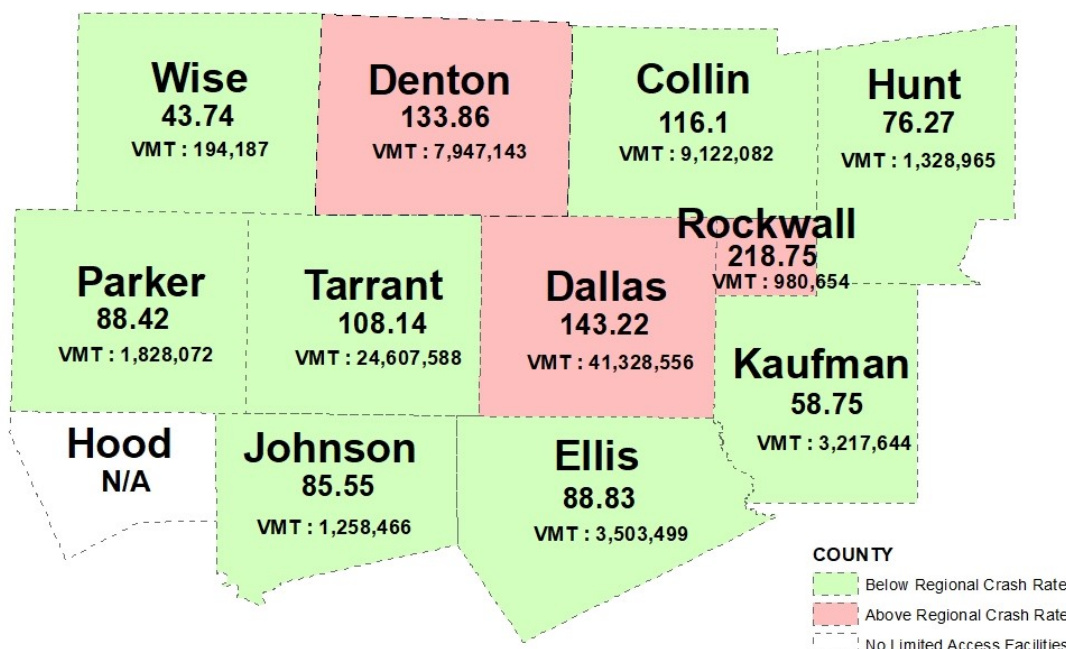
2019-2023 Fatalities						
County	2019	2020	2021	2022	2023	% Change 2022-2023
Collin	53	64	50	76	62	-18.42%
Dallas	271	333	352	354	334	-5.65%
Denton	52	59	66	49	51	4.08%
Ellis	27	49	36	33	37	12.12%
Hood	12	10	12	10	9	-10.00%
Hunt	25	26	38	15	35	133.33%
Johnson	39	20	39	36	31	-13.89%
Kaufman	32	33	36	26	23	-11.54%
Parker	26	21	28	15	24	60.00%
Rockwall	2	7	10	6	12	100.00%
Tarrant	171	189	227	210	217	3.33%
Wise	14	11	21	23	22	-4.35%
<b>Total</b>	<b>724</b>	<b>822</b>	<b>915</b>	<b>853</b>	<b>857</b>	<b>0.47%</b>

Data Source: TxDOT Crash Records Information System (CRIS) current as of 4/3/2024 - All TxDOT disclaimers apply to this information.

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

## 2023 Crash Rates by County

NCTCOG calculates crash rates on limited access facilities for counties within the NCTCOG 12-County MPA. The map below displays these crash rates by county in comparison to the regional crash rate of 123.76. This represents an increase from the 2022 rate of 69.33 crashes per 100 million vehicle miles traveled (VMT). Dallas, Denton, and Rockwall Counties were the only counties with a crash rate above the regional average in 2023.



2023 Regional Crash Rate = 123.76

0 10 20 40 Miles

Crash Rates calculated for limited access facilities: IH, SH, and US mainlanes



## 2023 Contributing Factors for Serious Injury and Fatality Crashes

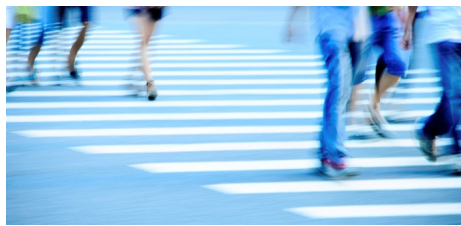
	Top Ten Contributing Factors — Limited Access Facilities Only	2022	2023
1	Speeding (Overlimit / Unsafe Speed / Failed to Control Speed)	30.56%	30.54%
2	Driver Related (Distraction in Vehicle / Driver Inattention / Road Rage / Followed Too Closely / Cell/Mobile Device Use (Texting / Other / Unknown - [0.08%])	16.24%	15.19%
3	Failed to Drive in Single Lane	10.33%	10.36%
4	Impaired Driving (Intoxicated: Alcohol/Drug / Had Been Drinking / Taking Medication / Fatigued or Asleep)	11.89%	9.30%
5a	Changed Lane When Unsafe	7.34%	8.54%
5b	Faulty Evasive Action	8.05%	8.54%
6	Pedestrian Failed to Yield Right of Way to Vehicle	5.56%	4.76%
7	Disabled/Parked in Traffic Lane	3.70%	4.31%
8	Fleeing or Evading Police	1.00%	1.21%
9	ILL or Sick	1.14%	1.13%
10	Wrong Way Driving (Wrong Way - One Way Road / Wrong Side - Approach or Intersection)	1.78%	1.06%

Note: The Contributing Factor Analysis above includes Primary, Secondary, and Tertiary Contributing Crash Factors on limited access facilities in the NCTCOG 12-County MPA only. Speeding has been the number one contributing factor for all analysis done from 2010-2023. For more information on contributing factor trends for previous years, please visit the [NCTCOG Safety Program](#) webpage.

## NCTCOG Pedestrian Safety Action Plan

In 2021, the North Central Texas Council of Governments (NCTCOG) completed a regional Pedestrian Safety Action Plan (PSAP) for the 12-county Metropolitan Planning Area (MPA) to address the steadily increasing number of reported serious or fatal crashes involving pedestrians across North Texas.

The PSAP serves as a guide for State, regional and local governments for improving overall pedestrian safety across the MPA.



This guide includes goals, action items and policies, all aimed at supporting the safety position adopted by the Regional Transportation Council, which states that “even one death on the transportation system is unacceptable,” and the action taken by the Texas Transportation Commission, who ordered the Texas Department of Transportation to “develop strategies for reducing traffic deaths by 50 percent by 2035 and to zero by 2050.”

One of the PSAP action items is to conduct Roadway Safety Audits (RSAs) for the designated primary pedestrian safety corridors — roadway corridors that have a high number of crashes involving pedestrians and high crash severity. In collaboration with the Federal Highway Administration (FHWA), an RSA was conducted and a report finalized for a subarea of Downtown Dallas. A similar RSA was also conducted for N. Cooper St. and N. Center St. in Arlington. Using the approach developed by the FHWA, an RSA core team made up of independent and multi-disciplinary members assessed the roadways over several days and provided an official report detailing observations, recommendations, and proposed safety solutions for the City of Dallas and the City of Arlington. Additional RSAs are expected to be completed on other primary pedestrian safety corridors throughout the region as identified in the PSAP. These efforts will be funded in part by an award from the United States Department of Transportation 2023 Safe Streets and Roadways for All grant program to conduct additional planning to implement the regional Safety Plan.

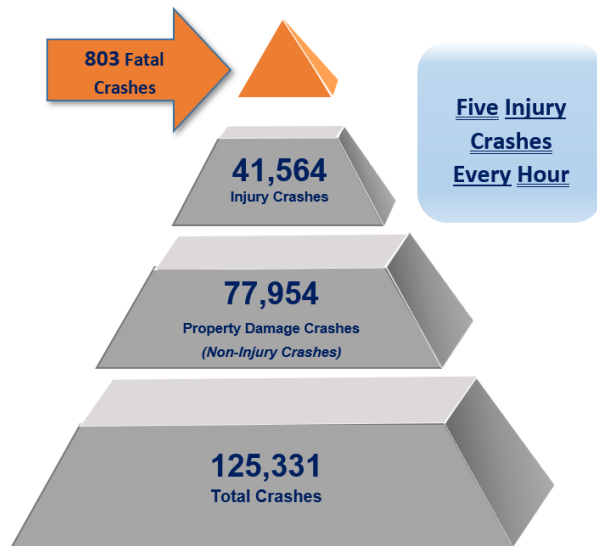
Another PSAP action item focuses on coordination and support of educational programs and marketing campaigns aimed at informing the public of their rights and responsibilities while traveling on the roadway. NCTCOG is coordinating with local agencies in the region to promote Look Out Texans. In 2024, NCTCOG is collaborating with local agencies to publish newsletter articles, broadcast safety tip videos and pedestrian and bicyclist crash survivor testimonial videos on local government access channels and share informative social media post aimed at educating North Texans on their rights and responsibilities while walking, biking, or driving. Promotion and advertising of Look Out Texans safety education content is expected to continue.

The regional Pedestrian Safety Action Plan, including all appendices, can be viewed at [www.nctcog.org/pedsafetyplan](http://www.nctcog.org/pedsafetyplan).

# NCTCOG Crash Pyramid and Regional Struck-By Stats

## 2023 Regional Crash Pyramid — NCTCOG 12-County MPA

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



On average, each injury crash requires

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

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

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

## First Responder Struck-By ‘Fatality’ Stats (2022 - 2023)

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

Discipline	2022 National	2023 National	2022 Statewide	2023 Statewide	2022 Region	2023 Region
Police	17	14	3	0	1	0
Fire/EMS	11	8	0	3	0	0
Towing	18	20	3	1	0	1
Roadside Assistance Patrol	1	3	0	0	0	0
<b>Total Responder Fatality Struck-bys</b>	<b>47</b>	<b>45</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>1</b>

“Between January—July 2024, nationwide **twenty** responders have been struck and killed by vehicles (**4 in Texas, 1 in Duncanville, 1 in Grapevine**).”

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

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

Roadside Assistance Patrol	Dallas County	LBJ Express	NTE Express	NTTA	Tarrant County	NCTCOG Region
2020	23	0	1	15	2	41
2021	18	0	10	19	2	39
2022	34	3	0	16	0	50
2023	15	7	6	*	0	15

Data was collected directly from regional mobility assistance patrol providers.

*\*Information Pending from reporting agency*

# NCTCOG Traffic Incident Management Program

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

Cities and Counties Represented (96): August 2013 - September 2023

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

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

### Notes:

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

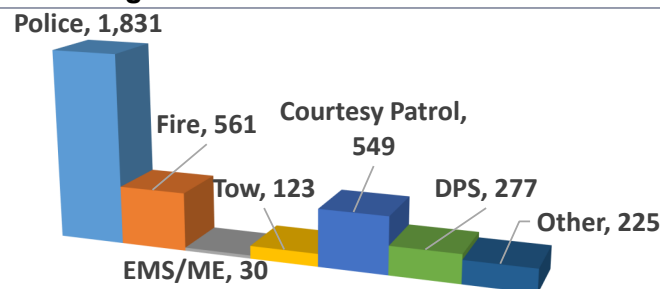
## NCTCOG TIM First Responder and Manager's Course

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

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

NCTCOG First Responder and Manager's Course Attendance		
2003 - 2022	2023	Total
3,492	104	<b>3,596</b>

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



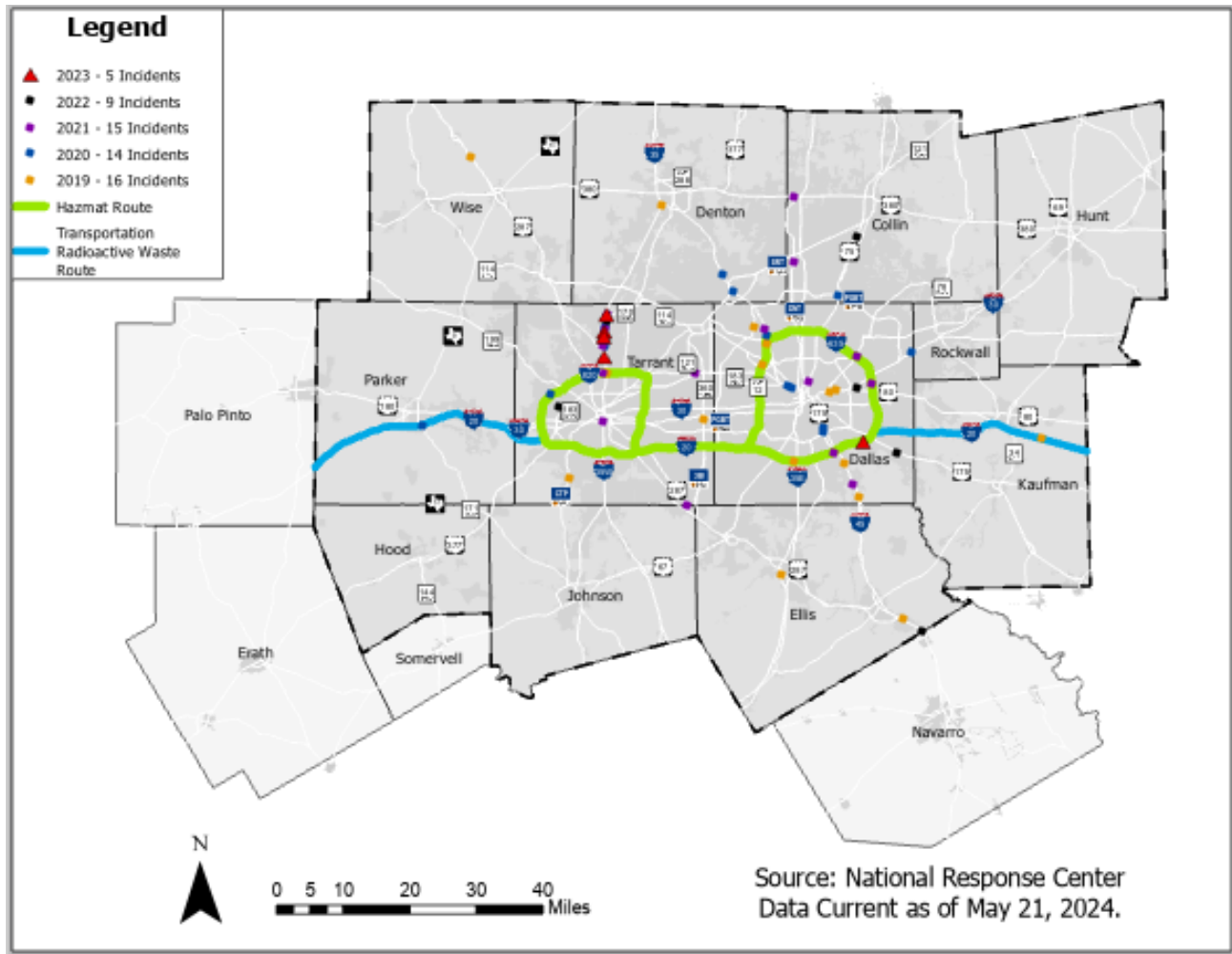
## NCTCOG TIM Executive Level Course Attendance

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

Police	Fire	City Staff	Elected Officials	Public Works/ Strategic Services Transportation	Medical Staff	Other	Total (February 2005 - November 2023)
498	240	42	15	70	23	317	<b>1,205</b>

# 2023 NCTCOG 16-County HazMat Incidents

NCTCOG continues to monitor major hazardous material spills on limited access facilities using data obtained from the National Response Center. This analysis helps identify roadway corridors which have been impacted by incidents involving a hazardous material. Currently, the IH 20 corridor and the regional loops IH 820 and IH 635 are designated as radioactive waste routes. In 2023, there were 5 significant HazMat spills within the 16-county region. This is down from the previous year, which had 9 such incidents.



County	2019	2020	2021	2022	2023	Total
Collin	0	0	2	2	0	4
Dallas	8	8	6	4	1	27
Denton	1	2	0	0	0	3
Ellis	2	0	0	1	0	3
Erath	0	0	0	0	0	0
Hood	0	0	0	0	0	0
Hunt	0	0	0	0	0	0
Johnson	0	0	0	0	0	0
Kaufman	1	0	0	0	0	1
Navarro	0	0	0	0	0	0
Parker	0	1	0	0	0	1
Palo Pinto	0	0	0	0	0	0
Rockwall	0	0	0	0	0	0
Somervell	0	0	0	0	0	0
Tarrant	3	3	7	2	4	19
Wise	1	0	0	0	0	1
<b>Total</b>	<b>16</b>	<b>14</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>59</b>



# Roadside Assistance Program

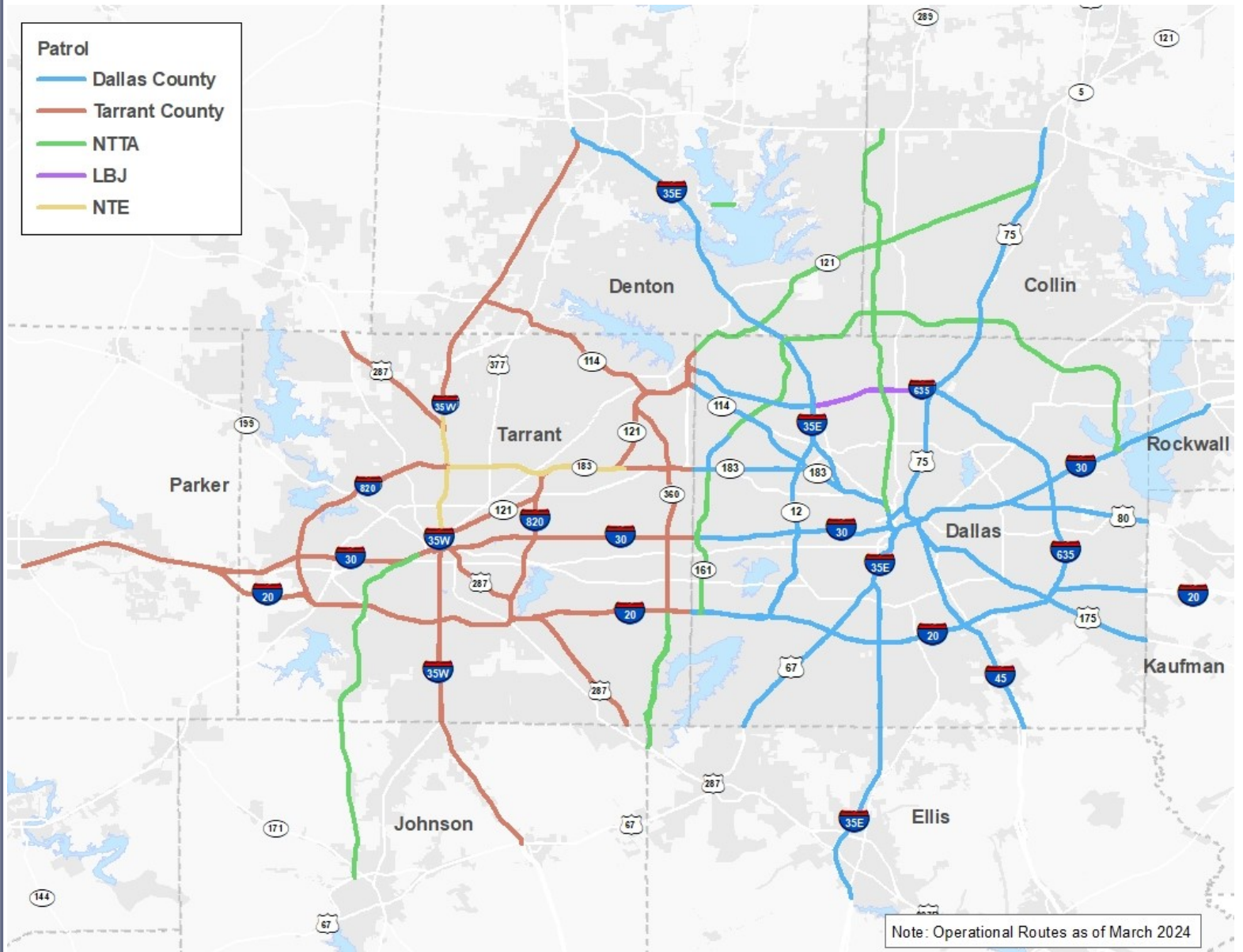
The Roadside Assistance Program (RAP) is a crucial part of incident response and traffic safety efforts in North Texas. Area RAP programs help alleviate congestion and prevent secondary crashes on busy highways/freeways and toll roads by providing free assistance to stalled and stranded motorists by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

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

## Roadside Assistance Program Performance Measures

Agency	2022 Assists	2023 Assists
Dallas County Operations	54,301	50,207
Tarrant County Operations	25,638	24,617
NTTA	49,372	50,265
NTE Express	4,261	4,806
LBJ Express	3,602	3,501

## Patrol Routes





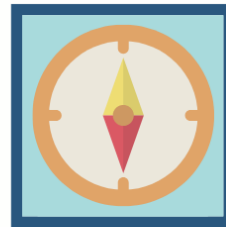
# In 2023, Dallas/Fort Worth Area Roadside Assistance Patrols

provided:



**46,550**

Driver Assistance /  
Stalled Vehicle



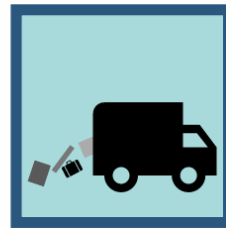
**8,294**

Courtesy Check /  
Directions



**2,662**

Crash  
Assistance



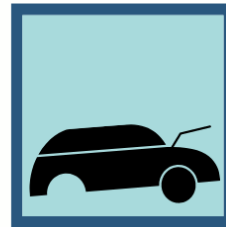
**3,881**

Debris  
Removal



**11,602**

Protection to  
First Responders



**4,481**

Abandoned  
Vehicle Check

**Total Combined Assists: 77,470\***

*Notes:*

*Data includes Dallas County and Tarrant County assists combined.*

*\*2,646 assists were either not found or were cancelled before a patrol vehicle arrived. NTTA, North Tarrant Express and Lyndon B. Johnson patrol assists are not included in this total.*

## Hours of Operation

## Phone Number

**Dallas County**



Mon - Sun

5 AM - 12:00 AM



(214) 320-4444

**Tarrant County**



Mon - Sun

6 AM - 10 PM



(817) 884-1213

**NTTA**



Mon - Sun

24 Hours a Day



(214) 224-2203  
or #999

**NTE and**

**LBJ TEXpress**



Mon - Sun

24 Hours a Day



(972) 661-8693  
or #789



## Highway Safety Improvement Program

The TxDOT Highway Safety Improvement Program (HSIP) Call for Projects (CFP) is a funding opportunity for highway safety projects that decrease the number of fatalities and serious injuries on all public roadways. Funds are provided for construction and operational improvements that address crash types outlined in the Texas Strategic Highway Safety Program. TxDOT updated the 2022 HSIP CFP for FY2023-FY2025. The 2023 TxDOT HSIP CFP resulted in the following projects for our region:

- The Dallas District received approval on 33 projects for a total of \$32,574,139.00.
- The Fort Worth District received approval on \$31,198,936 for 18 projects.

## Statewide TXDOT and Metropolitan Planning Organization Safety Performance

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

2023 Annual Performance Measures	Statewide Safety Task Force	Total or Status
No. of Fatalities	TxDOT/MPO	857
Fatality Rate	TxDOT/MPO	0.967
Number of Law Enforcement Encounters During Grant-Funded or MPO Funded Activities	TxDOT/MPO	Future
Number of Safety Related Programs	TxDOT/MPO	Survey Results Pending
Number of Education Related Programs	TxDOT/MPO	Survey Results Pending

## Regional Roadway Safety Plan

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

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

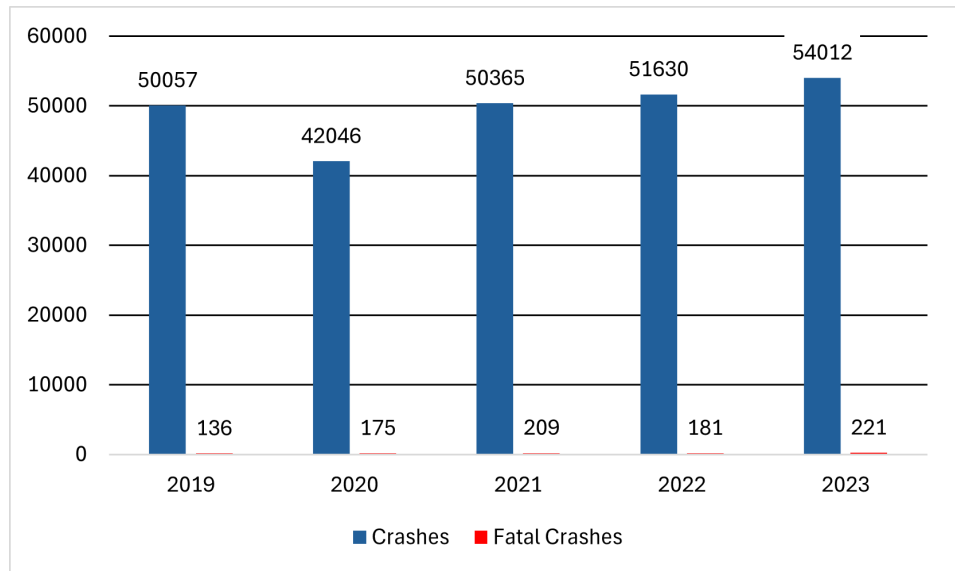
### Regional Roadway Safety Plan Goals:

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

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

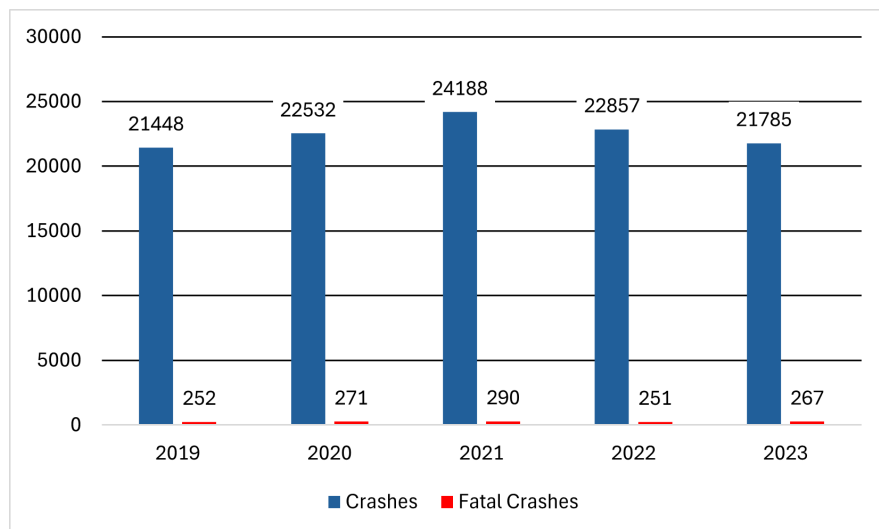
## 12-County MPA - Intersection Related Crashes: 2019 - 2023

Intersection related crashes are those that occur within the boundaries of an intersection or at an approach to or an exit from an intersection. Intersection related crashes increased by 4.6 percent from 2022 to 2023 with an increase of 2,422 crashes in 2023.



## Roadway and Lane Departure Crashes: 2019 - 2023

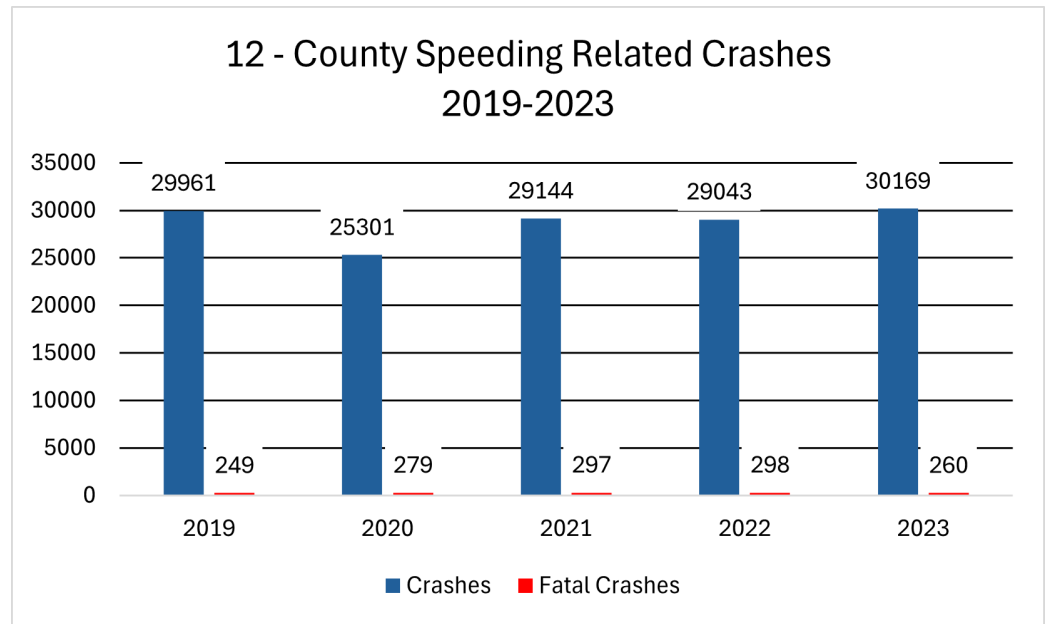
Roadway and Lane Departure crashes are those that occur either off the road, on the shoulder, or in the center median and only involved one motor vehicle. There was a 4.5 percent decrease in Roadway and Lane Departure crashes from 2022 to 2023 and 1,056 fewer crashes in 2023.



## Speeding Related Crashes: 2019 - 2023

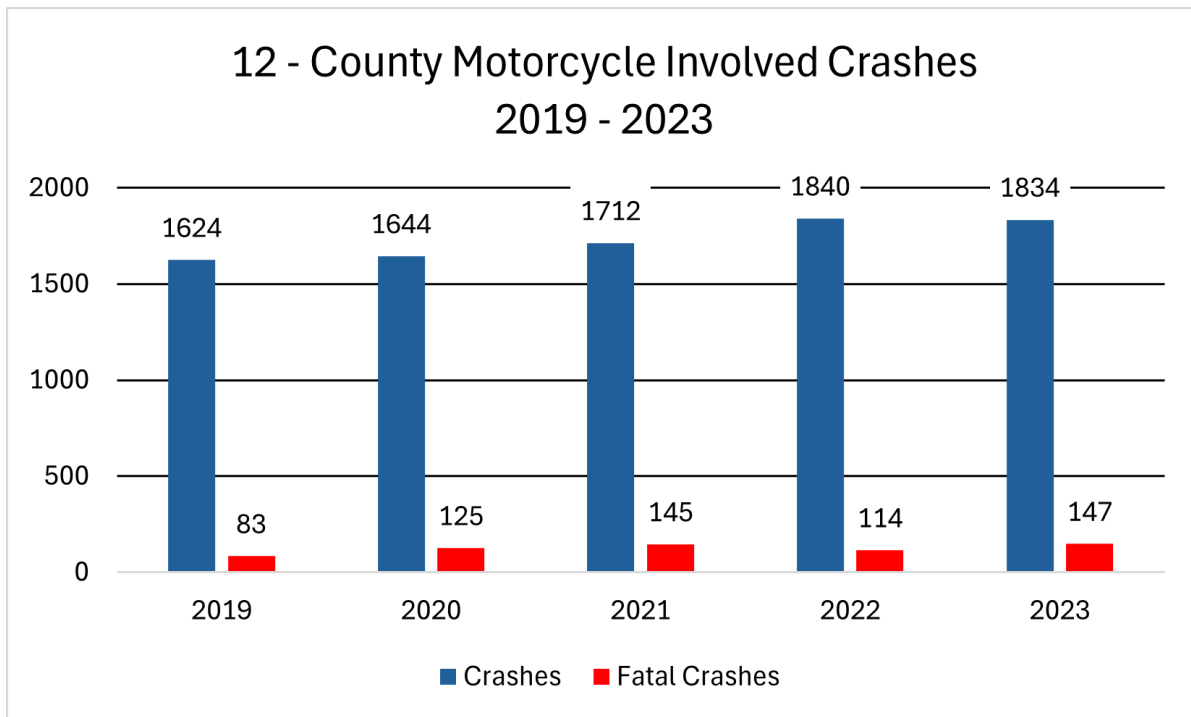
Speeding related crashes are those where at least one driver was travelling well above the posted speed limit or too fast for current roadway conditions. Vehicle speed is proven to have a direct correlation to crash severity. From 2022 to 2023, the number of crashes on all roadways where speeding was cited as a contributing factor increased by 1,088 crashes.

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



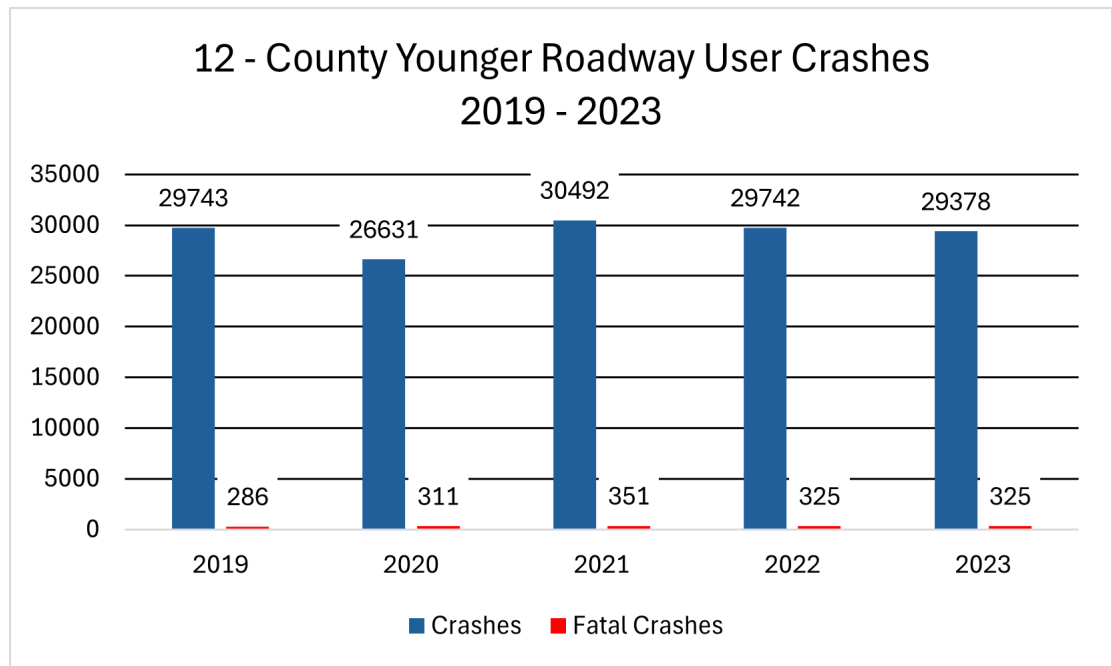
## Motorcyclist Involved Crashes: 2019 - 2023

Like bicyclists and pedestrians, motorcyclists are vulnerable roadway users due to the lack of protection provided by a vehicle. Helmet usage for motorcyclists, like restraint usage has a significant impact on injury severity. There was an increase of 27 crashes involving motorcyclists from 2022 to 2023.



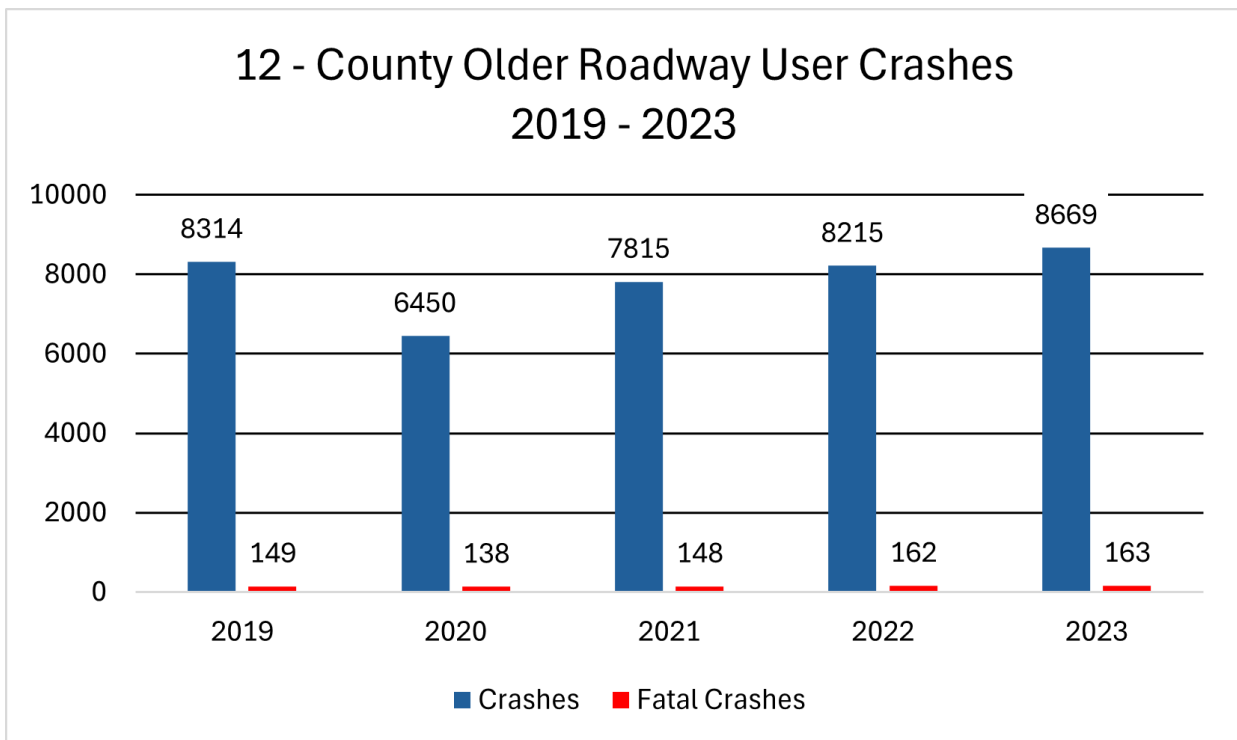
## Younger Roadway User Crashes: 2019 - 2023

Younger roadway users are drivers who are 24 years of age and younger. From 2022 to 2023, Younger Roadway User crashes decreased by 1.2 percent, with a decrease of 364 crashes in 2023.



## Older Roadway User Crashes: 2019 - 2023

Older Roadway Users are drivers that are of the age 65 and older. From 2022 to 2023, Older Roadway User crashes increased by 5.4 percent, with an increase of 455 crashes in 2023.

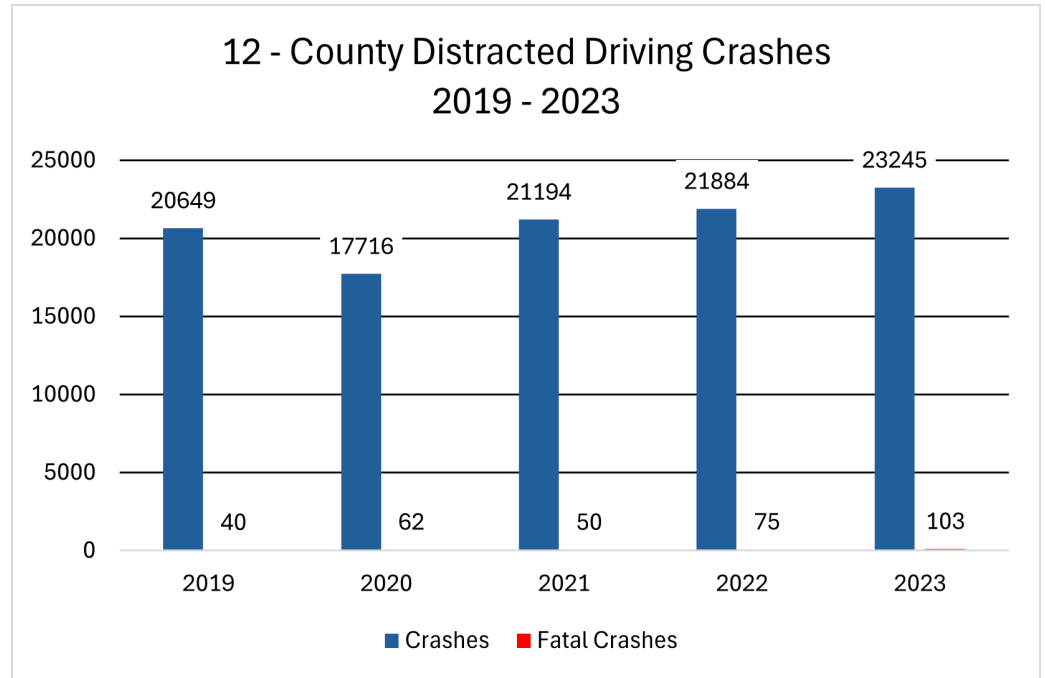




## Distracted Driving: 2019 - 2023

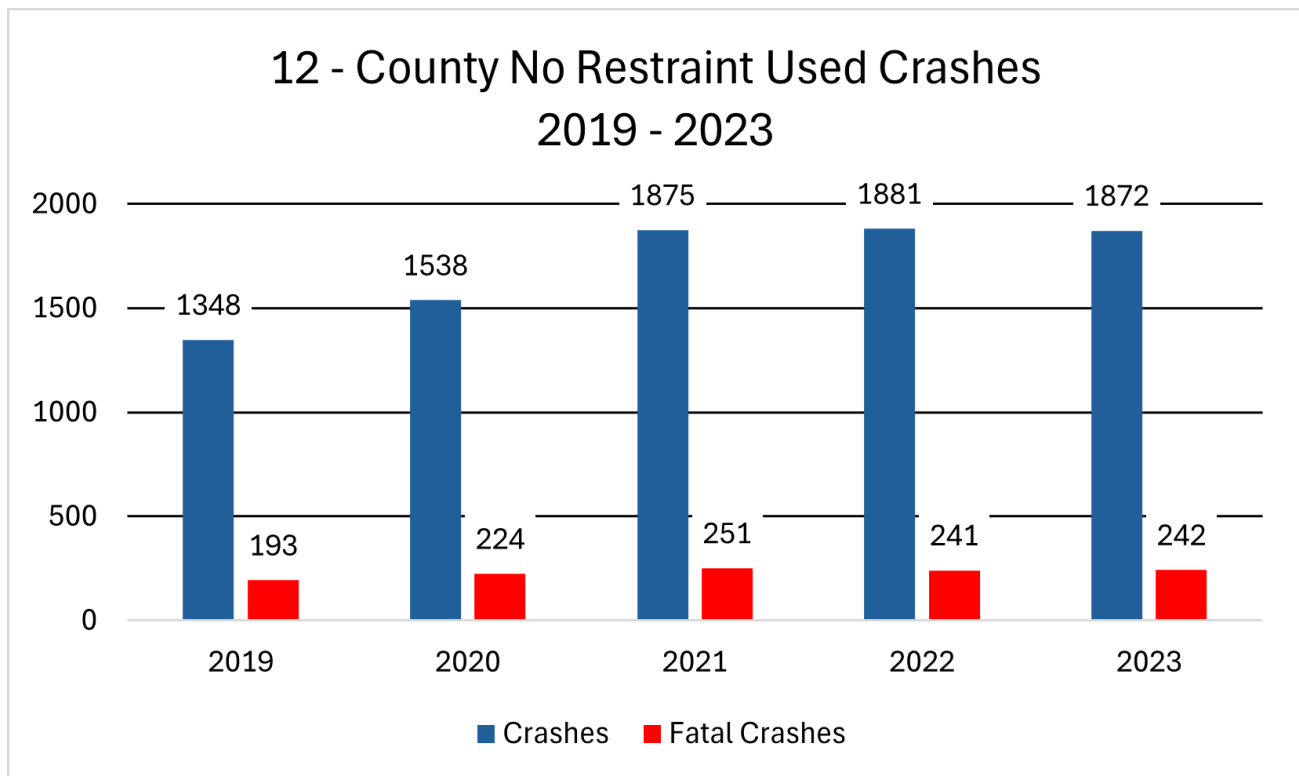
From 2019 to 2023, the number of crashes on all roadways caused by a distracted driver increased 12.8 percent within the 12-county MPA. The total number of crashes caused by a distracted driver increased by 1,389 from in 2022 compared to 2023.

Note: Distracted Driving crashes include those where driver inattention, distraction in the vehicle, or cell phone/mobile device use were either a primary, secondary, or tertiary contributing factor to the crash.



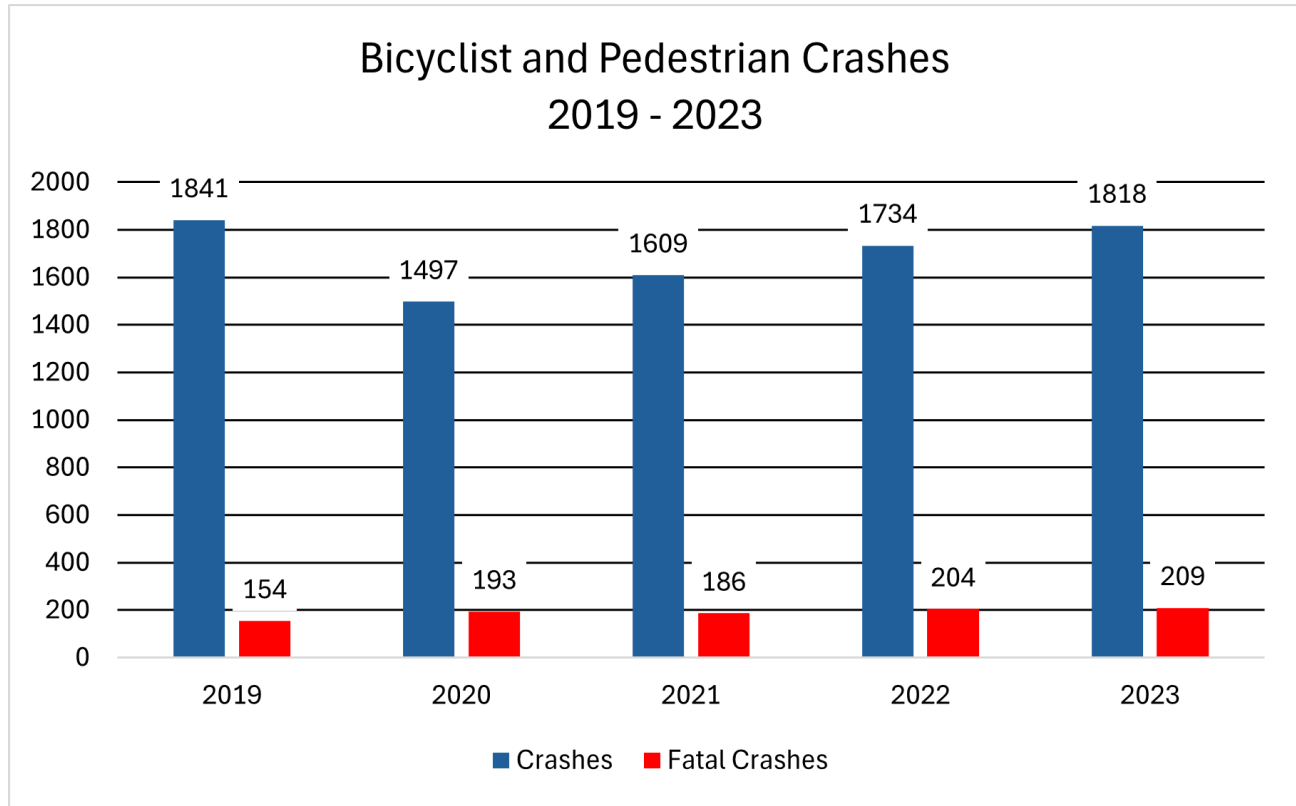
## No Restraint Used Crashes: 2019 - 2023

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



## 12-County MPA - Bicyclist and Pedestrian Crashes: 2019 - 2023

A bicyclist and pedestrian crash involves a crash where a vehicle strikes either a bicyclist or a pedestrian. From 2019 to 2023, the number of crashes involving a bicyclist or a pedestrian increased by 1.6% from 2022 to 2023 with an increase of 89 crashes. Crashes involving bicyclists and pedestrians typically tend to have more severe injuries.



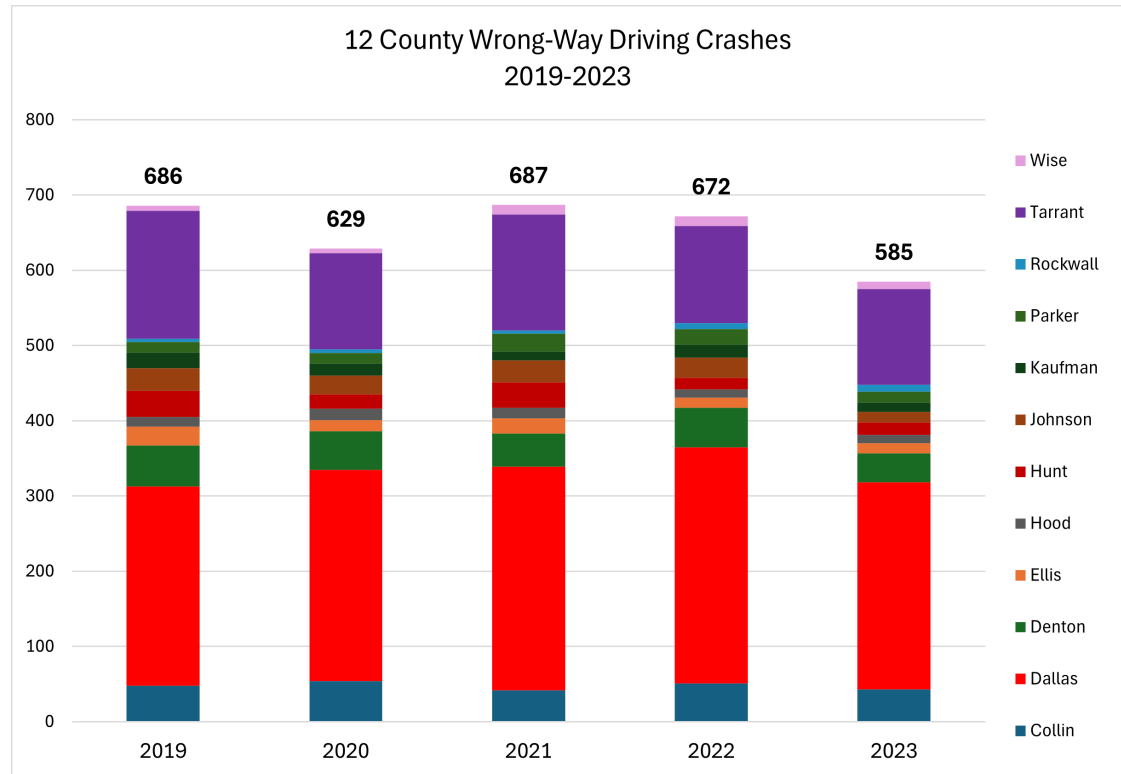
### 2023 Bicyclist and Pedestrian Crashes by County

County	Pedestrian Involved	Bicyclist Involved	Total
Collin	111	98	209
Dallas	751	186	937
Denton	121	74	195
Ellis	16	9	25
Hood	6	3	9
Hunt	12	3	15
Johnson	10	6	16
Kaufman	14	4	18
Parker	10	7	17
Rockwall	6	3	9
Tarrant	426	146	572
Wise	5	0	5
Total	1488	539	2027

## Wrong Way Driving Crashes: 2019 - 2023

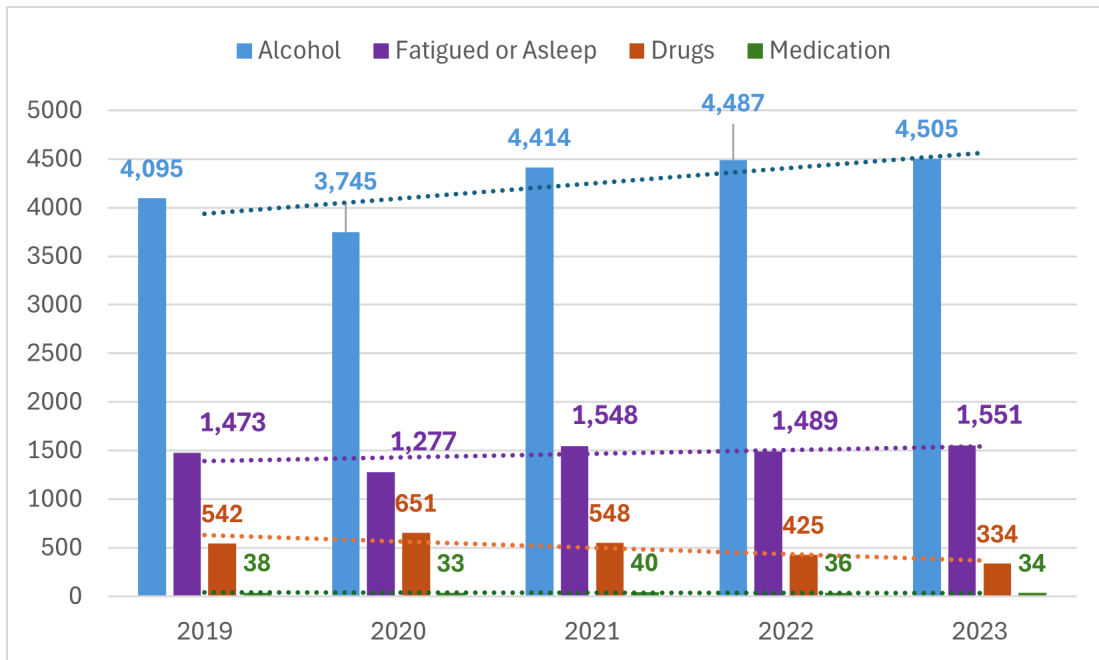
From 2019 to 2023, the number of crashes on all roadways caused by a wrong way driver decreased 14.7 % within the 12-county MPA. The total number of crashes caused by a wrong way driver decreased by 87 from in 2023 compared to 2022.

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



## Crashes Involving Impaired Drivers: 2019 - 2023

Crashes involving a driver impaired by alcohol, illegal drugs, legal medication, or fatigue have remained one of the top ten contributing factors in both the state of Texas and NCTCOG region. The graph below highlights these crashes in the North Central Texas 12-county region from the past five years. During this time period, the number of crashes involving an impaired driver has increased close to 4.5 percent overall.



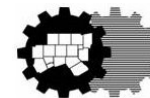
Note: The Impaired Driving Analysis includes TxDOT crash records where the primary, secondary, or tertiary contributing factors were cited as "Had been drinking", "Taking medication", "Under influence—alcohol", "Under influence—drugs", or "Fatigued or Asleep". Motor vehicle crash within the NCTCOG 12-County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

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North Central Texas  
Council of Governments  
Transportation Department

# NCTCOG Regional Crash Fact Sheet (Calendar Year 2023)

1. The Fatality Rate on North Central Texas (12-county) roadways for 2023 was 0.967 deaths per hundred million vehicle miles traveled. This is a decrease from the 2022 fatality rate.
2. The North Central Texas (12-county) Region experienced a decrease in the number of motor vehicle traffic fatalities. The 2023 death toll of 857 was an increase of 0.47% from the 853 deaths recorded in 2022.
3. There were 3,694 serious injury crashes in the North Central Texas (12-county) Region in 2023 with 4,215 people sustaining a serious injury.
4. Fatalities in traffic crashes in rural areas of the North Central Texas (12-county) Region accounted for 20.07% of the region's traffic fatalities in 2023. There were 172 deaths in rural traffic crashes.\*
5. Single vehicle, run off the road crashes resulted in 284 deaths in 2023. This was 33% of all motor vehicle traffic deaths.
6. In 2023, there were 232 people killed in crashes occurring at or related to an intersection.
7. There were 78 people killed in head-on crashes in 2023.
8. Based on reportable crashes in 2023:
  - 2 people were killed every day
  - 165 people were injured every day
  - 343 reportable crashes occurred every day
9. Of all persons killed in vehicles where restraint usage was applicable and usage was known in 2023, 27% were reported as not restrained when the fatal crash occurred.
10. 60,138 persons were injured in motor vehicle traffic crashes in 2023.
11. There were 147 motorcyclists (operators and passengers) killed in 2023. About 32% of motorcyclists killed were not wearing helmets at the time of the crash.
12. Pedestrian fatalities totaled 196 in 2023. This is a 21.74% decrease from 2022.
13. Pedalcyclist fatalities totaled 18 in 2023. This is a 4.85% decrease from 2022.
14. In 2023, there were 78 people killed in motor vehicle traffic crashes where the use of alcohol was cited by police as a crash contributing factor. This is 9% of the total number of people killed in motor vehicle traffic crashes.
15. During 2023, 51.4% of alcohol-related crashes were reported from between 10:00 PM and 3:59 AM. Also, 49.2% of alcohol-related crashes occurred on weekends.
16. In 2023, there were 271 fatal crashes involving speeding as a contributing factor. This is an 8.75% decrease from 2022.

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



North Central Texas  
Council of Governments



NCTCOG PRESENTATION

# Community School Siting Issues and Opportunities

Surface Transportation Technical  
Committee | July 26, 2024



# Regional Transportation Council Policy Supporting School Districts (2013)

## Active Transportation:

Advocate for:

- Safe Routes to School Program
- Precious Cargo Program
- Transportation Alternatives Program

## Outreach & Engagement:

- Engage students to design the cover of Progress North Texas
- Advocate for Science, Technology, Engineering, and Mathematics (STEM) fields



## School Siting:

- Pilot school siting Programs
- School bus stop coordination
- Technical assistance for school districts

## Air Quality:

- RTC Clean Fleet Vehicle Policy
- Clean school bus Programs
- Energy audit Programs
- Vehicle idling-reduction Programs
- Air quality-friendly contracting initiatives



# Complexity by the Numbers

In the 12 counties:

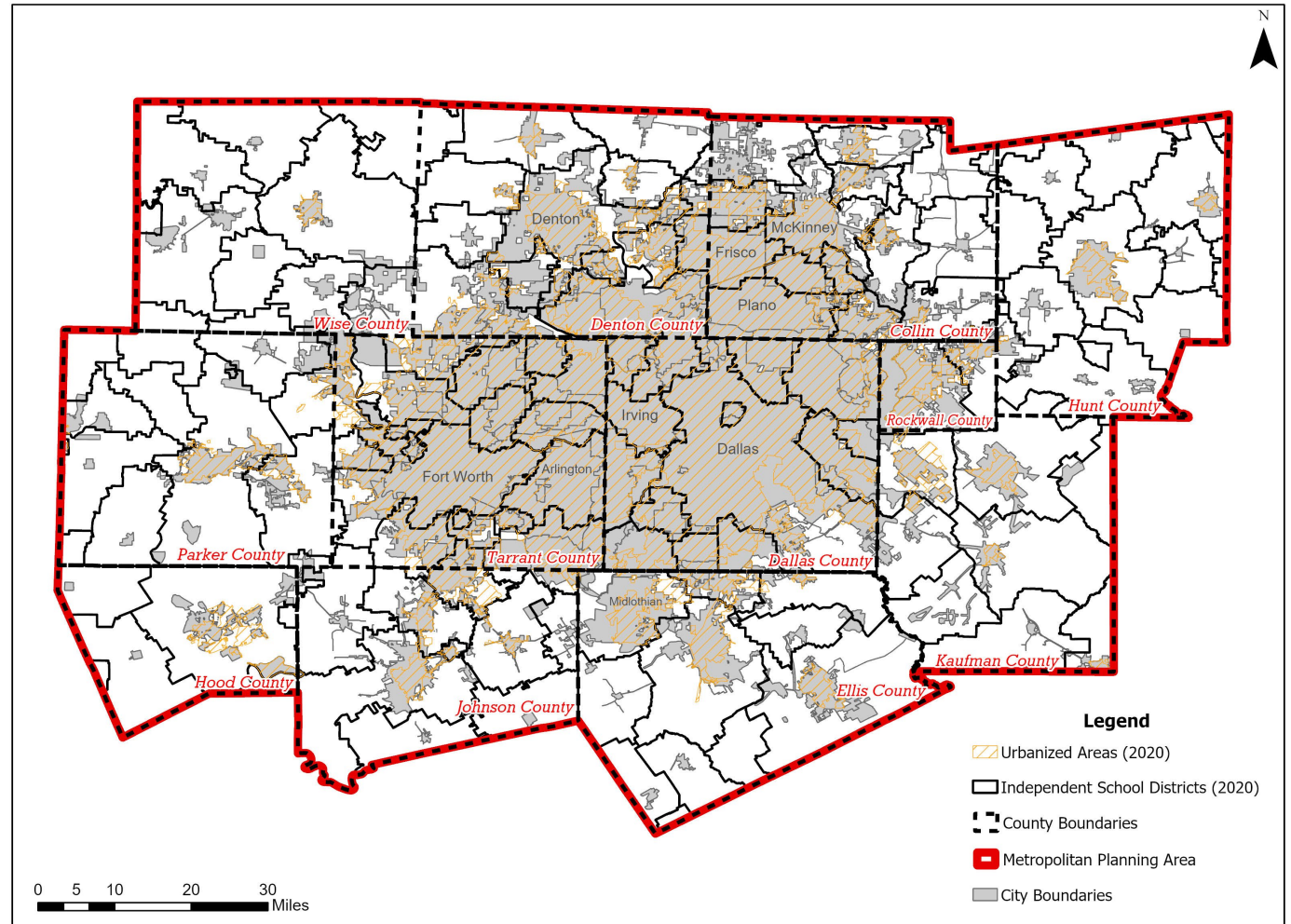
Total Public Schools: 1,869  
- Elementary schools: 1,207  
- Middle schools: 361  
- High schools: 301

Total Private and Charter  
- Schools: 569  
- Charter: 225  
- Private: 344

Independent School Districts: 143

**Rapid growth anticipated**

Metropolitan Planning Area, Urbanized Areas, Cities and ISDs





# Population Growth

## Region Total Population

2023: 8.2 Million  
2045: 11.2 Million  
**Change: 3 Million**

## Region K-12 Children Population

2023: 1.4 Million  
2045: 1.9 Million  
**Change: 500,000**

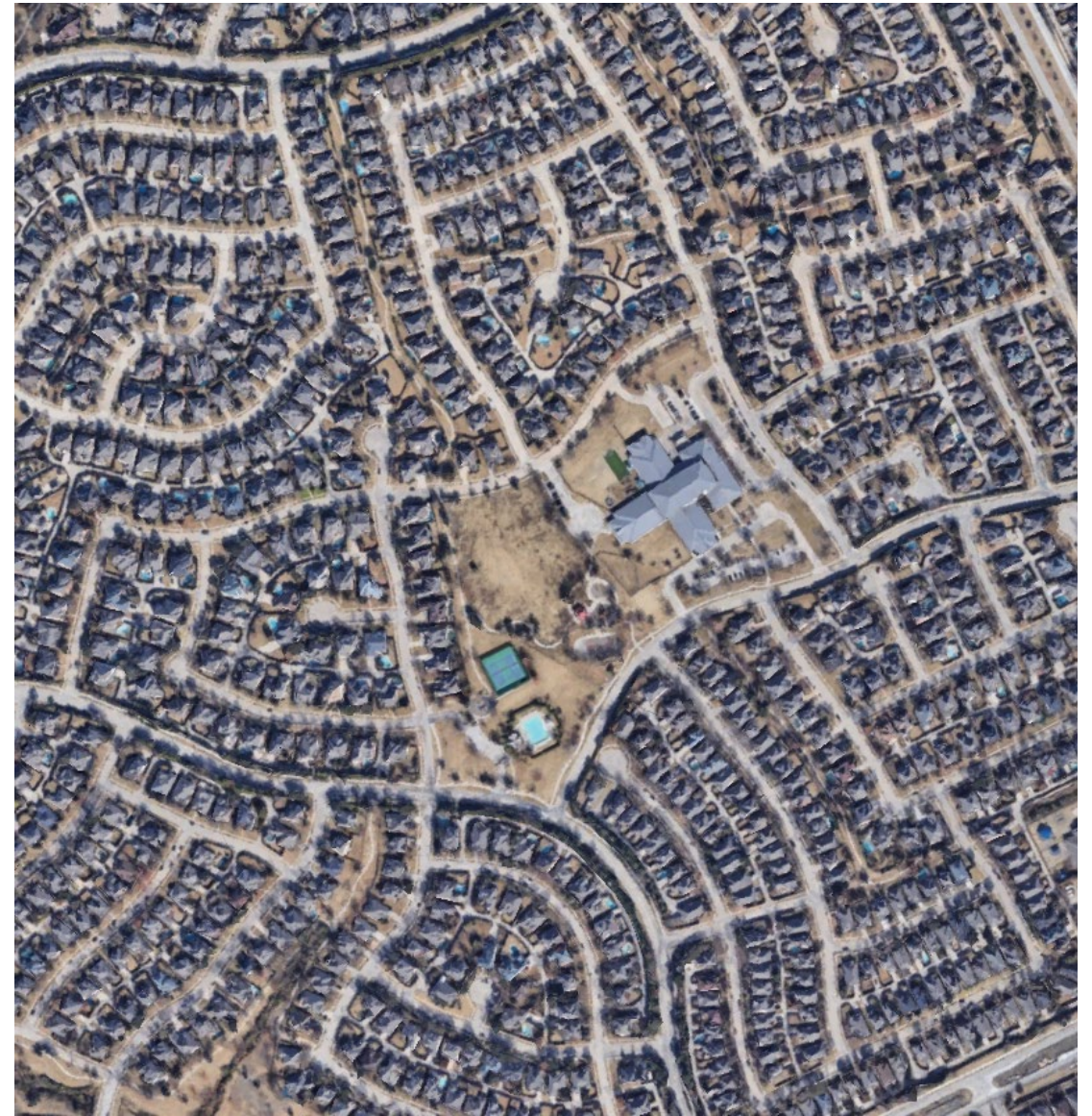
## K-12 Children Change 2023-2045

Tarrant County: 119,852

Dallas County: 119,360

Collin County: 116,815

Denton County: 102,321



**42 Percent of Future Population Growth Projected to Occur Outside 2020 City Boundaries**

# The Problem

## For students

- Placement/design of schools can increase likelihood of traffic issues
- Traffic issues around schools can create safety concerns for students walking or biking to school
- Current trend of fewer students walking or biking to school can lead to increased congestion, decreased student safety, and decreased air quality around schools

## For cities/ISDs

- Increased population growth overburdening existing schools
- Growth tends to be uncoordinated, resulting in poorly placed new schools with safety, social, traffic, and environmental impacts
- Difficult and costly additional investment/retrofitting of transportation systems for safety and infrastructure may then be needed later
- Reactive solutions/retrofitting are expensive, less ideal, and take time
- School crossing guard implementation and management has emerged as major concern due to traffic safety issues around schools



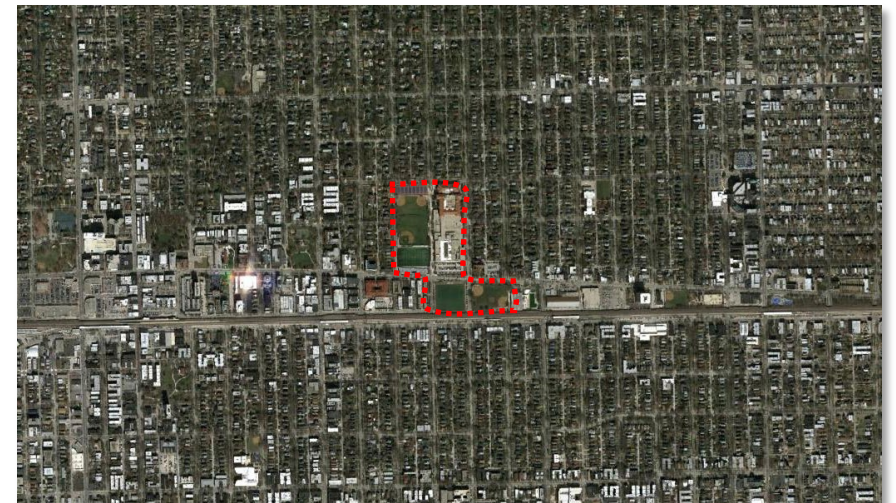


# Example of School Siting Challenges

- Increasing school capacity to accommodate population growth
- Availability and cost of suitable land for school sites
- Elementary schools on arterial streets
- Insufficient queuing space for cars, causing backups on arterials
- Use of unauthorized pick-up and drop-off sites, impacting safety
- Lack of adequate bicycle and pedestrian access
- Lack of coordinated planning results in fiscal, health, safety, and congestion impacts



School site detached from surrounding neighborhoods with poor street connectivity



School site integrated into neighborhoods with good street connectivity





# Example of School Siting Solutions: City of Frisco

- Small campus model
- Monthly city/Independent School District (ISD) meetings
  - Site selection and infrastructure needs
  - School traffic operations
- Ongoing coordination triggered by:
  - Demographic projections
  - School site selection
  - Infrastructure needs
  - Design of school
  - School traffic and pedestrian issues



# How can NCTCOG help with school siting issues?

- Update Regional Transportation Council policy supporting school districts?
- Legislative change?
- Guiding documents?
- Require a formal agreement between cities and ISDs?
- Workshops with cities, ISDs, counties, etc.?
- Trainings, formal/informal?
- Other ideas?



# NCTCOG School Siting Workshops

- School siting workshops have included:
  - Background on the importance of proactive school placement
  - Safety and traffic considerations for students and parents
  - Suggestions for interagency coordination to achieve these goals
- Past workshops touching on school siting (localized or larger group):
  - 2011- School Siting and Land Use Connections (McKinney ISD/City of McKinney)
  - 2012 - School Siting and Transportation (Denton ISD/City of Denton)
  - 2013 - RTC School Policy Meeting
  - 2015 - Community Schools and Transportation
  - 2019 - School Siting and Collaboration Workshop





# Approaches from Other Regions

- Puget Sound Regional Council in Seattle, WA
  - Legislative task force on school siting created in 2015, including state lawmakers, school district reps., and others
  - Created the Vision 2050 School Siting Implementation Briefing. Vision 2050 is the long-range plan for the region
- Chicago Metropolitan Agency for Planning
  - Impacts of School Siting report: recommends schools be close to where people live and that acreage requirements be revisited
  - Recommends a program that brings planners, school officials, and others together to implement a planning process for school districts



# Next Steps

- Respond to survey – best way to move forward
- Evaluate and distribute survey results
- Develop work plan



<https://tinyurl.com/NCTCOGschooolsiting>





# Contact Us



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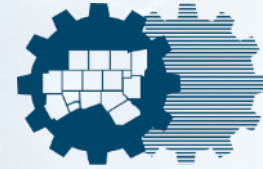


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NCTCOG PRESENTATION

# Local Clean Air Project Spotlight

Surface Transportation Technical Committee

July 26, 2024

North Central Texas Council of Governments

# Project Spotlight – PACCAR Leasing

<b>Awarded Project</b>	Two All-Electric Powered Class 8 Trucks
<b>Technology Replaced</b>	Two Diesel Class 8 Trucks
<b>Project Geographic Area</b>	Dallas, Texas (Dallas County)
<b>Implementation Date</b>	March 2024
<b>Awarded Amount</b> <b>Total Project Cost</b>	\$208,365 \$463,034
<b>Call for Projects</b>	North Texas Emissions Reduction Project
<b>Funding Source</b>	Environmental Protection Agency



# Project Spotlight – PACCAR Leasing



All-Electric Truck Front and Side Profile  
Connected to Charging Unit



All-Electric Truck Side Profile  
Connected to Charging Unit





# Contact Us



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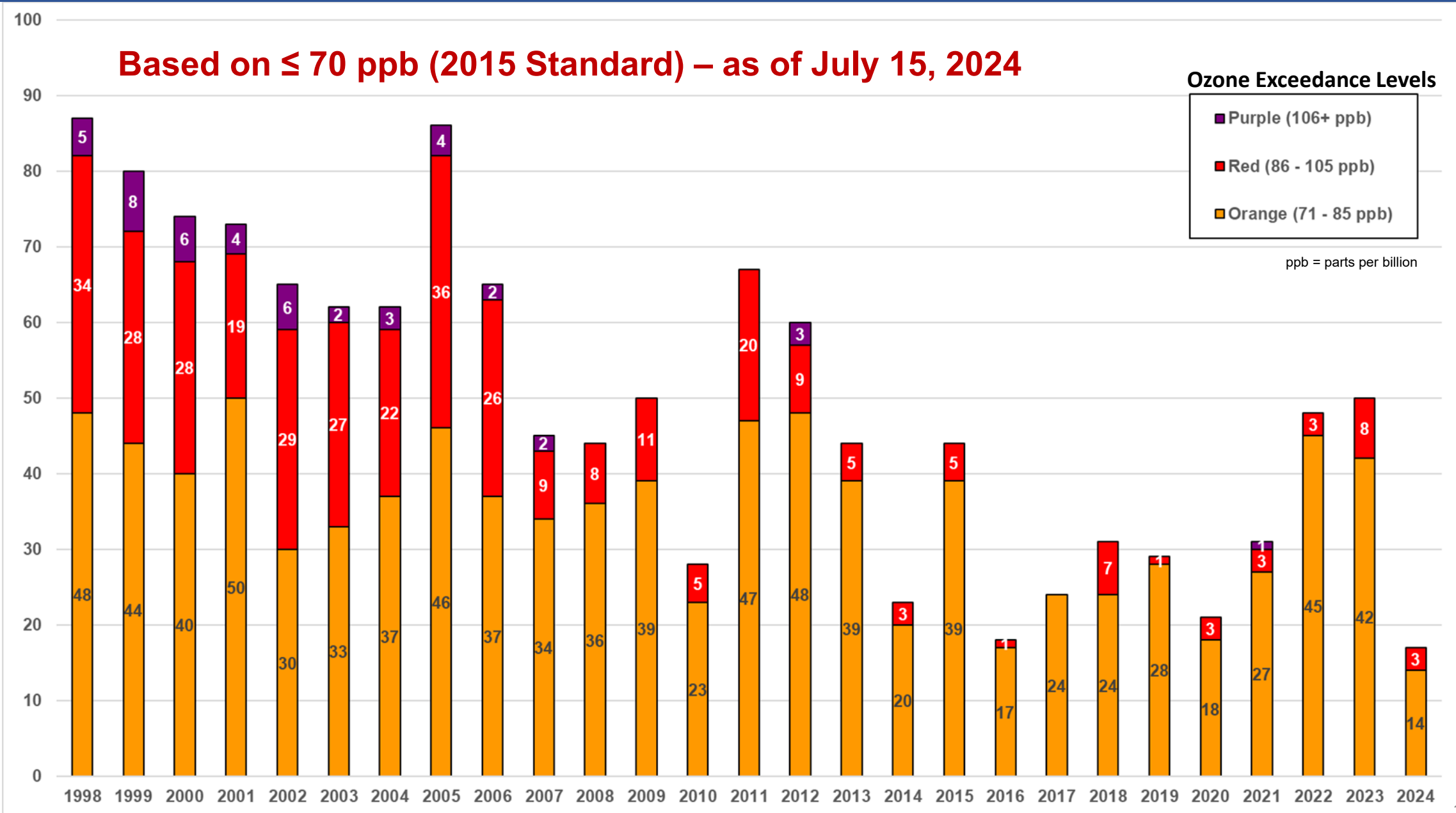


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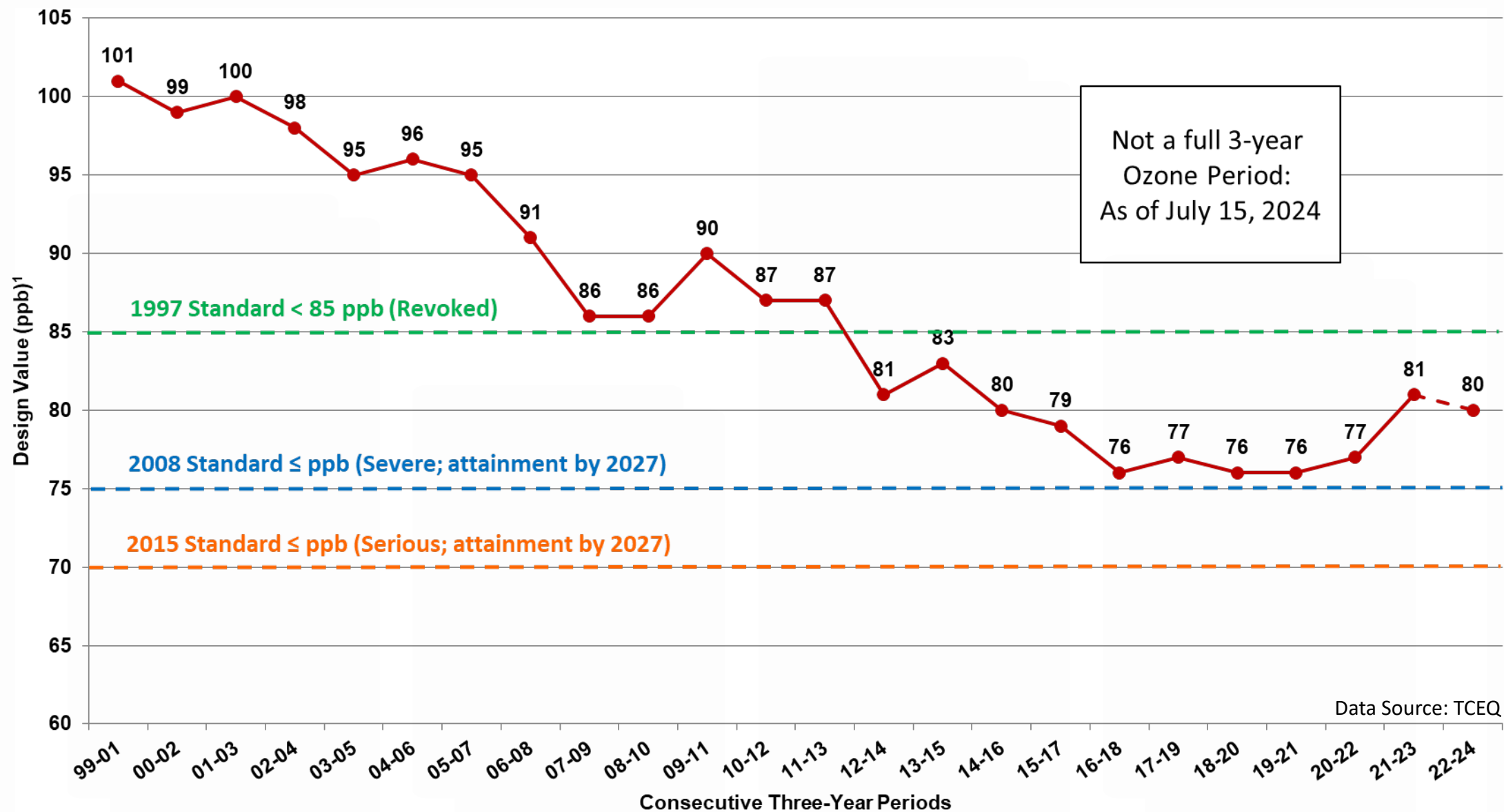
# 8-HOUR OZONE NAAQS HISTORICAL TRENDS



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

Source: TCEQ [http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr\\_monthly.pl](http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl)

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS



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

# FOR MORE INFORMATION

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the Captain of the Port or designated representative. Designated representatives include commissioned, warrant, and petty officers of the U.S. Coast Guard.

Dated: June 4, 2024.

**Keith M. Donohue,**

*CAPT, U.S. Coast Guard, Captain of the Port, Sector Houston-Galveston.*

[FR Doc. 2024-13411 Filed 6-18-24; 8:45 am]

**BILLING CODE 9110-04-P**

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 81

[EPA-R06-OAR-2023-0536; FRL-11640-02-R6]

### Clean Air Act Reclassification of the San Antonio, Dallas-Fort Worth, and Houston-Galveston-Brazoria Ozone Nonattainment Areas; TX

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Final rule.

**SUMMARY:** Pursuant to the Federal Clean Air Act (CAA), the Environmental Protection Agency (EPA) is granting a request from the Governor of the State of Texas to voluntarily reclassify the San Antonio, Dallas-Fort Worth (DFW), and Houston-Galveston-Brazoria (HGB) ozone nonattainment areas from Moderate to Serious for the 2015 ozone National Ambient Air Quality Standards (NAAQS). The EPA is also setting the date for the Texas Commission on Environmental Quality (TCEQ or State) to submit revised State Implementation Plans (SIPs) addressing the Serious ozone nonattainment area requirements and for the first transportation control demonstrations for these areas. The EPA is also setting the deadlines for implementation of new rules addressing Reasonably Available Control Technology (RACT) and for any new or revised Enhanced vehicle Inspection and Maintenance (I/M) programs. Finally, the TCEQ is no longer required to submit SIP revisions addressing the following requirements related to the prior classification level for these three ozone nonattainment areas: a demonstration of attainment by the prior attainment date; a Reasonably Available Control Measures (RACM) analysis tied to the prior attainment date; and contingency measures specifically related to the area's failure to attain by the prior attainment date.

**DATES:** This rule is effective on July 22, 2024.

**ADDRESSES:** The EPA has established a docket for this action under Docket ID EPA-R06-OAR-2023-0536. All documents in the docket are listed on the <https://www.regulations.gov> website. Although listed in the index, some information is not publicly available, e.g., Confidential Business Information or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the internet. Publicly available docket materials are available electronically through <https://www.regulations.gov>.

**FOR FURTHER INFORMATION CONTACT:** Ms. Carrie Paige, EPA Region 6 Office, Infrastructure and Ozone Section, 214-665-6521, [paige.carrie@epa.gov](mailto:paige.carrie@epa.gov). Please call or email the contact listed here if you need alternative access to material indexed but not provided in the docket.

**SUPPLEMENTARY INFORMATION:** Throughout this document “we,” “us,” and “our” means the EPA.

### I. Background

The background for this action is discussed in detail in our January 26, 2024, proposal (89 FR 5145).<sup>1</sup> In that document, we proposed to grant a request submitted by Texas Governor Greg Abbott to reclassify the San Antonio, DFW, and HGB ozone nonattainment areas from Moderate to Serious for the 2015 ozone NAAQS. We also proposed a deadline for the TCEQ to submit revisions to the SIP addressing the Serious area requirements for these areas. The SIP requirements that apply specifically to Serious areas include: Enhanced monitoring (CAA section 182(c)(1)); Emissions inventory and emissions statement rule (40 CFR 51.1300(p) and 40 CFR 51.1315); Reasonable Further Progress (RFP) (40 CFR 51.1310); Attainment demonstration and RACM (40 CFR 51.1308 and 40 CFR 51.1312(c)); RACT (40 CFR 51.1312); Nonattainment New Source Review (NSR) (40 CFR 51.1314 and 40 CFR 51.165); Enhanced I/M (CAA section 182(c)(3) and 40 CFR 51 Subpart S); Clean-fuel vehicle programs (CAA section 182(c)(4));<sup>2</sup> and Contingency

<sup>1</sup> Henceforth we refer to this proposal as the “January 2024 proposal.” The January 2024 proposal and related documents (e.g., the Texas Governor’s request and our Environmental Justice Considerations) are provided in the docket for this action.

<sup>2</sup> In June 2022, the EPA released new guidance that provides several options for states to either continue to rely upon their existing Clean Fuel Fleets Program, to add new components to these programs, or to rely on recent EPA regulations to satisfy the Clean Fuel Fleets requirement. This new guidance reaffirms and supplements the 1998 guidance with new compliance options. This

measures (CAA sections 172(c)(9) and 182(c)(9)). In addition, a demonstration evaluating the need for a transportation control measure program (CAA section 182(c)(5)) is also required. We also proposed and took comment on a range of deadlines for the TCEQ to submit revisions to the SIP addressing the Serious area requirements, from 12 to 18 months from the effective date of the EPA’s final rule reclassifying the San Antonio, DFW, and HGB areas as Serious. We also proposed a deadline for implementation of new RACT rules as expeditiously as practicable but no later than January 1, 2026, and proposed a deadline for any new or revised Enhanced vehicle I/M programs (for areas that do not need I/M emission reductions for attainment or RFP SIP purposes) to be fully implemented as expeditiously as practicable but no later than four years after the effective date of EPA’s final rule reclassifying these areas as Serious. We also proposed a deadline for the first transportation control demonstration to be submitted two years after the attainment demonstration due date.

The January 2024 proposal also outlined EPA’s interpretation that following voluntary reclassification, a state is no longer required to submit certain SIP revisions addressing the following requirements related to the prior classification level for an ozone nonattainment area because they are tied to the prior (*i.e.*, Moderate) attainment date: (1) a demonstration of attainment by the prior attainment date, (2) a RACM analysis tied to the prior attainment date, and (3) contingency measures specifically related to the area’s failure to attain by the prior attainment date. Accordingly, with this final voluntary reclassification of the San Antonio, DFW, and HGB areas as Serious for the 2015 ozone NAAQS, Texas is no longer required to submit these three identified SIP elements as they relate to the Moderate classification level, and EPA’s October 18, 2023, Finding of Failure to Submit is moot as to these specific SIP elements for Texas.<sup>3</sup> However, as described in our January 2024 proposal, there remain several Moderate area SIP requirements that continue to be required after these areas are voluntarily reclassified as Serious because they are not dependent upon the Moderate attainment date itself.<sup>4</sup>

guidance is posted at <https://www.epa.gov/state-and-local-transportation/clean-fuel-fleets-program-guidance>.

<sup>3</sup> 88 FR 71757 (October 18, 2023). Henceforth referred to as the “October 2023 findings.”

<sup>4</sup> See 89 FR 5145, 5147.

The comment period for our January 2024 proposal closed on February 26, 2024. We received relevant comments during the comment period from eight sources: CPS Energy; Earthjustice—on behalf of Air Alliance Houston, Texas Environmental Justice Advocacy Services, and Sierra Club; Office of the Harris County Attorney; Texas Chemistry Council; TCEQ; Texas Oil & Gas Association; Texas Pipeline Association; and a member of the public. These comments are available for review in the docket for this rulemaking. Our responses to the comments are provided in Section II of this rulemaking.

## II. Response to Comments

### A. Reclassification of the Areas as Serious

*Comment:* Commenters state that the EPA has no discretion to deny the reclassification request and the EPA should have issued a direct final approval granting the reclassification request.

*Response:* The EPA is granting the request to reclassify the San Antonio, DFW, and HGB nonattainment areas from Moderate to Serious for the 2015 ozone NAAQS, but we disagree that a direct final action is appropriate in this circumstance for several reasons. First, our January 2024 proposal proposed to determine that the EPA's October 2023 findings with respect to the Texas SIP revisions for the demonstration of attainment by the prior attainment date, the RACM analysis tied to the prior attainment date, and contingency measures specifically related to the area's failure to attain by the prior attainment date for the Moderate classification are now moot, and that the associated deadlines triggered by the October 2023 findings for imposition of sanctions or promulgation of a Federal Implementation Plan (FIP) no longer apply with respect to these three elements. Second, our January 2024 proposal requested comments on deadlines proposed for SIP submission and for implementation of certain CAA requirements, which we are required to establish pursuant to CAA section 182(i). Thus, the proposal provides the public an opportunity to review and comment upon the proposed actions and deadlines. Finally, we disagree that a direct final action is a required vehicle to grant the voluntary reclassification request. CAA section 181(b)(3) provides that the EPA "shall publish a notice in the **Federal Register** of any such request and of action by the Administrator granting the request" but does not dictate the form of such **Federal**

**Register** action. Our action here is consistent with section 181(b)(3) and with a prior action granting the Texas Governor's request to reclassify the HGB area from Moderate to Severe for the 1997 ozone NAAQS, where we did not issue a direct final action but instead, used the same notice-and-comment format as we have here.<sup>5</sup>

*Comment:* The Office of the Harris County Attorney asks that EPA provide guidance on how it interprets CAA section 181(b)(3) in the event a governor requests a reclassification after a missed SIP deadline. The commenter contends that the Governor's reclassification request and the reasoning behind it is contrary to the intent of the CAA, which is not to protect industry and economy but the people living and breathing in Texas. The commenter states that the January 2024 proposal, if finalized, would give Texas several years to complete certain SIP requirements, and EPA has found some requirements pertaining to the prior attainment date to now be moot. The commenter states that this sets a precedent which may further delay ozone improvements, in contravention to the intent of the CAA. The commenter suggests clarifications on which requirements would be moot, deadlines, and other issues addressed in the January 2024 proposal would be helpful for both stakeholders and states when contemplating the consequences of such an action.

*Response:* CAA section 181(b)(3) does not require states to provide a reason for their request for a voluntary reclassification, nor does it condition EPA's action on the request on such reasoning. Consistent with 40 CFR 51.1303(b), "[a] state may request, and the Administrator must approve, a higher classification for an area *for any reason* in accordance with CAA section 181(b)(3)."<sup>6</sup> Reclassification is a legitimate method provided by the CAA to address the circumstances of the San Antonio, DFW, and HGB areas—as illustrated by the TCEQ's proposed Moderate attainment demonstration SIP revisions for these areas that indicated, based on the TCEQ's modeling and available data, these three areas were not expected to attain the 2015 ozone NAAQS by their 2024 attainment dates.<sup>7</sup>

<sup>5</sup> 73 FR 56983 (October 1, 2008).

<sup>6</sup> Emphasis added.

<sup>7</sup> The proposed SIP revisions are posted on the TCEQ website at <https://www.tceq.texas.gov/airquality/sip>. Once there, click on the map for the DFW, HGB, and/or the San Antonio area, then scroll down and click on "Latest Ozone Planning Activities" and then scroll down to the "Proposed Moderate AD SIP Revision for the 2015 Ozone NAAQS."

We disagree that approving the request to reclassify the area from Moderate to Serious would delay implementation of the CAA SIP requirements in a manner inconsistent with the CAA. The commenter did not describe which ozone improvements would be delayed. Our January 2024 proposal did not propose delays for the Moderate or Serious area SIP submissions. As mentioned in our January 2024 proposal, upon reclassification, stationary air pollution sources in the San Antonio, DFW, and HGB ozone nonattainment areas will be subject to Serious ozone nonattainment area NSR and Title V permit requirements. The source applicability thresholds for major sources and major source modification emissions will be 50 tons per year (tpy) for volatile organic compounds (VOC) and oxides of nitrogen (NO<sub>x</sub>). For new and modified major stationary sources subject to review under Texas Administrative Code Title 30, Chapter 116, Section 116.150 (30 TAC 116.150) in the EPA approved SIP,<sup>8</sup> VOC and NO<sub>x</sub> emission increases from the proposed construction of new or modified major stationary sources must be offset by emission reductions by a minimum offset ratio of 1.20 to 1 (see CAA section 182(c)(10)). We note that the DFW and HGB areas are classified as Severe under the 2008 ozone NAAQS and thus, the more stringent Severe area requirements are currently being implemented—and will continue to be implemented—in those areas.<sup>9</sup> Our January 2024 proposal listed the remaining Moderate area SIP requirements that continue to be required after these areas are reclassified as Serious, which are: (1) a 15 percent rate-of-progress (ROP) plan (40 CFR 51.1310), (2) contingency measures for failure to achieve RFP, including the 15 percent ROP requirement for Moderate areas (CAA sections 172(c)(9) and 182(c)(9)), (3) a RACT demonstration (40 CFR 51.1312), (4) Nonattainment New Source Review (NNSR) rules (40 CFR 51.165), and (5) a Basic I/M program (CAA section 182(b)(4) and 40 CFR 51 subpart S). Because these SIP requirements are not dependent upon the Moderate attainment date itself, voluntary reclassification does not

<sup>8</sup> Specifically, we are referring to the EPA-approved Texas SIP at Section 116.150, titled "New Major Source or Major Modification in Ozone Nonattainment Area." 60 FR 49781 (September 27, 1995) and subsequent revisions at 77 FR 65119 (October 25, 2012).

<sup>9</sup> For Severe ozone nonattainment areas, the nonattainment NSR source applicability thresholds for major sources and major source modification emissions are 25 tpy for VOC and NO<sub>x</sub>, and the minimum emissions offset ratio is 1.30 to 1 (see CAA sections 182(d) and 182(d)(2)).



change the submission requirement or implementation deadlines for these SIP elements that were due January 1, 2023, for the Moderate classification for the San Antonio, DFW, and HGB areas. Reclassifying the areas as Serious in response to a reclassification request does not result in an attainment date that is any later than the attainment date that would have applied had the area been initially classified as Serious, and the Serious requirements that depend on that date are all still applicable.

We disagree that approving the request to reclassify the area from Moderate to Serious would set a precedent that may further delay ozone improvements, as suggested by the commenter. We note that our approval of the prior Texas Governor's request to reclassify the HGB area from Moderate to Severe for the 1997 ozone NAAQS provided that once reclassified, the area would no longer be required to submit an attainment demonstration for the prior classification.<sup>10</sup> In our January 2024 proposal, we explained that once reclassified as Serious, these three areas have a new statutory attainment deadline, so certain SIP elements (in this case, specifically, the Moderate area attainment demonstration and the associated RACM and contingency measures for failure to attain) that are dependent on the Moderate attainment deadline are no longer applicable or required for the lower, superseded (in this case, Moderate) classification. None of the remaining SIP requirements for the Moderate classification and none of the SIP requirements for the Serious classification were proposed as moot or delayed in our January 2024 proposal. We also note that for the prior voluntary reclassification of the HGB area from Moderate to Severe for the 1997 ozone NAAQS, the HGB area was able to attain the 1997 ozone NAAQS by the end of 2014, significantly ahead of the area's June 15, 2019, attainment date.<sup>11</sup>

We elaborate on the Serious SIP submission and implementation deadlines in our responses to the comments that follow.

#### *B. Status of Certain Requirements of Previous Classification*

*Comment:* Commenters agree with EPA's determination that the attainment demonstration, RACM, and contingency measure elements for failure to attain for the Moderate level classification would no longer be due upon reclassification as Serious and that EPA's October 2023

findings should be mooted for these elements.

*Response:* The EPA appreciates these comments.

*Comment:* The commenter states that the EPA repeatedly reassured the TCEQ that voluntary reclassification would provide an extended timeframe to meet the CAA deadlines. The commenter states that the January 2024 proposal is inconsistent with those representations as the January 2024 proposal continues to hold Texas to the Moderate nonattainment area deadlines.

*Response:* We disagree that a voluntary reclassification provides the EPA with authority to extend existing deadlines associated with a prior nonattainment classification. The Moderate nonattainment SIP submission deadlines were established when the areas were reclassified from Marginal to Moderate and the TCEQ did not challenge the deadlines in that final action.<sup>12</sup> We note that the period of time between the effective date of reclassification and the area's attainment date could be greater for an area requesting a voluntary reclassification, since the effective date of reclassification would presumably occur earlier than for an area mandatorily reclassified following a Finding of Failure to Attain.<sup>13</sup> Thus, reclassification can have the practical effect of providing more time to develop and implement plans to meet an area's attainment date.

Our January 2024 proposal proposes to moot only the Moderate area attainment demonstration and associated RACM demonstration and contingency measures specifically tied to the Moderate attainment date. The remaining Moderate nonattainment SIP elements continue to be required and their associated deadlines are not otherwise altered.

*Comment:* Commenters state that the CAA is explicit that a state has authority to request voluntary reclassification, and therefore to moot all elements required under the prior classification. Commenters state that voluntary reclassification allows the state to delay elements required under the prior classification, because the purpose of the reclassification is to permit states to develop and implement the most effective collection of measures associated with the required elements to attain the NAAQS. Commenters state that CAA section 181(b)(3) affects the CAA's other provisions that are key to reclassification. Commenters state that when a state exercises its authority

under CAA section 181(b)(3), the voluntary reclassification works on the CAA's other components and abrogates the need for submittals associated with the lower classification.

*Response:* The EPA disagrees. Commenters assert that voluntary reclassification to a higher classification exempts a state from needing to make a submittal for any SIP elements addressing the lower classification, but this assertion is inconsistent with the plain language of the statute. Specifically, CAA section 182(c) states that "each State in which all or part of a Serious Area is located shall, with respect to the Serious Area . . . make the submissions described under subsection (b) of this section (relating to Moderate Areas) and shall also submit the revisions to the applicable implementation plan (including the plan items) described under this subsection." Thus, the CAA clearly requires that Serious areas meet Moderate area requirements in addition to Serious area requirements (*see* CAA section 182(c)). These Moderate area requirements apply to areas initially classified as Serious as well as areas reclassified as Serious, whether their reclassification as Serious is mandatory as a result of failure to attain or is voluntary in response to a reclassification request. The CAA does not otherwise provide for delaying Moderate area requirement deadlines beyond their prescribed timeframes, regardless of how the area came to become classified as Serious. What the voluntary reclassification does provide is additional lead time before the attainment date, as compared to a mandatory reclassification, for the state to adopt and implement such measures as necessary to attain while recognizing that the CAA requires that reasonable further progress as required for Moderate areas must still be achieved.

Our approach here is consistent with past actions to grant voluntary reclassifications. When Texas previously requested a voluntary reclassification for the HGB area from Moderate to Severe under the 1997 ozone NAAQS, we stated that, "Texas has a continuing responsibility for certain elements of the Moderate area requirements. EPA has stated that reclassification does not provide a basis for extending submission deadlines for SIP elements unrelated to the attainment demonstration that were due for the area's Moderate classification."<sup>14</sup> With the exception of the Moderate area attainment demonstration and the associated

<sup>10</sup> 73 FR 56983, 56987.

<sup>11</sup> See 73 FR 56983 and 80 FR 81466 (December 30, 2015).

<sup>12</sup> 87 FR 60897 (October 7, 2022).

<sup>13</sup> 73 FR 56983.

<sup>14</sup> 73 FR 56983, 56991.

RACM demonstration and contingency measures for failure to attain by the Moderate attainment date, the TCEQ has not been relieved of its obligation to comply with SIP submission deadlines for the Moderate area requirements.

*Comment:* Commenters disagree with EPA's assertion that RFP requirements are not tied to the attainment date and therefore cannot be mooted for the Moderate classification upon reclassification as Serious. Commenters state that EPA's assertion that RFP requirements are not tied to the attainment date runs counter to plain language in CAA section 182(b)(1)(A), which states: "Such plan shall provide for such specific annual reductions in emissions of volatile organic compounds [VOC] and oxides of nitrogen [NO<sub>x</sub>] as necessary to attain the national primary ambient air quality standard for ozone *by the attainment date applicable under this chapter*" [emphasis added by commenters]; as well as CAA section 182(c)(2)(B), which states: "A demonstration that the plan, as revised, will result in VOC emissions reductions from the baseline emissions . . . until the attainment date" [emphasis added by commenters]. Commenters state that while an RFP SIP revision is not designed to demonstrate attainment, the timing of the emissions reduction targets for the Moderate RFP demonstration are based on the attainment deadline for that Moderate classification, and the Moderate RFP contingency measures would be required if an area fails to meet those RFP targets that are based on the Moderate attainment deadline. Commenters state that EPA's argument for superseding the attainment demonstration and RACM requirements is that "EPA interprets the CAA such that following reclassification, any required attainment demonstration and associated RACM analysis must be done with respect to the new and current applicable attainment date." Commenters state that this interpretation should also apply to RFP as a new demonstration would be required with targets based on the Serious classification attainment date. Commenters add that the targets based on the Moderate attainment date would also be demonstrated within the Serious classification RFP SIP revision using the most recent emissions development methods (e.g., MOVES4); therefore, eliminating the need for the Moderate classification RFP submittal.

*Response:* Commenters' assertions that RFP is tied to the attainment date as they suggest is inconsistent with the RFP requirements established in the implementing regulations for the 2015

ozone NAAQS which are based on a long-held EPA interpretation of RFP for ozone nonattainment areas. As commenters note, Moderate and higher ozone nonattainment areas are subject to the general requirements for nonattainment plans in CAA subpart 1 and the specific requirements for ozone areas in CAA subpart 2, including the requirements related to RFP and attainment. This is consistent with the structure of the CAA as modified under the 1990 amendments, which introduced additional subparts to part D of title I of the CAA to address requirements for specific NAAQS pollutants, including ozone (subpart 2), carbon monoxide (subpart 3), particulate matter (subpart 4), and sulfur oxides, nitrogen dioxide, and lead (subpart 5).

These subparts apply tailored requirements for these pollutants, including those based on an area's designation and classification, in addition to and often in place of the generally applicable provisions retained in subpart 1. While CAA section 172(c)(2) of subpart 1 states only that nonattainment plans "shall require reasonable further progress," CAA sections 182(b)(1) and 182(c)(2)(B) of subpart 2 provide specific percent reduction targets for ozone nonattainment areas to meet the RFP requirement. Put another way, subpart 2 defines RFP for ozone nonattainment areas by specifying the incremental amount of emissions reduction required by set dates for those areas.<sup>15</sup> For Moderate ozone nonattainment areas, CAA section 182(b)(1) defines RFP by setting a specific 15 percent VOC reduction requirement over the first six years of the plan. The 15 percent reduction is "the base program that all moderate and above areas must meet. This base program is necessary to ensure actual progress toward attainment in the face of uncertainties inherent with SIP planning."<sup>16</sup>

For Serious or higher ozone nonattainment areas, the 15 percent requirement still applies, and section 182(c)(2)(B) further requires specific annual percent reductions for the period

following the first six-year period and allows averaging over a three-year period. With respect to the 1-hour ozone NAAQS, the EPA stated that, by meeting the specific percent reduction requirements in CAA sections 182(b)(1) and 182(c)(2)(B), the state will also satisfy the general RFP requirements of section 172(c)(2) for the time period discussed.<sup>17</sup>

The EPA has adapted the RFP requirements under the CAA to implement the three 8-hour ozone NAAQS that have been promulgated since the 1990 CAA Amendments. In the "Phase 2" SIP Requirements Rule for the 1997 Ozone NAAQS (Phase 2 rule),<sup>18</sup> the EPA adapted the RFP requirements of CAA sections 172(c)(2) and 182(b)(1) to require plans to provide for the minimum required percent reductions and, for certain Moderate areas, to provide for the reductions as necessary for attainment. See, e.g., 40 CFR 51.910(a)(1)(ii)(A) and (b)(2)(i)(C).

In 2015, the EPA replaced the regulations promulgated through the Phase 2 rule with the regulations promulgated through the 2008 Ozone SIP Requirements Rule (SRR).<sup>19</sup> In the 2008 Ozone SRR, the EPA established RFP requirements for the 2008 ozone NAAQS that are similar, in most respects, to those in the Phase 2 rule for the 1997 ozone NAAQS but that do not define RFP for certain Moderate areas in terms of the reductions needed for attainment.<sup>20</sup> More explicitly, in the 2008 Ozone SRR, the EPA defined RFP as meaning both the "emissions reductions required under CAA section 172(c)(2) *which the EPA interprets to be an average 3 percent per year emissions reductions of either VOC or NO<sub>x</sub> and CAA sections 182(c)(2)(B) and (c)(2)(C) and the 15 percent reductions over the first six years of the plan and the following three percent per year average under 40 CFR 51.1110.*"<sup>21</sup> Thus, under the 2008 Ozone SRR, the RFP emissions reductions required for Serious or higher ozone nonattainment areas under CAA section 172(c)(2) are based on a set annual percentage found in the CAA, not on the specific attainment needs for the area. In this regard, EPA has been even more explicit in our SRR for the

<sup>15</sup> CAA section 171(1) defines RFP as "such annual incremental reductions in emissions of the relevant air pollutant as are required by this part or may reasonably be required by the Administrator for the purpose of ensuring attainment of the applicable national ambient air quality standard by the applicable date." The words "this part" in the statutory definition of RFP refer to part D of title I of the CAA, which contains the general requirements in subpart 1 and the pollutant-specific requirements in subparts 2–5 (including the ozone-specific RFP requirements in CAA sections 182(b)(1) and 182(c)(2)(B) for Serious areas).

<sup>16</sup> 57 FR 13498, 13507 (April 16, 1992).

<sup>17</sup> See 57 FR 13498, at 13510 (for Moderate areas) and at 13518 (for Serious areas).

<sup>18</sup> See 70 FR 71612 (November 29, 2005).

<sup>19</sup> 80 FR 12264. Under 40 CFR 51.919 and 51.1119, the regulations promulgated in the 2008 Ozone SRR replaced the regulations promulgated in the Phase 2 rule, with certain exceptions not relevant here.

<sup>20</sup> Compare RFP requirements for the 1997 ozone NAAQS at 40 CFR 51.910(a)(1)(ii)(A) and (b)(2)(ii)(C) with the analogous provisions for the 2008 ozone NAAQS at 40 CFR 51.1110(a)(2)(i)(B).

<sup>21</sup> See 40 CFR 51.1100(t) (emphasis added).

2015 ozone NAAQS: <sup>22</sup> “Reasonable further progress (RFP) means the emissions reductions required under CAA sections 172(c)(2), 182(c)(2)(B), 182(c)(2)(C), and 40 CFR 51.1310. The EPA interprets RFP under CAA section 172(c)(2) to be an average 3 percent per year emissions reduction of either VOC or NO<sub>x</sub>. <sup>23</sup>

In the SRR for the 2015 Ozone NAAQS, which is the set of regulations that governs the EPA’s action here, RFP is defined in terms of percent reduction from the area’s emissions in the baseline year, not in terms of the reductions necessary for attainment. In other words, for the 2015 ozone NAAQS, the requirement to demonstrate RFP is independent of the requirement to demonstrate attainment by the attainment date. RFP for the 2015 ozone NAAQS represents the minimum progress that is required under the CAA, and our regulations, and does not necessarily need to provide for the reductions necessary to achieve attainment of the ozone NAAQS by the attainment date, which could vary largely from one nonattainment area to another. For all of these reasons, EPA disagrees with commenter’s claim that RFP should be treated the same as the Moderate area attainment demonstration, RACM, and contingency measures for failure to attain. EPA’s explanation for why those three particular SIP elements are no longer required following a voluntary reclassification does not apply to the Moderate area RFP SIP element. Unlike the other three SIP elements, RFP is not “tied to the applicable attainment deadline” as explained above.

Moreover, the SRR for the 2015 ozone NAAQS lists RFP and ROP as distinct provisions for implementation. See 40 CFR 51.1300(l), 51.1300(m), 51.1310(a)(2)(i) and 51.1310(a)(4)(i). These provisions clearly demonstrate the necessity for RFP reductions during the first 6 years of the plan, regardless of the area’s initial classification, or whether it was Moderate before reclassifying as Serious, whether voluntarily, or mandatorily. EPA therefore disagrees with the commenter’s implicit suggestion that the Moderate area RFP SIP submittal should be delayed until submitted within the Serious area RFP SIP submittal, as that would further delay submission of the Moderate RFP plans, which are addressed in our October 2023 findings. The Moderate RFP SIP submittal was due to EPA on January 1, 2023, and the State will also be required

to provide an RFP SIP submittal for the Serious classification by January 1, 2026. Considering the reasoning above explaining that the State is still required to provide an RFP demonstration for the Moderate classification, and the undisputed fact that the area is required to demonstrate RFP for this time period, the EPA is not convinced by the commenter that further delay of the RFP demonstration is warranted.

*Comment:* Commenters state that the EPA’s proposal to require Texas to continue to meet Moderate RFP and contingency measure obligations does not align with EPA’s rationale in its Clean Data Policy (40 CFR 51.1318), which provides that elements related to the attainment date, including RFP and contingency measure obligations, are eligible for suspension if the area is meeting the NAAQS. Commenters state that the EPA has not identified a rationale for treating the nature of these elements differently in the context of voluntary reclassification.

*Response:* Commenters misunderstand the purpose of the Clean Data Policy, which states, “[u]pon a determination by the EPA that an area designated nonattainment for a specific ozone NAAQS has attained that NAAQS, the requirements for such area to submit attainment demonstrations and associated RACM, RFP plans, contingency measures for failure to attain or make reasonable progress, and other planning SIPs related to attainment of the ozone NAAQS for which the determination has been made, shall be suspended until such time as the area is redesignated to attainment for that NAAQS, at which time the requirements no longer apply; or the EPA determines that the area has violated that NAAQS, at which time the area is again required to submit such plans.” (40 CFR 51.1318). The rationale for treatment of RFP in the Clean Data Policy is different from the rationale used here for reclassification. While the Clean Data Policy is reasonably based on the fact that an area that is attaining the NAAQS need not make further progress toward attainment in the form of RFP reductions, it does not follow that an area that is not attaining the NAAQS would be relieved of the need to make CAA-mandated progress toward attainment as a result of it being reclassified and given a later attainment date.

The DFW, HGB, and San Antonio areas currently are not meeting the 2015 ozone NAAQS, and thus the Clean Data Policy does not apply here. Moreover, as areas not meeting the standard, these areas must continue achieving emission

reduction progress as required by the CAA and EPA’s regulations.

*Comment:* A commenter disagrees that RACT requirements are not tied to the attainment date and therefore cannot be mooted for the Moderate classification upon reclassification as Serious. Commenters cite to CAA section 182(b)(2)(A) that states must consider each category of VOC sources in the area covered by a control techniques guideline (CTG) document issued by the Administrator between November 15, 1990, and the date of attainment, and thus the statutory connection of the RACT review to the attainment date is clear. Commenters state that the EPA clearly bases RACT requirements on the attainment deadline for an area’s classification as evidenced by this action in which EPA is proposing RACT implementation deadlines based on the timing required to influence attainment of the standard by the attainment date. Commenters state that the RACT connection to the attainment date is also evident through the connection with the classification level itself, as the RACT analysis is grounded in the review of the applicable major stationary source threshold. Commenters state that the reclassification as Serious would result in more stringent application of RACT requirements to the nonattainment areas under a major source threshold of 50 tpy, which would capture major sources under the 100 tpy Moderate classification threshold, thus eliminating the need for a submittal to address Moderate classification RACT.

*Response:* The EPA disagrees. For reclassified areas, the RACT requirements at 40 CFR 51.1312(a)(2)(ii) and (3)(ii) obligate a state to conduct a new, individual RACT analysis for the new classification and implement any identified measures as necessary. Reclassification does not relieve the RACT obligation for the prior classification. As stated in our January 2024 proposal, the CAA requirement in section 182(b)(2) to implement RACT for specified categories of sources is implemented and assessed based on whether the RACT rules are implementing what is economically and technologically feasible and is not based on reductions needed to attain by the attainment deadline (89 FR at 5147).

We disagree that CAA section 182(b)(2)(A) provides a statutory connection of RACT to the attainment date. Section 182(b)(2)(A) states that RACT requirements apply to each category of sources covered by a CTG document issued by the Administrator between November 15, 1990, “and the date of attainment.” This language

<sup>22</sup> See 83 FR 62998 (December 6, 2018).

<sup>23</sup> See 40 CFR 51.1300(l).

establishes the sources covered by the RACT analysis that a Moderate or higher area must consider. The reference to the attainment date sets an outer bound of what CTGs will define the categories of sources that fall under the Moderate RACT requirement. It does not tie the substantive RACT analysis, and the level of controls required by application of RACT, to the attainment date.

We also disagree that the stationary source threshold set by the classification level evidences a connection between RACT and the attainment date. Just as 182(b)(2)(A) defines the categories of sources that need to be covered by a RACT assessment so too the stationary source threshold associated with a classification level defines the sources that need to be covered in the state's RACT assessment. The stationary source threshold establishes the emission levels where RACT would be applied but does not define the substance or content of the RACT analysis. In this case, the prior Moderate classification required evaluation of any sources in any category subject to a CTG and any non-CTG sources with a potential to emit more than 100 tpy of NO<sub>x</sub> or VOCs. The commenter is correct in that the new Serious classification means the State needs to address RACT for additional sources, namely non-CTG sources with a potential to emit 50 tpy or more of NO<sub>x</sub>. But the commenter has failed to explain why this fact, that RACT must be analyzed and implemented for additional smaller sources, should result in delayed submission and implementation of RACT on the original set of sources covered by the Moderate classification. If EPA were to go with such an interpretation, it would delay the requirement in this instance for Texas to submit a SIP addressing the RACT obligation from January 1, 2023, to January 1, 2026, in an area that is not attaining the 2015 ozone NAAQS. This would lead to a three-year delay in required controls in areas that have air quality that exceeds levels protective of human health and the environment. The commenter has not identified any language in the CAA that necessitates or even supports such a result.

Finally, the commenters point to the fact that EPA has based RACT implementation deadlines on the timing required to influence attainment of the standard by the attainment date. This is a correct characterization of EPA's action, but also does not inevitably lead to an interpretation that required SIP revisions and RACT implementation should be delayed by three years following an area's reclassification. As explained at proposal and elsewhere in

this action, the substantive analysis required in a RACT SIP, namely the implementation of controls that are economically and technologically feasible, does not hinge on what level of control is needed for the area's attainment by the attainment date (this is in contrast to, *e.g.*, the analysis required for RACM). A state's RACT SIP should be based on, and EPA will review it for, imposition of reasonably available control technology, even if that imposition of reasonably available control technology is not nearly enough to get the area to attainment by the attainment date. At the same time, it is also true that implementation of RACT-level control should aid, at least in part, in getting an area to attainment by the attainment date. It defies logic to have an area's attainment date be in 2027, but for EPA to require a SIP revision requiring RACT level controls not due until 2028. Accordingly, both of these things can be true: that RACT is not a requirement directly tied to attainment while also requiring that RACT SIPs be due and RACT-level controls be implemented in time to matter for the overall efforts to get an area to attainment.

*Comment:* Commenters state that while vehicle I/M and nonattainment new source review (NNSR) elements are not explicitly tied to the attainment date for a classification, as with the other elements, the Serious classification would supersede these requirements with more stringent requirements. Commenters repeat that the evident legislative goal of the CAA, Part D, Subpart 2 requirements for the ozone NAAQS clearly indicate that reclassification to more stringent requirements subsume the less stringent requirements. Commenters add that in cases where elements are often satisfied with the submittal of certification statements noting that the requirements have already been addressed, commonly used for addressing I/M and NNSR requirements, it is illogical to hold areas under a finding of failure to submit for elements that have already been submitted and approved under previous classifications or standards. Commenters state that submittal of a certification statement is not legally necessary for EPA to know that an element, upon which EPA has already acted and approved, has been addressed, as EPA's SIP approval actions legally stand on their own merit. Commenters state that EPA's treatment of those elements as "not submitted" is legally insufficient to support a finding of failure to submit that results in sanctions and FIP clocks. Commenters

add that the infrastructure SIP submittal requirements for each NAAQS already provide certification from the state that existing regulations are adequate to meet the applicable nonattainment area planning requirements.

*Response:* The EPA disagrees. Our January 2024 proposal did not propose to relieve the Basic I/M and Moderate NNSR requirements for the DFW, HGB, and San Antonio Moderate nonattainment areas. The Moderate nonattainment SIP submission deadlines, including the Basic I/M and Moderate NNSR requirements for the DFW, HGB, and San Antonio nonattainment areas, were established when the areas were reclassified from Marginal to Moderate and those deadlines were not challenged.<sup>24</sup> Our January 2024 proposal only proposed to relieve the Moderate area attainment demonstration and associated RACM demonstration and contingency measures specifically tied to the Moderate attainment date. The remaining Moderate nonattainment plan SIP deadlines, including I/M and NNSR, are not otherwise altered. We do not believe that the specific control requirements of the prior classification can or should be relieved because an area has been reclassified. More stringent NNSR and I/M are required because the area is subject to Serious requirements and in this final action, EPA is establishing submission and implementation deadlines for these new requirements but not relieving the requirements that should be implemented on the schedule set in the reclassification from Marginal to Moderate.

While our October 2023 findings are outside the scope of this action, the EPA disagrees that SIP certification statements triggered by a reclassification are redundant and already accomplished through other SIP processes, including approved SIP submissions under prior classifications or NAAQS. We continue to interpret the specific nonattainment planning requirements of CAA section 182 to require a state to provide a SIP submission to meet each nonattainment area planning requirement for a revised ozone NAAQS.<sup>25</sup> To the extent that commenters suggest the EPA should adopt a general presumption of adequacy for previously approved SIP elements, we disagree. The submission of individual nonattainment SIP elements for purposes of a reclassified area provides the public and the EPA an

<sup>24</sup> 87 FR 60897.

<sup>25</sup> See 83 FR 10376 (March 9, 2018) and 40 CFR 51.1302.

opportunity to review and comment upon each element of a nonattainment SIP. If the air agency reviews an existing SIP element and concludes it does not need to be revised in light of the reclassification, submission of a certification SIP allows the public to review the air agency's assessment and provide comment on any changes they may think necessary. The EPA then also has an opportunity to review the air agency's assessment and ensure that it is consistent with CAA requirements in relation to the reclassified area. The certification statement option is intended to streamline the SIP submission process, providing air agencies with the flexibility to address multiple SIP elements in a single certification statement, and combine the SIP certification action with other actions subject to public notice and comment. The EPA does not believe that developing and submitting certification SIP elements will be a significant and unnecessary drain on state resources. We also note with regard to the I/M programs, as discussed in 40 CFR 51 Subpart S, the vehicle fleet can change and impact whether the program continues to meet the required performance standard.

We disagree that the Texas infrastructure SIP submittal provides certification that existing regulations are adequate to meet the applicable nonattainment area planning requirements (CAA section 110(a)(2)(I)). The Texas infrastructure submittal for the 2015 ozone NAAQS did not address CAA section 110(a)(2)(I).<sup>26</sup> The infrastructure SIP submission is triggered by a NAAQS revision and provides the public and the EPA an opportunity to review the basic structure of a state's air quality management program. It is not intended—nor can it be presumed—to address the adequacy of individual nonattainment SIP elements for purposes of the revised NAAQS.

*Comment:* Commenters state that the EPA's January 2024 proposal notes that "changing the submission requirement or implementation deadlines for these [Moderate attainment area] elements would delay the implementation of these measures beyond what the CAA intended." Commenters claim however that, like the attainment demonstration and RACM, all Moderate classification requirements would be superseded with more stringent requirements under the Serious classification, which eliminates

the need for submittals to cover less stringent requirements with deadlines that have already passed to meet attainment dates that would no longer apply. Commenters state that the EPA must give legal effect to all parts of the statute—not just the parts it prefers. Commenters state that requiring the state to submit and have EPA act on these superseded Moderate classification elements would make no logical or practical sense.

*Response:* The EPA disagrees. As noted in our January 2024 proposal, the attainment demonstration with respect to the Moderate attainment date, the RACM analysis with respect to the Moderate attainment date, and contingency measures for failure to attain by the Moderate attainment date are all dependent on the Moderate attainment date. Once voluntarily reclassified, the area no longer has a Moderate attainment date. However, the other Moderate area requirements remain in place, even as the state works to implement the requirements of the higher classification. The Moderate nonattainment SIP submission deadlines, including the requirements for the DFW, HGB, and San Antonio Moderate areas, were established when the areas were reclassified from Marginal to Moderate—those deadlines were not challenged and they stand as finalized.<sup>27</sup> As noted earlier, comments addressing the Moderate nonattainment area submissions, with the exception of the Moderate attainment demonstration and the associated RACM and contingency measures for failure to attain by the Moderate attainment date, are outside the scope of this action.

While the EPA agrees that it must give legal effect to all parts of the statute, the CAA requirements for nonattainment areas are cumulative, adding more stringent requirements with each higher classification and building on the requirements of the lower classifications, and the EPA disagrees that this building of requirements always results in the lower classification requirements being superseded. As noted earlier, pursuant to CAA section 182(c), "each State in which all or part of a Serious Area is located shall, with respect to the Serious Area . . . make the submissions described under subsection (b) of this section (relating to Moderate Areas) and shall also submit the revisions to the applicable implementation plan (including the plan items) described under this subsection." Except for elements specifically related to the attainment date, which are superseded by a

voluntary reclassification, the higher classification requirements are added to the lower classification requirements. For example, although the Serious area major source threshold is more stringent than it is for a Moderate area, this does not supersede the NSR requirements for any source covered under the Moderate threshold. Instead, NSR requirements for smaller sources under the Serious threshold are *in addition to* those for sources covered under the Moderate threshold.

Our approach here is consistent with past actions to grant voluntary reclassifications. When Texas previously requested a voluntary reclassification for the HGB area from Moderate to Severe under the 1997 ozone NAAQS, we noted that, "Texas has a continuing responsibility for certain elements of the Moderate area requirements. EPA has stated that reclassification does not provide a basis for extending submission deadlines for SIP elements unrelated to the attainment demonstration that were due for the area's Moderate classification."<sup>28</sup> We subsequently approved the HGB RFP for the Moderate nonattainment area for the 1997 ozone NAAQS.<sup>29</sup> We maintain that Texas has not been released from its CAA obligations to comply with SIP submission deadlines for other Moderate area requirements not related to the attainment demonstration.

*Comment:* The commenter states that, as an alternative to all Moderate classification requirements being mooted, the Moderate classification RFP contingency measure element could be mooted for areas where RFP targets have been met and requests clarification on how to demonstrate this element is no longer required. The commenter also cites 85 FR 40026, a proposed reclassification action in which EPA proposed to determine that contingency measures for RFP were no longer necessary for the prior Moderate classification nonattainment plan because the state had adequately demonstrated that the applicable quantitative milestones under the Moderate plan had been met.<sup>30</sup> The commenter states that if it can demonstrate that the RFP targets have been met for the San Antonio, DFW, and HGB Moderate nonattainment areas, the requirement to submit RFP contingency

<sup>28</sup> 73 FR 56983, 56991 (October 1, 2008).

<sup>29</sup> 74 FR 18298 (April 22, 2009).

<sup>30</sup> See "Approval and Promulgation of Implementation Plans; Designation of Areas for Air Quality Planning Purposes; California; South Coast Moderate Area Plan and Reclassification as Serious Nonattainment for the 2012 PM<sub>2.5</sub> NAAQS." 85 FR 40026, 40048–40049 (July 2, 2020).

<sup>26</sup> 84 FR 49663 (September 23, 2019). The Texas submission for this infrastructure action is posted in the docket at [www.regulations.gov](http://www.regulations.gov) and the docket ID is EPA-R06-OAR-2018-0673.

<sup>27</sup> 87 FR 60897.



measures would be unnecessary. The commenter states that since the milestone compliance demonstration is not required for the Moderate areas, the TCEQ requests clarification regarding the appropriate mechanism to demonstrate that the Moderate RFP targets have been met.

*Response:* The EPA acknowledges that in certain unideal situations, where the state has demonstrated that an RFP milestone has actually been met and where EPA has determined that demonstration to be adequate, the question of whether the state has adequate contingency measures for failure to meet RFP with respect to that milestone can be moot. This situation is unideal because the CAA is not designed to operate this way with respect to timing, and these situations typically arise because the state is overdue for submitting approvable contingency measures. Under normal CAA timelines, the contingency measures submittal and EPA approval should occur before the RFP milestone arrives so that the contingency measures could be triggered if the area failed to meet RFP. States should not delay submittal of required contingency submittals in the hopes that they may become moot at a later time. Such an approach contravenes the statutory timelines established by the CAA, and the intent of the contingency measures requirement. If this situation arises and the RFP milestone is not met, the CAA requires implementation of contingency measures without further action by the state or EPA. That requirement cannot be met on time if the contingency measures submittal is delayed.

For these reasons, EPA made a finding of failure to submit for contingency measures triggered by failure to meet RFP for the Moderate ozone nonattainment areas at issue here (and other elements) in October 2023. That finding started sanctions and FIP clocks that are still running because these (and other elements) are still outstanding. With this voluntary reclassification, EPA also urges the timely submittal of all required elements for the Serious classification, including contingency measures for all Serious RFP milestones and for failure to attain by the Serious area attainment date.

Under unusual circumstances in which EPA determines the Moderate area RFP reduction target was met before the state makes its overdue submittal to satisfy the requirement for Moderate contingency measures for failure to meet RFP, the EPA believes that no submittal of contingency measures for Moderate area RFP would be necessary. We acknowledge the EPA

took a similar position within a PM<sub>2.5</sub> action cited by the commenter and believe the same logic could apply here.

This situation is also somewhat similar to EPA's prior disapproval of contingency measures in Texas for the 2008 Ozone NAAQS where we stated that, "EPA agrees with TCEQ that there is no longer a need for contingency measures triggered by failure to meet RFP for the DFW and HGB Serious nonattainment plan for purposes of the 2008 8-hour ozone NAAQS, because these areas met RFP for this specific classification. However, contingency measures are still required for the failure to attain (and indeed, noting the fact that areas failed to attain, should already have taken effect)." <sup>31</sup> There, the contingency measures were not needed for failure to meet RFP because EPA had previously determined that the area had met RFP, but contingency measures were still needed for failure to attain. But here, as explained previously, with this voluntary reclassification there will be no possibility of failure to attain by the Moderate area attainment date, and so the voluntary reclassification negates the need for contingency measures for failure to attain for the Moderate classification. Further, an RFP demonstration that EPA determined to be adequate would in this case negate the need to submit the Moderate contingency measures for failure to meet RFP, thus resulting in mooted the Moderate area contingency measures requirement entirely. Note, however, that the first Serious area RFP milestone is December 31, 2026, so a timely Serious area contingency measures submittal by January 1, 2026, is necessary to ensure that contingency measures are in place before the milestone occurs.

Finally, in response to the commenter's inquiry as to the appropriate mechanism for demonstrating that the Moderate RFP emission reduction targets have been met, the EPA notes that it does not have specific guidance or rules for this. Section 182(g) of the CAA does not require a milestone compliance demonstration (MCD) for Moderate areas. EPA expects that the process would work similar to that for PM (40 CFR 51.1013(b)) or for other MCDs for ozone (40 CFR 51.1310(c)(2)), where the state would provide to the EPA Regional Administrator a formal demonstration (e.g., from the Governor or designee) showing the basis for establishing that RFP was met. The contingency measures SIP submittal requirement for failure to meet RFP would not be

mooted unless and until EPA formally responds with a determination that it is adequate. EPA encourages the state to work with the Regional Office to discuss the demonstration process further.

*Comment:* The TCEQ states that the EPA should allow states flexibility in meeting RFP requirements, especially in areas where states can demonstrate that required reductions would not advance attainment. The TCEQ states that RFP requirements for areas classified as Moderate nonattainment for the 2015 ozone NAAQS are incredibly challenging to meet due to the significant reductions in ozone precursor emissions since 1990. The TCEQ states that as moderate classification RFP targets will still need to be demonstrated for the Bexar County nonattainment area under the Serious classification, EPA should allow states to substitute NO<sub>x</sub> emissions reductions in place of the 15 percent reduction in VOC required for initially designated Moderate ozone nonattainment areas when NO<sub>x</sub> emissions reductions are demonstrated to be at least as effective at reducing ozone concentrations. The TCEQ states that it recognizes that the CAA mandates the 15 percent VOC emissions reductions, but preliminary TCEQ photochemical modeling indicates that VOC reductions will not advance attainment of the 2015 ozone NAAQS in Bexar County. The TCEQ states that instead, this modeling indicates NO<sub>x</sub> emissions reductions will be more effective at reducing ozone concentrations in Bexar County. The TCEQ states that in Bexar County, point sources account for less than 5 percent of the total anthropogenic VOC emissions, and that area sources (including emissions from consumer products) account for about 70 percent of anthropogenic VOC emissions. The TCEQ states that the EPA should not require states to develop regulations that are ineffective at reducing ozone, economically penalizing to consumers, difficult to enforce, and unlikely to achieve the required reductions. The TCEQ states that allowing states flexibility in this sphere (and others discussed herein) will further the CAA's cooperative federalism framework, ensure proper respect for the states' role in fulfilling their CAA obligations, and result in better outcomes consistent with the aims of the CAA.

*Response:* We appreciate these comments and recognize the challenges that meeting the 15 percent VOC emissions reduction requirement can pose for newly designated ozone nonattainment areas. The EPA is working on this issue with several states to identify approaches that would be

<sup>31</sup> 87 FR 67957 (October 3, 2023).

allowable under the Clean Air Act including under CAA section 182(b)(1)(A)(ii), which specifically provides that a state may use a percentage less than 15 percent by adopting certain requirements.

*Comment:* Commenter states that the TCEQ submitted SIP revisions to EPA addressing Basic I/M for the San Antonio Moderate nonattainment area on December 18, 2023.

*Response:* The EPA agrees and will act on the SIP submissions for Basic I/M for the San Antonio area in a separate rulemaking action.

*Comment:* Commenters state that the EPA must require RACM to be adopted for the DFW, HGB, and San Antonio Moderate nonattainment areas. Commenters mention that courts have deferred to EPA's decisions tying RACM to the statutory attainment deadlines and state that EPA has "authority to change its approach to RACM, so long as it 'displays awareness that it is changing position, provides a reasoned explanation for the change, and is also cognizant of reliance interests on the agency's prior policy.'" <sup>32</sup>

*Response:* We appreciate the information provided by the commenters. The EPA disagrees that RACM is required in this circumstance for the DFW, HGB, and San Antonio Moderate nonattainment areas. EPA has long interpreted the CAA requirement for ozone nonattainment areas to assess and implement reasonably available control measures to mean that states need to analyze and implement measures that advance an ozone area's attainment, and a measure is not RACM if it would not advance the attainment date (57 FR 13498, 13560).<sup>33</sup> As the commenters note, this interpretation has been upheld by federal courts. See *Sierra Club v. EPA*, 294 F.3d 155 (D.C. Cir. 2002) and *Sierra Club v. United States EPA*, 314 F.3d 735 (5th Cir. 2002). In developing a SIP revision pursuant to the RACM requirement, a state must consider all potentially available measures to determine whether they are reasonably available for implementation in the area, and whether they would advance the area's attainment date. The state may reject any measures as not RACM if they would not advance the attainment date, would cause substantial widespread and long-term

adverse impacts, or would be economically or technologically infeasible. *Sierra Club v. EPA* at 162–163 (D.C. Cir. 2002); *Sierra Club v. EPA*, 314 F.3d 735 (5th Cir. 2002); *BCCA Appeal Group v. EPA*, 355 F.3d 817 (5th Cir. 2003). Following reclassification as Serious, to demonstrate measures that advance attainment of the ozone standard the emission reductions from the measures must occur no later than the start of the 2015 ozone NAAQS attainment season—i.e., by January 1, 2026 (for the HGB area) and by March 1, 2026 (for the DFW and San Antonio areas). Because the relevant attainment date for such an analysis will be the Serious area attainment date, we believe it is appropriate to conclude that a demonstration of RACM with respect to the Moderate area attainment date no longer has meaning.

We acknowledge and support the commenters' claim that the EPA has authority to change our approach to RACM, "so long as we display awareness that we are changing position, provide a reasoned explanation for the change, and are also cognizant of reliance interests on the agency's prior policy." However, EPA is not changing its historical interpretation of the RACM requirement in this action, as outlined in our final rule for implementation of the 2015 ozone NAAQS, which retains our existing general RACM requirements<sup>34</sup> and our reclassification of areas classified as Marginal for the 2015 ozone NAAQS does not address any change in our approach to RACM.<sup>35</sup>

*Comment:* Commenters provide examples of RACM that could be quickly implemented in the DFW, HGB, and San Antonio nonattainment areas.

*Response:* The EPA appreciates the information and examples provided. Following reclassification, such measures must be considered as Texas undertakes the required RACM analysis for the newly reclassified Serious areas, and Texas must evaluate these measures for their potential to advance the attainment date ahead of the otherwise applicable Serious date.

*Comment:* Commenters state that reclassification as Serious does not change the submission requirement or implementation deadlines for these five SIP elements that were due January 1, 2023, for the DFW, HGB, and San Antonio Moderate nonattainment areas: (1) a 15 percent rate-of-progress ("ROP") plan, (2) contingency measures for failure to achieve RFP, including the 15 percent ROP requirement for Moderate

areas, (3) a RACT demonstration, (4) NNSR rules; and (5) a Basic I/M program.

*Response:* The EPA agrees.

### C. Required Plans, and Submissions and Implementation Deadlines

#### 1. Serious Area Plan Requirements

Our January 2024 proposal did not propose any changes to the Serious area plan requirements but instead listed the SIP requirements that apply specifically to Serious areas, consistent with CAA sections 172(c) and 182(c), and 40 CFR 51 Subpart CC.<sup>36</sup> We received no comments addressing the Serious area plan requirements. Therefore, we are finalizing the Serious area plan requirements as proposed and such plan requirements are listed in Section III of this final action.

#### 2. Submission Deadline for the San Antonio, DFW, and HGB Area SIPs for the 2015 Ozone NAAQS

We invited comments on a range of deadlines, from 12 to 18 months from the effective date of reclassification, for submission of the revised SIPs for the San Antonio, DFW, and HGB Serious nonattainment areas.

*Comment:* Commenters provide a wide range of recommendations, including "as expeditiously as possible" and that the SIP submission deadline be set at 12 months. Commenters also state that the 12-month SIP deadline based on CAA section 179(d) has no relevance to the current circumstance. Commenters state that a SIP deadline of 18 months or longer is consistent with CAA section 110(k)(5), allowing the EPA to establish reasonable deadlines. Commenters also state that the EPA should finalize a SIP submission deadline of 18 months or January 1, 2026, whichever is later.

One commenter (the TCEQ) urged the EPA to set a submittal deadline of at least 18 months from the effective date of reclassification, but no sooner than January 1, 2026. The TCEQ provided justification, citing the substantial amount of time to conduct modeling, evaluate controls, develop attainment plans, and conduct rulemaking while allowing affected sources sufficient time to implement control requirements. The TCEQ added that significant resources are required to address each of the three reclassified Serious nonattainment areas and expressed concern that an expedited SIP submittal deadline would reduce the time needed to prepare and submit approvable SIPs. The TCEQ also expressed the desire to incorporate on-road and non-road emission inventories

<sup>32</sup> Commenter referenced *Encino Motorcars, LLC v. Navarro*, 579 U.S. 211, 221–22 (2016); *FCC v. Fox Television Stations, Inc.*, 556 U.S. 502, 515 (2009).

<sup>33</sup> See also EPA's "Guidance on the Reasonably Available Control Measures (RACM) Requirement and Attainment Demonstration Submissions for Ozone Nonattainment Areas," John S. Seitz, Director, Office of Air Quality Planning and Standards, November 30, 1999.

<sup>34</sup> 83 FR 62998, 63007 and 40 CFR 51.1312(c).

<sup>35</sup> 87 FR 60897.

<sup>36</sup> 89 FR 5145, 5148.

in the Serious SIP revisions using the newly released version of the Motor Vehicle Emission Simulator (MOVES4) model, which would require significant work to develop inventories for multiple years and areas.

*Response:* The EPA notes that the proposal pointed to CAA sections 179(d) and 110(k)(5) as examples of statutory provisions establishing timeframes for states to revise SIPs in instances where SIPs had been insufficient to result in an area's attainment by the attainment date and where SIPs had been identified as substantially inadequate to attain the NAAQS (among other things). To the extent that the commenter is asserting these provisions do not directly apply to the three areas being voluntarily reclassified, we agree. But we do not agree that the timing considerations of those provisions have no relevance to informing EPA's consideration and establishment of the SIP submission deadlines contemplated here. Here, as in the situation contemplated by CAA section 179(d), the areas in question would fail to timely attain by the Moderate area attainment date, absent the state's voluntary request to reclassify as Serious. Here, as in the situation contemplated by CAA section 110(k)(5), the state's SIPs have been inadequate to attain the NAAQS. So, while we agree that these provisions do not directly apply because EPA has not made the requisite findings to trigger those provisions, the Act's imposition of a 12-month clock, or an outer limit of no more than 18 months, for states to submit revisions addressing these conditions are informative of the appropriate timeframe to apply to these areas under these circumstances. It was therefore reasonable for EPA to propose a range of statutory timeframes for the SIP submission deadline that were in part informed by the relevant, though not directly applicable, statutory situations presented in CAA sections 179(d) and 110(k)(5).

We appreciate the information provided by the TCEQ. We are finalizing a SIP submission deadline of 18 months from the effective date of this action or January 1, 2026, whichever is earlier. As noted in the proposal, the 2026 ozone season, which in some areas begins on January 1, 2026, is the last ozone season that can impact air quality before the areas' attainment dates in 2027. We note that commenter's request that we establish a SIP submission deadline of "no sooner than January 1, 2026" appears to acknowledge the significance of that date with respect to the statutory and regulatory constraints on SIP submittal deadlines and

implementation. Per EPA's 2015 ozone SRR, and as discussed below, states must implement RACT no later than the beginning of the ozone season of the attainment year, see 40 CFR 51.1312(a)(3), and it is appropriate to establish SIP deadlines no later than when the control measures in those SIPs are required to be implemented.<sup>37</sup> As discussed in the proposal, EPA's action establishing deadlines is informed by CAA section 182(i), which governs the adjustment of SIP revision deadlines following a mandatory reclassification for failure to timely attain by the attainment date. That provision instructs that the Administrator may adjust deadlines for meeting requirements associated with the reclassification, "to the extent such adjustment is necessary and appropriate to assure consistency among the required submissions." CAA section 182(i). Given that the beginning of the attainment year ozone season for some of these areas is January 1, 2026 (and for the other two it is March 1) we are setting the maximum SIP submission deadline as no later than January 1, 2026, in order to assure consistency among all of the state's submissions.

We are finalizing this more extended timeframe for submitting the Serious area requirements (as opposed to 12 months, which was also contemplated in the proposal), because we acknowledge, as raised by the commenter, the complexity in developing and implementing effective emission reductions for the areas, and the opportunity a longer timeframe provides for more robust attainment demonstration plans that include the newer MOVES modeling. Developing and implementing effective emission reductions for these areas is complex due to the complex coastal meteorology and large industrial area in the HGB area, and the large urban and growing populations in all three areas. With a SIP submission deadline of 18 months from the effective date of this action but no later than January 1, 2026, we believe the TCEQ will be able to use the best information available in its Serious SIP submissions, while ensuring that SIP elements requiring control measures needed for attainment are submitted no

<sup>37</sup> 40 CFR 51.1312(a)(2)(ii) states that the SIP revision deadline for a RACT SIP required pursuant to a reclassification is either 24 months from the effective date of the reclassification action, or the deadline established by the Administrator in the reclassification action. In this case, given that a SIP revision deadline of 24 months from the effective date of reclassification would be *after* the deadline for RACT implementation, we are establishing a deadline in this reclassification action.

later than when those controls are required to be implemented.

### 3. Implementation Deadline for RACT

*Comment:* A commenter states that there is no way for RACT to be implemented sooner, or more expeditiously, than the latest date required by the CAA. Commenters state that the EPA should set implementation deadlines for RACT by area instead of imposing one blanket deadline. Commenters state that the EPA has inappropriately proposed the same RACT implementation deadline (*i.e.*, January 1, 2026) for all three areas without considering the circumstances of each area. Commenters state that the different ozone seasons, historic frequency of ozone exceedances, emission sources, and timelines for emission control compliance support different implementation deadlines. Commenters state that the ozone season for the HGB nonattainment area begins on January 1, but the ozone season for the DFW and San Antonio nonattainment areas begins on March 1. Commenters state that implementing RACT at the start of the ozone season would not likely influence the design values as most of the highest ozone observations occur in May or later for all three areas. Commenters provide, as an example, "the HGB area has not measured an eight-hour ozone concentration greater than 70 ppb before March 1 for over 10 years so the requirement for RACT implementation by January 1, 2026, would not benefit the area's design value." Commenters state that advancing attainment of the area is not a factor of consideration when evaluating RACT and therefore, it is not imperative that RACT be implemented by no later than the beginning of the attainment year ozone season; and it is inadequate support for requiring RACT implementation dates to be uniform for all nonattainment areas.

Commenters state that the EPA should finalize RACT implementation deadlines to allow affected entities to comply with RACT on a timeline that considers sources' ability to control emissions based on technological and economic feasibility, which are primary factors in determining RACT. Commenters state that the ability to control could vary between sources, source categories, and areas, particularly for Bexar County, and additional time may be needed to allow affected sources to comply with new rules. Commenters state that compliance may necessitate that affected sources purchase, install, test, and operate new equipment or control devices, and even if new

regulations only require affected sources to replace higher VOC-content materials with lower VOC-content materials, owners and operators would still need time to address existing stocks, find suppliers, and order new supplies.

*Response:* We appreciate these comments. Texas is now required to submit SIP revisions to implement RACT level controls for all three nonattainment areas now classified as Serious, which includes a lower Serious area source threshold of a potential to emit 50 tpy or more down from the Moderate area level of 100 tpy.

RACT-level controls should already be largely implemented in the DFW and HGB areas for sources within the Serious area source threshold, as these two areas were reclassified from Moderate to Serious for the 2008 ozone NAAQS, effective September 23, 2019, and the required RACT implementation deadlines were August 3, 2020, and July 20, 2021.<sup>38</sup> Any delays in implementing the more stringent requirements associated with reclassification would delay related air quality improvements and human health benefits for residents across these areas, including those that may already bear a disproportionate burden of pollution, as shown in the Environmental Justice (EJ) considerations referenced in our January 2024 proposal and included in the docket for this action.

We appreciate the TCEQ's comments addressing eight-hour ozone concentrations greater than 70 ppb before March 1 in the HGB area. We reviewed the State's data for the San Antonio, DFW, and HGB areas for January and February, from 2013 through 2024, and did not see any regulatory monitors with concentrations over 70 ppb.<sup>39</sup> However, consistent with our January 2024 proposal and the EPA's implementing regulations for the 2015 ozone NAAQS, for RACT required pursuant to reclassification, for the HGB area we are finalizing the Serious RACT implementation deadline to be as expeditiously as practicable, but no later than the start of the attainment year ozone season associated with the area's new attainment deadline, which is January 1, 2026.<sup>40</sup> For the DFW area, consistent with our January 2024 proposal and the EPA's implementing regulations for the 2015 ozone NAAQS, for RACT required pursuant to

reclassification we are finalizing the Serious RACT implementation deadline to be as expeditiously as practicable, but no later than the start of the attainment year ozone season associated with the area's new attainment deadline, which is March 1, 2026.<sup>41</sup>

We appreciate the TCEQ's concerns regarding RACT in Bexar County. However, the implementation deadline for the Moderate area RACT was January 1, 2023, and by this time, implementation of RACT for the Moderate area should already be underway in the San Antonio area. Accordingly, most sources should already be under RACT controls for the Moderate classification and this voluntary reclassification as Serious will add those sources emitting less than 100 tpy that have the potential to emit 50 tpy or more. In addition, and as noted earlier, delays in implementing the more stringent requirements associated with reclassification would delay related air quality improvements and human health benefits for residents across the San Antonio nonattainment area, including those that may already bear a disproportionate burden of pollution, as shown in the EJ considerations referenced in our January 2024 proposal and included in the docket for this action. Therefore, consistent with our January 2024 proposal and the EPA's implementing regulations for the 2015 ozone NAAQS, for RACT required pursuant to reclassification we are finalizing the Serious RACT implementation deadline to be as expeditiously as practicable, but no later than the start of the attainment year ozone season associated with the area's new attainment deadline, which is March 1, 2026.<sup>42</sup>

#### 4. Implementation Deadline for Enhanced I/M Programs

*Comment:* The Office of the Harris County Attorney states that vehicle emissions in Harris County are especially important in tackling ozone because the area's vehicle emissions will likely increase in the next several years as heavy traffic and population increase. The commenter believes a three-year deadline is reasonable and more appropriate than the proposed four-year deadline.

*Response:* We appreciate the commenter's concerns. The HGB (which includes Harris County), as well as the DFW, Serious ozone nonattainment areas are currently implementing Enhanced I/M pursuant to the requirements for the 2008 ozone

NAAQS.<sup>43</sup> However, as described in our January 2024 proposal and consistent with the I/M regulations, for the existing Enhanced I/M programs in these areas, the TCEQ would need to conduct and submit a performance standard<sup>44</sup> modeling (PSM) analysis<sup>45</sup> as well as make any necessary program revisions as part of the Serious area I/M SIP submissions to ensure that I/M programs are operating at or above the Enhanced I/M performance standard level for the 2015 ozone NAAQS.<sup>46</sup> The TCEQ may determine through the PSM analysis that an existing SIP-approved program would meet the Enhanced performance standard for purposes of the 2015 ozone NAAQS without modification. In this case, the TCEQ could submit an I/M SIP revision with the associated performance modeling and a written statement certifying their determination in lieu of submitting new revised regulations.<sup>47</sup> To this end, the TCEQ included a PSM analysis for the existing Enhanced I/M program in Appendix C of the SIP revisions, proposed by the State on May 31, 2023, for the DFW and HGB Moderate attainment demonstrations for the 2015 ozone NAAQS.<sup>48</sup> The EPA will address these SIP revisions in a separate future action after the TCEQ has finalized the proposed I/M SIP revisions and submitted them to the EPA for consideration.

We also discussed in our January 2024 proposal that if the State wishes to rely upon emission reductions from any revisions to its I/M programs in SIPs demonstrating attainment or RFP, the State would need to fully implement these I/M program revisions as expeditiously as practicable but no later than the beginning of the applicable

<sup>43</sup> See 88 FR 61971 (September 8, 2023).

<sup>44</sup> An I/M performance standard is a collection of program design elements which defines a benchmark program to which a state's proposed program is compared in terms of its potential to reduce emissions of the ozone precursors, VOC, and NO<sub>x</sub>.

<sup>45</sup> See *Performance Standard Modeling for New and Existing Vehicle Inspection and Maintenance (I/M) Programs Using the MOVES Mobile Source Emissions Model* (October 2022, EPA-420-B-22-034) at <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P1015S5C.pdf>.

<sup>46</sup> 40 CFR 51.372(a)(2).

<sup>47</sup> See *Implementation of the 2015 National Ambient Air Quality Standards for Ozone: Nonattainment Area Classifications and State Implementation Plan Requirements*, 83 FR 62998, 63001–63002 (December 6, 2018). Performance standard modeling is also required for Enhanced I/M programs in Serious and above ozone nonattainment areas for the 2015 ozone NAAQS.

<sup>48</sup> The DFW proposed SIP revision is identified as Project No. 2022–021–SIP–NR and the HGB proposed SIP revision is identified as Project No. 2022–022–SIP–NR. The Texas proposed SIP revisions are posted at <https://www.tceq.texas.gov/airquality/sip/Hottop.html>.

<sup>38</sup> See 84 FR 44238 (August 23, 2019). The implementation deadline for RACT measures tied to attainment was August 3, 2020, and the implementation deadline for RACT measures not tied to attainment was July 20, 2021.

<sup>39</sup> [https://www.tceq.texas.gov/cgi-bin/compliance/monops/8hr\\_monthly.pl](https://www.tceq.texas.gov/cgi-bin/compliance/monops/8hr_monthly.pl)

<sup>40</sup> See 40 CFR 51.1312(a)(3)(ii).

<sup>41</sup> Ibid.

<sup>42</sup> Ibid.

attainment year, *i.e.*, January 1, 2026 for the HGB area and March 1, 2026 for the DFW and San Antonio areas. However, the EPA has long taken the position that, like VOC RACT, the statutory requirement for states to implement I/M in ozone nonattainment areas classified Moderate and higher generally exists independently from the attainment planning requirements for such areas.<sup>49</sup> Thus, EPA believes that if the emission reductions from any I/M program revisions are not relied upon to demonstrate attainment by the attainment deadline or towards RFP for the 2015 ozone NAAQS, then an implementation deadline of no more than four years after the effective date of reclassification is reasonable given the unique nature of I/M programs and the many challenges, tasks, and milestones that must be met in implementing an Enhanced I/M program.

Furthermore, giving up to a four-year timeframe to implement Enhanced I/M in reclassified Serious nonattainment areas (that do not rely upon emission reductions from the new or revised Enhanced I/M programs for attainment demonstration or RFP SIP purposes) is consistent with the no more than four-year I/M implementation period established in the recent final rule that reclassified Marginal nonattainment areas to Moderate for the 2015 ozone NAAQS (which triggered requirements for Basic I/M programs).<sup>50</sup> Therefore, the EPA is finalizing its proposed deadline, that any new or revised Enhanced I/M programs, not intending to rely upon emission reductions from the new or revised Enhanced I/M programs for attainment demonstration or RFP SIP purposes, are to be fully implemented as expeditiously as practicable but no later than four years after the effective date of this final action.

*Comment:* The commenter disagrees that it is necessary to establish a January 1, 2026, implementation date for the Enhanced I/M program under the Serious classification in order to use the emissions reductions toward meeting Serious area attainment demonstration and RFP SIP obligations. The commenter states that the EPA has not provided a rationale for why newly required Enhanced I/M programs for the 2015 ozone standard would have to be fully implemented by no later than January 1, 2026, the beginning of the Serious classification attainment year. The commenter contends that if

emissions reductions from implementation of an Enhanced I/M program can be used for meeting SIP requirements under the Serious classification, the reductions can be based on when the program starts within the attainment year. The commenter states that emissions reductions from I/M programs are variable, depending on the number of vehicles tested in any given month, the vehicles' emissions profiles, and state of repair.

*Response:* We appreciate these comments. However, as mentioned in our proposal and the SRR for the 2015 ozone NAAQS, all control measures in the attainment plan and demonstration must be implemented no later than the beginning of the attainment year ozone season, notwithstanding any alternate RACT and/or RACM implementation deadline requirements in 40 CFR 51.1312 (see 40 CFR 51.1308(d) and 83 FR 62998). Therefore, for those areas intending to rely upon emissions reductions from any revisions to its I/M programs for the Serious attainment demonstration or RFP SIP purposes, it is necessary to establish an I/M implementation deadline of no later than the start of the attainment year ozone season.

The EPA is finalizing its proposed deadline, that any new or revised Enhanced I/M programs, intending to rely upon emission reductions from the new or revised Enhanced I/M programs for attainment demonstration or RFP SIP purposes, are to be fully implemented as expeditiously as practicable but no later than January 1, 2026 (for the HGB area) and March 1, 2026 (for the DFW and San Antonio areas).

#### 5. Reporting Deadline for the Transportation Control Demonstration

We received no comments addressing the reporting deadline for the transportation control demonstration. Therefore, consistent with our proposal and CAA section 182(c)(5), the first transportation control demonstration is due no later than January 1, 2028, which is two years after the attainment demonstration SIP is due, and subsequent transportation control demonstrations are due every three years thereafter.

#### Environmental Justice

*Comment:* The Office of the Harris County Attorney states that EPA provides an analysis of the HGB area's environmental justice (EJ) considerations in the proposed rule and notes that analyzing Harris County and its population with the inclusion of two other counties might not be the most

accurate or effective way of understanding the EJ issues in Harris County. The commenter states that Harris County is geographically larger than Rhode Island, has a population larger than several states, is the third largest county in the United States, and has a sizable income gap. The commenter states that Harris County contains urban, suburban, and rural populations and does not have zoning laws, so commercial and industrial areas are often sited within or near residential areas, and consequently, neighborhoods in Harris County experience ozone pollution and EJ factors in different degrees. The commenter states that EPA noted this discrepancy in denying Texas's request for a 1-year extension of the attainment date for the HGB area for the 2008 ozone NAAQS—EPA based its denial, in part, on “considerations of existing pollution burdens for some communities within the area.”<sup>51</sup> The commenter states that EPA noted communities residing and working near violating ozone monitors in the Houston area and the Houston Ship Channel are exposed to a *significant and disproportionate burden of ozone pollution and other sources of pollution (e.g., vehicle traffic and particulate matter emissions) compared to the greater Houston area and the U.S. as a whole.*<sup>52</sup> The commenter asks the EPA to factor this disparity between populations in Harris County into future EJ analysis in actions concerning Harris County.

*Response:* The EPA appreciates these comments.

*Comment:* Commenters state that the EPA's analysis failed to identify that EJScreen indicators in Bexar County exceed the 80th percentile for particulate matter and ozone pollution, although a graph provided in the docket did so.<sup>53</sup> Commenters state that this information does not change the result, but it is essential that EPA accurately identify environmental justice issues.

*Response:* The EPA appreciates these comments.

#### D. General

*Comment:* The TCEQ states that the EPA should conduct rulemaking to establish requirements for approvable contingency measures or, in the absence of rulemaking, finalize and respond to the comments submitted on the March 2023 draft guidance on contingency measure requirements. Commenters

<sup>49</sup> John S. Seitz, Memo, “Reasonable Further Progress, Attainment Demonstration, and Related Requirements for Ozone Nonattainment Areas Meeting the Ozone National Ambient Air Quality Standard,” May 10, 1995, at 4.

<sup>50</sup> See 87 FR 60897.

<sup>51</sup> 87 FR 60926, 60927 (October 7, 2022).

<sup>52</sup> *Ibid.*, page 60929. Emphasis added by the commenter.

<sup>53</sup> See “Environmental Justice Considerations” in the docket for this action.



state that finalization of this guidance is necessary for the TCEQ to meet the deadlines required for SIP development related to this reclassification action and to develop effective measures that EPA may find approvable.

*Response:* The EPA acknowledges this comment. Our draft guidance serves as a useful interim statement of EPA policy that can inform States' contingency measures SIP development. As to the necessity or desirability of EPA conducting a rulemaking or finalizing guidance, or the timing thereof, these comments are outside the scope of this action. With respect to TCEQ's concerns about developing approvable contingency measures for the Serious attainment plan in the absence of finalized guidance, EPA staff is available to assist the TCEQ in the development and implementation of approvable contingency measures that are consistent with the statute and relevant court decisions.

*Comment:* Commenters state that it is not logical to run a sanctions clock for deadlines that have already passed and will be reset based on a higher classification. Commenters state that the EPA should terminate all sanctions clocks associated with its October 2023 findings. Other commenters state that the EPA should move forward with FIPs under the October 2023 findings.

*Response:* The EPA did not propose sanctions in our January 2024 proposal. Comments addressing our October 2023 findings are outside the scope of this action. However, as discussed in detail elsewhere in this final action, all Moderate area requirements remain in effect with the exception of the Moderate attainment demonstration, contingency measures associated with failure to attain by the Moderate attainment date, and RACM associated with the Moderate area attainment date.

*Comment:* Commenters state that the EPA is well within its authority to direct for any judicial review of final action to the D.C. Circuit.

*Response:* The EPA appreciates these comments.

### III. Final Action

Pursuant to CAA section 181(b)(3), we are granting the Texas Governor's request to voluntarily reclassify the San Antonio, DFW, and HGB nonattainment areas from Moderate to Serious for the 2015 ozone NAAQS. The EPA is also finalizing a deadline of 18 months from the effective date of this action or January 1, 2026, whichever is earlier, for the TCEQ to submit SIP revisions addressing the CAA Serious ozone nonattainment area requirements for the San Antonio, DFW, and HGB areas. The

Serious area requirements include Enhanced monitoring (CAA section 182(c)(1)); Emissions inventory and emissions statement rule (40 CFR 51.1300(p) and 40 CFR 51.1315); RFP (40 CFR 51.1310); Attainment demonstration and RACM (40 CFR 51.1308 and 40 CFR 51.1312(c)); RACT (40 CFR 51.1312); Nonattainment NSR (40 CFR 51.1314 and 40 CFR 51.165); Enhanced I/M (CAA section 182(c)(3) and 40 CFR 51 Subpart S); Clean-fuel vehicle programs (CAA section 182(c)(4); and Contingency measures (CAA sections 172(c)(9) and 182(c)(9)). In addition, a demonstration evaluating the need for a transportation control measure program (CAA section 182(c)(5)) is also required. We are also finalizing deadlines for implementation of new RACT controls: in the HGB area, implementation shall occur as expeditiously as practicable but no later than January 1, 2026, and in the San Antonio and DFW areas implementation shall occur as expeditiously as practicable but no later than March 1, 2026. We are also finalizing a deadline for any new or revised Enhanced I/M programs in the HGB area to be fully implemented as expeditiously as practicable but no later than January 1, 2026, if emission reductions from I/M program revisions are relied upon for attainment demonstration or RFP SIP purposes and no later than four years after the effective date of the final action reclassifying these areas as Serious for the 2015 ozone NAAQS if emission reductions from I/M program revisions are not relied upon for attainment demonstration or RFP SIP purposes. We are also finalizing a deadline for any new or revised Enhanced I/M programs in the San Antonio and DFW areas to be fully implemented as expeditiously as practicable but no later than March 1, 2026, if emission reductions from I/M program revisions are relied upon for attainment demonstration or RFP SIP purposes and no later than four years after the effective date of the final action reclassifying these areas as Serious for the 2015 ozone NAAQS if emission reductions from I/M program revisions are not relied upon for attainment demonstration or RFP SIP purposes. We are also finalizing a deadline for the first transportation control demonstration, as required by CAA section 182(c)(5), of no later than January 1, 2028, and for subsequent transportation control demonstrations every 3 years thereafter.

### IV. Environmental Justice Considerations

As stated in our January 2024 proposal and for informational purposes only, EPA conducted screening analyses

of the San Antonio, DFW, and HGB areas using EPA's Environmental Justice (EJ) screening tool (EJScreen tool, version 2.2).<sup>54</sup> The results of this analysis are provided for informational and transparency purposes, not as a basis of our proposed action. The EJScreen analysis reports are available in the docket for this rulemaking. The EPA found, based on the EJScreen analyses, that this final action will not have disproportionately high or adverse human health or environmental effects on a particular group of people, because EPA's granting of the Texas Governor's request to reclassify the San Antonio, DFW, and HGB ozone nonattainment areas from Moderate to Serious will require ongoing reductions of ozone precursor emissions, as required by the CAA. Specifically, this final rule would require that Texas submit plans for each area including: Enhanced monitoring (CAA section 182(c)(1)); Emissions inventory and emissions statement rule (40 CFR 51.1300(p) and 40 CFR 51.1315); RFP (40 CFR 51.1310); Attainment demonstration and RACM (40 CFR 51.1308 and 40 CFR 51.1312(c)); RACT (40 CFR 51.1312); Nonattainment NSR (40 CFR 51.1314 and 40 CFR 51.165); Enhanced I/M (CAA section 182(c)(3) and 40 CFR 51 Subpart S); Clean-fuel vehicle programs (CAA section 182(c)(4); Contingency measures (CAA sections 172(c)(9) and 182(c)(9)); and a demonstration evaluating the need for a transportation control measure program (CAA section 182(c)(5)). These required measures would help to improve air quality in the affected nonattainment areas. Information on ozone and its relationship to negative health impacts can be found at <https://www.epa.gov/ground-level-ozone-pollution>.

### V. Statutory and Executive Order Reviews

*A. Executive Order 12866: Regulatory Planning and Review, Executive Order 13563: Improving Regulation and Regulatory Review, and Executive Order 14094: Modernizing Regulatory Review*

This final action is not a significant regulatory action as defined in Executive Order 12866, as amended by Executive Order 14094, and was therefore not subject to a requirement for Executive Order 12866 review. Because the statutory requirements are clearly defined with respect to the differently classified areas, and because those requirements are automatically triggered by reclassification, the timing of the submittal of the Serious area

<sup>54</sup> See <https://www.epa.gov/ejscreen>.

requirements does not impose a materially adverse impact under Executive Order 12866.

#### *B. Paperwork Reduction Act (PRA)*

This final action does not impose an information collection burden under the provisions of the PRA.

#### *C. Regulatory Flexibility Act (RFA)*

I certify that this final rule will not have a significant economic impact on a substantial number of small entities under the RFA. This final action will not impose any requirements on small entities. Granting a request to reclassify an area to the next higher classification does not in and of itself create any new requirements beyond what is mandated by the CAA. Instead, this rulemaking only makes factual conclusions, and does not directly regulate any entities.

#### *D. Unfunded Mandates Reform Act of 1995 (UMRA)*

This final action does not contain an unfunded mandate of \$100 million or more as described in UMRA, 2 U.S.C. 1531–1538, and does not significantly or uniquely affect small governments. The final action imposes no new enforceable duty on any State, local or Tribal governments or the private sector.

#### *E. Executive Order 13132: Federalism*

This final action does not have federalism implications. It will not have substantial direct effects on the States, on the relationship between the National Government and the States, or on the distribution of power and responsibilities among the various levels of government.

#### *F. Executive Order 13175: Consultation and Coordination With Indian Tribal Governments*

This final action does not have Tribal implications as specified in Executive Order 13175. There are no Indian reservation lands or other areas where the EPA or an Indian tribe has demonstrated that a tribe has jurisdiction within the San Antonio, DFW, or HGB ozone nonattainment areas. Therefore, this final action does not have tribal implications and will not impose substantial direct costs on tribal governments or preempt tribal law as specified by Executive Order 13175.

#### *G. Executive Order 13045: Protection of Children From Environmental Health Risks and Safety Risks*

The EPA interprets Executive Order 13045 as applying only to those regulatory actions that concern health or safety risks that the EPA has reason to believe may disproportionately affect

children, per the definition of “covered regulatory action” in section 2–202 of the Executive Order. This action is not subject to Executive Order 13045 because it does not establish an environmental standard intended to mitigate health or safety risks.

#### *H. Executive Order 13211: Actions That Significantly Affect Energy Supply, Distribution or Use*

This final action is not subject to Executive Order 13211 because it is not a significant regulatory action under Executive Order 12866.

#### *I. National Technology Transfer and Advancement Act (NTTAA)*

This final action does not involve technical standards.

#### *J. Executive Order 12898: Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations and Executive Order 14096: Revitalizing Our Nation's Commitment to Environmental Justice for All*

Executive Order 12898 (Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations, 59 FR 7629, February 16, 1994) directs Federal agencies to identify and address “disproportionately high and adverse human health or environmental effects” of their actions on minority populations and low-income populations to the greatest extent practicable and permitted by law. The EPA defines environmental justice (EJ) as “the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.” The EPA further defines the term fair treatment to mean that “no group of people should bear a disproportionate burden of environmental harms and risks, including those resulting from the negative environmental consequences of industrial, governmental, and commercial operations or programs and policies.”

This final action would reclassify the San Antonio, DFW, and HGB nonattainment areas from Moderate to Serious for the 2015 ozone NAAQS, set deadlines for the submission of revised SIPs addressing the Serious area requirements for these three nonattainment areas, and set deadlines for implementation of controls required for these three nonattainment areas. This final does not revise measures in the current SIP. As such, at a minimum,

this action would not worsen any existing air quality and is expected to ensure the areas are meeting requirements to attain and/or maintain air quality standards. Further, there is no information in the record indicating this action is expected to have disproportionately high or adverse human health or environmental effects on a particular group of people. The EPA performed an environmental justice analysis, as described earlier in this action under “Environmental Justice Considerations.” The analysis was done for the purpose of providing additional context and information about this action to the public, not as a basis of the action.

#### *K. Congressional Review Act (CRA)*

This final rule is exempt from the CRA because it is a rule of particular applicability. The rule makes factual determinations for specific entities and does not directly regulate any entities. The EPA's approval to grant the request to reclassify does not in itself create any new requirements beyond what is mandated by the CAA.

#### *L. Judicial Review*

Under section 307(b)(1) of the Clean Air Act, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by August 19, 2024. Filing a petition for reconsideration by the Administrator of this final rule does not affect the finality of this action for the purposes of judicial review nor does it extend the time within which a petition for judicial review may be filed and shall not postpone the effectiveness of such rule or action. This action may not be challenged later in proceedings to enforce its requirements. (See section 307(b)(2).)

#### **List of Subjects in 40 CFR Part 81**

Environmental protection, Air pollution control, Intergovernmental relations, Nitrogen oxides, Ozone, Reporting and recordkeeping requirements, Volatile organic compounds.

Dated: June 10, 2024.

**Earthea Nance,**

*Regional Administrator, Region 6.*

Part 81, chapter I, title 40 of the Code of Federal Regulations is amended as follows:

#### **PART 81—DESIGNATION OF AREAS FOR AIR QUALITY PLANNING PURPOSES**

■ 1. The authority citation for part 81 continues to read as follows:

Authority: 42 U.S.C. 7401 *et seq.*

## Subpart SS—Texas

■ 2. Section 81.344 is amended in the table for “Texas—2015 8-Hour Ozone

NAAQS [Primary and Secondary]” by revising the entries for “Dallas-Fort Worth, TX”, “Houston-Galveston-Brazoria, TX”, and “San Antonio, TX” to read as follows:

**§ 81.344 Identification of plan.**

\* \* \* \* \*

### TEXAS—2015 8-HOUR OZONE NAAQS

[Primary and secondary]

Designated area <sup>1</sup>	Designation		Classification	
	Date <sup>2</sup>	Type	Date <sup>2</sup>	Type
Dallas-Fort Worth, TX .....	.....	Nonattainment .....	July 22, 2024 ....	Serious.
Collin County.				
Dallas County.				
Denton County.				
Ellis County.				
Johnson County.				
Kaufman County.				
Parker County.				
Tarrant County.				
Wise County.				
* * * * *				
Houston-Galveston-Brazoria, TX .....	.....	Nonattainment .....	July 22, 2024 ....	Serious.
Brazoria County.				
Chambers County.				
Fort Bend County.				
Galveston County.				
Harris County.				
Montgomery County.				
San Antonio, TX .....	9/24/2018	Nonattainment .....	July 22, 2024 ....	Serious.
Bexar County.				
* * * * *				

<sup>1</sup> Includes any Indian country in each county or area, unless otherwise specified. EPA is not determining the boundaries of any area of Indian country in this table, including any area of Indian country located in the larger designation area. The inclusion of any Indian country in the designation area is not a determination that the state has regulatory authority under the Clean Air Act for such Indian country.

<sup>2</sup> This date is August 3, 2018, unless otherwise noted.

\* \* \* \* \*

[FR Doc. 2024–13193 Filed 6–18–24; 8:45 am]

BILLING CODE 6560–50–P

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 180

[EPA–HQ–OPP–2024–0223; FRL–12024–01–OCSPP]

### Afidopyropen; Pesticide Tolerance for Emergency Exemption

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Final rule.

**SUMMARY:** This regulation establishes a time-limited tolerance for residues of afidopyropen, including its metabolites and degradates, in or on strawberry. This action is in response to EPA’s granting of an emergency exemption under the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) authorizing use of the pesticide on field-grown strawberry. This regulation establishes a maximum permissible

level for residues of afidopyropen in or on strawberry. The time-limited tolerance expires on December 31, 2027.

**DATES:** This regulation is effective June 20, 2024. Objections and requests for hearings must be received on or before August 19, 2024 and must be filed in accordance with the instructions provided in 40 CFR part 178 (see also Unit I.C. of the **SUPPLEMENTARY INFORMATION**).

**ADDRESSES:** The docket for this action, identified by docket identification (ID) number EPA–HQ–OPP–2024–0223, is available at <https://www.regulations.gov> or at the Office of Pesticide Programs Regulatory Public Docket (OPP Docket) in the Environmental Protection Agency Docket Center (EPA/DC), West William Jefferson Clinton Bldg., Rm. 3334, 1301 Constitution Ave. NW, Washington, DC 20004. The Public Reading Room is open from 8:30 a.m. to 4:30 p.m., Monday through Friday, excluding legal holidays. The telephone number for the Docket Public Reading Room is (202) 566–1744. Please review the visitor instructions and additional information

about the docket available at <https://www.epa.gov/dockets>.

**FOR FURTHER INFORMATION CONTACT:** Charles Smith, Registration Division (7505P), Office of Pesticide Programs, Environmental Protection Agency, 1200 Pennsylvania Ave. NW, Washington, DC 20460–0001; main telephone number: (202) 566–1030; email address: [RDfRNNotices@epa.gov](mailto:RDfRNNotices@epa.gov).

### SUPPLEMENTARY INFORMATION:

#### I. General Information

##### A. Does this action apply to me?

You may be potentially affected by this action if you are an agricultural producer, food manufacturer, or pesticide manufacturer. The following list of North American Industrial Classification System (NAICS) codes is not intended to be exhaustive, but rather provides a guide to help readers determine whether this document applies to them. Potentially affected entities may include:

- Crop production (NAICS code 111).
- Animal production (NAICS code 112).

## MINUTES

### REGIONAL TRANSPORTATION COUNCIL ONLINE PUBLIC INPUT OPPORTUNITY

#### Modifications to the FY2024 and FY2025 Unified Planning Work Program (UPWP)

#### Online Public Input Opportunity Dates

Monday, June 10 - Tuesday, July 9, 2024 – The North Central Texas Council of Governments (NCTCOG) posted information at [www.publicinput.com/nctcogJune24](http://www.publicinput.com/nctcogJune24) for public review and comment.

#### Purpose and Topics

The online public input opportunity was provided 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 November 8, 2018. Staff posted information regarding:

1. Modifications to the FY2024 and FY2025 Unified Planning Work Program (UPWP)

The NCTCOG online public input opportunity was provided to inform and seek comments from the public. Comments and questions were submitted by email at [nctcogJune24@publicinput.com](mailto:nctcogJune24@publicinput.com), online at [www.publicinput.com/nctcogJune24](http://www.publicinput.com/nctcogJune24), by mail at PO Box 5888, Arlington, TX 76005 and by fax at 817-640-3028. Printed copies of the online materials were also made available by calling 817-695-9255 or emailing [jcastillo@nctcog.org](mailto:jcastillo@nctcog.org).

#### Summary of Presentations

##### ***Modifications to the FY2024 and FY2025 Unified Planning Work Program (UPWP)***

***handout:*** <https://www.nctcog.org/getmedia/0e78ab1c-e786-45bb-875f-2bec782ca810/Modifications-to-the-FY2024-and-FY2025-Unified-Planning-Work-Program.pdf>

The UPWP summarizes transportation activities for NCTCOG's metropolitan planning area, which covers a 12-county region. It 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 proposed modifications to the Fiscal Year 2024 and 2025 UPWP address project updates and funding adjustments. The RTC will take action on the FY2024 and FY2025 UPWP modifications on Thursday, July 11, 2024.

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

**Mail**

**Phyllis Silver, Citizen**

Please see Attachment 1 for comments submitted via postal mail.



June 2024 June Online  
Input Opportunity

Attachment 1

Amendment #3 to the FY 2024 and FY 2025  
Unified Planning Work Program for Regional  
Transportation Planning

Request and Comment

Request: I am requesting a printout of the following initiatives:  
3.04 Public Transportation Planning - Understanding  
Transportation Alternatives for an Aging Population.

Comment:

Early in the week (week of June 24) I tried contacting both Vickie Alexander and Vencie Pruitt-Jenkins, listed in the document that I received, to request a copy of the 3.04 initiative. They were not available when I called. An Administrative Assistant answered my call. I am in favor of someone answer the phone during business hours. However, when I tried to contact both Vicki and Vencie and I asked the Administrative Assistant to transfer me, I kept receiving the automated message, "No one is available to take your call" with no opportunity to leave a voice message. I was not comfortable with this abrupt automated telephone response.

Phyllis Wilson  
July 1, 2024



North Central Texas Council Of Governments

July 3, 2024

Ms. Phyllis Silver

Dear Ms. Silver:

Thank you for your interest in the North Central Texas Council of Governments Transportation Department's Unified Planning Work Program, specifically the new project, Understanding Transportation Alternatives for an Aging Population. I have provided below for your review the project narrative that will be included in the Work Program once all required approvals are received. This is a two-year project that will be conducted under our University Partnership Program with a focus on out-of-the box ideas for transportation alternatives to driving for seniors. The first year, to be conducted in Fiscal Year 2025, will be the fact finding/data collection/issue identification element. Once we see the results of this effort, we will determine where we need to focus our efforts for phase two.

### **3.04 Public Transportation Planning**

#### **Understanding Transportation Alternatives for an Aging Population**

##### **Transportation Planning Funds**

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

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

Please let us know if you have any questions. Again, thank you for your interest in Transportation.

Sincerely,

Vickie Alexander  
Program Manager  
Program Administration

# TRANSPORTATION

## PUBLIC MEETING

**AUGUST 12 · NOON · 616 SIX FLAGS DR. ARLINGTON, TX 76011**

### PRESENTATIONS

#### Alternative Fuel Infrastructure Grant Award Additions to Mobility Plan

The Mobility 2045 Update guides the spending of federal and State transportation funds based on our regional goals. Relevant sections in the Mobility 2045 Update have been amended to include recent federal grants awarded to NCTCOG for publicly accessible alternative fuel infrastructure projects, including hydrogen refueling infrastructure for medium- and heavy-duty vehicles and electric vehicle charging stations. The updated information can be found in Environmental Considerations Chapter 4 and Appendix C available at [nctcog.org/mobility2045](https://nctcog.org/mobility2045).

#### 2050 Demographics for New Mobility Plan

Per Federal regulations, demographic forecasts are evaluated every four years to coincide with the Metropolitan Transportation Plan development cycle. One of the initial steps in NCTCOG's demographic forecasting process is the review of Regional Control Totals for Population and Employment. Over the past year, NCTCOG staff has completed an analysis of various control total forecasts and will present the results to the public.

#### Transit Strategic Partnerships: Recommended Projects

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

#### FY24 Public Transportation Funding: Program of Projects

NCTCOG staff will present proposed transit projects funded by the Federal Transit Administration through the award of Fiscal Year 2024 funds for the following four programs: Urbanized Area Formula, Enhanced Mobility of Seniors and Individuals with Disabilities, State of Good Repair, and Bus and Bus Facilities.

### ONLINE REVIEW & COMMENT (NO PRESENTATION)

**Proposed Modifications to the List of Funded Projects**  
[publicinput.com/nctcogAugust24](https://publicinput.com/nctcogAugust24)

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

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

*Attend in person, watch the presentations live at [publicinput.com/nctcogAugust24](https://publicinput.com/nctcogAugust24) or participate via phone by dialing 855-925-2801 then code 10355.*



### RESOURCES & INFORMATION

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

**NCTCOG Spatial Data Cooperative Program**  
[nctcog.org/sdcp](https://nctcog.org/sdcp)

**Air Quality Programs and Funding Opportunities:**  
[publicinput.com/nctcogAQ](https://publicinput.com/nctcogAQ)

**Access North Texas:**  
[AccessNorthTexas.org](https://AccessNorthTexas.org)

**PUBLIC COMMENTS REPORT****WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA****Purpose**

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

This document is a compilation of general public comments submitted from Monday, May 20 through Wednesday, June 19, 2024 via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting. This month, comments related to air quality and public involvement were in the majority.

Additionally, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. This tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received 58 new comments related to bicycle and pedestrian, roadway and transit conditions. You can view these new comments as well as past comments by

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

## Air Quality

### Twitter –

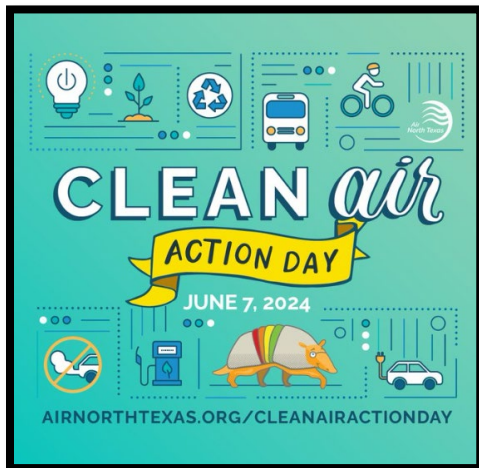
1. Ozone Action Day – Ozone in the DFW area Wednesday, June 5, is predicted to be at Level Orange, unhealthy for sensitive groups. Children, older adults and people with lung disease, such as asthma, emphysema, or chronic bronchitis, should limit outdoor activity. — NCTCOGTransportation (@NCTCOGtrans)



Officially summer — JW-MEME LORD 🟠 (@ntxwxsnr)

Another orange armadillo day. — Bojo Pigeon (@BojoPigeon)

2. Clean Air Action Day is here! Join the mission to help protect our air quality in North Texas. What is one thing you can do today? #CAAD2024 — Clay Lewis Jenkins (@JudgeClayJ)



3. Happy #CAAD2024! ✨ Here are some great ways to contribute to cleaner air in Denton County from DCTA and our friends at @nctcogtrans! 🚲 🚗 🚶 Are you doing your part?

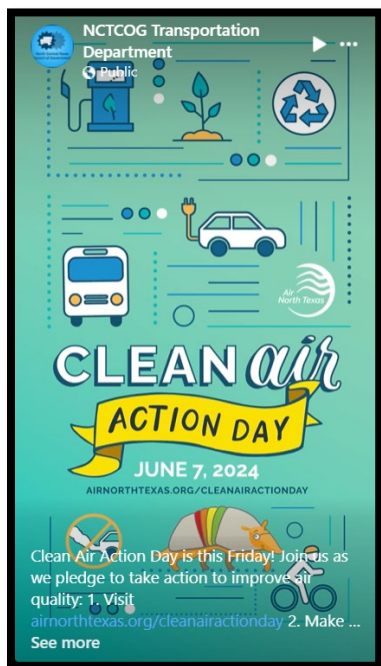


#RideDCTA #DentonCounty — Denton County Transportation Authority (@RideDCTA)



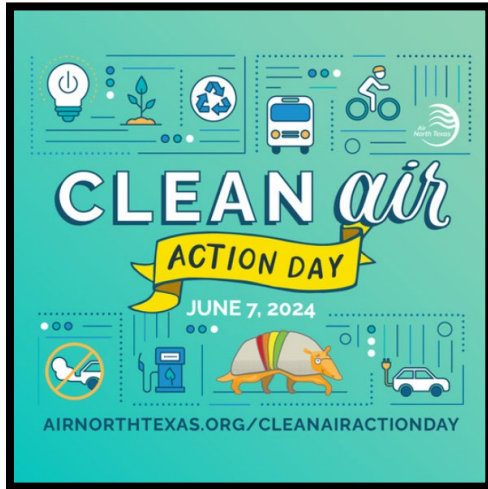
### **Facebook –**

1. Clean Air Action Day is this Friday! Join us as we pledge to take action to improve air quality:  
1. Visit [airnorthtexas.org/cleanairactionday](http://airnorthtexas.org/cleanairactionday) 2. Make the commitment to cleaner air by choosing at least one action you can take 3. Share with us on June 7 by using #CAAD2024 — NCTCOG Transportation Department



What are you all doing, NCTCOG Transportation Department? Any chance of leadership by example on your part? Or is this initiative “For thee but not me?” — Rob Dentremont

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



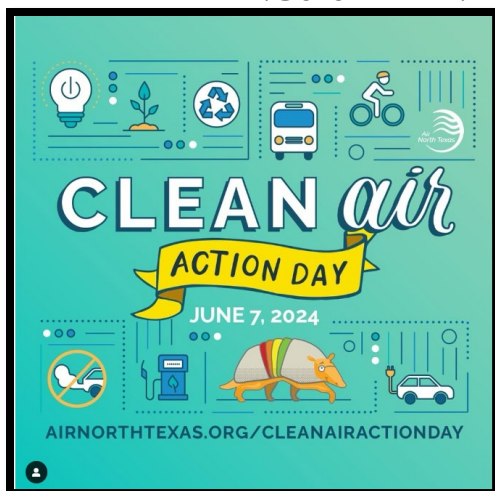
What are you all doing, NCTCOG Transportation Department? Any chance of leadership by example on your part? Or is this initiative “For thee but not me?” — Rob Dentremont

Fire all democrats — Dennis Zahradnik

You have to live in China if you want clean air — David Williams

### Instagram –

1. 🌍🇺🇸 Join us on Friday, June 7, 2024, for Clean Air Action Day! 🇺🇸🌍 Take a step to improve air quality by doing at least one thing to help. Pledge your action(s) at [AirNorthTexas.org/CleanAirActionDay](https://AirNorthTexas.org/CleanAirActionDay) and tell us your plans. Share how you celebrate with #CAAD2024 and tag us @NCTCOGtrans. Let’s make a difference together! ❤️ — Grapevine Parks & Recreation (@gograpevine)



2. At DCTA, we celebrate Clean Air Action Day every day. ✨ In celebration of today, along with @nctcogtrans, here are some great ways to contribute to cleaner air in Denton County!

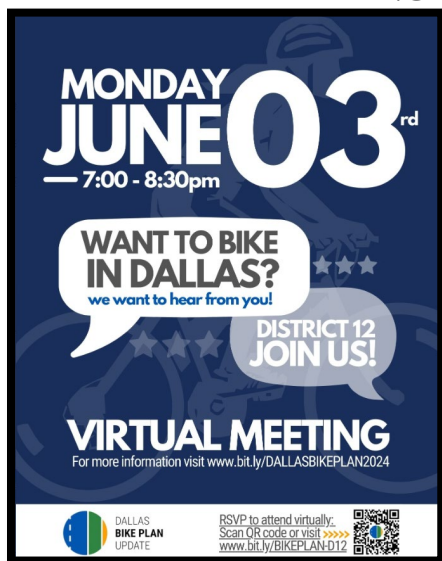
Remember, any action—no matter the size—can make a difference. 🚗 🚲 🚶 Are you doing your part? Comment how you're contributing to cleaner air! #ridedcta #dentoncounty #transittogether #CAAD2024 #cleanairactionday #airquality #gogreen #publictransit — Denton County Transportation Authority (@RideDCTA)



### Bicycle/Pedestrian/Sustainable Development

#### Twitter –

1. District 12, we need your input! Join us on Monday (6/3) for a virtual meeting to discuss the Dallas Bike Plan. #dfwtraffic #dallastraffic #VisionZeroDallas #DallasBikePlan — Dallas Department of Transportation (@DDOTransport)

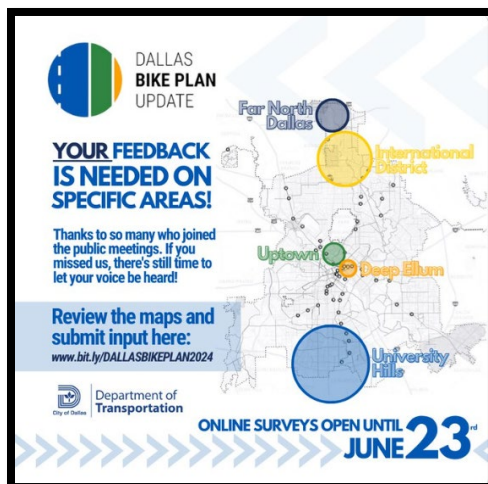


2. 🚦 TONIGHT! 🚦 To see past meeting presentations and comment opportunities, visit: <https://dallascityhall.com/departments/transportation/bikeway/Pages/Bike-Plan-Engagement.aspx> #dallastraffic #dfwtraffic #DallasBikePlan #VisionZeroDallas — Dallas

Department of Transportation (@DDOTransport)



3. We want to hear from you! The #DallasBikePlan is in its final phase. Vote for routes through Uptown and Deep Ellum, and comment on bike networks through North Dallas, the International District, and University Hills in southern Dallas. #dfwtraffic #dallastraffic — Dallas Department of Transportation (@DDOTransport)



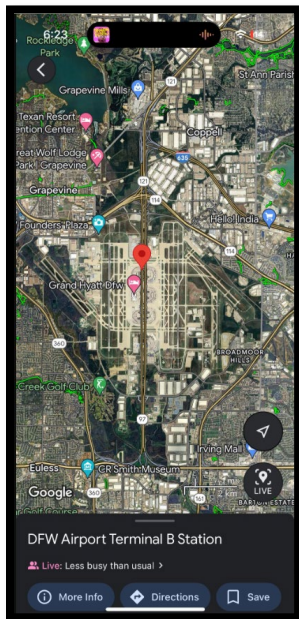
4. We need your input on: \* The #DallasBikePlan \* Lake June Road corridor safety improvements <http://linktr.ee/dallasdot> #dallastraffic #dfwtraffic #VisionZeroDallas — Dallas Department of Transportation (@DDOTransport)



5. A drunk driving suspect slammed into two cyclists on a group ride at DFW Airport, and it was all caught on camera. Some may find the video difficult to watch. — FOX 4 NEWS (@FOX4)



Unfortunately, all trails near DFW terminate and cyclists are forced onto high speed roads. @NCTCOGtrans This should be an extremely high priority. There needs to be grade separate trails to allow cyclists to pass or enter DFW without interacting with cars. — DCbyLonghorn (@WMATASoldier)



## High Speed Rail

### Twitter –

1. Dallas throws up a roadblock to high speed rail to @cityofArlington and @cityofFortWorth @FortWorthReport @TxDotDallas @NCTCOGtrans — Robert Francis (@RobertF1414)





## Public Involvement

### Instagram –

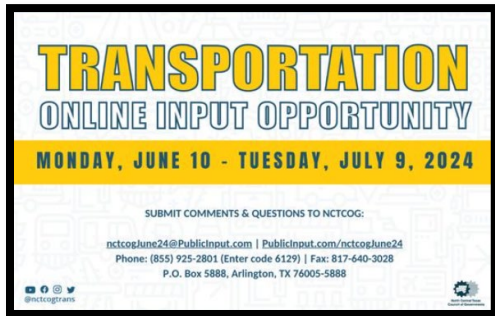
1. Tell us how the Dallas-Fort Worth transportation system is working for you! 🚗🚲🚶  
#ConnectNorthTexas #PlaninProgress — NCTCOG Transportation (@nctcogtrans)



Why are all funding partners Highway Authorities? Is the plan to ask everyone where the new roads should go or which interchange is the most annoying? — Tim C (@jibeho\_470)

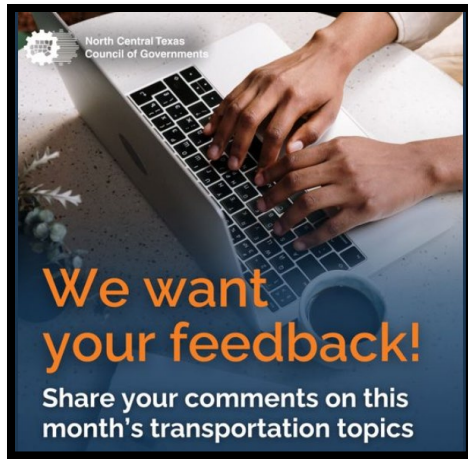
### Facebook –

1. Transportation Work Program modifications for review/comment. — NCTCOG Transportation Department



Do any NCTCOG Transportation Department employees bike to work? Or carpool? Or take the bus? — Rob Dentremont

2. Submit your comments for the June Online Input Opportunity! Learn about current transportation initiatives and participate in the planning process for the North Texas region. Visit [publicinput.com/nctcogJune24](https://publicinput.com/nctcogJune24) to submit your feedback. Comment period is open until Tuesday, July 9. — NCTCOG Transportation Department



Rigged survey questions. — Wm Atkins

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



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

Cynthia Huge safety risk to passengers, none of whom would be armed if they attend an event at the AAC, or had been to bars in the vicinity... because the Right to self-defense has been stolen from patrons of these establishments. Bright lights IN the train cars, DARKNESS outside. Every passenger is visible to anyone on the street, nearly impossible to see potential troublemakers due to the glare of the windows if you're in the train car. I pay attention to my intuition... too many others do not. 🙄 — Mi Licater

Gordon Arlington taxpayers are already forced to fund THREE different forms of 'public transit': HandiTran Mavs Mover (UTA student shuttle) Via (or whatever they've renamed it.) — Mi Licater

Helen Mitchell Union Pacific owns the track, and is under no obligation to share it. The reason Amtrak is ALWAYS late is because we (taxpayers) own ONLY the rolling stock, (the cars and engines) and NOT the track right-of-way. The track owner has traffic priority. Amtrak runs at the mercy of the railroads. An excellent example of government forcing taxpayer 'investment' of a mode of transportation that was abandoned by private ownership when that business model ceased to be profitable. So what does government do? BUYS IT. Trillions of dollars of sand have been poured down that rat hole ever since. — Mi Licater

The population is getting older and will become shut-ins with no decent transportation system. — Kathy Welch

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

Xiaolan Zhou I cannot picture any location near the orange line that would take 1 1/2 hours to drive to the Meyerson. I have performed in the Meyerson many times and frequently ride bus and train between N Dallas and E Ft Worth, including the orange line and TexRail when on Sundays. I'd recommend Google maps and perhaps some surface streets. — David Smith

David Smith You are lucky then. During rush hour, and if there's even a fender bender (which happens often), even the Google map or Waze wouldn't help because everyone else is heading that way too. — Xiaolan Zhou

## **Roadways**

### **Facebook –**

1. We asked, you answered, we listened. Now we need your feedback on our draft of Connecting Texas 2050, our statewide long-range transportation plan. The public comment period is open through June 9, with a virtual public hearing on May 28. Learn more about the plan at <https://ow.ly/Jvpa50RRqLP> #TxDOTNewsroom — Texas Department of Transportation



Why don't tollways have a method to report or auto ticket drivers who speed on toll roads, the easiest speeder to catch, tollgate to tollgate can ticket those who go 80+,

higher fees for faster driver's. Would save lives, increase revenue for patrol cities along tollways from offending vehicles. It's not rocket science to figure speed point a to point b etc. — Jeff Schmidt

### **Instagram –**

1. Just a few days left to complete Community Survey #1. Your feedback will help shape future transportation and infrastructure priorities! Take the survey by May 26 at 5:00 pm by visiting [www.AccessButlerPlacePlan.com/getinvolved](http://www.AccessButlerPlacePlan.com/getinvolved) (link in bio) #AccessButlerPlacePlan #Accessibility #Reconnect #FortWorth #Community #Transportation #FWHS #Mobility #Infrastructure #Downtown #Neighborhoods #Engagement #GetInvolved #Planning @CityofFortWorth @DowntownFortWorth @NCTCOGTrans @TxDOT




### **Twitter –**


1. Guess what? There will be more closures alongside Loop 820 for the next round of the Southeast Connector Project @cityofFortWorth @FortWorthReport @NCTCOGtrans @TxDOT — Robert Francis (@RobertF1414)



### **RTC/STTC/Executive Board**

### **Twitter –**

1. @NCTCOGtrans Regional Transportation Council meeting with population forecast. DFW will continue growing. — Cara Mendelsohn  (@caraathome)



	2022	2050 Control Total	2022 - 2050 Change	2022 - 2050 % Change
Population	8,010,058	12,429,673	4,419,615	55.2%
Employment	5,878,904	8,498,026	2,619,122	46.0%
2050 Population/Employment Ratio				1.43

Source: US Census Bureau, Bureau of Economic Analysis, The Penniman Group, NCTCOG

## Transit

### Twitter –

1. Important! An interesting safety system that the Public Transport Company of Zurich, Switzerland is working on — Tree of Knowledge (@ToK\_ScienceTree)



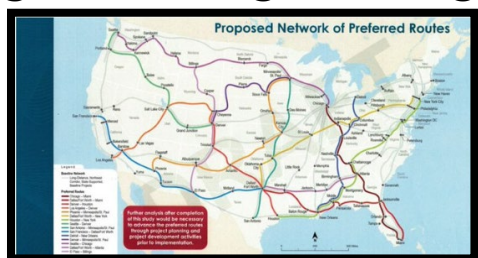
.@dartmedia @NCTCOGtrans — Cara Mendelsohn  (@caraathome)

2. <https://t.co/ljMVXNlnvg> @CityOfDallas @dartmedia @DARTAlerts @NCTCOGtrans @NCTCOG\_Official @TollTagNews @NTTATravelAlert @CityofAllenTX @cityofplanotx — LEO (@\_\_leoyrh)

3. FRA daily long-distance train study wraps up meetings. Could have big impact on Dallas-Fort Worth as a passenger rail hub <https://texasrailadvocates.org/post/feds-wrap-up-first-step-in-expansion-of-long-distance-passenger-rail-vision> @amtrak @USDOTFRA @RailPassengers

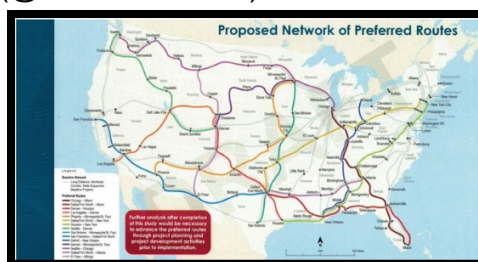


@TXRailAdvocate @TXRailroads @NCTCOGtrans — Peter J LeCody (@railadvo)



This is all part of a series of tipping points that show high-speed rail is now being taken seriously by Congress, the Admin. and many other labor and industry stakeholders.  
#BuildHSR — US High Speed Rail (@USHSR)

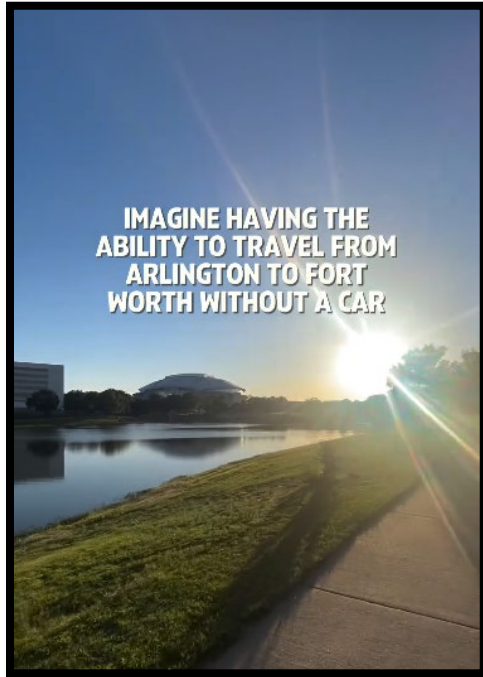
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## **Instagram –**

1. 🇺🇸 ✨ A NEW DEAL FOR TRANSIT It's wild that in the richest nation in the world, communities across the country – rural, suburban and cities – still don't have access to affordable, efficient public transit. Electrification of our cars is essential, but not enough – we must move to a model where people can use public transit to get around in their daily lives. In cities and in rural areas, investments in buses and clean transit are investments in young people, working people, and people of color. That's why we must invest in electrifying and expanding public transit across the country. Join our Green New Deal for public transportation campaign and help us win a city where everyone has freedom to move, access to transportation. 😊 [smvmt.us/Tarrant](https://smvmt.us/Tarrant) Shout out to @nctcogtrans y'all rock 🙌 ✨ 🙌  
#transportation #publictransport #communityfrontline #climatecrisis #environmentaljustice —

SUNRISE MVMT. – Tarrant County (@sunrisetarrant)



IMAGINE HAVING THE  
ABILITY TO TRAVEL FROM  
ARLINGTON TO FORT  
WORTH WITHOUT A CAR



• CONTINUED FROM COVER PAGE •

No matter your destination, we hope you have safe travels this summer! Be sure to check [www.DriveTexas.org](http://www.DriveTexas.org) to view current travel conditions on your route and KNOWB4UGO.



SOURCE: TxDOT photo archive

## PASS-THROUGH FINANCING

Pass-through financing is a financing tool the Legislature created in 2003. To date, TxDOT has entered into 15 agreements; most are agreements with public entities and one is an agreement with a private entity.

### THE PURPOSE:

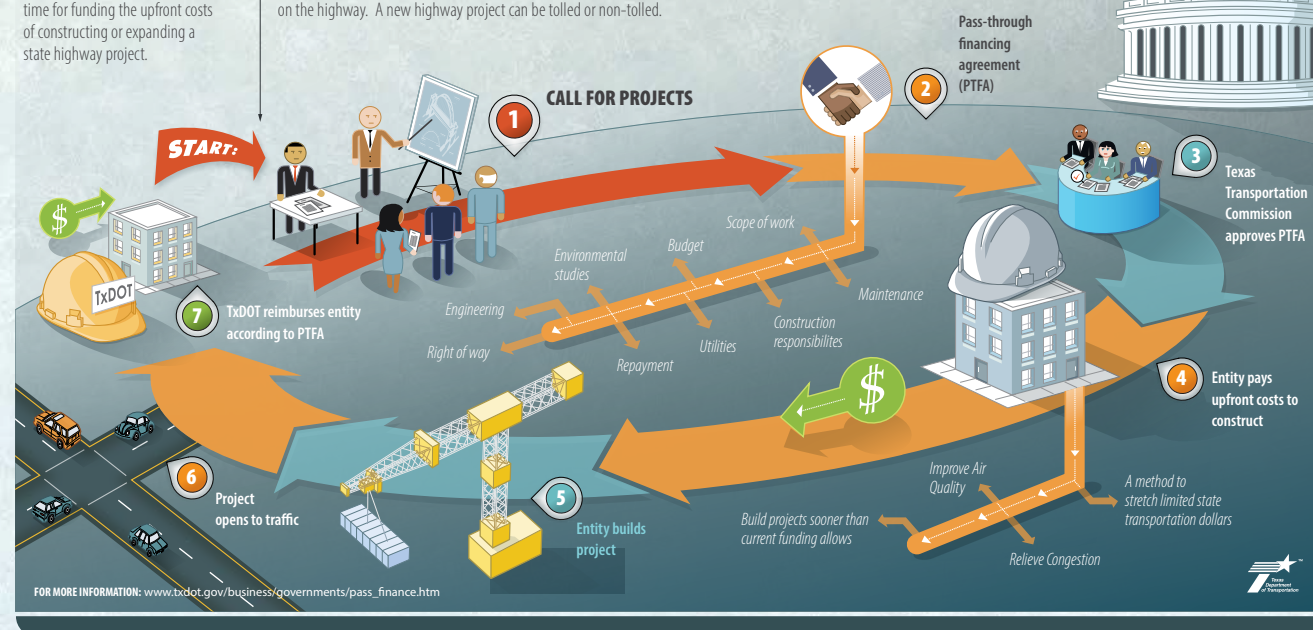
Pass-through financing allows project developers (public or private) to be reimbursed over time for funding the upfront costs of constructing or expanding a state highway project.

### THE PROCESS:

The entity developing the project will finance, construct, design, maintain and/or operate a project. Once the project opens to traffic, TxDOT will reimburse the developing entity for each vehicle that drives on the highway. A new highway project can be tolled or non-tolled.

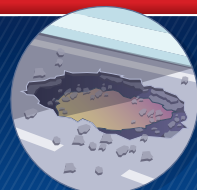
### ELIGIBLE ENTITIES:

Public (regional mobility authority, regional tollway authority and local/county governments) or private developer.



### FOR MORE INFORMATION:

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



### REPORT A POTHOLE:

Visit <https://www.txdot.gov/inside-txdot/contact-us/contact-us/reportIssueSubPage/roadNeedsRepair.html> or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>

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



# DALLAS DISTRICT PROGRESS



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

## ON THE ROAD AGAIN...

*With Some Totally Radical Summer Road Trip Safety Tips!*

**STATEWIDE** – Summer is here and with that comes a time-honored travel tradition. Road trips! To make sure you and your vehicle are ready to hit the open road, here are a few tips to help you get from Point A to Point B as safely as possible.



**First things first... check out your car.** The brutal summertime heat in Texas can strain part of your vehicle, and spending time on the side

of the road in a stranded vehicle is not the way to spend your vacay! Inspect belts and hoses, fluid levels, the battery and tires to make sure they're all in good shape. Also give your lights and signals a quick check to make sure they're all shining bright. If you haven't checked your spare tire in awhile, make sure that's still in good shape and that you have the tools to change a flat tire.



**Next up...** when packing up your car, don't forget safety! Take along water and snacks, phone chargers, a flashlight and a map in case

you're in an area of no cell service. A first aid kit and jumper cables are also good to have on hand in case of emergencies.



**Now that you're ready to go, buckle up!** Make sure everyone knows that seat belts stay on every time you're in the car.



SOURCE: TxDOT photo archive



### On the road, check yourself!

Driving long distances can wear you out, so be sure to take breaks to stretch and refocus. Drowsy driving is dangerous driving, so plan ahead for where you can stop on the trip and switch out drivers as needed.

**One of the best parts** of a road trip are the snacks! But all those wrappers and cups need to stay in the car until you reach a trash can. Deliberate littering not only causes an eyesore, but it can end up clogging drains. Stash the trash and do your part for Texas!

*More On Back Page...*



JUNE 2024 LET PROJECTS

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	BID (M)	+/(%)	CONTRACTOR
1	0091-09-017	BS 289C	SH 289 S to Ash Street	Rehabilitate existing roadway	\$2.33	\$2.84	22.23%	Jagoe-Public Company
2	0092-02-138	SH 310	SH 310 at Simpson Stuart Rd. in Dallas	Intersection improvement	\$2.64	\$2.89	9.61%	Select Maintenance, LLC
3	0195-02-087	I-35	Clear Creek to Clear Creek Relief	Bridge maintenance	\$1.63	\$1.12	-31.27%	Gibson & Associates, Inc.
4	0196-03-294	I-35E	Hi Line Dr. to Regal Row	Drainage improvements	\$6.70	\$8.08	20.61%	FNH Construction, Inc.
5	0568-01-052	SH 34	US 77 to BI 45-G	Repair roadway	\$12.75	\$12.69	-0.50%	Big Creek Construction, Ltd.
6	0712-03-013	FM 916	Johnson C/L to FM 66	Rehabilitate existing roadway	\$9.98	\$8.83	-11.52%	Knife River Corporation, - South
*	0047-07-243	VA	Various locations in Dallas/Richardson	Traffic signal improvements	\$8.44	\$8.25	-2.25%	Durable Specialties, Inc.
*	0918-24-278	VA	Various intersections in various cities	Traffic signal improvements	\$1.75	\$1.77	1.39%	Yunex, LLC

\* Unmapped.  
\*\* District FY 2024 Letting Cap.

EST. JUNE 2024 TOTALS	\$46.22	\$46.47	1.04%
DISTRICT FY CUMULATIVE LETTINGS	\$1,353.78	\$1,037.44	
DALLAS DIST. FY LETTING VOLUME CAP	\$1,301,360,000**		

JULY 2024 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
1	0047-06-177	US 75	Grayson C/L to Valley Creek Trail	Repair roadway	\$3.53
2	0816-04-104	FM 455	At E. Fork Trinity River relief W to E. Fork Trinity River East	Bridge replacement	\$11.44
3	2374-02-162	I-635	At US 80 interchange	Interchange improvement	\$433.90
4	3000-01-028	SS 408	SL 12 to I-20	Hazard elimination & safety	\$19.31

SOURCE: Texas Department of Transportation

ESTIMATED TOTAL \$468.18 M

COMPLETED CONSTRUCTION PROJECTS (FROM JUNE 1 - 30, 2024)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0047-06-174	US 75	From Dallas C/L to Grayson County Line	Full depth concrete repair	\$1.5	6/27/2024
2	0047-07-228	US 75	At Northaven Rd.	Construct bike/pedestrian bridge over US 75	\$9.3	6/4/2024
3	0081-03-048	US 377	From Henrietta Creek Rd. to north of BS-114K	Full depth conc repair	\$33.7	6/25/2024
4	0092-03-063	I-45	From Dallas C/L to BI 45 J	Full depth concrete repair	\$2.2	6/20/2024
5	0172-04-048	US 287	From US 287Q to Johnson C/L	Install cable barrier	\$3.2	6/27/2024
6	0619-01-026	FM 6	From SH 78 to Hunt C/L	Restore existing pavement and add shoulders	\$9.7	6/20/2024
7	1014-02-043	FM 548	At Parker Creek	Replace bridge and approaches	\$4.1	6/27/2024
8	1567-02-037	FM 423	From north of Oak St. to SH121	Landscape and scenic enhancements	\$0.3	6/7/2024

ESTIMATED TOTAL \$64 M

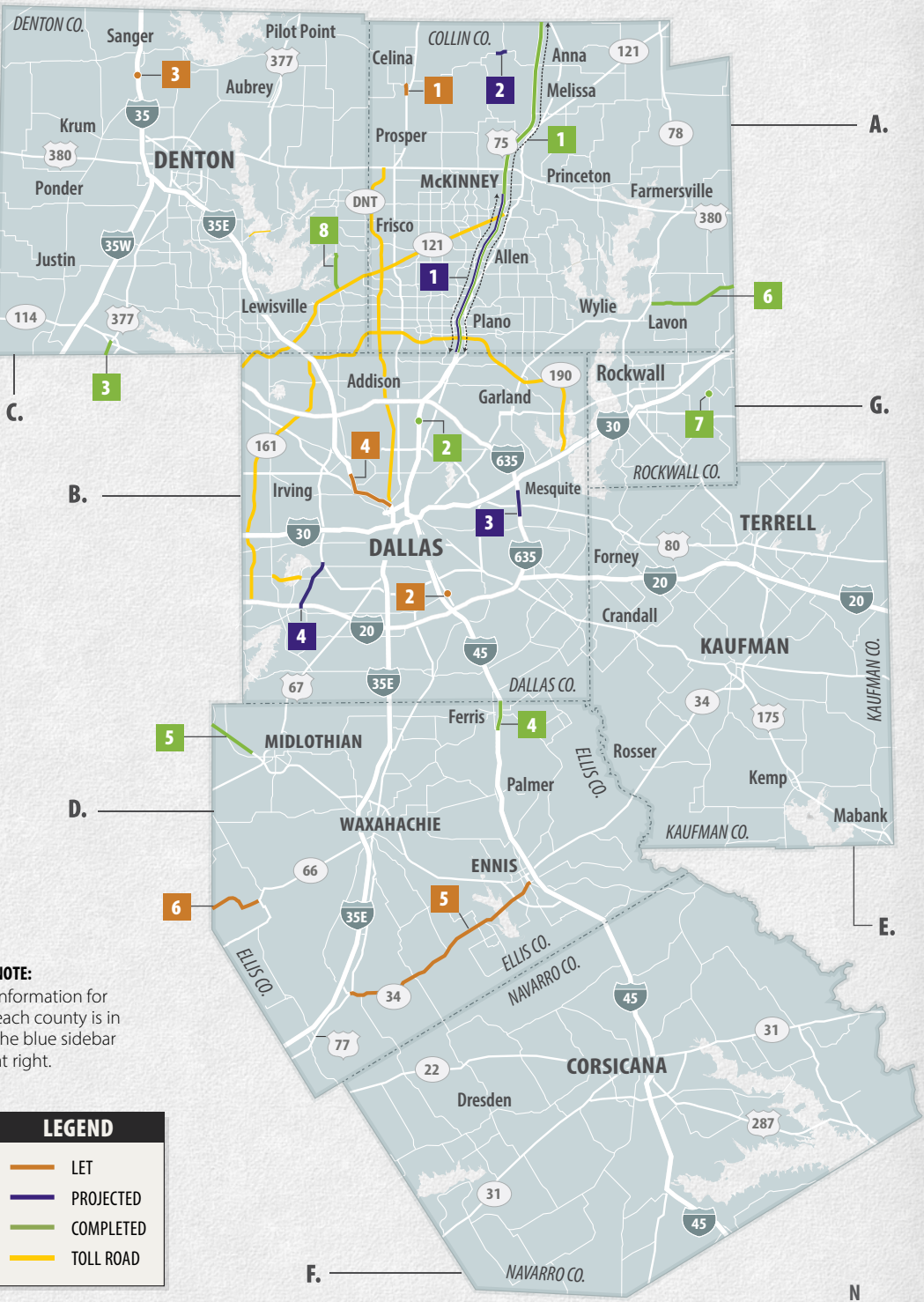
SOURCE: Texas Department of Transportation

TxDOT graphic



DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in June 2024, are projected to let in July 2024, or have recently been completed.

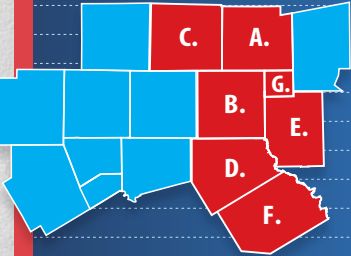


NOTE: Information for each county is in the blue sidebar at right.

LEGEND

- LET
- PROJECTED
- COMPLETED
- TOLL ROAD

SOURCE: TxDOT research  
\*POPULATION ESTIMATE: NCTCOG



2023 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,272,434  
\*POPULATION ESTIMATE | 5,414,645  
LANE MILES | 11,456

A. | COLLIN COUNTY

VEHICLE REGISTRATION: 892,924  
\*POPULATION ESTIMATE: 1,175,974  
LANE MILES: 1,578

B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,101,685  
\*POPULATION ESTIMATE: 2,675,009  
LANE MILES: 3,563

C. | DENTON COUNTY

VEHICLE REGISTRATION: 763,677  
\*POPULATION ESTIMATE: 1,006,492  
LANE MILES: 1,822

D. | ELLIS COUNTY

VEHICLE REGISTRATION: 201,810  
\*POPULATION ESTIMATE: 218,125  
LANE MILES: 1,627

E. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 151,162  
\*POPULATION ESTIMATE: 158,672  
LANE MILES: 1,225

F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 54,161  
\*POPULATION ESTIMATE: 55,639  
LANE MILES: 1,276

G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 107,045  
\*POPULATION ESTIMATE: 124,734  
LANE MILES: 365