

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, July 28, 2023

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 23, 2023, Minutes

☒ Action ☐ Possible Action ☐ Information Minutes: 5

Presenter: Walter Shumac, III, STTC Chair

Item Summary: Approval of the June 23, 2023, 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. Endorsement of Department of Energy Grant Proposals

Presenter: Savana Nance, NCTCOG

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

Background: The North Central Texas Council of Governments (NCTCOG) proposes to submit a grant proposal to the Joint Office of Energy and Transportation "Ride and Drive Electric" Funding opportunity to develop a regional plan to improve the resilience of electric vehicle charging infrastructure. The plan would seek to improve continuity of operation in the event of a power outage and incorporate a demonstration project. Staff proposes to request the maximum of \$1.5 million federal DOE funds and provide the required 20 percent match (up to \$375,000) using Regional Toll Revenue funds. RTC approved this staff proposal at its July RTC meeting. Submittals are due to the Department of Energy by 4 pm Central Time, Friday, August 25. In addition, NCTCOG, in its role as host agency of Dallas-Fort Worth Clean Cities, had been asked to partner as a subrecipient in several proposals competing for funding through the Department of Energy's Fiscal Year 2023 Vehicle Technologies Office Program-Wide Funding Opportunity. RTC approved participation at their July meeting. Since RTC action, the Department of Energy issued responses to initial project concept papers, and several proposals are no longer moving forward. The only proposal moving forward is that being developed by Louisiana Clean Fuels, which will be due to the Department of Energy on August 11, 2023. STTC

endorsement is requested. More information is available in [Electronic Item 2.1](#). This presentation also includes a summary of DOE awards recently announced from the previous fiscal year competition.

Performance Measure(s) Addressed: Air Quality

1:40 – 1:50

3. **Approval and Endorsement of 2024 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) approval on the proposed changes to the Regional 10-Year Plan Update, including a funding exchange to advance the IH 30 Canyon project, and endorsement of action taken by the RTC at its July 2023 meeting, will be requested.

Background: Since December 2016, the RTC has annually approved a set of projects funded with Category 2 (MPO selected) and Category 4 (TxDOT District selected) funds and submitted for Texas Transportation Commission (TTC) consideration with Category 12 (TTC selected) funds that cover 10 years of highway projects. Since the last update in 2022, North Central Texas Council of Governments (NCTCOG) staff has coordinated with the TxDOT Dallas, Paris (Hunt County), and Fort Worth districts regarding updates to previously approved projects, as well as potential additions to the 10-Year Plan to be included in the 2024 Unified Transportation Program (UTP). To address over-programming of Category 12 funding statewide in the first few years of the UTP, it is being proposed that Category 12 funding be removed from the IH 30 Canyon project in Dallas County and be replaced with Category 2 funding. Category 2 funding would then be removed from several out-year projects and be replaced with Category 12 funding in the 2024 UTP. [Electronic Item 3.1](#) includes additional information about the process. [Electronic Item 3.2](#) contains the proposed list of planned projects for the Regional 10-Year Plan. [Electronic Item 3.3](#) contains the 10-Year Plan projects that have let or been completed.

Performance Measure(s) Addressed: Roadway, Safety

1:50 – 2:00

4. **Census Update Federal Transit Administration Designated Recipient**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Ken Kirkpatrick, NCTCOG

Item Summary: Staff is requesting favorable recommendation to the Regional Transportation Council (RTC) that North Central Texas Council of Governments (NCTCOG) be selected as the Designated Recipient for Federal Transit Administration (FTA) funds for the newly designated McKinney-Frisco Urbanized Area.

Background: On December 29, 2022, the Census Bureau published updates to urban areas based on the 2020 Census of Population and Housing counts and density calculations. Based on the 2010 Census there are three urbanized areas in the Dallas-Fort Worth Region: Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney. Under the new 2020 designations, Frisco is now combined with McKinney to create the McKinney-Frisco urbanized area, which requires designation of a new Designated Recipient for FTA funds prior to October 1, 2023. The staff's recommendation is that NCTCOG be selected as the Designated Recipient. Both the Frisco City Council and McKinney City Council have approved the recommendation that NCTCOG serve as the Designated Recipient. Additional information is provided in [Electronic Item 4](#).

Performance Measure(s) Addressed: Administrative, Transit

2:00 – 2:10

5. **Fiscal Year 2023 Multimodal Projects Discretionary Grant Program**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of projects to be submitted for funding consideration through the Fiscal Year 2023/2024 (FY 23/24) Multimodal Project Discretionary Grant (MPDG) Program. This \$5.575 billion program solicits project applications for three funding opportunities: the National Infrastructure Project Assistance Grants Program (MEGA), the Nationally Significant Multimodal Freight and Highway Projects Grant Program (INFRA), and the Rural Surface Transportation Grant Program (RURAL).

Background: On June 26, 2023, the United States Department of Transportation (US DOT) announced the solicitation of project applications for the FY 23/24 MPDG Discretionary Grant Program. As with last year, the Notice of Funding Opportunity (NOFO) combines three major discretionary grant programs in efforts to reduce burdens for State and local applicants, increase the pipeline of “shovel-worthy” projects now possible because of the Bipartisan Infrastructure Law (BIL), and enable US DOT to get a more comprehensive view of projects in development nationwide. The MPDG Program application deadline is August 21, 2023, for the following funding programs:

- The National Infrastructure Project Assistance (MEGA) Program will provide \$1.8 billion in FY 23/24 funding for major projects too large or complex for traditional funding programs.
- The Nationally Significant Multimodal Freight and Highway Projects Grant Program (continuation of the existing Infrastructure for Rebuilding America, or INFRA Program) will provide \$3.1 billion in FY 23/24 funding for highway, bridge,

freight rail, intermodal, and marine transportation projects of regional and national significance.

- The Rural Surface Transportation Grant Program (RURAL) will provide \$675 million in FY 23/24 funding supporting projects to improve/expand rural area surface transportation infrastructure for increased connectivity and enhanced safety and reliability of people and freight movements to generate regional economic growth and greater quality of life.

[Electronic Item 5](#) provides program details, application requirements, and information regarding candidate projects. For agencies in the region submitting their own projects, please be aware you must complete the www.grants.gov registration process, usually requiring two-four weeks for completion, prior to submitting applications. Assuming the projected timing for application development, agency requests to receive a letter of support from the RTC should be submitted to Nicholas Allen by Monday, August 7, 2023, at nallen@nctcog.org.

Performance Measure(s) Addressed: Goods Movement, Roadway

2:10 – 2:25

6. Director of Transportation Report on Selected Items

☐ Action ☐ Possible Action ☒ Information Minutes: 15

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. Announcement of Fiscal Year 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) – Grant Project Awards
2. Amtrak Payment
3. Letter Regarding SH 183 Managed Lanes ([Electronic Item 6.1](#))
4. Texas Commission on Environmental Quality Recent Correspondence ([Electronic Item 6.2](#))
5. Texas Department of Transportation – Metropolitan Planning Organization: Next Steps

Performance Measure(s) Addressed: Administrative

2:25 – 2:35

7. Federal and State Actions Update

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Jenny Narvaez, NCTCOG

Item Summary: Staff will provide an update on actions taken by the Environmental Protection Agency (EPA) and Texas Commission on Environmental Quality (TCEQ) regarding the State Implementation Plan (SIP) and reconsideration of National Ambient Air Quality Standards (NAAQS).

Background: EPA is in the process of approving and disapproving parts of the SIP and reconsidering lowering the fine particulate matter (PM_{2.5}) NAAQS. All these actions may have impacts on the Dallas-Fort Worth (DFW) region in terms of conformity and transportation funding. Additionally, TCEQ has published the proposed SIP Revision(s) for the DFW 2015 Ozone NAAQS and opened the public comment period. [Electronic Item 7.1](#) includes staff comments on the revisions. Finally, emissions reductions strategies are being reviewed and a request for ideas is being requested. Details and impacts of all these actions will be presented. For more information, please see [Electronic Item 7.2](#).

Performance Measure(s) Addressed: Air Quality

2:35 – 2:40

8. Intermodal Transportation Hubs for Colleges and Universities Study Recommendations

☐ Action ☐ Possible Action ☒ Information Minutes: 5

Presenter: Ezra Pratt, NCTCOG

Item Summary: Staff will update the Surface Transportation Technical Committee (STTC) on the completion and key recommendations from the Intermodal Transportation Hubs for Colleges and Universities Study.

Background: The Intermodal Transportation Hubs for Colleges and Universities Study investigated the potential for mobility hubs on and around college and university campuses throughout North Central Texas. The study assessed existing and future transportation and demographic conditions around campuses to provide recommendations for mobility hubs and improvements. A catalog of mobility hub components and strategic recommendations for mobility hub phasing, funding, and implementation was developed as part of the study. More details can be found in [Electronic Item 8](#).

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

2:40 – 2:45

9. 2025-2028 Transportation Improvement Program Development Kickoff

☐ Action ☐ Possible Action ☒ Information Minutes: 5

Presenter: Cody Derrick, NCTCOG

Item Summary: Staff will brief the Committee on the 2025-2028 Transportation Improvement Program (TIP) development process, expectations, and upcoming meetings.

Background: A new TIP is developed every two years through a cooperative effort between the North Central Texas Council of Governments (NCTCOG), the Texas Department of Transportation (TxDOT), local governments, and transportation authorities. The TIP is a staged, multi-year listing of transportation projects with committed funding from federal, State, and local sources within the Dallas-Fort Worth Metropolitan Area. For regionally significant projects to proceed to implementation, they must be included in the TIP

listings correctly. To this end, NCTCOG staff will meet with local partners to receive input and updates on all their active projects. The data from these meetings will be assessed and organized into a draft project listing, which is financially constrained against the funding allocations identified in the Unified Transportation Program. Special attention will be placed on projects that are at risk of losing federal funds or on the Regional Transportation Council's MPO Milestone Policy list. Details on the 2025-2028 TIP Development process, timeline, and focus areas are available in [Electronic Item 9](#).

Performance Measure(s) Addressed: Roadway, Transit

2:45 – 2:50

10. Metropolitan Transportation Planning Policy Bundle 5

☐ Action ☐ Possible Action ☒ Information Minutes: 5

Presenter: Amy Johnson, NCTCOG

Item Summary: Staff will brief the Committee on results from the fifth round of the Metropolitan Transportation Plan (MTP) Policy Bundle, including the plan to distribute available Transportation Development Credits (TDCs). The Committee will be briefed on TDC distribution for successful participants.

Background: The MTP Policy Bundle Program was created to encourage entities like local governments, school districts, and transportation agencies to voluntarily adopt at least a minimum of 50 percent of the list of policies identified in Mobility 2045 Update. By voluntarily adopting these policies, participating entities will receive Transportation Development Credits (TDCs) to offset local funds for federal transportation projects. Recommendations in Mobility 2045 Update consist of policies, programs and projects reflecting the region's priorities and support Mobility 2045 goals. As construction of infrastructure projects alone cannot achieve the goals of the plan, a voluntary list of policies available for adoption by local agencies was designed to encourage the development of alternative, strategic solutions. By voluntarily adopting 50 percent of these policies, participating agencies receive TDCs to offset local funds for federal transportation projects. MTP Policy Bundle applications have been reviewed, and staff will present a draft recommendation for distributing TDCs to successful entities. [Electronic Item 10](#) includes a draft recommendation for TDC distribution for successful policy bundle participants.

Performance Measure(s) Addressed: Air Quality, Transit

2:50 – 3:00

11. **Unmanned Aircraft Airspace Awareness Pilot Program**

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Ernest Huffman, NCTCOG

Item Summary: Staff will brief the Committee on the North Texas Unmanned Aircraft Airspace Awareness Pilot program. This program includes details impacting the pilot and how local governments can get the free application software and training. Staff will also provide information on an upcoming Workshop from the Federal Aviation Administration (FAA) on the upcoming Remote ID regulations.

Background: The North Central Texas Council of Governments (NCTCOG) has selected proposals from three companies to provide a tool that will enable residents and businesses to fly safely and receive live data on potential risks, advisories for local events or emergencies, and other flight planning features. The purpose of this software is to integrate Advanced Air Mobility and autonomous drone deliveries in the region. This initiative requires the use of Uncrewed Traffic Management and Providers of Services to Unmanned Aircraft Systems. NCTCOG plans to work with the three service providers over a two-year pilot program to develop a collaborative process for sharing essential data and automating flight information inputs. During the first year, NCTCOG will work with each platform provider to conduct training and develop workflows for data input. In the second year, they will focus on sharing data across all platforms to enhance regional safety. Also, beginning September 16, 2023, all drone pilots who are required to register their Unmanned Aircraft Systems must operate in accordance with the rule on Remote ID. The FAA will conduct a workshop for the region on Friday August 11, 2023. All details will be shared with the Committee.

Performance Measure(s) Addressed: Safety

3:00 – 3:10

12. **Fast Facts**

☐ Action ☐ Possible Action ☒ Information Minutes: 10

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

1. *Aliyah Shaikh* – November Transportation Improvement Program Cycle Submittal Deadline – July 28, 2023
2. *Jesse Brown* – Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report ([Electronic Item 12.1](#))
3. *Sydnee Mangini* – Pilot Placemaking Training ([Electronic Item 12.2](#))
4. *Sydnee Mangini* – North Central Texas Council of Governments Community Gardens Public Program Guide
5. *Nicholas Van Hassen* – 2023 Ozone Season Update ([Electronic Item 12.3](#))
6. *Juliana VandenBorn* – Air Quality Funding Opportunities for Vehicles (www.nctcog.org/aqfunding)
7. *Juliana VandenBorn* – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)

8. *Jackie Castillo* – June Public Meeting Minutes ([Electronic Item 12.4](#))
9. *Taylor Benjamin* — Public Comments Report ([Electronic Item 12.5](#))
10. Written Progress Reports:
 - Partner Progress Reports ([Electronic Item 12.6](#))
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 25, 2023.**

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE****June 23, 2023**

The Surface Transportation Technical Committee (STTC) met on Friday, July 23, 2023, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Joe Atwood, Melissa Baker, Bryan Beck, David Boski, Chris Funches (representing Daniel Burnham), Lane Cline, Clarence Daugherty, Chad Davis, Arturo Del Castillo, Pritam Deshmukh, Caryl DeVries, Phil Dupler, Chad Edwards, Eric Fladager, Chris Flanigan, Eric Gallt, Ricardo Gonzalez, Tom Hammons, Ron Hartline, Wilson Kakembo (representing Shannon Hicks), Matthew Hotelling, John D. Hudspeth, Joseph Jackson, William Janney, Kelly Johnson, Major L. Jones, Gus Khankarli, Eron Linn, Clay Lipscomb, Paul Luedtke, Chad Marbut, Alberto Mares, Justin Stoker (representing Wes McClure), Mark Nelson, Jim O'Connor, Tim Palermo, Dipak Patel, Martin Phillips, Kelly Porter, Tim Porter, Lauren Prieur, Greg Royster, David Salmon, James Ryan Sartor, Brian Shewski, Walter Shumac III, Randy Skinner, Caleb Thornhill, Jennifer VanderLaan, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Jana Wentzel, and Robert Woodbury.

Others present at the meeting were: Julie Anderson, Martin Bate, Natalie Bettger, Joslyn Billings, Jason Brown, Jackie Castillo, Aaron Cedar, Lori Clark, Brian Dell, Cody Derrick, Olivia Dugger, Brian Flood, Rebekah Gongora, Christie Gotti, Delaney Hankins, Lynn Harris, Bill Ische, Vercie Pruitt-Jenkins, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Dan Lamers, Mark Mathis, James McLane, Michael Morris, Vickie Morris, Jeff Neal, Donald Parker, Trey Pope, Ezra Pratt, Moosa Sagkian, Robert Saylor, Bill Smith, Toni Stehling, Shannon Stevenson, Nick VanHaasen, Brendon Wheeler, Amanda Wilson, Brian Wilson, Patricia Wodsack, Hsa Woodberry, and Susan Young.

1. **Approval of May 26, 2023, Minutes:** The minutes of the May 26, 2023, meeting were approved as submitted in Electronic Item 1. Daniel Vedral (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda:
 - 2.1. **August 2023 Transportation Improvement Program Revisions:** A recommendation was requested for Regional Transportation Council (RTC) approval of the of revisions to the 2023-2026 Transportation Improvement Program (TIP) was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP- related changes. August 2023 revisions to the 2023-2026 TIP were provided as Electronic Item 2.1. These modifications were reviewed for consistency with the mobility plan, the air quality conformity determination, and financial constraint of the TIP.
 - 2.2. **Federal Functional Classification System Amendments:** A recommendation was requested for Regional Transportation Council (RTC) approval of ten amendments to the currently approved Federal Functional Classification System (FFCS). While inclusion in the FFCS is based on a roadway's purpose and functioning capabilities, it is also used to determine eligibility for federal funding. Amendments to the FFCS occur as the function of an existing roadway changes, or as roadways need to be added due to construction, new developments, and shifts

in demographic trends. Staff are currently working with the Texas Department of Transportation (TxDOT) on 10 proposed FFCS amendments within the Dallas and Fort Worth TxDOT districts. These amendments involve the construction of new roadways and improvement of existing roadways and improvement of existing roadways resulting from a project development process involving NCTCOG staff, local governments, and external partners. Maps and tables detailing the proposed functional class changes were included in Electronic Item 2.2

A motion was made to recommend Regional Transportation Council approval of Items 2.1 and 2.2 on the Consent Agenda. Kelly Porter (M); Robert Woodbury (S). The motion passed unanimously.

3. **Endorsement of Contingency Emergency Item - Amtrak:** Michael Morris provided background regarding the request for the Surface Transportation Technical Committee to endorse emergency funding authorization of \$700,000 in Regional Toll Revenue (RTR) funds for Amtrak's Heartland Flyer Passenger Service from Fort Worth to Oklahoma City. RTC Policy P20-02 authorizes the Transportation Director to take emergency funding actions up to approximately \$5,000,000 due to necessity of time or consequence. The policy requires the emergency action to be placed on the next scheduled RTC meeting for ratification. Texas' share of funding for Amtrak's Heartland Flyer passenger service from Fort Worth to Oklahoma City has a current funding shortfall of approximately \$700,000. The State's Supplemental Budget for the biennium ending August 31, 2023, did not include funding to address this shortfall. Michael took emergency action to allocate \$700,000 in RTR funding for the Heartland Flyer Passenger Service to avoid service disruption. The staff is meeting with legislative officials to determine if other means of funding are available for the service. Additional details were provided in Electronic Item 3.

A motion was made to endorse the Regional Transportation Council's approval of the emergency funding authorization of \$700,000 in Regional Toll Revenue funds, if needed, to ensure Amtrak's Heartland Flyer Passenger Service from Fort Worth to Oklahoma City will continue. Kelly Porter (M); Daniel Vedral (S). The motion passed unanimously.

4. **Critical Transit Funding for Areas in Collin County:** Shannon Stevenson presented a request to provide funding for the Collin County Rides Program to support the transition of transit services for seniors and individuals with disabilities in the Cities of Allen, Fairview, and Wylie, and introduce new transit service in the City of Anna. Staff was seeking to utilize up to \$1,800,000 total funds to support the transition of transit services in the cities of Allen, Fairview, and Wylie. The recommendation for funding includes \$300,000 in RTC Local funds for the first year and subsequent operations to be funded with existing Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Senior and Individuals with Disabilities program funds. Participating cities will provide the local match. The current provider is Dallas Area Rapid Transit (DART); transit service was previously provided by Texoma Area Paratransit Systems (TAPS). DART's contract expires September 30, 2023, initial contract expired September 2022, but DART Board granted one year extension while cities looked for other options with the risk of threat for suspension of transit service leaving gaps in coverage with an anticipated service start-date of October 1, 2023, with evaluation of service and to possibly incorporate into existing transit authority service area. In addition, NCTCOG staff has been working with the City of Anna to introduce transit services; however, due to final US Census designations, the City of Anna is not eligible for urban funding from the Federal Transit Administration (FTA) and must utilize rural FTA funding through the Texas Department of Transportation (TxDOT), which requires a Rural Transit

District. A Rural Transit District (RTD) will need to be established by the Collin County Commissioner's Court to access federal rural funding through TxDOT. The City of Anna's classification falls under "rural" by the Federal Transit Administration (FTA) because the population is under 50,000. While NCTCOG continues working with Collin County and TxDOT to establish an RTD, staff requested STTC recommendation for RTC approval to implement new transit service utilizing up to \$1,200,000 total funds from either the Congestion Mitigation and Quality Improvement Program or Carbon Reduction Program funds, with local match to be provided by the City of Anna. Electronic Item 4 contained additional details.

A motion was made to recommend Regional Transportation Council approval to utilize up to \$1,800,000 total funds (RTC Local: \$300,000; Federal Transit Administration Section 5310 Program funds: \$600,000; local match from the Cities of Allen, Fairview, and Wylie: \$900,000) for the Collin County Rides Program to continue transit service in the cities of Allen, Fairview, and Wylie, and up to \$1,200,000 total funds (Congestion Mitigation and Air Quality Improvement Program or Carbon Reduction Program funds: \$600,000; local match from the City of Anna: \$600,000) for the City of Anna to implement transit service within its city. The motion also included direction to staff to revise administrative documents as appropriate to incorporate the projects. Bryan Beck (M); Gus Khankarli (S). The motion passed unanimously.

5. **Automated Transportation System Initiative and Modernization Pilot:** Brendon Wheeler requested a recommendation for Regional Transportation Council (RTC) approval of \$500,000 in Surface Transportation Block Grant (STBG) funding for engineering design of a Las Colinas modernization pilot and an additional \$500,000 in STBG funding for staff efforts to support all Automated Transportation System (ATS) pilot projects through Fiscal Year 2026. North Central Texas Council of Governments (NCTCOG's) review of emerging technology innovations focuses on future proofing infrastructure, providing users with demand-responsive transportation, reducing long-term risks of obsolescence of infrastructure and utilizing solutions that do not require custom guideways to operate. The RTC has already funded two pilot ATS projects – \$10,000,000 for a people movement application at the Dallas International District and \$11,000,000 for a cargo movement application between the Arlington General Motors Plant and the Union Pacific railhead – as well as \$375,000 for an ATS feasibility study in the Legacy Area in Plano. Based on the successful results of the ATS Development Study, Dallas County Utility and Reclamation District (DCURD) accepted NCTCOG's proposal to modernize a pilot segment of the existing Las Colinas guideway. The recommendation for today's action is only for the engineering design; retrofitting the existing guideway and operating the pilot would be future phases to be considered by RTC at a future date. Electronic Item 5 included a presentation summarizing the project.

A motion was made to recommend Regional Transportation Council approval of proposed funding for engineering/design of Las Colinas APT, staff time to support advancement of Las Colinas modernization pilot, International District ATS (People), GM/Arlington ATS (Goods), and general ATS planning, including procurement/management of consultant services, coordination with project stakeholders, and other project development activities for FY2025 – FY2026. The motion also included direction for staff to administratively amend the Transportation Improvement Program, and other administrative/planning documents, as appropriate, to reflect the approved projects and funding. Daniel Vedral (M); Jim O'Connor (S). The motion passed unanimously.

6. **Federal Performance Measures Condition Targets for National Highway System Pavement/Bridge Access:** Jeff Neal requested a recommendation for Regional Transportation Council (RTC) approval to support new statewide pavement and bridge condition targets for National Highway System (NHS) pavement and bridge assets, in accordance with existing and updating rulemaking for required Federal performance measures (PM2). While target-setting activities were codified through the Fixing America's Surface Transportation (FAST) Act/Bipartisan Infrastructure Law (BIL), the context of NCTCOG's regional strategy guiding this activity is based on addressing national performance via state of good repair to ensure safety of traveling public and effective long-term operation of transportation infrastructure using asset management, supporting TxDOT targets as much as possible, and setting regional performance goals included in the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) that can effectively "tell our story" through project outcomes. Recent upcoming committee actions for PM2 for pavement and bridge conditions with six number of measures, setting action in July 2023 with a four-year performance periods biennially (beginning, middle, and end of performance periods). Jeff noted target analysis includes review of National Highway System (NHS) facilities within the NCTCOG region, as TxDOT is required to establish PM2 targets representing the full NHS extent statewide, regardless of ownership. There are a total of 70,976 NHS lane-miles in Texas and 12,448 in the NCTCOG region. The NHS comprises 14 percent of the region's total roadway lane-miles but carries 63 percent of total vehicle-miles of travel (VMT), and NCTCOG's analysis further subdivides non-Interstate NHS into additional classifications: non-Interstate freeways, on-system arterials, off-system arterials, and off-system toll roads. For this new four-year performance period (starting in 2022), condition measurements for non-Interstate NHS segments are now identical to Interstate NHS, as a result of the inclusion of cracking, rutting, and faulting metrics with the International Roughness Index (IRI). Though pavement roughness had often been judged as a critical link between user satisfaction (comfort/safety) and performance, roughness (IRI) alone had resulted in overestimation of poor condition pavements. The revised methodology creates substantial positive condition differences for non-Interstate NHS pavements, but the ultimate integration of these metrics will enable more holistic lifecycle assessments of pavement assets over time compared to using roughness alone. Jeff then presented charts comparing statewide pavement/bridge good and poor condition observations and targets during the first performance period with the most recent observations and new 2024 and 2026 targets for the second performance period. Similar charts were also presented describing regional observations and trends but were further broken down among the additional non-Interstate NHS classifications mentioned above (for pavement assets only). While some important distinctions were noted between the statewide and regional data values, no significant divergences in performance were recognized requiring the region to set its own quantifiable targets. Jeff reminded the Committee since NCTCOG neither owns nor maintains any roadway pavement/bridge assets, it would be unrealistic and disadvantageous to assert such control over regional on-/off-system asset owners as a strategy to improve performance. Continued collaboration on planning and project development to help attain collective pavement/bridge condition goals is a more effective strategy, and the legacy of that support had already generated results, particularly for bridges when the extent and status of poor condition structures had been analyzed last summer ahead of the Fiscal Year (FY) 2022 Bridge Investment Program (BIP). Of the 49 regional NHS bridges in poor condition (including 37 bridges in the TxDOT Dallas District and 12 in the TxDOT Fort Worth District), treatments for all but three structures had either been funded and scheduled for construction, under construction, or completed. This included outcomes from the North Central Texas Strategic NHS Bridge Program INFRA Grant (2019) which had supported implementation of four bridge projects (three – West

subregion; one – East subregion) totaling \$28.5 million. Due to this information, staff's proposed RTC's action would likely be to affirm NCTCOG support for new TxDOT statewide "Good Condition" NHS pavement and bridge targets for 2024 and 2026. It would also affirm NCTCOG support for new TxDOT statewide "Poor Condition" NHS pavement and bridge targets for 2024 and 2026 by collaborating to plan/program projects contributing toward accomplishment of pavement and bridge goals via the following actions: NCTCOG will continue to work with local governments on annual monitoring and expediting improvements for identified NHS Off-System Arterials in "Poor Condition", and continue to work with TxDOT/local governments on annual monitoring and expediting improvements for identified NHS bridges in "Poor Condition". The schedule for PM2 target decision making was highlighted; RTC action will be requested at the July 13, 2023, meeting, and RTC action will be requested at its July 13, 2023, meeting. The deadline for MPOs to report whether they will agree to plan/program contributing to affirmed TxDOT PM2 targets or commit to new quantifiable PM2 targets for the Metropolitan Planning Area (MPA) is August 9, 2023. Additional details were presented provided in Electronic Item 6.

A motion was made to recommend Regional Transportation Council approval to support new statewide "good condition" and "poor condition" National Highway System (NHS) pavement and bridge targets in accordance with existing and updating rulemaking for required federal performance measures (PM2) for 2024 and 2026, collaborate to plan/program projects contributing toward accomplishment of pavement/bridge goals via the following actions: North Central Texas Council of Governments (NCTCOG) will continue to work with local governments on annual monitoring and expediting improvements for identified NHS Off-System Arterials in "poor condition", and continue to work with TxDOT/local governments on annual monitoring and expediting improvements for identified NHS Bridges in "poor condition". Kelly Porter (M); Tim Palermo (S). The motion passed unanimously.

7. **Fiscal Year 2024 and Fiscal Year 2025 Unified Planning Work Program:** Dan Kessler presented information on the draft Fiscal Year 2024 and Fiscal Year 2025 Unified Planning Work Program (UPWP). Development of the UPWP is a cooperative effort between the North Central Texas Council of Governments (NCTCOG) and its transportation partners. The UPWP inventories NCTCOG staff work activities to be performed between October 1, 2023, and September 30, 2025. A draft of the document was provided to the Texas Department of Transportation (TxDOT) for review in early June, with a copy provided concurrently to the Surface Transportation Technical Committee (STTC). The final document is due to TxDOT on July 31, 2023. The UPWP, required by the Infrastructure Investment and Jobs Act (IIJA), summarizes annual Metropolitan Planning Organization (MPO) funding, addresses regional and local projects, inventories planning and programming activities, and allocates available funds to specific tasks. Included in the document are five major tasks under which NCTCOG's work activities will be carried out: Task 1 – Administration and Management; Task 2 – Transportation Data Development and Maintenance; Task 3 – Short-Range Planning, Programming, and Operations; Task 4 – Metropolitan Transportation Plan; and Task 5 – Special Studies. Dan noted that there are 34 subtasks in the UPWP, and 28 active program area teams in the Transportation Department that represent 175 to 200 programs and projects with funding through 17 revenue sources and an estimated 170 federal grants. A funding summary of the federal formula Transportation Planning Funds (TPF) for FY2024 and FY2025 was presented. Available TPF are estimated to be around \$33.2 million, and expected expenditures for the two years is estimated at approximately \$28.5 million, leaving an approximate \$4.7 million to carry over to FY2026. In addition to Transportation Planning Funds, the UPWP also contains funding

from numerous other grants and agencies, totaling about \$179 million in funding. Approximately 33 percent of the funding is pass through to other transportation agencies. Electronic Item 7.1 contained the Work Program policies that guide the allocation of these federal Transportation Planning funds. Electronic Item 7.2 contained additional information on the draft FY2024 and FY2025 UPWP. A draft of the document is available at www.nctcog.org/trans/study/unified-planning-work-program.

A motion was made to recommend Regional Transportation Council approval of the FY2024 and FY2025 Unified Planning Work Program (UPWP), including the UPWP Policies contained in Exhibit I-8 (Electronic Item 7.1) of the Work Program. The motion also included direction for staff to administratively amend the Transportation Improvement Program, and other administrative/planning documents, as appropriate, to reflect the approved projects. Kelly Porter (M); Melissa Baker (S). The motion passed unanimously.

8. **South Dallas Inland Port Transit Funding:** Shannon Stevenson presented a request for approval to provide funding to Dallas Area Rapid Transit (DART) to support transit services with the Southern Dallas Inland Port area. Service began through a partnership between the Inland Port Transportation Management Association (IPTMA), STAR Transit, and DART Mobility Service Local Government Corporation (LGC) with funding approved by the Regional Transportation Council (RTC). The \$1.5 million Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant was planned to help fund the GoLink services while IPTMA grew membership. The grant funding is delayed and not scheduled to start until the first or second quarter of Fiscal Year 2025 at the earliest leaving a federal funding gap of 15-18 months. IPTMA requested bridge funding, which will be a one-time request, to support increased demand while the LGC is established and the IPTMA restructures to secure more sustainable funding. The intent of the IPTMA and the Inland Port GoLink services was to provide workforce transportation to jobs throughout the Inland Port. With ridership increasing year after year, employers and staffing agencies are beginning to incorporate GoLink information for job fairs, new hires, and new employees reliant on public transportation to call IPTMA for routing. Since the UberPool integration, average weekday ridership has increased to 301 in March of 2023 with a temporary decline in UberPool ridership as a result of improper geofencing while working to add capacity to reduce reliance on UberPool. More details were provided in Electronic Item 8. Eron Linn of DART expressed DART's support of the funding partnership. Clarence Daugherty of Collin County asked what is being done to fund this project on a long-term basis. Michael explained the transportation management association (TMA) was a one-time, three-year deal. The TMA is being folded into a local government corporation to capture tax increment financing either through Tax Increment Financing (TIF) district or a Public Improvement District (PID) because there is lot of growth that is occurring in an unincorporated county and small cities that have no money; therefore, revenue is being captured through the LGC. Transit cannot transition into the LGC now because there is no revenue; there has not been enough time to capture any of tax increment finance benefits from the growth of those companies. NCTCOG's interest is to become a financial partner of the LGC and create a new infrastructure program that could carry the transit load either through direct payments from the local governments, county government, or the tax increment finance process. Michael noted that due to the magnitude of the unincorporated area, he believes the best option for the future will be to create a transit capability through the local government corporation. Staff will bring additional information on the local government corporation at future meetings.

A motion was made to recommend Regional Transportation Council approval to utilize up to \$3,500,000 in federal funds (Surface Transportation Block Grant Program, Congestion Mitigation and Air Quality Improvement Program or Carbon Reduction Program funding) for the Silver Line Rail Project for a two-year period with 700,000 in Transportation Development Credits (TCDs) in lieu of local match as one-time bridge gap funding. Dallas Area Rapid Transit to transfer \$3.5 million in local funding to support transit in the Southern Dallas Inland Port area, and direction for staff to administratively amend the Transportation Improvement Program and other planning/administrative documents, as appropriate, to incorporate this project. Robert Woodbury (M); Gus Khankarli (S). The motion passed unanimously.

9. **Director of Transportation Report on Selected Items:** Michael Morris briefly highlighted several items for the Committee. The Texas Legislature Testimony: Number 2, was not discussed under this item (see the Legislative Report in Item 11). A link was provided to the testimony ([Transportation - S/C Discretionary Funding Allocations - May 18th, 2023](https://www.granicus.com/publication/28222/Transportation-S-C-Discretionary-Funding-Allocations-May-18th-2023) ([granicus.com](https://www.granicus.com))). Regarding the Texas Department of Transportation (TxDOT) and local government lighting agreements, implementation will be moving forward a few months instead of September, NCTCOG and the TxDOT Dallas District are in negotiations regarding incentives as part of the safety initiatives. Michael briefed the Committee on the City of Dallas/Dallas Area Rapid Transit (DART) Silver Line Rail mediation; the City of Dallas approved the particular agreement, and the North Central Texas Council of Governments will receive \$10 million dollars as part of a revolver to help pay for projects in June and \$5.3 million in July. He also provided draft policy agreement that the Regional Transportation Council will be requested to approve that strongly encourages all parties to work collaboratively in a professional manner to expeditiously resolve the advancement of the Silver Line Regional Rail Project. In addition, Michael noted that Ken Kirkpatrick of NCTCOG is making progress with the mediations with Burlington Northern Santa Fe and transit authorities regarding the Trinity Railway Express and advancement of the BUILD grant. Michael announced that the Irving Transportation Summit will not be held in August 2023 and that the RTC's August meeting will be held on August 10, 2023, the usual second Thursday meeting day. Michael highlighted that Natalie Bettiger completed the 66,800-traffic signal inventory so the status of every signalized intersection with INRIX is known. The City of Dallas approved TxDOT's recommendation to advance a hybrid Interstate Highway 345. In addition, Michael noted that STTC member attendance has been lacking at monthly meetings. He reminded members that monthly meeting attendance is tracked and sent to city managers, mayors, and county judges of all agencies represented on the Committee. Dan Kessler also noted that the North Central Texas Council of Governments works with a lot of local governments that want to be included as STTC members but aren't able due to their population, and he encouraged those members that are attending meetings to remind their fellow colleagues to attend the STTC meetings. At Michael's request, Jeff Neal of NCTCOG announced that the US Department of Transportation asked if \$20 million was awarded for the East/West Lancaster project in Fort Worth rather than the \$25 million requested, would it be possible to implement the project. NCTCOG responded that the project could still be implemented.
10. **Federal and State Legislative Update:** Nick Allen provided an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Transportation issues continue to be a focus for both the United States Congress and the Texas Legislature. Regarding the Debt Ceiling, – the Fiscal Responsibility Act of 2023 was approved by Congress on June 1, 2023; The Act suspends the Federal government's debt ceiling through January 1, 2025; imposes two-year discretionary

spending caps, Federal Highway Programs are exempt; rescinds some unobligated COVID-19 funds, transit not affected, and streamlines environmental review processes. Nick noted Federal Aviation Administration's (FAA) reauthorization provides more than \$107 billion for the FAA for fiscal years 2024 through 2028. The last stage of Nextgen will be completed by December 31, 2025, FAA must establish a pathway for beyond visual line-of-sight operations, and new safety certification of advanced air mobility powered-line aircraft. Governor Abbott declared a Special Session on border security and property taxes. State's budget plan for House Bill (HB) 1 House and Senate approved total funding of \$321.3 billion and Texas Department of Transportation (TxDOT) funding of \$37.2 billion with Riders of Interest: Southern Gateway Deck Park matching funds if federal grant is awarded and TxDOT task force to evaluate medium-and heavy-duty charging infrastructure and capacity. Nick provided information on Bills of interest regarding transportation funding: Senate Bill (SB) 505 creates a \$200/\$400 annual electric vehicle fee, Senate Concurrent Resolution (SCR) 2 extends proposition 7 expiration date to 2042 (State sales tax portion) and 2039 (motor vehicle sales tax portion), HB 2230 extends Proposition 1 expiration date from 2034 to 2042. Bills of Interest on the topic of General Transportation include HB 3444 Texas Transportation Commission (TTC) to prescribe criteria for the classification of each district as metropolitan, urban, or rural. Bills of interest on the topic of safety include HB 898 harsher penalties for the Move Over, Slow Down Law. HB 1885 Texas Transportation Commission (TTC) authority to establish a variable speed limit program to lower speed limits by 10 mph in certain situations. HB 3297 would eliminate vehicle safety inspections for noncommercial vehicles. HB 4797 Training on the treatment of tollways during inclement weather. Bills of Interest on the topic of temporary tags include HB 718 ends temporary paper tags and requires the issuance of metal plates by dealers. HB 914 increases penalties for temporary tag tampering. HB 2195 increases penalties for fictitious and altered plates. Bills of interest on the topic of unmanned aircraft, SB 1308 prohibits drones over airports and military installations. Bills of interest on the topic of broadband HB 9/HJR 125 creates the Broadband Infrastructure Fund, allocates \$1.5 billion, requires voter approval. SB 1238 revises existing Broadband Development Program. Bills of interest on the topic of air quality and electric vehicles include SB 1397, Texas Commission on Environmental Quality Sunset bill continues the agency for 12 years, SB 1732, creates standards for electric vehicle charging stations requiring a widely compatible connector or plug. HB 3014 exempts EV from emission inspection. HB 4885 creates the Hydrogen Infrastructure, Vehicle, and Equipment Grant Program under TERP. Bills of interest on the topic of water include SB 28/SJR 75, which creates the Texas Water Fund and the New Water Supply for Texas Fund, requires voter approval.

11. **2024 Unified Transportation Program (UTP) and Regional 10-Year Plan Update:** Brian Dell updated the Committee on the proposed changes for the Regional 10-year plan, including a funding exchange to advance the IH 30 Canyon project. Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods that includes projects funded with Category 2 (MPO selected), Category 4 (Texas Department of Transportation [TxDOT] District selected), and Category 12 (Texas Transportation Commission [TTC] selected). The Regional 10-Year Plan was originally approved by the Regional Transportation Council (RTC) in December 2016. This plan is updated annually in conjunction with the development of TxDOT's UTP. Since the approval of the last 10-Year Plan in summer of 2022, TxDOT began developing the 2024 UTP. North Central Texas Council of Governments (NCTCOGs) staff has been coordinating with the TxDOT Districts regarding project updates (e.g., costs/funding, environmental clearance and let dates), and potential new projects. This includes 2023 projects that need additional funding to cover cost

overruns at letting. To satisfy a February 21, 2023, deadline set forth by TxDOT, a draft project listing was developed that included project revisions and potential new projects. Principles for the development of the 10-Year Plan were highlighted: Projects 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, ensure all RTC projects are approved in 2024 UTP (including “placeholders”), and projects must be scored and should have a score sufficient to qualify for funding. Historical allocations of Category 2, 4, and 12 funds since 2017 were provided. A proposed Category 2/Category 12 funding exchange was introduced. There is currently too much Category 12 funding slotted statewide in the first few years of the UTP. To help resolve this issue, the region has been asked by TxDOT Headquarters to trade out Category 12 funds on the IH 30 Canyon project in 2024 and replace that funding with Category 2 and 4 funds. An initial trade was proposed by the State, but NCTCOG staff is proposing the following: Category 2 funding would be removed from four projects (SH 199 in Tarrant County [\$70 million], State Highway 360 at Randall Mill in Tarrant County [\$70 million], and United States 380 [\$150 million] and Spur 399 [\$100 million] in Collin County) and placed on the IH 30 Canyon project. Category 12 funds would replace Category 2 removed from those projects. Brian highlighted work that is being done to track Category 2 and non-formula funds in each subregion and noted that more details on the region’s latest Category 2 carryover balance and non-formula tracking will be provided once coordination with TxDOT and funding decisions have been finalized. Maps showing the 10-Year Plan projects, their statuses, as well as other major capacity projects in the region were presented. Next steps in the process were covered. The 10-Year Plan will be provided for information at the July 13, 2023, RTC meeting, public involvement during July 2023, will be brought for action at the July 28, 2023, STTC meeting and the August 10, 2023, RTC meeting, TxDOT Public Involvement for 2024 UTP during July 2023 and August 2023, and anticipated TTC approval of 2024 UTP during August 2023. Electronic Item 11 included additional information about the process.

12. **Census Bureau Boundaries:** Ken Kirkpatrick provided a status report on recent Census Bureau update to urban area boundaries impacting the Dallas-Fort Worth (DFW) region: 1) recent discussions with the Cities of Frisco and McKinney on Federal Transit Administration (FTA) Designated Recipient designation; and 2) latest on Transportation Management Area (TMA) implications. Federal actions for the US Census Bureau updates to Urban areas was based upon 2020 Census of Population and Housing, McKinney-Frisco Urban Area was expanded and renamed on December 29, 2022. The Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) updated transportation management areas on June 5, 2023, for McKinney-Frisco (New), Dallas-Fort Worth-Arlington, and Denton-Lewisville. The McKinney-Frisco urbanized area needs to select a designated recipient by September 30, 2023, for apportionments beginning Fiscal Year 2024, that will be selected by Governor, or designee (TxDOT) in cooperation with transportation providers and the Metropolitan Planning Organization (MPO). The duties of the designated recipient will have principal authority to administer and provide oversight of FTA funds and making FTA funds available to eligible projects and entities. Staff recommends North Central Texas Council of Governments to serve as the designated recipient. As of 2022, the designated/direct recipients by urbanized areas: Dallas-Fort Worth-Arlington – NCTCOG, DART, and Trinity Metro/Arlington, Grand Prairie, and Mesquite; Denton-Lewisville – NCTCOG and DCTA/no direct recipients; and McKinney – TxDOT/McKinney Urban Transit District (MUTD). The anticipated schedule: Frisco City Council on July 3, 2023; information at the RTC meeting on July 13, 2023; McKinney City

Council on July 18, 2023; action will be requested at the STTC meeting on July 28, 2023; RTC meeting on August 10, 2023; and Executive Board meeting on August 24, 2023.

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

Officers: Dan Kessler announced the new Surface Transportation Technical Committee officers for the 2023-2024 term: Walter Shumac, III, P.E., Director of Transportation Services, City of Grand Prairie (Chair); G. "Gus" Khankarli, P.E., Director of Transportation Department, City of Dallas (Vice Chair); and Ricardo Gonzalez, Director of Transportation Planning and Development, Texas Department of Transportation, Fort Worth District (Secretary). The STTC officers were approved by the NCTCOG Executive Board at its June 22, 2023, meeting. In addition, the new Regional Transportation Council officers for the 2023-2024 term are Gyna Bivens, Mayor Pro Tem, City of Fort Worth (Chair); Clay Lewis Jenkins, County Judge, Dallas County (Vice Chair); and Rick Bailey, Commissioner, Johnson County (Secretary).

14. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.

1. *Amy Johnson* – Fiscal Year 2024 – 2025 Policy Bundle (www.nctcog.org/policybundle)
2. *Nicholas Vanhaasen* – Chair Niermann Correspondence Response ([Electronic Item 14.1](#))
3. *Nicholas Vanhaasen* – 2023 Ozone Season Update ([Electronic Item 14.2](#))
4. *Nicholas Vanhaasen* – Annual Report: Most Ozone Polluted Metro Areas ([SOTA-2023.pdf \(lung.org\)](#))
5. *Trey Pope* – Local Clean Air Project Spotlight ([Electronic Item 14.3](#))
6. *Joslyn Billings* – Air Quality Funding Opportunities for Vehicles (www.nctcog.org/aqfunding)
7. *Joslyn Billings* – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
8. *Brian Wilson* – Progress North Texas (Handed out at the meeting)
9. *Jackie Castillo* – July Public Meeting Notice ([Electronic Item 14.4](#))
10. *Taylor Benjamin* – Public Comments Report ([Electronic Item 14.5](#))
11. Written Progress Reports:
 - Partner Progress Reports ([Electronic Item 14.6](#))

15. **Other Business (Old or New):** There was no discussion on this item.

16. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on July 28, 2023.

Meeting adjourned at 3:45 PM.



Endorsement of Department of Energy Grant Proposals

Savana Nance

Senior Planner

**Surface Transportation Technical
Committee**

7.28.2023

Background on Current Funding Opportunities

Bipartisan Infrastructure Law Joint Office of Energy and Transportation “Ride and Drive Electric”, Fiscal Year 2023 Funding Opportunity Announcement

Three Topic Areas (Distinct Funding “Buckets”)

Regional Interest:

Topic 1: Enhancing Electric Vehicle (EV) Charging Resiliency

Fiscal Year 2023 Vehicle Technologies Office Program-Wide Funding Opportunity Announcement

Fourteen Topic Areas (Distinct Funding “Buckets”)



Joint Office of Energy and Transportation “Ride and Drive Electric” Topic 1: Enhancing EV Charging Resiliency

Scope: Develop an EV charging resiliency plan to ensure access to charging services in the event of grid disruptions and implement a demonstration project

Proposal: NCTCOG Leads Regional Submittal to Develop Regional Plan

Partners Include Oncor Electric Delivery, North Texas Innovation Alliance, and Several Local Governments

Request Maximum Funding of \$1.5 Million Federal Funds with up to \$375,000 Regional Toll Revenue (RTR) Funds as Match

Concept Paper Submitted June 16, 2023

“Encouraged to Proceed” to Full Proposal as of June 27, 2023

Proposals Due August 25, 2023 (Deadline has been extended since RTC Action)

Selection Expected December 2023



Vehicle Technologies Office

Received numerous invitations to participate in proposals

Schedule

Concept Papers Submitted June 26, 2023

Concept Paper Notifications Received July 14, 2023

Several Proposals Presented to July 13, 2023 RTC Meeting No Longer Proceeding or No
Longer Proposing to Participate as a Funded Project Partner

Full Proposals Due August 11, 2023

Propose to partner as a Subrecipient to Louisiana Clean Fuels

Project Scope: Expand Clean Fuels Summit Event for Gulf Coast States and Provide Clean
Cities Support to “Undesignated” Areas of Texas

Expected NCTCOG Budget: ~\$150,000-\$200,000, no match required



Action Requested

Endorsement of RTC Approval to:

Submit Regional Proposal to Develop Resilient EV Charging Plan

Seeking \$1.5 Million DOE Funding, Providing Up to \$375,000 RTR Funding as Match

Participate as a Subrecipient with Louisiana Clean Fuels

Receive DOE Funds, no Match Required



For More Information:



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NCTCOG Participation Summary – FY22 DOE Projects

DOE Topic #	Project Name	Approved by RTC Dec 2022		Status	Current Expectation	
		NCTCOG Budget	Match Requested*		NCTCOG Budget	Match Requested*
10	Transforming Texas Freight: Planning Infrastructure for the Truck Energy Transition	\$250,000	\$0	Not Awarded	NA	NA
10	Houston to Los Angeles (H2LA)– I-10 Hydrogen Corridor Project	\$30,000	\$0	Awarded	\$107,000	\$0
11	Guaranteeing Access to Underserved and Marginalized Populations by Building Employment Opportunities (GUMBO)	\$25,000	\$0	Awarded	To Be Determined	\$0
7a	Portable EV Charging Solutions for Multi Family Homes, powered by SparkCharge	\$220,000	\$0	Not Awarded	NA	NA
12	EV Smart Communities	\$50,000	\$50,000	Awarded	\$50,000	\$50,000
12	Multimodal/Drone Delivery Demonstration to Disadvantaged Communities and Mobility Challenged Populations	\$250,000	\$250,000	Awarded	\$200,093	\$200,094
Total:		\$825,000	\$300,000			\$250,094

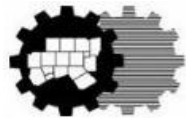
**NCTCOG committed to seek sponsorships through the DFW Clean Cities program to offset RTC Local funds (www.dfwcleancities.org/sponsorships)*



2024 UNIFIED TRANSPORTATION PROGRAM (UTP) AND REGIONAL 10-YEAR PLAN UPDATE

Surface Transportation Technical Committee

July 28, 2023



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

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

PRINCIPLES FOR THE DEVELOPMENT OF THE REGIONAL 10-YEAR PLAN

- Project should be included in the Metropolitan Transportation Plan
- Focus on “system” versus new, stand-alone projects
- Fully fund existing projects before funding new projects (with a focus on projects letting in the next 2-3 years)
- Ensure equity of county allocations
- Maintain toll lanes/toll managed lanes on selected corridors
- Re-fund previously unfunded projects, when possible
- Ensure all RTC projects are approved in 2024 UTP (including “placeholders”)
- Projects must be scored and should have a score sufficient to qualify for funding

REGIONAL FUNDING ALLOCATIONS FOR 2017-2024 UTPs

Funding Category ¹	2017 UTP	2018 UTP	2019 UTP	2020 UTP	2021 UTP	2022 UTP	2023 UTP	2024 UTP (Proposed)
Category 2	\$3.784	\$3.607	\$3.832	\$3.516	\$2.913	\$2.931	\$3.205	\$3.470
Category 4	\$0.830	\$1.553	\$1.637	\$1.537	\$1.340	\$1.348	\$1.593	\$2.341
Category 12	\$0.812	\$2.130	\$1.395	\$3.041	\$3.089	\$2.601	\$3.132	\$4.082 ² <u>\$3.602</u> ³
Total Allocation	\$5.426	\$7.290	\$6.864	\$8.094	\$7.342	\$6.880	\$7.930	\$9.893 ² <u>\$9.413</u> ³

¹ Amounts shown in billions

² May 2023 draft amount

³ July 2023 draft amount

PROPOSED CAT 2/CAT 12 EXCHANGE

- There is currently too much Category 12 funding slotted statewide in the first few years of the UTP.
- To help resolve this issue, the region has been asked by TxDOT Headquarters to trade out Category 12 funds on the IH 30 Canyon project in 2025 and replace that funding with Category 2 funds.
- NCTCOG staff is proposing the following:
 - Category 2 funding would be removed from four projects and placed on the IH 30 Canyon project and Category 12 funds would replace the Category 2 removed from those projects.

PROJECT (COUNTY)	FUNDING CATEGORY ¹	AMOUNT OF FUNDING TO EXCHANGE	FISCAL YEAR
SH 199 (Tarrant)	2 12	\$70,000,000	2028
SH 360 at Randol Mill (Tarrant)	2 12	\$70,000,000	2028
US 380 (Collin)	2 12	\$100,000,000	2030
Spur 399 (Collin)	2 12	\$150,000,000	2032
IH 30 Canyon (Dallas)	12 2	\$390,000,000	2025

¹These projects and the projects from the SE Connector trade in 2022 maintained their Category 12 funds, and TxDOT recognizes them as previously Category 2 funded, so the commitment must be maintained.

POLICY ELEMENTS IMPACTING RTC DIRECTION

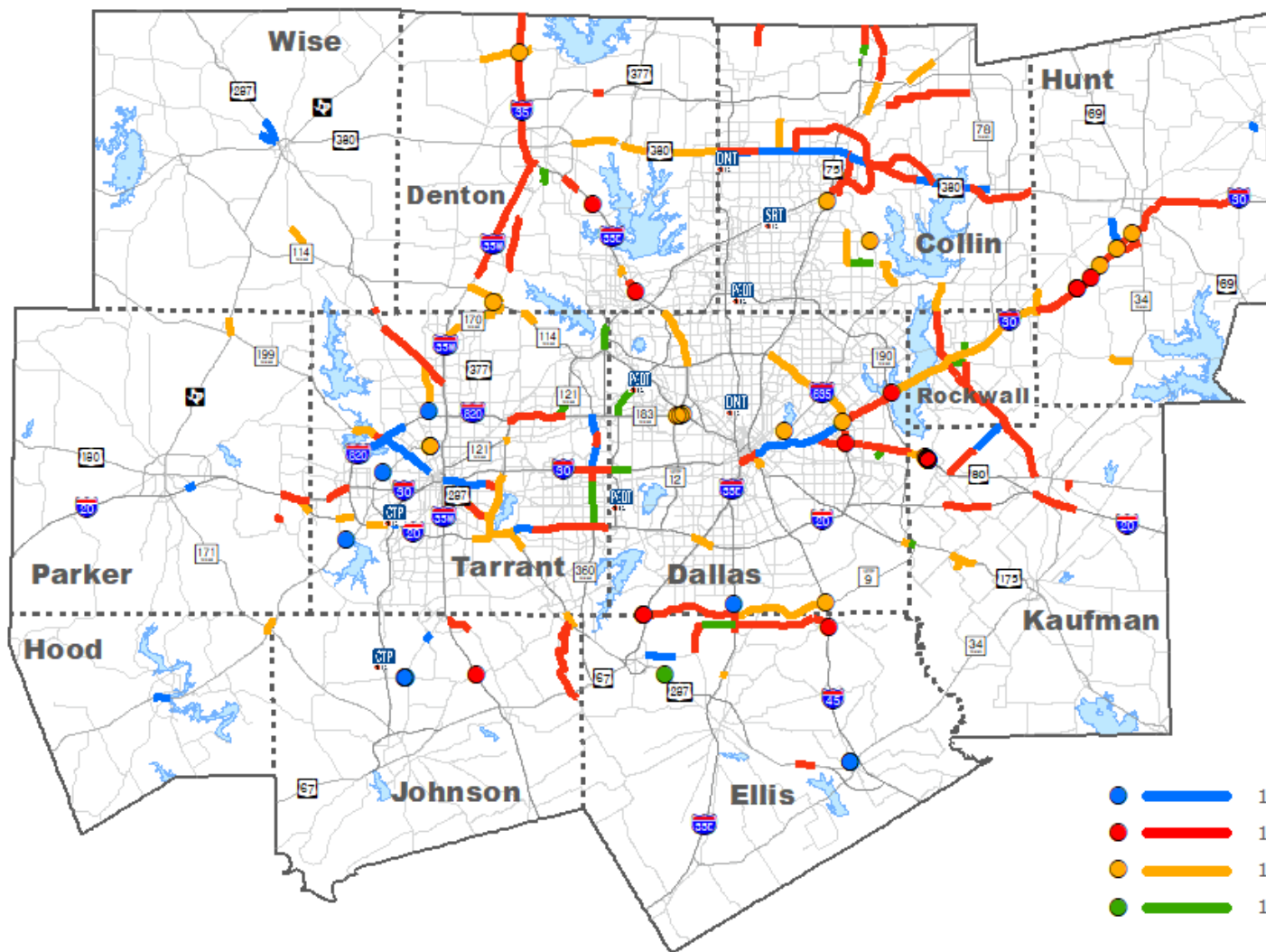
- TxDOT continues to underfund Cat 2 and overfund Cat 12
- Resulted in Legislative Hearings in 2023
- First time, Cat 12 exceeded legislative limits in draft UTP (First Year Problem)
- Staff supported Cat 2/Cat 12 trade to maintain commitments (working against Policy for more Cat 2 funding)
- Recent loss in revenue from Draft to Proposed Final

POLICY ELEMENTS IMPACTING RTC DIRECTION *(continued)*

- RTC/District plan to advance projects has increased funding
- Reviewed “Cat 2/Cat 12” classified projects – Honored
- Awkward position for TxDOT because of testimony to Legislative Committee
- Take the high ground, approve trade and classification
- Advance legislative intent and HB 20 for project selection

Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2033



Dallas CBD



Fort Worth CBD

Legend

- — 10 Year Plan Projects (No Changes)
- — 10 Year Plan Projects (New or Changed)
- — 10 Year Plan Projects (Under Construction)
- — 10 Year Plan Projects (Completed)

- Mobility 2045 Roadways
- - - County Boundary
- Lakes

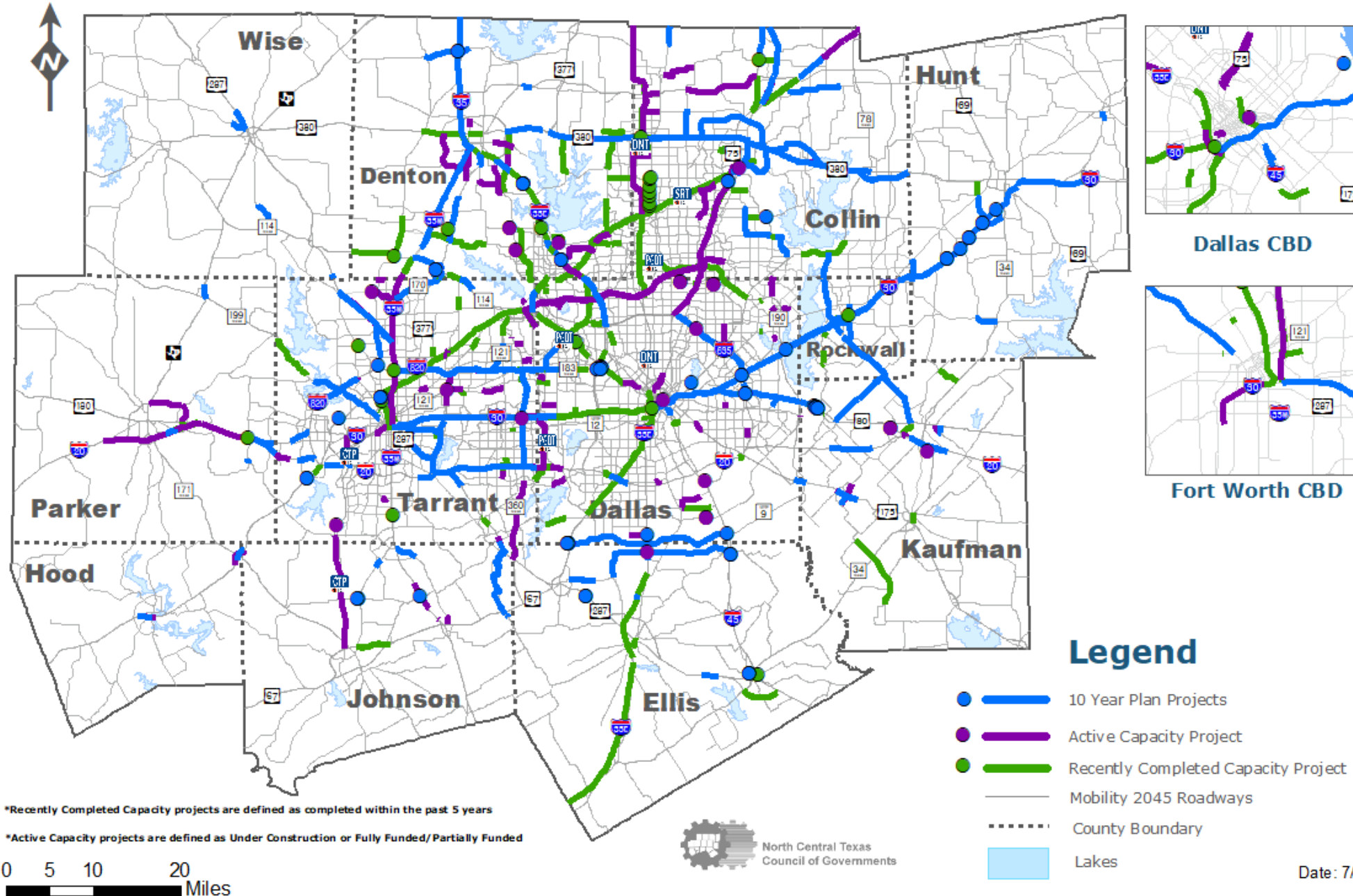
0 10 20 40 Miles



North Central Texas
Council of Governments

Date: 6/26/2023

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



TIMELINE

MEETING/TASK	DATE
STTC Information	June 23, 2023
RTC Policy Action	July 13, 2023
Public Involvement	July 2023
STTC Action	July 28, 2023
RTC Action	August 10, 2023
TxDOT Public Involvement for 2024 UTP	July 2023 and August 2023
Anticipated TTC Approval of 2024 UTP	August 2023

ACTION REQUESTED

- Endorsement of July RTC action:
 - Identify projects that were unfunded between the May 2023 and July 2023 UTP draft listings
 - Send a letter to TxDOT relaying the RTC's position that funding should be formula allocated (i.e., more Category 2 and less Category 12)
- Recommend RTC approval of:
 - The Regional 10-Year Plan project listing, including the proposed changes to projects that let in 2023
 - The proposed Category 2/12 funding exchange
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents as needed to incorporate these changes

CONTACT/QUESTIONS?

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2024 - FY2033																					
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033								MPO Project Score	
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed		
												\$2,124,316,442	\$2,026,227,393	\$1,083,560,278	\$1,615,545,886	\$697,962,128	\$831,424,708	\$1,740,968,942	\$2,025,410,078		
Collin County Projects																					
13076	1012-02-030	FM 545	FM 2933 to BS-78D	Realign existing roadway to improve horizontal and vertical alignment and add shoulders	June 2019 (Actual)	September 2028	2029	Funding previously reduced and moved to CSJ 0047-04-031, which was ready to advance sooner; Remaining Category 4 funding to be moved to CSJ 1012-03-043; RTL: June 2024	\$26,723,141	\$9,324,256	\$0			\$6,000,000	\$0						81.22
TBD	1012-02-043	FM 545	Champions Way to West of CR 1377	Realign existing roadway to improve horizontal and vertical alignment and add shoulders	June 2019 (Actual)	September 2028	2029	Breakout project (from TIP 13076/CSJ 1012-02-030)	N/A	\$14,540,243	\$14,540,243			\$0	\$14,540,243						81.22
N/A	N/A	North/ South Roadways	West and East of Lake Lavon		TBD	TBD	TBD	Feasibility study being done by NCTCOG; In prior years, moved \$100,000,000 of Category 12 funds to the US 380 corridor; Moved \$15,000,000 of Category 2 to TIP 13036/CSJ 0009-12-219 and \$35,000,000 of Category 2 to TIP 55221/CSJ 0009-12-215; Reduction in Category 2 funding offset by increase in Category 12 funding; Funding moved to breakout project CSJ 0135-04-036	TBD	TBD	\$0	\$0	\$0		\$0	\$0					70.56
N/A	N/A	Regional Outer Loop	DNT to SH 121		TBD	TBD	TBD	Working on local environmental document; Collin County desires that local funds be used on Regional Outer Loop, so federal funds were moved to North/South Roadways and US 380 projects; Collin County to contribute \$111,249,684 in bond funds over next 5 years	TBD	TBD	\$0	\$0	\$0								70.00
N/A	N/A	Regional Outer Loop	US 380 to Rockwall County Line; North/South Arterial		TBD	TBD	TBD	Collin County desires that local funds be used on Regional Outer Loop, so federal funds moved to US 380 project; Collin County to contribute \$32,400,000 in bond funds over next 5 years	TBD	TBD	\$0	\$0	\$0								70.00
13075	0047-04-029	SH 5	South of SH 121 to South of Melissa Rd	Reconstruct and widen 2 lane (4 lane transitional) undivided roadway to 4 lane divided urban roadway (ultimate 6)	August 2021 (Actual)	September 2027	2028	Project will be considered for funding in future 10-Year Plan Update; RTL: September 2025	\$2,127,402	\$3,545,375	\$0	\$0	\$0	\$0	\$0						85.68
13026.2	0047-04-030	SH 5	South of CR 275 to South of SH 121	Reconstruct, widen, and realign 2 lane undivided roadway to 4 lane divided roadway (ultimate 6) and realign SH 121/SH 5 interchange	August 2021 (Actual)	September 2028	2029	Project will be considered for funding in future 10-Year Plan Update; RTL: September 2024	\$16,946,471	\$37,953,344	\$0	\$0	\$0								80.73
13010	0047-09-034	SH 5	South of FM 1378 to Spur 399	Reconstruct and widen 2 lane undivided roadway to 4 lane divided urban roadway	July 2020 (Actual)	June 2027	2027	RTL: March 2026	\$10,000,000	\$15,586,877	\$15,586,877	\$10,000,000	\$15,586,877								72.39
13026	0047-05-054	SH 5	Power House Street to South of CR 275	Reconstruct and widen 2 lane undivided roadway to 4 lane divided urban roadway (ultimate 6 lanes)	July 2020 (Actual)	September 2028	2029	Category 2 funding previously moved to breakout project (TIP 13073/CSJ 0047-05-057) that is the priority section for Collin County and the City of McKinney; RTL: September 2024	\$125,981,920	\$91,698,188	\$0	\$0	\$0								78.69
13073	0047-05-057	SH 5	Spur 399 to Power House Street	Reconstruct and widen 2/4 lane undivided roadway to 4/6 lane divided urban roadway	July 2020 (Actual)	June 2026	2026	Breakout project of larger SH 5 project (TIP 13026/CSJ 0047-05-054) that is the priority section for Collin County and the City of McKinney; Category 2 funding previously partially offset by reduction on TIP 13026/CSJ 0047-05-054; RTL: October 2024	\$86,750,627	\$116,433,994	\$116,433,994	\$86,750,627	\$86,750,627	\$0	\$29,683,367						78.69
TBD	0047-04-032	SH 5	North of Collin County Outer Loop to North of Hackberry Drive	Reconstruct and widen 2 lane rural highway to 4 lane urban	September 2018 (Actual)	August 2033	2033	New project proposed by TxDOT Dallas District; RTL: December 2023	N/A	\$37,505,048	\$37,505,048			\$0	\$37,505,048						73.07
TBD	0047-04-033	SH 5	North of Hackberry Drive to CR 375	Reconstruct and widen 2 lane rural highway to 4 lane urban	September 2018 (Actual)	August 2032	2032	New project proposed by TxDOT Dallas District; RTL: December 2023	N/A	\$32,473,108	\$32,473,108			\$0	\$32,473,108						75.64
13072	0047-05-058	SH 5	SH 5/Spur 399 to Spur 399 Extension	Reconstruct and widen 4 lane arterial to 6 lane arterial (ultimate 8 lane freeway) and construct 0 to 4/6 lane frontage roads	March 2023 (Actual)	January 2030	2030	Breakout of larger US 380 project; Funding offset by reduction on CSJ 0135-03-053; RTL: November 2026	\$21,952,000	\$24,199,370	\$24,199,370	\$21,952,000	\$24,199,370								60.18
54023	0091-03-022	SH 289	N Bus 289C, North of Celina to N CR 60/CR 107 (Grayson County Line)	Reconstruct and widen 2 lane rural highway to 4 lane divided urban (Ultimate 6)	December 2018 (Actual)	August 2033	2033	New project proposed by TxDOT Dallas District	N/A	\$32,875,158	\$32,875,158			\$0	\$32,875,158						68.46
13070	0135-15-002	US 380	JCT US 380/West University (West of McKinney) to JCT US 380/East University (East of McKinney)	Construct 0 to 8 lane freeway and 0 to 4/6 lane frontage roads	September 2023	September 2027	2028	Breakout of larger US 380 project; Part of the 2022 UTP Southeast Connector funding exchange and received Category 12 funding; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the full amount was not awarded by the TTC; Instead of proposing \$100,000,000 of Category 2 funding on the project, \$100,000,000 of Category 12 funding to be proposed for TTC approval as part of a funding exchange to advance the IH 30 Canyon project in Dallas; Additional Category 12 funding being proposed for TTC approval through 2024 UTP; \$119,215,744 of Category 12 Clear Lanes funding proposed in May 2023 draft listings, but was removed from July 2023 draft listings; RTL: June 2027	\$807,520,000	\$810,036,080	\$481,231,775 \$610,036,080	\$0	\$0	\$104,307,200	\$94,718,639 \$104,307,200	\$286,513,136	\$0 \$119,215,744	\$0	\$386,513,136		87.62

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2024 - FY2033																					
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033								MPO Project Score	
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed		
												\$2,124,316,442	\$2,026,227,393	\$1,083,560,278	\$1,615,545,886	\$697,962,128	\$831,424,708	\$1,740,968,942	\$2,025,410,078		
55287	0047-10-002	Spur 399	SH 5 to US 380	Construct 0 to 6/8 lane freeway and construct 0 to 4/6 lane frontage roads	March 2023 (Actual)	February 2032	2032	New US 380 breakout project; TxDOT requested Category 12 funding through 2023 UTP, but the full amount was not awarded; Instead of proposing \$150,000,000 of Category 2 funding on the project, \$150,000,000 of Category 12 funding to be proposed for TTC approval as part of a funding exchange to advance IH 30 Canyon project in Dallas; Category 12 funding in addition to the \$150,000,000 (but not the full request) being proposed for TTC approval through 2024 UTP; \$361,039,376 of Category 12 Clear Lanes funding proposed in May 2023 draft listings, but was removed from July 2023 draft listings ; RTL: November 2026	\$254,240,000	\$938,159,376	\$638,159,376 \$277,120,000	\$0	\$0			\$0	\$0 \$361,039,376	\$127,120,000	\$277,120,000	50.68	
55156	0364-04-049	Spur 399	At SH 5	Construct interchange	July 2020 (Actual)	June 2028	2028	Project added to the 10-Year Plan via 2020 UTP; RTL: October 2024	\$36,533,536	\$40,620,470	\$40,620,471	\$36,533,536	\$40,620,471							80.91	
13071	0364-04-051	Spur 399	US 75 to SH 5	Reconstruct and widen 4 lane freeway to 8 lane freeway and construct 4/8 discontinuous to 4/8 continuous lane frontage roads	March 2023 (Actual)	August 2027	2027	Breakout of larger US 380 project; RTL: November 2026	\$9,968,000	\$42,547,677	\$42,547,677	\$9,968,000	\$42,547,677							67.27	
55281	0135-02-068	US 380	East of SH 289 to West of Lakewood Drive	Reconstruct 6 lane arterial to 6 lane freeway and construct 0 to 4/6 lane frontage roads	July 2023	August 2033	2033	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project was not proposed for funding; Category 12 funding (but not the full request) being proposed for TTC approval through 2024 UTP; RTL: May 2026	\$95,536,000	\$95,536,000	\$47,768,000						\$0	\$47,768,000	72.90		
55280	0135-11-024	US 380	Denton/Collin County Line to East of SH 289	Reconstruct 6 lane arterial to 6 lane freeway and construct 0 to 4/6 lane frontage roads	July 2023	August 2033	2033	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project was not proposed for funding; Category 12 funding (but not the full request) being proposed for TTC approval through 2024 UTP; RTL: May 2026	\$180,320,000	\$180,320,000	\$90,160,000						\$0	\$90,160,000	72.12		
55283	0135-03-056	US 380	FM 1827 to JCT US 380/West Princeton Drive	Reconstruct and widen 6 to 10 lane freeway and construct 0 to 4/6 lane frontage roads	November 2023	April 2033	2033	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project was not proposed for funding; TxDOT requested Category 12 funding through 2024 UTP but it is not being proposed for TTC approval; Category 2 funding being proposed to permit TxDOT to begin buying right-of-way; RTL: March 2027	\$15,556,800	\$16,552,435	\$1,000,000	\$0	\$1,000,000				\$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 frontage roads	November 2023	April 2033	2033	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project was not proposed for funding; TxDOT requested Category 12 funding through 2024 UTP but it is not being proposed for TTC approval; Category 2 funding being proposed to permit TxDOT to begin buying right-of-way; RTL: March 2027	\$436,363,200	\$464,290,445	\$1,000,000	\$0	\$1,000,000				\$0	\$0	50.00		
55285	0135-04-038	US 380	CR 560 to JCT US 380/Audie Murphy (West of Farmersville)	Reconstruct and widen 4 lane arterial to 6 lane freeway and construct 0 to 4/6 lane frontage roads	July 2023	October 2032	2033	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project was not proposed for funding; TxDOT requested Category 12 funding through 2024 UTP but it is not being proposed for TTC approval; Category 2 funding being proposed to permit TxDOT to begin buying right-of-way; RTL: July 2026	\$20,944,000	\$20,944,000	\$1,000,000	\$0	\$1,000,000				\$0	\$0	67.01		
55282	0135-05-028	US 380	West of CR 698 (Collin/Hunt County Line) to CR 698/CR 699 (Collin/Hunt County Line)	Reconstruct 4 lane arterial to 4 lane freeway and construct 0 to 4/6 lane frontage roads	July 2023	October 2032	2033	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project was not proposed for funding; TxDOT requested Category 12 funding through 2024 UTP but it is not being proposed for TTC approval; Category 2 funding being proposed to permit TxDOT to begin buying right-of-way; RTL: July 2026	\$35,280,000	\$35,280,000	\$1,000,000	\$0	\$1,000,000				\$0	\$0	61.27		
55286	0135-17-002	US 380	JCT US 380/Audie Murphy (West of Farmersville) to West of CR 698 (Collin/Hunt County Line)	Construct 0 to 6 lane freeway and construct 0 to 4/6 lane frontage roads	July 2023	October 2032	2033	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project was not proposed for funding; TxDOT requested Category 12 funding through 2024 UTP but it is not being proposed for TTC approval; Category 2 funding being proposed to permit TxDOT to begin buying right-of-way; RTL: July 2026	\$506,016,000	\$506,016,000	\$1,000,000	\$0	\$1,000,000				\$0	\$0	60.92		
55233	0135-03-046	US 380	West of Bridgefarmer Road to 4th Street	Reconstruct and widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	March 2025	2025	Project added to the 10-Year Plan via 2020 UTP; Project also has \$11,000,000 of Collin County funds; RTL: December 2024	\$31,189,901	\$44,225,917	\$33,225,917	\$20,189,901	\$24,189,901	\$0	\$9,036,016					81.70	

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2024 - FY2033																				
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033								MPO Project Score
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	
												\$2,124,316,442	\$2,026,227,393	\$1,083,560,278	\$1,615,545,886	\$697,962,128	\$831,424,708	\$1,740,968,942	\$2,025,410,078	
55233.1	0135-03-057	US 380	Airport Drive to West of Bridgefarmer Road	Reconstruct and widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	March 2025	2025	Breakout of TIP 55233/CSJ 0135-03-046; Project also has Category 1 funds for any funding gap; RTL: December 2024	\$32,645,653	\$34,556,833	\$34,556,833	\$32,493,296	\$34,556,833							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)	March 2025	2025	Project added to the 10-Year Plan via 2020 UTP; Project also has Category 1 funds that will cover the funding gap; RTL: December 2024	\$5,942,471	\$7,722,380	\$7,722,380	\$5,722,380	\$7,722,380							76.46
TBD	TBD	US 380	Denton County Line to Hunt County Line		December 2021	August 2026	2026	Collin County to contribute \$316,053,616 in bond funds over next 5 years; Funding previously moved to breakout project (CSJ 0135-03-053)	\$450,000,000	\$450,000,000	\$0									72.91
13068	0135-03-053	US 380	JCT US 380/East University (East of McKinney) to FM 1827	Reconstruct and widen 6 lane arterial to 8 lane freeway and construct 0 to 4/6 lane continuous frontage roads	September 2023	September 2027	2028	US 380 breakout project; RTL: June 2027	\$16,083,200	\$16,083,200	\$16,083,200	\$16,083,200	\$16,083,200	\$0	\$0					95.51
13069	0135-04-036	US 380	JCT US 380/East Princeton Drive to CR 560	Reconstruct and widen 4 lane arterial to 8 lane freeway and construct 0 to 4/6 lane frontage roads	November 2023	March 2029	2029	US 380 breakout project; Staff previously placed Collin County North/South roadway placeholder funding on this section of US 380 as it includes a N/S roadway bridge at the lake; Project also includes \$60,000,000 of Collin County funds to complete the funding exchanges on the Panther Creek Parkway and McKinney National Airport runway projects approved by the RTC in November 2020; Project was awarded \$40,008,000 of Category 12 Strategic Priority funding via 2022 UTP; RTL: March 2027	\$127,008,000	\$127,008,000	\$67,008,000	\$27,000,000	\$27,000,000			\$0	\$0	\$40,008,000	\$40,008,000	87.62
13067	0135-02-065	US 380	Coit Road to JCT US 380/University Drive	Coit Road to Lakewood: Reconstruct 6 to 6 lane arterial; Lakewood to JCT US 380/University Drive: reconstruct and widen 6 lane arterial as an 8 lane freeway with 0 to 4/6 lane continuous frontage roads	September 2023	September 2029	2030	Breakout of larger US 380 project; Category 2 funding offset by reduction on CSJ 0135-03-053; Part of 2022 SE Connector Cat 2/12 exchange; Category 2 funds previously removed from this project and replaced with Category 12 funds; Funding moved to a portion of the SE Connector project (TIP 55041.1/CSJ 0008-13-250) so it could be advanced prior to February 2023; RTL: June 2027	\$165,692,800	\$165,692,800	\$165,692,800	\$0	\$0	\$45,692,800	\$45,692,800			\$120,000,000	\$120,000,000	69.40
20084	0047-14-053	US 75	North of CR 370 to CR 375 (Grayson County Line)	Reconstruct and widen from 4 lane to 6 lane freeway and reconstruct existing 4 lane to 4/6 lane frontage roads	June 2012 (Actual)	September 2026	2027	MPO Milestone Policy Project (Round 2); TxDOT requested Category 12 Clear Lanes funding through 2023 UTP; Additional Category 12 funding being proposed for TTC approval through 2024 UTP; RTL: December 2023	\$63,727,119	\$99,065,469	\$99,065,469			\$17,597,275	\$35,266,450	\$46,129,844	\$63,799,019			91.35
Total Proposed Funding - Collin County																				\$1,681,416,320
Dallas County Projects																				
13000	1068-04-170	IH 30	Dallas County Line to SH 161	Reconstruct and widen from 6 to 8 general purpose lanes with 2 reversible express lanes and construct 0 to 4 lane continuous frontage roads; Modifications to SH 161 connections	December 2023	March 2024	2024	Project being implemented by the Fort Worth District, but using Dallas District Category 4 funding	\$16,000,000	\$22,000,000	\$22,000,000	\$5,000,000	\$11,000,000	\$11,000,000	\$11,000,000					88.54
13018	0581-02-146	IH 30	at SL 12	Reconstruct interchange	July 2023	August 2045	2045	RTL: November 2026	\$301,896,000	\$301,896,000	\$0					\$0	\$0			76.19
13030	0009-11-254	IH 30	IH 35E to IH 45	Reconstruct and widen 6 to 8/12 mainlanes and reconstruct and widen 0/6 lane discontinuous to 2/6 lane discontinuous frontage roads	December 2020 (Actual)	February 2025	2025	Project was awarded \$213,000,000 of Category 12 Strategic Priority funding and \$62,000,000 of S111 funding in the 2020 UTP; The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country; TIP 21079/CSJ 0918-47-385); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; Project was awarded an additional \$101,538,342 of Category 12 funding in 2022 UTP; Project also has \$7,000,000 of local funds to cover any funding gap; RTL: December 2023; Trade is proposed to reduce Category 12 funding on this project and replace it with Category 2 funding (offset by reduction on TIP 13070/CSJ 0135-15-002, TIP 55287/CSJ 0047-10-002, TIP 13005/CSJ 0171-05-068, TIP 13008/CSJ 2266-02-148) in order to enable project to let on time as Category 12 funding not available until out years	\$509,212,516	\$592,741,858	\$585,741,858	\$0	\$390,000,000	\$0	\$74,203,516	\$25,000,000	\$85,000,000	\$426,538,342	\$36,538,342	81.67

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2024 - FY2033																				
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033								MPO Project Score
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	
												\$2,124,316,442	\$2,026,227,393	\$1,083,560,278	\$1,615,545,886	\$697,962,128	\$831,424,708	\$1,740,968,942	\$2,025,410,078	
13043.2	0009-11-259	IH 30	IH 635 to Bass Pro Drive (in Garland)	From IH 635 to Bobtown Rd: Reconstruct and widen from 8 to 11 lanes (Ultimate 12); Roadway and ramp modifications; From Bobtown Rd to Bass Pro Dr: Operational improvements	July 2023	August 2029	2029	Funding moved to breakout project (CSJ 0009-11-252); The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country; TIP 21079/CSJ 0918-47-385); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the full amount was not awarded; TxDOT proposing to remove Category 12 funding and move it to TIP 13043.4/CSJ 0009-11-267; RTL: April 2024	\$177,415,824	\$244,239,359	\$0					\$88,707,912	\$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 main lanes (Ultimate 12); Roadway and ramp modifications; From Bobtown Road to Bass Pro Drive: Operational improvements	July 2023	August 2029	2029	Category 12 funding (but not the full request) proposed for TTC approval through 2024 UTP (offset by decrease on TIP 13043.2/CSJ 0009-11-259); RTL: April 2024	\$129,778,052	\$144,249,665	\$88,707,912					\$0	\$88,707,912			80.71
13043.1	0009-11-252	IH 30	IH 45 to Ferguson Rd	Reconstruct and widen from 8 to 10 general purpose lanes and reconstruct 4/6 discontinuous to 4 2/6 discontinuous frontage roads	December 2023	August 2032	2033	The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country; TIP 21079/CSJ 0918-47-385); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project was not proposed for additional funding; TxDOT requested additional Category 12 funds through the 2024 UTP, but it is not being proposed for TTC approval; RTL: September 2026	\$1,049,886,905	\$1,049,886,905	\$25,000,000					\$25,000,000	\$25,000,000	\$0	\$0	77.40
55253	0009-11-248	IH 30	at Bass Pro Drive	Reconstruct Interchange	September 2018 (Actual)	September 2026	2027	RTL: December 2023	\$43,010,908	\$64,878,660	\$64,878,660	\$23,010,908	\$32,439,330	\$20,000,000	\$32,439,330					88.84
14032.2	0442-02-161	IH 35E	at Bear Creek Road	Construct intersection improvements including reconstructing existing 4 to 4 lane frontage roads with the addition of a Texas U-Turn and sidewalks	April 2019 (Actual)	February 2025	2025	Part of the 2022 SE Connector Category 2/STBG trade; Project also has \$7,257,395 of CMAQ; RTL: December 2024; Project also has \$100,000 of STBG funding	\$7,721,708	\$10,869,026	\$3,611,631	\$3,611,631	\$3,611,631							78.38
54119.5	0442-02-162	IH 35E	Ellis County Line to Bear Creek Road	Construct interchange at SL 9 and IH 35E	November 2017 (Actual)	April 2024	2024	Project also has \$583,000 of STBG funds; RTL: September 2023	\$13,755,092	\$18,240,092	\$17,657,092	\$12,662,644	\$17,657,092							89.30
55061	0196-03-199	IH 35E	IH 30 to North of Oak Lawn Avenue	Reconstruct 10 to 10/11 general purpose lanes, and reconstruct 4/6 discontinuous to 2/6 lane discontinuous frontage roads and 2/4 to 2/4 collector distributor lanes	July 2005 (Actual)	August 2045	2045	Improvements called for in the MTP by 2036	\$412,374,508	\$412,374,508	\$0									72.81
55062	0196-03-266	IH 35E	North of Oak Lawn Avenue to SH 183	Reconstruct 10 to 11/12 general purpose lanes, and reconstruct existing 4/6 to 4/6 lane frontage roads	August 2021	August 2045	2045	Improvements called for in the MTP by 2036	\$556,200,000	\$556,200,000	\$0									68.59
55094	0442-02-159	IH 35E	US 67 to Ann Arbor Ave	Construct 0 to 1 reversible express lane	TBD	August 2045	2045	Funding was previously removed from this project	\$0	\$0	\$0									74.33
55163	2374-01-192	IH 635	SL 354 (Denton Drive) to BNSF RR	Construction of ultimate IH 35E/IH 635 interchange, including 8/10 to 8/12 general purpose lanes, 4 discontinuous to 4/6 continuous frontage roads, and 4 to 4 concurrent managed lanes	June 2025	August 2045	2045	RTL: June 2025	\$400,000,000	\$400,000,000	\$0									77.58
55164	2374-07-075	IH 635	West of Luna Road to BNSF RR	Reconstruct and widen 10 to 12 general purpose lanes, 0 to 4 concurrent managed lanes, and 4 to 4/6 continuous frontage roads; Reconstruction of IH 35E/IH 635 interchange	June 2025	August 2045	2045	RTL: December 2027	\$80,000,000	\$80,000,000	\$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	June 2024	August 2028	2028	TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project was not proposed for funding; TxDOT requested Category 12 funding through 2024 UTP, but it is not being proposed for TTC approval; RTL: September 2024	\$43,680,000	\$42,159,701	\$0					\$0	\$0	\$0	\$0	79.21
53198	0094-07-044	SH 183	1 mile East of Loop 12 to West end of Elm Fork Trinity River Bridge	Reconstruct existing 8 general purpose lanes, 2 to 4 concurrent Managed Lanes, and 4/6 discontinuous to 6/8 lane continuous frontage roads (Ultimate)	TBD	August 2045	2045	Funding previously moved to TIP 11527	\$0	\$0	\$0									71.09
54072	0094-07-045	SH 183	West End of Elm Fork Trinity River Bridge to West of IH 35E	Reconstruct and widen 6/8 to 6/8 general purpose lanes, and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads (Ultimate)	TBD	August 2045	2045	Funding previously moved to TIP 11527	\$0	\$0	\$0									68.99
TBD	TBD	SH 183	SH 161 to Story Road	Construct 6 to 8 general purpose lanes and 2 to 6 concurrent managed lanes	TBD	TBD	TBD	Project to be funded by the private sector	\$360,000,000	\$360,000,000	\$0									72.81

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2024 - FY2033																				
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033								MPO Project Score
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	
												\$2,124,316,442	\$2,026,227,393	\$1,083,560,278	\$1,615,545,886	\$697,962,128	\$831,424,708	\$1,740,968,942	\$2,025,410,078	
TBD	TBD	SH 183	PGBT Western Extension (SH 161) to SL 12					Funding previously moved to TIP 53003 and 11527	\$0	\$0	\$0									65.95
TBD	TBD	SH 183	SL 12 to SH 114					Funding previously moved to TIP 11527	\$0	\$0	\$0									65.95
55105	2964-10-006	SL 9	US 67 to IH 35E	Construct 0 to 2 (Ultimate 6) lane frontage roads	September 2023	August 2033	2033	Propose to add project to the 10-Year Plan; RTL: March 2027	N/A	\$172,632,262	\$10,000,000	\$0	\$10,000,000							71.29
55112	0353-05-120	SL 12	At Skillman	Reconstruct grade separation	March 2025	September 2030	2031	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project has \$1,116,185 of Category 1 funding; Funding previously moved to CSJ 0047-04-031; Discussions underway between City of Dallas, TxDOT and NCTCOG regarding project scope; Once scope discussions have concluded, funding will be re-evaluated	\$18,000,000	\$18,000,000	\$0									78.89
55014.2	0261-02-081	US 67	At Lake Ridge Parkway	Construct interchange	February 2021 (Actual)	March 2027	2027	Project split out from TIP 55014/CSJ 0261-01-041; RTL: March 2024	\$21,863,251	\$28,309,411	\$28,309,411	\$21,863,251	\$28,309,411							64.93
53110.2	2374-02-162	IH 635	At US 80	Reconstruct existing interchange	April 2020 (Actual)	September 2026	2027	\$90,000,000 previously moved from TIP 53110/CSJ 0095-02-096 and \$10,350,386 moved from TIP 53109/CSJ 0095-02-107 to this breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP (offset by decrease on TIP 53110/CSJ 0095-02-096); RTL: December 2023	\$165,723,364	\$193,068,308	\$193,068,308			\$100,350,386	\$129,245,388	\$63,822,920	\$63,822,920			74.65
53109	0095-02-107	US 80	East of Town East Blvd. to East of Belt Line Road	Reconstruct and widen 4 to 6/8 mainlanes and 2/4/6 to 4/6 lane continuous frontage roads and reconstruct IH 635 interchange	April 2020 (Actual)	September 2026	2027	TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; \$10,350,386 previously moved to TIP 53110/CSJ 2374-02-162; Increased Category 2 funding to be offset by decrease on TIP 53108/CSJ 0095-10-033; Category 12 funding being proposed for TTC approval through 2024 UTP; RTL: December 2023	\$94,649,614	\$289,691,842	\$289,691,842	\$0	\$37,916,764	\$94,649,614	\$228,404,680	\$0	\$23,370,398	\$0	\$0	82.45
53110	0095-02-096	US 80	East of Belt Line Road to Lawson Road	Reconstruct and widen 4 to 6 mainlanes and 4 to 4/6 lane continuous frontage roads	April 2020 (Actual)	September 2027	2028	Project split out from TIP 53109; TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; Category 4 funding reduced and moved to CSJ 2374-02-162; Project awarded \$103,240,838 of Category 12 Clear Lanes funding via the 2022 UTP; \$63,822,920 of Category 12 funds moved to TIP 53110.2/CSJ 2472-02-162 (2022 10-Year Plan Update); RTL: June 2024; Additional Category 12 funding being proposed for TTC approval through 2024 UTP	\$213,217,788	\$308,600,174	\$308,600,174			\$173,799,870	\$49,066,566	\$39,417,918	\$259,533,608			79.95
TBD	0095-02-125	US 80	East of Town East Blvd. to East of Gus Thomasson Road	Reconstruct and widen 4 to 6 mainlanes and 2/6 to 4/6 lane frontage roads	April 2020 (Actual)	September 2028	2029	TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the full amount was not proposed; Additional Category 12 funding (but not full request) being proposed for TTC approval through 2024 UTP; RTL: December 2023	\$46,740,796	\$65,062,577	\$38,062,577	\$0	\$0	\$0	\$5,000,000	\$23,370,398	\$33,062,577			65.12
53108	0095-10-033	US 80	IH 30 to East of Town East Blvd	Reconstruct and widen 4 to 6 mainlanes and 2/6 to 4/6 lane continuous frontage roads	April 2020 (Actual)	September 2028	2029	Category 2 funding to be moved to TIP 53109/CSJ 0095-02-107; Category 12 funding (but not full request) being proposed for TTC approval through 2024 UTP; RTL: December 2023	\$75,833,527	\$138,742,391	\$77,128,274	\$37,916,764	\$0	\$37,916,763	\$8,000,000	\$0	\$69,128,274			75.63
Total Proposed Funding - Dallas County																				\$1,752,457,739
Denton County Projects																				
TBD	0081-05-049	Greenbelt/ Regional Outer Loop	At FM 428	Construct interchange	TBD	August 2031	2031	Category 2 funding previously moved to TIP 13036/CSJ 0009-12-219	\$50,000,000	\$92,575,000	\$92,575,000	\$0	\$92,575,000							59.61
13033.3	0195-03-090	IH 35	IH 35W to US 380	Reconstruct interchange and existing 4 lane continuous to 4/8 lane continuous frontage roads	January 2012 (Actual)	November 2023	2024	Project awarded Category 12 Strategic Priority funding via the 2020 UTP; \$8,812,906 of Category 12 funding previously moved to CSJ 0195-03-099	\$132,618,985	\$161,782,387	\$161,782,387	\$0	\$30,969,735					\$130,812,652	\$130,812,652	82.76
55197	0195-02-074	IH 35	US 77 (North of Denton) to South of FM 455	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct and widen 4 lane discontinuous to 4/6 lane continuous frontage roads	November 2019 (Actual)	July 2026	2026	New project awarded Category 12 Strategic Priority funding via the 2020 UTP; Project also has \$30,664,453 of Category 11 funding; \$196,670,000 of Category 12 funds moved to TIP 55197.2/CSJ 0195-02-081 in the 2022 UTP; TxDOT proposing to reduce Category 12 funding and move to TIP 55197.3/CSJ 0195-02-084; RTL: March 2024	\$469,590,468	\$471,915,462	\$471,915,462			\$146,610,468	\$194,480,533			\$322,980,000	\$277,434,929	90.11

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2024 - FY2033																				
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033								MPO Project Score
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	
												\$2,124,316,442	\$2,026,227,393	\$1,083,560,278	\$1,615,545,886	\$697,962,128	\$831,424,708	\$1,740,968,942	\$2,025,410,078	
55197.2	0195-02-081	IH 35	North of FM 455 to North of View Rd	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct and widen 4 lane continuous to 4/6 lane continuous frontage roads	October 2019 (Actual)	December 2024	2025	Project split out from TIP 55197/CSJ 0105-02-074; \$196,670,000 Category 12 funds moved to this project from TIP 55197/CSJ 0195-02-074 via the 2022 UTP; TxDOT proposing to reduce Category 12 funding and move to TIP 55197.3/CSJ 0195-02-084; RTL: March 2024	\$144,618,810	\$175,274,675	\$175,274,675							\$196,670,000	\$175,274,675	90.11
55197.3	0195-02-084	IH 35	North of View Rd to Denton/Cooke County Line	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct and widen 4 lane continuous to 4/6 lane continuous frontage roads	October 2019 (Actual)	December 2025	2026	Project being split out from TIP 55197/CSJ 0105-02-074 and TIP 55197.2/CSJ 0195-02-081; Category 12 funds being proposed through 2024 UTP (to be offset by decreases on TIP 55197/CSJ 0105-02-074 and TIP 55197.2/CSJ 0195-02-081); Project also has \$2,574,631 of Category 11 funding ; RTL: June 2024	N/A	\$69,515,027	\$66,940,396							\$0	\$66,940,396	90.11
55198	0195-03-087	IH 35	US 380 to US 77 North of Denton	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and 4 lane continuous to 4/6 lane continuous frontage roads	November 2019 (Actual)	November 2023	2024	Project awarded \$79,709,425 of Category 12 Strategic Priority and \$100,000,000 of Category 12 Clear Lanes funding via the 2020 UTP; Additional Category 12 funding being proposed for TTC approval through 2024 UTP	\$223,357,330	\$233,357,330	\$233,357,330			\$43,647,905	\$43,647,905	\$100,000,000	\$110,000,000	\$79,709,425	\$79,709,425	79.11
13033	0196-02-124	IH 35E	FM 407 to Dallas County Line	Reconstruct and convert 2 reversible to 4 concurrent managed lanes; Reconstruct 6 to 8 collector-distributor lanes (Dallas C/L to SH 121); Reconstruct 8 to 8 general purpose lanes (SH 121 to FM 407); Reconstruct 2/6 to 2/8 continuous frontage (FM 407 to SRT/SH 121); and reconstruct 4/6 to 2/6 continuous frontage from (SRT/SH 121 to Dallas C/L)	TBD	August 2045	2045	Some funding previously moved to TIP 13033.2/CSJ 0196-02-127 and TIP 13033.4/CSJ 0196-02-126; Remaining Category 2 funding moved to IH 35E at Lake Sharon/Dobbs/Corinth project through 2020 10-Year Plan Update; Denton Priority Project #1	\$745,933,304	\$745,933,304	\$0	\$0	\$0							78.82
13033.2	0196-02-127	IH 35E	At Business 121	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	January 2025	2025	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Denton Priority Project #4; RTL: November 2023	\$96,444,954	\$93,444,954	\$93,444,954	\$96,444,954	\$93,444,954							82.90
13033.4	0196-02-126	IH 35E	At Corporate Drive	Reconstruct grade separation and existing 4 lane continuous to 4 lane continuous frontage roads	March 2013 (Actual)	January 2025	2025	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Denton Priority Project #5; RTL: November 2023	\$79,809,723	\$89,145,930	\$89,145,930	\$79,809,723	\$89,145,930							81.45
13033.6	0195-03-099	IH 35E	North Texas Blvd to IH 35W	Reconstruct interchange and existing 4 lane continuous to 4/6 lane continuous frontage roads (facility transition area)	October 2019 (Actual)	November 2023	2024	Project split out from TIP 13033.3/CSJ 0195-03-090; Category 12 funding previously moved from TIP 13033.3/CSJ 0195-03-090; Additional Category 12 funds being proposed for TTC approval through 2024 UTP	\$75,215,234	\$85,215,324	\$85,215,324	\$35,008,319	\$35,008,319	\$31,394,099	\$31,394,099	\$0	\$10,000,000	\$8,812,906	\$8,812,906	71.42
25033.2	0196-02-125	IH 35E	Turbeville Road to FM 407	Reconstruct existing 4 general purpose lanes (NB only); Widen and convert 2 lane reversible to 4 lane concurrent managed lanes; Widen 4/6 lane continuous to 4/8 lane continuous frontage roads	February 2019 (Actual)	May 2028	2028	Funding previously moved to TIP 13033.4/CSJ 0196-02-126 and TIP 13033.1/CSJ 0196-02-128; Remaining Category 2 funding moved to TIP 13033.1/CSJ 0196-02-128, TIP 13033.2/CSJ 0196-02-127, TIP 13033.4/CSJ 0196-02-126, TIP 25033.3/CSJ 0196-01-109, and IH 35E at Lake Sharon/Dobbs/Corinth projects through 2020 10-Year Plan Update	\$671,000,928	\$671,000,928	\$0									76.34
25033.3	0196-01-109	IH 35E	South of Mayhill Road to South of SL 288	Reconstruct grade separation and existing 4 lane continuous to 4 lane continuous frontage roads	March 2013 (Actual)	June 2025	2025	Split from TIP 25033.2/CSJ 0196-02-125; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); RTL: December 2023	\$95,229,619	\$124,498,919	\$124,498,919	\$95,229,619	\$114,498,919	\$0	\$10,000,000					89.53
13033.5	0196-01-113	IH 35E	at Lake Sharon Drive/Dobbs Road	Construct interchange	March 2013 (Actual)	January 2028	2028	Denton Priority Project #6; \$34,014,485 of Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update) and TIP 13033/CSJ 0196-02-124; Category 2 funding previously decreased and moved to TIP 13033.1/CSJ 0196-02-128 and TIP 13033.2/CSJ 0196-02-127 and TIP 25033.3/CSJ 0196-01-109; Part of 2022 Southeast Connector Cat 2/12 exchange; RTL: March 2024	\$61,486,864	\$110,453,401	\$74,405,503	\$0	\$12,918,639					\$61,486,864	\$61,486,864	68.29
30001	N/A	IH 35E	TBD	Phase 2 Placeholder	TBD	TBD	TBD	Part of the Loop 9 Category 2/STBG exchange approved by the RTC in October 2021; Funding will be placed on a project in a future 10-Year Plan Update; Project also has \$10,574,366 of CMAQ funding	TBD	TBD	\$0	\$0	\$0							N/A
55230	0081-13-058	IH 35W	Tarrant County Line to SH 114	Reconstruct and widen 4 lane rural to 6 lane urban freeway	August 2023	September 2035	2036	Improvements called for in the MTP by 2036	\$90,000,000	\$90,000,000	\$0					\$0	\$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	August 2023	September 2035	2036	Improvements called for in the MTP by 2036	\$338,580,457	\$338,580,457	\$0					\$0	\$0			86.73

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2024 - FY2033																				
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033								MPO Project Score
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	
												\$2,124,316,442	\$2,026,227,393	\$1,083,560,278	\$1,615,545,886	\$697,962,128	\$831,424,708	\$1,740,968,942	\$2,025,410,078	
55259	0081-13-065	IH 35W	Dale Earnhardt Way to FM 407	Reconstruct 2 lane discontinuous to 4/6 lane discontinuous frontage roads	July 2020 (Actual)	September 2028	2029	TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the full amount was not awarded; RTL: June 2025	\$376,973,505	\$213,024,000	\$213,024,000	\$0	\$24,537,247			\$0	\$0	\$188,486,753	\$188,486,753	86.76
20115	0081-03-047	US 377	South of FM 1171 to Crawford Road	Reconstruct and widen roadway from 2 lane rural to 4 lane divided urban	March 2019 (Actual)	August 2033	2033	MPO Milestone Policy Project that is currently unfunded; Propose to add project to the 10-Year Plan; RTL: December 2023; Project also has \$10,370,168 of RTR funding	N/A	\$135,994,285	\$125,624,117 \$116,662,756	\$0	\$46,665,102	\$0	\$78,959,015 \$69,997,654					76.98
Total Proposed Funding - Denton County																			\$2,007,203,997	
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	June 2023	September 2025	2026	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$2,500,000 of Category 11 funding and \$2,000,000 of local funding; RTL: March 2024	\$17,000,000	\$37,559,187	\$12,500,000	\$12,500,000	\$12,500,000							67.56
13020	1394-02-027	FM 1387	Midlothian Parkway to FM 664	Reconstruct and widen from 2 lane undivided rural to 4 lane urban divided (6 lane ultimate)	October 2023	September 2027	2028	RTL: June 2027	\$85,642,500	\$114,613,001	\$25,000,000	\$25,000,000	\$25,000,000							70.00
13028	1051-01-052	FM 664	FM 1387 to Westmoreland Road	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway (Ultimate 6 lane)	September 2020 (Actual)	July 2028	2028	RTL: December 2024	\$45,151,680	\$57,151,237	\$57,151,237	\$32,145,761	\$57,151,237							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: September 2024	\$114,038,581	\$136,614,301	\$85,432,389	\$114,038,581	\$85,432,389							81.42
13035.2	1051-03-001	FM 664	West of Ferris Road to IH 45	Extend and realign existing 0/2 lane rural undivided roadway to 6 lane urban roadway	January 2020 (Actual)	September 2027	2028	Breakout of TIP 13035.1/CSJ 1051-01-051; RTL: July 2023	\$48,233,671	\$71,769,506	\$71,769,506	\$48,233,671	\$65,769,506	\$0	\$6,000,000					71.72
13034	0442-03-042	IH 35E	At FM 664	Reconstruct interchange	January 2020 (Actual)	February 2024	2024	RTL: September 2023	\$50,853,008	\$68,207,146	\$68,207,146	\$0	\$0	\$49,432,235	\$68,207,146					78.12
54119.6	0442-03-044	IH 35E	Reese Drive to Dallas County Line	Construct interchange at Loop 9 and IH 35E	November 2017 (Actual)	April 2024	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; RTL: September 2023; Project also has \$100,000 of STBG funding	\$18,734,883	\$28,715,389	\$28,715,389	\$18,648,267	\$28,715,389							80.46
13029	0092-03-053	IH 45	At FM 664	Construct interchange	January 2020 (Actual)	September 2027	2028	Project was awarded Category 12 Strategic Priority funding via the 2019 UTP; RTL: July 2023	\$62,648,178	\$79,643,105	\$79,643,105	\$28,648,178	\$37,643,105	\$0	\$8,000,000			\$34,000,000	\$34,000,000	76.70
53119	0172-08-103	US 287	West of Boyce Road to East of Cooke Road	Construct 0 to 4 lane continuous frontage roads and interchange at Boyce Road and Cooke Road	July 2024	August 2033	2033	Propose to add project to the 10-Year Plan; RTL: June 2027; Project in proximity to Ennis Speedway	N/A	\$106,995,255	\$10,000,000	\$0	\$10,000,000							60.13
55014	0261-01-041	US 67	At Lake Ridge Parkway	Construct interchange	February 2021 (Actual)	March 2027	2027	Project added to the 10-Year Plan via 2020 UTP; RTL: March 2024	\$30,694,054	\$48,260,662	\$48,260,662	\$30,694,054	\$48,260,662							64.93
Total Proposed Funding - Ellis County																			\$486,679,434	
Kaufman County Projects																				
13074.1	0697-03-033	FM 429	US 80 to South of US 80	Realign existing 2 lane undivided rural to 2 lane (ultimate 4 lane) divided urban	February 2024	August 2028	2028	Part of the Loop 9 Category 2/STBG exchange approved by the RTC in October 2021; Project also has local funds for any funding gap; RTL: June 2026	\$5,600,000	\$10,793,730	\$10,793,730	\$5,000,000	\$10,793,730							62.29
13074.2	1089-02-019	FM 429	US 80 to North of US 80	Realign existing 2 lane undivided rural to 2 lane (ultimate 4 lane) divided urban	February 2024	August 2028	2028	Part of the Loop 9 Category 2/STBG exchange approved by the RTC in October 2021; RTL: June 2026	\$6,539,788	\$1,049,495	\$1,049,495	\$0	\$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: October 2024	\$40,810,691	\$50,925,644	\$8,448,796	\$8,448,796	\$8,448,796							80.78
55111.2	2588-01-022	FM 548	North of US 80 to Windmill Farms Blvd	Widen and reconstruct 2 lane rural to 6 lane urban divided	July 2019 (Actual)	March 2026	2026	Project split out from TIP 55111/CSJ 2588-01-017; RTL: October 2024	\$60,525,955	\$93,294,641	\$93,294,641	\$60,525,955	\$93,294,641							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	New project proposed by TxDOT Dallas District; RTL: July 2025	N/A	\$221,825,281	\$8,500,000			\$0	\$8,500,000					71.25
55220	0495-01-071	IH 20	SP 557 to SH 34	Construct 0 to 4 lane continuous frontage roads	April 2020 (Actual)	August 2033	2033	New project proposed by TxDOT Dallas District; RTL: May 2025	N/A	\$94,577,000	\$8,500,000			\$0	\$8,500,000					52.68
TBD	0495-01-083	IH 20	SH 34 to Wilson Road	Construct 0 to 4 lane continuous frontage roads	April 2020 (Actual)	August 2033	2033	New project proposed by TxDOT Dallas District; RTL: March 2025	N/A	\$125,895,000	\$8,500,000			\$0	\$8,500,000					52.48
TBD	0095-03-098	US 80	South Frontage Road at Buffalo Creek	Replace bridge and approaches	June 2023	September 2026	2027	New project proposed by TxDOT Dallas District; Project also has \$1,296,982 of Category 6 funding; RTL: September 2024	N/A	\$8,459,450	\$7,162,468			\$0	\$7,162,468					81.12
TBD	0095-03-099	US 80	South Frontage Road at Buffalo Creek Relief	Replace bridge and approaches	June 2023	September 2026	2027	New project proposed by TxDOT Dallas District; Project also has \$3,090,280 of Category 6 funding; RTL: September 2024	N/A	\$12,810,607	\$9,720,327			\$0	\$9,720,327					80.84

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2024 - FY2033																							
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033								MPO Project Score			
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed				
												\$2,124,316,442	\$2,026,227,393	\$1,083,560,278	\$1,615,545,886	\$697,962,128	\$831,424,708	\$1,740,968,942	\$2,025,410,078				
TBD	0095-03-100	US 80	Westbound at Buffalo Creek	Replace bridge and approaches	June 2023	September 2026	2027	New project proposed by TxDOT Dallas District; Project also has \$1,824,301 of Category 6 funding; RTL: September 2024	N/A	\$11,376,881	\$9,552,580			\$0	\$9,552,580						79.13		
TBD	0095-03-101	US 80	Eastbound at Buffalo Creek	Replace bridge and approaches	June 2023	September 2026	2027	New project proposed by TxDOT Dallas District; Project also has \$1,790,701 of Category 6 funding; RTL: September 2024	N/A	\$10,266,737	\$8,476,036			\$0	\$8,476,036						72.45		
TBD	0095-03-102	US 80	Westbound at Buffalo Creek Relief	Replace bridge and approaches	June 2023	September 2026	2027	New project proposed by TxDOT Dallas District; Project also has \$3,932,803 of Category 6 funding; RTL: September 2024	N/A	\$19,132,276	\$15,199,473			\$0	\$15,199,473						77.14		
TBD	0095-03-103	US 80	Eastbound at Buffalo Creek Relief	Replace bridge and approaches	June 2023	September 2026	2027	New project proposed by TxDOT Dallas District; Project also has \$3,837,603 of Category 6 funding; RTL: September 2024	N/A	\$15,884,959	\$12,047,356			\$0	\$12,047,356						74.05		
TBD	0095-03-108	US 80	At Buffalo Creek	Replace bridge and approaches	June 2023	September 2026	2027	New project proposed by TxDOT Dallas District; Project also has \$266,560 of Category 1 funding; RTL: September 2024	N/A	\$9,080,212	\$8,813,652 <u>\$9,080,212</u>			\$0	\$8,813,652 <u>\$9,080,212</u>						81.20		
TBD	0095-03-109	US 80	At Buffalo Creek Relief	Replace bridge and approaches	June 2023	September 2026	2027	New project proposed by TxDOT Dallas District; Project also has \$360,640 of Category 1 funding; RTL: September 2024	N/A	\$12,260,082	\$11,899,442 <u>\$12,260,082</u>			\$0	\$11,899,442 <u>\$12,260,082</u>						77.42		
55072	0451-02-028	SH 205	US 80 in Terrell to South of FM 548	Widen 2 lane rural highway to 4 lane divided with raised median and continuous left turn lane (6 lane Ultimate)	April 2019 (Actual)	August 2033	2033	New project proposed by TxDOT Dallas District; RTL: June 2024	N/A	\$100,693,482	\$100,693,482			\$0	\$100,693,482						54.67		
Total Proposed Funding - Kaufman County																					\$323,278,678		
Rockwall County Projects																							
13017	2588-02-008	FM 548	South of SH 205 (Kaufman County Line) to SH 205	Widen and reconstruct 2 lane rural to 4 lane divided urban roadway (Ultimate 6)	July 2019 (Actual)	March 2029	2029	Project also has \$2,400,000 of Category 1 funding; RTL: October 2024	\$8,844,467	\$11,470,963	\$11,470,963	\$6,200,000	\$11,470,963								78.71		
83221	1015-01-024	FM 549	SH 205 to SH 276	Widen from 2 lane rural to 4 lane urban roadway	May 2019 (Actual)	August 2033	2033	New project proposed by TxDOT Dallas District; RTL: December 2022	N/A	\$34,252,875	\$34,252,875			\$0	\$34,252,875						61.74		
13038	0451-05-003	SH 205	JCT SH 205/John King (South Goliad Street) to JCT SH 205/John King (North Goliad Street)	Widen 4 to 6 lane divided urban roadway	January 2020 (Actual)	April 2026	2026	Project split out from TIP 55074; RTL: March 2024	\$37,352,577	\$45,802,555	\$45,802,555	\$37,352,577	\$45,802,555								83.19		
55074	0451-04-025	SH 205	JCT SH 205/John King (North Goliad Street) to North of John King (Collin County Line)	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	January 2020 (Actual)	April 2026	2026	RTL: March 2024	\$6,206,000	\$9,988,490	\$9,988,490	\$6,206,000	\$9,988,490								88.75		
55071	0451-01-053	SH 205	South of FM 548 to JCT SH 205/John King (S. Goliad Street)	Widen 2 lane rural highway to 4 lane divided (6 lane Ultimate)	January 2020 (Actual)	September 2028	2029	Propose to add project to the 10-Year Plan; RTL: June 2024	\$126,091,621	\$146,822,331	\$146,822,331	\$0	\$44,046,699	\$0	\$102,775,632						75.83		
Total Proposed Funding - Rockwall County																					\$248,337,214		
Various County Projects																							
11618.2	0918-00-342	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	August 2024	2024	Additional funds paying for a proposed expansion of this program; Includes \$4,575,000 of STBG; Project was awarded \$2,013,000 of Category 12 Strategic Priority funds in the 2022 UTP	\$6,588,000	\$6,588,000	\$2,013,000							\$2,013,000	\$2,013,000	N/A			
11618.2	0918-00-362	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	August 2025	2025	Additional funds paying for a proposed expansion of this program; Includes \$4,725,000 of STBG; Project was awarded \$2,331,000 of Category 12 Strategic Priority funds in the 2022 UTP	\$7,056,000	\$7,056,000	\$2,331,000							\$2,331,000	\$2,331,000	N/A			
Total Proposed Funding - Various County																					\$4,344,000		
Total Category 2, 4, and 12 Funding											\$6,503,717,382	\$1,110,892,593	\$1,990,323,066	\$882,398,615	\$1,656,559,530	\$697,962,128	\$831,424,708	\$1,740,968,942	\$2,025,410,078				
Total Amount Remaining for Programming											(\$5,109,317)	\$1,013,423,849	\$35,904,327	\$201,161,663	(\$41,013,644)	\$0	\$0	\$0	\$0				
Total Allocation/Authorizations											\$6,498,608,065												
												Future Project Lettings (FY 2024-FY 2033)											
												Category 2		Category 4		Category 12							
												2024-2033		\$1,990,323,066		\$1,656,559,530		\$2,856,834,786					
												Total		\$1,990,323,066		\$1,656,559,530		\$2,856,834,786					

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY2024 - FY2033

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033								MPO Project Score
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	
												\$1,025,691,618	\$779,242,068	\$509,910,719	\$725,228,909	\$150,000,000	\$328,000,000	\$32,775,000	\$172,775,000	
Hood County Projects																				
54018	0080-03-049	US 377	Overstreet Blvd to Pirate Drive	US 377 from Overstreet Blvd to SH 144: Widen 4 lane to 6 lane divided (Transition section at end with auxiliary lanes); From SH 144 to Pirate Dr: Upgrade 4 lane rural highway to 4 lane urban highway with 0 to 4 lane discontinuous access roads; Reconstruct SH 144 interchange	October 2023	September 2026	2027	TxDOT requested Category 12 funding through 2024 UTP, but it is not being proposed for TTC approval	\$45,000,000	\$90,000,000	\$25,000,000	\$25,000,000	\$25,000,000		\$0		\$0	\$0	\$0	72.76
Total Proposed Funding - Hood County																			\$25,000,000	
Johnson County Projects																				
13040	0747-05-043	FM 157	8th Street to North of County Road 108B	Realign roadway 2 lane rural to 2 lane urban with sidewalks and turn lanes	August 2021 (Actual)	November 2024	2025	Project split out from TIP 13041/CSJ 0747-05-042	\$6,956,984	\$8,000,000	\$8,000,000	\$6,700,000	\$8,000,000							78.10
13041	0747-05-042	FM 157	US 67 to 8th Street	Reconstruct from 2 lane rural to 2 lane urban with sidewalks and turn lanes	August 2021 (Actual)	November 2024	2025		\$6,800,000	\$8,500,000	\$8,500,000	\$6,800,000	\$8,500,000							87.39
54053	0747-05-035	FM 157	BU 287P to US 67	Realign and widen roadway from 2 to 4 lanes urban divided	April 2024	October 2027	2028		\$128,000,000	\$138,000,000	\$138,000,000	\$78,000,000	\$78,000,000	\$0	\$60,000,000					72.84
11955.1	1181-02-033	FM 917	West of Ave F to Main Street	Construct railroad grade separation and realign FM 917	September 2023	September 2026	2027	Project also has Category 1 funds for any funding gap	\$10,005,122	\$10,979,774	\$10,000,000	\$10,000,000	\$10,000,000							77.01
11955.2	1181-03-036	FM 917	South Main Street to East of SH 174	Construct railroad grade separation and realign FM 917	September 2023	September 2026	2027	Project split out from TIP 11955/CSJ 1181-02-033	\$3,000,000	\$3,792,460	\$3,000,000	\$3,000,000	\$3,000,000							86.06
52501	3372-01-010	FM 3391	IH 35W to East of CR 602	Widen from 2 lanes to 6 lanes from IH 35W to Hurst Avenue and 2 lanes to 4 lanes from Hurst Avenue to CR 602	May 2023 (Actual)	August 2025	2027	New project proposed by TxDOT Fort Worth District	N/A	\$50,000,000	\$50,000,000			\$0	\$50,000,000					65.51
13046	0014-03-088	IH 35W	Bethesda Rd to Asher Rd	Reconstruct interchange at FM 917	October 2023	August 2026	2026	Grouped project; Project also has \$1,230,769 of Category 1 funding	\$22,000,000	\$33,230,769	\$32,000,000			\$22,000,000	\$32,000,000					84.42
14063	0019-01-146	SH 174	North of Elk Drive to Wicker Hill Road	Widen from 4 to 6 lane rural divided with sidewalks	August 2023	June 2024	2024	Part of the 2022 SE Connector Category 2/STBG exchange; \$6,510,000 of STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066) in 2022 10-Year Plan Update; Project also has \$900,000 of CMAQ funding and \$4,000,000 of STBG funding with another \$18,179,782 being proposed	\$7,706,400	\$29,589,782	\$6,510,000	\$6,510,000	\$6,510,000							82.15
Total Proposed Funding - Johnson County																			\$256,010,000	
Parker County Projects																				
14042	0717-01-025	FM 113	Old Millsap Road to North of Old Millsap Road	Realign FM 113 (2 to 2 lanes)	March 2024	September 2025	2026	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$1,400,000 of Category 1 funding; STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066)	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000							71.72
14041	0008-09-037	FM 1187	Maverick St to FM 5	Reconstruct and widen from 2 lanes (with center turn lane) to 4 lane (with center turn lane) urban roadway (6 lane ultimate); Intersection improvements	March 2024	September 2028	2028	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$1,290,000 of CMAQ funding; STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066) in 2022 10-Year Plan Update	\$6,440,000	\$7,440,000	\$6,150,000	\$5,150,000	\$6,150,000							78.61
13054	0314-07-061	IH 20	FM 2552 to Bankhead Highway	Construct 0 to 4/6 westbound and eastbound frontage roads and U-turn bridges	August 2023	May 2029	2029	\$31,000,000 of Category 12 Strategic Priority funding awarded in the 2022 UTP	\$77,000,000	\$77,000,000	\$77,000,000			\$46,000,000	\$46,000,000			\$31,000,000	\$31,000,000	75.83
13061.1	0008-03-133	IH 20	FM 1187/FM 3325 to IH 20/IH 30 Split	Reconstruct 2 to 2 lane frontage roads, construct continuous shared use path, construct new ramps on IH 20 between FM 1187/FM 3325 and IH 30, lower IH 20 main lanes at FM 1187/FM 3325 & westbound IH 20, lower IH 30 main lanes	April 2023 (Actual)	May 2024	2024	Project is a breakout of TIP 13061/CSJ 0008-03-094; TxDOT requested Category 12 Strategic Priority funding through 2023 UTP, but the project was not proposed for Category 12 funds; Increased Category 2 funds to be offset by decrease on TIP 13027.2/CSJ 2374-05-093	\$30,000,000	\$77,000,000	\$77,000,000	\$0	\$25,000,000	\$30,000,000	\$52,000,000					79.21
21093.1	0008-03-131	IH 20	From FM 1187 to US 180	Reconstruct from 6 to 6 general purpose lanes and reconstruct and widen 4 continuous to 4/6 lane continuous frontage roads	May 2027	September 2034	2035	A part of the US 287 Category 2/STBG exchange approved by the RTC on October 2021; \$588,436 of STBG to remain on the project; Funding exchange will be completed in a future UTP	\$448,000,000	\$400,000,000	\$0	\$0	\$0							61.50
13062	1068-05-014	IH 30	IH 20/IH 30 Split to Tarrant/Parker County Line	Lower the mainlanes under Walsh Ranch Pkwy at IH 30	April 2023 (Actual)	May 2024	2024	Grouped project; TxDOT requested Category 12 Strategic Priority funding through 2023 UTP, but Category 4 funds used instead	\$17,000,000	\$48,000,000	\$48,000,000	\$8,500,000	\$26,500,000	\$8,500,000	\$21,500,000					78.99
Total Proposed Funding - Parker County																			\$208,750,000	

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects FY2024 - FY2033																				
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033								MPO Project Score
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	
												\$1,025,691,618	\$779,242,068	\$509,910,719	\$725,228,909	\$150,000,000	\$328,000,000	\$32,775,000	\$172,775,000	
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 \$134,583 of Category 1 funding	\$3,364,563	\$3,499,146	\$3,364,563	\$3,364,563	\$3,364,563							88.97
13019	0008-16-043	IH 20	At Chisholm Trail Parkway	Add northbound and southbound direct connect ramps	January 2025	September 2027	2028		\$31,085,095	\$31,085,095	\$31,085,095	\$31,085,095	\$31,085,095							63.16
13027.1	2374-05-084	IH 20	Park Springs Blvd. to Dallas County Line	Reconstruct freeway from 8 to 10 lanes and 4/6/8 lane to 4/6/8 lane continuous frontage roads	June 2023	September 2034	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	\$365,000,000	\$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; On eastbound IH 20 exit to Bardin (frontage road) improve drainage	October 2023	September 2026	2027	\$50,000,000 of Category 2 funding previously offset by a reduction on TIP 13027.1/CSJ 2374-05-084; TxDOT requested Category 12 funding through 2024 UTP, but it is not being proposed for TTC approval; Project funding to be reduced in order to offset funding increase on TIP 13061.1/CSJ 0008-03-133	\$80,000,000	\$100,000,000	\$25,000,000	\$50,000,000	\$25,000,000					\$0	\$0	76.01
55043.1	2374-05-094	IH 20	Little Road to Park Springs	Reconstruct and widen from 8 to 10 general purpose lanes, 4/6 discontinuous lanes to 4/8 continuous frontage road lanes; Add shared-use path and sidewalks	September 2020 (Actual)	September 2031	2032	Project is a breakout of TIP 55043/CSJ 2374-05-066; Part of the Southeast Connector project; Project was awarded \$100,000,000 of Category 12 funding through 2023 UTP	\$224,000,000	\$200,000,000	\$100,000,000					\$100,000,000	\$100,000,000			82.70
13002	1068-01-230	IH 30	IH 820 to Chisholm Trail Parkway	Reconstruct from 6/8 to 8 main lanes; Reconstruct 2/8 lane discontinuous to 4/8 lane continuous frontage roads and 0 to 2 lane eastbound collector distributor lanes	January 2024	September 2027	2028	Category 2 funding moved to TIP 55045/CSJ 0008-13-206; Project will be re-funded in a future 10-Year Plan update; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but project was not proposed for funding by the TTC	\$130,000,000	\$350,000,000	\$0	\$0	\$0			\$0	\$0			73.24
13003	1068-01-214	IH 30	SS 580 (East of Linkcrest Drive) to IH 820	Reconstruct and widen 4 to 6 main lanes; Reconstruct and widen 4 lane discontinuous frontage to 4/6 lane continuous frontage roads; Reconstruct SS 580 interchange and westbound exit ramp to Academy Blvd	July 2022 (Actual)	July 2024	2024	\$50,000,000 of Category 12 Texas Clear Lanes funding awarded in the 2022 UTP; \$35,000,000 of the Category 2 funding offset by decrease on SH 199 (TIP 13005/CSJ 0171-05-068)	\$140,000,000	\$245,000,000	\$245,000,000	\$0	\$60,000,000	\$90,000,000	\$135,000,000	\$50,000,000	\$50,000,000			79.63
TBD	1068-02-072	IH 30	East of IH 35W to Cooper Street	Widen 6 to 8/10 general purpose lanes	January 2025	September 2032	2033	Project will be funded in a future 10-Year Plan Update	\$1,000,000,000	\$1,000,000,000	\$0	\$0	\$0							60.78
13001	1068-02-147	IH 30	West of Cooper Street to Dallas County Line	Reconstruct and widen 6 to 8 general purpose lanes, convert 2 concurrent managed lanes to 2/3 concurrent managed lanes, and reconstruct existing 4/6 to 4/6 discontinuous frontage road lanes	December 2023	September 2027	2028	TxDOT to build safety barriers into managed lane design	\$197,820,000	\$212,820,000	\$212,820,000	\$42,180,000	\$42,180,000	\$155,640,000	\$170,640,000					80.82
TBD	0014-02-055	IH 35W	South of Garden Acres to South of Alsbury Blvd	IH 35W at FM 1187 Interchange, Frontage roads and Ramp Operational Improvements	August 2023	September 2027	2028	TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but project was not being proposed for funding by the TTC; TxDOT requested Category 12 funding through 2024 UTP, but it is not being proposed for TTC approval	\$75,000,000	\$170,000,000	\$0					\$0	\$0	\$0	\$0	83.01
13005.1	0008-14-132	IH 820	Navajo Trail/Cahoba Drive to Marine Creek Parkway	Relocate ramps, realign frontage roads, add bridges	February 2026	January 2028	2028	Project is a breakout of TIP 13005/CSJ 0171-05-068	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000							86.84
13056	0008-05-029	Lancaster Avenue/ SH 180	IH 35W to Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	April 2026	September 2027	2028	Overall project has a \$16.43 million commitment from City of Fort Worth; Additional Category 2 funding to be added to this project and TIP 13057/CSJ 0008-06-052 in a future 10-Year Plan Update as approved by the RTC in February 2023 as part of RAISE grant submittal package	\$42,500,000	\$112,500,000	\$37,500,000	\$37,500,000	\$37,500,000							80.42
13057	0008-06-052	Lancaster Avenue/ SH 180	Tierney Road to IH 820	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	April 2026	September 2027	2028	Split from TIP 13056; Overall project has a \$16.43 million commitment from City of Fort Worth; Additional Category 2 funds to be offset by decrease on SH 199 (TIP 13005/CSJ 0171-05-068); Additional Category 2 funding to be added to this project and TIP 13056/CSJ 0008-05-029 in a future 10-Year Plan Update as approved by the RTC in February 2023 as part of RAISE grant submittal package	\$17,500,000	\$37,500,000	\$37,500,000	\$12,500,000	\$37,500,000							79.36
13064	0094-05-070	SH 183	At Pumphrey	Construct intersection improvements including turn lanes and new traffic signal	August 2024	January 2027	2027		\$20,025,600	\$21,000,000	\$10,000,000	\$10,000,000	\$10,000,000							61.51
11251.2, 53104	0008-14-059 0364-01-054	SH 183/IH 820	SH 183 from East of IH 820/SH 121 Interchange to Reliance Parkway and IH 820 from East of IH 35W to West of IH 820/SH 121 Interchange	SH 183: Widen from 4 to 6 managed lanes; IH 820: Widen from 4 to 6 general purpose lanes	April 2023	November 2023	2024	Project to be funded by the private sector as part of the North Tarrant Express CDA; NTE Segments 1 and 2	\$162,000,000	\$162,000,000	\$0									72.81
TBD	0094-02-136 0364-05-039	SH 183	Reliance Parkway to SH 161	Construct 6/8 to 8 general purpose lanes and 2/3 to 6 managed lanes	April 2023	August 2023	2023	Project to be funded by the private sector as part of the North Tarrant Express CDA	\$1,000,000,000	\$1,000,000,000	\$0									72.81

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects FY2024 - FY2033																				
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												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	
												\$1,025,691,618	\$779,242,068	\$509,910,719	\$725,228,909	\$150,000,000	\$328,000,000	\$32,775,000	\$172,775,000	
13005	0171-05-068	SH 199	North of Azle Ave to South of IH 820	Construct 0 to 4 main lanes (6 lane ultimate) and interchange at IH 820	February 2026	January 2028	2028	\$20,000,000 of Category 2 funds previously moved to CSJ 0008-14-132 (part of the SH 199 improvements); Project funding to be reduced by \$110 million in order to offset funding increases on other projects (TIP 13057/CSJ 0008-06-052, TIP 13008/CSJ 2266-02-148, TIP 13003/CSJ 1068-01-214, and TIP 13063/CSJ 0014-15-078) due to lack of consensus between TxDOT and local governments on the project scope; Once scope has been agreed upon, funding will be re-programmed in future 10-Year Plan Updates; Remaining \$70 million to be removed and replaced with \$70 million of Category 12 funding as part of a proposed funding exchange to advance the IH 30 Canyon project in Dallas	\$180,000,000	\$180,000,000	\$70,000,000	\$180,000,000	\$0					\$0	\$70,000,000	86.64
13037	0171-05-094	SH 199	West Fork of Trinity River to Roberts Cutoff	Reconstruct and widen 4 to 6 lane divided urban	February 2024	June 2026	2026	Project also has Category 1 funding for any funding gap	\$73,943,201	\$68,661,515	\$68,661,515	\$68,661,515	\$68,661,515							78.28
13008	2266-02-148	SH 360	North of E. Randol Mill Rd. to South of E. Randol Mill Rd.	Reconstruct 6 to 8 main lanes and railroad underpass and 4/8 lane to 4/8 lane continuous frontage roads	November 2017 (Actual)	December 2027	2028	Project is split out from TIP 51346; Category 2 funds to be increased by \$15,000,000 (offset by decrease on SH 199 [TIP 13005/CSJ 0171-05-068]), then all \$70,000,000 to be removed and replaced with \$70,000,000 of Category 12 funding as part of a proposed funding exchange to advance the IH 30 Canyon project in Dallas	\$70,000,000	\$70,000,000	\$70,000,000	\$55,000,000	\$0				\$0	\$70,000,000	94.82	
13058	2266-02-150	SH 360	SH 183 to IH 30	Operational improvements	June 2024	September 2026	2027		\$103,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000							77.49
14092	2266-02-159	SH 360	From Trinity River to Post and Paddock	Construct 0 to 2 lane southbound frontage road, bridge over Riverside Parkway, and new sidewalks	September 2025	January 2027	2027	Part of the US 287 Category 2/STBG exchange approved by the RTC in October 2021; Project also has \$102,097 of CMAQ	\$12,638,436	\$12,638,436	\$12,638,436	\$0	\$12,638,436							73.82
55044.1	0172-06-105	US 287	Village Creek Road to Berry St.	Reconstruct 6 to 6 mainlanes plus auxiliary lanes with 4 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes; Add shared-use path and sidewalks	September 2020 (Actual)	September 2031	2032	Project is a breakout of TIP 55044/CSJ 0172-06-080; Project is part of the Southeast Connector project; TxDOT requested Category 12 Strategic Priority funding through 2023 UTP, but project is not being proposed for funding by the TTC; Category 12 funding being proposed for TTC approval through 2024 UTP	\$156,800,000	\$178,000,000	\$178,000,000					\$0	\$178,000,000	\$0	\$0	80.36
13063	0014-15-078	US 81/US 287	South of North Tarrant Parkway to Avondale Haslet Road	Operational improvements including ramp modifications, 2/6 discontinuous to 4/8 lane continuous frontage roads, and sidewalks	November 2023	September 2026	2027	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funds offset by decrease on SH 199 (TIP 13005/CSJ 0171-05-068)	\$122,280,000	\$174,280,000	\$174,280,000	\$61,600,000	\$96,600,000	\$42,680,000	\$77,680,000					81.86
11572	0902-48-579	US 81/US 287	at FM 3479/Harmon Rd/North Tarrant Parkway	Construct North Tarrant Parkway over US 81 with turnaround on eastside; Construct Harmon Rd over US 81	November 2023	May 2025	2025	Part of the 2022 SE Connector Category 2/STBG exchange; Project also includes \$1,653,702 of local funding and \$1,580,275 of Category 1 funding ; STBG funds on this project were exchanged for Category 2 funding in 2022 10-Year Plan Update (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066)	\$12,821,102	\$18,055,079	\$14,821,102	\$12,821,102	\$14,821,102							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	Current Category 2 funding was approved prior to this 10-Year Planning effort; Project being added to the list because new Category 2 funding is being proposed; MPO Milestone Policy Project (letting deadline of end of FY2025); Project also has \$6,016,331 of STBG funding	N/A	\$8,558,000	\$2,541,669	\$1,541,669	\$2,541,669							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	Current Category 2 funding was approved prior to this 10-Year Planning effort; Project being added to the list because new Category 2 funding is being proposed; MPO Milestone Policy Project (letting deadline of end of FY2025); Project also has \$7,227,821 of STBG funding and \$1,581,311 of Category 1 funding	N/A	\$11,647,311	\$2,838,179	\$1,538,179	\$2,838,179							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	Current Category 2 funding was approved prior to this 10-Year Planning effort; Project being added to the list because new Category 2 funding is being proposed; MPO Milestone Policy Project (letting deadline of end of FY2025); Project also has \$149,995 of Category 1 funding	N/A	\$1,988,174	\$1,838,179	\$1,538,179	\$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	Current funding is old Category 2 approved prior to this 10-Year Planning effort; Project being added to the list because new Category 2 funding is being proposed; MPO Milestone Policy Project (letting deadline of end of FY2025); Project also has \$12,048,306 of Category 1 funding	N/A	\$13,904,785	\$1,856,480	\$1,556,480	\$1,856,480							73.68
21019	0080-07-099	US 377	at RM 2871	Intersection improvements including construction of new dual left turn lanes and reconstruction of right turn lane on eastbound RM 2871, and traffic signal improvements to accommodate the additional turn lanes	April 2024	September 2024	2025	Part of the 2022 SE Connector Category 2/STBG exchange; Existing STBG funds on this project were exchanged for Category 2 funding (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066); Project also has Category 1 funds for any funding gap	\$5,200,000	\$5,842,298	\$5,000,000	\$5,000,000	\$5,000,000							77.66
Total Proposed Funding - Tarrant County																			\$1,344,745,218	

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects FY2024 - FY2033																					
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033								MPO Project Score	
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed		
												\$1,025,691,618	\$779,242,068	\$509,910,719	\$725,228,909	\$150,000,000	\$328,000,000	\$32,775,000	\$172,775,000		
Wise County Projects																					
13004.3	0013-09-012	BU 81-D	CR 1160 - Realigned FM 1810 intersection to North of CR 2090	Realignment of BU 81-D at realigned intersection of US 81/287 and FM 1810/BU 81-D	September 2023	September 2027	2028	Split from TIP 13004/CSJ 2418-01-013	\$3,600,000	\$6,000,000	\$3,600,000	\$3,600,000	\$3,600,000	\$0	\$0						67.70
13004.1	2418-01-013	FM 1810	West of CR 1170 to CR 1160 - Realigned BU 81D intersection	Realignment of FM 1810 and grade separation & retaining walls at realigned intersection at US 81/287 & BU 81D	September 2023	September 2027	2028		\$17,000,042	\$25,000,000	\$13,300,000	\$13,300,000	\$13,300,000	\$0	\$0						67.70
13004.2	0013-07-083	US 81	North of CR 2195 to North of US 380	Construct mainlane grade separation at relocated FM 1810 and US 81D, with addition of ramps and 0 to 2 lane frontage roads	September 2023	September 2027	2028	Split from TIP 13004/CSJ 2418-01-013	\$32,700,000	\$42,700,000	\$16,700,000	\$16,700,000	\$16,700,000								68.44
55302	0013-08-147	US 81	Northstar Parkway to Wise/Tarrant County Line	Reconstruct 4 to 4 lane freeway and grade separation; Construct/reconstruct/restripe 2 lane, 2 way discontinuous frontage roads to 2 lane, one-way continuous frontage roads in each direction	November 2023	December 2027	2028	New project proposed by TxDOT Fort Worth	N/A	\$40,000,000	\$40,000,000			\$0	\$40,000,000						61.99
Total Proposed Funding - Wise County																			\$73,600,000		
Various County Projects																					
11619.1	0902-00-310	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2023	2024	Additional funds paying for a proposed expansion of this program; Includes \$2,905,000 of STBG; Project was awarded \$875,000 of Category 12 Strategic Priority funding via 2022 UTP	\$3,780,000	\$3,780,000	\$875,000							\$875,000	\$875,000	N/A	
11619.1	0902-00-311	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2024	2025	Additional funds paying for a proposed expansion of this program; Includes \$3,132,000 of STBG; Project was awarded \$900,000 of Category 12 Strategic Priority funding via 2022 UTP	\$4,032,000	\$4,032,000	\$900,000							\$900,000	\$900,000	N/A	
Total Proposed Funding - Various County																			\$1,775,000		
Total Category 2, 4, and 12 Funding											\$1,909,880,218	\$796,382,219	\$724,285,218	\$394,820,000	\$684,820,000	\$150,000,000	\$328,000,000	\$32,775,000	\$172,775,000		
Total Amount Remaining for Programming											\$95,365,759	\$229,309,399	\$54,956,850	\$115,090,719	\$40,408,909	\$0	\$0	\$0	\$0		
Total Allocation/Authorizations											\$2,005,245,977										
												Future Project Lettings (FY2024-FY2033)									
												Category 2				Category 4				Category 12	
2024-2033												\$724,285,218				\$684,820,000				\$500,775,000	
Total												\$724,285,218				\$684,820,000				\$500,775,000	

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Planned Projects FY 2024 - FY 2033																			
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2024 - FY 2033						MPO Project Score	
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Approved	Cat 12 Proposed		
												\$55,278,246	\$62,661,846	\$0	\$18,373,452	\$123,200,000	\$244,882,039		
Hunt County Projects																			
13052	2659-01-010	FM 1570	IH 30 to SH 66	Construct 2 lane to 4 lane divided with shoulders (HMAC pavement and RR crossing) North project	June 2025	September 2026	2027	Hunt County is doing environmental clearance	\$16,800,000	\$22,400,000	\$16,800,000	\$16,800,000	\$16,800,000					82.54	
13051	0692-01-020	FM 1570	SH 34 to IH 30	Widen 2 to 4 lane divided roadway (South Project)	June 2027	October 2027	2028		\$24,640,000	\$26,640,000	\$26,640,000	\$24,640,000	\$26,640,000					90.27	
13065	0009-13-174	IH 30	FM 2642 to FM 1570	Widen 4 to 6 lane freeway	March 2022 (Actual)	September 2026	2027	Project was awarded Category 12 funds via the 2020 UTP; Additional Category 12 funding (but not the full request) being proposed for TTC approval	\$44,800,000	\$191,077,618	\$96,077,618					\$40,000,000	\$96,077,618	62.27	
55224	0009-13-168	IH 30	East of FM 1565 to East of FM 36	Reconstruct overpass	March 2022 (Actual)	October 2023	2024	Project was awarded Category 12 funds via 2018 UTP; Project was awarded an additional \$1,000,000 of Category 12 Strategic Priority funds in 2022 UTP; Additional Category 12 funding being proposed for TTC approval	\$37,824,526	\$71,660,123	\$71,660,123	\$11,824,526	\$13,689,859	\$0	\$8,373,452	\$26,000,000	\$49,596,812	77.26	
55225	0009-13-169	IH 30	East of CR 2511 to East of FM 1565	Reconstruct overpass	March 2022 (Actual)	October 2023	2024	Project was awarded Category 12 funds via the 2018 UTP; Project was awarded an additional \$1,000,000 of Category 12 Strategic Priority funds in 2022 UTP; Additional Category 12 funding being proposed for TTC approval	\$27,323,788	\$52,931,546	\$52,931,546	\$1,323,788	\$1,820,209	\$0	\$5,000,000	\$26,000,000	\$46,111,337	76.40	
55226	0009-13-170	IH 30	West of CR 2511 to East of CR 2511	Construct new interchange	March 2022 (Actual)	October 2023	2024	Project was awarded Category 12 funds via 2018 UTP; Project was awarded an additional \$1,200,000 of Category 12 Strategic Priority funds in 2022 UTP; Additional Category 12 funding being proposed for TTC approval	\$31,289,933	\$58,208,050	\$58,208,050	\$89,932	\$111,778	\$0	\$5,000,000	\$31,200,000	\$53,096,272	82.02	
TBD	0009-13-194	IH 30	West of Monty Stratton to East of Division St	Widen 4 to 6 lane freeway	TBD	May 2028	2028	Propose to add project to the 10-Year Plan; Category 2 funding being proposed to permit TxDOT to begin buying right-of-way	N/A	\$224,000,000	\$1,000,000	\$0	\$1,000,000					69.84	
TBD	0009-13-195	IH 30	East of Division St to East of Lamar St	Widen 4 to 6 lane freeway	TBD	May 2028	2028	Propose to add project to the 10-Year Plan; Category 2 funding being proposed to permit TxDOT to begin buying right-of-way	N/A	\$168,000,000	\$1,000,000	\$0	\$1,000,000					68.32	
TBD	0009-13-196	IH 30	East of Lamar St to East of FM 513	Widen 4 to 6 lane freeway	TBD	May 2028	2028	Propose to add project to the 10-Year Plan; Category 2 funding being proposed to permit TxDOT to begin buying right-of-way	N/A	\$280,000,000	\$1,000,000	\$0	\$1,000,000					65.90	
13053.2	0083-11-026	SH 24/ SH 11	Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements	September 2019 (Actual)	August 2026	2026	Breakout project for control section break (offset by reduction on TIP 13053/CSJ 0768-01-057); Project also has Category 1 funds to cover any funding gap	\$600,000	\$648,000	\$600,000	\$600,000	\$600,000					65.49	
												Total Proposed Funding - Hunt County						\$325,917,337	
		Total Category 2, 4, and 12 Funding										\$325,917,337	\$55,278,246	\$62,661,846	\$0	\$18,373,452	\$123,200,000	\$244,882,039	
		Total Amount Remaining for Programming										\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		Total Allocation/Authorizations										\$325,917,337							
												Future Project Lettings (FY 2024-FY 2033)							
												Category 2		Category 4		Category 12			
												2024-2033		\$62,661,846		\$18,373,452		\$244,882,039	
												Total		\$62,661,846		\$18,373,452		\$244,882,039	

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects FY2017 - FY2023														
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	FY2017 - FY2023			
											Category 2 DAL	Category 4 DAL	Category 12 Clear Lanes DAL	Category 12 Strategic Priority DAL
Collin County Projects														
14071	1392-01-044	FM 1378	FM 3286 to South of FM 3286	Construct intersection improvements (sidewalks and turn lanes)	February 2020 (Actual)	May 2023 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG trade; Project also has \$3,240,615 of CMAQ funding; Project low bid is for this project and TIP 14071.2/CSJ 3476-02-013	\$13,639,341	\$1,710,685	\$1,710,685			
54005	2351-01-017	FM 2478	FM 1461 to US 380	Widen 2 lane rural highway to 4 lane divided; Realign intersection at FM 1461; 6 lane ultimate	September 2017 (Actual)	September 2020 (Actual)	2021	Project also has \$97,983 of local funding	\$24,834,021	\$34,793,244	\$34,793,244			
54005.1	2351-02-014	FM 2478	FM 1461 to North of FM 1461	Widen 2 lane rural highway to 4 lane divided; 6 lane ultimate; Realign intersection of FM 1461	September 2017 (Actual)	September 2020 (Actual)	2021	Project split out from TIP 54005/CSJ 2351-01-017	\$3,219,051	\$3,985,550	\$3,985,550			
20083	2679-02-008	FM 2514	FM 2551 to West of FM 1378	Widen 2 lane rural to 4 lane (Ultimate 6 lane) urban roadway including new pedestrian improvements and left/right turn lanes	May 2014 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with \$3,415,689 RTR and \$1,202,000 CMAQ; Project completed in April 2021	\$16,867,792	\$13,600,000	\$13,600,000			
55037	2679-03-016	FM 2514	North of Drain Drive to Brown Street	Widen facility from 2 lane to 4/6 lane urban divided	February 2019 (Actual)	July 2022 (Actual)	2022		\$33,641,069	\$24,107,754	\$24,107,754			
55038	2679-03-015	FM 2514	East of Lavon Parkway to North of Drain Drive	Widen facility from 2 lane to 4 lane urban divided (ultimate 6 lane divided)	February 2019 (Actual)	July 2022 (Actual)	2022		\$16,744,842	\$11,360,404	\$11,360,404			
83209	2056-01-042	FM 2551	FM 2514 to FM 2170	Reconstruct and widen 2 lane rural to 6 lane urban divided	November 2010 (Actual)	April 2023 (Actual)	2023	Project also has Category 11 funding to cover funding gap; Additional Category 2 funding proposed to cover cost overrun at letting	\$46,333,942	\$45,570,230	\$44,570,571 \$45,570,230			
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 \$2,644,322 of CMAQ funding; Project low bid is for this project and TIP 14071/CSJ 1392-01-044	\$13,639,341	\$1,820,000	\$1,820,000			
35004	0816-04-101	FM 455	US 75 to CR 286	Reconstruct and widen 2 lane rural to 4 lane divided	November 2017 (Actual)	December 2015 (Actual)	2016	Funds are Proposition 1 - Category 4; Project completed in August 2020	\$2,746,785	\$2,746,785		\$2,746,785		
13055	0047-04-031	SH 5	SH 121 to North of Collin County Outer Loop	Reconstruct and widen 2 lane rural to 4 lane urban roadway	September 2018 (Actual)	December 2022 (Actual)	2023	Additional Category 4 funding proposed to cover cost overrun at letting	\$39,271,527	\$38,899,990		\$31,699,658 \$38,899,990		
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	\$54,174,694		\$54,174,694		
55073	0451-03-013	SH 205	North of John King to SH 78	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	April 2018 (Actual)	July 2022 (Actual)	2022		\$31,480,213	\$38,783,754	\$38,783,754			
13025	0047-14-084	US 75	North of FM 455 to CR 370	Construct interchange	June 2012 (Actual)	June 2018 (Actual)	2018	Project completed in April 2020	\$19,863,387	\$19,863,387	\$19,863,387			
13044	0047-06-161	US 75	At Ridgeview Drive	Reconstruct interchange	June 2019 (Actual)	June 2022 (Actual)	2022	Project also has \$2,500,000 of Category 1 funding and \$8,945,594 of STBG funding	\$43,578,574	\$26,155,102	\$26,155,102			
Total Approved Funding - Collin County														\$317,571,579

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2023

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	FY2017 - FY2023				
											Category 2 DAL	Category 4 DAL	Category 12 Clear Lanes DAL	Category 12 Strategic Priority DAL	
Dallas County Projects															
55240	2374-04-085	IH 20	West of Cockrell Hill Road to Hampton Road	Construct 0 to 4 lane frontage road	July 2019 (Actual)	December 2021 (Actual)	2022	Commitment to Red Bird Mall area	\$79,838,372	\$80,581,578	\$80,581,578				
52527	1068-04-119	IH 30	SH 161 to NW 7th Street	Construct 0 to 4 lane frontage roads	December 2016 (Actual)	June 2018 (Actual)	2018	Category 1 funds to be used for change orders; Project completed in August 2022	\$24,549,664	\$24,549,664		\$24,549,664			
54033	1068-04-149	IH 30	NW 7th Street to Belt Line Road	Construct 0 to 2/3 lane westbound frontage road and ramp modifications	December 2016 (Actual)	June 2018 (Actual)	2018	Category 11 funds used to fund the remainder of the project; Project completed in August 2022	\$13,291,213	\$11,000,000		\$11,000,000			
55169	0009-11-241	IH 30	Bass Pro Drive to Dalrock Road	Construct 0 to 6 lane frontage roads, Bayside bridge, and ramp modifications; Reconstruct Dalrock interchange	September 2018 (Actual)	March 2021 (Actual)	2021	Project was awarded Category 4 funds via the 2019 UTP; Project also has \$15,000,000 of Category 1 funding for potential cost overruns	\$120,678,632	\$120,574,879		\$120,574,879			
55179	0009-11-238	IH 30	Bass Pro Drive in Garland to Dalrock Road	Widen to add shoulder	March 2019 (Actual)	March 2021 (Actual)	2021	Project was awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has \$3,500,000 of Category 1 funding for potential cost overruns	\$13,601,005	\$30,182,264	\$7,827,157		\$22,355,107		
13012.2	0196-03-274	IH 35E	IH 635 to Denton County Line	Reconstruct and widen 6 to 8 general purpose lanes and reconstruct existing 2/8 discontinuous frontage roads to 2/8 discontinuous frontage roads	March 2013 (Actual)	August 2021 (Actual)	2021	Design-build project; Project was awarded \$229,655,586 of Category 12 Clear Lanes funding and \$182,098,750 of Design-Build funds by the TTC	\$614,317,018	\$432,218,268	\$202,562,682		\$229,655,586		
13012.3	0196-03-282	IH 35E	IH 635 to Denton County Line	Reconstruct existing 2 managed lanes to 2 managed lanes	March 2013 (Actual)	August 2021 (Actual)	2021	Project split out from TIP 13012.2/CSJ 0196-03-274; Category 2 funds are offset by a reduction in funding on TIP 13012.2/CSJ 0196-03-274; Project was awarded \$14,470,000 of Design-Build funds for the remainder of the project	\$93,951,732	\$79,481,732	\$79,481,732				
55067	0092-14-088	IH 45	Lenway St. to Good Latimer	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual)	December 2019 (Actual)	2020		\$30,136,042	\$30,136,042	\$30,136,042				
55249	0092-02-130	IH 45	At SL 9	Reconstruct existing 2 to 2 lane southbound frontage road and ramp modifications	November 2017 (Actual)	July 2021 (Actual)	2021	Project added to the 10-Year Plan via 2020 UTP; Funding offset by reduction in funding on TIP 55094/CSJ 0442-02-159; Project also has \$395,464 of Category 1 funding	\$4,228,798	\$3,667,581		\$3,667,581			
54111	2374-01-171	IH 635	At Skillman/Audelia	Interchange improvements	June 2015 (Actual)	August 2019 (Actual)	2019	Project has Category 12 funds from the MPO Revolver Swap; \$7,202,000 of Design-Build funding to offset reduction in Category 2 funding	\$57,972,000	\$50,770,000	\$46,393,000			\$4,377,000	
55060.1	2374-01-137	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Project also has \$63,193,281 of Design-build funding	\$246,941,214	\$183,747,933	\$30,500,000	\$132,848,147	\$20,399,786		
55060.2	2374-01-191	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Project split out from TIP 55060.1/CSJ 2374-01-137; Project also has \$6,513,375 of Design-build funding	\$49,935,875	\$43,422,500	\$43,422,500				

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2023

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	FY2017 - FY2023			
											Category 2 DAL	Category 4 DAL	Category 12 Clear Lanes DAL	Category 12 Strategic Priority DAL
55075.1	2374-02-053	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$25,000,000 CMAQ, \$92,752,017 STBG, and \$7,014,863 Category 11; Project also has \$122,653,801 of Design-Build funding	\$408,845,681	\$161,425,000	\$8,430,000	\$42,151,853	\$110,843,147	
55075.2	2374-02-152	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$7,142,858 STBG; Project split out from TIP 55075.1/CSJ 2374-02-053; Project also has \$26,139,846 of Design-build funding	\$200,405,486	\$167,122,782	\$167,122,782			
55075.3	2374-02-153	IH 635 (E)	At IH 30	Reconstruct interchange	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$25,000,000 STBG; Project split out from TIP 55075.1/CSJ 2374-02-053; Project also has \$83,400,711 of Design-build funding	\$303,694,615	\$195,293,904	\$195,293,904			
55165.1	2374-01-183	IH 635 (E)	East of US 75 to Miller Road	Widen 8 to 10 general purpose lanes and reconstruct existing 4/8 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Project also has \$125,710,231 of Design-build funds	\$432,206,098	\$306,495,867			\$306,495,867	
55165.2	2374-01-190	IH 635 (E)	East of US 75 to Miller Road	Reconstruct existing 2 to 2 managed lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Project split out from TIP 55165.1/CSJ 2374-01-183; Project also has \$8,509,875 of Design-build funding	\$65,242,375	\$56,732,500	\$56,732,500			
54069	2964-01-048	SH 161	South of SH 183 to North of Belt Line Road	Widen and reconstruct 4 (6 lanes during peak period) to 8 general purpose lanes	January 2018 (Actual)	June 2018 (Actual)	2018	Category 1 funds to be used for any change orders; Project completed in April 2021	\$20,927,948	\$20,927,948		\$20,927,948		
55065	0092-01-059	SH 310/ SM Wright Interchange	Pennsylvania Avenue to North of Al Lipscomb Way	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual)	December 2019 (Actual)	2020	Related to TIP 55067/CSJ 0092-14-088 and TIP 20062/CSJ 0092-01-052	\$11,916,518	\$11,916,518	\$11,916,518			
35000	0430-01-057	SH 352	North of Kearney Street to US 80 EB Frontage Road	Reconstruct 4 lane undivided rural to 4 lane divided urban roadway with intersection and sidewalk improvements	December 2016 (Actual)	March 2020 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with \$701,700 CMAQ and \$1,070,725 Category 11; Category 12 funds are part of MPO Revolver Swap; Category 11 funding to cover cost overruns; Project completed in August 2022	\$11,599,215	\$9,915,000	\$7,900,000			\$2,015,000
13032	0009-02-067	SH 78	At Gaston Ave	Reconfigure intersection with sidewalk improvements	December 2018 (Actual)	May 2021 (Actual)	2021	August 2017 RTC Proposition 1 Adjustment; Remainder of project funded with \$4,500,000 of CMAQ funds	\$6,336,367	\$1,000,000	\$1,000,000			
11527	0581-02-124	SL 12	At SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	May 2020 (Actual)	2020	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP; Project also has \$2,000,000 of Category 1 funding for potential cost overruns	\$194,356,319	\$210,000,000			\$210,000,000	
54119.1	2964-10-008	SL 9	IH 35E to Dallas/Ellis County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July 2021 (Actual)	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$432,000 of CMAQ funding, \$3,788,000 of RTR funding, and \$3,589,488 of STBG funding; Category 2 funding removed and replaced with STBG funding as part of a funding exchange to reduce the region's STBG carryover balance	\$24,307,399	\$0	\$0			

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2023

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	FY2017 - FY2023				
											Category 2 DAL	Category 4 DAL	Category 12 Clear Lanes DAL	Category 12 Strategic Priority DAL	
54119.2	2964-10-009	SL 9	Ellis/Dallas County Line to IH 45	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July 2021 (Actual)	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$408,000 of CMAQ funding and \$13,722,970 of STBG funding; Category 2 funding removed and replaced with STBG funding as part of a funding exchange to reduce the region's STBG carryover balance	\$54,463,351	\$0	\$0				
53003	0094-03-060	SS 482	At SH 114 and SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	May 2020 (Actual)	2020	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP	\$91,202,288	\$210,000,000			\$210,000,000		
55120	0197-02-124	US 175	East of East Malloy Bridge Rd. to Kaufman County Line	Ramp modifications, mill and inlay existing frontage roads	July 2020 (Actual)	October 2020 (Actual)	2021		\$907,339	\$2,163,200	\$2,163,200				
Total Approved Funding - Dallas County															\$2,443,325,160
Denton County Projects															
83255	0816-02-072	FM 455	West of FM 2450 to East of Marion Road	Reconstruct and widen 2 lane rural highway to 4 lane divided urban	February 2018 (Actual)	July 2022 (Actual)	2022	Project also has \$5,000,000 of Category 1 funding for potential cost overruns	\$70,480,395	\$44,660,582	\$44,660,582				
55177	0353-09-002	SH 114	West of US 377 to East of US 377	Construct 0 to 6 lane grade separation over US 377	November 2018 (Actual)	June 2021 (Actual)	2021		\$32,367,838	\$32,367,839	\$26,109,253	\$6,258,586 \$26,109,253			
51060	0353-02-053	BS 114K	At UP RR Underpass in Roanoke DOT No 795 342V	Replace railroad underpass and improve BS 114-K drainage	August 2015 (Actual)	November 2019 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,000,000 of bridge funds and \$552,921 of CMAQ	\$11,088,528	\$7,500,000	\$7,500,000				
55250	0195-02-076	IH 35	At FM 455	Reconstruct and widen 4 to 6 mainlanes and reconstruct existing 4 to 4 lane frontage roads	October 2019 (Actual)	July 2022 (Actual)	2022	Project awarded Category 12 Strategic Priority funding via the 2020 UTP; Project also has \$13,045,742 of Category 1 funding	\$40,791,605	\$27,745,863		\$883,567		\$26,862,296	
13033.1	0196-02-128	IH 35E	At FM 1171/Main Street	Reconstruct grade separation and existing 4 to 4 lane continuous frontage roads	March 2013 (Actual)	January 2023 (Actual)	2023	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Denton Priority Project #3; Additional Category 2 funding proposed to cover cost overrun at letting; Project also has \$18,815,274 of STBG funds and \$2,549,146 of local contribution	\$105,457,045	\$85,852,625	\$85,852,625 \$62,438,273				
20118	0081-04-025	US 377	IH 35E to South of FM 1830	Widen 2 lane to 6 lane urban divided section with sidewalk improvements	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$9,237,129 2MP1, \$12,465,854 4P1, & \$2,901,189 CMAQ; Project completed in May 2021	\$18,441,508	\$1,098,811	\$1,098,811				
20120	0081-03-048	US 377	Henrietta Creek Rd. to North of BS 114K	Reconstruct and widen 2/4 to 4 lane divided urban	August 2015 (Actual)	November 2019 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$2,847,689 of Category 1 & \$1,922,275 of CMAQ	\$18,803,011	\$13,444,113	\$13,444,113				

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

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2023

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	FY2017 - FY2023			
											Category 2 DAL	Category 4 DAL	Category 12 Clear Lanes DAL	Category 12 Strategic Priority DAL
20215	0081-04-035	US 377	At UP RR Overpass (0.4 miles South of IH 35E)	Replace with 6 lane overpass (2 to 6 Lanes)	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$2,269,248 2MP1, \$4,019,642 of 4P1, and \$4,690,906 of Category 1 funds; Project completed in May 2021	\$10,207,204	\$1,500,000	\$1,500,000			
55104	0135-10-057	US 377/380	SL 288 to US 377/US 380 Intersection	Add raised median with left turn lanes, add right turn lanes and re-stripe for shared use	June 2018 (Actual)	June 2020 (Actual)	2020	Also has \$95,000 local and \$665,000 CMAQ; Local funding is the money required to pay for additional bicycle/pedestrian scope items that TxDOT will not fund	\$20,616,737	\$17,839,014	\$17,839,014			
20096	0135-10-050	US 380	US 377 to West of CR 26 (Collin County Line)	Widen 4 to 6 lanes divided urban with new grade separations at FM 423, FM 720, Navo Rd., Teel Pkwy, and Legacy Drive with sidewalk improvements	June 2018 (Actual)	July 2021 (Actual)	2021	Construction also funded with \$56,200,000 CMAQ and \$22,277,120 STBG	\$132,896,797	\$62,367,423	\$62,367,423			
55235	0353-02-037	SH 114	East of IH 35W to BUS 114K	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads	August 2020 (Actual)	April 2023 (Actual)	2023	Part of the Loop 9 Category 2/STBG trade approved by the RTC in October 2021; Additional Category 2 funding proposed to cover cost overrun at letting; Project low bid is for this project and TIP 55260/CSJ 0353-09-003	\$95,531,732	\$67,292,321	\$67,292,321 \$64,977,102			
55260	0353-09-003	SH 114	BUS 114K to West of US 377	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads	August 2020 (Actual)	April 2023 (Actual)	2023	Additional Category 2 funding proposed to cover cost overrun at letting; Project low bids for this project and TIP 55235/CSJ 0353-02-037	\$95,531,732	\$28,239,411	\$28,239,411 \$26,284,562			
Total Approved Funding - Denton County														
Ellis County Projects														
11751	1051-01-037	FM 664	(On Ovilla Road) from Westmoreland Road to IH 35E	Widen 2 lanes to 6 lanes urban divided including intersection improvements along Ovilla Road/FM 664 with sidewalk improvements	June 2015 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,433,608 CMAQ & \$15,173,331 STBG; Leaving funds in for change orders; Project completed in June 2021	\$28,247,127	\$17,100,000	\$17,100,000			
13042	0048-04-094	IH 35E	At FM 387 (Butcher Road)	Reconstruct interchange; Reconstruct and widen 4 to 4/6 lane frontage roads	June 2019 (Actual)	January 2022 (Actual)	2022	Funding from TIP 55092/CSJ 0048-04-090	\$45,984,067	\$42,000,000		\$42,000,000		
54119.3	2964-12-001	SL 9	From IH 35E to Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July 2021 (Actual)	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$734,000 of CMAQ funding and \$1,500,000 of Category 1 funding; Category 2 funding removed and replaced with STBG funding as part of a funding exchange to reduce the region's STBG carryover balance	\$4,690,541	\$0	\$0			

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

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2023

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	FY2017 - FY2023			
											Category 2 DAL	Category 4 DAL	Category 12 Clear Lanes DAL	Category 12 Strategic Priority DAL
54119.4	2964-12-002	SL 9	Dallas/Ellis County Line to Ellis/Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July 2021 (Actual)	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$96,000 of CMAQ funding and \$1,500,000 of Category 1 funding; Category 2 funding removed and replaced with STBG funding as part of a funding exchange to reduce the region's STBG carryover balance	\$5,034,801	\$0	\$0			
35001	0172-05-115	US 287	At Walnut Grove Road	Construct interchange	April 2017 (Actual)	April 2019 (Actual)	2019	Project also has \$976,621 of Category 11 funding; Project completed in December 2021	\$27,616,577	\$26,700,000		\$26,700,000		
Total Approved Funding - Ellis County														\$85,800,000
Kaufman County Projects														
83284	0751-05-001	FM 148	South of FM 3039 to US 175	Realign existing 2 lane rural undivided roadway to 2 lane rural undivided roadway	June 2019 (Actual)	June 2023 (Actual)	2023	Includes \$5,000,000 of Kaufman County funding; <u>Additional Category 2 funding proposed to partially cover cost overrun at letting; Category 11 to cover remainder of cost overrun</u>	\$13,687,533	\$6,894,899 \$5,014,472	\$6,894,899	\$5,014,472		
TBD	0095-03-085	FM 460	at US 80	Replace bridge and approaches	April 2020 (Actual)	June 2022 (Actual)	2022	Project awarded INFRA grant funding; Category 4 funding was committed as well as part of grant application; Project also has \$1,882,263 of Category 6 funding and \$3,944,904 of Category 10 funding	\$6,723,349	\$6,443,588		\$6,443,588		
53086	0095-03-080	US 80	Lawson Rd. (Dallas/Kaufman C/L) to FM 460	Reconstruct and widen 4 to 6 mainlanes and reconstruct and widen 2/4 lane discontinuous frontage roads to 4/6 lane continuous frontage roads	April 2020 (Actual)	June 2022 (Actual)	2022	Project also has \$1,000,000 of Category 11 funding	\$112,819,452	\$133,000,000		\$133,000,000		
51460	0197-03-054	US 175	FM 148 to CR 4106 in Crandall	Construct new 2 lane frontage roads; Convert existing frontage road from 2 lane, 2-way to 2 lane, 1-way frontage road and ramp modifications	February 2019 (Actual)	October 2020 (Actual)	2021		\$12,972,961	\$12,925,618	\$12,925,618			
55134	0197-03-074	US 175	Dallas County Line to West of FM 1389	Ramp modifications, mill and inlay existing frontage roads	July 2020 (Actual)	October 2020 (Actual)	2021	Project also has \$1,000,000 of Category 1 funding for potential cost overruns; Project completed in December 2021	\$1,238,789	\$2,163,200	\$2,163,200			
13077	0197-03-078	US 175	West of FM 148 Bypass to East of FM 148 Bypass	Construct new interchange at FM 148	April 2020 (Actual)	June 2023 (Actual)	2023	Project also has \$3,662,623 \$4,000,000 of Category 11 funding; <u>Additional Category 2 funding proposed to partially cover cost overrun at letting with Category 11 covering the rest</u>	\$43,212,466	\$39,549,843 \$28,763,522	\$39,549,843 \$28,763,522			
Total Approved Funding - Kaufman County														\$200,977,148
Rockwall County Projects														
83222	1015-01-023	FM 3549	IH 30 to North of SH 66	Widen from 2 lane rural to 4 lane urban divided section with sidewalk improvements	March 2016 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$859,000 of CMAQ & \$733,798 Category 11; Project was completed in August 2021	\$9,250,063	\$8,325,063	\$8,325,063			

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2023

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	FY2017 - FY2023			
											Category 2 DAL	Category 4 DAL	Category 12 Clear Lanes DAL	Category 12 Strategic Priority DAL
13036	0009-12-219	IH 30	SH 205 to West of FM 2642 (Hunt County Line)	Reconstruct & widen 4 to 6 main lanes; Reconstruct & widen 4 to 4/6 lane continuous frontage roads; Construct new & reconstruct existing interchanges; Ramp modifications; Pedestrian improvements	March 2019 (Actual)	June 2023 (Actual)	2023	Project awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has \$50,000,000 of CMAQ funds; <u>Additional Category 2 and 12 funding proposed to cover cost overrun at letting</u>	\$342,870,407	<u>\$295,320,406</u> \$254,603,781	<u>\$89,062,713</u> \$76,783,395		<u>\$206,257,693</u> \$177,820,386	
55195	0009-12-220	IH 30	Dalrock Road to East of Horizon Road	Construct 0/4 to 4/6 lane frontage roads; Reconstruct Horizon Road interchange and ramp modifications	March 2019 (Actual)	October 2022 (Actual)	2023	Split from TIP 13036/CSJ 0009-12-219; Project awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has Category 1 funds for any funding gap; Additional Category 4 and 12 funding proposed to cover cost overrun at letting; Project low bid is for this project and TIP 55221/CSJ 0009-12-215	\$312,522,588	\$199,292,314		\$32,045,599 \$32,000,000	\$167,246,715 \$146,424,272	
55221	0009-12-215	IH 30	Dalrock Road to SH 205	Add shoulder; Reconstruct and widen 6 to 8 mainlanes; Reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads; Ramp modifications and interchange at FM 740	March 2019 (Actual)	October 2022 (Actual)	2023	Project awarded Category 12 Clear Lanes funding via the 2020 UTP; Additional Category 2 and 12 funding proposed to cover cost overrun at letting; Project low bid is for this project and TIP 55195/CSJ 0009-12-220	\$312,522,588	\$113,230,273	\$66,992,876 \$55,202,686		\$46,237,397 \$38,100,000	
55222	0009-12-221	IH 30	Dalrock Road (Rockwall County Line) to East of Dalrock Road	Transition from Dalrock Interchange including reconstruction of existing 4 to 4 lane frontage roads and ramps	September 2018 (Actual)	March 2021 (Actual)	2021	Project split out from TIP 55169/CSJ 0009-11-241; Project was awarded Category 4 funds via the 2019 UTP; Project also has \$1,000,000 of Category 1 funding for potential cost overruns	\$8,124,858	\$7,000,000		\$7,000,000		
2998	1290-02-017	SH 276	SH 205 to FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18; Project also has \$1,658,000 of CMAQ and \$699,442 of Category 1; Project was completed in February 2021	\$16,957,442	\$14,900,000	\$14,900,000			
55096	1290-03-027	SH 276	FM 549 to East of FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Category 1 funds will be used to cover overruns; Project was completed in February 2021	\$719,165	\$719,165	\$719,165			
Total Approved Funding - Rockwall County														\$638,787,221
Various County Projects														
11618.2	0918-00-341	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	February 2023 (Actual)	2023	Additional funds paying for a proposed expansion of this program; Includes \$4,387,500 of STBG; Project was awarded \$1,696,500 of Category 12 Strategic Priority funds in the 2022 UTP	\$6,084,000	\$1,696,500				\$1,696,500
Total Approved Funding - Various County														\$1,696,500
Total Category 2, 4, and 12 Funding									\$4,909,080,268	\$4,078,065,610	\$1,807,750,635	\$705,872,881	\$1,529,491,298	\$34,950,796

Project Lettings			
	Category 2	Category 4	Category 12
2016	\$0	\$2,746,785	\$0
2018	\$77,106,426	\$56,477,612	\$0
2019	\$547,894,686	\$201,700,000	\$442,115,800
2020	\$88,735,687	\$0	\$422,015,000
2021	\$435,379,059	\$191,675,740	\$252,010,693
2022	\$225,649,174	\$182,327,155	\$26,862,296
2023	\$432,985,603	\$70,945,589	\$421,438,305
Total	\$1,807,750,635	\$705,872,881	\$1,564,442,094

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects FY2017 - FY2023														
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	FY2017 - FY2023			
											Category 2 FTW	Category 4 FTW	Cat 12 Clear Lanes FTW	Cat 12 Strategic Priority FTW
Denton County Projects														
54068	3559-01-004	SH 170	Denton County Line to SH 114 Interchange	Restripe 2 to 4 main lanes and ramp modifications	May 2020 (Actual)	June 2020 (Actual)	2020	Project is a breakout of TIP 54088/CSJ 3559-02-007; Implemented by TxDOT Fort Worth District	\$1,000,000	\$1,000,000				\$1,000,000
Total Funding - Denton County														\$1,000,000
Hood County Projects														
54114	0080-11-001	US 377	Johnson/Hood County Line to South of SH 171	Construct 0 to 4 lane divided roadway with interchange at US 377 and BU 377; Grade separation at FWWR and SH 171	September 2017 (Actual)	August 2018 (Actual)	2018	Category 2 funds for this project have been exchanged for Category 7 due to increased cash flow capacity at the federal level; Project also has \$11,800,000 in local funding from Hood County	\$46,969,449	\$0	\$0			
Total Funding - Hood County														\$0
Johnson County Projects														
13060	0172-10-013	US 287	Tarrant County Line to Lone Star Road/FM 157	Construct freeway auxiliary lanes, new 0 to 2 lane frontage roads, ramps, Texas U-turn at Lone Star Bridge and widen from 2 to 3 lanes, Lone Star Road widen 2 to 3 lanes, shared use path, intersection improvements at US 287 and Lone Star Road/FM 157, retaining wall, drainage structure, sidewalks and signals	August 2021 (Actual)	August 2021 (Actual)	2021	Project added to the 10-Year Plan via 2020 UTP; Category 2 funding previously removed and replaced with STBG funding to help reduce regional carryover balance	\$17,554,206	\$0	\$0			
54125	0080-12-001	US 377	North of SH 171 to Johnson/Hood County Line	Construct 0 to 4 lane divided roadway with an interchange at US 377 and BU 377	September 2017 (Actual)	August 2018 (Actual)	2018	Project split out from TIP 54114/CSJ 0080-11-001 in Hood County; Project also has \$10,750,000 of Category 12 (425) funds	\$13,744,381	\$3,950,000	\$3,950,000			
Total Funding - Johnson County														\$3,950,000
Parker County Projects														
14012	0313-02-057	FM 51	North of Cottondale Road to Texas Drive	Widen 2 lane roadway to 3 lanes urban; intersection improvements including turn lanes and new signal improvements	March 2019 (Actual)	May 2019 (Actual)	2019	Flooding issue; Project also has \$3,650,000 of Category 5 and \$900,000 of Category 7 funds; Cost overruns being covered with Category 1 funds	\$21,057,907	\$12,000,000	\$12,000,000			
14012.1	0171-03-070	SH 199	North of Ash Street to North of Old Springtown Road	Reconstruct roadway and intersection improvements	March 2019 (Actual)	May 2019 (Actual)	2019	Project split out from TIP 14012/CSJ 0313-02-057; Grouped project; Fully funded with Category 1 funds	\$2,303,163	\$0	\$0			
13061	0008-03-094	IH 20	IH 20/IH 30 Split to Tarrant/Parker County Line	Construct interchange at Walsh Ranch Parkway including auxiliary lanes	February 2023 (Actual)	May 2023 (Actual)	2023	Project split out from CSJ 1068-05-014; \$9,000,000 of Category 4 funds previously moved to TIP 13061.2/CSJ 0008-16-044; Project low bid is for this project and TIP 13061.2/CSJ 0008-16-044; Additional Category 4 funding proposed to cover cost overrun at letting	\$54,398,492	\$28,293,108		\$28,293,108 \$20,000,000		
Total Funding - Parker County														\$40,293,108

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects FY2017 - FY2023														
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	FY2017 - FY2023			
											Category 2 FTW	Category 4 FTW	Cat 12 Clear Lanes FTW	Cat 12 Strategic Priority FTW
Tarrant County Projects														
11244.1	0718-02-045	FM 156	US 81/287 to Watauga Road (McElroy)	Reconstruct and widen 2 lane to 4 lane divided	July 2018 (Actual)	August 2018 (Actual)	2018	Category 2 funds for this project were exchanged for Category 7 due to increased cash flow capacity at the federal level; Project already had \$13,109,245 of Category 7 before this change; TxDOT wants to keep remainder for potential change orders	\$48,600,000	\$0	\$0			
13061.2	0008-16-044	IH 20	Tarrant/Parker County Line to Markum Ranch Road	Construct new IH 20 interchange at Minor 1 (including auxiliary lanes)	February 2023 (Actual)	May 2023 (Actual)	2023	Project is a breakout of TIP 13061/CSJ 0008-03-094; Project also has \$4,230,384 of Category 1 funds; Additional Category 2 funding proposed to cover cost overrun at letting; Project low bid is for this project and TIP 13061/CSJ 0008-03-094	\$54,398,492	\$21,875,000	\$6,875,000 \$5,000,000	\$15,000,000		
55182	0008-16-042	IH 20	Bryant Irvin Road to Winscott Road	Construct 1 auxiliary lane in each direction and ramp modification	April 2019 (Actual)	April 2020 (Actual)	2020		\$20,961,182	\$23,000,000		\$23,000,000		
55041.1	0008-13-250	IH 820	Ramey Ave to Brentwood Stair Road	Reconstruct and widen freeway from 4/8 to 8 main lanes and 4/6 discontinuous frontage road lanes to 4/6 continuous frontage road lanes and remove 4 to 0 collector distributor lanes; Add shared-use path and sidewalks	September 2020 (Actual)	February 2023 (Actual)	2023	Project is a breakout of TIP 55041/CSJ 0008-13-125; Part of the Southeast Connector project; Category 2 funds previously transferred from several projects (TIP 13070/CSJ 0135-15-002, TIP 13067/CSJ 0135-02-065, and TIP 13033.5/CSJ 0196-01-113) to this project in order to fully fund it (2022 10-Year Plan Update/2023 UTP)	\$451,409,000	\$451,409,000	\$451,409,000 \$468,000,000			
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; Additional Category 2 funding proposed to cover cost overrun at letting	\$18,792,215	\$18,792,215	\$18,792,215 \$18,000,000			
13006	0353-03-100	SH 114	FM 1938 to Dove Road	Construct 0 to 2 lane eastbound frontage road from FM 1938 to Solana/Kirkwood with the addition of auxiliary lanes & construct 0 to 2 lane westbound & 0 to 2 lane eastbound frontage roads from Solana/ Kirkwood to Dove with the addition of auxiliary lanes & ramp modifications	June 2020 (Actual)	July 2020 (Actual)	2020	Local contribution of \$3,000,000 by the City of Southlake	\$31,413,964	\$33,000,000	\$33,000,000			
13007	0364-01-147	SH 121	Stars and Stripes Blvd to South of IH 635	Construct IH 635 and FM 2499 deferred connections	April 2009 (Actual)	March 2018 (Actual)	2018	Design-build; Project also has \$1,600,000 of Category 1 funding; Project completed in August 2021	\$371,600,000	\$370,000,000			\$370,000,000	
13049	0364-01-148	SH 121	Glade Road to SH 183	Interim operational bottleneck improvement, ITS, and illumination	August 2018 (Actual)	September 2018 (Actual)	2019	Also has \$1.6M of STBG funds & \$1.8M of Category 1 funds; Cat 2 funds replaced with \$25,000,000 of Cat 7 funds; Project completed in December 2020	\$16,964,773	\$0	\$0			
54088	3559-02-007	SH 170	IH 35W to Denton County Line	Construct 0 to 4 mainlanes for the following segments only (IH 35W to Westport Parkway; Park Vista Blvd. to Independence Parkway; UPRR to Denton County Line)	May 2020 (Actual)	June 2020 (Actual)	2020	Project awarded \$154,000,000 of Category 12 Strategic Priority funding in the 2020 UTP	\$98,999,997	\$154,000,000				\$154,000,000

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2023

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	FY2017 - FY2023			
											Category 2 FTW	Category 4 FTW	Cat 12 Clear Lanes FTW	Cat 12 Strategic Priority FTW
13066	0094-01-032	SH 183	At UP RR & UP RR Spur	Replace railroad underpass	July 2021 (Actual)	March 2023 (Actual)	2023	Project also has \$7,994,050 of Category 6 funding; Additional Category 2 funding proposed to cover cost overrun at letting	\$26,588,577	\$18,594,527	\$18,594,527 \$18,000,000			
55173	0171-05-097	SH 199	South end of Lake Worth Bridge to Azle Avenue	Construct 0 to 6 lane freeway, construct bridges over SH 199	April 2020 (Actual)	June 2020 (Actual)	2020		\$5,929,113	\$22,000,000		\$22,000,000		
55176	0171-04-050	SH 199	North of FM 1886 to South end of Lake Worth Bridge	Reconstruct & widen 4 lane arterial to 6 lane freeway; Reconstruct & widen 4 lane to 4 lane frontage roads; Construct bridges over Lake Worth & traffic management system	April 2020 (Actual)	June 2020 (Actual)	2020		\$97,837,881	\$113,999,400	\$45,006,400	\$68,993,000		
51346	2266-02-086	SH 360	North of E. Abram Street to IH 20 Interchange	Reconstruct and widen from 6 to 8 lanes	November 2017 (Actual)	February 2018 (Actual)	2018	Project completed in April 2021	\$53,391,000	\$62,000,000	\$62,000,000			
13059	0172-09-037	US 287	Union Pacific Railroad to Johnson County Line	Construct freeway auxiliary lanes, construct 0/4 to 4 frontage road lanes, Texas U-turn, retaining walls, drainage structures, sidewalks, and signalization	August 2021 (Actual)	August 2021 (Actual)	2021	Project added to the 10-Year Plan via 2020 UTP; Category 2 funding previously removed and replaced with STBG funding to help reduce regional carryover balance	\$12,193,894	\$0	\$0			
55041	0008-13-125	IH 820	IH 20 to Ramey Ave	Reconstruct and widen freeway from 4/8 to 8/14 main lanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes; Add shared-use path and sidewalks	September 2020 (Actual)	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Design-build project; Project awarded \$340,202,000 of Category 12 Clear Lanes funding via the 2019 UTP and an additional \$89,400,000 via the 2020 UTP; Project also awarded \$106,400,000 of Design-Build funding	\$575,822,671	\$469,422,670	\$39,820,670		\$429,602,000	
55042	0172-09-028	US 287	IH 20 Interchange to Sublett Road	Reconstruct and widen 4 to 6 general purpose lanes and 4/6 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes, and add shared-use path and sidewalks	September 2020 (Actual)	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Design-build project; Project also awarded \$6,400,000 of Design-Build funding	\$36,400,000	\$30,000,000		\$30,000,000		
55044	0172-06-080	US 287	IH 820 to Village Creek Road	Reconstruct 6 to 6 mainlanes plus 0 to 2 auxiliary lanes with 4 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes; Add shared-use path and sidewalks	September 2020 (Actual)	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Design-build project; Project also awarded \$19,600,000 of Design-Build funding	\$109,474,141	\$89,874,140	\$49,874,140	\$40,000,000		
55043	2374-05-066	IH 20	IH 820 to Little Road	Reconstruct & widen 8/10 to 10 general purpose lanes, 4/6 discontinuous frontage road lanes to 4/8 discontinuous frontage road lanes, & 0 to 8 CD lanes (from IH 820 to US 287) and add shared-use path and sidewalks	September 2020 (Actual)	February 2022 (Actual)	2022	Split from IH 20 from US 287 to Park Springs Blvd; Project is part of the Southeast Connector project; Project a part of the 2022 Category 2/STBG trade; Project also includes \$97,873,821 of STBG funding; Project also awarded \$190,400,000 of Design-Build funding	\$726,945,646	\$536,545,646	\$330,215,646	\$153,000,000		\$53,330,000

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

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects FY2017 - FY2023														
TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	FY2017 - FY2023			
											Category 2 FTW	Category 4 FTW	Cat 12 Clear Lanes FTW	Cat 12 Strategic Priority FTW
55045	0008-13-206	IH 20	IH 20/IH 820 Interchange to Forest Hill Drive	Reconstruct and widen 8 to 12 mainlanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes and add shared-use path and sidewalks	September 2020 (Actual)	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Project also awarded \$27,200,000 of Design-Build funding	\$142,692,716	\$115,402,715	\$115,402,715			
Total Funding - Tarrant County														
\$2,529,915,313														
Wise County Projects														
53141	0312-04-022	FM 730	Approximately 3 miles north of SH 114 to SH 114 in Boyd	Reconstruct and widen existing 2 to 2 lane roadway and replace bridge and culvert structures	N/A	August 2023	2023	Original Prop 1 project; Project not eligible for Category 4 funding, so previously changed to Category 2; Project also has Category 6 funding under CSJ 0312-04-029; Grouped project	\$26,000,000	\$26,000,000	\$26,000,000			
Total Funding - Wise County														
\$26,000,000														
Various County Projects														
11619.1	0902-00-309	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	December 2022 (Actual)	2023	Additional funds paying for a proposed expansion of this program; Includes \$2,567,500 of STBG; Project was awarded \$812,500 of Category 12 Strategic Priority funding via 2022 UTP	\$3,380,000	\$812,500				\$812,500
Total Funding - Various County														
\$812,500														
Total Category 2, 4, and 12 Funding										\$2,601,970,921	\$1,212,940,313	\$380,286,108	\$799,602,000	\$209,142,500

Project Lettings			
	Category 2	Category 4	Category 12
2017	\$0	\$0	\$0
2018	\$65,950,000	\$0	\$370,000,000
2019	\$12,000,000	\$0	\$0
2020	\$78,006,400	\$113,993,000	\$155,000,000
2021	\$0	\$0	\$0
2022	\$535,313,171	\$223,000,000	\$482,932,000
2023	\$521,670,742	\$43,293,108	\$812,500
Total	\$1,212,940,313	\$380,286,108	\$1,008,744,500

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Let or Completed Projects
FY2017 - FY2023

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 12)	FY2017 - FY2023		
											Category 2 Hunt	Category 12 Hunt	
Hunt County Projects													
55152	1290-07-001	SH 276	West of FM 36 to SH 34	Construct 4 lane facility on new location (Quinlan Bypass) with a continuous left turn lane	November 2018 (Actual)	October 2020 (Actual)	2021		\$14,191,647	\$16,400,000	\$16,400,000		
13039	2658-01-013	FM 2642	FM 35 to SH 66	Widen 2 lane to 4 lane divided urban with sidewalks	June 2020 (Actual)	January 2023 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$5,020,844 of Category 11 funding; Additional Category 2 funding proposed to cover cost overrun at letting	\$30,044,518	\$25,023,674	\$25,023,674 \$19,552,000		
13050	0009-13-167	IH 30	At FM 1570	Construct interchange	March 2022 (Actual)	October 2022 (Actual)	2023	Project was awarded Category 12 funds via 2018 UTP; Project was awarded an additional \$1,200,000 of Category 12 Strategic Priority funds in 2022 UTP; Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$6,500,000 of Category 7 funding and \$5,892,103 of Category 11 funding; Additional Category 2 and 12 funding proposed to cover cost overrun at letting; Project low bid is for this project, TIP 55223/CSJ 0009-13-173, and TIP 21051/CSJ 0009-13-175	\$128,075,439	\$52,374,999	\$23,375,000 \$17,000,000	\$28,999,999 \$23,200,000	
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; Additional Category 2 funding proposed to cover cost overrun at letting; Project low bid is for this project, TIP 13050/CSJ 0009-13-167, and TIP 21051/CSJ 0009-13-175	\$128,075,439	\$39,679,749	\$39,679,749 \$28,857,999		
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; Additional Category 2 funding proposed to cover cost overrun at letting; Project low bid is for this project, TIP 55223/CSJ 0009-13-173, and TIP 13050/CSJ 0009-13-167	\$128,075,439	\$15,129,828	\$15,129,828 \$11,003,511		
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	Additional Category 2 funding proposed to cover cost overrun at letting	\$4,510,636	\$4,510,636	\$4,510,636 \$4,496,000		
										Total Funding			\$153,118,886
Total Category 2 and 12 Funding										\$153,118,886	\$124,118,887	\$28,999,999	
										Project Lettings			
											Category 2	Category 12	
										2017	\$0	\$0	
										2018	\$0	\$0	
										2019	\$0	\$0	
										2020	\$0	\$0	
										2021	\$16,400,000	\$0	
										2022	\$0	\$0	
										2023	\$107,718,887	\$28,999,999	
										Total	\$124,118,887	\$28,999,999	

Amounts only include Category 2 and 12 funding.
Red text and strikethroughs indicate changes since June 2023 STTC meeting



Census Bureau Urban Area Boundary Update: Selection of Federal Transit Administration Designated Recipient

Surface Transportation Technical Committee
July 28, 2023

Ken Kirkpatrick, General Counsel
North Central Texas Council of Governments

Federal Actions

US Census Bureau Updates to Urban Areas

- December 29, 2022
- Based upon 2020 Census of Population and Housing
- Expanded and Renamed McKinney-Frisco Urban Area

FHWA/FTA

- June 5, 2023
- Updated Transportation Management Areas
 - McKinney-Frisco (New)
 - Dallas-Fort Worth-Arlington
 - Denton-Lewisville



Legend

- Dallas--Fort Worth--Arlington, TX Urban Area
- Denton--Lewisville, TX Urban Area
- McKinney--Frisco, TX Urban Area
- Other Urban Areas

The map displays the Dallas-Fort Worth Metroplex with county boundaries and major highways. The urban areas are color-coded: green for the Dallas-Fort Worth-Arlington area, purple for the Denton-Lewisville area, and orange for the McKinney-Frisco area. Other urban areas are shown in light blue. The map includes a scale bar (0 to 40 miles) and a north arrow.

Designated Recipient for FTA Formula Funds

McKinney-Frisco Urbanized Area Needs to Select Designated Recipient by September 30, 2023

- For apportionments beginning FY 2024
- Selected by Governor, or designee (TxDOT)
 - In Cooperation with transportation providers and the MPO
 - Need Frisco and McKinney Support

Duties of Designated Recipient

- Principal authority to administer and provide oversight of FTA funds
- Making FTA funds available to eligible projects and entities



Designated/Direct recipients by Urbanized Area (as of 2022)

Dallas-Fort Worth- Arlington

Designated Recipients

- NCTCOG
- Dallas Area Rapid Transit (DART)
- Trinity Metro

Direct Recipients

- Arlington
- Grand Prairie
- Mesquite

Denton-Lewisville

Designated Recipients

- NCTCOG
- Denton County Transportation Authority (DCTA)

Direct Recipients

- None

McKinney

Designated Recipient

- TxDOT

Direct Recipient

- McKinney Urban Transit District (MUTD)



Anticipated Schedule

STTC Information	✓ June 23, 2023
Frisco City Council	✓ July 3, 2023
RTC Information	✓ July 13, 2023
McKinney City Council	✓ July 18, 2023
STTC Action	July 28, 2023
RTC Action	August 10, 2023
NCTCOG Executive Board Action	August 24, 2023



Requested Action:

Approval of staff recommendation that North Central Texas Council of Governments be selected as the Designated Recipient for Federal Transit Administration funds for the newly designated McKinney-Frisco Urbanized Area.



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General Counsel

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MULTIMODAL PROJECTS DISCRETIONARY GRANT (MPDG) PROGRAM – INFRA/MEGA/RURAL



JEFFREY C. NEAL – SENIOR PROGRAM MANAGER

SURFACE TRANSPORTATION TECHNICAL COMMITTEE (STTC) – ACTION ITEM – July 28, 2023

Multimodal Projects Discretionary Grant (MPDG) Program

Solicitation Overview (FY 23 / 24) – INFRA, MEGA, & RURAL Grants

INFRA – Nationally Significant Multimodal Freight/Highway Projects

Available Funds (Project Type)

\$3.1 Billion

– All Projects (FY 23/24)

85% – Large

– Costs > \$100M

15% – Small

– Costs < \$100M

Federal Cost Share/Match

Up to 60%

– INFRA Grant Request
(no award minimum)

Up to 80%

– Federal (overall)

Award Size

No Maximum

– All Projects

\$25 Million

– Minimum (Large)

\$5 Million

– Minimum (Small)

- **Obligation Deadline:** 9/30/2026
- **Construction Start Deadline:** 3/30/2028

Uniform Selection Criteria:

- Safety
- Economic Impacts, Freight Movement, & Job Creation
- State of Good Repair
- Climate Change, Resiliency, & the Environment
- Innovation
- Equity, Multimodal Options, & Quality of Life

Economic Analysis (Benefit-Cost Ratio)

Project Readiness Analysis:

- Technical Assessment
- Environmental Review/Risk Assessment
- Financial Completeness

Application Deadline: 8/21/2023

MEGA – National Infrastructure Project Assistance Program

Available Funds (Project Type)

\$1.8 Billion

– All Projects (FY 23/24)

Cost > \$500M

– 50% Available Funds

Cost \$100-500M

– 50% Available Funds

Federal Cost Share/Match

Up to 60%

– MEGA Grant Request
(no award min./max.)

Up to 80%

– Federal (overall)

- **USDOT “seeks projects that will begin construction before 9/30/2026”**

RURAL – Rural Surface Transportation Grant Program

Available Funds (Project Type)

\$675 Million

– All Projects (FY 23/24)

Lane Departures

– 15% (not Texas)

Appalachians

– 25% (not Texas)

Federal Cost Share/Match

Up to 80%

– RURAL Grant Request
(no award minimum)

Up to 100%

– Federal (overall)

Award Size

No Maximum

– All Projects

\$25M Minimum

– 90% of Projects

No Minimum

– 10% of Projects

- **Obligation Deadline:** 9/30/2026
- **Construction Start Deadline:** 3/30/2028

Multimodal Projects Discretionary Grant (MPDG) Program *(cont.)*

FY 23 / 24 Candidate Project List & Details

PROJECT				COST / FUNDING STATUS						
TITLE	DESCRIPTION / LIMITS	NEW?	E / W	NON-FEDERAL			FEDERAL			TOTAL COST
				NCTCOG / TxDOT	Local / Private	%	NCTCOG / TxDOT	MPDG Amount (Grant Type)	%	
FY 23 MPDG CANDIDATE PROJECTS – NCTCOG (as lead applicant)										
Dallas County Inland Port (DCIP) Multimodal Connectivity Project	Rebuild Belt Line Rd. (Lancaster Hutchins Rd. – East of Mason Rd.) & Sunrise Rd. (Belt Line Rd. – Loop 9) to 4-lane arterials w/ side paths for better mobility / accessibility.	NO <small>(FY 22 MPDG)</small>	EAST	N/A	\$16,995,000 ¹	21%	\$20,530,000 ²	\$45,000,000 (INFRA/RURAL)	79%	\$82,525,000
Alliance Smart Port Deployment & SH 170 Connections Project	Deliver comprehensive infrastructure assets (including SH 170 / Intermodal Pkwy. direct connectors), smart technology deployments, & new EV / alternate fuel capacities to unleash Alliance logistics optimization concept.	YES	WEST	\$20,391,586 ³	\$144,300,000 ⁴	64%	\$20,130,000 ⁵	\$73,166,344 (INFRA)	36%	\$257,987,930
US 81 / 287 North Tarrant County Reconstruction Project	Reconstruct for six mainlanes, continuous one-way frontage roads, new bike/ped accommodations, improved intersections, relocated ramps, & new grade separations (IH 35W – Avondale Haslet Rd.).	YES	WEST	\$50,856,000 ⁶	\$19,400,000 ⁷	20%	\$158,704,000 ⁸	\$115,440,000 (MEGA)	80%	\$344,400,000

NOTES:

1. Dallas County - \$5,100,000; City of Lancaster - \$7,650,000; City of Wilmer - \$2,645,000; Franchise Utilities - \$1,600,000

2. RTC (Existing) - \$8,000,000 STBG; RTC (New) - \$12,530,000 STBG + 4,270,000 TDC (new RTC funds identical to FY 22 INFRA/RURAL application)

3. RTC (New) - \$11,000,000 RTR; TxDOT - \$9,391,586 (source TBD)

4. Cavnue (Private) - \$21,800,000; Hillwood (Private) - \$98,800,000; City of Fort Worth (2022 Bond) - \$6,950,000 (2022 Bond); Tarrant County (2021 Bond) - \$6,750,000 (Existing) + \$10,000,000 (New)

5. RTC (New) - \$20,130,000 STBG

6. TxDOT State Funds - \$16,000,000 (Engineering) + \$34,856,000 (Construction – 2024 UTP Cat 2/4 – CSJ #0014-15-078)

7. City of Fort Worth (ROW) - \$6,900,000; City of Fort Worth/Franchise (Utilities) - \$12,500,000

8. TxDOT Federal Funds - \$139,424,000 (Construction – 2024 UTP Cat 2/4 – CSJ #0014-15-078) + \$19,280,000 (Construction – Future UTP Cat 2/4)

East / West Balance – USDOT Grant Opportunities

Considerations over Multiple Programs

- **Candidate selection impacted by eligible applicants, submittal limits, readiness, merit criteria, & previously submitted projects**
- **Previous examples:**
 - ▣ FY 22 Safe Streets and Roads for All (SS4A) Program – East only
 - ▣ FY 22 Bridge Investment Program (BIP) – West only
- **FY 23 Reconnecting Communities Pilot (RCP) / Neighborhood Access & Equity (NAE) Program – Initial Candidate Options** (*applications due September 28, 2023*):
 - ▣ Klyde Warren Park Phase 2.0 (KWP2.0) / Southern Gateway Park Phase 2.0 (SGP2.0) – Resubmittals
 - ▣ IH 30 “Canyon” – Dallas Farmers Market / Heritage Village Deck Park
 - ▣ Dallas Water Commons
 - ▣ Swyft?
- **Temporary offset of east / west balance from MPDG Program candidates potentially restored with RCP/NAE Program candidates**

Multimodal Projects Discretionary Grant (MPDG) Program

FY 23 / 24 Schedule

May 11, 2023	RTC Information
May 26, 2023	STTC Information
June 26, 2023	FY 23 / 24 MPDG Notice of Funding Opportunity (NOFO) Release
July 20, 2023	Finalize Candidate Project Scope, Cost, Funding Amount(s) / Source(s), & Phasing / Schedule Details <i>(for posting of STTC Agenda)</i>
July 28, 2023	STTC Action
August 7, 2023	RTC Letter of Support Deadline <i>(for projects submitted by partnering agencies, please send requests to Nicholas Allen – nallen@nctcog.org)</i>
August 10, 2023	RTC Action
August 21, 2023	FY 23 / 24 MPDG Application Deadline – Grants.gov
August 24, 2023	Executive Board Endorsement

Multimodal Projects Discretionary Grant (MPDG) Program *(cont.)*

Requested STTC Action

Recommend Regional Transportation Council (RTC) approval of:

- **Allocation of previous / new RTC funds:**
 - ▣ *Dallas County Inland Port (DCIP) Multimodal Connectivity Project*
 - \$12,530,000 STBG funds (including 4,270,000 TDCs) – same as FY 22 INFRA / RURAL
 - ▣ *Alliance Smart Port Deployment & SH 170 Connections Project*
 - \$11,000,000 RTR funds (Denton County) – Electric hostler vehicles (6) and charging infrastructure
 - \$20,130,000 STBG funds – Construction, initial 5-year Operations / Maintenance Plan, & signal optimization
- **Request for any new funds from local / TxDOT partners, as specified**
- **Proposed projects to submit for funding consideration through FY 23 / 24 MPDG Program**
- **Administratively amending NCTCOG & State Transportation Improvement Programs (TIP / STIP), as well as other planning / administrative documents, to include proposed projects if selected for FY 23 / 24 MPDG awards**

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USDOT BIL: <https://www.transportation.gov/bipartisan-infrastructure-law>

USDOT Grant Portal: <https://www.transportation.gov/bipartisan-infrastructure-law/bipartisan-infrastructure-law-grant-programs>

USDOT (Upcoming Schedule of Grant Opportunities): <https://www.transportation.gov/bipartisan-infrastructure-law/key-notice-funding-opportunity>

Multimodal Projects Discretionary Grant (MPDG) Program: <https://www.transportation.gov/grants/mpdg-announcement>





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

July 7, 2023

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

Dear Mr. Williams:

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

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

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

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

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

Mr. Marc Williams, P.E.
Page Two

July 7, 2023

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

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

Sincerely,

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

Michael Morris, P.E.

KK:aa

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

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



TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

June 2, 2023

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

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

Dear Chairman Webb:

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

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

Sincerely,

Jon Niermann
 Chairman

Enclosures

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

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

MAJOR SOURCE EMISSIONS (SECTION 185) FEES

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

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

PHOTOCHEMICAL OZONE FORECASTING

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

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

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

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

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

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

SIP BOUNDARIES

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

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

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

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

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

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

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

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

HIGH OZONE BACKGROUND LEVELS FROM EXTERNAL INFLUENCES

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

TRACKING UPWIND EMISSION SOURCES

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

LIMITED RATIOS: NO_x AND VOLATILE ORGANIC COMPOUNDS (VOC)

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

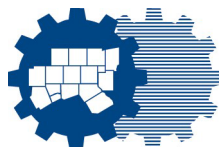
Attachment:
**Texas Commission on Environmental Quality (TCEQ) Response to Regional
Transportation Council (RTC) April 12, 2023 Letter to Chairman Jon Niermann**

IMPACTS DURING COVID-19 AND EMISSIONS STUDY

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

VEHICLE CLEAN SCANNING AND IMPACTS TO REGIONAL AIR QUALITY

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



North Central Texas Council of Governments

July 17, 2023

Ms. Denine Calvin, MC 206
 State Implementation Plan Team – Air Quality Division
 Texas Commission on Environmental Quality
 PO Box 13087
 Austin, Texas 78711-3087

RE: Dallas-Fort Worth Moderate Area Attainment Demonstration SIP Revision for the 2015 Eight-Hour Ozone NAAQS (2022-021-SIP-NR)

Dear Ms. Calvin:

Please accept the following comments regarding the Texas Commission on Environmental Quality's (TCEQ) revisions to the Texas State Implementation Plan (SIP) for the Dallas-Fort Worth (DFW) nonattainment area for the 2015 eight-hour ozone national ambient air quality standard (NAAQS) moderate classification: ***Dallas-Fort Worth Moderate Area Attainment Demonstration SIP Revision for the 2015 Eight-Hour Ozone NAAQS (2022-021-SIP-NR)***, proposed on May 31, 2023.

This effort results from the DFW moderate nonattainment area for the 2015 NAAQS of 70 parts per billion (ppb), consisting of Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Tarrant, and Wise Counties, not attaining the August 3, 2021 attainment date. Based on 2018, 2019, and 2020 monitoring data, the DFW area did not attain the 2015 eight-hour NAAQS in 2020 and did not qualify for a one-year attainment date extension in accordance with the Federal Clean Air Act (FCAA). On October 7, 2022, the United States Environmental Protection Agency (EPA) published a final notice reclassifying the DFW area to moderate nonattainment for the 2015 eight-hour ozone NAAQS. This reclassification was effective on November 7, 2022.

In response to EPA's reclassification, the area is now subject to the moderate nonattainment area requirements in the FCAA that the TCEQ is required to submit moderate classification attainment demonstration (AD) and reasonable further progress (RFP) SIP revisions to the EPA. The attainment date for a moderate classification is August 3, 2024 with a 2023 attainment year. The EPA set a January 1, 2023 deadline for states to submit AD and RFP SIP revisions to address the 2015 eight-hour ozone standard moderate nonattainment area requirements. We commend the TCEQ for devoting limited resources and quickly turning around this SIP for the 2023 attainment year.

Attainment Demonstration On-road Emissions Inventories, Motor Vehicle Emission Budgets, and Appendix E (Local Initiatives Submitted by the North Central Texas Council of Governments)

616 Six Flags Drive, Centerpoint Two
 P.O. Box 5888, Arlington, Texas 76005-5888
 (817) 640-3300 FAX: 817-608-7806
www.nctcog.org

July 17, 2023

Part of the EPA's approval process of this SIP will be to consider the adequacy of Motor Vehicle Emissions Budgets (MVEB), based on the on-road emission inventories contained in the SIP narrative. Once declared adequate by the EPA, updated MVEBs are required for use in all subsequent transportation conformities. Due to the local responsibility and regional importance of transportation conformity to the implementation of long-range transportation plans, staff has reviewed the proposed SIP and concurs with the following:

- On-road mobile source NO_x and VOC emissions (Section 3.4.2, Table 3-5, page 3-12 and Table 3-6, page 3-13) and
- Resulting 2023 NO_x and VOC motor vehicle emission budgets of 71.34 tons per day and 38.21 tons per day respectively (Section 4.6, Table 4-2, page 4-9)
- Listing and description of local volunteer projects and programs (Appendix E: Local Initiatives Submitted by the North Central Texas Council of Governments, pages 1-15)

These on-road emission inventories are developed using inputs from NCTCOG's Travel Demand Model and other local inputs, resulting in inventories based on the region's parameters. The development of these on-road emission inventories by NCTCOG staff and resources also minimizes the risk for an area the size of Dallas-Fort Worth, with transportation investments totaling \$148 billion. We appreciate the relationship with the TCEQ working together to develop emission inventories and various projects and programs implemented in the North Central Texas region.

NCTCOG continues to develop local area strategies to help improve air quality. These projects and programs are expected to be fully implemented by the nine-county 2015 ozone NAAQS nonattainment area by the end of 2023. The continued progress of these strategies will allow for additional air quality benefits to be gained with further reduction in pollution. We appreciate the opportunity to provide these local initiatives (Appendix E) and continued collaboration between our agencies to mitigate health and environmental impacts of pollution in the DFW region.

Photochemical Modeling

NCTCOG observed significant differences between what the forecasted photochemical modeling suggests (Table ES-2, page ES-3) as compared to what is happening at certain monitors:

- The TCEQ's photochemical modeling predicted that the DFW nine-county 2015 Ozone NAAQS Moderate nonattainment area would have a 2023 design value forecast of 73 ppb, with Frisco as the driving monitor.
- The Denton Airport South monitor is forecasted to have a design value forecast of 70 ppb. In comparison with the ongoing 2023 Ozone Season, the region's design value is at 78 ppb with Denton Airport South as the driving monitor (as of July 10, 2023).
- Most of the monitors are approximately 2 to 3 ppb difference between the ozone design value forecast in the SIP and their respective monitor design value (as of July 10, 2023).
- Significant modeling vs. monitor variances exists between Denton Airport South (around 8 ppb lower), Fort Worth Northwest (around 7 ppb lower), and Pilot Point (around 6 ppb lower).

July 17, 2023

If the SIP was proposed years in advance of an attainment deadline, these comparisons would not be timely due to the lag, but with this proposed SIP being in the same year as the modeling year, the comparison is much more appropriate.

Due to the results of TCEQ's photochemical model performance, we request a thorough, peer reviewed assessment of every component to determine why the following results are so significant. This state-predicted forecast is a critical tool for planning to ensure the implementation of the best strategies, quantify emissions reduction measures, and aid in reaching ozone attainment. It is understood that future case modeling is only an estimate and doesn't produce absolute values, however, such large differences between the modeled design value forecast and the region's observed monitor values is not acceptable.

After reviewing the 'Photochemical Modeling Performance Evaluation' (Section 3.5, pages 3-15 to 3-18) in the proposed SIP and the '2019 Modeling Platform Updates' presentation at the DFW Air Quality Technical Information Meeting on August 24, 2022, we understand that the model performance metrics meet EPA modeling guidance. Respectfully, we have the following observations and comments:

Even though the TCEQ's photochemical performance is within EPA's modeling guidance, it is significantly off from real-world observances, and we believe further evaluation is needed. TCEQ is applauded for a 15 percent normalized mean bias for all the monitors except the Cleburne Airport monitor, however, it still does not achieve desirable results. We recommend establishing more Texas-level or region-specific criteria rather than tweaking the EPA/national guidance.

The results contain a systematic under-prediction of the values in the photochemical model. We request a further assessment of the established modeling platform with any necessary updates/revisions to be done for future work.

NCTCOG is aware that the established base-year modeling platform will be used to complete the analysis for the 2026 analysis year for the 2008 ozone NAAQS Severe ADSIP. With the 2023 analysis year, which is almost a midpoint between the base year of 2019 and analysis year 2026, and seeing such large differences between modeling outputs compared to observed monitor values, we recommend a peer-based, bottom-up review of current modeling tools and assumptions. Concern is that such differences will be carried into the 2026 analysis year and automatically conclude attainment will be reached. Recent trend suggests that not to be the case.

Below is a matrix showing the anthropogenic emissions for analysis years from multiple ADSIP emissions inventories for the DFW 2008 ozone NAAQS 10-county nonattainment area. Despite the decrease in various sources of local emissions from 2006 to 2023, the ozone design value continues to be in an upward trend and is at 78 ppb (as of July 10, 2023). We understand that the

July 17, 2023

background ozone generally accounts for approximately two-thirds to three-quarters of the total ozone concentration, and the remaining one-fourth to one-third is locally attributable. Since we can only reduce so much more of the local contributions, we encourage the TCEQ to investigate this further and work with EPA to modernize/update parameters governing ozone transport and implement rules that would not subject regional airshed to reduce emissions they are not responsible for producing.

DFW 10-County Nonattainment Area Nitrogen Oxides (NO_x) (tons/day)						
Sources	Analysis Years				% Change from 2006 to 2023	% Change from 2023 to 2026
	2006	2017	2023	2026		
On-Road Mobile	284.27	130.77	72.30	60.20	-75%	-17%
Non-Road Mobile	98.06	45.54	34.38	32.03	-65%	-7%
Off-Road Mobile	32.92	25.24	23.59	24.59	-28%	4%
Point (All sources)	57.55	54.80	42.34	42.00	-26%	-1%
Oil & Gas (Production & Drill Rigs)	80.07	13.87	3.61	1.86	-95%	-48%
Area	29.02	26.55	31.33	32.17	8%	3%
Total	581.89	296.77	207.55	192.85	-64%	-7%
DFW 10-County Nonattainment Area Volatile Organic Compounds (VOC) (tons/day)						
Sources	Analysis Years				% Change from 2006 to 2023	% Change from 2023 to 2026
	2006	2017	2023	2026		
On-Road Mobile	116.50	64.91	38.74	33.27	-67%	-14%
Non-Road Mobile	64.69	34.01	42.68	44.12	-34%	3%
Off-Road Mobile	5.74	3.66	4.60	4.86	-20%	6%
Point (All sources)	50.44	47.38	23.53	23.56	-53%	0%
Oil & Gas (Production & Drill Rigs)	44.88	32.18	24.72	11.80	-45%	-52%
Area	290.46	236.70	265.77	275.73	-9%	4%
Total	572.71	418.84	400.04	393.34	-30%	-2%

Technical Information Meetings

NCTCOG requests the TCEQ to organize more engagement and information meetings for the DFW region allowing clear evolution of the technical outcomes, not only closer to the SIP proposal timeframe, but for results to not be a surprise to those outside TCEQ. The discussions should cover concluding results and summaries of the anthropogenic modeling emissions, ozone design values of base case, design values forecasted, etc. After completing the modeling platform assessment, the TCEQ is requested to perform scenario-based planning runs (such as zero-out runs on various emissions source categories, time-of-day analysis, etc.) and present these sensitivities at the technical information meetings as well.

Regional Air Quality

With the design value forecast for the 2023 analysis year at 73 ppb (3 ppb more than the EPA's 2015 Ozone NAAQS) and with EPA disapproving the existing contingency measures, a discussion on comprehensive control strategies and air quality programs will benefit the region. NCTCOG staff is evaluating existing emissions reductions strategies and hosting sessions for local governments and the public to solicit ideas for multi-pollutant emissions reductions strategies in the coming months. Any relevant information gathered from these meetings will be shared with the TCEQ.

It is disappointing that the TCEQ is not taking a stronger role in advocating and requesting dedicated monies through the Legislative Appropriations that is available for targeted air quality reductions:

Local Initiatives Project (LIP) and Low-Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) Regional task forces were funded under LIP and had made significant impacts. There still exists approximately \$176 million in Clean Air Account 151 which, if reappropriated back to nonattainment regions, would fund local emissions enforcement task forces to combat fraudulent vehicle emissions inspections, reduce, high emitting vehicles, and other air quality/transportation initiatives.

The Texas Emissions Reduction Plan (TERP) also has over \$2 Billion in dedicated revenue (fund 5071). Assuming half of this is appropriated to the DFW area and based on the cost per ton estimates in TCEQ December 2022 Biennial Report (\$8,787 per ton), a potential reduction of around 45 tons per day of NO_x and approximately 1.5 ppb of ozone is possible.

The attainment and maintenance of federal ambient air quality standards is vital for the region as well as the state. NCTCOG will continue to support the TCEQ to reach ozone attainment for the region and proposes a continuation of efforts and partnership through the reinstatement of a North Texas Clean Air Steering Committee as needed that NCTCOG would be willing to host and facilitate.

Ms. Denine Calvin
Page Six

July 17, 2023

We appreciate the opportunity to comment on TCEQ's revisions to the DFW ADSIP, as well as the continued partnership between our agencies. NCTCOG thanks the TCEQ staff for their time and resources spent attending public hearings to discuss SIP updates, and for their follow-up with comments and suggestions. NCTCOG staff is committed to continuing to implement projects and programs and collaborate with partners agencies to reduce emissions in the DFW region.

Should you have any questions, please contact me at cklaus@nctcog.org or (817) 695-9286.

Sincerely,

Chris Klaus

Chris Klaus
Senior Program Manager
North Central Texas Council of Governments

VT:bw



Federal and State Actions Update

Jenny Narvaez

Surface Transportation Technical Committee
July 28, 2023

CRITERIA POLLUTANTS

Attainment

Nonattainment

→ Ozone

✗

→ Particulate Matter

✓

Lead

✓

Nitrogen Dioxide

✓

Carbon Monoxide

✓

Sulfur Dioxide

✓

Monitoring and Increased Regulations

→ Greenhouse Gas Emissions (i.e., Carbon Dioxide)



Federal and State Actions Update

WHAT'S NEW

Environmental Protection Agency (EPA)

Approval of 2020 Motor Vehicle Emissions Budgets

Disapproval of contingency measures in the Reasonable Further Progress and Attainment Demonstration State Implementations Plans

Issue of protective finding to avoid conformity freeze

Proposal to lower fine particulate matter (PM_{2.5}) standard

Texas Commission on Environmental Quality (TCEQ)

Proposed rulemaking to remove six Dallas-Fort Worth (DFW) Ozone Nonattainment counties from the state low Reid Vapor Pressure (RVP) program due to implementation of federal Reformulated Gasoline (RFG) requirements

Proposal of the Dallas-Fort Worth Moderate Area Attainment Demonstration (AD) and Reasonable Further Progress (RFP) State Implementation Plan (SIP) Revision for the 2015 Eight-Hour Ozone National Ambient Air Quality Standard



MOTOR VEHICLE EMISSIONS BUDGETS

2008 Ozone Serious Reasonable Further Progress State Implementation Plan

2020 Motor Vehicle Emissions Budgets (MVEB) – establishes emissions (NO_x and VOC) ceilings for Transportation Conformity

2020 NO_x = 107.25 tons/day

2020 VOC = 62.41 tons/day

EPA Action: Approval of 2020 MVEB – Started 2-year clock to show a transportation conformity determination (i.e., before May 2025)



CONTINGENCY MEASURES DISAPPROVAL

2008 Ozone Serious Reasonable Further Progress State Implementation Plan
2008 Ozone Serious Attainment Demonstration State Implementation Plan

Contingency Measures – control requirements in a nonattainment area State Implementation Plan (SIP) that would take effect should the area fail to meet Reasonable Further Progress (RFP) emissions reductions requirements or fail to attain the ozone standard by the applicable attainment date

EPA Action: Proposed Disapproval of the contingency measures in the SIP, final action on this element by September 30, 2023



CONTINGENCY MEASURES DISAPPROVAL – UNDER PROTECTIVE FINDING

EPA's final disapproval (Sept 2023) would result in a conformity freeze

EPA plans to finalize the disapproval with a **“protective finding”**

Avoids conformity freeze or other immediate conformity consequences

EPA's final disapproval (Sept 2023) will start a 2-year clock:

Clock acts as warning/grace period for the state to submit approvable contingency measures by September 2025

Highway Sanctions (Rare Event)

EPA has imposed sanctions in 14 cases since 1990

Stationary Source (Factories, Power Plants, etc.) Permitting Offsets

Staff Next Steps: Coordinate with TCEQ to develop new contingency measures



FINE PARTICULATE MATTER (PM_{2.5})

CURRENT STANDARDS VS PROPOSED

Primary – PM_{2.5} Annual

12.0 µg/m³ – annual mean, averaged over 3 years

Decrease to range of 9-10 µg/m³

Soliciting comments on lowering to 8-10 µg/m³

Secondary – PM_{2.5} Annual

15.0 µg/m³ – annual mean, averaged over 3 years

No change

24-Hour PM_{2.5}

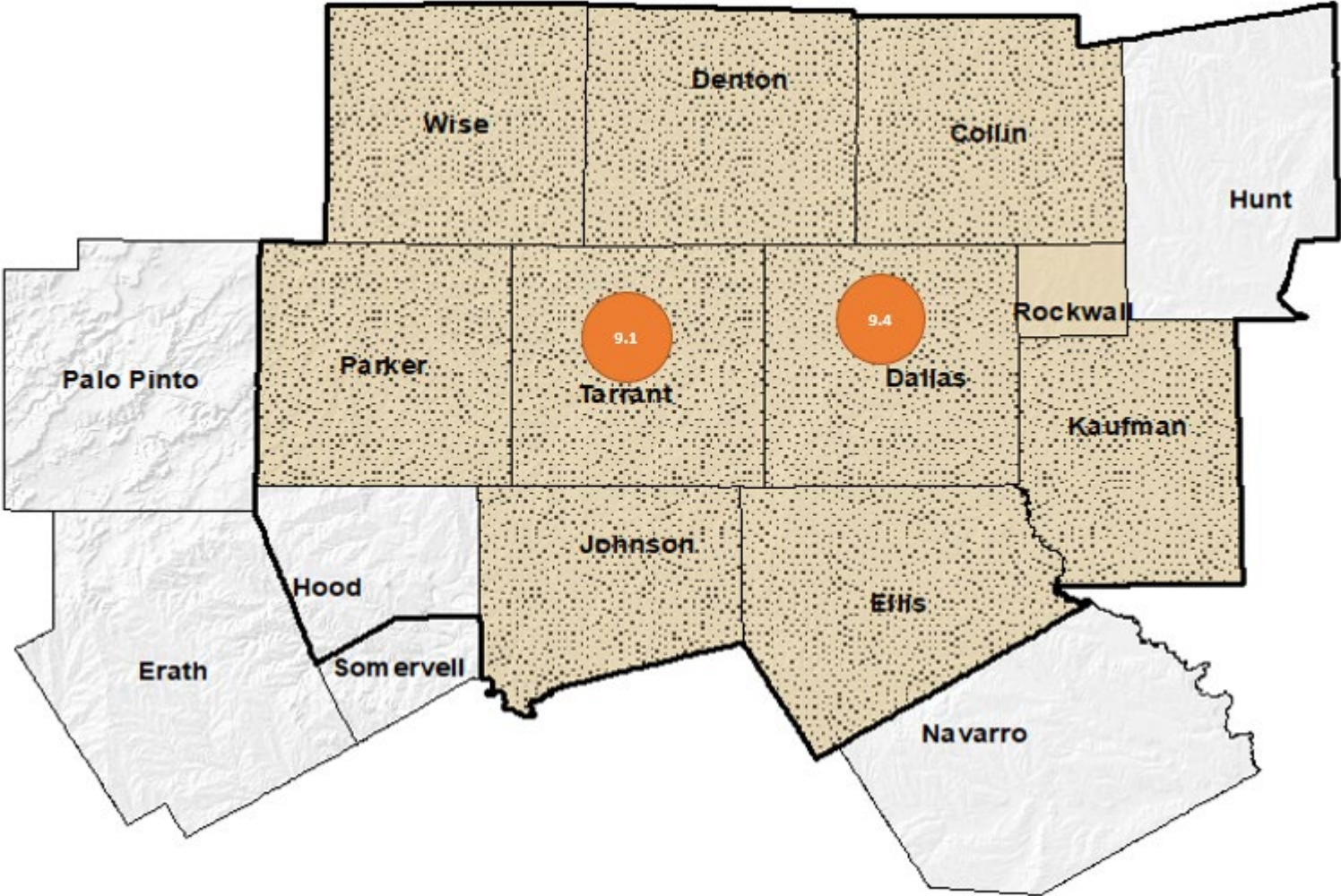
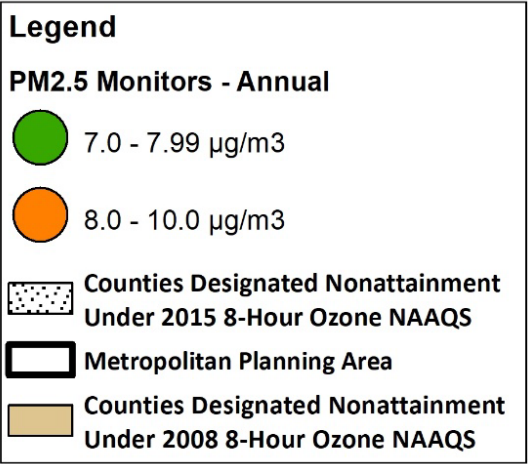
35 µg/m³ – 98th percentile, averaged over 3 years

No change

Soliciting comments on lowering to 25-30 µg/m³



FINE PARTICULATE MATTER (PM_{2.5}) MONITOR DESIGN VALUES GREATER THAN PROPOSED



FINE PARTICULATE MATTER (PM_{2.5}) IMPLICATIONS ON PROPOSED STANDARDS

Primary – PM_{2.5} Annual

Potential for parts of Dallas and Tarrant counties to be in nonattainment
Area designations based on updated values

Staff Next Steps:

Coordinate with EPA and TCEQ on possible Advance Program
Meeting with City of Dallas and City of Fort Worth staff to begin
strategic planning and available funding (TCEQ Clean Air Account)

Secondary – PM_{2.5} Annual None

24-Hour PM_{2.5} None



STATE IMPLEMENTATION PLAN (SIP) REVISION

Proposed rulemaking would remove Ellis, Johnson, Kaufman, Parker, Rockwall, and Wise Counties from the requirement to comply with state's low RVP control requirements for gasoline due to implementation of federal RFG requirements

A state-predicted forecast including emissions reductions strategies is an essential tool to strategize better and prioritize projects that will help us reach ozone attainment

Significant differences in current controlling monitors and monitor design values with the TCEQ photochemical model forecast for 2023

Background ozone accounts for 2/3 to 3/4 of total ozone concentration

Staff Next Steps: Coordinate with TCEQ and request: thorough model peer assessment and review of modeled design value forecast; investigate background ozone sources; more collaboration with MPOs; and stronger role in advocating dedicated monies through legislative appropriations

STATE IMPLEMENTATION PLAN (SIP) REVISION

2015 OZONE STANDARD

Comparison between Current Ozone Design Value and Model Design Value Forecast

Monitoring Site	Current Ozone Design Value (as of 7/17/2023)	Modeled Ozone Design Value Forecast (2023)
Arlington Municipal Airport	73	69
Cleburne Airport	74	72
Dallas Executive Airport	72	68
Dallas Hinton St.	68	68
Dallas North No.2	71	72
Denton Airport South	78	70
Eagle Mountain Lake	75	72
Frisco	74	73
Ft. Worth Northwest	77	70
Grapevine Fairway	74	72
Kaufman	66	64
Keller	73	71
Midlothian OFW	-	63
Parker County	68	67
Pilot Point	77	71



MULTIPOLLUTANT AIR QUALITY IMPROVEMENT STRATEGIES WORKSHOPS

Need:

Climate Pollution Reduction Grants Program – Federal
Fine Particulate Matter (PM2.5) Standard – Federal
Local Air Quality Initiatives – State

Sectors:

Energy
Water, Wastewater, Solid Waste
→ Transportation

When/Where: Transportation Strategies Hybrid Meeting
August 14, 2023, at 2:30pm

To send strategy ideas and/or register: www.nctcog.org/aqfunding



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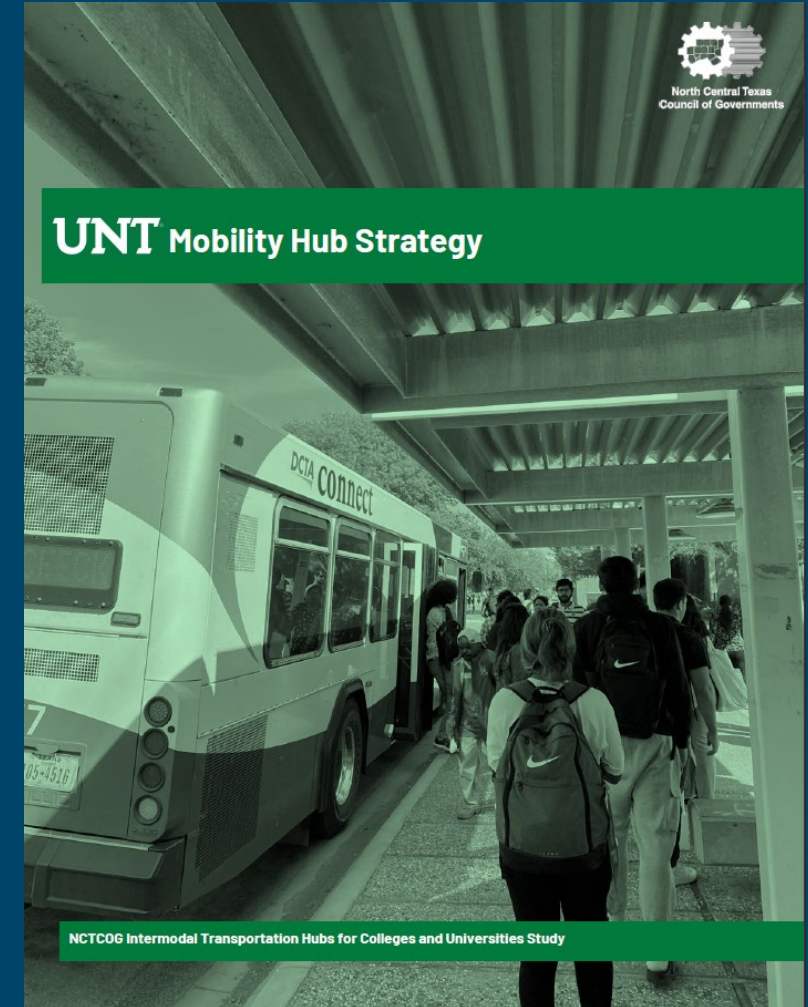
Surface Transportation
Technical Committee

Intermodal Transportation Hubs for Colleges and Universities Study Recommendations

Ezra Pratt | July 28, 2023

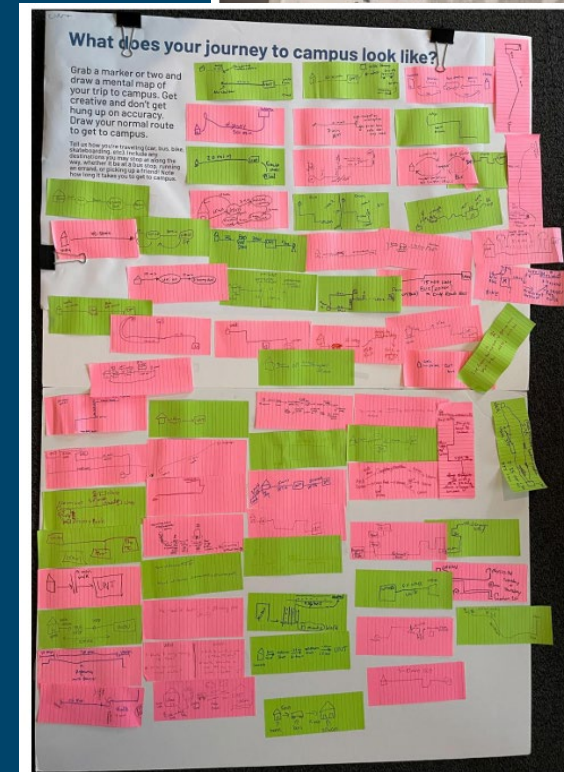
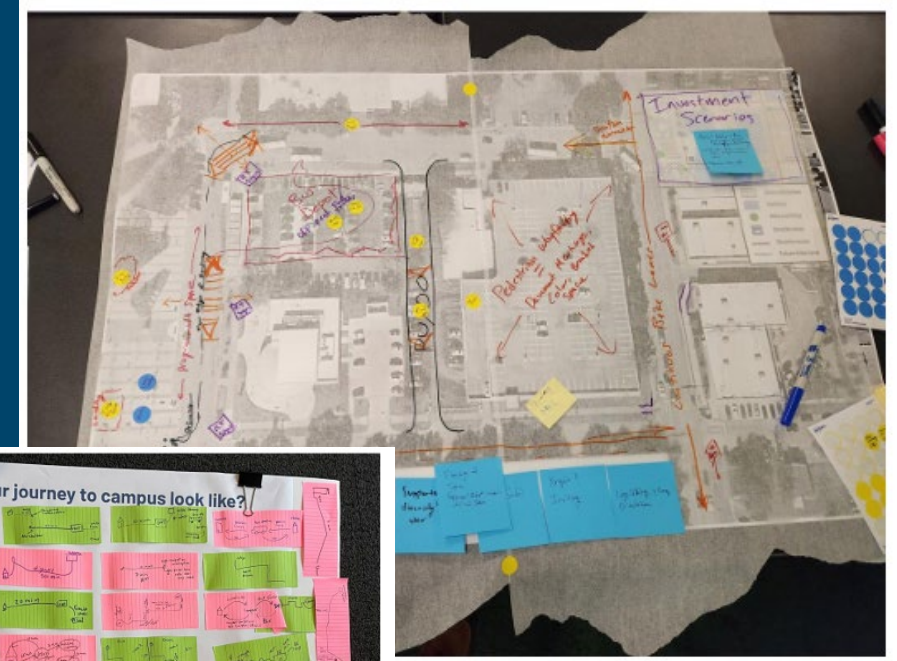
Study Purpose and Summary

- DCTA requested study for mobility hubs to enable better connections with UNT Denton
- Scope was expanded to cover all college and university campuses in N Texas
- Launched March 2022, and was conducted with assistance from a consultant team led by Nelson/Nygaard and Cityfi
- Developed Regional Mobility Hub Catalog



Campus Stakeholder Engagement

- Project Advisory Committee held regular meetings, including a Mobility Hub Design Charrette at UNT Denton.
- An Online Campus Mobility Survey was conducted in late Spring 2022 and again in Fall 2022.
- From October 4-6, 2022, the team visited UT Arlington, Dallas College Cedar Valley Campus, and UNT Denton for on-campus public engagement.



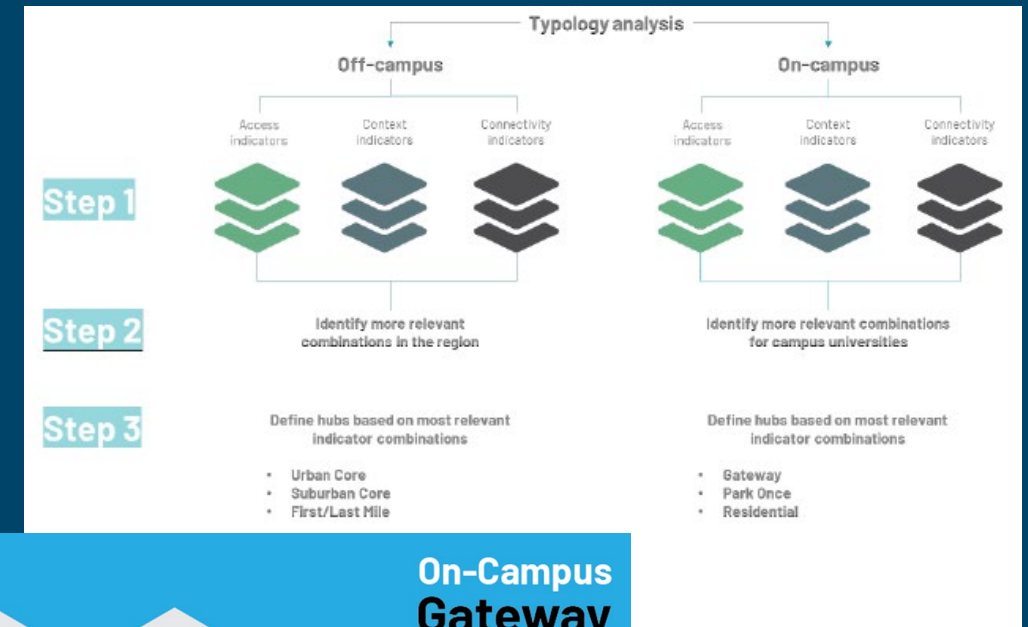
UNT Denton: What does your journey to campus look like?



Campus Mobility Trends and Typologies

Analyzing regional travel patterns and local population characteristics yields useful indicators on the potential users, needs, and capacities for mobility hubs, including:

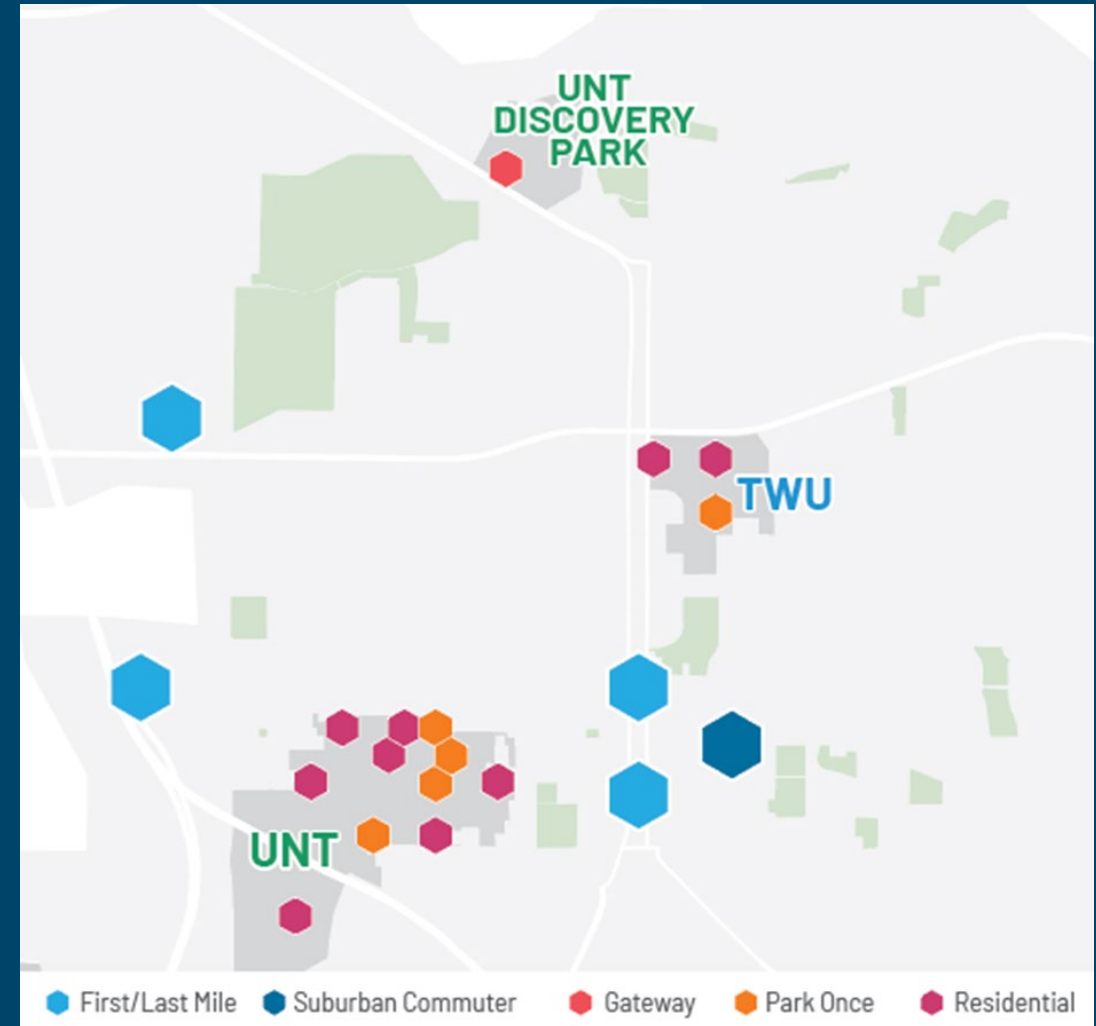
- Shared Mobility Propensity
- Mobility Hub Typologies
- Potential Mobility Hub Locations



Mobility Hub Siting

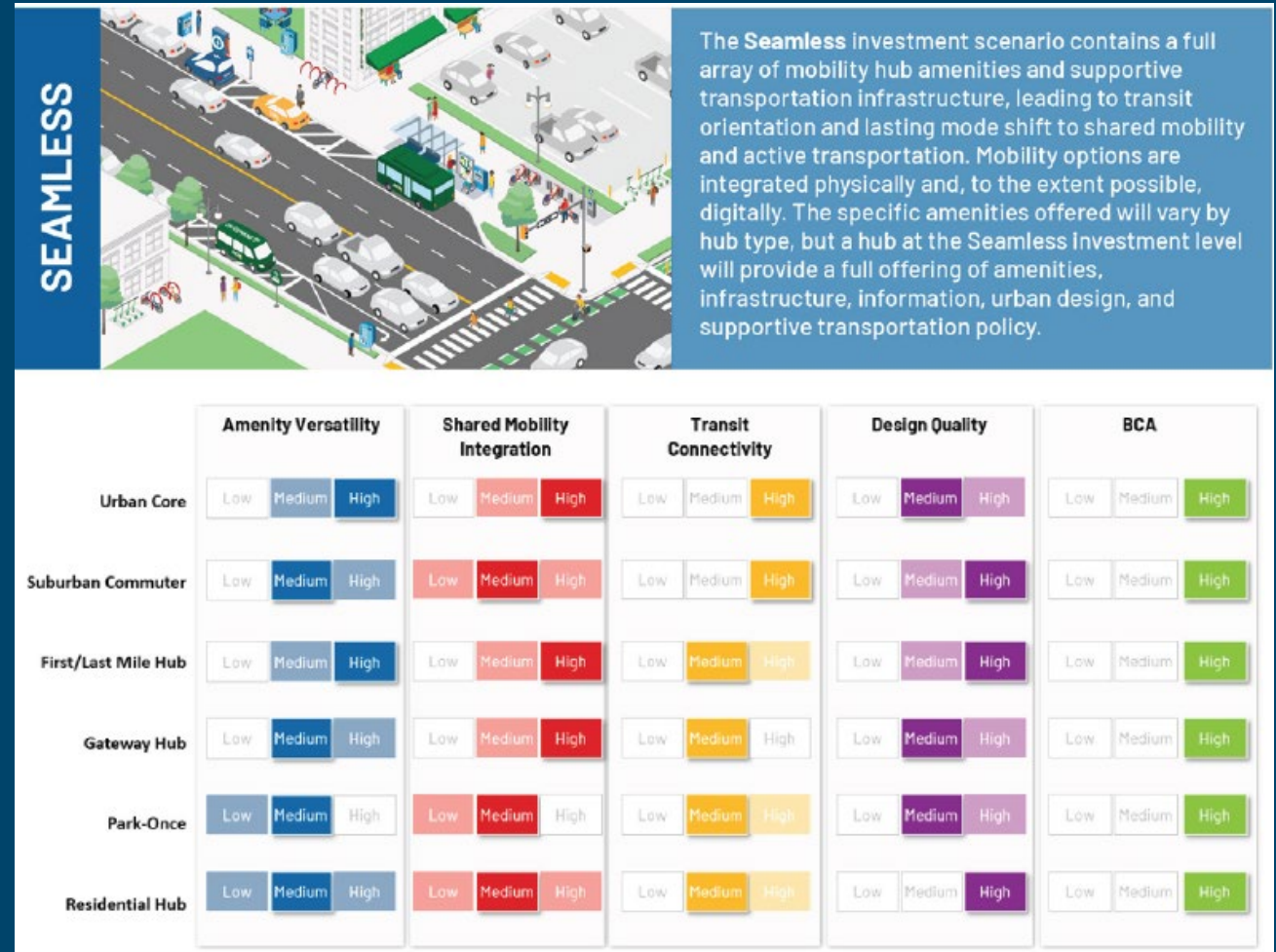
The methodology for siting all types of campus mobility hubs on and around campuses includes:

- Demographic and travel pattern data.
- Transportation indicators, such as transit services, bike infrastructure, and parking facilities.
- Consideration of campus trip generators that could create demand for mobility hubs, such as residence halls, sports facilities, and other student activity centers.



Campus Mobility Hub Investment Scenarios

- Wide range of potential services, amenities and related infrastructure improvements that can be delivered through a mobility hub
- Catalog features a 'Kit of Parts' of potential amenities for hubs based on investment levels, typology, and other context details
- Hub developers can grade investment scenarios for effectiveness across performance indicators



Funding And Implementing Mobility Hubs

Key Principles

- Partnership is Instrumental
- Embrace Incrementalism
- Be Adaptable to Changing Conditions
- Prioritize Equity and Affordability

In depth opportunities and recommendations are covered in the Funding Strategies and Implementation Strategies reports

Stakeholders	Implementation Roles												
	Conveners/ Facilitation	Hub Network Managers	Pilot and Project Managers	Planning and Design Leads	Policy Leads	Funders	Implementers	Property Hosts	Hub Site Managers/ Operators	Mobility Providers	Maintenance Leads	Site Programming Leads	Performance Monitoring
FHWA/FTA													
TxDOT													
NCTCOG				Guidance	Guidance		Guidance						
County TOD/ Transportation Planners													
City Planners							Lead/Co-lead						
Public Agency Program Managers							Lead/Co-lead						
Local Transit Agencies							Lead/Co-lead						
Private Mobility Providers												Co-lead	E.g., Via Transportation
University Parking and Transportation Administrators							Lead/Co-lead			Select campuses			



Next Steps

- Follow up with campuses and local governments on potential mobility hub projects
- Be available for planning, funding, and implementation coordination and assistance based on study recommendations



For More Info: [North Central Texas Council of Governments - Intermodal Transportation Hubs for Colleges and Universities Study \(nctcog.org\)](http://nctcog.org)



Contact Us



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Transportation Planner III

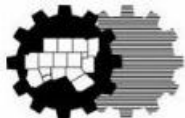
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DEVELOPMENT OF THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Surface Transportation Technical Committee

July 28, 2023



North Central Texas
Council of Governments
Transportation Department

TIP DEVELOPMENT PROCESS

1. Review all existing projects and gather information on additional locally funded projects of regional significance
2. Make needed revisions to existing project scopes, schedules, and/or funding
3. Develop TIP Document and project listings
4. Financially constrain project listings based on estimated revenue
5. Conduct Mobility Plan and Air Quality review
6. Solicit public review (process, document, project listings)
7. Finalize project listings and document and submit to partners

MEETING EXPECTATIONS

- Meetings to Discuss Individual Projects will be:
 - In-Person or Microsoft Teams Meetings
 - “Clustered”
- Who Needs to Attend?
 - Staff from appropriate departments (Transportation/Public Works/Engineering, Parks, etc.) that can answer questions about the status of projects in question
 - Fiscal managers to answer questions about expenditures, agreements, and invoicing
 - Texas Department of Transportation (TxDOT) staff will be present to help set realistic expectations regarding timing and answer questions about the process

MEETING EXPECTATIONS: PROJECT STATUS UPDATES

- Information is Needed by Phase
 - Engineering
 - Environmental Clearance
 - Right-of-Way (ROW)
 - Utilities
 - Construction/Implementation
- Start and End Dates
 - Estimated dates (month and year) if phase has not been started/completed
 - Actual dates (month and year) if phase has been started/completed
 - Dates provided must be realistic given the realities of project implementation steps
- Local Match Availability
 - When will the local match be available? (If required)

MEETING EXPECTATIONS: PROJECT FINANCIAL INFORMATION

- Status of Agreements
 - Advance Funding Agreements (AFA) with TxDOT
 - Interlocal agreements with North Central Texas Council of Governments (NCTCOG)
- Invoicing
 - Timely billings to TxDOT (Federal/State funds)
 - Monthly invoicing and reporting to the Revenue and Project Tracking System (RAPTS) for Regional Toll Revenue (RTR) projects

MEETING EXPECTATIONS: REQUESTS FOR PROJECT MODIFICATIONS

- Venue for Requesting:
 - Changes to project scope or limits
 - Funding Changes
 - Advancing or delaying a project (subject to financial constraint)
 - Requests for additional funding will be taken during the meetings, and reviewed against funding availability
 - Cost savings at project completion
 - Certain changes may or may not be possible depending on available funds
 - Changes to Implementing Agency

FOCUS AREAS

- Timely Implementation of Projects:
 - Projects on the MPO Milestone Policy List
 - Projects on the Federal Highway Administration (FHWA) Inactive List
 - Projects on the FHWA Preliminary Engineering (PE) Audit List
 - Projects in the Transportation Alternatives Program (TAP)/ Transportation Alternatives Set-Aside (TA) Program (to avoid funding lapses)
- Requests for projects to be placed in the first year of the new TIP (FY2025)
- Closing out completed projects with RTR Funds
- Soliciting information on regionally significant projects being implemented with local funds

DRAFT SCHEDULE

Meeting/Task	Date
Meetings with Implementing Agencies	August-October 2023
Development of TIP Listings and Document	August 2023-February 2024
Draft Listings - STTC Information	March 2024
Draft Listings - RTC Information	April 2024
Public Meeting - Draft Listings and Document	April 2024
Final Listings and Document - STTC Action	April 2024
Final Listings and Document - RTC Action	May 2024
Submit Final Document to TxDOT	Summer 2024
Anticipate TxDOT Commission Approval (for STIP)	August/September 2024
Anticipate Federal/State Approval (STIP)	October/November 2024

QUESTIONS/COMMENTS?

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Policy Bundle TDC Recommendations

Entity	2023		Recommended 2023 TDCs*
	Policies	Points	
<u>Cities: Eligibility Requires Adoption of 10 Policies</u>			
City of Arlington	12	31	2,000,000
City of Coppell	--	--	-
City of Corinth	--	--	-
City of Dallas	18	49	3,000,000
City of Denton	--	--	-
City of Duncanville	--	--	-
City of Farmers Branch	10	22	750,000
City of Fort Worth	13	37	3,000,000
City of Frisco	14	34	2,000,000
City of Garland	13	33	2,000,000
City of Grand Prairie	8	--	-
City of Grapevine	--	--	-
City of Irving	13	31	2,000,000
City of Lewisville	12	34	1,000,000
City of McKinney	13	32	2,000,000
City of Mesquite	11	28	750,000
City of North Richland Hills	15	37	1,000,000
City of Plano	17	45	2,000,000
City of Richardson	12	31	1,000,000
City of Terrell	13	30	1,000,000
<u>Transit: Eligibility Requires Adoption of 5 Policies</u>			
DCTA	7	12	1,000,000
Trinity Metro	6	11	1,500,000
Total			26,000,000

Legend

- Did not apply
- 2 Applied, but did not meet requirements
- * TDC Allocations based on point tiers beginning in this round

TDC TIERS			
AGENCY SIZE	BASELINE EFFORT UP TO 19 POINTS	ADVANTAGE TIER 1 20-29 POINTS	ADVANTAGE TIER 2 30+ POINTS
SMALL pop. up to 200,000	500,000	750,000	1,000,000
MEDIUM up to 800,000	1,000,000	1,500,000	2,000,000
LARGE over 800,000	1,500,000	2,250,000	3,000,000



High-Occupancy Vehicle Quarterly Report

Surface Transportation Technical
Committee Meeting

July 28, 2023



North Central Texas
Council of Governments

Managed Lane System

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

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

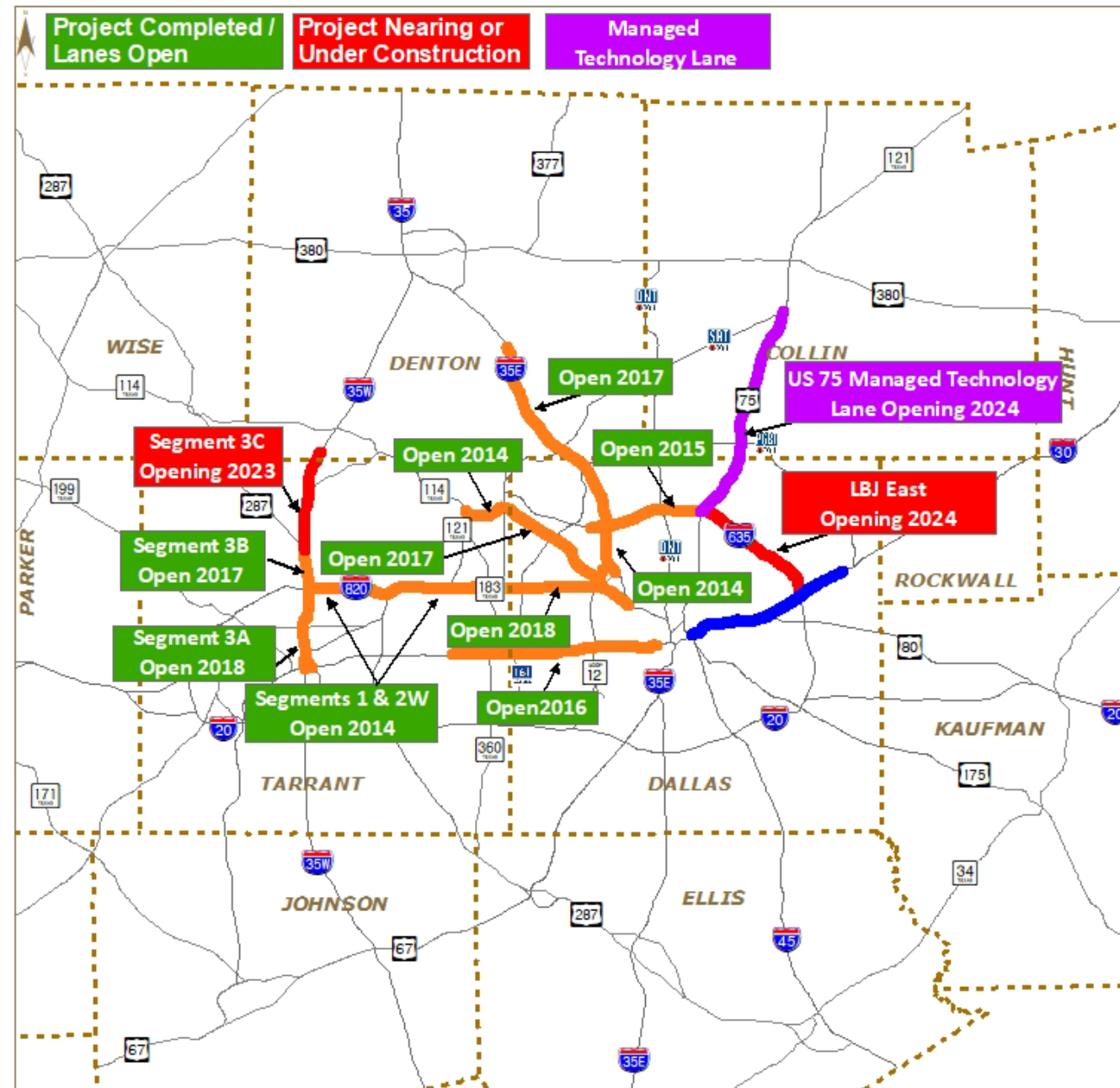
Fort Worth CBD



Dallas CBD



**North Central Texas
Council of Governments**



October 5, 2021

Toll Managed Lane Data Monitoring

Cumulative December 2013 – May 2023

How much HOV 2+ Subsidy has the Regional Transportation Council been responsible for?

\$ 8,531,778 as of May 2023

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

\$ 12,407 from October 2014 – May 2023

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

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

Have there been any additional NTTA customer service needs?

No, minimal impact

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

No

Toll Managed Lane Data Monitoring

Cumulative December 2013 – May 2023

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
North Tarrant Express <ul style="list-style-type: none"> • SH 183/121 from IH 35W to SH 121 • IH 35W from IH 30 to US 287 	\$4,775,726	Negligible	0
LBJ Express <ul style="list-style-type: none"> • IH 635 from Preston Road to Greenville Avenue • IH 35E from Loop 12 to IH 635 	\$3,756,052	Negligible	0
DFW Connector SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
IH 30 Managed Lanes IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
IH 35E Managed Lanes IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0



Update

Automated Vehicle Occupancy Verification

Through June 30, 2023



HOV Users

January 24, 2020 – June 30, 2023

Users: 62,304

Vehicles: 61,063

Occupant Passes: 11,062



Total and HOV Transactions

January 24, 2020 – June 30, 2023

Total Transactions – 3,939,122

LBJ/NTE Partners – 2,620,941

TxDOT – 1,318,181

Total HOV Transactions – 1,788,024 (~45%)

LBJ/NTE Partners – 1,222,678

TxDOT – 565,346

Unique Vehicles – 59,246



Questions/Contacts

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NCTCOG Pilot Placemaking Workshop

Pilot Placemaking for Transportation

Implementing test transportation projects with the goal of creating places that people can move through safely and comfortably, by collecting data and informing decisions regarding public interest prior to permanent installation. Examples include enhanced crosswalks, parklets, gateway treatments, seating, shade, and much more!

Workshop Overview - Pilot Placemaking for Transportation

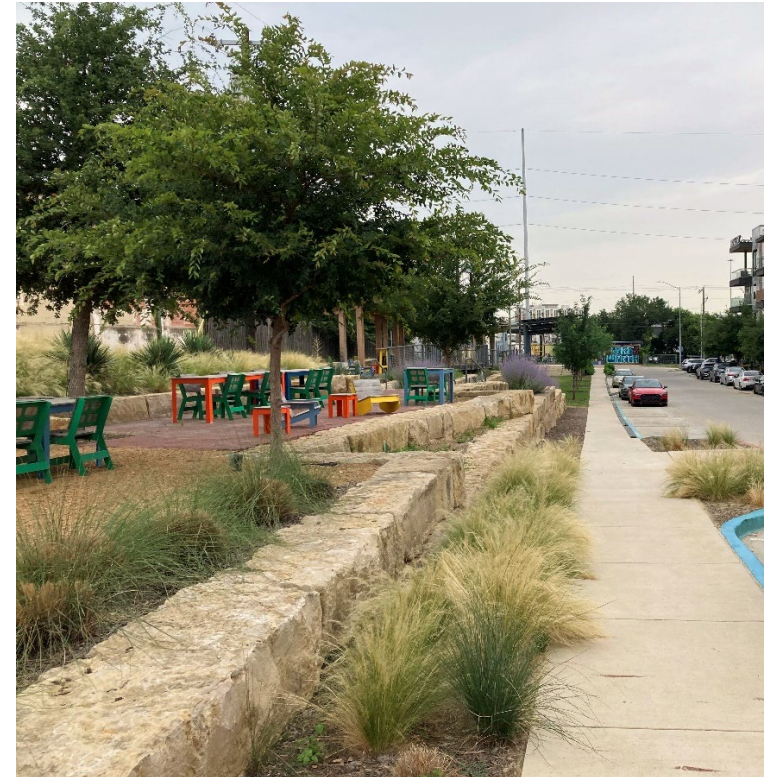
- Overview of NCTCOG Pilot Placemaking Guide
- Hosted webinar: *Tactical Urbanism: Taking Short-Term Actions to Generate Long-Term Change*
- Pilot placemaking projects and program examples

Event Details

August 22 from 10 am – 12 pm

AICP CM Credits (pending)

Register here: <https://forms.office.com/r/fRHG1AyCaN> or scan the QR code

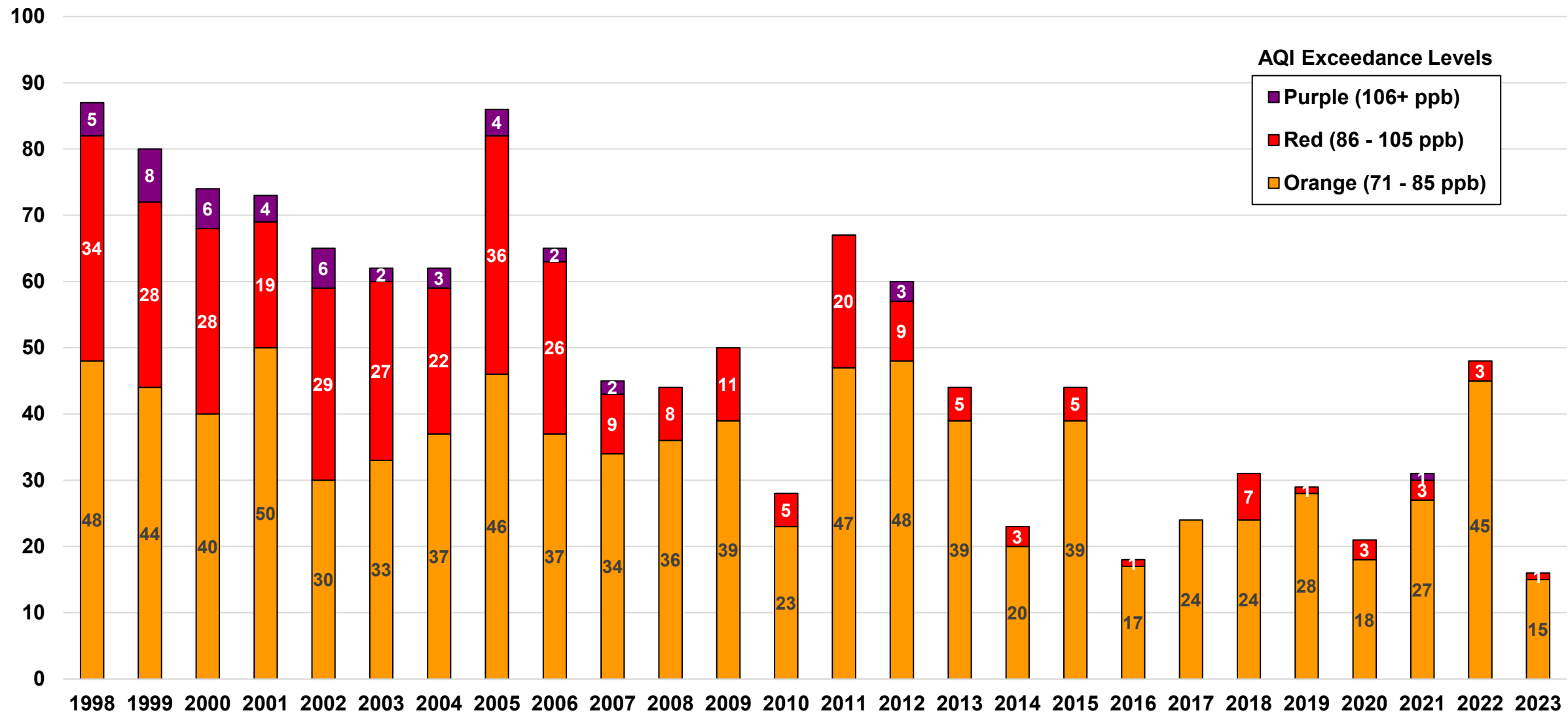


"The Skinny" linear park in Near Southside Fort Worth



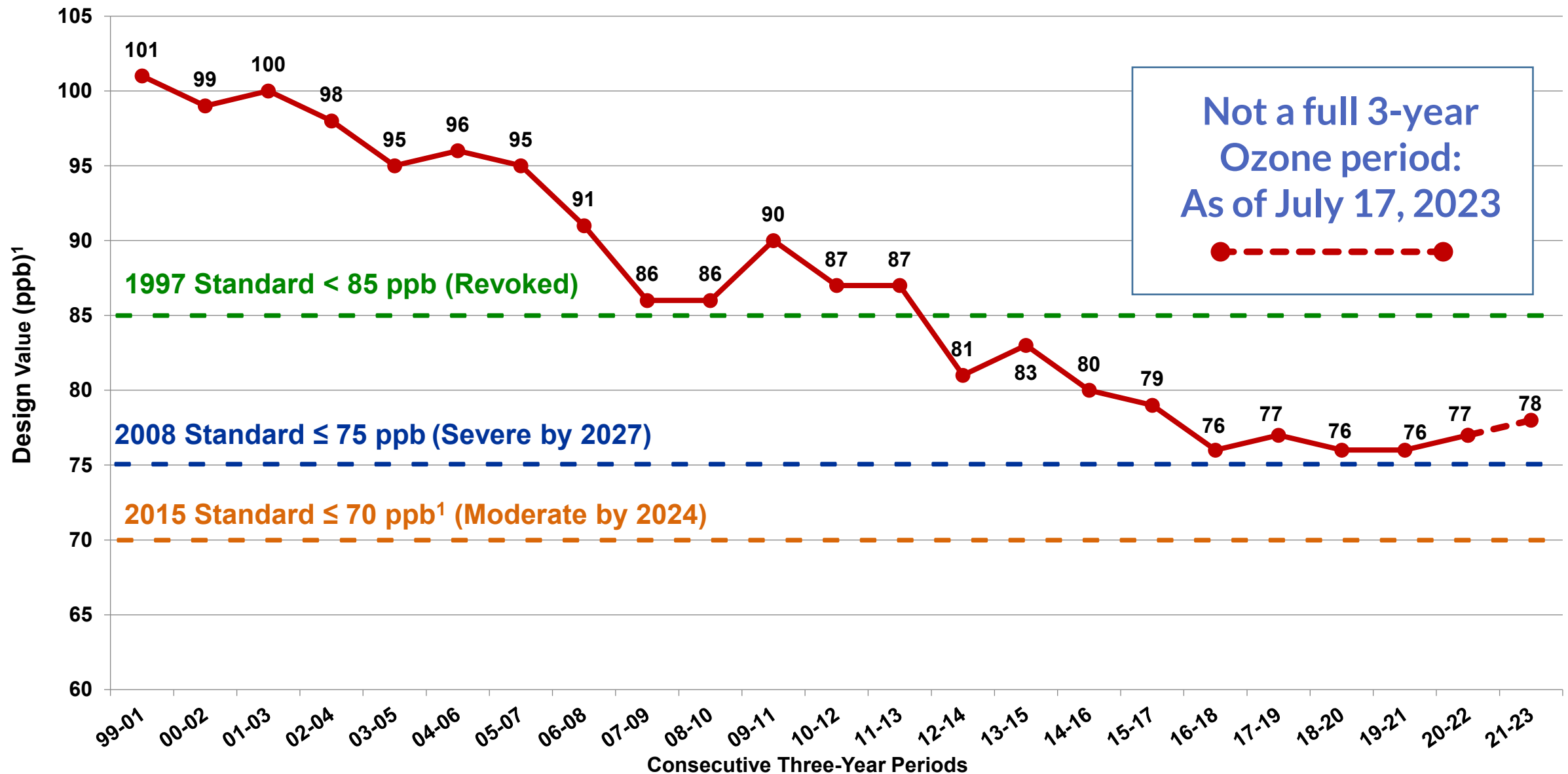
8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of July 17, 2023)



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

8-HOUR OZONE NAAQS HISTORICAL TRENDS



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

FOR MORE INFORMATION

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MINUTES

**Regional Transportation Council
PUBLIC MEETING**

Transit Strategic Partnerships

Automated Transportation System Development Study

Environmental Protection Agency's Climate Pollution Reduction Grants Program

Regional Scrap Tire Program

Federal Performance Measures for National Highway System Pavement/Bridge Assets

FY2024 and FY2025 Unified Planning Work Program

Proposed Modifications to the List of Funded Projects

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, June 12, 2023 at noon in Arlington. Patrons could attend in person, via phone or view the live stream at www.publicinput.com/nctcogJune23. Shannon Stevenson, Senior Program Manager, moderated the meeting attended by 96 people.

Public Meeting Purpose and Topics

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

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

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

Summary of Presentations

Transit Strategic Partnerships presentation:

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

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

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

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

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

Automated Transportation System Development Study presentation:

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

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

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

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

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

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

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

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

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

Regional Scrap Tire Program presentation:

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

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

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

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

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

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

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

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

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

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

FY2024 and FY2025 Unified Planning Work Program presentation:

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

FY2024 and FY2025 Unified Planning Work Program draft program:

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

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

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

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

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

Summary of Online Review and Comment Topics

Proposed Modifications to the List of Funded Projects handout:

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

A comprehensive list of funded transportation projects through 2024 is maintained in the TIP. Projects with committed funds from federal, State and local sources are included in the TIP. To maintain an accurate project listing, this document is updated on a regular basis.

The current modification cycle includes project updates and funding adjustments for transportation initiatives in Collin, Dallas, Denton, Ellis, Parker and Tarrant counties. Additionally, financial adjustments related to public transportation services managed by the Denton County Transportation Authority are also included.

COMMENTS RECEIVED DURING THE MEETING

Automated Transportation System Development Study

Phyllis Silver, Citizen

A. Implementation of ATS in Dallas International District

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

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

Hexel Colorado, Citizen

A. Las Colinas APT system

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

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

Other

Morgan Chivers, Citizen

A: Curb cuts on driveways and intersections

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

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

Anonymous, Citizen

A. Transit and World Cup 2026

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

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

B. High-speed rail link

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

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

Hexel Colorado, Citizen

A. Interstate 345

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

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

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

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

Doyle Rader, Citizen

A. Interstate 345

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

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

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

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

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

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

Nate Hemby, Citizen

A. Interstate 345

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

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

Anonymous, Citizen

A. Interstate 345

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

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

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

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

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

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

Matt Havener, Citizen

A. Interstate 345

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

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

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

Social Media

Twitter

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

Mail

Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

ATS Development StudyComment:

I am excited about the ATS technology and I am looking forward to having the people mover pilot close to home at the Dallas International District.

EPA's Climate Pollution Reduction Grants ProgramComment:

This initiative is so important to improve our health, as polluted air has many negative ^{health} impacts, as outlined on page 5.

Regional Scrap Tire ProgramComment:

This sounds like a great program. Scrap tires are an eyesore and bad for the environment.

Federal Performance Measures: PM 2 Condition Targets for NHS Pavement + Bridge AssetsQuestion:

My question is a little difficult to express, however I will give it a try.

Page 7 shows regional data for pavements in good condition in the NCTCOG Region for off-system arterial local streets. The 2022 baseline shows as 1.0%.

Page 9 for pavements in poor condition, also NCTCOG Region same category of roads, 2022 baseline is showing as 7.6%.

I don't understand why both these percentages are so low. If a road is not in good condition or poor condition is there another condition that it might be in? I would like some help in interpreting these figures. The condition of our local roads in some areas is pretty bad and I'm trying to understand these measures. Thank you.

Phyllis Silver

Proposed National Juneteenth Museum Partnership

Comment I am in favor of COG's support of this museum in Fort Worth. It is exciting that the woman responsible for this becoming a Federal holiday lives right here in our Region.

I agree that this project will enhance travel and tourism. I like the idea of initiating transit to reduce the need for single occupant vehicle travel. If this is going to be on-demand transit, I encourage you to look at reliable options. We do not want to have visitors encounter long wait times and be inconvenienced.

Administrative Revisions to Mobility 2045 - 2072 Update Dated June 2023 (June 6, 2023)

Comment
Page 3 of Regionally Significant Arterials Improvement
Summary - number in N/A column is 1,570,250 -

In a previous month I questioned the wording in the "to" column "North of Spring Valley Road" since Belt Line Road is north of Spring Valley Road. Ryflea Roderick, Senior Transportation Planner at COG left me a phone message in response to my inquiry. She explained that the "to" actually referred to Horner Road, which is very close to Spring Valley Road, in Addison. Horner is not a major street and most people would not be familiar with this street.

To avoid confusion, I propose that wording similar to "a street immediately north of Spring Valley Road" be in the "to" column instead of the current wording. Thank you.

Phyllis Diluv
6/30/2023

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

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

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

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

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

Air Quality

Twitter –

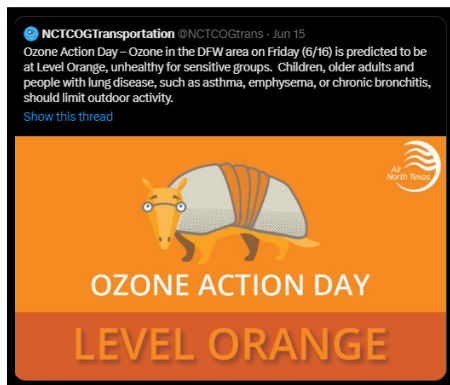
1. Join us tomorrow, June 2, for Clean Air Action Day! Small choices – like riding DART, carpooling, or reducing the time your car spends idling – can make a big impact on air quality. Share how you celebrate with us by using #CAAD2023 and tagging us and @NCTCOGtrans. — dartmedia (@dartmedia)



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



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



Facebook –

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



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

Email –

1. Michael Martin

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

Response from NCTCOG Transportation Department:

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

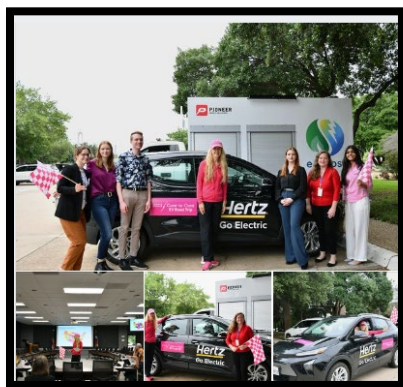
Alternative Fuel Vehicles

Facebook –

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

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

#evroadtrip #ElectricVehicles #CleanCities — NCTCOG Transportation Department



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

Bicycle/Pedestrian/Sustainable Development

Twitter –

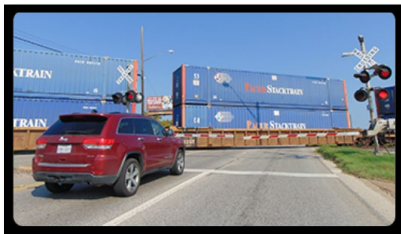
1. Tell them to pedestrianize Elm, Main, and Commerce and to ban parking in Deep Ellum. No parking, no parking problem. Also, tear down I-345 so more people can walk to DE from downtown. — Andrew Wallace (@agwallace92)



Freight

Twitter –

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



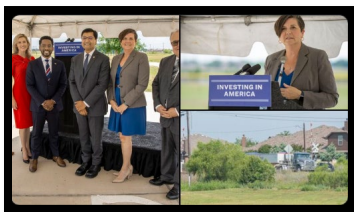
2. Texas won't be submitting a federal grant for an Interstate Rail Compact <https://texasrailadvocates.org/post/july-10-is-deadline-for-submitting-intercity-rail-compact-federal-grant-texas-not-interested> @txdot @txdotcomm @NCTCOGtrans — Peter J LeCody (@railadvo)



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



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



Public Involvement

Twitter –

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



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

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

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



Rideshare/Carpool

Instagram –

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



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

RTC/STTC/Executive Board

Twitter –

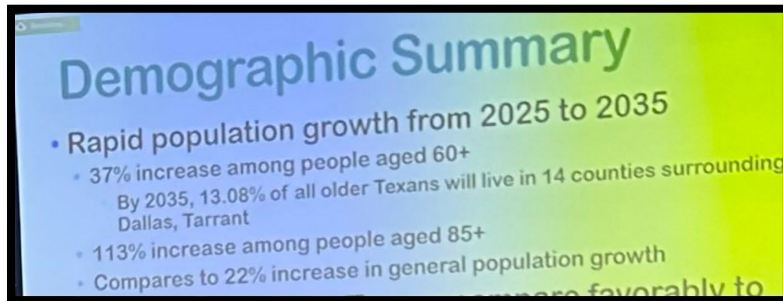
1. .@NCTCOGtrans audit committee, lunch with NCTCOG nominating committee & then monthly board meeting. Fascinating demographic projections for #seniors and general #population growth in our region.

2025-2035:

+22% gen pop

+37% aged 60+

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



Name	Total Population	Collin	Dallas	Denton	El Paso
Arlington	14,298	0	0	0	0
Burleson	51,715	0	0	0	0
Carroll	135,801	764	52,168	82,869	0
Cedar Hill	50,312	0	49,624	0	684
Celina	35,028	30,434	0	4,594	0
Combine	2,324	0	882	0	0
Coppell	43,190	0	42,107	1,082	0
Cresson	1,364	0	0	0	0
Crowley	19,439	0	0	0	0
Dallas	1,326,278	51,973	1,245,755	28,542	0
Ferris	3,069	0	1	0	3,068
Flower Mound	79,929	0	0	78,163	0
Fort Worth	974,846	0	0	23,715	0
Frisco	225,072	136,260	0	88,812	0
Garland	248,822	162	248,658	0	0
Glenn Heights	18,718	0	11,434	0	7,284
Grand Prairie	204,973	0	130,754	0	1,444

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

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

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



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

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

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

NCTCOGTransportation @NCTCOGtrans · Jun 9
PRESS RELEASE: Fort Worth's Bivens to Lead Regional Transportation Council for the Next Year
Read the full press release here: bit.ly/43xDuTC

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

North Central Texas Council of Governments
0:00

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

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

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

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

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

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

Roadways

Twitter –

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

Northbound

1. Recommended alternative alignment does not require any additional right-of-way acquisition.
2. Traffic shown is for illustrative purposes only.
3. Bridge structures are representative of the preliminary feasibility level design. More detailed design will be completed in the next phase in coordination with alignment projects.
4. The existing DART alignment is shown in the rendering. A small portion of the proposed DART D2 alignment is noted for informational purposes.

Dallas Neighbors for Housing @NeighborsDTX · May 19
Unsure about what replacing 345 means for Dallas? Come drink a daiquiri, have some good food, and join us for an amazing night of community at the Southern Classic Daiquiri Factory. [actionnetwork.org/events/a-call...](https://actionnetwork.org/events/a-call-...)

Community NOT COMMUTE

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

Tuesday May 23rd 7-9 PM
Southern Classic Daiquiri Factory
3030 Ross Avenue
FREE! Food, Drinks, Music, Speakers

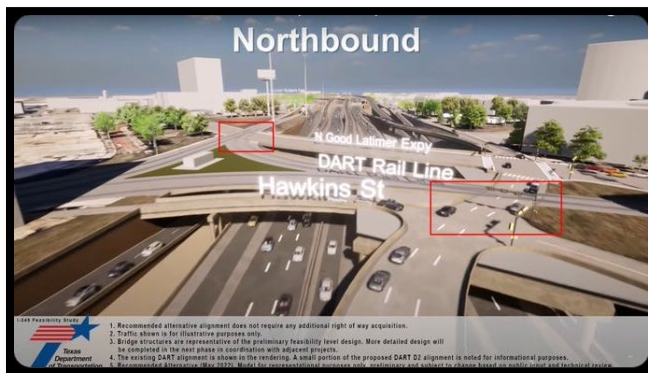
Join Us! <https://bit.ly/43xDuTC>

PLUS COLLABORATE WITH COMMUNITY BILL BARRING ORGANIZATION

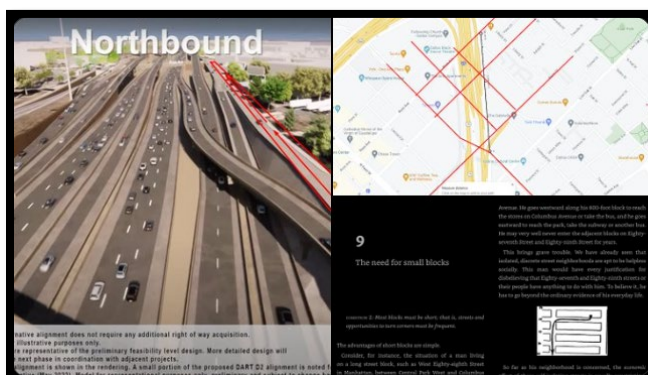
(2/7) Current overpass, "hybrid" plan, and the removal plan designed by @TxDOTDallas have the same number of light-controlled, at-grade crossings w/ @dartmedia Green Line. Yet this point is only counted against the removal/boulevard option. Why? — Hexel (@hexel_co)



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



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



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



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



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

RTC Public Meeting

1. Hexel Colorado

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

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

2. Matt Havener

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

3. Anonymous

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

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

4. Hexel Colorado

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

5. Doyle Rader

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

Response from NCTCOG Transportation Department:

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

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

Safety

Twitter –

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

Facebook–



1. — NCTCOG Transportation Department

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

Toll Roads and Lanes

Email –

1. Robert Nelson

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

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

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

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

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

Transit

Twitter –

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



Oops. — Douglas Fejer (@dougfejer)

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

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

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

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

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

Other

Facebook –

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



Perfectly said! — Cletis Millsap



Regional Transportation Council Speaker Request Card

Instructions:

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

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

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

City of Residence: Dallas Zip Code: 75206

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

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

Please provide written comments below:

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

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

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

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

Zero people can walk on an interstate. Zero people can bicycle on an interstate. Zero bus stops can be placed on an interstate. Zero trees can be planted in the center of an interstate. Zero weekends can an interstate be closed for a parade or cultural festival. Vision Zero is replaced by zero vision.

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



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

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

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

✓ **Name** Adam Lamont _____

Organization, if any (re)Place 345 _____

City of Residence Dallas **Zip Code** 75243

RTC Agenda Item # 4.5

Please select one of the following:

I wish to speak on this topic

I wish to speak for this topic

I wish to speak against this topic

Please provide written comments below:

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

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



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

Name: Keegan Smith

Organization, if any: Dallas Bike Coalition

City of Residence: Dallas

Zip Code: 75206

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

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

Please provide written comments below:

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



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Name: Tony Pham

Organization, if any: Walkable Arlington

City of Residence: Grand Prairie

Zip Code: 75054

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

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

Please provide written comments below:

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



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Name: Doyle Rader

Organization, if any: N/A

City of Residence: Dallas

Zip Code: 75214

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

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☐ I wish to speak against this topic

Please provide written comments below:

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

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

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

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

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

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



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

Name: Matthew Havener

Organization, if any: NA

City of Residence: Dallas

Zip Code: 75215

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

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

Please provide written comments below:

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

Continued from Cover Story



Photo credit: TxDOT

Above: Kevin Hanselka of TxDOT hand-excavates for artifacts.

TO LEARN MORE
about the Bolivar
Archaeological
Project:



Below: At the site of the old Sartin Hotel, a stone-lined, hand-dug water well with metal pulley and wire bucket handle were found.



Photo credits: TxDOT



At left: A fancy bone-handled knife.

A VISIONARY LOOK AT THE BUSINESS OF BUILDING ROADWAYS

A factory-themed metaphorical take on the business of how TxDOT builds roadways:

1. FUNDING SOURCES

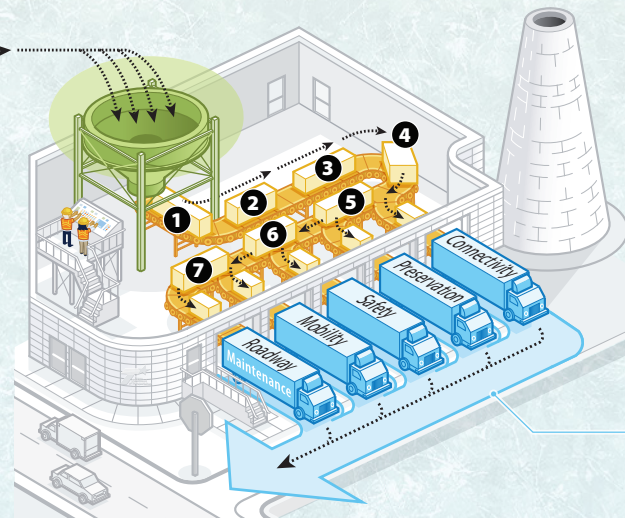


SOURCE: TxDOT

2. ADVANCED PLANNING

1. Public Involvement
2. Feasibility Analysis
3. Environmental
4. Engineering
5. Right of Way
6. Utility Adjustment
7. Contractor Procurement

3. MOBILITY AND MAINTENANCE PROJECTS



TxDOT graphic by DEAN HOLLINGSWORTH/Information Specialist

DALLAS DISTRICT PROGRESS

Monthly Report on Dallas District Projects and Topics

★★★

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

BEYOND the ROAD



TxDOT proudly represented how we go *"Beyond the Road"* at the Denton Juneteenth Celebration at Fred Moore Park last month.

Denton County's Bolivar Archaeological Project was on full display for the public to learn about, which included selected artifacts uncovered during the environmental phase of the expansion of FM 455.

That excavation, which wrapped up in early 2021, unearthed the legacy of a freedman named Tom Cook.



Our research revealed a portion of FM 455 was once the site of a blacksmith shop along the Chisolm Trail, owned by the formerly enslaved Cook in the late 1800s.

TxDOT and a team of archaeologists discovered a myriad of Cook's tools, horse and mule shoes, and other artifacts that served as the impetus for a broader project, which included tracking down some of Cook's living descendants.

Cook's great-great-grandson, Howard Clark, was one of the family members invited to help excavate the site and be a part of outreach for the project.

After learning more about his ancestor, Clark decided to learn more about blacksmithing himself. He signed up for classes with professional blacksmith Kelly Kring at Brookhaven Community College, and the



Photo credit: TxDOT

Members of the Bolivar Archaeological Team gather at the Denton Juneteenth Festival with Howard Clark, (center), the great-great-grandson of Tom Cook.

pair demonstrated some historic blacksmithing techniques at the Juneteenth event. Clark joined Kring at the Juneteenth event, to assist in demonstrating some historic blacksmithing techniques to the public.



Attendees at the event also had the chance to learn more about the old Sartin Hotel, which was uncovered during our work across the street from Cook's blacksmith shop.

Researchers and historians were on hand to discuss the project, its discoveries, and the environmental process at TxDOT.

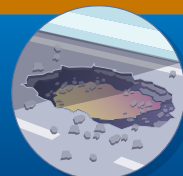
All artifacts found throughout the Bolivar Archaeological Project have been documented and preserved to conserve this part of the community's history. Their permanent home is still being discussed. A limestone well that was part of the Sartin Hotel is being preserved on the other side of FM 455. TxDOT is in the process of securing historical markers for the site. [\[More on back page\]](#)



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

FOR MORE INFORMATION:

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



REPORT A POTHOLE:

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

JUNE 2023 LET PROJECTS

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	+/- (%)	CONTRACTOR
1	0281-02-077	SH 78	Collin Co. line to Spring Creek Parkway in Wylie	Repair roadway	\$1.16	\$1.74	50%	Interstate Improvement, Inc.
2	0364-02-024	SH 121	At West Sandy Lake Rd.	Landscape development	\$0.19	\$0.17	-9%	Tight Line Construction, LLC
3	0816-05-025	FM 2862	SH 5 to Westover Ln.	Hazard elimination & safety	\$5.85	\$7.61	30%	Foutsco Paving Company, LLC
4	1012-01-017	FM 543	At Taylor Birch, Sabine Creek and S. Creek No. 1	Replace bridge and approaches	\$3.14	\$2.92	-7%	Indus Road & Bridge, Inc.
5	1014-01-014	FM 547	At Sabine Creek Branch No. 1	Bridge replacement	\$5.14	\$4.90	-5%	Indus Road & Bridge, Inc.
6	2374-03-098	I-20	I-45 to I-635	Rehabilitate existing roadway	\$17.26	\$20.22	17%	FNH Construction, LLC
7	2374-04-091	I-20	At N. Cedar Ridge Dr.	Landscape development	\$0.21	\$0.19	-9%	Central North Construction, LLC
---	0918-24-272*	Alma Dr.	Various locations to in the City of Allen	Advanced traffic management system	\$2.14	\$2.57	21%	FNH Construction, LLC

* Unmapped.					EST. JUNE 2023 TOTALS	\$35.09	\$40.32	11%	
¹ Indicates project is an A+B bidding project.					DISTRICT FY CUMULATIVE LETTINGS	\$743.00	\$716.72		
** District FY 2022 Letting Cap includes the following:					DALLAS DISTRICT FY LETTING VOLUME CAP	\$1,301,360,000**			
1) IH 35E Phase II Dallas County Design Build Project for \$708 M									
Note: Accumulative Letting/Obligations decreased due to bid rejection of Klyde Warren Deck Park Extension CSJ 0196-07-034 and IH 35E Frankford Rd CSJ 0196-02-132.									

JULY 2023 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
1	0009-12-219	I-30	SH 205 to west of FM 2642 (Hunt County line)	Widen road/add lanes	\$354.33
2	0047-06-174	US 75	Valley Creek Trail to Grayson County line	Repair roadway	\$1.21
3	0048-01-069	SH 342	Belt Line Rd. to Ellis County line	Rehabilitate existing roadway	\$8.77
4	0197-03-078	US 175	West of FM 148 bypass to east of FM 148 bypass	Interchange improvement	\$54.13
5	0197-05-059	US 175	Henderson County line to FM 1895	Rehabilitate existing roadway	\$35.92
6	0918-47-359	FD 701260	On N/S Spine Rd. to within Cedar Hill State Park	Rehabilitate existing roadway	\$1.73
7	1159-02-037	FM 879	I-45 to W of FM 1722	Rehabilitate existing roadway	\$7.47
8	1311-01-060	FM 1171	At FM 2499 (Long Prairie Rd.)	Intersection improvements with right and/or left turn lanes	\$0.75
---	0918-47-438*	Various	Various locations in Dallas County	Reflectorized pavement markings and markers	\$4.88

* Unmapped.				ESTIMATED TOTAL	\$469.19
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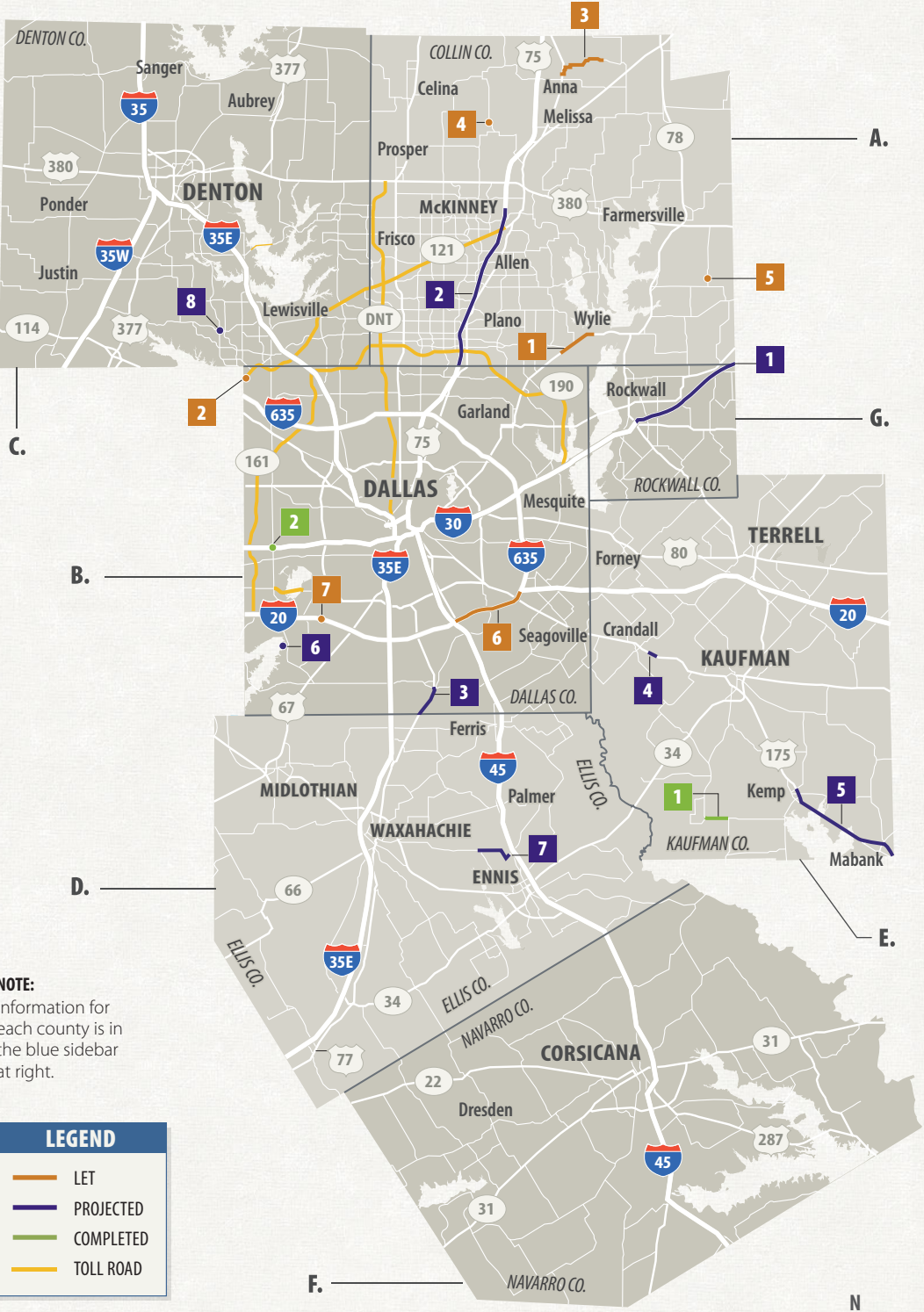
COMPLETED CONSTRUCTION PROJECTS (FROM JUNE 1-30, 2023)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0751-03-041	FM 148	From FM 3094 South to FM 2613	Rehab existing roadway	\$2.70	6/5/2023
2	1068-04-178	I-30	At Belt Line Rd	Landscape development	\$0.29	6/5/2023
---	0918-00-377*	VA	On I-35E from Dallas/Denton County line to N of Oak St.	Install/replace signs	\$0.75	6/1/2023

* Unmapped.				ESTIMATED TOTAL	\$3.74 M
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DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in June 2023, are projected to let in July 2023, or have recently been completed.



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

LEGEND

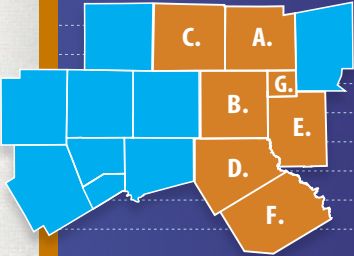
LET

PROJECTED

COMPLETED

TOLL ROAD

SOURCE: TxDOT research
*POPULATION ESTIMATE: NCTCOG



2023 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,272,434
*POPULATION ESTIMATE | 5,414,645
LANE MILES | 11,456

A. | COLLIN COUNTY

VEHICLE REGISTRATION: 892,924
*POPULATION ESTIMATE: 1,175,974
LANE MILES: 1,578

B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,101,685
*POPULATION ESTIMATE: 2,675,009
LANE MILES: 3,563

C. | DENTON COUNTY

VEHICLE REGISTRATION: 763,677
*POPULATION ESTIMATE: 1,006,492
LANE MILES: 1,822

D. | ELLIS COUNTY

VEHICLE REGISTRATION: 201,810
*POPULATION ESTIMATE: 218,125
LANE MILES: 1,627

E. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 151,162
*POPULATION ESTIMATE: 158,672
LANE MILES: 1,225

F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 54,161
*POPULATION ESTIMATE: 55,639
LANE MILES: 1,276

G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 107,015
*POPULATION ESTIMATE: 124,734
LANE MILES: 365