

AGENDA

**Regional Transportation Council
Thursday, December 12, 2024
North Central Texas Council of Governments**

11:00 am – 12:45 pm RTC Recognition Luncheon

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

Pledge to the United States and Texas Flags

- 1:00 – 1:10 1. Opportunity for Public Comment on Today’s Agenda**
☒ Information Minutes: 10
Item Summary: Members of the public may comment on any item(s) on today’s agenda at this time. If speaking, please complete a Speaker Request Card available at the meeting, and provide it to the North Central Texas Council of Governments designated staff person. A maximum of three (3) minutes is permitted per speaker. At the conclusion of this item, no further opportunities for public comment will be provided for the duration of the meeting.
Background: N/A
- 1:10 – 1:15 2. Approval of October 17, 2024, Minutes**
☒ Action ☐ Possible Action ☐ Information Minutes: 5
Presenter: Clay Lewis Jenkins, RTC Chair
Item Summary: Approval of the October 17, 2024, meeting minutes contained in [Electronic Item 2](#) will be requested.
Background: N/A
- 1:15 – 1:20 3. Consent Agenda**
☒ Action ☐ Possible Action ☐ Information Minutes: 5
- 3.1. February 2025 Transportation Improvement Program Modifications**
Presenter: Ken Bunkley, NCTCOG
Item Summary: Regional Transportation Council approval of revisions to the 2025-2028 Transportation Improvement Program (TIP) will be requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes.

Background: February 2025 revisions to the 2025-2028 TIP are provided as [Electronic Item 3.1](#) for the Council's consideration. These modifications have been reviewed for consistency with the mobility plan, the air quality conformity determination, and financial constraint of the TIP.

Performance Measure(s) Addressed: Roadway, Transit

3.2. **Fiscal Year 2024 Public Transportation Funding: Programs of Projects**

Presenter: Brian Dell, NCTCOG

Item Summary: Regional Transportation Council (RTC) action on Fiscal Year (FY) 2024 Public Transportation Funding Programs of Projects will be requested.

Background: As the designated recipient for Federal Transit Administration funds in the Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney-Frisco Urbanized Areas, the North Central Texas Council of Governments has developed Programs of Projects (POP) to suballocate approximately \$9.4 million in FY2024 Section 5307 and Section 5310 federal funding to public transit providers in the region. This is in addition to approximately \$190.2 million that RTC approved in September 2024. Approximately \$7.7 million remains to be programmed in the future. [Electronic Item 3.2.1](#) includes additional information. [Electronic Item 3.2.2](#) contains the additional proposed FY2024 POPs.

Performance Measure(s) Addressed: Safety, Transit

3.3. **City of Everman Signal Funding**

Presenter: Brian Dell, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of \$300,000 in RTC Local funding for a new traffic signal in the City of Everman will be requested, including the ability to administratively amend planning and administrative documents as needed to incorporate this project.

Background: The City of Everman has requested funding assistance for a new traffic signal at the intersection of Shelby Road and Race Street. The intersection is currently controlled by a four-way stop sign and is experiencing considerable

congestion, especially in the morning and afternoon due to the proximity of two high schools nearby. Development occurring on the northeast corner of that intersection will exacerbate existing congestion. It takes 20 minutes in good conditions and 40 minutes in peak periods to clear this intersection; therefore, staff is recommending an expedited approval of this project and requesting \$300,000 in RTC Local funds to cover the cost.

Performance Measure(s) Addressed: Roadway, Safety

3.4. Blue-Green-Grey Application for New Ideas Round 4 – Project Funding Recommendations

Presenter: Shawn Conrad, NCTCOG

Item Summary: Staff is requesting Regional Transportation Council (RTC) approval of the Blue-Green-Grey Application.

Background: The North Central Texas Council of Governments (NCTCOG) issued the Round 4 Blue-Green-Grey funding opportunity on July 15, 2024. Applications were due on August 16, 2024. Eligible projects are within the 12-county Metropolitan Planning Area and incorporate three elements – Blue (water), Green (environment), and Grey (transportation infrastructure). The goal of the Blue-Green-Grey program is to support innovative pilot projects that provide resources for cities and organizations to replicate these ideas throughout the metroplex. The total of available funds is \$250,000 Regional Transportation Council Local. A project evaluation committee reviewed the nine applications received and recommended three projects for a total funding amount of \$248,300 in RTC local. Additional information is provided in [Electronic Item 3.4](#).

Performance Measure(s) Addressed: Roadway

3.5. Backstop Funding: Supporting Vehicle Procurement for the Advanced 2021 Rebuilding American Infrastructure with Sustainability and Equity Grant

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) authorization to utilize \$1,004,000 in RTC Local funds as a temporary backstop to advance mobility enhancements within the Southern Dallas Inland Port.

Background: The North Central Texas Council of Governments (NCTCOG) received a RAISE grant for enhancing mobility within the Southern Dallas County Inland Port area. The project focuses on access to the Dallas Veterans Affairs (VA) Medical Center and includes sidewalk construction, signal improvements, and additional transit service to connect people living and working within the Inland Port area to the Dallas Area Rapid Transit (DART) light rail system. Grant funds include the purchase of electric vehicles for STAR Transit to provide trips within the Inland Port and bring riders in and out of the DART system. NCTCOG completed competitive procurement processes to acquire vehicles and necessary in-plant inspection services. To retain negotiated contract prices and align inspections with manufacturing schedules, NCTCOG must proceed with these purchases by the end of calendar year 2025. However, the Federal Transit Administration (FTA) has not yet executed a grant agreement for the 2021 RAISE award. NCTCOG staff is seeking pre-award authority through a Letter of No Prejudice from FTA to ensure compliance with FTA rules for contract execution and cost eligibility through the grant. To further mitigate risks, staff is requesting to utilize RTC Local funds in an amount not to exceed \$1,004,000 as a temporary backstop to support contract obligations for the electric vehicle purchase and in-plant inspection services to prevent project delays and cost increases. [Electronic Item 3.5](#) includes a presentation describing the proposed action.

Performance Measure(s) Addressed: Administrative, Transit

3.6. **Strategic Highway Network Proposed Additions**

- Presenter: Brian Flood, NCTCOG
- Item Summary: Regional Transportation Council (RTC) approval to add a roadway location within the Dallas-Fort Worth region to the Strategic Roadway Network (STRAHNET) will be requested.
- Background: STRAHNET, a subset of the National Highway System (NHS), is a network of highways, including the Interstate System, that provide connecting routes to military installations, industries, and resources in times of peace and war. The Texas Department of Transportation (TxDOT) and the Department of Defense (DOD) have been coordinating the addition of existing roadway locations to STRAHNET as part of the DOD's efforts to improve connectivity between Fort Bliss and Fort Cavazos and their designated seaports of embarkation in Port Beaumont and Port Arthur. As a result of this effort, a roadway location within the Dallas-Fort Worth region has been selected as a proposed addition to STRAHNET. A map and table detailing the proposed addition is included in [Electronic Item 3.6](#). The Surface Transportation Technical Committee recommended approval of this addition to STRAHNET at its October 26, 2024, meeting.

Performance Measure(s) Addressed: Goods Movement, Roadway

3.7. **Endorsement of Community Noise Mitigation Program Grant Submission**

- Presenter: Amanda Wilson, NCTCOG
- Item Summary: Staff will request endorsement of the submittal of grant applications to the Department of Defense Community Noise Mitigation Program. The Regional Transportation Council (RTC) will also be requested to approve RTC Local funds for local match for this program and to backfill previously approved RTC Local funds used to complete pre-application tasks.
- Background: The United States Department of Defense has announced a Notice of Funding Opportunity for the Community Noise Mitigation Program. This program is intended to assist local governments impacted by military fixed-wing aviation noise

through the installation of noise mitigating insulation at covered facilities, with specific funding set aside for reserve bases that have transitioned to a new type or model of aircraft. The Naval Air Station Joint Reserve Base Fort Worth (NAS JRB Fort Worth) is in the process of transitioning from F-16 to F-35 aircraft. Staff will provide an overview of the proposed grants submitted by the North Central Texas Council of Governments. Total project cost is approximately \$4 million. The grant application will request 90 percent of the cost in federal funds, supported by a local match of RTC Local funds and an equivalent amount provided by two participating school districts – Lake Worth and White Settlement Independent School Districts (ISD) – for the required 10 percent local match. If awarded, the grant applications will include noise insulation construction in six facilities in these two ISDs. These facilities include schools that are experiencing high levels of indoor noise as a result of military aviation operations. RTC Local funds previously approved by the RTC as part of the Regional Joint Land-Use Study have been used for upfront costs that will cover 5 percent of the match. The Lake Worth and White Settlement ISDs will pay the remaining 5 percent portion of the local match. Staff will request RTC action to backfill RTC Local funding for the Regional Joint Land-Use Study. An overview of the proposed project is included in [Electronic Item 3.7](#).

Performance Measure(s) Addressed: Administrative

3.8. City of River Oaks, Meandering Road Right of Way Acquisition Loan

Presenter: Dan Kessler, NCTCOG

Item Summary: Staff is requesting approval to advance right-of-way acquisition funding for the reconstruction of Meandering Road from Roberts Cut-Off in River Oaks to LT JG Barnett Road to Fort Worth in the amount of \$950,000. The City of River Oaks is acquiring the right-of-way at the request of North Central Texas Council of Governments (NCTCOG) and the other project partners. Regional Transportation Council (RTC) Local

funds will be returned upon River Oaks receiving federal reimbursement.

Background: The cities of River Oaks and Fort Worth, in partnership with NCTCOG and the Texas Department of Transportation (TxDOT) initiated work on the reconstruction of Meandering Road/LT JG Barnet in River Oaks and Fort Worth in 2014. This corridor is of strategic military importance to the region and specifically the Naval Air Station Joint Reserve Base Fort Worth (NASJRB) as it serves as the path of access to the East Gate entrance at the Base. The RTC funded this project with federal funds in 2015. It has been through extensive planning, design, and public involvement to ensure its compatibility with the neighborhoods in River Oaks and Fort Worth impacted by the corridor improvements. Right-of-way acquisition began in the summer of 2024. The goal of the project is to replace a dilapidated four-lane undivided roadway with a three-lane center turn-lane roadway while minimizing the impacts to neighborhoods. Additional right-of-way is needed for corner clips to construct sidewalks and removal of two structures to accommodate intersection improvements. The current right-of-way cost in River Oaks is estimated at approximately \$950,000. While funding for the right-of-way is included in the project, the City of River Oaks is responsible for acquiring this right-of-way and cash flowing the purchase until federal reimbursement is received. The reimbursement process takes 90 to 120 days. To reduce the financial burden of this project on the City of River Oaks, staff is proposing to advance RTC Local funds to River Oaks for this purpose. River Oaks will return the RTC Local funds to NCTCOG upon receipt of federal reimbursement. Additional details are provided in [Electronic Item 3.8](#).

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

1:20 – 1:30

4. **Orientation to Agenda/Director of Transportation Report**

☐ Action

☐ Possible Action

☒ Information

Minutes: 10

Presenter:

Michael Morris, NCTCOG

1. Recognizing Regional Successes in Energy Efficiencies, Air Quality, Mobility Award Recognition Luncheon Recap
2. Regional Transportation Council Service Awards –
 - Mo Bur, Texas Department of Transportation
 - Commissioner Gary Fickes, Tarrant County
 - Commissioner Roy Brooks, Tarrant County
 - former County Judge B. Glen Whitley, Tarrant County
 - Mike Eastland, Executive Director, NCTCOG, Retirement
3. Receipt of United States Department of Transportation 2023 Transportation Conformity Determination ([Electronic Item 4.1](#))
4. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery – Transit Data Update ([Electronic Item 4.2](#))
5. 2025 Regional Transportation Council and Surface Transportation Technical Committee Meeting Schedules ([Electronic Item 4.3](#))
6. Sandy Wesch Passing ([Electronic Item 4.4](#))
7. Executive Director's Recommended PM_{2.5} National Ambient Air Quality Standards Designations ([Electronic Item 4.5](#))
8. Swyft Cities Certification of Emerging and Reliable Transportation Technology Program Update ([Electronic Item 4.6](#))
9. Texas Department of Transportation Rider 48 Report: Evaluation of Medium-Duty and Heavy-Duty Vehicle Charging Infrastructure and Capacity (<https://www.txdot.gov/content/dam/docs/government/rider-48-report.pdf>)
10. Air Quality Project Spotlight: Arlington Multimodal Drone Delivery Demonstration Results ([Electronic Item 4.7](#))
11. Engine Off North Status Report ([Electronic Item 4.8](#))
12. Attendance Report: Dallas-Fort Worth Clean Cities Technical Advisory Committee ([Electronic Item 4.9](#))
13. Reminder of Annual Required Local Government Energy Reporting – Due March 4, 2025 ([Electronic Item 4.10](#)) ([Electronic Item 4.11](#))
14. Current Hold on Regional Transportation Council Policy – Temporary Suspension of Dynamic Pricing
15. Air Quality Funding Opportunities (www.nctcog.org/aqfunding)

16. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
17. September – October Public Comment Report ([Electronic Item 4.12](#))
18. October – November Public Comment Report ([Electronic Item 4.13](#))
19. October Public Meeting Minutes ([Electronic Item 4.14](#))
20. November Public Meeting Notice ([Electronic Item 4.15](#))
21. November Public Meeting Minutes ([Electronic Item 4.16](#))
22. Recent News Articles ([Electronic Item 4.17](#))
23. Recent Press Releases ([Electronic Item 4.18](#))

1:30 – 1:40

5. **Fiscal Year 2024 Federal State Partnership for Intercity Passenger Rail Grant Program**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Jeffrey Neal, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval to submit a project in the Fiscal Year 2024 (FY24) Federal-State Partnership for Intercity Passenger Rail (FSP) Grant Program. Applications are due to United States Department of Transportation (US DOT) by December 16, 2024.

Background: In September 2024, the US DOT announced a Notice of Funding Opportunity (NOFO) to solicit applications for FY24 FSP Grant Program funding, available at <https://railroads.dot.gov/federal-state-partnership-intercity-passenger>. This \$1.06 billion program provides three application tracks, (1) Project Planning, (2) Project Development and (3) Final Design/ Construction. Applications for each track are due to US DOT by December 16, 2024. Funds will be awarded on a competitive basis for a project (or group of projects) that improve American passenger rail assets through:

- (1) bringing rail assets into a State of Good Repair;
- (2) improving intercity passenger rail service;
- (3) expanding or establishing new intercity passenger rail service, and (4) planning, environmental studies, and final design for a project or group of projects. [Electronic Item 5](#) includes a presentation describing the proposed action.

Performance Measure(s) Addressed: Goods Movement, Transit

1:40 – 1:50

6. **Project Status Report: Fiscal Year 2024 Project Tracking, Fiscal Year 2025 Project Tracking and Metropolitan Planning Organization Milestone Policy Round 2**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will provide the Regional Transportation Council (RTC) with a status report on the Fiscal Year (FY) 2024 Project Tracking, FY2025 Project Tracking, and Milestone Policy Round 2 projects. RTC approval of various updates to Milestone Policy project deadlines will be requested.

Background: The Milestone Policy was adopted by the RTC to focus on projects that have been funded for more than 10 years and have not gone to construction. By highlighting these projects, the policy creates agency accountability to implement projects in a timely manner. Staff coordinates with implementing agencies to assess project risk until they go to construction. Similarly, the annual project tracking effort focuses on projects slated for implementation in the current fiscal year. Projects are monitored early, allowing staff to highlight potential problems that could lead to delays, which enables the RTC to take corrective actions to avoid building up carryover balances in federal funding categories. Milestone Policy status updates, along with the latest risk ratings, can be found in [Electronic Item 6.1](#). FY2024 Project Tracking status updates can be found in [Electronic Item 6.2](#). FY2025 Project Tracking status updates can be found in [Electronic Item 6.3](#). A summary of the status reports can be found in [Electronic Item 6.4](#).

Performance Measure(s) Addressed: Roadway, Transit

1:50 – 2:00

7. **Call for Projects to Reduce Diesel Emissions**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Jason Brown, NCTCOG

Item Summary: Staff will provide an overview and request Regional Transportation Council approval on the criteria and schedule for a new, competitive Call for Projects (CFP) to award rebates through the North Texas Diesel Emissions Reduction Project 2024 utilizing Environmental Protection Agency (EPA) funds.

Background: Over the past years, the North Central Texas Council of Governments (NCTCOG) has been successful in receiving grant funding for multiple proposals submitted to the EPA under the National Clean Diesel Funding

Assistance Program authorized by the Diesel Emissions Reduction Act. The latest award based on NCTCOG's proposal submitted in December 2023 identifies open and competitive CFPs to distribute funds. The North Texas Diesel Emissions Reduction Project 2024 funding initiative provides rebates to replace diesel-powered vehicles, engines, and equipment in addition to locomotive engine idle reduction technology, owned by public and private fleets in the ten-county ozone nonattainment area. A schedule and project selection criteria for the CFPs are proposed. These initiatives are an extension of clean vehicle and technology improvements listed as Weight-of-Evidence in the current State Implementation Plan. [Electronic Item 7](#) provides additional details.

Performance Measure(s) Addressed: Air Quality

2:00 – 2:10

8. **Strategic Traffic Signal Equipment Selection Upgrades**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of the strategic selection process for traffic signal coordination equipment upgrades.

Background: In 2022, North Central Texas Council of Governments (NCTCOG) staff conducted a comprehensive equipment inventory of approximately 7,000 traffic signals across the Dallas-Fort Worth (DFW) region. As part of this initiative, staff collaborated with public-sector partner agencies to establish minimum standards for traffic signal coordination equipment. The Regional Transportation Council allocated funding to begin upgrading signals that fall below these minimum standards. To maximize the impact of this funding, staff is proposing a strategic selection process based on the regional inventory to prioritize locations for upgrades. Staff will request RTC approval of the proposed strategic selection process to determine which locations will receive funding. Additional information is provided in [Electronic Item 8](#).

Performance Measure(s) Addressed: Goods Movement, Safety

2:10 – 2:20

9. **Fiscal Year 2025 Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program**

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Jeffrey Neal, NCTCOG

Item Summary: Staff will brief the Council on the Fiscal Year (FY) 2025 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program, dedicated for surface transportation infrastructure projects that will have a significant local or regional impact. Details highlighting grant requirements, merit criteria, and possible multimodal project candidates will also be provided.

Background: In November 2024, the United States Department of Transportation (US DOT) announced the solicitation of project applications for the FY 2025 RAISE Discretionary Grant Program. The Notice of Funding Opportunity (NOFO), providing details and application requirements for the \$1.5 billion program, can be accessed at: <https://www.transportation.gov/RAISEgrants/raise-nofo>. Applications are due to the US DOT by January 30, 2025. For agencies in the region submitting projects, the www.grants.gov registration process must be completed, usually requiring two-four weeks for completion, prior to submitting applications. Assuming the projected timing for application development, agency requests to receive letters of support from the Regional Transportation Council (RTC) should be submitted to Jackie Castillo by Wednesday, January 15, 2025, at jcastillo@nctcog.org.

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

2:20 – 2:25

10. **End of 2024 Ozone Season Recap**

☐ Action ☐ Possible Action ☒ Information Minutes: 5

Presenter: Jenny Narvaez, NCTCOG

Item Summary: Staff will provide a summary of the 2024 ozone season activity and other air quality updates for the Dallas-Fort Worth (DFW) region. The ozone season is from March 1 to November 30.

Background: The end of November concluded with another ozone season for the DFW region. The region continues to work towards compliance for both the 2008 and 2015 ozone National Ambient Air Quality Standards (NAAQS), but monitoring values show a reverse trend with a current Ozone 8-hour design value of 83. Staff has been tracking the exceedance days at each monitor and will provide a summary of the 2024 ozone season data for the North

Central Texas 9- and 10-county nonattainment areas, compare against previous ozone seasons and what the state has modeled. This 2024 calendar year is critical because it is the first of three years that will be used to determine how the region compares against federal requirements. [Electronic Item 10.1](#) is correspondence to the Texas Commission on Environmental Quality requesting further analysis to understand our ozone's increasing trend. For further information see [Electronic Item 10.2](#).

Performance Measure(s) Addressed: Air Quality

2:25 – 2:40

11. **Demographics Forecast 2050 and Mobility 2050 Key Updates**

☐ Action ☐ Possible Action ☒ Information Minutes: 15

Presenters: Dan Kessler and Brendon Wheeler, NCTCOG

Item Summary: Work has now been completed on the development of population and employment forecasts for the year 2050 to support the upcoming development of Mobility 2050: the Metropolitan Transportation Plan for North Central Texas. The North Central Texas Council of Governments' (NCTCOG) Executive Board approved these forecasts on November 21, 2024. A summary of this forecast will be presented along with a status report on the development of the next Metropolitan Transportation Plan, Mobility 2050.

Background: NCTCOG has been responsible for preparing demographic forecasts to support metropolitan transportation planning activities overseen by the Regional Transportation Council as part of the metropolitan planning process since the designation of NCTCOG as the Metropolitan Planning Organization in 1974. The forecasts are developed by NCTCOG's Research and Information Services Department in cooperation with the Transportation Department and local governments and are used to support the development of the Metropolitan Transportation Plan, as well as a wide variety of transportation and infrastructure studies being carried out by NCTCOG, our state and local planning agency partners, and local governments throughout the region. Development of these forecasts occurs every four years in keeping with the federal requirement of updating the Metropolitan Transportation Plan. The population and employment forecasts are prepared at a detailed level for the 12-county Metropolitan Area. Federal guidelines require the Dallas-

Fort Worth region to update the long-range transportation plan a minimum of every four years and forecast at least 20 years into the future. Mobility 2050: The Metropolitan Transportation Plan for North Central Texas, currently under development, must demonstrate federal Transportation Conformity and be financially constrained. The updated plan will include a new financial plan, updated demographics and technical analysis, updated project recommendation listings, and robust public involvement. Additional information is provided in [Electronic Item 11](#).

Performance Measure(s) Addressed: Roadway, Transit

12. **Progress Reports**

☐ Action ☐ Possible Action ☒ Information

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

- RTC Attendance ([Electronic Item 12.1](#))
- STTC Attendance and Minutes ([Electronic Item 12.2](#))

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

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

15. **Next Meeting**: The next meeting of the Regional Transportation Council will be held at **1:00 pm, Thursday, January 9, 2025**.

MINUTES**REGIONAL TRANSPORTATION COUNCIL
Thursday, October 17, 2024**

The Regional Transportation Council (RTC) met on Thursday, October 17, 2024, at 2:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following RTC members or representatives were present: Bruce Arfsten, Steve Babick, Rick Bailey, Adam Bazaldua, Gyna Bivens, Alan Blaylock, Tandy Boroughs (representing Daniel Alemán), Ceason Clemens, John Cordary Jr. (representing David Salazar), Michael Crain, Theresa Daniel, Jeff Davis, Pat Deen, Andy Eads, Michael Evans, Vernon Evans, George Fuller, Raul Gonzalez, Mojoy Haddad, Clay Lewis Jenkins, Ron Jensen, Jill Jester, Brandon Jones, Brad LaMorgese, Tammy Meinershagen, Cara Mendelsohn, Cesar Molina, Jesse Moreno, John Muns, Omar Narvaez, Long Pham (representing Jim Ross), Matthew Porter, Paul Ridley (representing Chad West), Tito Rodriguez, Alisa Simmons (representing Gary Fickes), Gary Slagel, Bobby Stovall, Jeremy Tompkins, William Tsao, and Duncan Webb.

Others present at the meeting were: Vickie Alexander, James Allen, James Alley, Melissa Baker, Micah Baker, Jay Barksdale, Emily Beckham, Aishway Bivauchorjee, Ian Bryant, Farhan Butt, Laura Cadena, Drew Campisi, Molly Carroll, Angie Carson, Lori Clark, Dina Colarossi, Michael Collins, Tara Crawford, Paul Cristina, Byron Dempsey, Clarence Daugherty, Gwen Dorko, Chad Edwards, Kevin Feldt, Lisa Flowers, Andrew Fortune, Justin Galloway, Analisa Garcia, Gypsy Gavia, Marian Ghaveehglashloo, Jillian Giles, T.J. Gilmore, Luciano Guerrero, Maldis Hamisi, Tony Hartzel, Jeff Hathcock, Robert Hinkle, Amy Johnson, Dan Kessler, Gus Khankarli, Ken Kirkpatrick, Sabrina Li, Aaron Lonb, Stanford Lynch, Terry Lynne, Sydnee Mangini, Rob Matwick, Rich Matyiku, Matthew Mayhew, Bryce McMeans, Brian Moen, Rebecca Monteray, Erin Moore, Michael Morris, Jonah Murray, Mark Nelson, Joe O'Brien, Cintia Ortiz, Michael Peters, John Polster, James Powell, Lauren Prieur, Vercie Pruitt-Jenkins, Randy Richardson, Andy Rittler, James Rogge, Sidney Sarter, Toni Stehling, Jason Thomas, Kimberlin To, Lauren Trimble, Daniel Vedral, Ben Whisnant, Amanda Wilson, and Brian Wilson.

1. **Opportunity for Public Comment on Today's Agenda:** Clay Lewis Jenkins, Regional Transportation Council Chair and Dallas County Judge asked if there were any public comments. Chair Jenkins noted that no members of the public chose to speak at the meeting or provide written comments.
2. **Approval of September 12, 2024, Minutes:** The minutes of the September 12, 2024, meeting were approved as submitted in Electronic Item 2. Long Pham (M); Raul Gonzalez (S). The motion passed unanimously.
3. **Consent Agenda:**
 - 3.1. **Development of Transportation Mobility Plans for FIFA 2026: AT&T Stadium (Nine Matches), International Broadcast Center (Pending) and Fair Park (Fan Fest):** FIFA has requested detailed Transportation Mobility Plans for FIFA 2026. This item contained a request for Regional Transportation Council (RTC) approval for consultant assistance in documenting existing plans into the FIFA format and detail.
 - 3.2. **Update on Electric Vehicle Charging Infrastructure Projects and Request for Matching Funds:** Several programs are beginning to move forward that provide investments to upgrade or install new electric vehicle (EV) chargers across the North

Central Texas Council of Governments region. This item contained a request for Regional Transportation Council (RTC) approval to use Transportation Development Credits (TDCs) to satisfy a portion of match requirements for an award under the Federal Highway Administration (FHWA) Charging and Fueling Infrastructure (CFI) Community Program.

- 3.3. **Transit Strategic Partnerships Program: May 2024 Cycle Selected Project:** This item contained a request for Regional Transportation Council (RTC) approval of the project evaluated through the May 2024 Cycle of the Transit Strategic Partnerships Program to provide funding to Feonix - Mobility Rising for the pilot of a Transportation Assistance Hub in portions of Dallas and Ellis counties.

A motion was made to approve Items 3.1, 3.2, and 3.3 on the Consent Agenda. Duncan Webb (M); Matthew Porter (S). The motion passed unanimously.

4. **Orientation to Agenda/Director of Transportation Report:** Michael Morris briefly highlighted items 1 through 10.

1. Regional Transportation Council Recognition
2. Regional Transportation Council Member Orientation – Held Earlier Today
3. Executive Board Follow Up: White Paper on Federal Eligibility of Broadband As A Travel Demand Management Strategy
4. Federal Responsibilities for Metropolitan Planning Organizations in Housing Coordination (https://www.fhwa.dot.gov/bipartisan-infrastructure-law/metro_planning.cfm)
5. Community Noise Mitigation Program ([Electronic Item 4.1](#))
6. Miles Matter Program Update and Auto Occupancy/High-Occupancy Vehicle Quarterly Report ([Electronic Item 4.2](#))
7. Fall 2024 Traffic Incident Management Executive Level Course Announcement ([Electronic Item 4.3](#))
8. Blue-Green-Grey Application for New Ideas – Round 4 – Project Funding Recommendations ([Electronic Item 4.4](#))
9. Current Hold on Regional Transportation Council Policy – Temporary Suspension of Dynamic Pricing
10. North Central Texas Council of Governments Not Pursuing the Low-Carbon Transportation Materials Grant Opportunity
11. Ozone Season Update ([Electronic Item 4.5](#))
12. Air Quality Funding Opportunities (www.nctcog.org/aqfunding)
13. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
14. August – September Public Comment Report ([Electronic Item 4.6](#))
15. October Public Meeting Notice ([Electronic Item 4.7](#))
16. September Public Meeting Minutes ([Electronic Item 4.8](#))
17. Recent News Articles ([Electronic Item 4.9](#))
18. Recent Correspondence ([Electronic Item 4.10](#))
19. Recent Press Releases ([Electronic Item 4.11](#))

Steve Babick, Mayor, City of Carrollton, encouraged all local governments to participate in the annual Walk to School program. In addition, Michael led discussion regarding schedule conflicts with the November RTC meeting and asked the members their opinion regarding cancelling or moving the meeting date.

5. **2025 Regional Transportation Council Legislative Program:** Rebekah Gongora presented the draft 2025 Regional Transportation Council Legislative Program, including Legislation to Pursue, Legislation to Actively Pursue with Others, and items to Provide Testimony Upon Request categories.

Following Rebekah's presentation, extensive discussion occurred regarding transportation authority dedicated funding, local government control, and the Regional Transportation Council's role in discussions related to transportation authority concerns with its member cities.

Following much discussion, a motion was made to approve the 2025 Regional Transportation Council Legislative Program for the 89th Legislature with the caveat to remove "except where necessary to accommodate alternative fuel trucks" in the statement "Oppose legislation to increase freight truck weight limits above current law, except where necessary to accommodate alternate fuel trucks" in the Provide Testimony Upon Request category (Bullet 6). Gyna Bivens (M); Theresa Daniel (S).

A motion to amend was made to remove "Protect existing transportation authority dedicated funding" in the Legislation to Actively Pursue with Others category (Bullet 1). Brad LaMorgese (M); John Muns (S). Duncan Webb offered a friendly amendment to the motion to amend to leave the existing language of "Protect existing transportation authority dedicated funding" in the Legislation to Actively Pursue with Others category, with the caveat that it be removed unless Dallas Area Rapid Transit member cities and non-member cities come to agreement by the end of February 2025 and authorize staff to bring back any changes resulting from Transit 2.0 recommendations. Friendly amendment was accepted by Councilmember LaMorgese and Mayor Muns. Motion to amend passed.

A motion to amend was made to change the word "facilitating" to "supporting" in the statement "Provide tools to aid transit agencies in facilitating transit-oriented development (TOD) and/or funding to supplement TOD financing/public-private partnerships while allowing for cities to maintain the lead and local control in development decisions." in the Legislation to Actively Pursue with Others category (Bullet 2). Steve Babick (M); Jill Jester (S). The motion passed.

A motion to amend was made to change the wording in the statement "Provide tools to aid transit agencies in facilitating transit-oriented development (TOD) and/or funding to supplement TOD financing/public-private partnerships while allowing for cities to maintain the lead and local control in development decisions." to "Provide tools to cities facilitating transit-oriented development (TOD), including transit agency funding to supplement TOD financing/public-private partnerships while allowing for cities to maintain the lead and local control in development decisions." in the Legislation to Actively Pursue with Others category (Bullet 2). Cara Mendelsohn (M). The motion to amend failed for lack of second.

The vote on the motion to approve the 2025 Regional Transportation Council Legislative Program for the 89th Legislature with the following amendments was taken:

- 1) Remove "except where necessary to accommodate alternative fuel trucks" in the statement "Oppose legislation to increase freight truck weight limits above current law, except where necessary to accommodate alternate fuel trucks" in the Provide Testimony Upon Request category (Bullet 6);
- 2) Retain the existing language of "Protect existing transportation authority dedicated funding" in the Legislation to Actively Pursue with Others category (Bullet 1), with the caveat that it be removed unless Dallas Area Rapid Transit member cities and non-

member cities come to agreement by the end of February 2025 and authorize staff to bring back any changes resulting from Transit 2.0 recommendations; and

- 3) Change the word “facilitating” to “supporting” in the statement “Provide tools to aid transit agencies in facilitating transit-oriented development (TOD) and/or funding to supplement TOD financing/public-private partnerships while allowing for cities to maintain the lead and local control in development decisions.” in the Legislation to Actively Pursue with Others category (Bullet 2).

Gyna Bivens (M); Theresa Daniel (S). Adam Bazaldua, Bruce Arfsten, Gary Slagel, and Cesar Molina recorded in opposition. The motion passed.

6. **2025 Transportation Alternatives Call for Projects for the North Central Texas Region:** Karla Windsor provided an overview and requested Regional Transportation Council approval on the eligibility, criteria, and schedule for the 2025 Transportation Alternatives Call for Projects for the North Central Texas Region.

A motion was made to approve the elements related to program rules, eligible activities, eligible project areas, schedule, funding and use of Transportation Development Credits for the 2025 Transportation Alternatives Call for Projects for the North Central Texas Region. Matthew Porter (M); Gyna Bivens (S). The motion passed unanimously.

7. **Air Quality Monitoring Policy:** Jenny Narvaez requested Regional Transportation Council approval of the Air Quality Monitoring Policy (P24-02).

A motion was made to approve the Air Quality Monitoring Policy (P24-02) to develop local partnerships, pursue upcoming federal and other funding opportunities, extend the non-regulatory monitoring network, develop and provide a collective source for health-related air quality information, and enhance public engagement and information. Duncan Webb (M); Gyna Bivens (S). The motion passed unanimously.

8. **Swyft Cities Certification of Emerging and Reliable Transportation Technology Program Update:** This agenda item was not presented due to time constraints.

9. **Community School Siting Issues and Opportunities:** This agenda item was not presented due to time constraints.

10. **Mobility 2050: Key Updates and Ongoing Development:** This agenda item was not presented due to time constraints.

11. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 11.1 and Surface Transportation Technical Committee attendance and minutes were provided in Electronic Item 11.2.

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

13. **Future Agenda Items:** There was no discussion on this item.

14. **Next Meeting:** The next meeting of the Regional Transportation Council (RTC) is scheduled for 1:00 pm on December 12, 2024, at the North Central Texas Council of Governments. The November 14, 2024, RTC meeting was cancelled due to scheduling conflicts with the National League of Cities annual conference and other regional meetings.

Meeting adjourned at 3:55 p.m.

How to Read the Project Modification Listings - Roadway Section

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

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

Implementing Agency: PLANO

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

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

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

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

PROPOSED FEBRUARY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11619.1 **Facility:** VA **Location/Limits From:** REGIONAL MOBILITY ASSISTANCE PATROL (FORT WORTH DISTRICT) **Modification #:** 2025-0021
Implementing Agency: TXDOT-FORT WORTH
County: TARRANT **CSJ:** 0902-00-309, 0902-00-310, 0902-00-311, 0902-90-122, 0902-90-123, 0902-90-124
City: VARIOUS **Desc:** MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS
Request: SPLIT FY2024 FUNDING FOR CSJ 0902-00-310 AND CSJ 0902-00-311 TO MATCH OBLIGATION AMOUNTS; ADD \$537,500 TOTAL CAT 12(C) (\$430,000 FEDERAL AND \$107,500 STATE) AND DELAY \$223,538 TOTAL STBG (\$178,830 FEDERAL AND \$44,708 STATE) TO FY2025 FOR CONSTRUCTION ADDING PROJECT TO THE TRANSPORTATION IMPROVEMENT PROGRAM; REVISE FY2020 STP-MM FUNDING TO STBG

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	CON	0902-90-122	Cat 7:	\$2,076,000	\$519,000	\$0	\$0	\$0	\$2,595,000
2020	CON	0902-90-124	STBG:	\$2,125,000	\$531,250	\$0	\$0	\$0	\$2,656,250
Phase Subtotal:				\$4,201,000	\$1,050,250	\$0	\$0	\$0	\$5,251,250
2021	CON	0902-90-123	STBG:	\$2,215,000	\$553,750	\$0	\$0	\$0	\$2,768,750
2023	CON	0902-00-309	Cat 12:	\$650,000	\$162,500	\$0	\$0	\$0	\$812,500
2023	CON	0902-00-309	STBG:	\$2,054,000	\$513,500	\$0	\$0	\$0	\$2,567,500
Phase Subtotal:				\$2,704,000	\$676,000	\$0	\$0	\$0	\$3,380,000
2024	CON	0902-00-310	Cat 12:	\$1,420,000	\$355,000	\$0	\$0	\$0	\$1,775,000
2024	CON	0902-00-310	STBG:	\$4,829,600	\$1,207,400	\$0	\$0	\$0	\$6,037,000
Phase Subtotal:				\$6,249,600	\$1,562,400	\$0	\$0	\$0	\$7,812,000
Grand Total:				\$15,369,600	\$3,842,400	\$0	\$0	\$0	\$19,212,000

PROPOSED FEBRUARY 2025 TIP MODIFICATIONS FOR RTC MEETING

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	CON	0902-90-122	STBG:	\$2,076,000	\$519,000	\$0	\$0	\$0	\$2,595,000
2020	CON	0902-90-124	STBG:	\$2,125,000	\$531,250	\$0	\$0	\$0	\$2,656,250
Phase Subtotal:				\$4,201,000	\$1,050,250	\$0	\$0	\$0	\$5,251,250
2021	CON	0902-90-123	STBG:	\$2,215,000	\$553,750	\$0	\$0	\$0	\$2,768,750
2023	CON	0902-00-309	Cat 12:	\$650,000	\$162,500	\$0	\$0	\$0	\$812,500
2023	CON	0902-00-309	STBG:	\$2,054,000	\$513,500	\$0	\$0	\$0	\$2,567,500
Phase Subtotal:				\$2,704,000	\$676,000	\$0	\$0	\$0	\$3,380,000
2024	CON	0902-00-310	Cat 12:	\$700,000	\$175,000	\$0	\$0	\$0	\$875,000
2024	CON	0902-00-310	STBG:	\$2,036,000	\$509,000	\$0	\$0	\$0	\$2,545,000
2024	CON	0902-00-311	Cat 12:	\$720,000	\$180,000	\$0	\$0	\$0	\$900,000
2024	CON	0902-00-311	STBG:	\$2,614,770	\$653,693	\$0	\$0	\$0	\$3,268,463
Phase Subtotal:				\$6,070,770	\$1,517,693	\$0	\$0	\$0	\$7,588,463
2025	CON	0902-00-311	Cat 12(C):	\$430,000	\$107,500	\$0	\$0	\$0	\$537,500
2025	CON	0902-00-311	STBG:	\$178,830	\$44,708	\$0	\$0	\$0	\$223,538
Phase Subtotal:				\$608,830	\$152,208	\$0	\$0	\$0	\$761,038
Grand Total:				<u>\$15,799,600</u>	<u>\$3,949,901</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$19,749,501</u>

PROPOSED FEBRUARY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55108.1	Facility: US 75	Location/Limits From: AT NORTHAVEN ROAD	Modification #: 2025-0115
Implementing Agency: TXDOT-DALLAS			
County: DALLAS	CSJ: 0047-07-228		
City: DALLAS	Desc: CONSTRUCT BIKE/PEDESTRIAN BRIDGE OVER US 75 (ON SYSTEM SECTION)		
	Request: ADD CONSTRUCTION FUNDING IN FY2025 TO COVER CHANGE ORDERS AFTER LETTING		
	Comment: DALLAS CO AND CITY OF DALLAS ARE RESPONSIBLE FOR 50% OF TOTAL FUNDING FOR TIP 55108.1 AND 55108.2 WITH TXDOT AND RTC RESPONSIBLE FOR REST; THIS ACTION CREATES AN IMBALANCE TO PARTNERSHIP WHICH MUST BE RECTIFIED BEFORE FURTHER TXDOT OR RTC FUNDING INCREASES		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0047-07-228	SW PE:	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
2021	CON	0047-07-228	Cat 5:	\$3,075,426	\$768,857	\$0	\$0	\$0	\$3,844,283
Grand Total:				\$3,075,426	\$1,968,857	\$0	\$0	\$0	\$5,044,283

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0047-07-228	SW PE:	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
2021	CON	0047-07-228	Cat 5:	\$3,075,426	\$768,857	\$0	\$0	\$0	\$3,844,283
2025	CON	0047-07-228	Cat 5:	\$1,200,000	\$300,000	\$0	\$0	\$0	\$1,500,000
Grand Total:				\$4,275,426	\$2,268,857	\$0	\$0	\$0	\$6,544,283

PROPOSED FEBRUARY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55198	Facility: IH 35	Location/Limits From: US 380	Modification #: 2025-0116
Implementing Agency: TXDOT-DALLAS		Location/Limits To: US 77 NORTH OF DENTON	
County: DENTON	CSJ: 0195-03-087		
City: DENTON	Desc:	RECONSTRUCT AND WIDEN 4 TO 6 LANE RURAL FREEWAY WITH RAMP MODIFICATIONS AND 4 LANE CONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS	
	Request:	ADD CAT 11 COST OVERRUNS AND CHANGE ORDERS, CAT 11 ENERGY SECTOR, AND LOCAL CONTRIBUTION FUNDING TO FY2025 FOR COST INCREASE AT LETTING	
	Comment:	REGIONAL 10-YEAR PLAN PROJECT	

CURRENTLY APPROVED:

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0195-03-087	SW PE:	\$0	\$10,248,220	\$0	\$0	\$0	\$10,248,220
2021	ROW	0195-03-087	SW ROW:	\$18,868,761	\$2,096,529	\$0	\$0	\$0	\$20,965,290
2024	CON	0195-03-087	Cat 12:	\$151,767,540	\$37,941,885	\$0	\$0	\$0	\$189,709,425
2024	CON	0195-03-087	Cat 4:	\$34,918,324	\$8,729,581	\$0	\$0	\$0	\$43,647,905
Phase Subtotal:				\$186,685,864	\$46,671,466	\$0	\$0	\$0	\$233,357,330
2025	CON	0195-03-087	Cat 11 - Cost Overruns and Change Orders	\$9,540,442	\$2,385,111	\$0	\$0	\$0	\$11,925,553
2025	CON	0195-03-087	Cat 11 - Energy Sector	\$16,000,000	\$4,000,000	\$0	\$0	\$0	\$20,000,000
2025	CON	0195-03-087	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,452,495	\$1,452,495
Phase Subtotal:				\$25,540,442	\$6,385,111	\$0	\$0	\$1,452,495	\$33,378,048
Grand Total:				\$231,095,067	\$65,401,326	\$0	\$0	\$1,452,495	\$297,948,888

PROPOSED FEBRUARY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13033.6	Facility: IH 35E	Location/Limits From: NORTH TEXAS BLVD	Modification #: 2025-0117
Implementing Agency: TXDOT-DALLAS	Location/Limits To: IH 35W		
County: DENTON	CSJ: 0195-03-099		
City: VARIOUS	Desc: RECONSTRUCT INTERCHANGE AND EXISTING 4 LANE CONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS (FACILITY TRANSITION AREA)		
	Request: ADD ADDITIONAL CAT 12, ADD CAT 11 COST OVERRUNS AND CHANGE ORDERS, AND ADD CAT 11 ENERGY SECTOR FUNDING TO FY2025 FOR COST INCREASE AT LETTING		
	Comment: REGIONAL 10-YEAR PLAN PROJECT		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ROW	0195-03-099	SW ROW:	\$7,887,821	\$876,424	\$0	\$0	\$0	\$8,764,245
2021	ENG	0195-03-099	SW PE:	\$0	\$2,228,174	\$0	\$0	\$0	\$2,228,174
2023	UTIL	0195-03-099	SW ROW:	\$4,950,000	\$550,000	\$0	\$0	\$0	\$5,500,000
2024	CON	0195-03-099	Cat 12:	\$15,050,324	\$3,762,581	\$0	\$0	\$0	\$18,812,905
2024	CON	0195-03-099	Cat 2M:	\$28,006,655	\$7,001,664	\$0	\$0	\$0	\$35,008,319
2024	CON	0195-03-099	Cat 4:	\$25,115,279	\$6,278,820	\$0	\$0	\$0	\$31,394,099
Phase Subtotal:				\$68,172,258	\$17,043,065	\$0	\$0	\$0	\$85,215,323
Grand Total:				\$81,010,079	\$20,697,663	\$0	\$0	\$0	\$101,707,742

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ROW	0195-03-099	SW ROW:	\$7,887,821	\$876,424	\$0	\$0	\$0	\$8,764,245
2021	ENG	0195-03-099	SW PE:	\$0	\$2,228,174	\$0	\$0	\$0	\$2,228,174
2023	UTIL	0195-03-099	SW ROW:	\$4,950,000	\$550,000	\$0	\$0	\$0	\$5,500,000
2024	CON	0195-03-099	Cat 12:	\$15,050,324	\$3,762,581	\$0	\$0	\$0	\$18,812,905
2024	CON	0195-03-099	Cat 2M:	\$28,006,655	\$7,001,664	\$0	\$0	\$0	\$35,008,319
2024	CON	0195-03-099	Cat 4:	\$25,115,279	\$6,278,820	\$0	\$0	\$0	\$31,394,099
Phase Subtotal:				\$68,172,258	\$17,043,065	\$0	\$0	\$0	\$85,215,323
2025	CON	0195-03-099	Cat 11 - Cost Overruns and Change Orders	\$7,136,000	\$1,784,000	\$0	\$0	\$0	\$8,920,000
2025	CON	0195-03-099	Cat 11 - Energy Sector	\$15,050,324	\$3,762,581	\$0	\$0	\$0	\$18,812,905
2025	CON	0195-03-099	Cat 12:	\$2,589,676	\$647,419	\$0	\$0	\$0	\$3,237,095
Phase Subtotal:				\$24,776,000	\$6,194,000	\$0	\$0	\$0	\$30,970,000
Grand Total:				\$105,786,079	\$26,891,663	\$0	\$0	\$0	\$132,677,742

PROPOSED FEBRUARY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code:	13033.3	Facility:	IH 35	Location/Limits From:	IH 35W	Modification #:	2025-0118
Implementing Agency:	TXDOT-DALLAS	Location/Limits To:	US 380				
County:	DENTON	CSJ:	0195-03-090				
City:	DENTON	Desc:	RECONSTRUCT INTERCHANGE AND EXISTING 4 LANE CONTINUOUS TO 4/8 LANE CONTINUOUS FRONTAGE ROADS				
		Request:	ADD CAT 11 COST OVERRUNS AND CHANGE ORDERS AND CAT 11 ENERGY SECTOR FUNDING TO FY2025 FOR COST INCREASE AT LETTING				
		Comment:	REGIONAL 10-YEAR PLAN PROJECT; DENTON PRIORITY PROJECT #1				

CURRENTLY APPROVED:

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0195-03-090	SW PE:	\$0	\$8,555,182	\$0	\$0	\$0	\$8,555,182
2024	CON	0195-03-090	Cat 12:	\$104,650,122	\$26,162,530	\$0	\$0	\$0	\$130,812,652
2024	CON	0195-03-090	Cat 2M:	\$24,775,788	\$6,193,947	\$0	\$0	\$0	\$30,969,735
Phase Subtotal:				\$129,425,910	\$32,356,477	\$0	\$0	\$0	\$161,782,387
2025	CON	0195-03-090	Cat 11 - Cost Overruns and Change Orders	\$27,702,202	\$6,925,550	\$0	\$0	\$0	\$34,627,752
2025	CON	0195-03-090	Cat 11 - Energy Sector	\$7,560,000	\$1,890,000	\$0	\$0	\$0	\$9,450,000
Phase Subtotal:				\$35,262,202	\$8,815,550	\$0	\$0	\$0	\$44,077,752
Grand Total:				\$164,688,112	\$49,727,209	\$0	\$0	\$0	\$214,415,321

PROPOSED FEBRUARY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 40084	Facility: CS	Location/Limits From: OAKLAND/MILLER SRTS PROJECT; ALONG OAKLAND BLVD/MILLER AVE FROM EAST 1ST ST	Modification #: 2025-0121
Implementing Agency: FORT WORTH	Location/Limits To: RICHARDSON ST		
County: TARRANT	CSJ: 0902-90-296		
City: FORT WORTH	Desc:	RESTRIPE ROADWAY TO IMPROVE BICYCLE SAFETY AND ADD SAFETY COUNTERMEASURES TO EXISTING BICYCLE LANES INCLUDING LANE SEPARATORS, CONSTRUCT NEW BICYCLE AND PEDESTRIAN SIGNALIZATION AND INTERSECTION IMPROVEMENTS	
	Request:	SPLIT PORTION OF PROJECT INTO TIP 40084.1/CSJ 0902-90-350; DECREASE ENGINEERING AND CONSTRUCTION FUNDING; REVISE LIMITS TO OAKLAND/MILLER SRTS PROJECT; ALONG MILLER AVE FROM ROSEDALE ST TO EASTLAND STREET; REVISE SCOPE TO RESTRIPE ROADWAY TO IMPROVE BICYCLE SAFETY AND ADD SAFETY COUNTERMEASURES TO EXISTING BICYCLE LANES, INCLUDING LANE SEPARATORS, CONSTRUCT NEW BICYCLE AND PEDESTRIAN SIGNALIZATION, NEW ROUNDABOUT AND INTERSECTION IMPROVEMENTS; PROJECT GROUPED UNDER CSJ 5000-00-916	
	Comment:	PROJECT GROUPED UNDER CSJ 5000-00-916; 2022 TA SET ASIDE CALL FOR PROJECT; LOCAL CONTRIBUTION PAID BY CITY OF FORT WORTH; RELATED TO TIP 40084.1/CSJ 0902-90-350	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0902-90-296	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$356,866	\$356,866
2026	CON	0902-90-296	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$391,818	\$391,818
2026	CON	0902-90-296	Cat 9 TA Set Aside:	\$2,000,000	\$0	\$0	\$500,000	\$0	\$2,500,000
Phase Subtotal:				\$2,000,000	\$0	\$0	\$500,000	\$391,818	\$2,891,818
Grand Total:				\$2,000,000	\$0	\$0	\$500,000	\$748,684	\$3,248,684

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0902-90-296	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$131,477	\$131,477
2026	CON	0902-90-296	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$355,000	\$355,000
2026	CON	0902-90-296	Cat 9 TA Set Aside:	\$800,000	\$0	\$0	\$200,000	\$0	\$1,000,000
Phase Subtotal:				\$800,000	\$0	\$0	\$200,000	\$355,000	\$1,355,000
Grand Total:				\$800,000	\$0	\$0	\$200,000	\$486,477	\$1,486,477

PROPOSED FEBRUARY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25134	Facility: VA	Location/Limits From: ON LAKE JUNE RD FROM US 175 TO CHEYENNE RD, ON N ST AUGUSTINE RD FROM MILITARY PKWY TO US 175	Modification #: 2025-0122
Implementing Agency: DALLAS		Location/Limits To: ON MAPLE AVE FROM W MOCKINGBIRD LN TO DNT, ON CAMP WISDOM RD FROM COCKRELL HILL RD TO IH35E, AND	
County: DALLAS	CSJ: 0000-18-006		
City: DALLAS	Desc: ON FERGUSON RD FROM IH 30 TO IH 635; CONSTRUCT PEDESTRIAN IMPROVEMENTS INCLUDING PED BEACONS, CROSSWALKS, SIGNAGE, LIGHTING, PED REFUGE ISLANDS, SIDEWALK IMPROVEMENTS, AND RELOCATING/IMPROVING BUS STOPS ALONG 5 HIGH INJURY CORRIDORS		
	Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		
	Comment: FY2024 SAFE STREETS AND ROADS FOR ALL GRANT		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	CON	0000-18-006	Cat 10 - SS4A	\$9,240,000	\$0	\$0	\$2,310,000	\$0	\$11,550,000
Grand Total:				\$9,240,000	\$0	\$0	\$2,310,000	\$0	\$11,550,000

TIP Code: 55297.1	Facility: FM 407	Location/Limits From: FM 156	Modification #: 2025-0125
Implementing Agency: TXDOT-DALLAS		Location/Limits To: WEST OF IH 35W	
County: DENTON	CSJ: 1310-01-048		
City: NORTHLAKE	Desc: RECONSTRUCT AND WIDEN 2 TO 4 LANE ROADWAY (6 LANE ULTIMATE)		
	Request: REVISE LIMITS TO ON FM 407 FROM JUNCTION FM 407 TO WEST OF IH 35W; REVISE CITY TO VARIOUS; DECREASE ENGINEERING AND ROW FUNDING; RELATED TO NEW BREAKOUT PROJECT TIP 55297.4/CSJ 1310-05-002		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	1310-01-048	SW PE:	\$0	\$6,178,662	\$0	\$0	\$0	\$6,178,662
2025	ROW	1310-01-048	SW ROW:	\$0	\$11,839,151	\$0	\$0	\$0	\$11,839,151
Grand Total:				\$0	\$18,017,813	\$0	\$0	\$0	\$18,017,813

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	1310-01-048	SW PE:	\$0	\$2,066,634	\$0	\$0	\$0	\$2,066,634
2025	ROW	1310-01-048	SW ROW:	\$0	\$7,883,089	\$0	\$0	\$0	\$7,883,089
Grand Total:				\$0	\$9,949,723	\$0	\$0	\$0	\$9,949,723

PROPOSED FEBRUARY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code:	16008.1	Facility:	VA	Location/Limits From:	SYSTEM MNGR SUPP SERVICES TO ENSURE SYSTEMS WORK AS INTENDED AND CAN COMMUNICATE WITH EACH OTHER ACROSS THE REGION	Modification #:	2025-0127
Implementing Agency:	NCTCOG	Location/Limits To:	CONTRACT SERVICES TO PROVIDE OVERSIGHT FOR IMPLEMENTATION OF REGIONAL TSMO DATA EXCHANGE, TRANSPORTATION MGMT SYSTEM,				
County:	VARIOUS	CSJ:	N/A				
City:	VARIOUS	Desc:	C2C APPS, EVENT MGMT APPS, 511DFW, WORK ZONE DATA EXCHANGE, CONNECTED VEHICLE SYSTEMS TO SUPPORT REGIONAL EFFORTS INCLUDING PLANNING, PROCUREMENT, IMPLEMENTATION, VALIDATION, AND OPERATIONS				
		Request:	ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); FUNDING OFFSET BY DECREASE ON TIP 16008/CSJ 0918-00-413				
		Comment:	240,000 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING; PROJECT CAN BE FOUND IN 3.07 CONGESTION MANAGEMENT OPERATIONS IN THE 2024-2025 UPWP				

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	IMP	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$100,000	\$0	\$0	\$0
2025	IMP	N/A	STBG:	\$500,000	\$0	\$0	\$0	\$0	\$500,000
Phase Subtotal:				\$500,000	\$0	\$100,000	\$0	\$0	\$500,000
2026	IMP	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$140,000	\$0	\$0	\$0
2026	IMP	N/A	STBG:	\$700,000	\$0	\$0	\$0	\$0	\$700,000
Phase Subtotal:				\$700,000	\$0	\$140,000	\$0	\$0	\$700,000
Grand Total:				\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000

PROPOSED FEBRUARY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 16008	Facility: VA	Location/Limits From: TECHNOLOGY AND INNOVATION 3.0	Modification #: 2025-0128
Implementing Agency: NCTCOG		Location/Limits To: STAFF SUPPORT FOR PROJECTS FOCUSED ON IMPROVING REGIONAL BROADBAND ACCESS FOR TRANSPORTATION PURPOSES,	
County: VARIOUS	CSJ: 0918-00-413		
City: VARIOUS	Desc:	COORDINATING AND SUPPORTING EMERGING MOBILITY TECHNOLOGY DEPLOYMENTS AND CONNECTED VEHICLE/INFRASTRUCTURE IMPROVEMENTS; SUPPORTING WORKFORCE DEVELOPMENT AND RESEARCH INITIATIVES; AND MANAGING ADMINISTRATIVE TASKS TO FACILITATE PROJECTS	
	Request:	ADD STBG FOR PASS-THROUGH FUNDING AS APPROVED BY THE RTC ON OCTOBER 13, 2022; DECREASE TOTAL PASS-THROUGH FUNDING BY \$1,200,000 AND DELAY TO FY2029 TO OFFSET INCREASE ON TIP 16008.1	
	Comment:	1,840,000 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 TDCS	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	IMP	0918-00-413	Cat 3 - TDC (MPO):	\$0	\$0	\$180,000	\$0	\$0	\$0
2025	IMP	0918-00-413	STBG:	\$900,000	\$0	\$0	\$0	\$0	\$900,000
Phase Subtotal:				\$900,000	\$0	\$180,000	\$0	\$0	\$900,000
2026	IMP	0918-00-413	Cat 3 - TDC (MPO):	\$0	\$0	\$150,000	\$0	\$0	\$0
2026	IMP	0918-00-413	STBG:	\$750,000	\$0	\$0	\$0	\$0	\$750,000
Phase Subtotal:				\$750,000	\$0	\$150,000	\$0	\$0	\$750,000
Grand Total:				<u>\$1,650,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,650,000</u>

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	IMP	0918-00-413	Cat 3 - TDC (MPO):	\$0	\$0	\$180,000	\$0	\$0	\$0
2025	IMP	0918-00-413	STBG:	\$900,000	\$0	\$0	\$0	\$0	\$900,000
Phase Subtotal:				\$900,000	\$0	\$180,000	\$0	\$0	\$900,000
2026	IMP	0918-00-413	Cat 3 - TDC (MPO):	\$0	\$0	\$150,000	\$0	\$0	\$0
2026	IMP	0918-00-413	STBG:	\$750,000	\$0	\$0	\$0	\$0	\$750,000
Phase Subtotal:				\$750,000	\$0	\$150,000	\$0	\$0	\$750,000
2029	IMP	0918-00-413	Cat 3 - TDC (MPO):	\$0	\$0	\$1,510,000	\$0	\$0	\$0
2029	IMP	0918-00-413	STBG:	\$7,550,000	\$0	\$0	\$0	\$0	\$7,550,000
Phase Subtotal:				\$7,550,000	\$0	\$1,510,000	\$0	\$0	\$7,550,000
Grand Total:				<u>\$9,200,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$9,200,000</u>

PROPOSED FEBRUARY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21016.1	Facility: VA	Location/Limits From: REGIONAL DATA HUB - DFW MPO BOUNDARY	Modification #: 2025-0129
Implementing Agency: NCTCOG		Location/Limits To: DEPLOYMENT AND ADAPTATION OF THE CALTRANS TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS DATA ENGINE	
County: VARIOUS	CSJ: 0918-00-364, 0918-00-371		
City: VARIOUS	Desc:	TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S ROADWAYS BY INTEGRATING DATA SOURCES, INCLUDING REGIONAL 511 AND OTHER TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYSTEMS, AND FACILITATING DATA SHARING WITHIN THE REGION; INCLUDES NCTCOG STAFF TIME	
	Request:	ADD RTR 161-ESA 2 FUNDING FOR IMPLEMENTATION IN FY2025 AND FY2026 THEREBY ADDING THE PROJECT TO THE 2025-2028 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
	Comment:	280,000 OF TRANSPORATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-00-364	Cat 3 - RTR 121 - East Set Aside 2:	\$0	\$0	\$200,000	\$0	\$0	\$200,000
2023	ENG	0918-00-371	Cat 3 - TDC (MPO):	\$0	\$0	\$280,000	\$0	\$0	\$0
2023	ENG	0918-00-371	STBG:	\$1,400,000	\$0	\$0	\$0	\$0	\$1,400,000
Phase Subtotal:				\$1,400,000	\$0	\$480,000	\$0	\$0	\$1,600,000
Grand Total:				\$1,400,000	\$0	\$200,000	\$0	\$0	\$1,600,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-00-364	Cat 3 - RTR 121 - East Set Aside 2:	\$0	\$0	\$200,000	\$0	\$0	\$200,000
2023	ENG	0918-00-371	Cat 3 - TDC (MPO):	\$0	\$0	\$280,000	\$0	\$0	\$0
2023	ENG	0918-00-371	STBG:	\$1,400,000	\$0	\$0	\$0	\$0	\$1,400,000
Phase Subtotal:				\$1,400,000	\$0	\$480,000	\$0	\$0	\$1,600,000
2025	IMP	N/A	Cat 3 - RTR 161 - East Set Aside 2:	\$0	\$0	\$250,000	\$0	\$0	\$250,000
2026	IMP	N/A	Cat 3 - RTR 161 - East Set Aside 2:	\$0	\$0	\$300,000	\$0	\$0	\$300,000
Grand Total:				\$1,400,000	\$0	\$750,000	\$0	\$0	\$2,150,000

PROPOSED FEBRUARY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 16007.1	Facility: VA	Location/Limits From: LIMITED ACCESS FACILITIES IN DALLAS DISTRICT	Modification #: 2025-0130
Implementing Agency: NCTCOG		Location/Limits To: SUCH AS US 75, IH 635, IH 30, IH 20, SH 114, SH 183, IH 35W, SL12, US 67, US 80, IH 35E, IH 45, US 175	
County: VARIOUS	CSJ: N/A		
City: VARIOUS	Desc:	CONTRACT WITH TOW TRUCK OPERATORS TO STAGE TOW TRUCKS FOR QUICK CLEARANCE OF ABANDON VEHICLES, STRANDED MOTORISTS OR CRASHES TO REDUCE CONGESTION AND IMPROVE SAFETY	
	Request:	ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
	Comment:	160,000 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	IMP	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$80,000	\$0	\$0	\$0
2025	IMP	N/A	STBG:	\$400,000	\$0	\$0	\$0	\$0	\$400,000
Phase Subtotal:				\$400,000	\$0	\$80,000	\$0	\$0	\$400,000
2026	IMP	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$80,000	\$0	\$0	\$0
2026	IMP	N/A	STBG:	\$400,000	\$0	\$0	\$0	\$0	\$400,000
Phase Subtotal:				\$400,000	\$0	\$80,000	\$0	\$0	\$400,000
Grand Total:				\$800,000	\$0	\$0	\$0	\$0	\$800,000

PROPOSED FEBRUARY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 53109	Facility: US 80	Location/Limits From: EAST OF TOWN EAST BLVD	Modification #: 2025-0134
Implementing Agency: TXDOT-DALLAS		Location/Limits To: EAST OF BELT LINE RD	
County: DALLAS	CSJ: 0095-02-107		
City: MESQUITE	Desc: RECONSTRUCT AND WIDEN 4 TO 6/8 MAINLANES AND 2/4/6 LANE CONTINUOUS FRONTAGE ROAD TO 4/6 LANE CONTINUOUS FRONTAGE ROADS AND RECONSTRUCT IH 635 INTERCHANGE		
	Request: ADD ADDITIONAL CAT 12 FUNDING TO FY2025 FOR COST INCREASE AT LETTING		
	Comment: REGIONAL 10-YEAR PLAN PROJECT		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0095-02-107	SW PE:	\$0	\$11,989,900	\$0	\$0	\$0	\$11,989,900
2023	ROW	0095-02-107	SW ROW:	\$7,823,926	\$977,991	\$0	\$977,991	\$0	\$9,779,908
2024	CON	0095-02-107	Cat 12:	\$18,696,318	\$4,674,080	\$0	\$0	\$0	\$23,370,398
2024	CON	0095-02-107	Cat 2M:	\$30,333,411	\$7,583,353	\$0	\$0	\$0	\$37,916,764
2024	CON	0095-02-107	Cat 4:	\$182,723,744	\$45,680,936	\$0	\$0	\$0	\$228,404,680
Phase Subtotal:				\$231,753,473	\$57,938,369	\$0	\$0	\$0	\$289,691,842
Grand Total:				\$239,577,399	\$70,906,260	\$0	\$977,991	\$0	\$311,461,650

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0095-02-107	SW PE:	\$0	\$11,989,900	\$0	\$0	\$0	\$11,989,900
2023	ROW	0095-02-107	SW ROW:	\$7,823,926	\$977,991	\$0	\$977,991	\$0	\$9,779,908
2024	CON	0095-02-107	Cat 12:	\$18,696,318	\$4,674,080	\$0	\$0	\$0	\$23,370,398
2024	CON	0095-02-107	Cat 2M:	\$30,333,411	\$7,583,353	\$0	\$0	\$0	\$37,916,764
2024	CON	0095-02-107	Cat 4:	\$182,723,744	\$45,680,936	\$0	\$0	\$0	\$228,404,680
Phase Subtotal:				\$231,753,473	\$57,938,369	\$0	\$0	\$0	\$289,691,842
2025	CON	0095-02-107	Cat 12:	\$41,978,418	\$10,494,604	\$0	\$0	\$0	\$52,473,022
Grand Total:				\$281,555,817	\$81,400,864	\$0	\$977,991	\$0	\$363,934,672

PROPOSED FEBRUARY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 53110.2	Facility: IH 635	Location/Limits From: AT US 80 INTERCHANGE	Modification #: 2025-0135
Implementing Agency: TXDOT-DALLAS			
County: DALLAS	CSJ: 2374-02-162		
City: MESQUITE	Desc: RECONSTRUCT EXISTING INTERCHANGE		
	Request: ADD LOCAL CONTRIBUTION AND ADDITIONAL CAT 12 FUNDING IN FY2025 FOR COST INCREASE AT LETTING; REVISE CAT 4 AND CAT 12 FUNDING TO BE 90% FEDERAL AND 10% STATE VS 80% FEDERAL AND 20% STATE; REVISE ROW FUNDING TO BE 80% FEDERAL AND 20% STATE VS 90% FEDERAL AND 10% STATE		
	Comment: REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 53110/CSJ 0095-02-096		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	2374-02-162	SW PE:	\$0	\$8,420,148	\$0	\$0	\$0	\$8,420,148
2023	ROW	2374-02-162	SW ROW:	\$30,931,157	\$3,436,795	\$0	\$0	\$0	\$34,367,952
2024	CON	2374-02-162	Cat 12:	\$51,058,336	\$12,764,584	\$0	\$0	\$0	\$63,822,920
2024	CON	2374-02-162	Cat 4:	\$103,396,310	\$25,849,078	\$0	\$0	\$0	\$129,245,388
Phase Subtotal:				\$154,454,646	\$38,613,662	\$0	\$0	\$0	\$193,068,308
Grand Total:				\$185,385,803	\$50,470,605	\$0	\$0	\$0	\$235,856,408

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	2374-02-162	SW PE:	\$0	\$8,420,148	\$0	\$0	\$0	\$8,420,148
2023	ROW	2374-02-162	SW ROW:	\$27,494,362	\$6,873,590	\$0	\$0	\$0	\$34,367,952
2024	CON	2374-02-162	Cat 12:	\$57,440,628	\$6,382,292	\$0	\$0	\$0	\$63,822,920
2024	CON	2374-02-162	Cat 4:	\$116,320,848	\$12,924,539	\$0	\$0	\$0	\$129,245,387
Phase Subtotal:				\$173,761,476	\$19,306,831	\$0	\$0	\$0	\$193,068,307
2025	CON	2374-02-162	Cat 12:	\$7,656,724	\$850,747	\$0	\$0	\$0	\$8,507,471
2025	CON	2374-02-162	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,014,582	\$1,014,582
Phase Subtotal:				\$7,656,724	\$850,747	\$0	\$0	\$1,014,582	\$9,522,053
Grand Total:				\$208,912,562	\$35,451,316	\$0	\$0	\$1,014,582	\$245,378,460

PROPOSED FEBRUARY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55297.4	Facility: FM 407	Location/Limits From: WEST OF FM 156	Modification #: 2025-0136
Implementing Agency: TXDOT-DALLAS		Location/Limits To: JUNCTION FM 407	
County: DENTON	CSJ: 1310-05-002		
City: VARIOUS	Desc: REALIGN AND CONSTUCT 0 TO 4 LANE ROADWAY (6 LANE ULTIMATE)		
	Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); BREAKOUT FROM TIP 55297.1/CSJ 1310-01-048 AND TIP 55297.3/CSJ 1568-02-016		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	1310-05-002	SW PE:	\$0	\$7,362,009	\$0	\$0	\$0	\$7,362,009
2025	ROW	1310-05-002	SW ROW:	\$0	\$19,657,269	\$0	\$0	\$0	\$19,657,269
Grand Total:				\$0	\$27,019,278	\$0	\$0	\$0	\$27,019,278

TIP Code: 13004.1	Facility: FM 1810	Location/Limits From: WEST OF CR 1170	Modification #: 2025-0138
Implementing Agency: TXDOT-FORT WORTH		Location/Limits To: INTERSECTION OF US 81/287 AT FM 1810	
County: WISE	CSJ: 2418-01-013		
City: DECATUR	Desc: REALIGNMENT OF FM 1810 AND GRADE SEPARATION AND RETAINING WALLS AT REALIGNED INTERSECTION AT US 81/287 & BU 81D		
	Request: REVISE SCOPE TO CONSTRUCT 0 TO 4 LANE ROADWAY ON NEW ALIGNMENT OF FM 1810; ADVANCE ENGINEERING TO FY2018		
	Comment: REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 13004.2/CSJ 0013-07-083 AND 13004.3/CSJ 0013-09-012		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	2418-01-013	SW PE:	\$3,680,000	\$920,000	\$0	\$0	\$0	\$4,600,000
2026	ROW	2418-01-013	SW ROW:	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
2026	UTIL	2418-01-013	SW ROW:	\$1,200,000	\$300,000	\$0	\$0	\$0	\$1,500,000
2029	CON	2418-01-013	Cat 2M:	\$10,640,000	\$2,660,000	\$0	\$0	\$0	\$13,300,000
Grand Total:				\$15,520,000	\$8,880,000	\$0	\$0	\$0	\$24,400,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	2418-01-013	SW PE:	\$3,680,000	\$920,000	\$0	\$0	\$0	\$4,600,000
2026	ROW	2418-01-013	SW ROW:	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
2026	UTIL	2418-01-013	SW ROW:	\$1,200,000	\$300,000	\$0	\$0	\$0	\$1,500,000
2029	CON	2418-01-013	Cat 2M:	\$10,640,000	\$2,660,000	\$0	\$0	\$0	\$13,300,000
Grand Total:				\$15,520,000	\$8,880,000	\$0	\$0	\$0	\$24,400,000

PROPOSED FEBRUARY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 54064	Facility: SH 161	Location/Limits From: SOUTH OF CONFLANS RD	Modification #: 2025-0144
Implementing Agency: TXDOT-DALLAS		Location/Limits To: NORTH OF SH 114	
County: DALLAS	CSJ: 2964-01-022		
City: IRVING	Desc:	INTERIM OPERATIONAL BOTTLENECK IMPROVEMENT, ITS, AND ILLUMINATION	
	Request:	REVISE PROGRAMMING TO MATCH TXDOT FINAL STATEMENT FOR AN OVERALL COST INCREASE	
	Comment:	480,000 OF STATE TRANSPORTATION DEVELOPMENT CREDITS (TDC [TTC]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	2964-01-022	SBPE:	\$0	\$100,000	\$0	\$0	\$0	\$100,000
2014	CON	2964-01-022	Cat 1:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2014	CON	2964-01-022	Cat 11:	\$560,000	\$140,000	\$0	\$0	\$0	\$700,000
2014	CON	2964-01-022	Cat 3 - RTR 161 - DA1:	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000
2014	CON	2964-01-022	Cat 5:	\$640,000	\$160,000	\$0	\$0	\$0	\$800,000
Phase Subtotal:				\$2,800,000	\$700,000	\$1,000,000	\$0	\$0	\$4,500,000
Grand Total:				\$2,800,000	\$800,000	\$1,000,000	\$0	\$0	\$4,600,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	2964-01-022	SBPE:	\$0	\$682,694	\$0	\$0	\$0	\$682,694
2014	CON	2964-01-022	Cat 1:	\$1,700,000	\$0	\$0	\$0	\$0	\$1,700,000
2014	CON	2964-01-022	Cat 11:	\$700,000	\$0	\$0	\$0	\$0	\$700,000
2014	CON	2964-01-022	Cat 3 - RTR 161 - DA1:	\$0	\$0	\$1,498,938	\$0	\$0	\$1,498,938
2014	CON	2964-01-022	Cat 3 - TDC (TTC):	\$0	\$0	\$480,000	\$0	\$0	\$0
2014	CON	2964-01-022	Cat 5:	\$640,000	\$160,000	\$0	\$0	\$0	\$800,000
Phase Subtotal:				\$3,040,000	\$160,000	\$1,978,938	\$0	\$0	\$4,698,938
Grand Total:				\$3,040,000	\$842,694	\$1,498,938	\$0	\$0	\$5,381,632

PROPOSED FEBRUARY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14022	Facility: CS	Location/Limits From: ON RANDOL MILL RD FROM COOPER ST	Modification #: 2025-0145
Implementing Agency: ARLINGTON		Location/Limits To: FM 157 (COLLINS ST)	
County: TARRANT	CSJ: 0902-90-325		
City: ARLINGTON	Desc:	RECONSTRUCT AND WIDEN 4 TO 6 LANES INCLUDING SIDEWALKS, STREETLIGHTS, AND LANDSCAPING	
	Request:	REVISE SCOPE TO N COOPER ST TO COLLINS ST: RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES INCLUDING SIDEWALKS, STREETLIGHTS, AND LANDSCAPING; COLLINS ST TO CEDARLAND PLAZA DR: CONSTRUCT DRAINAGE IMPROVEMENTS; REVISE LIMITS TO ON RANDOL MILL RD FROM COOPER ST TO CEDARLAND PLAZA DR	
	Comment:	NCTCOG PROVIDING \$17.5M FOR RANDOL MILL RD REBUILD IN RETURN FOR CITY PROVIDING FUNDS FOR FIFA 2026 WORLD CUP PARTNERSHIP; LOCAL CONTRIBUTION PROVIDED BY ARLINGTON AND TARRANT COUNTY	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENV	0902-90-325	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$559,289	\$559,289
2024	ENG	0902-90-325	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,934,156	\$4,934,156
2025	ROW	0902-90-325	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$11,000,000	\$11,000,000
2027	CON	0902-90-325	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,970,000	\$2,970,000
2027	CON	0902-90-325	STBG:	\$17,500,000	\$0	\$0	\$4,375,000	\$0	\$21,875,000
Phase Subtotal:				\$17,500,000	\$0	\$0	\$4,375,000	\$2,970,000	\$24,845,000
Grand Total:				\$17,500,000	\$0	\$0	\$4,375,000	\$19,463,445	\$41,338,445

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENV	0902-90-325	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$559,289	\$559,289
2024	ENG	0902-90-325	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,934,156	\$4,934,156
2025	ROW	0902-90-325	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$11,000,000	\$11,000,000
2027	CON	0902-90-325	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,970,000	\$2,970,000
2027	CON	0902-90-325	STBG:	\$17,500,000	\$0	\$0	\$4,375,000	\$0	\$21,875,000
Phase Subtotal:				\$17,500,000	\$0	\$0	\$4,375,000	\$2,970,000	\$24,845,000
Grand Total:				\$17,500,000	\$0	\$0	\$4,375,000	\$19,463,445	\$41,338,445

Revisions since STTC Meeting: This modification request was included in public meeting materials but not included in STTC meeting materials.

PROPOSED FEBRUARY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21093.4	Facility: IH 20	Location/Limits From: FM 1884	Modification #: 2025-0148
Implementing Agency: TXDOT-FORT WORTH		Location/Limits To: SH 171	
County: PARKER	CSJ: 0314-07-070		
City: WEATHERFORD	Desc:	CONSTRUCT NEW RAMPS AND AUXILIARY LANES, AND PAVEMENT MARKINGS	
	Request:	ADD CONSTRUCTION FUNDING IN FY2029 FROM TIP 24028/CSJ 0314-07-086 TO REMOVE DUPLICATE ENTRY; REVISE SCOPE TO CONSTRUCT NEW RAMPS AND AUXILIARY LANES AT BETHEL RD; INCREASE ENGINEERING FUNDING IN FY2025	
	Comment:	FUNDING CONTINGENT UPON PROJECT BEING DESIGNED TO PREVENT THROWAWAY WHEN THE IH 20 CORRIDOR IN THE AREA IS RECONSTRUCTED; TXDOT TO LET THE PROJECT ONCE DESIGNED BY PARKER CO; LOCAL CONTRIBUTION TO BE PAID BY PARKER COUNTY	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0314-07-070	SW PE:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
Grand Total:				\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENV	0314-07-070	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,040,000	\$3,040,000
2025	ENG	0314-07-070	SW PE:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2029	CON	0314-07-070	STBG:	\$15,392,000	\$3,848,000	\$0	\$0	\$0	\$19,240,000
Grand Total:				\$16,992,000	\$4,248,000	\$0	\$0	\$3,040,000	\$24,280,000

TIP Code: 14055	Facility: CS	Location/Limits From: UNIVERSITY DRIVE FROM TRAIL DRIVE	Modification #: 2025-0149
Implementing Agency: FORT WORTH		Location/Limits To: ROSEDALE BRIDGE	
County: TARRANT	CSJ: 0902-90-169, 0902-90-344		
City: FORT WORTH	Desc:	REHABILITATE 6 TO 6 LANE ROADWAY (MILL AND OVERLAY) AND CONSTRUCT PEDESTRIAN IMPROVEMENTS INCLUDING NEW AND WIDENED SIDEWALKS, CROSSWALKS, WAYFINDING SIGNAGE, AND TRAFFIC SIGNALS	
	Request:	INCREASE STBG FUNDING IN FY2026; REVISE SCOPE TO REHABILITATE 6 TO 6 LANE ROADWAY AND CONSTRUCT PEDESTRIAN IMPROVEMENTS INCLUDING NEW AND WIDENED SIDEWALKS, CROSSWALKS, WAYFINDING SIGNAGE, TRAFFIC SIGNALS, AND INTERSECTION IMPROVEMENTS AT UNIVERSITY DR AND IH 30	
	Comment:	1,713,616 TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CITY OF FORT WORTH MTP POLICY BUNDLE TDCs; CMAQ FOR NEW SIDEWALKS, CROSSWALKS, SIGNAL, & INTERSECTION IMPROVEMENTS	

PROPOSED FEBRUARY 2025 TIP MODIFICATIONS FOR RTC MEETING

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENV	0902-90-169	Cat 3 - TDC (MPO):	\$0	\$0	\$12,360	\$0	\$0	\$0
2021	ENV	0902-90-169	Cat 5:	\$61,800	\$0	\$0	\$0	\$0	\$61,800
Phase Subtotal:				\$61,800	\$0	\$12,360	\$0	\$0	\$61,800
2021	ENG	0902-90-169	Cat 3 - TDC (MPO):	\$0	\$0	\$190,479	\$0	\$0	\$0
2021	ENG	0902-90-169	Cat 5:	\$952,395	\$0	\$0	\$0	\$0	\$952,395
Phase Subtotal:				\$952,395	\$0	\$190,479	\$0	\$0	\$952,395
2026	CON	0902-90-169	Cat 3 - TDC (MPO):	\$0	\$0	\$1,510,777	\$0	\$0	\$0
2026	CON	0902-90-169	Cat 5:	\$7,553,887	\$0	\$0	\$0	\$0	\$7,553,887
2026	CON	0902-90-344	STBG:	\$2,680,000	\$0	\$0	\$670,000	\$0	\$3,350,000
Phase Subtotal:				\$10,233,887	\$0	\$1,510,777	\$670,000	\$0	\$10,903,887
Grand Total:				<u>\$11,248,082</u>	<u>\$0</u>	<u>\$0</u>	<u>\$670,000</u>	<u>\$0</u>	<u>\$11,918,082</u>

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENV	0902-90-169	Cat 3 - TDC (MPO):	\$0	\$0	\$12,360	\$0	\$0	\$0
2021	ENV	0902-90-169	Cat 5:	\$61,800	\$0	\$0	\$0	\$0	\$61,800
Phase Subtotal:				\$61,800	\$0	\$12,360	\$0	\$0	\$61,800
2021	ENG	0902-90-169	Cat 3 - TDC (MPO):	\$0	\$0	\$190,479	\$0	\$0	\$0
2021	ENG	0902-90-169	Cat 5:	\$952,395	\$0	\$0	\$0	\$0	\$952,395
Phase Subtotal:				\$952,395	\$0	\$190,479	\$0	\$0	\$952,395
2026	CON	0902-90-169	Cat 3 - TDC (MPO):	\$0	\$0	\$1,510,777	\$0	\$0	\$0
2026	CON	0902-90-169	Cat 5:	\$7,553,887	\$0	\$0	\$0	\$0	\$7,553,887
2026	CON	0902-90-344	STBG:	\$2,960,000	\$0	\$0	\$740,000	\$0	\$3,700,000
Phase Subtotal:				\$10,513,887	\$0	\$1,510,777	\$740,000	\$0	\$11,253,887
Grand Total:				<u>\$11,528,082</u>	<u>\$0</u>	<u>\$0</u>	<u>\$740,000</u>	<u>\$0</u>	<u>\$12,268,082</u>

PROPOSED FEBRUARY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14064	Facility: VA	Location/Limits From: ON KCS TRAIL CONNECTOR FROM LBJ/SKILLMAN DART STATION	Modification #: 2025-0151
Implementing Agency: DALLAS		Location/Limits To: RICHARDSON CITY LIMIT	
County: DALLAS	CSJ: 0918-47-273		
City: DALLAS	Desc: CONSTRUCT SHARED USE PATH		
	Request: CANCEL PROJECT AS ALIGNMENT WAS NOT FEASIBLE AND REMOVE FROM THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)		
	Comment: CITY TO REPAY OBLIGATED FUNDS		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0918-47-273	Cat 3 - TDC (MPO):	\$0	\$0	\$80,000	\$0	\$0	\$0
2020	ENG	0918-47-273	Cat 5:	\$400,000	\$0	\$0	\$0	\$0	\$400,000
Phase Subtotal:				\$400,000	\$0	\$80,000	\$0	\$0	\$400,000
2029	CON	0918-47-273	Cat 3 - TDC (MPO):	\$0	\$0	\$720,000	\$0	\$0	\$0
2029	CON	0918-47-273	Cat 5:	\$3,600,000	\$0	\$0	\$0	\$0	\$3,600,000
Phase Subtotal:				\$3,600,000	\$0	\$720,000	\$0	\$0	\$3,600,000
Grand Total:				<u>\$4,000,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$4,000,000</u>

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0918-47-273	Cat 3 - TDC (MPO):	\$0	\$0	\$80,000	\$0	\$0	\$0
2020	ENG	0918-47-273	Cat 5:	\$400,000	\$0	\$0	\$0	\$0	\$400,000
Phase Subtotal:				\$400,000	\$0	\$80,000	\$0	\$0	\$400,000
2029	CON	0918-47-273	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2029	CON	0918-47-273	Cat 5:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				<u>\$400,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$400,000</u>

PROPOSED FEBRUARY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25025	Facility: CS	Location/Limits From: WHEATLAND RD FROM DALLAS/LANCASTER CITY LIMIT	Modification #: 2025-0153
Implementing Agency: DALLAS		Location/Limits To: UNIVERSITY HILLS ALONG THE DALLAS/LANCASTER CITY LIMITS	
County: DALLAS	CSJ: 0918-47-237		
City: DALLAS	Desc:	CONSTRUCT 0 TO 4 LANE DIVIDED ROADWAY AND BICYCLE/PEDESTRIAN FACILITIES	
	Request:	INCREASE CONSTRUCTION FUNDING IN FY2026	
	Comment:	PART OF COST OVERRUN PARTNERSHIP WITH THE CITY OF DALLAS FOR PART OF COST OVERRUN PARTNERSHIP WITH THE CITY OF DALLAS FOR TIP 40075/CSJ 0918-47-327, TIP 40078/CSJ 0918-47-325, TIP 25093/CSJ 0918-47-362, TIP 40073/CSJ 0918-47-326, TIP 83216, AND TIP 83216.1	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	CON	0918-47-237	STBG:	\$3,400,000	\$0	\$0	\$850,000	\$0	\$4,250,000
Grand Total:				\$3,400,000	\$0	\$0	\$850,000	\$0	\$4,250,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	CON	0918-47-237	STBG:	\$11,168,000	\$0	\$0	\$2,792,000	\$0	\$13,960,000
Grand Total:				\$11,168,000	\$0	\$0	\$2,792,000	\$0	\$13,960,000

TIP Code: 83216	Facility: CS	Location/Limits From: N HASKELL AVE FROM US 75 NB FRONTAGE ROAD	Modification #: 2025-0154
Implementing Agency: DALLAS		Location/Limits To: CAPITOL AVE	
County: DALLAS	CSJ: N/A		
City: DALLAS	Desc:	CONSTRUCT PEDESTRIAN IMPROVEMENTS INCLUDING CROSSWALKS, MEDIAN SIDEWALK, PEDESTRIAN SIGNALS, AND ROADWAY IMPROVEMENTS TO INCLUDE DUAL LEFT-HANDED TURN LANES ON EASTBOUND N HASKELL AVENUE	
	Request:	ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)	
	Comment:	PART OF COST OVERRUN PARTNERSHIP WITH THE CITY OF DALLAS FOR TIP 40075/CSJ 0918-47-327, TIP 40078/CSJ 0918-47-325, TIP 25025/CSJ 0918-47-237, TIP 25093/CSJ 0918-47-362, TIP 40073/CSJ 0918-47-326, AND TIP 83216.1	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	CON	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
Grand Total:				\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000

PROPOSED FEBRUARY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 83216.1

Implementing Agency: DALLAS

County: DALLAS

City: DALLAS

Facility: VA

CSJ: N/A

Desc: SIGNAL REPLACEMENT AT SB US 75 FRONTAGE ROAD AND N HASKELL AVE; EXTENSION OF SB US 75 FRONTAGE ROAD LEFT TURN BAY AND PLACEMENT OF FIBER OPTIC CONNECTIVITY

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

Comment: PART OF COST OVERRUN PARTNERSHIP WITH THE CITY OF DALLAS FOR TIP 40075/CSJ 0918-47-327, TIP 40078/CSJ 0918-47-325, TIP 25025/CSJ 0918-47-237, TIP 25093/CSJ 0918-47-362, TIP 40073/CSJ 0918-47-326, AND TIP 83216

Location/Limits From: US 75 SOUTHBOUND

Location/Limits To: N HASKELL AVE

Modification #: 2025-0155

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	N/A	STBG:	\$1,880,000	\$0	\$0	\$470,000	\$0	\$2,350,000
Grand Total:				\$1,880,000	\$0	\$0	\$470,000	\$0	\$2,350,000

PROPOSED FEBRUARY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21039	Facility: SH 180	Location/Limits From: ON MAIN STREET AT JEFFERSON STREET	Modification #: 2025-0156
Implementing Agency: GRAND PRAIRIE			
County: DALLAS	CSJ: 0008-08-079		
City: GRAND PRAIRIE	Desc: CONSTRUCT ROUNDABOUT		
	Request:	ADVANCE CONSTRUCTION FUNDING TO FY2024 TO MATCH OBLIGATION DATE, DECREASE LOCAL CONTRIBUTION BY \$600,000, INCREASE CMAQ FUNDING BY \$600,000 TOTAL, AND ADD ADDITIONAL CMAQ FUNDING TO FY2025	
	Comment:	LOCAL CONTRIBUTION PAID FOR BY DALLAS COUNTY; PARTNERSHIP WITH GRAND PRAIRIE FOR TRINITY RIVER NATIONAL WATER TRAIL	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0008-08-079	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$757,500	\$757,500
2025	CON	0008-08-079	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,032,500	\$3,032,500
2025	CON	0008-08-079	Cat 5:	\$3,032,000	\$758,000	\$0	\$0	\$0	\$3,790,000
Phase Subtotal:				\$3,032,000	\$758,000	\$0	\$0	\$3,032,500	\$6,822,500
Grand Total:				\$3,032,000	\$758,000	\$0	\$0	\$3,790,000	\$7,580,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0008-08-079	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$757,500	\$757,500
2024	CON	0008-08-079	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,432,500	\$2,432,500
2024	CON	0008-08-079	Cat 5:	\$3,032,000	\$758,000	\$0	\$0	\$0	\$3,790,000
Phase Subtotal:				\$3,032,000	\$758,000	\$0	\$0	\$2,432,500	\$6,222,500
2025	CON	0008-08-079	Cat 5:	\$480,000	\$120,000	\$0	\$0	\$0	\$600,000
Grand Total:				\$3,512,000	\$878,000	\$0	\$0	\$3,190,000	\$7,580,000

PROPOSED FEBRUARY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21006	Facility: CS	Location/Limits From: ON OLD WEATHERFORD RD FROM FM 3325	Modification #: 2025-0159
Implementing Agency: PARKER CO		Location/Limits To: E OF CODER DR.	
County: PARKER	CSJ: 0902-38-140		
City: VARIOUS	Desc:	REALIGN 2 LANE TO 2/4 LANE (ULTIMATE 4 LANES) INCLUDING TURN LANES AT INTERSECTIONS AND PEDESTRIAN SIDE PATH	
	Request:	INCREASE LOCAL CONTRIBUTION FUNDING FOR ENGINEERING AND INCREASE RTR FUNDING FOR CONSTRUCTION	
	Comment:	DEVELOPER TO REPAY APPROXIMATELY \$3M FOUR YEARS AFTER PROJECT IS COMPLETED; LOCAL CONTRIBUTION PAID BY DEVELOPER AND PARKER COUNTY	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-38-140	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,060,000	\$2,060,000
2022	ROW	0902-38-140	Cat 3 - RTR 121 - West Set Aside 2:	\$0	\$0	\$3,320,000	\$0	\$0	\$3,320,000
2024	CON	0902-38-140	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2024	CON	0902-38-140	Cat 3 - RTR 121 - West Set Aside 2:	\$0	\$0	\$13,320,000	\$0	\$0	\$13,320,000
Phase Subtotal:				\$0	\$0	\$13,320,000	\$0	\$500,000	\$13,820,000
Grand Total:				\$0	\$0	\$16,640,000	\$0	\$2,560,000	\$19,200,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-38-140	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,330,000	\$2,330,000
2022	ROW	0902-38-140	Cat 3 - RTR 121 - West Set Aside 2:	\$0	\$0	\$3,320,000	\$0	\$0	\$3,320,000
2024	CON	0902-38-140		\$0	\$0	\$78,000	\$0	\$0	\$78,000
2024	CON	0902-38-140	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2024	CON	0902-38-140	Cat 3 - RTR 121 - West Set Aside 2:	\$0	\$0	\$16,310,515	\$0	\$0	\$16,310,515
2024	CON	0902-38-140	Cat 3 - RTR 122 - Interest:	\$0	\$0	\$981,485	\$0	\$0	\$981,485
Phase Subtotal:				\$0	\$0	\$17,370,000	\$0	\$500,000	\$17,870,000
Grand Total:				\$0	\$0	\$20,690,000	\$0	\$2,830,000	\$23,520,000

PROPOSED FEBRUARY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20146	Facility: CS	Location/Limits From: ON BONNIE BRAE ROAD FROM IH 35E	Modification #: 2025-0161
Implementing Agency: DENTON		Location/Limits To: US 377	
County: DENTON	CSJ: 0918-46-245		
City: DENTON	Desc:	WIDEN BONNIE BRAE FROM IH 35E TO VINTAGE BLVD AND VINTAGE BLVD FROM BONNIE BRAE TO US 377 FROM 2 TO 4 LANE DIVIDED URBAN ARTERIAL	
	Request:	REALLOCATE RTR FUNDING BY PHASE WITH NO NET CHANGE; INCREASE LOCAL CONTRIBUTION FOR ENGINEERING, ROW, UTILITIES, AND CONSTRUCTION	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ENG	0918-46-245	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$6,155,824	\$1,538,955	\$0	\$7,694,779
2011	ROW	0918-46-245	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$12,440,000	\$3,110,000	\$0	\$15,550,000
2017	UTIL	0918-46-245	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$1,640,000	\$410,000	\$0	\$2,050,000
2017	CON	0918-46-245	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,904,306	\$4,904,306
2017	CON	0918-46-245	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$25,915,528	\$6,478,882	\$0	\$32,394,410
Phase Subtotal:				\$0	\$0	\$25,915,528	\$6,478,882	\$4,904,306	\$37,298,716
Grand Total:				\$0	\$0	\$46,151,352	\$11,537,837	\$4,904,306	\$62,593,495

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ENG	0918-46-245	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$979,963	\$979,963
2011	ENG	0918-46-245	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$5,159,507	\$1,289,877	\$0	\$6,449,384
Phase Subtotal:				\$0	\$0	\$5,159,507	\$1,289,877	\$979,963	\$7,429,347
2011	ROW	0918-46-245	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,757,909	\$3,757,909
2011	ROW	0918-46-245	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$2,857,378	\$714,345	\$0	\$3,571,723
Phase Subtotal:				\$0	\$0	\$2,857,378	\$714,345	\$3,757,909	\$7,329,632
2017	UTIL	0918-46-245	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,714,088	\$1,714,088
2017	UTIL	0918-46-245	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$935,887	\$233,972	\$0	\$1,169,859
Phase Subtotal:				\$0	\$0	\$935,887	\$233,972	\$1,714,088	\$2,883,947
2017	CON	0918-46-245	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$22,753,428	\$22,753,428
2017	CON	0918-46-245	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$37,198,580	\$9,299,645	\$0	\$46,498,225
Phase Subtotal:				\$0	\$0	\$37,198,580	\$9,299,645	\$22,753,428	\$69,251,653
Grand Total:				\$0	\$0	\$46,151,352	\$11,537,839	\$29,205,388	\$86,894,579

PROPOSED FEBRUARY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14013.3	Facility: VA	Location/Limits From: CENTREPORT TRAIL FROM CENTREPORT STATION	Modification #: 2025-0167
Implementing Agency: FORT WORTH		Location/Limits To: CITY LIMITS	
County: VARIOUS	CSJ: 0902-00-235, 0902-00-395		
City: VARIOUS	Desc: CONSTRUCT 12 FT WIDE SHARED-USE PATH		
	Request: ADVANCE OBLIGATED ROW FUNDING TO FY2024; INCREASE CONSTRUCTION FUNDING, ADD ADDITIONAL ENGINEERING FUNDING AND ADD ADDITIONAL ROW FUNDING IN FY2025		
	Comment: 1,667,135 TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CITY OF FORT WORTH MTP POLICY BUNDLE TDCS		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0902-00-235	Cat 3 - TDC (MPO):	\$0	\$0	\$38,000	\$0	\$0	\$0
2020	ENG	0902-00-235	Cat 5:	\$190,000	\$0	\$0	\$0	\$0	\$190,000
Phase Subtotal:				\$190,000	\$0	\$38,000	\$0	\$0	\$190,000
2025	ROW	0902-00-235	Cat 3 - TDC (MPO):	\$0	\$0	\$33,040	\$0	\$0	\$0
2025	ROW	0902-00-235	Cat 5:	\$165,200	\$0	\$0	\$0	\$0	\$165,200
Phase Subtotal:				\$165,200	\$0	\$33,040	\$0	\$0	\$165,200
2025	CON	0902-00-235	Cat 3 - TDC (MPO):	\$0	\$0	\$1,011,382	\$0	\$0	\$0
2025	CON	0902-00-235	Cat 5:	\$5,056,911	\$0	\$0	\$0	\$0	\$5,056,911
2025	CON	0902-00-395	Cat 5:	\$6,914,471	\$0	\$0	\$1,728,618	\$0	\$8,643,089
Phase Subtotal:				\$11,971,382	\$0	\$1,011,382	\$1,728,618	\$0	\$13,700,000
Grand Total:				\$12,326,582	\$0	\$0	\$1,728,618	\$0	\$14,055,200

PROPOSED FEBRUARY 2025 TIP MODIFICATIONS FOR RTC MEETING

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0902-00-235	Cat 3 - TDC (MPO):	\$0	\$0	\$38,000	\$0	\$0	\$0
2020	ENG	0902-00-235	Cat 5:	\$190,000	\$0	\$0	\$0	\$0	\$190,000
Phase Subtotal:				\$190,000	\$0	\$38,000	\$0	\$0	\$190,000
2024	ROW	0902-00-235	Cat 3 - TDC (MPO):	\$0	\$0	\$33,040	\$0	\$0	\$0
2024	ROW	0902-00-235	Cat 5:	\$165,200	\$0	\$0	\$0	\$0	\$165,200
Phase Subtotal:				\$165,200	\$0	\$33,040	\$0	\$0	\$165,200
2025	ENG	0902-00-235	Cat 3 - TDC (MPO):	\$0	\$0	\$32,000	\$0	\$0	\$0
2025	ENG	0902-00-235	Cat 5:	\$160,000	\$0	\$0	\$0	\$0	\$160,000
Phase Subtotal:				\$160,000	\$0	\$32,000	\$0	\$0	\$160,000
2025	ROW	0902-00-235	Cat 3 - TDC (MPO):	\$0	\$0	\$126,960	\$0	\$0	\$0
2025	ROW	0902-00-235	Cat 5:	\$634,800	\$0	\$0	\$0	\$0	\$634,800
Phase Subtotal:				\$634,800	\$0	\$126,960	\$0	\$0	\$634,800
2025	CON	0902-00-235	Cat 3 - TDC (MPO):	\$0	\$0	\$1,011,382	\$0	\$0	\$0
2025	CON	0902-00-235	Cat 5:	\$5,056,911	\$0	\$0	\$0	\$0	\$5,056,911
2025	CON	0902-00-395	Cat 5:	\$7,714,471	\$0	\$0	\$1,928,618	\$0	\$9,643,089
Phase Subtotal:				\$12,771,382	\$0	\$1,011,382	\$1,928,618	\$0	\$14,700,000
Grand Total:				<u>\$13,921,382</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,928,618</u>	<u>\$0</u>	<u>\$15,850,000</u>

PROPOSED FEBRUARY 2025 TIP MODIFICATIONS FOR RTC MEETING

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0902-00-235	Cat 3 - TDC (MPO):	\$0	\$0	\$38,000	\$0	\$0	\$0
2020	ENG	0902-00-235	Cat 5:	\$190,000	\$0	\$0	\$0	\$0	\$190,000
Phase Subtotal:				\$190,000	\$0	\$38,000	\$0	\$0	\$190,000
2024	ROW	0902-00-235	Cat 3 - TDC (MPO):	\$0	\$0	\$33,040	\$0	\$0	\$0
2024	ROW	0902-00-235	Cat 5:	\$165,200	\$0	\$0	\$0	\$0	\$165,200
Phase Subtotal:				\$165,200	\$0	\$33,040	\$0	\$0	\$165,200
2025	ENG	0902-00-235	Cat 3 - TDC (MPO):	\$0	\$0	\$32,000	\$0	\$0	\$0
2025	ENG	0902-00-235	Cat 5:	\$160,000	\$0	\$0	\$0	\$0	\$160,000
Phase Subtotal:				\$160,000	\$0	\$32,000	\$0	\$0	\$160,000
2025	ROW	0902-00-235	Cat 3 - TDC (MPO):	\$0	\$0	\$126,960	\$0	\$0	\$0
2025	ROW	0902-00-235	Cat 5:	\$634,800	\$0	\$0	\$0	\$0	\$634,800
Phase Subtotal:				\$634,800	\$0	\$126,960	\$0	\$0	\$634,800
2025	CON	0902-00-235	Cat 3 - TDC (MPO):	\$0	\$0	\$1,437,075	\$0	\$0	\$0
2025	CON	0902-00-235	Cat 5:	\$7,185,375	\$0	\$0	\$0	\$0	\$7,185,375
2025	CON	0902-00-395	Cat 5:	\$6,011,700	\$0	\$0	\$1,502,925	\$0	\$7,514,625
Phase Subtotal:				\$13,197,075	\$0	\$1,437,075	\$1,502,925	\$0	\$14,700,000
Grand Total:				\$14,347,075	\$0	\$0	\$1,502,925	\$0	\$15,850,000

Revisions since STTC Meeting: Increase TDCS for construction and decrease local match.

PROPOSED FEBRUARY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25022.1	Facility: VA	Location/Limits From: CENTREPORT TRAIL PHASE 1B FROM TRINITY BLVD/SKYVIEW DR	Modification #: 2025-0168
Implementing Agency: FORT WORTH		Location/Limits To: ARLINGTON RIVER LEGACY TRAIL	
County: TARRANT	CSJ: 2266-02-164		
City: VARIOUS	Desc: CONSTRUCT REGIONAL VELOWEB SHARED-USE PATH		
	Request: SPLIT PROJECT FROM TIP 25022/CSJ 0902-90-050 TO CREATE CENTREPORT TRAIL PH1B AND ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		
	Comment: RELATED TO TIP 25022/CSJ 0902-90-050; 1,200,000 TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 5 TDCS		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	2266-02-164	Cat 3 - TDC (MPO):	\$0	\$0	\$40,000	\$0	\$0	\$0
2025	ENG	2266-02-164	Cat 5:	\$200,000	\$0	\$0	\$0	\$0	\$200,000
Phase Subtotal:				\$200,000	\$0	\$40,000	\$0	\$0	\$200,000
2025	CON	2266-02-164	Cat 3 - TDC (MPO):	\$0	\$0	\$1,160,000	\$0	\$0	\$0
2025	CON	2266-02-164	Cat 5:	\$5,800,000	\$0	\$0	\$0	\$0	\$5,800,000
Phase Subtotal:				\$5,800,000	\$0	\$1,160,000	\$0	\$0	\$5,800,000
Grand Total:				\$6,000,000	\$0	\$0	\$0	\$0	\$6,000,000

PROPOSED FEBRUARY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25022 **Facility:** VA **Location/Limits From:** CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR **Modification #:** 2025-0172
Implementing Agency: FORT WORTH **Location/Limits To:** TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION

County: TARRANT **CSJ:** 0902-90-050

City: FORT WORTH **Desc:** CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL
Request: SPLIT PROJECTS INTO 2 PROJECTS WITH A PORTION OF FUNDING AND LIMITS STAYING ON THIS PROJECT WITH THE BALANCE MOVING TO TIP 25022.1/CSJ 2266-02-164; DECREASE CONSTRUCTION FUNDING IN FY2024; REVISE LIMITS TO CENTERPOINT TRAIL PHASE 1A FROM ARLINGTON RIVER LEGACY TRAIL TO TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION; REVISE SCOPE TO CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE ARLINGTON RIVER LEGACY TRAIL TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL; REVISE CITY TO VARIOUS

Comment: THIS PROJECT FULFILLS A COMMITMENT TO AMERICAN AIRLINES STAYING IN FORT WORTH

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENV	0902-90-050	Cat 5:	\$312,000	\$0	\$0	\$78,000	\$0	\$390,000
2019	ENG	0902-90-050	Cat 5:	\$648,000	\$0	\$0	\$162,000	\$0	\$810,000
2022	ENG	0902-90-050	Cat 5:	\$421,770	\$0	\$0	\$105,443	\$0	\$527,213
2023	ENG	0902-90-050	Cat 5:	\$200,000	\$0	\$0	\$500,000	\$0	\$700,000
2023	CON	0902-90-050	Cat 5:	\$3,506,604	\$0	\$0	\$876,651	\$0	\$4,383,255
2024	CON	0902-90-050	Cat 3 - TDC (MPO):	\$0	\$0	\$1,000,000	\$0	\$0	\$0
2024	CON	0902-90-050	STBG:	\$8,024,130	\$0	\$0	\$756,032	\$0	\$8,780,162
Phase Subtotal:				\$8,024,130	\$0	\$1,000,000	\$756,032	\$0	\$8,780,162
Grand Total:				\$13,112,504	\$0	\$0	\$2,478,126	\$0	\$15,590,630

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENV	0902-90-050	Cat 5:	\$312,000	\$0	\$0	\$78,000	\$0	\$390,000
2019	ENG	0902-90-050	Cat 5:	\$648,000	\$0	\$0	\$162,000	\$0	\$810,000
2022	ENG	0902-90-050	Cat 5:	\$421,770	\$0	\$0	\$105,443	\$0	\$527,213
2023	ENG	0902-90-050	Cat 5:	\$200,000	\$0	\$0	\$50,000	\$0	\$250,000
2023	CON	0902-90-050	Cat 5:	\$3,506,604	\$0	\$0	\$876,651	\$0	\$4,383,255
2024	CON	0902-90-050	STBG:	\$3,024,130	\$0	\$0	\$756,032	\$0	\$3,780,162
Grand Total:				\$8,112,504	\$0	\$0	\$2,028,126	\$0	\$10,140,630

PROPOSED FEBRUARY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 24017 **Facility:** VA **Location/Limits From:** VARIOUS LOCATIONS ALONG IH 30, IH 35E, IH 35W, IH 45, SH 114, SH 183, AND US 75 **Modification #:** 2025-0211

Implementing Agency: TXDOT-DALLAS

County: VARIOUS **CSJ:** 0918-00-474

City: VARIOUS **Desc:** INSTALL NEW DYNAMIC MESSAGE SIGNS

Request: REMOVE SH 114 AND SH 183 FROM LOCATIONS AND ADD IH 20

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	CON	0918-00-474	Cat 5:	\$2,000,000	\$500,000	\$0	\$0	\$0	\$2,500,000
Grand Total:				<u>\$2,000,000</u>	<u>\$500,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$2,500,000</u>

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	CON	0918-00-474	Cat 5:	\$2,000,000	\$500,000	\$0	\$0	\$0	\$2,500,000
Grand Total:				<u>\$2,000,000</u>	<u>\$500,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$2,500,000</u>

TIP Code: 24015 **Facility:** US 75 **Location/Limits From:** WILSON CREEK **Modification #:** 2025-0212

Implementing Agency: TXDOT-DALLAS **Location/Limits To:** RIDGEVIEW DR

County: COLLIN **CSJ:** 0047-06-178

City: VARIOUS **Desc:** ADD ITS FIBER OPTIC CABLE; INSTALL ADDITIONAL CCTV

Request: REVISE LIMITS TO US 75 FROM WILSON CREEK TO EXCHANGE PKWY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	0047-06-178	Cat 5:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
Grand Total:				<u>\$800,000</u>	<u>\$200,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,000,000</u>

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	0047-06-178	Cat 5:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
Grand Total:				<u>\$800,000</u>	<u>\$200,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,000,000</u>

PROPOSED FEBRUARY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 40084.1	Facility: CS	Location/Limits From: OAKLAND/MILLER SRTS PROJECT; ALONG OAKLAND BLVD FROM E 1ST STREET	Modification #: 2025-0216
Implementing Agency: FORT WORTH		Location/Limits To: E ROSEDALE STREET	
County: TARRANT	CSJ: 0902-90-350		
City: FORT WORTH	Desc:	RESTRIPE ROADWAY TO IMPROVE BICYCLE SAFETY AND ADD SAFETY COUNTERMEASURES TO EXISTING BICYCLE LANES INCLUDING LANE SEPARATORS, CONSTRUCT NEW BICYCLE AND PEDESTRIAN SIGNALIZATION AND INTERSECTION IMPROVEMENTS	
	Request:	PROJECT SPLIT FROM TIP 40084/CSJ 0902-90-296 AFTER PUBLIC MEETING AS STREET NAME CHANGES AT ROSEDALE; ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
	Comment:	PROJECT GROUPED UNDER CSJ 5000-00-916; 2022 TA SET ASIDE CALL FOR PROJECT; LOCAL CONTRIBUTION PAID BY CITY OF FORT WORTH	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0902-90-350	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$225,389	\$225,389
2026	CON	0902-90-350	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$25,000	\$25,000
2026	CON	0902-90-350	Cat 9 TA Set Aside:	\$1,200,000	\$0	\$0	\$300,000	\$0	\$1,500,000
Phase Subtotal:				\$1,200,000	\$0	\$0	\$300,000	\$25,000	\$1,525,000
Grand Total:				\$1,200,000	\$0	\$0	\$300,000	\$250,389	\$1,750,389

How to Read the Project Modification Listings – Transit Section

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

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2015 PROGRAM OF PROJECTS

Modification #: 2015-0695

Request: REFINE FY2015 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

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

Revision Requested:

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

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

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

PROPOSED FEBRUARY 2025 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year: FY2020 PROGRAM OF PROJEC

Modification #: 2025-0178

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

UZA: DENTON-LEWISVILLE

Comment: 331,312 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12354.20	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2020	CAPITAL	\$63,183	\$0	\$0	\$0	12,637	\$63,183
12356.20	ADA PARATRANSIT SERVICE	2020	CAPITAL	\$631,827	\$0	\$0	\$0	126,365	\$631,827
12416.20	SYSTEM PREVENTIVE MAINTENANCE	2020	CAPITAL	\$866,774	\$0	\$0	\$0	173,355	\$866,774
12465.20	OPERATING ASSISTANCE (SPECIAL RULE)	2020	OPERATING	\$4,630,124	\$0	\$0	\$4,630,124	0	\$9,260,248
TOTAL:				\$6,191,908	\$0	\$0	\$4,630,124	312,357	\$10,822,032

Revision Requested:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>REVISION REQUESTED BY</u>
12354.20	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2020	CAPITAL	\$63,183	\$0	\$0	\$0	12,637	\$63,183	NO CHANGE
12356.20	ADA PARATRANSIT SERVICE	2020	CAPITAL	\$631,827	\$0	\$0	\$0	126,365	\$631,827	NO CHANGE
12416.20	SYSTEM PREVENTIVE MAINTENANCE	2020	CAPITAL	\$866,774	\$0	\$0	\$0	173,355	\$866,774	NO CHANGE
12465.20	OPERATING ASSISTANCE (SPECIAL RULE)	2020	OPERATING	\$4,630,124	\$0	\$0	\$4,630,124	0	\$9,260,248	NO CHANGE
12558.20	PURCHASE REPLACEMENT VEHICLES	2025	CAPITAL	\$126,366	\$0	\$0	\$0	18,955	\$126,366	ADD PROJECT TO TIP/STIP (MPO TDCs)
TOTAL:				\$6,318,274	\$0	\$0	\$4,630,124	331,312	\$10,948,398	

Revisions since STTC Meeting:

PROPOSED FEBRUARY 2025 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year: FY2020 PROGRAM OF PROJEC

Modification #: 2025-0181

Request: DELAY PROJECTS TO FY2025 AND ADD TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment:

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12038.20	SYSTEM PREVENTIVE MAINTENANCE	2021	CAPITAL	\$14,629,709	\$0	\$0	\$3,657,427	0	\$18,287,136
12068.20	ACQUISITION OF PASSENGER SHELTERS	2021	CAPITAL	\$267,536	\$0	\$0	\$66,884	0	\$334,420
12390.20	PURCHASE REPLACEMENT VEHICLES	2021	CAPITAL	\$2,975,000	\$0	\$0	\$525,000	0	\$3,500,000
12549.20	ADA PARATRANSIT SERVICE	2021	CAPITAL	\$1,920,000	\$0	\$0	\$480,000	0	\$2,400,000
12732.20	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2021	CAPITAL	\$264,008	\$0	\$0	\$66,002	0	\$330,010
12913.20	ACQUISITION OF HARDWARE	2021	CAPITAL	\$1,000,000	\$0	\$0	\$250,000	0	\$1,250,000
12930.20	SYSTEM TRANSIT ENHANCEMENTS	2021	CAPITAL	\$320,000	\$0	\$0	\$80,000	0	\$400,000
TOTAL:				\$21,376,253	\$0	\$0	\$5,125,313	0	\$26,501,566

Revision Requested:

FUNDING TABLE:

**REVISION
REQUESTED BY**

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12038.20	SYSTEM PREVENTIVE MAINTENANCE	2025	CAPITAL	\$14,629,709	\$0	\$0	\$3,657,427	0	\$18,287,136	DELAY TO 2025 AND ADD PROJECT TO TIP/STIP
12068.20	ACQUISITION OF PASSENGER SHELTERS	2025	CAPITAL	\$267,536	\$0	\$0	\$66,884	0	\$334,420	DELAY TO 2025 AND ADD PROJECT TO TIP/STIP
12390.20	PURCHASE REPLACEMENT VEHICLES	2025	CAPITAL	\$2,975,000	\$0	\$0	\$525,000	0	\$3,500,000	DELAY TO 2025 AND ADD PROJECT TO TIP/STIP
12549.20	ADA PARATRANSIT SERVICE	2025	CAPITAL	\$1,920,000	\$0	\$0	\$480,000	0	\$2,400,000	DELAY TO 2025 AND ADD PROJECT TO TIP/STIP
12732.20	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2025	CAPITAL	\$264,008	\$0	\$0	\$66,002	0	\$330,010	DELAY TO 2025 AND ADD PROJECT TO TIP/STIP
12913.20	ACQUISITION OF HARDWARE	2025	CAPITAL	\$1,000,000	\$0	\$0	\$250,000	0	\$1,250,000	DELAY TO 2025 AND ADD PROJECT TO TIP/STIP
12930.20	SYSTEM TRANSIT ENHANCEMENTS	2025	CAPITAL	\$320,000	\$0	\$0	\$80,000	0	\$400,000	DELAY TO 2025 AND ADD PROJECT TO TIP/STIP
TOTAL:				\$21,376,253	\$0	\$0	\$5,125,313	0	\$26,501,566	

Revisions since STTC Meeting:

PROPOSED FEBRUARY 2025 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY OF GRAND PRAIRIE **Apportionment Year:** FY2020 PROGRAM OF PROJEC **Modification #:** 2025-0183

Request: DELAY PROJECTS TO FY2025 AND ADD TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE **UZA:** DALLAS-FORT WORTH-ARLINGTON
TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Comment: 85,750 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND **Funding Source:** TRANSIT SECTION 5307
ARE NOT CALCULATED IN FUNDING TOTAL FUNDS

<u>Currently Approved:</u>				<u>FUNDING TABLE:</u>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12003.20	PURCHASE REPLACEMENT VEHICLES	2021	CAPITAL	\$245,000	\$0	\$0	\$0	36,750	\$245,000		
12006.20	PREVENTIVE MAINTENANCE	2021	CAPITAL	\$245,000	\$0	\$0	\$0	49,000	\$245,000		
TOTAL:				\$490,000	\$0	\$0	\$0	85,750	\$490,000		

<u>Revision Requested:</u>				<u>FUNDING TABLE:</u>						<u>REVISION REQUESTED BY</u>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12003.20	PURCHASE REPLACEMENT VEHICLES	2025	CAPITAL	\$245,000	\$0	\$0	\$0	36,750	\$245,000	DELAY TO 2025 AND ADD PROJECT TO TIP/STIP (MPO TDCs)
12006.20	PREVENTIVE MAINTENANCE	2025	CAPITAL	\$245,000	\$0	\$0	\$0	49,000	\$245,000	DELAY TO 2025 AND ADD PROJECT TO TIP/STIP (MPO TDCs)
TOTAL:				\$490,000	\$0	\$0	\$0	85,750	\$490,000	

Revisions since STTC Meeting:

PROPOSED FEBRUARY 2025 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY OF MCKINNEY

Apportionment Year: FY2020 PROGRAM OF PROJEC

Modification #: 2025-0184

Request: DELAY PROJECTS TO FY2025 AND ADD TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: MCKINNEY

Comment: 46,245 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12823.20	OPERATING ASSISTANCE	2020	OPERATING	\$2,893,115	\$0	\$0	\$2,893,115	0	\$5,786,230
12866.20	PREVENTIVE MAINTENANCE	2020	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000
12867.20	MOBILITY MANAGEMENT	2020	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000
12922.20	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2020	CAPITAL	\$31,244	\$0	\$0	\$0	6,245	\$31,244
TOTAL:				\$3,124,359	\$0	\$0	\$2,893,115	46,245	\$6,017,474

Revision Requested:

FUNDING TABLE:

**REVISION
REQUESTED BY**

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12823.20	OPERATING ASSISTANCE	2025	OPERATING	\$2,893,115	\$0	\$0	\$2,893,115	0	\$5,786,230	DELAY TO 2025 AND ADD PROJECT TO TIP/STIP (MPO TDCs)
12866.20	PREVENTIVE MAINTENANCE	2025	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	DELAY TO 2025 AND ADD PROJECT TO TIP/STIP (MPO TDCs)
12867.20	MOBILITY MANAGEMENT	2025	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	DELAY TO 2025 AND ADD PROJECT TO TIP/STIP (MPO TDCs)
12922.20	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2025	CAPITAL	\$31,244	\$0	\$0	\$0	6,245	\$31,244	DELAY TO 2025 AND ADD PROJECT TO TIP/STIP (MPO TDCs)
TOTAL:				\$3,124,359	\$0	\$0	\$2,893,115	46,245	\$6,017,474	

Revisions since STTC Meeting:

PROPOSED FEBRUARY 2025 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: STAR TRANSIT

Apportionment Year: FY2018 PROGRAM OF PROJEC

Modification #: 2025-0187

Request: REVISE 2018 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 332,853 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12151.18	OPERATING ASSISTANCE	2019	OPERATING	\$940,604	\$0	\$0	\$940,604	0	\$1,881,208
12241.18	PROJECT ADMINISTRATION	2019	CAPITAL	\$108,953	\$0	\$0	\$0	21,791	\$108,953
12484.18	ACQUISITION OF SOFTWARE	2019	CAPITAL	\$101,100	\$0	\$0	\$0	20,220	\$101,100
12627.18	BUS PREVENTIVE MAINTENANCE	2025	CAPITAL	\$484,905	\$0	\$0	\$13,800	83,181	\$498,705
12716.18	ACQUISITION OF SIGNAGE	2019	CAPITAL	\$30,000	\$0	\$0	\$0	6,000	\$30,000
12717.18	MOBILITY MANAGEMENT	2025	CAPITAL	\$939,303	\$0	\$0	\$13,800	174,061	\$953,103
TOTAL:				\$2,604,865	\$0	\$0	\$968,204	305,253	\$3,573,069

Revision Requested:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>REVISION REQUESTED BY</u>
12151.18	OPERATING ASSISTANCE	2019	OPERATING	\$940,604	\$0	\$0	\$940,604	0	\$1,881,208	NO CHANGE
12241.18	PROJECT ADMINISTRATION	2019	CAPITAL	\$108,953	\$0	\$0	\$0	21,791	\$108,953	NO CHANGE
12484.18	ACQUISITION OF SOFTWARE	2019	CAPITAL	\$101,100	\$0	\$0	\$0	20,220	\$101,100	NO CHANGE
12627.18	BUS PREVENTIVE MAINTENANCE	2025	CAPITAL	\$484,905	\$0	\$0	\$0	96,981	\$484,905	REMOVE LOCAL SHARE AND INCREASE TDCs
12716.18	ACQUISITION OF SIGNAGE	2019	CAPITAL	\$30,000	\$0	\$0	\$0	6,000	\$30,000	NO CHANGE
12717.18	MOBILITY MANAGEMENT	2025	CAPITAL	\$939,303	\$0	\$0	\$0	187,861	\$939,303	REMOVE LOCAL SHARE AND INCREASE TDCs; GROUPED
TOTAL:				\$2,604,865	\$0	\$0	\$940,604	332,853	\$3,545,469	

Revisions since STTC Meeting:

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year: FY2019 PROGRAM OF PROJEC

Modification #: 2025-0189

Request: REVISE FY2019 PROGRAM OF PROJECTS

UZA: DENTON-LEWISVILLE

Comment:

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12873.19	CAPITAL COST OF CONTRACTING	2025	CAPITAL	\$205,359	\$0	\$0	\$205,359	0	\$410,718
TOTAL:				\$205,359	\$0	\$0	\$205,359	0	\$410,718

Revision Requested:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>REVISION REQUESTED BY</u>
12192.19	PURCHASE OF SERVICE - COLLIN COUNTY RIDES	2025	CAPITAL	\$205,359	\$0	\$0	\$205,359	0	\$410,718	ADD PROJECT TO TIP/STIP
12873.19	CAPITAL COST OF CONTRACTING	2025	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT; GROUPED
TOTAL:				\$205,359	\$0	\$0	\$205,359	0	\$410,718	

Revisions since STTC Meeting:

PROPOSED FEBRUARY 2025 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year: FY2020 PROGRAM OF PROJEC

Modification #: 2025-0190

Request: REVISE FY2020 PROGRAM OF PROJECTS

UZA: DENTON-LEWISVILLE

Comment:

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12873.20	CAPITAL COST OF CONTRACTING	2025	CAPITAL	\$217,527	\$0	\$0	\$217,527	0	\$435,054
TOTAL:				\$217,527	\$0	\$0	\$217,527	0	\$435,054

Revision Requested:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>REVISION REQUESTED BY</u>
12192.20	PURCHASE OF SERVICE - COLLIN COUNTY RIDES	2025	CAPITAL	\$217,527	\$0	\$0	\$217,527	0	\$435,054	ADD PROJECT TO TIP/STIP
12873.20	CAPITAL COST OF CONTRACTING	2025	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$217,527	\$0	\$0	\$217,527	0	\$435,054	

Revisions since STTC Meeting:

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year: FY2021 PROGRAM OF PROJEC

Modification #: 2025-0191

Request: REVISE FY2021 PROGRAM OF PROJECTS

UZA: DENTON-LEWISVILLE

Comment:

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12852.21	MOBILITY MANAGEMENT	2025	CAPITAL	\$45,832	\$0	\$0	\$11,458	0	\$57,290
12873.21	CAPITAL COST OF CONTRACTING	2025	CAPITAL	\$177,114	\$0	\$0	\$177,114	0	\$354,228
TOTAL:				\$222,946	\$0	\$0	\$188,572	0	\$411,518

Revision Requested:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>REVISION REQUESTED BY</u>
12192.21	PURCHASE OF SERVICE - COLLIN COUNTY RIDES	2025	CAPITAL	\$177,114	\$0	\$0	\$177,114	0	\$354,228	ADD PROJECT TO TIP/STIP
12852.21	MOBILITY MANAGEMENT	2025	CAPITAL	\$45,832	\$0	\$0	\$11,458	0	\$57,290	NO CHANGE
12873.21	CAPITAL COST OF CONTRACTING	2025	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$222,946	\$0	\$0	\$188,572	0	\$411,518	

Revisions since STTC Meeting:

PROPOSED FEBRUARY 2025 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2022 PROGRAM OF PROJEC

Modification #: 2025-0196

Request: REVISE 2022 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment:

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12678.22	PROGRAM ADMINISTRATION	2023	CAPITAL	\$564,003	\$0	\$0	\$0	0	\$564,003
12779.22	MOBILITY MANAGEMENT - STRATEGIC PARTNERSHIP	2023	CAPITAL	\$1,308,373	\$0	\$0	\$0	261,675	\$1,308,373
TOTAL:				\$1,872,376	\$0	\$0	\$0	261,675	\$1,872,376

Revision Requested:

FUNDING TABLE:

**REVISION
REQUESTED BY**

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12678.22	PROGRAM ADMINISTRATION	2023	CAPITAL	\$564,003	\$0	\$0	\$0	0	\$564,003	NO CHANGE
12779.22	MOBILITY MANAGEMENT - STRATEGIC PARTNERSHIP	2023	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$564,003	\$0	\$0	\$0	0	\$564,003	

Revisions since STTC Meeting:

Implementing Agency: PUBLIC TRANSIT SERVICES

Apportionment Year: FY2019 PROGRAM OF PROJEC

Modification #: 2025-0201

Request: REVISE 2019 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 12,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12654.19	PURCHASE OF SERVICE	2020	CAPITAL	\$60,000	\$0	\$0	\$0	12,000	\$60,000
TOTAL:				\$60,000	\$0	\$0	\$0	12,000	\$60,000

Revision Requested:

FUNDING TABLE:

**REVISION
REQUESTED BY**

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12180.19	MOBILITY MANAGEMENT	2025	CAPITAL	\$60,000	\$0	\$0	\$0	12,000	\$60,000	ADD PROJECT TO TIP/STIP (MPO TDCs)
12654.19	PURCHASE OF SERVICE	2020	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$60,000	\$0	\$0	\$0	12,000	\$60,000	

Revisions since STTC Meeting:

PROPOSED FEBRUARY 2025 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: PUBLIC TRANSIT SERVICES **Apportionment Year:** FY2023 PROGRAM OF PROJEC **Modification #:** 2025-0202

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

Comment: 8,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL **Funding Source:** TRANSIT SECTION 5310 FUNDS

<u>Revision Requested:</u>			<u>FUNDING TABLE:</u>							<u>REVISION REQUESTED BY</u>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12180.23	MOBILITY MANAGEMENT	2025	CAPITAL	\$40,000	\$0	\$0	\$0	8,000	\$40,000	ADD PROJECT TO TIP/STIP (MPO TDCs)
TOTAL:				\$40,000	\$0	\$0	\$0	8,000	\$40,000	

Revisions since STTC Meeting:

Implementing Agency: SPECIAL PROGRAMS FOR AGING NEEDS **Apportionment Year:** FY2023 PROGRAM OF PROJEC **Modification #:** 2025-0203

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

Comment: 24,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL **Funding Source:** TRANSIT SECTION 5310 FUNDS

<u>Revision Requested:</u>			<u>FUNDING TABLE:</u>							<u>REVISION REQUESTED BY</u>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12176.23	MOBILITY MANAGEMENT	2025	CAPITAL	\$120,000	\$0	\$0	\$0	24,000	\$120,000	ADD PROJECT TO TIP/STIP (MPO TDCs)
TOTAL:				\$120,000	\$0	\$0	\$0	24,000	\$120,000	

Revisions since STTC Meeting:

Implementing Agency: STAR TRANSIT **Apportionment Year:** FY2022 PROGRAM OF PROJEC **Modification #:** 2025-0204

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

Comment: 197,948 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL **Funding Source:** TRANSIT SECTION 5310 FUNDS

<u>Currently Approved:</u>			<u>FUNDING TABLE:</u>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12719.22	PURCHASE OF SERVICE - MESQUITE	2025	CAPITAL	\$1,288,776	\$0	\$0	\$200,926	97,014	\$1,489,702	
TOTAL:				\$1,288,776	\$0	\$0	\$200,926	97,014	\$1,489,702	

<u>Revision Requested:</u>			<u>FUNDING TABLE:</u>							<u>REVISION REQUESTED BY</u>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12719.22	PURCHASE OF SERVICE - MESQUITE	2025	CAPITAL	\$1,288,776	\$0	\$0	\$200,926	97,014	\$1,489,702	NO CHANGE
12957.22	MOBILITY MANAGEMENT	2025	CAPITAL	\$504,668	\$0	\$0	\$0	100,934	\$504,668	ADD PROJECT TO TIP/STIP (MPO TDCs)
TOTAL:				\$1,793,444	\$0	\$0	\$200,926	197,948	\$1,994,370	

Revisions since STTC Meeting:

PROPOSED FEBRUARY 2025 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: STAR TRANSIT **Apportionment Year:** FY2023 PROGRAM OF PROJEC **Modification #:** 2025-0205

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

Comment: 109,282 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL **Funding Source:** TRANSIT SECTION 5310 FUNDS

<u>Currently Approved:</u>				<u>FUNDING TABLE:</u>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12719.23	PURCHASE OF SERVICE - MESQUITE	2025	CAPITAL	\$485,072	\$0	\$0	\$0	97,015	\$485,072		
TOTAL:				\$485,072	\$0	\$0	\$0	97,015	\$485,072		
<u>Revision Requested:</u>				<u>FUNDING TABLE:</u>						<u>REVISION REQUESTED BY</u>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12719.23	PURCHASE OF SERVICE - MESQUITE	2025	CAPITAL	\$485,072	\$0	\$0	\$0	97,015	\$485,072	NO CHANGE; GROUPED	
12957.23	MOBILITY MANAGEMENT	2025	CAPITAL	\$61,332	\$0	\$0	\$0	12,267	\$61,332	ADD PROJECT TO TIP/STIP (MPO TDCs)	
TOTAL:				\$546,404	\$0	\$0	\$0	109,282	\$546,404		

Revisions since STTC Meeting:

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY **Apportionment Year:** FY2022 PROGRAM OF PROJEC **Modification #:** 2025-0206

Request: DELAY PROJECTS TO FY2025 AND ADD TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) **UZA:** DALLAS-FORT WORTH-ARLINGTON

Comment: **Funding Source:** TRANSIT SECTION 5337 FUNDS

<u>Currently Approved:</u>				<u>FUNDING TABLE:</u>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12462.22	RAIL PREVENTIVE MAINTENANCE	2023	CAPITAL	\$6,188,237	\$0	\$0	\$1,547,059	0	\$7,735,296		
TOTAL:				\$6,188,237	\$0	\$0	\$1,547,059	0	\$7,735,296		
<u>Revision Requested:</u>				<u>FUNDING TABLE:</u>						<u>REVISION REQUESTED BY</u>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12462.22	RAIL PREVENTIVE MAINTENANCE	2025	CAPITAL	\$6,188,237	\$0	\$0	\$1,547,059	0	\$7,735,296	DELAY TO 2025 AND ADD PROJECT TO TIP/STIP	
TOTAL:				\$6,188,237	\$0	\$0	\$1,547,059	0	\$7,735,296		

Revisions since STTC Meeting:

PROPOSED FEBRUARY 2025 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year: FY2022 PROGRAM OF PROJEC

Modification #: 2025-0208

Request: REVISE 2022 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment:

Funding Source: TRANSIT SECTION 5339 FUNDS

Currently Approved:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12728.22	PURCHASE REPLACEMENT VEHICLES	2025	CAPITAL	\$1,200,000	\$0	\$0	\$0	240,000	\$1,200,000
12994.22	SERVICE VEHICLE REPLACEMENTS	2022	CAPITAL	\$646,400	\$0	\$0	\$161,600	0	\$808,000
12995.22	REVENUE VEHICLE REPLACEMENTS	2022	CAPITAL	\$23,500,800	\$0	\$0	\$4,147,200	0	\$27,648,000
TOTAL:				\$25,347,200	\$0	\$0	\$4,308,800	240,000	\$29,656,000

Revision Requested:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>REVISION REQUESTED BY</u>
12728.22	PURCHASE REPLACEMENT VEHICLES	2025	CAPITAL	\$1,979,244	\$0	\$0	\$349,278	0	\$2,328,522	INCREASE PROJECT AND REMOVE TDCs
12994.22	SERVICE VEHICLE REPLACEMENTS	2022	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12995.22	REVENUE VEHICLE REPLACEMENTS	2022	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$1,979,244	\$0	\$0	\$349,278	0	\$2,328,522	

Revisions since STTC Meeting:

FISCAL YEAR 2024 PUBLIC TRANSPORTATION FUNDING: PROGRAMS OF PROJECTS

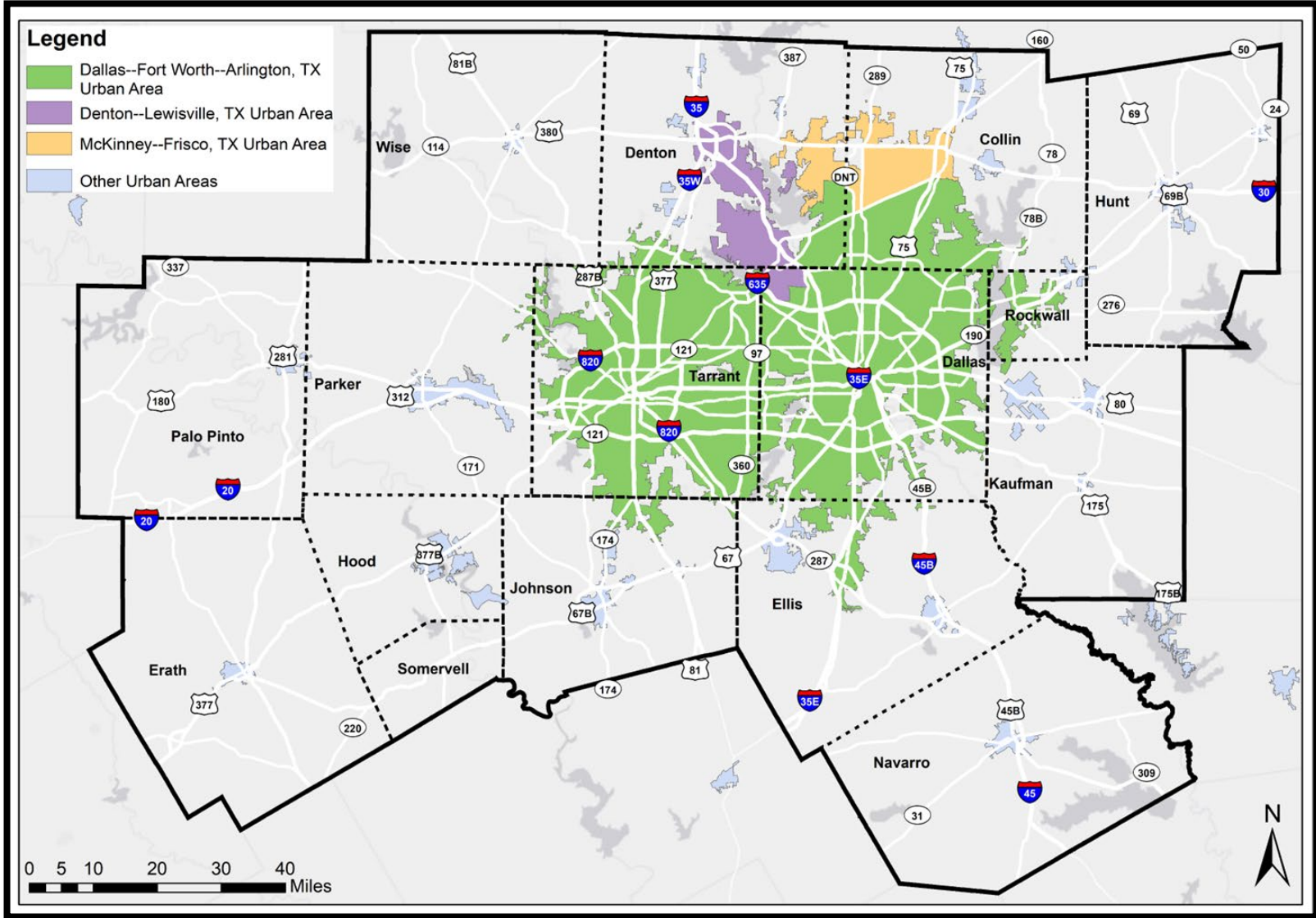
Regional Transportation Council
December 12, 2024

BACKGROUND

- The North Central Texas Council of Governments (NCTCOG) is the designated recipient for Federal Transit Administration (FTA) funding for the Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney-Frisco Urbanized Areas.
- Responsible for allocating federal funds to public transit providers in the region, including:
 - Transit Authorities (Dallas Area Rapid Transit, Trinity Metro, Denton County Transportation Authority)
 - Cities that are recipients of FTA funds (Arlington, McKinney, Mesquite, Grand Prairie)
 - Small transit providers (e.g., Span, Inc., STAR Transit)



2020 CENSUS URBANIZED AREAS AND URBAN CLUSTERS



FEDERAL FORMULA FUNDING PROGRAMS FOR URBAN AREAS

Section	Program	Purpose	Project Types
5307	Urbanized Area Formula (includes Job Access/Reverse Commute projects)	Serve general public including low-income workers	Capital Operating Planning
5310	Enhanced Mobility of Seniors and Individuals with Disabilities	Serve needs of the elderly and individuals with disabilities	Capital Operating
5337	State of Good Repair	Maintain rail services	Capital
5339	Bus and Bus Facilities	Purchase vehicles and/or maintain bus services	Capital

AWARDING FEDERAL FORMULA FUNDS IN THE REGION

- In September, the RTC approved ~\$190.2 million to regional public transportation providers in the initial POP cycle, with ~\$17.1 million remaining to be programmed in future cycles
- In this cycle, an additional ~\$9.4 million is being proposed
- Approximately \$7.7 million in remaining funds will be programmed in future cycles



PROPOSED FISCAL YEAR 2024 PROGRAMS OF PROJECTS

The Programs of Projects (POP) describe how public transportation providers in the region utilize FTA funds. In this cycle,

FY 2024 FTA Funds by <u>Agency Type</u>	~\$9.4M
Transit Authorities	~\$4.1M
All Others	~\$5.3M

FY 2024 FTA Funds by <u>Project Type</u>	~\$9.4M
Preventive Maintenance	~\$214K
Vehicle Purchase	~\$1.4M
Planning	\$0
Operations	~\$2.2M
Other Capital Items	~\$5.6M

ACTION REQUESTED

- RTC approval of:
 - The proposed funding for the FY2024 Public Transportation Funding Programs of Projects, as provided in RTC packet
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents as needed to incorporate this funding on these projects

FY2024 Public Transportation Funding Program of Projects
RTC Action Item: December 12, 2024
RTC approved previous round of POPs on September 12, 2024

CONTACT INFORMATION

Christie Gotti
Senior Program Manager
(817) 608-2338
cgotti@nctcog.org

Brian Dell
Program Manager
(817) 704-5694
bdell@nctcog.org

Shawn Dintino
Senior Transportation Planner
(817) 704-5605
sdintino@nctcog.org

Denton County Transportation Authority FY2024 Program of Projects

Dallas-Fort Worth-Arlington Urbanized Area

Fiscal Year	Funding Program	Project Description	Project Type	Total Cost	Federal Share	State Share	Local Share	TDCs*	Change
2025	5307	CAPITAL COST OF CONTRACTING - FRISCO ON DEMAND	CAPITAL	\$ 166,694	\$ 166,694	\$ -	\$ -	33,339	ADD PROJECT (MPO TDCs)
2025	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	\$ 166,694	\$ 83,347	\$ -	\$ 83,347	-	ADD PROJECT
2025	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 200,034	\$ 200,034	\$ -	\$ -	40,007	ADD PROJECT (MPO TDCs)
2025	5310	PURCHASE OF SERVICE - FRISCO PARATRANSIT	CAPITAL	\$ 35,311	\$ 35,311	\$ -	\$ -	7,063	ADD PROJECT (MPO TDCs)
2025	5310	PROJECT ADMINISTRATION	CAPITAL	\$ 24,366	\$ 24,366	\$ -	\$ -	4,874	ADD PROJECT (MPO TDCs)
Total				\$ 593,099	\$ 509,752	\$ -	\$ 83,347	85,283	

McKinney-Frisco Urbanized Area

Fiscal Year	Funding Program	Project Description	Project Type	Total Cost	Federal Share	State Share	Local Share	TDCs*	Change
2025	5307	CAPITAL COST OF CONTRACTING - FRISCO ON DEMAND	CAPITAL	\$ 1,191,758	\$ 1,191,758	\$ -	\$ -	238,352	ADD PROJECT (MPO TDCs)
2025	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	\$ 1,191,758	\$ 595,879	\$ -	\$ 595,879	-	ADD PROJECT
2025	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 1,430,109	\$ 1,430,109	\$ -	\$ -	286,022	ADD PROJECT (MPO TDCs)
2025	5310	PURCHASE OF SERVICE - FRISCO PARATRANSIT	CAPITAL	\$ 216,169	\$ 216,169	\$ -	\$ -	43,234	ADD PROJECT (MPO TDCs)
2025	5310	PROJECT ADMINISTRATION	CAPITAL	\$ 149,154	\$ 149,154	\$ -	\$ -	29,831	ADD PROJECT (MPO TDCs)
Total				\$ 4,178,948	\$ 3,583,069	\$ -	\$ 595,879	597,439	

City of Grand Prairie FY2024 Program of Projects

Dallas-Fort Worth-Arlington Urbanized Area

Fiscal Year	Funding Program	Project Description	Project Type	Total Cost	Federal Share	State Share	Local Share	TDCs*	Change
2025	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	\$ 480,780	\$ 240,390	\$ -	\$ 240,390	-	ADD PROJECT
2025	5307	OPERATING ASSISTANCE - JARC	OPERATING	\$ 2,631,560	\$ 1,315,780	\$ 657,890	\$ 657,890	-	ADD PROJECT
2025	5307	PURCHASE EXPANSION VEHICLES	CAPITAL	\$ 1,247,110	\$ 1,247,110	\$ -	\$ -	187,067	ADD PROJECT (MPO TDCs)
2025	5307	PREVENTIVE MAINTENANCE	CAPITAL	\$ 125,967	\$ 125,967	\$ -	\$ -	25,194	ADD PROJECT (MPO TDCs)
2025	5307	ACQUISITION OF HARDWARE	CAPITAL	\$ 200,000	\$ 200,000	\$ -	\$ -	40,000	ADD PROJECT (MPO TDCs)
2025	5307	ACQUISITION OF SOFTWARE	CAPITAL	\$ 240,000	\$ 240,000	\$ -	\$ -	48,000	ADD PROJECT (MPO TDCs)
2025	5307	SAFETY PROJECT	CAPITAL	\$ 34,033	\$ 34,033	\$ -	\$ -	6,807	ADD PROJECT (MPO TDCs)
2025	5310	PREVENTIVE MAINTENANCE	CAPITAL	\$ 88,000	\$ 88,000	\$ -	\$ -	17,600	ADD PROJECT (MPO TDCs)
2025	5310	PURCHASE REPLACEMENT VEHICLES	CAPITAL	\$ 340,000	\$ 340,000	\$ -	\$ -	51,000	ADD PROJECT (MPO TDCs)
Total				\$ 5,387,450	\$ 3,831,280	\$ 657,890	\$ 898,280	375,668	

*Category 5 Regional Transportation Development Credits (TDCs)
are not cash and do not count in funding totals

North Central Texas Council of Governments FY2024 Program of Projects

Dallas-Fort Worth-Arlington Urbanized Area

Original Funded Amount:

Fiscal Year	Funding Program	Project Description	Project Type	Total Cost	Federal Share	State Share	Local Share	TDCs*
2025	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 901,762	\$ 901,762	\$ -	\$ -	180,353
2025	5307	PURCHASE REPLACEMENT VEHICLES**	CAPITAL	\$ 1,600,652	\$ 1,600,652	\$ -	\$ -	240,098
2025	5307	MOBILITY MANAGEMENT	CAPITAL	\$ 901,762	\$ 901,762	\$ -	\$ -	180,353
2025	5307	STRATEGIC PARTNERSHIP FUNDING	CAPITAL	\$ 1,838,556	\$ 1,838,556	\$ -	\$ -	367,712
2025	5307	GENERAL PLANNING	PLANNING	\$ 125,000	\$ 125,000	\$ -	\$ -	25,000
2025	5339	PROJECT ADMINISTRATION	CAPITAL	\$ 115,002	\$ 115,002	\$ -	\$ -	23,001
2025	5339	VEHICLE PROCUREMENT**	CAPITAL	\$ 613,349	\$ 613,349	\$ -	\$ -	92,003
Total				\$ 6,096,083	\$ 6,096,083	\$ -	\$ -	1,108,520

Current Request:

Fiscal Year	Funding Program	Project Description	Project Type	Total Cost	Federal Share	State Share	Local Share	TDCs*	Change
2025	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 901,762	\$ 901,762	\$ -	\$ -	180,353	NO CHANGE
2025	5307	PURCHASE REPLACEMENT VEHICLES**	CAPITAL	\$ 1,380,230	\$ 1,380,230	\$ -	\$ -	207,035	DECREASE PROJECT FUNDING
2025	5307	MOBILITY MANAGEMENT	CAPITAL	\$ 901,762	\$ 901,762	\$ -	\$ -	180,353	NO CHANGE
2025	5307	STRATEGIC PARTNERSHIP FUNDING	CAPITAL	\$ 1,998,204	\$ 1,998,204	\$ -	\$ -	399,641	INCREASE PROJECT FUNDING
2025	5307	GENERAL PLANNING	PLANNING	\$ 125,000	\$ 125,000	\$ -	\$ -	25,000	NO CHANGE
2025	5339	PROJECT ADMINISTRATION	CAPITAL	\$ 115,002	\$ 115,002	\$ -	\$ -	23,001	NO CHANGE
2025	5339	VEHICLE PROCUREMENT**	CAPITAL	\$ 613,349	\$ 613,349	\$ -	\$ -	92,003	NO CHANGE
2025	5310	PROGRAM ADMINISTRATION	CAPITAL	\$ 574,200	\$ 574,200	\$ -	\$ -	-	ADD PROJECT
Total				\$ 6,609,509	\$ 6,609,509	\$ -	\$ -	1,107,386	

*Small Transit Provider Transportation Development

Credits (TDCs) are not cash and do not count in funding totals

**Funding is utilized to purchase vehicles for NCTCOG subrecipients

North Central Texas Council of Governments FY2024 Program of Projects

McKinney-Frisco Urbanized Area

Fiscal Year	Funding Program	Project Description	Project Type	Total Cost	Federal Share	State Share	Local Share	TDCs*	Change
2025	5310	PROGRAM ADMINISTRATION	CAPITAL	\$ 40,591	\$ 40,591	\$ -	\$ -	-	ADD PROJECT
2025	5307	STRATEGIC PARTNERSHIP FUNDING	CAPITAL	\$ 112,609	\$ 112,609	\$ -	\$ -	22,522	ADD PROJECT (MPO TDCs)
Total				\$ 153,200	\$ 153,200	\$ -	\$ -	\$ 22,522	

Denton-Lewisville Urbanized Area

Fiscal Year	Funding Program	Project Description	Project Type	Total Cost	Federal Share	State Share	Local Share	TDCs*	Change
2025	5310	PROGRAM ADMINISTRATION	CAPITAL	\$ 41,150	\$ 41,150	\$ -	\$ -	-	ADD PROJECT
Total				\$ 41,150	\$ 41,150	\$ -	\$ -	-	

*Small Transit Provider Transportation Development
Credits (TDCs) are not cash and do not count in funding totals

STAR Transit FY2024 Program of Projects

Dallas-Fort Worth-Arlington Urbanized Area

Original Funded Amount:

Fiscal Year	Funding Program	Project Description	Project Type	Total Cost	Federal Share	State Share	Local Share	TDCs*
2025	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	\$ 3,330,288	\$ 1,665,144	\$ -	\$ 1,665,144	-
2025	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 200,000	\$ 200,000	\$ -	\$ -	40,000
2025	5307	ACQUISITION OF SOFTWARE	CAPITAL	\$ 209,593	\$ 209,593	\$ -	\$ -	41,919
2025	5307	PREVENTIVE MAINTENANCE	CAPITAL	\$ 479,334	\$ 479,334	\$ -	\$ -	95,867
2025	5307	MOBILITY MANAGEMENT	CAPITAL	\$ 279,362	\$ 279,362	\$ -	\$ -	55,872
2025	5307	ACQUISITION OF BUS SHELTERS	CAPITAL	\$ 10,000	\$ 10,000	\$ -	\$ -	2,000
Total				\$ 4,508,577	\$ 2,843,433	\$ -	\$ 1,665,144	235,658

Current Request:

Fiscal Year	Funding Program	Project Description	Project Type	Total Cost	Federal Share	State Share	Local Share	TDCs*	Change
2025	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	\$ 3,330,288	\$ 1,665,144	\$ -	\$ 1,665,144	-	NO CHANGE
2025	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 200,000	\$ 200,000	\$ -	\$ -	40,000	NO CHANGE
2025	5307	ACQUISITION OF SOFTWARE	CAPITAL	\$ 209,593	\$ 209,593	\$ -	\$ -	41,919	NO CHANGE
2025	5307	PREVENTIVE MAINTENANCE	CAPITAL	\$ 479,334	\$ 479,334	\$ -	\$ -	95,867	NO CHANGE
2025	5307	MOBILITY MANAGEMENT	CAPITAL	\$ 279,362	\$ 279,362	\$ -	\$ -	55,872	NO CHANGE
2025	5307	ACQUISITION OF BUS SHELTERS	CAPITAL	\$ 750,000	\$ 750,000	\$ -	\$ -	150,000	INCREASE PROJECT FUNDING
Total				\$ 5,248,577	\$ 3,583,433	\$ -	\$ 1,665,144	383,658	



Blue-Green-Grey Application for New Ideas Round 4 Project Funding Recommendations

Regional Transportation Council | December 12, 2024

Shawn Conrad, Program Manager

*Hatcher Station Community Garden, BGG Round 2 Award (2018)
Image courtesy of DART*

ELECTRONIC ITEM 3.4

Purpose of Initiative

Promote the planning and construction of green or sustainable infrastructure in the region

Advance small projects with innovative outcomes that can be scaled and/or replicated regionally

Focus on three elements:



Blue – Water



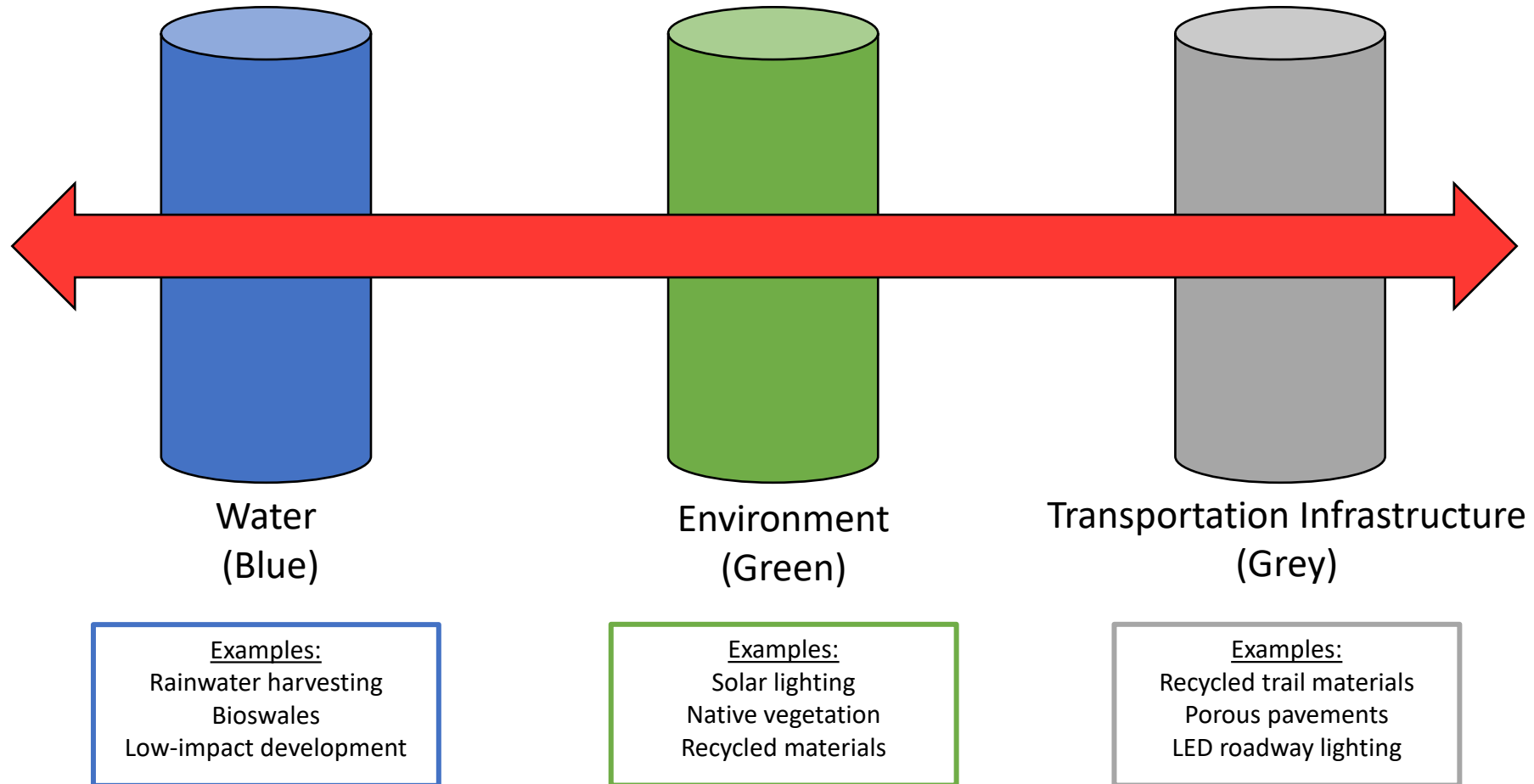
Green –
Infrastructure



Grey –
Transportation
Infrastructure



Blue Green Grey: Silo Busting Projects



Previously Funded Projects

Funding Years

2017

Farmers Branch
Conceptual Bus
Stop Designs

Southlake BioPod –
Burney Lane
Reconstruction

University Park
Micro-Detention
Project

2018

DART Hatcher
Station Community
Garden Pilot
Program

Bishop Arts Bicycle
Parking Retrofitting
Pilot

City of Watauga
Biofiltration System

2021

City of Allen Inlet
Floatables Filter

City of Dallas Bottom
District Green
Neighborhood
Design Guidelines

University of Texas
at Arlington
Biofiltration Swales
Testing

Previous Funding Rounds

Funding awarded to date:

FY 18: \$109,170

FY 19: \$138,500

FY 20: \$201,410



*Farmers Branch Green Bus Stop Designs BGG Round 1 Award (2017)
Image courtesy of City of Farmers Branch*



Application for New Ideas Round 4

Funding: \$250,000 total (RTC Local); no local match required

Call opened: July 15, 2024

Call closed: August 16, 2024 at 5 PM

Project review committee of 5 NCTCOG staff members reviewed and scored applications



Recommended Funding

Project Name	Description	Cost	Average Rank
Allen - Inlet Filter Pilot Program	Implementation of designs previously funded through BGG for innovative inlet filters to reduce floatables in stormwater runoff from roadways	\$75,000	1.8
DART - Vermiculture Food Waste Composting at Lawnview Station	Install innovative fermentation / vermiculture food waste composting at Lawnview Station for use at community gardens	\$90,000	2
Frisco - Median Bioswale Retrofit Parkwood Blvd	Innovative application of a bioswale in a roadway median for stormwater management as demonstration project	\$83,300	2.3
TOTAL RECOMMENDED		\$248,300	
Projects Not Recommended for Funding			
UT Arlington - Critical Source Area ID for Nonpoint Pollution			5.2
Lewisville - LLELA Kayak Launch Redesign			5.3
Water is Alive - Healing the Earth with Microbes and Plants			5.7
Green Arlington Foundation - Pumps for Parks			6.5
Projects Withdrawn by Applicant			
Dallas County - Goat Island Preserve Parking Lot Rehab & Beautification			NA
Fort Worth - Mobile Collection Unit Digital Billboards			NA



Round 4 Schedule

Call for Applications Opens	July 15, 2024
Pre-application Workshop	July 17, 2024
Applicants submit questions for FAQ	July 15, 2024 – August 1, 2024
NCTCOG staff available to meet for preliminary application review	July 15, 2024 – August 1, 2024
Applications Due	August 16, 2024 @ 5 pm
Application Review and Scoring	September 2024
Recommended Projects Presented to STTC - Information	September 27, 2024
Recommended projects presented at Transportation Public Meeting	October 15, 2024
Recommended Projects Presented to RTC – Information	October 17, 2024
Recommended Projects Presented to STTC - Action	October 25, 2024
Recommended Projects Presented to RTC – Action	December 12, 2024

Requested Action

Regional Transportation Council Approval:

Approve \$248,300 total RTC Local for three projects

- Allen Inlet Filter Pilot Program
- DART Vermiculture Food Waste Composting and Lawnview Station
- Frisco Median Bioswale Retrofit Parkwood Boulevard

Administratively amend the TIP/STIP and other planning/administrative documents to incorporate these changes.



Contact Us



Karla Windsor, AICP
Senior Program Manager
kwindsor@nctcog.org



Shawn Conrad, PhD
Program Manager
sconrad@nctcog.org



Devia Joshi
Transportation Planner
djoshi@nctcog.org



Temporary Backstop Funding Supporting RAISE 2021 Electric Vehicle Procurement

**Regional Transportation Council
December 12, 2024**

Project Summary

Enhancing Mobility within the Southern Dallas Inland Port
Transit Services • Pedestrian Infrastructure • Traffic Signals

Total Project	\$17.5M
Rebuilding Infrastructure with Sustainability and Equity (RAISE) Award	\$8.2M
Additional RTC Commitments	\$8.3M
Other (State & Local)	\$1.0M

Goals: Expand access to regionally significant employment, education, and healthcare centers in Southern Dallas County; Improve access to the Dallas Veterans Affairs Medical Center; and Connect Inland Port area to the DART light rail system

Background

Vehicles

March 2024 competitive vehicle procurement

8 electric buses for the RAISE2021 grant – to be operated by STAR Transit

Vendor selected: Model 1 Commercial Vehicles, Inc.

Model 1 is able to satisfy the order with model year 2023 stock vehicles

In-Plant Inspection

July 2024 competitive procurement for in-plant inspection services and completion of Post

Award Buy America audits

Vendor selected: EVEOO, Inc.

In-plant inspector will observe manufacturing of an identical vehicle which must be accomplished before manufacturing shifts

Timeline

November 7, 2024	NCTCOG requested a Letter of No Prejudice to authorize grant activities in advance of grant agreement execution
November 21, 2024	NCTCOG Executive Board approved contracts with Model 1 Commercial Vehicles, Inc. and EVEOO, Inc.
December 4, 2024	U.S. Department of Transportation & Federal Transit Administration approved use of pre-award authority
→ December 2024	Last opportunity for in-plant inspection of identical vehicles
→ December 2024/ January 2025	Anticipate execution of FTA Grant Agreement
February 2025	Anticipate completion of inspection and Post Award Buy America Audits
March 2025	Expect delivery of 8 electric buses

NCTCOG
incurring
some risk by
advancing
activities
prior to
execution of
grant

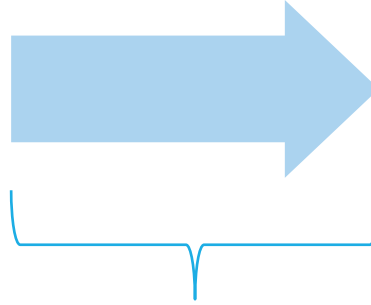
Action Plan

- Advance purchase of stock vehicles and in-plant inspection services

	RAISE	RTR match	Total
8 electric buses	\$880,000	\$220,000	\$1,100,000
In-plant inspection services	\$124,000	\$31,000	\$155,000
	\$1,004,000	\$251,000	\$1,255,000

- Mitigate risks by:
 - requesting a Letter of No Prejudice from FTA to ensure purchases prior to grant execution are eligible for reimbursement
 - requesting RTC Local funding as backstop to cover contract obligations in advance of grant execution
- Continue coordination with FTA to finalize grant

Award ✓



Executed Grant Agreement

Risk Mitigation Strategies

Letter of No Prejudice ✓

RTC Local Backstop

Action Requested

Authorization to use up to **\$1,004,000 RTC Local Funds** for a temporary backstop to support contract obligations and expenditures for the purchase of electric buses and in-plant inspection services.

For More Information

Dawn Dalrymple

Senior Program Manager

Fiscal Management

ddalrymple@nctcog.org

817-608-2319

Gypsy Gavia

Program Manager

Mobility Management

ggavia@nctcog.org

817-695-9134

Emily Beckham

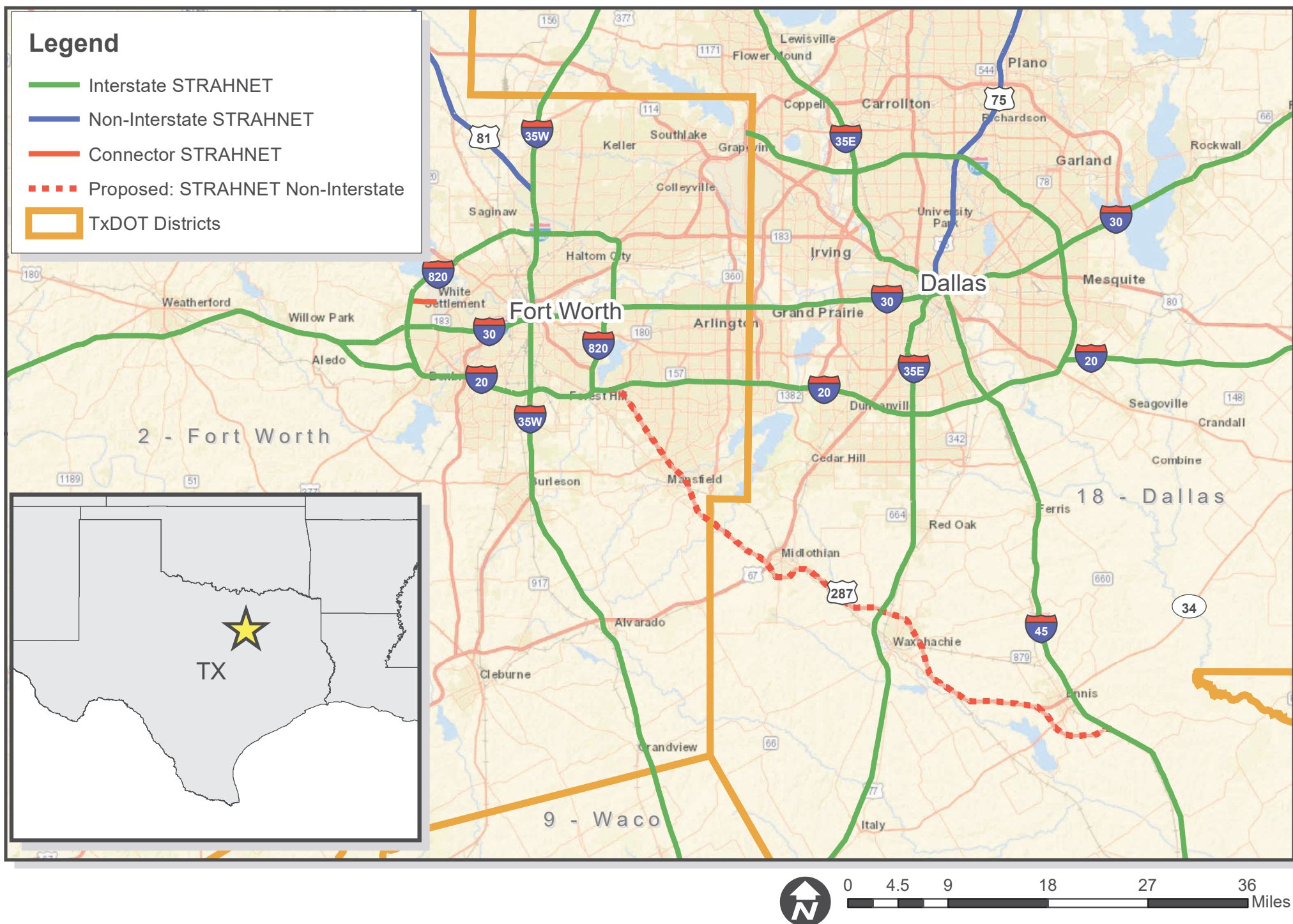
Program Manager

Procurement & Contracting

ebeckham@nctcog.org

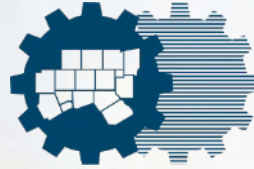
817-608-2308

STRAHNET: Proposed Routes



Proposed Strategic Roadway Network (STRAHNET) Addition

Counties	Route Number	From (name or mile point)	To (name or mile point)	Length (miles)	Proposed STRAHNET action	Brief Justification
Ellis, Johnson, Tarrant	US 287	I-20	I-45	50.7	Add	Add NHS as STRAHNET Non-Interstate



NCTCOG PRESENTATION

Endorsement of Community Noise Mitigation Program (CNMP) Grant Submission

AMANDA WILSON | REGIONAL
TRANSPORTATION COUNCIL |
DECEMBER 12, 2024

Community Noise Mitigation Program

- ❑ Authorized by U.S. Congress in FY22 Appropriations Bill
- ❑ Purpose: reduce impact of fixed wing military aviation noise on covered facilities (such as Naval Air Station Joint Reserve Base Fort Worth)
 - Schools, daycares, facilities serving senior citizens, hospitals, private residences within noise contours of military installation
- ❑ \$75M available; \$18.75M available to reserve installation (\$5M reserved for bases with new model of aircraft)
- ❑ Multiple applications allowed per agency but must be prioritized based on noise levels
- ❑ NCTCOG staff would like to pursue applications for six school district facilities in Lake Worth and White Settlement ISDs



Community Noise Mitigation Program

Funding Availability

\$75 Million
National

\$18.75 Million
Guard/Reserve
Installations

\$5 Million
Guard/Reserve Bases with
New Aircraft

Cost Sharing

90% Federal | 10% non-Federal

Covered Facilities Eligibility

1. School, Daycare, Facilities Serving Senior Citizens, Hospitals, Private Residences
2. Within a military base noise contours
3. Experiencing average indoor noise level 45+ dB



NCTCOG Community Noise Mitigation Applications

Lake Worth and White Settlement ISDs

Initially met with three school districts, two chose to participate

Acoustical testing performed to determine indoor noise level/eligibility

- Effie Morris Early Learning Academy (LWISD)
- Howry STEAM Academy (LWISD)
- LWISD Operations Building
- Brewer Middle School (WSISD)
- Liberty Elementary School (WSISD)
- WSISD Transition Center

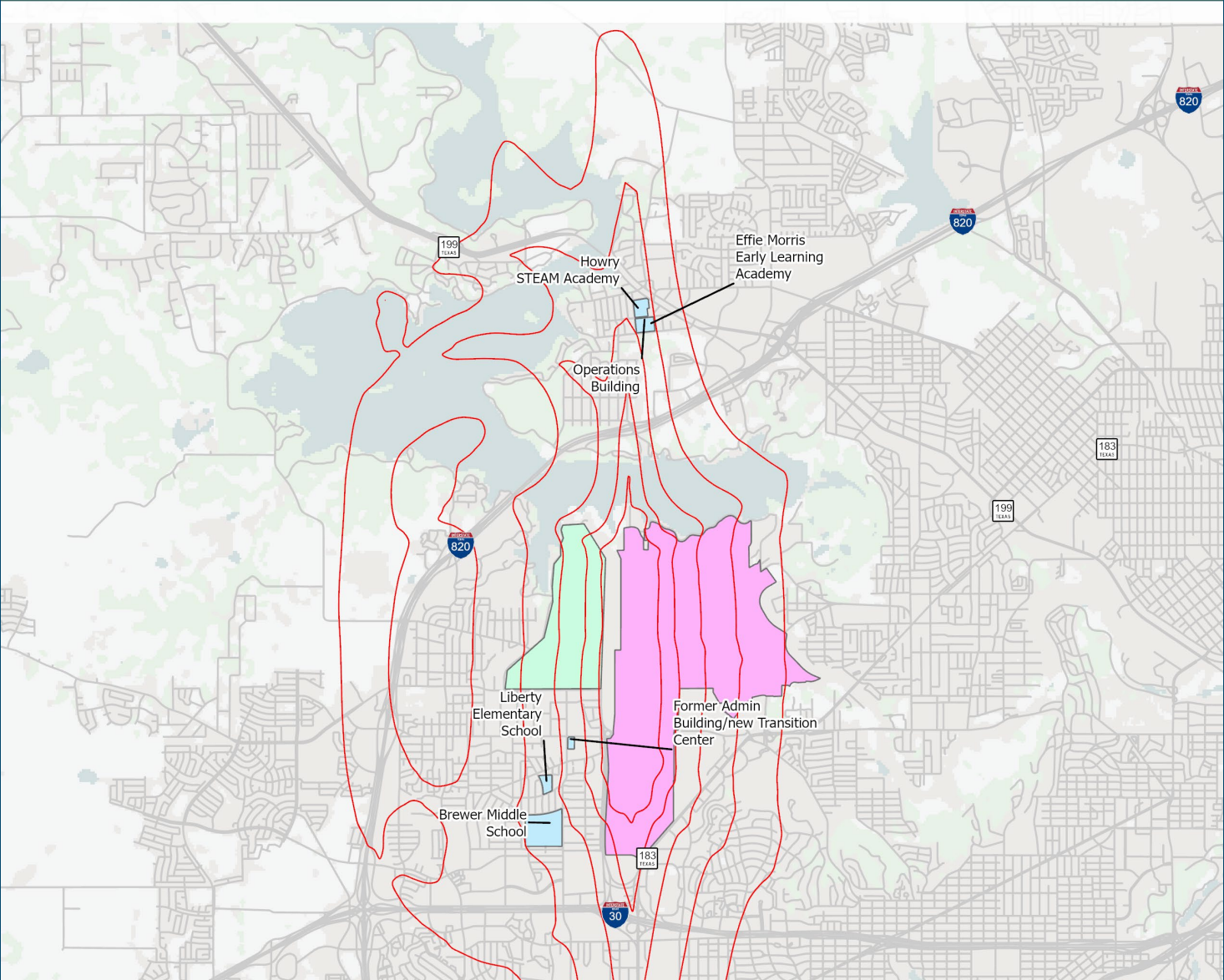
Recommendations to reduce indoor noise include primarily replacing window and doors with higher Sound Transmission Classification (STC) rated materials

Advanced pre-application consultant work with RTC Local funding previously approved for Regional Joint Land Use Study activities



Participating Facilities

Schools Within NAS JRB Fort Worth Noise Contours



NCTCOG Community Noise Mitigation Application

Anticipated Budget

Funding Source	Amount
Federal (CNMP Award)	\$3,643,199
Local (NCTCOG)	\$202,401
Local (Lake Worth ISD)	\$59,608
Local (White Settlement ISD)	\$142,791
Total	\$4,047,999



NCTCOG Regional Joint Land Use Efforts

Last study completed in 2018; received ~\$400,000 in federal DOD grant funding to implement recommendations

Additional recommendations can be implemented through a second DOD implementation grant; intent is to combine this with a Military Installation Resilience study for NAS JRB Fort Worth

RTC previously approved RTC local funds to use as local match for the future federal grant and support activities that are not eligible for the grant

Staff has learned more about the grant scope of work and consultant need for the project and additional funding is needed, beyond the requested backfill of funds used to advance work for the CNMP applications



NCTCOG Regional Joint Land Use Study

RTC Local Request

Purpose	Amount
RTC Approved Regional Joint Land Use Implementation	\$340,000
Regional JLUS Used To Date	-\$80,000
Regional JLUS Advanced for CNMP (Applied as Local Match)	-\$130,000
Amount Remaining	\$130,000



NCTCOG Regional Joint Land Use Study

RTC Local Request

Purpose	Amount
Amount Needed for Ongoing JLUS Support	\$155,000
Amount Needed for Second Regional JLUS Local Match (leverages \$1,700,000 in DoD grant funds)	\$184,000
Remaining Amount Needed for Local Match for CNMP	\$72,000
Minus Amount Remaining	-\$130,000
New RTC Local Request	\$281,000



Schedule

Date	Milestone
July 25, 2024	NOFO Released
October 22, 2024	Applications Due
October 24, 2024	Executive Board
October 25, 2024	STTC Action (Endorsement)
December 12, 2024	RTC Action (Endorsement)



Requested Action

- Endorse NCTCOG grant applications for the Community Noise Mitigation program.
- Recommend RTC approval of the use of \$281,000 in Regional Transportation Council Local funds used to advance pre-application consultant activities to backfill Regional Joint Land Use Study activities, provide NCTCOG portion of CNMP local match, and provide additional local match for Regional Joint Land Use Study activities.
- Approve staff to administratively amend the TIP/STIP and other planning/administrative documents to incorporate these changes should the project be selected for funding.



CONTACT US



Amanda Wilson, AICP

Senior Program Manager

awilson@nctcog.org | 817-695-2984

Dan Kessler

Assistant Director of Transportation

dkessler@nctcog.org | 817-695-9248





Request to Advance Funding to River Oaks for Meandering Road Right-of-Way Acquisition

Presented to the Regional
Transportation Council

December 12th, 2024



Meandering Road



Project Overview



Importance of Meandering Road

- Serves as main access point for the NAS Fort Worth, JRB East Gate entrance
- 1,800 vehicles per day enter through East Gate
- Higher traffic counts on drill weekends
- Additional roadway users include FMC Carswell, YMCA Camp Carter, Burger Lake, and gas well traffic

Purpose and Need

Purpose:

- Construct an arterial roadway that provides a safe, efficient, and cost-effective transportation facility designed to meet projected travel demand.

Need:

- The project is needed to address deteriorating conditions of the existing roadway, operational/safety deficiencies at intersections, accommodate bicycles and pedestrians where no facilities currently exist, and to better size the facility to meet the needs of the surrounding area.

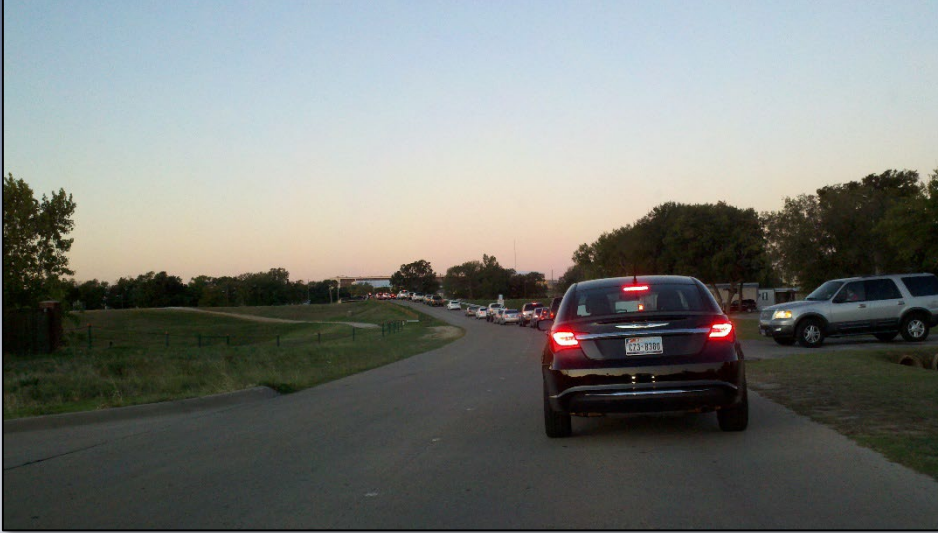
Scope of Project

- Complete Preliminary Design, Environmental Clearance, and Final PS&E
- Reconstruct Meandering Road from 4 to 3 lanes
- Realign intersection at Roberts Cut Off
- Construct intersection improvements at Yale St and LT JG Barnett Rd
- Add sidewalks and side paths within project limits
- Add bike lanes on LT JG Barnett Rd

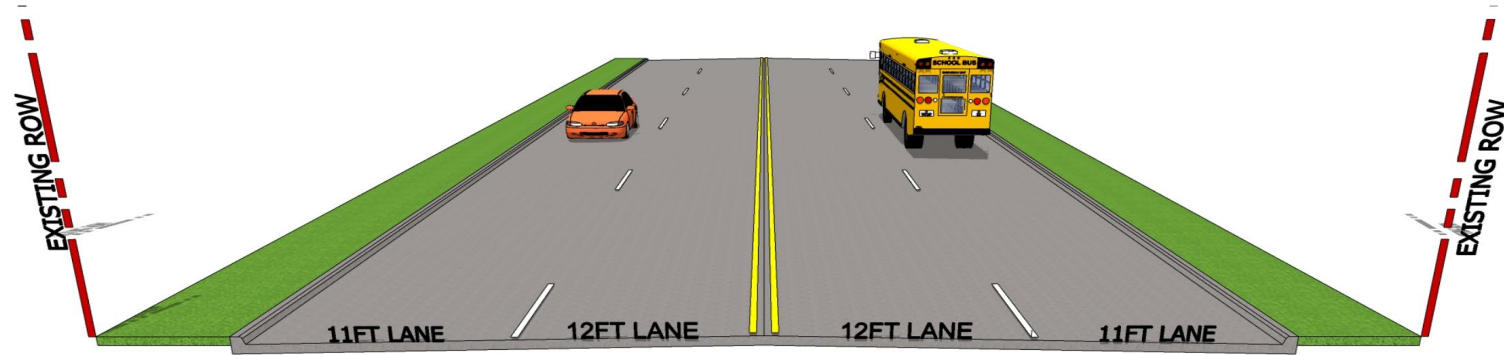
Existing Conditions



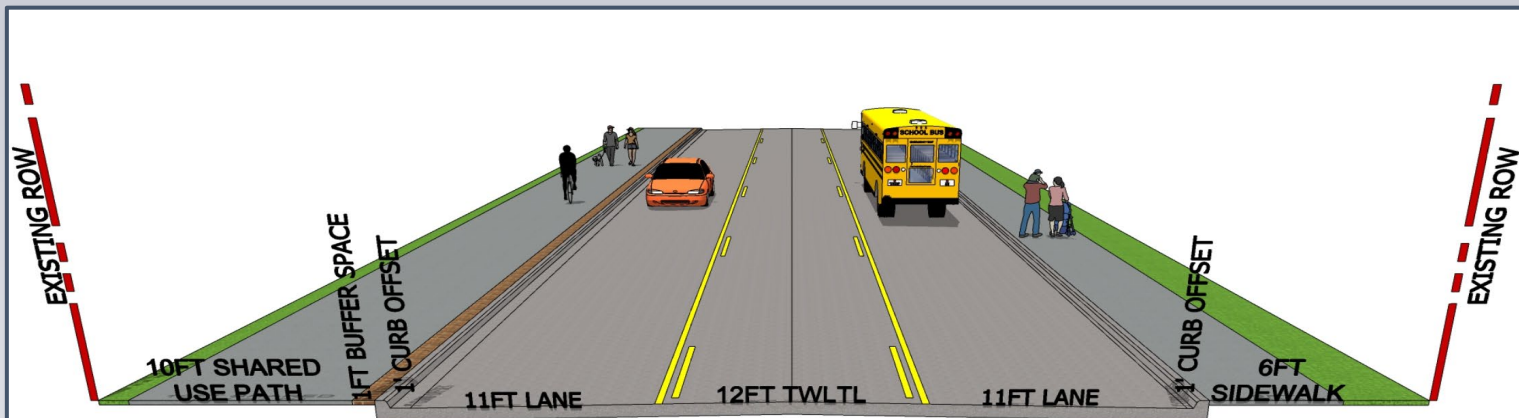
Need for Improvements



Proposed Cross Section



EXISTING MEANDERING ROAD TYPICAL SECTION



PROPOSED MEANDERING ROAD TYPICAL SECTION

Key Intersection



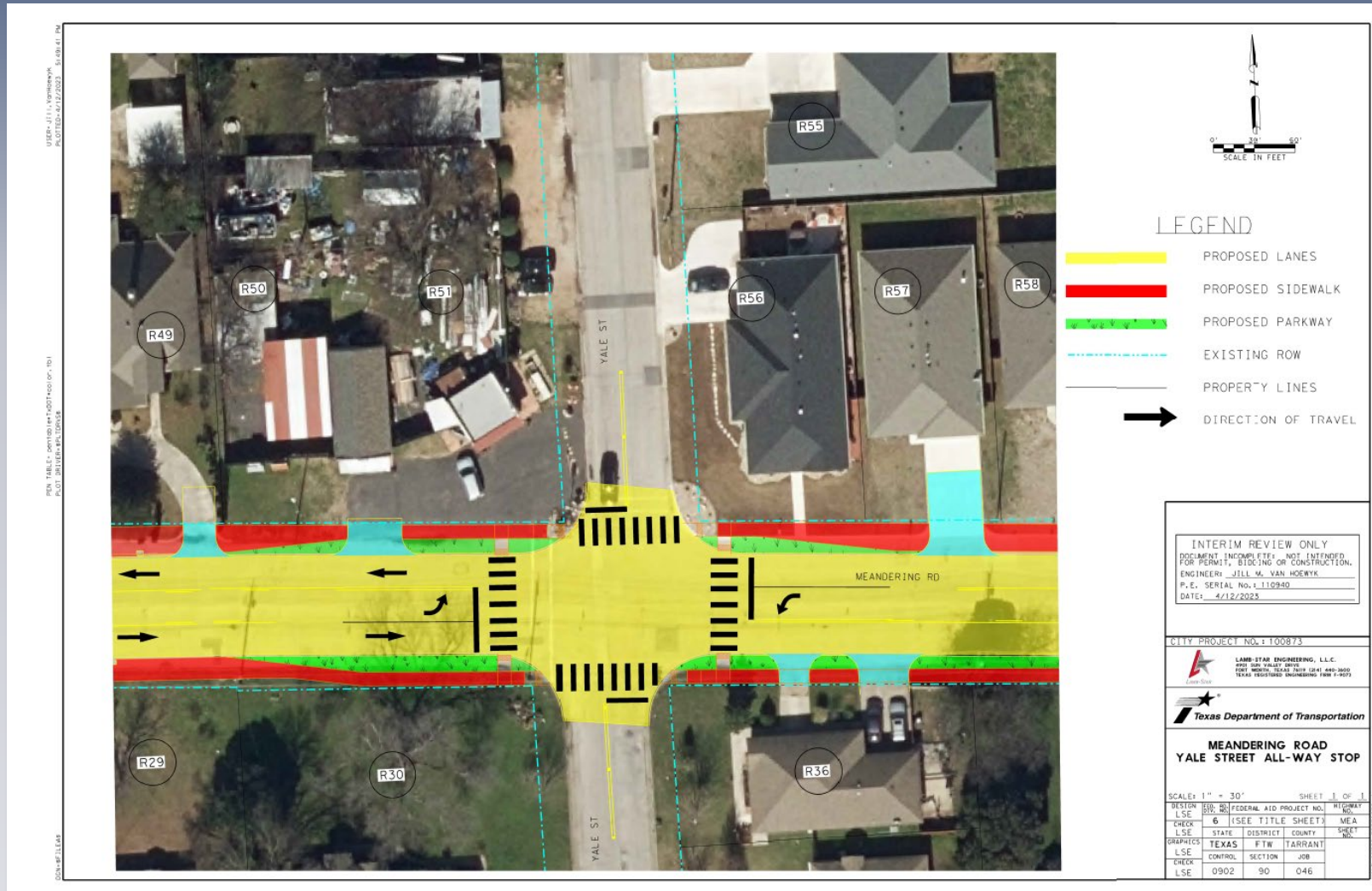
Meandering Road at Roberts Cut Off

Key Intersection



Meandering Road at Yale Street

Key Intersection



Meandering Road at Yale Street

Key Intersection



Meandering Road at LT JG Barnett Rd

Preliminary Design Concepts

Meandering Road, LTJg Barnett Road, Gillham Road and Brocks Lane Intersection

Roundabout Alternative

Basic Design Assumptions:

3-lane Meandering Road (2 westbound/1 eastbound)

Considerations:

NAS JRB Access
YMCA Camp Carter Access
Local Residential Traffic
Traffic Control Delay
Driver Expectations
Drainage

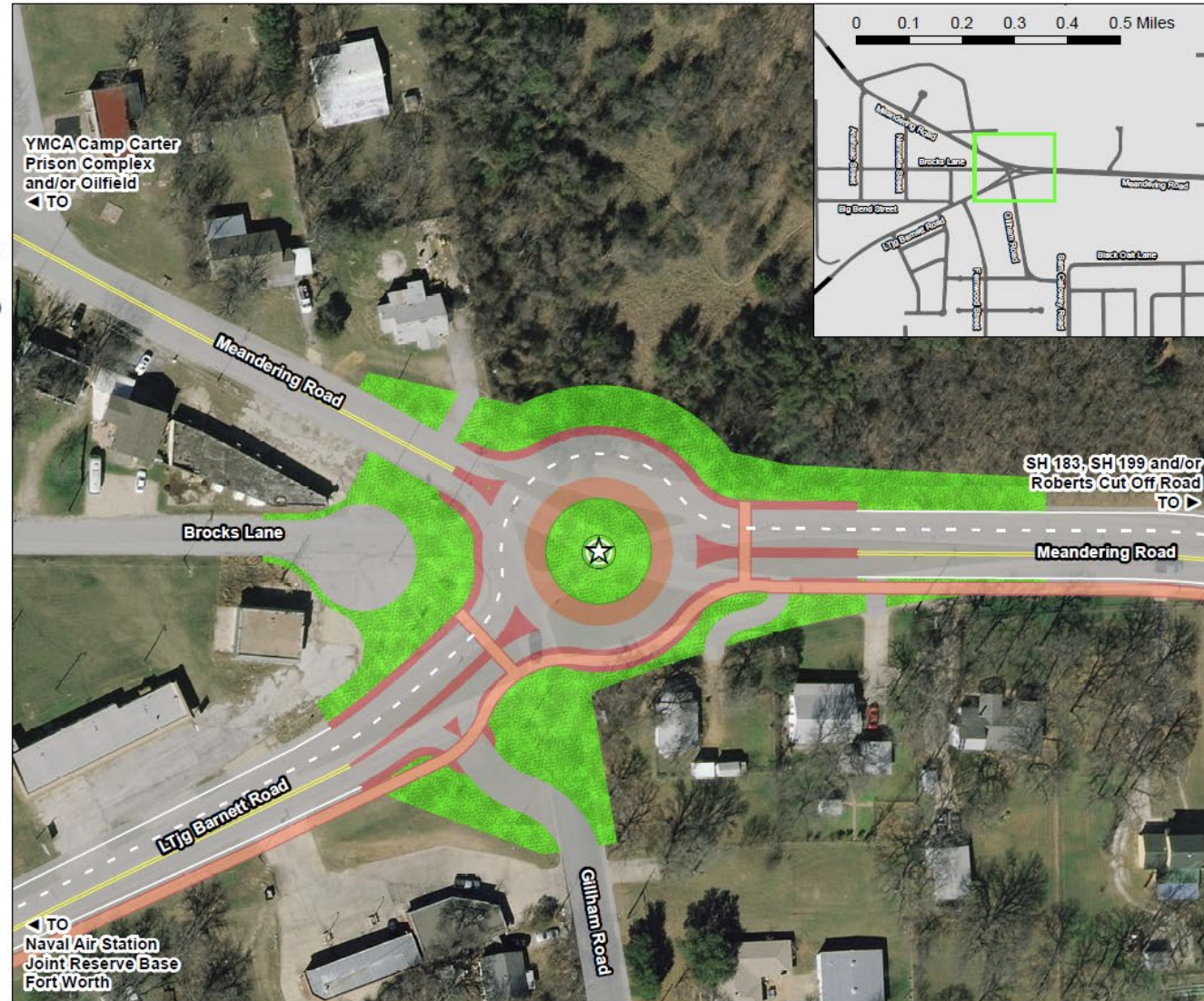
Pros:

Simplifies Current Configuration
Reduced Traffic Control Delay
Opportunity for Oversized Vehicles to Turn Around
Dedicated Pedestrian/Bicycle Movement
Place-Making/Monument Within Roundabout

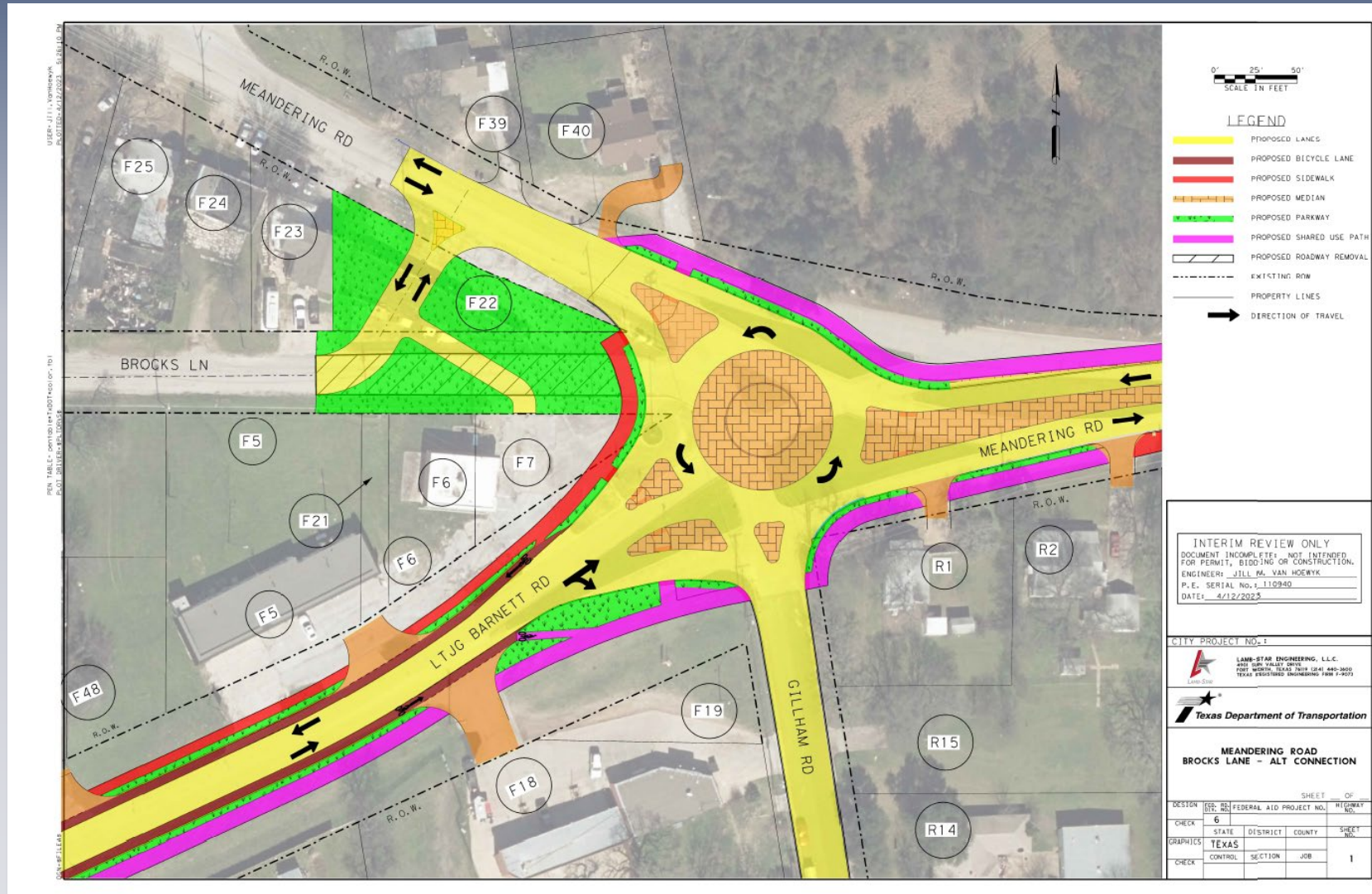
Cons:

Grade Changes Considerably in Roundabout
Roundabout Configuration Learning Curve
Brocks Lane Dead Ends
Gillham Road Limited to Right-In/Right-Out Access
Limited Driveway Access Near Roundabout
Eastbound Meandering Road Crosses Two Lanes

0 50 100 150 Feet

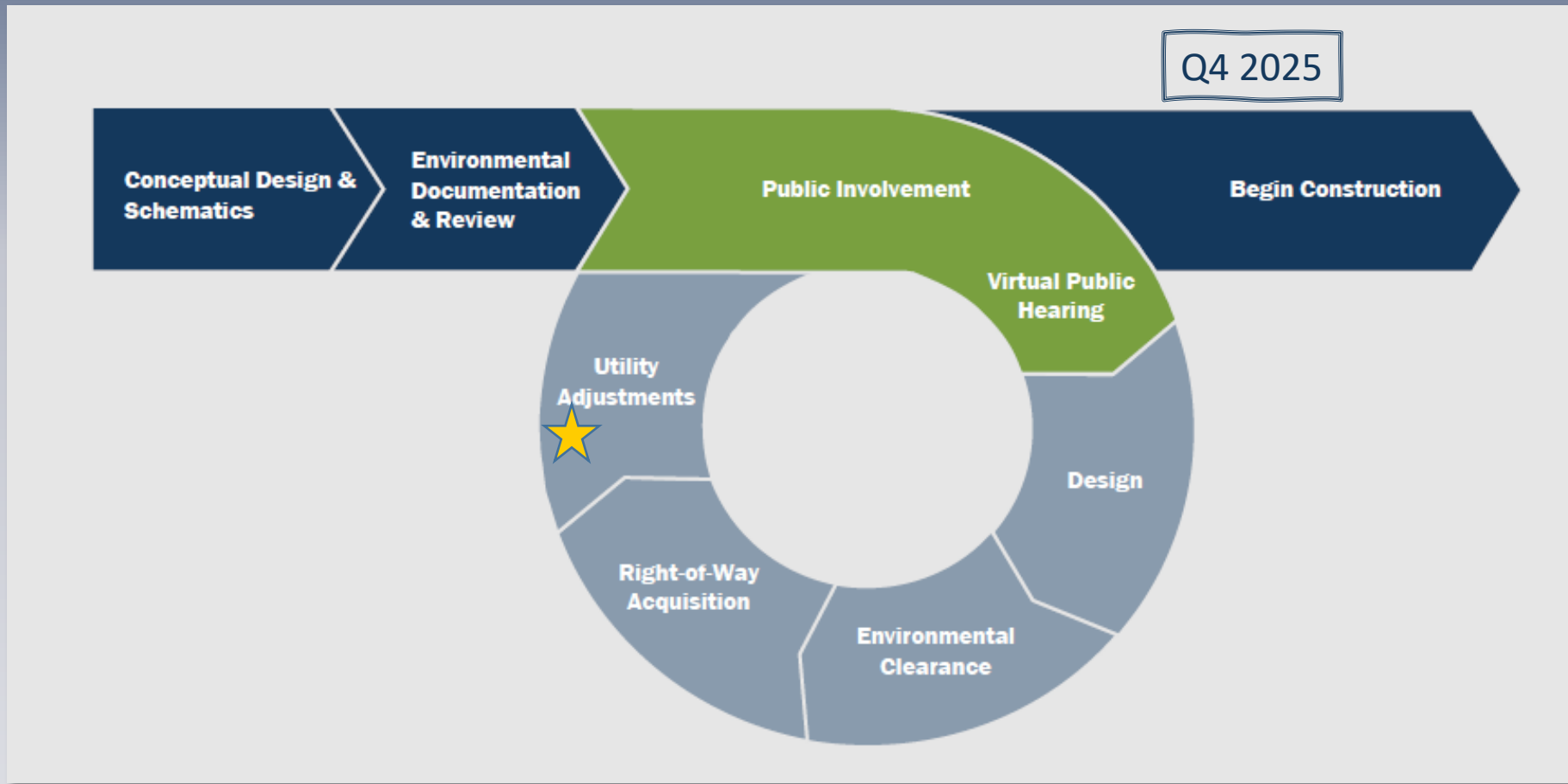


Key Intersection

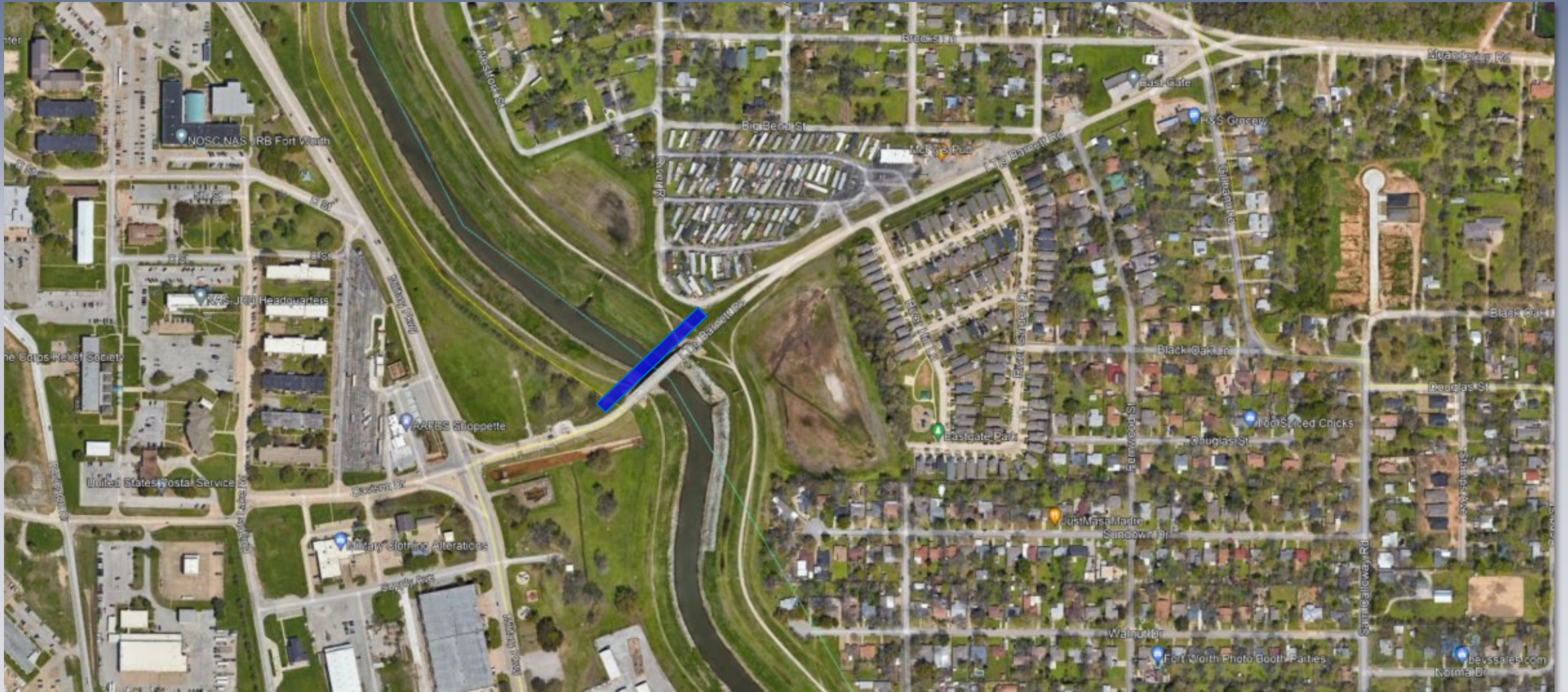


Meandering Road at LTJG Barnett

Schedule

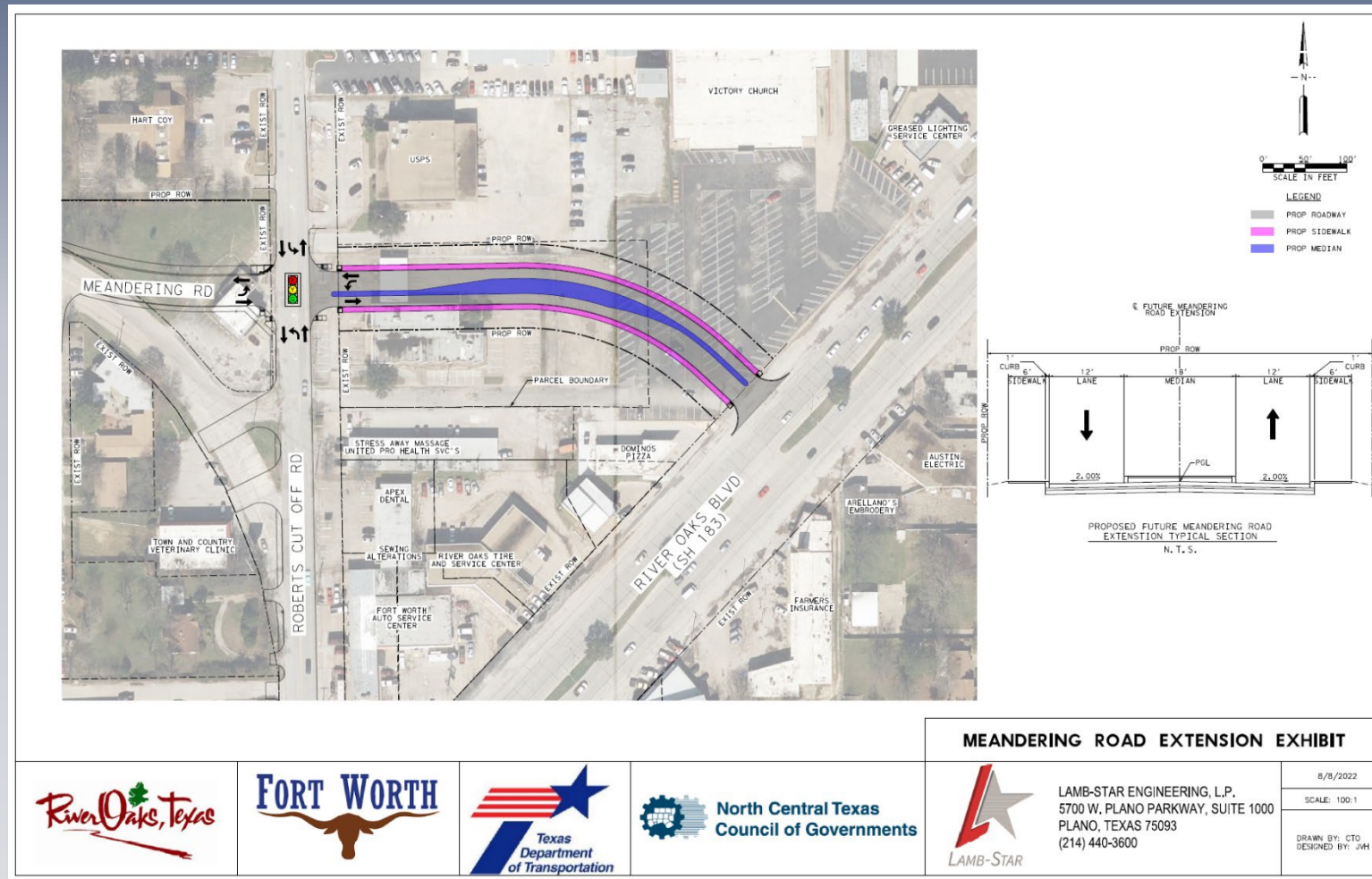


On the Horizon



NASJRB Second Bridge

On the Horizon



Meandering Road Extension

Project Team

Project Role	Name	Representing	E-mail	Phone
TxDOT Oversight	Troy Davis	TxDOT - NTAO - FTW District	Troy.Davis@txdot.gov	817-271-2349
Lead Agency	Chad Allen	City of Fort Worth	chad.allen@fortworthtexas.gov	817-392-8021
Key Stakeholder	Marvin Gregory	City of River Oaks	mgregory@riveroakstx.com	817-626-5421
Key Stakeholder	Dan Kessler	North Central Texas Council of Governments	DKessler@nctcog.org	817-319-0866
Design Team - PM	Jill Van Hoewyk	Lamb-Star Engineering	Jill.VanHoewyk@Lamb-Star.com	214-440-3630



Requested Action:

RTC Advance to the City of River Oaks RTC Local Funds in the Amount of \$950,000 for Right-Of-Way Acquisition to Support Construction of Meandering Road from LT JG Barnett Rd to Roberts Cut-Off





FEDERAL TRANSIT ADMINISTRATION
819 TAYLOR STREET, ROOM 14A02
FORT WORTH, TEXAS 76102-9003

FEDERAL HIGHWAY ADMINISTRATION
300 E. 8TH STREET, ROOM 826
AUSTIN, TEXAS 78701-3225

November 21, 2024

Transmitted Via E-mail

Refer to: HDA-TX

Metropolitan Planning Organization for the Dallas-Fort Worth Arlington, Denton-Lewisville, and McKinney Urbanized Areas (MPO) Transportation Conformity Determination
Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update
and FY 2023-2026 Transportation Improvement Program

Mr. Marc D. Williams
Executive Director
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701-2483

Dear Mr. Williams:

We have reviewed the documentation supporting the transportation conformity determination for the Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update (Mobility 2045 – 2022 Update) and FY 2023-2026 Transportation Improvement Program (FY 2023-2026 TIP) adopted by the Metropolitan Planning Organization's Regional Transportation Council on November 9, 2023.

This conformity determination was conducted to demonstrate that the Mobility 2045 – 2022 Update and FY 2023-2026 TIP conform to the 2020 Reid Vapor Pressure (RVP) Motor Vehicle Emission Budgets (MVEB). No project changes to the Mobility 2045 – 2022 Update and FY 2023-2026 TIP requiring transportation conformity are proposed. It is noted that the MPO subsequently adopted a FY 2025-2028 TIP consistent with the Mobility 2045 – 2022 Update on June 13, 2024.

Based upon our review and consultation with the U.S. Environmental Protection Agency (EPA), the Texas Commission on Environmental Quality (TCEQ), and the Texas Department of Transportation (TxDOT), we hereby find:

- the Mobility 2045 – 2022 Update and FY 2023-2026 TIP meet all the requirements for making a joint conformity determination under the Clean Air Act Amendments of 1990.

Additionally, we find:

- the Mobility 2045 – 2022 Update satisfactorily complies with the requirements of 23 CFR §450.324 regarding the review and update of metropolitan transportation plans (MTP) in air quality non-attainment areas; and
- the FY 2023-2026 TIP satisfactorily complies with the requirements of 23 CFR §450.326 regarding the update, public involvement, project inclusion, consistency with the plan, and fiscal constraint of transportation improvement programs in air quality non-attainment areas.


The interagency consultative partners have indicated that they have no unresolved issues concerning this conformity determination in their letters dated: November 6, 2024, for TCEQ; November 6, 2024, for EPA; and November 19, 2024, for TxDOT. The conformity determination and procedures used to make this determination are in accordance with the provisions of the transportation conformity rule (40 CFR Parts 51 and 93), dated August 15, 1997, as amended.

Please note that this action does not restart the four-year time clock associated with the MTP update. Accordingly, an updated MTP and corresponding transportation conformity demonstration will be required by December 15, 2026.

The Federal Highway Administration (FHWA) acts as executive agent for the Federal Transit Administration (FTA) on metropolitan transportation plan and transportation improvement program air quality conformity determinations. Accordingly, this letter will serve as a joint FHWA/FTA conformity determination.

Should you have any questions concerning this action, please contact Jose Campos at Jose.Campos@dot.gov or (512) 536-5932 or Barbara Maley at Barbara.Maley@dot.gov or (972) 561-8025.

Sincerely yours,

 Digitally signed
by ACHILLE
ALONZI
Date: 2024.11.21
15:35:05 -06'00'

Achille Alonzi
Division Administrator

Electronic copies:

Federal Transit Administration, Region 6 (FTA-6)

Donald Koski	David Bartels
Lynn Hayes	Marc Oliphant

Federal Highway Administration, Texas Division (FHWA-TX)

TX-PPD	Michael Leary, Jose Campos, Barbara Maley
TX-OPS	Gionni Maze, Ujval Patel
TX-Finance	

United States Environmental Protection Agency, Region 6 (EPA)

Melanie Magee	Jeff Riley
---------------	------------

Texas Commission on Environmental Quality (TCEQ)

Donna Huff	Sarah Thomas
------------	--------------

Texas Department of Transportation (TxDOT)

Transportation Planning and Programming Division (TPP)

Humberto 'Tito' Gonzalez, Jr.

Mildred Litchfield

Janie Temple	Laura Norton
--------------	--------------

Casey Wells	Raymond Sanchez
-------------	-----------------

Shannon Hawkins

Environmental Affairs Division (ENV)

Doug Booher

Tim Wood	Glendora Lopez
----------	----------------

Public Transportation Division (PTN)

Eric Gleason	Bonnie Sherman
--------------	----------------

Greg Reininger	Brigida Gonzalez
----------------	------------------

Dallas District (DAL)

Ceason Clemens

Fort Worth District (FTW)

David M. Salazar Jr.

Paris District (PAR)

Noel Paramanantham

Metropolitan Planning Organization for the Dallas-Fort Worth Arlington, Denton-Lewisville, and McKinney Urbanized Areas (MPO)

Clay Lewis Jenkins, Chair, RTC

Mike Eastland, Executive Director, NCTCOG

Michael Morris, Transportation Director, NCTCOG

Regional Transit

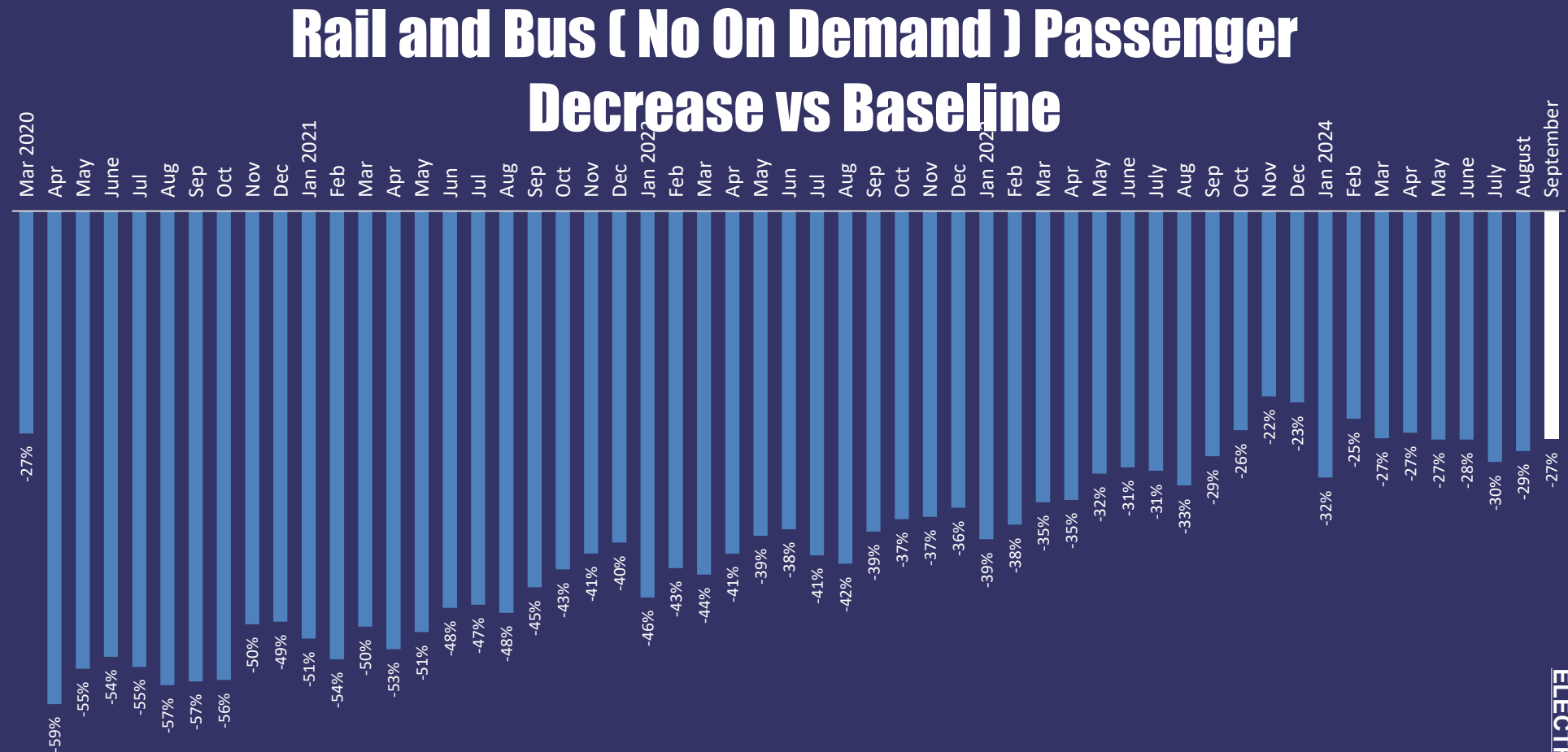
Nadine Lee, Dallas Area Rapid Transit (DART)

Paul Cristina, Denton County Transportation Authority (DCTA)

Richard Andreski, Trinity Metro

TRANSIT IMPACTS

Rail and Bus Weekday Ridership



Source: DART, DCTA, Trinity Metro, and VIA Arlington

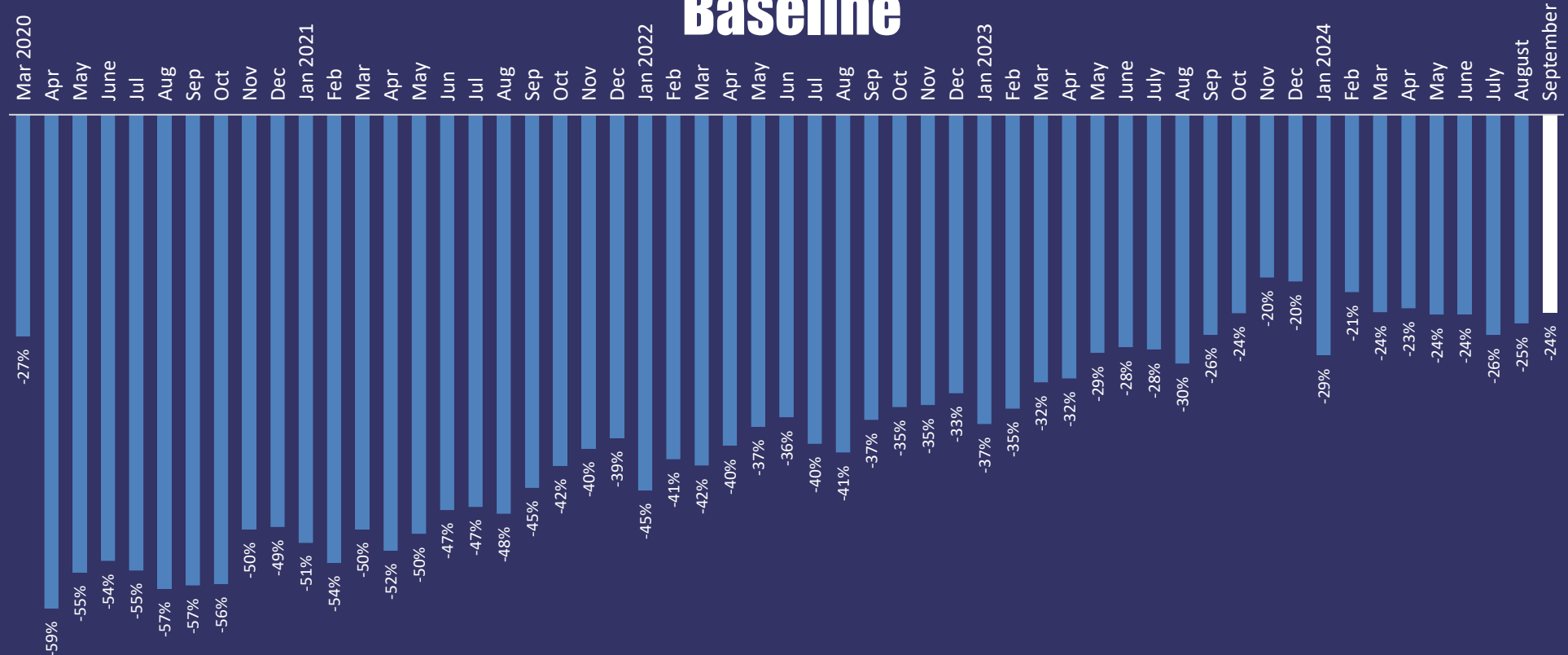
Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT IMPACTS

Rail, Bus and
OD
Weekday
Ridership

Rail, Bus and On Demand Passenger Decrease vs Baseline



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA

Source: DART, DCTA, Trinity Metro, and VIA Arlington

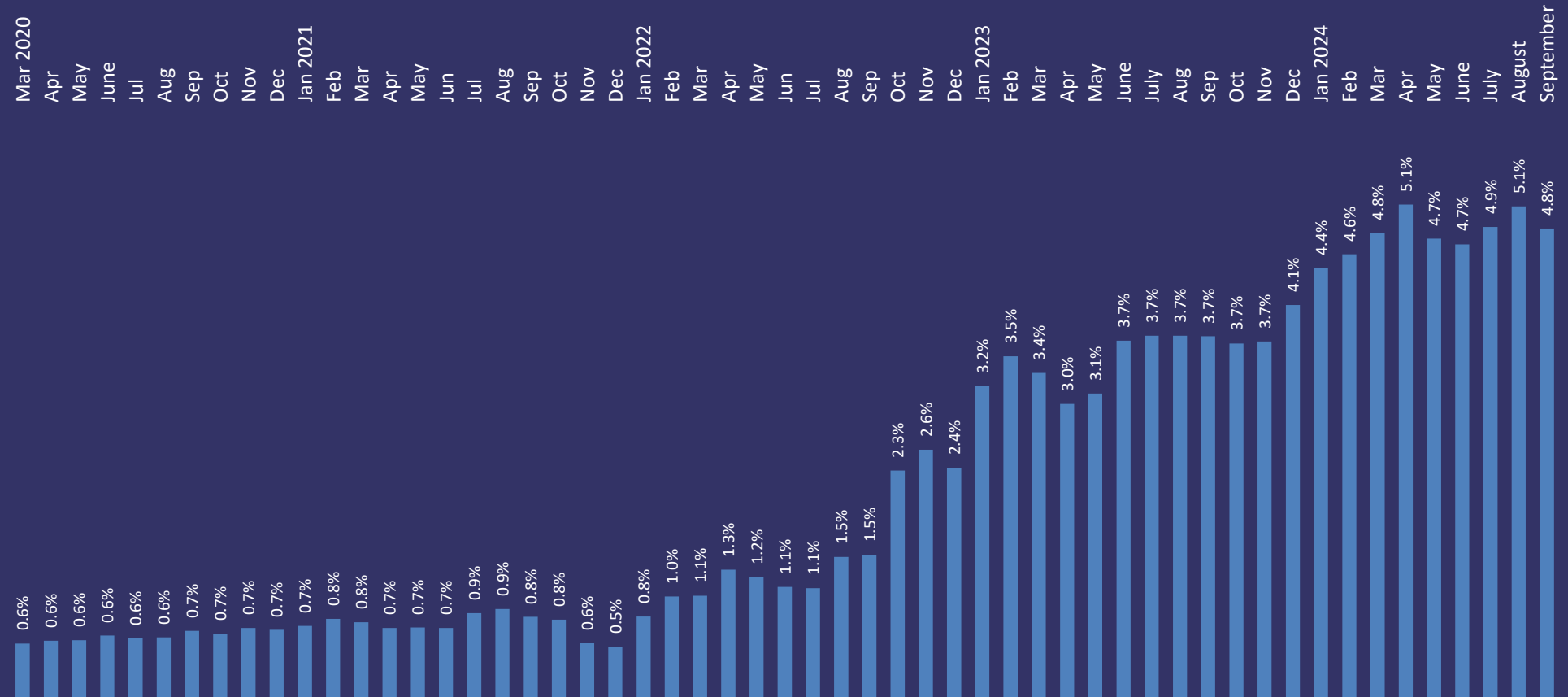
Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT IMPACTS

Weekday
Ridership

Contribution of On Demand Services



Source: DART, DCTA, Trinity Metro, and VIA Arlington

Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

**REGIONAL TRANSPORTATION COUNCIL
2025 SCHEDULE OF MEETINGS
(Second Thursday, 1:00 pm)**

January 9, 2025

February 13, 2025

March 13, 2025¹

April 10, 2025

May 8, 2025

June 12, 2025

July 10, 2025²

August 7, 2025³ (August 14, 2025)

September 11, 2025

October 9, 2025⁴

November 13, 2025⁵

December 11, 2025

Dates are subject to change.

¹ The 2025 National League of Cities Congressional City Conference is scheduled for March 10 - 12 and does not conflict with the RTC meeting schedule.

² The NACo Annual Conference is scheduled for July 11 – 14 and does not conflict with the RTC meeting schedule.

³ This meeting date will coincide with the annual Irving Transportation Investment Summit.

⁴ The 2025 Texas Municipal League Annual Conference and Exhibition is scheduled for October 29 - 31 and does not conflict with the RTC meeting schedule.

⁵ The National League of Cities 2025 City Summit is not yet scheduled.

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
2025 SCHEDULE OF MEETINGS
(Fourth Friday, 1:30 pm)**

January 24, 2025

February 28, 2025

March 28, 2025

April 25, 2025

May 23, 2025

June 27, 2025

July 25, 2025

August 22, 2025

September 26, 2025

October 24, 2025

December 5, 2025

(Proposed combination of the November and December meetings)

Dates are subject to change.



Celebrating
THE LIFE OF

SANDY
WESCH

TCEQ's Recommended State Designations for the 2024 Primary Annual Fine Particulate Matter (PM_{2.5}) National Ambient Air Quality Standard (NAAQS)

Regional Transportation Council

December 12, 2024



Chris Klaus

Senior Program Manager



2024 Primary Annual Fine PM_{2.5} NAAQS

Effective February 7, 2024

EPA promulgated a revised primary annual PM_{2.5} standard

From 12.0 to 9.0 micrograms per cubic meter (µg/m³)

Clean Air Act requires states to submit their designations to EPA within one year of NAAQS promulgation, or by February 7, 2025



TCEQ Recommended PM_{2.5} Designations

Nonattainment:

Bowie County

Dallas County

Harris County

Tarrant County

Attainment/Unclassifiable:

Remainder of state



Designations Schedule Milestones

Anticipated TCEQ Commission agenda date: **December 18, 2024**

TCEQ recommendation to governor's office: **December 30, 2024**

State designations due to EPA: **February 7, 2025**

EPA sends 120-day letters: **October 9, 2025**

Final designations promulgated by EPA: **February 7, 2026**



Resources:

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

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

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

For more information, visit the TCEQ's [Air Pollution from Particulate Matter](https://www.tceq.texas.gov/airquality/sip/criteria-pollutants/sip-pm/#latest) webpage:
(<https://www.tceq.texas.gov/airquality/sip/criteria-pollutants/sip-pm/#latest>)

TCEQ Agenda Item Request for Approval of the 2024 Annual PM_{2.5} NAAQS State Designations:

(https://www.tceq.texas.gov/downloads/air-quality/sip/pm/designations/2024025oth_2024pm_statedesig_backup.pdf)





Certification of Emerging and Reliable
Transportation Technology

Swyft Cities Update

Jeff Hathcock | Regional Transportation Council Meeting
December 12, 2024



CERTT PROGRAM

Certification of **Emerging** and **Reliable** Transportation Technology

Provide **transparent process** for RTC coordination with providers of new technology

Periodic solicitation/opportunity for new technology applications

Ensure **level playing field** for providers and local governments

Convert certification facility into commercial application, meeting long-range transportation needs



Certification of Emerging and Reliable
Transportation Technology (CERTT) Program



RTC Policy P22-02

Process:

- 1) NCTCOG staff to ensure technology solution conforms to policy guidance and long-range transportation need (MTP).
- 2) NCTCOG staff to brief RTC; RTC to take action on initiating process.
- 3) Solicit local government interest in submitting potential locations.
- 4) Technology provider to determine preferred location to pursue.
- 5) RTC to initiate development activities; NCTCOG staff to provide support.



CERTT Applicant Status

Applicant/ Technology Provider	Technology/Mode	Market Solution	Purpose/Benefit	Status
TransPod (Round 1)	Hyperloop (ultra-high-speed pod in near vacuum environment)	Statewide/ Intercity/ Regional	People and Goods/ Air Quality, and Congestion Reduction	Periodic staff coordination; TransPod is pursuing statewide corridor effort
JPods (Round 1)	Personal Rapid Transit (elevated pod/modern gondola)	Local/Sub- Regional	People/Air Quality and Congestion Reduction	Completed staff coordination; JPods is pursuing local interest outside of CERTT Program
Swyft Cities/ Whoosh (Round 2)	Personal Rapid Transit (elevated pod/modern gondola)	Local/Sub- Regional	People/Air Quality and Congestion Reduction	Regular staff coordination; Swyft Cities is actively pursuing projects and certification structure



Swyft Cities/Whoosh

Personal rapid transit (PRT) system using overhead fixed-cable gondola-like pods (6 passengers/pod)

Low-speed network that runs along/within existing public right-of-way

Proofs of concept in Christchurch, NZ

Use of private financing and can support planning of special districts, P3s, etc.

Local applications could include service extensions from transit hubs, barrier crossings, dense/mixed use center circulator



CERTT Proposals Received: Interest in Swyft Cities/Whoosh Technology

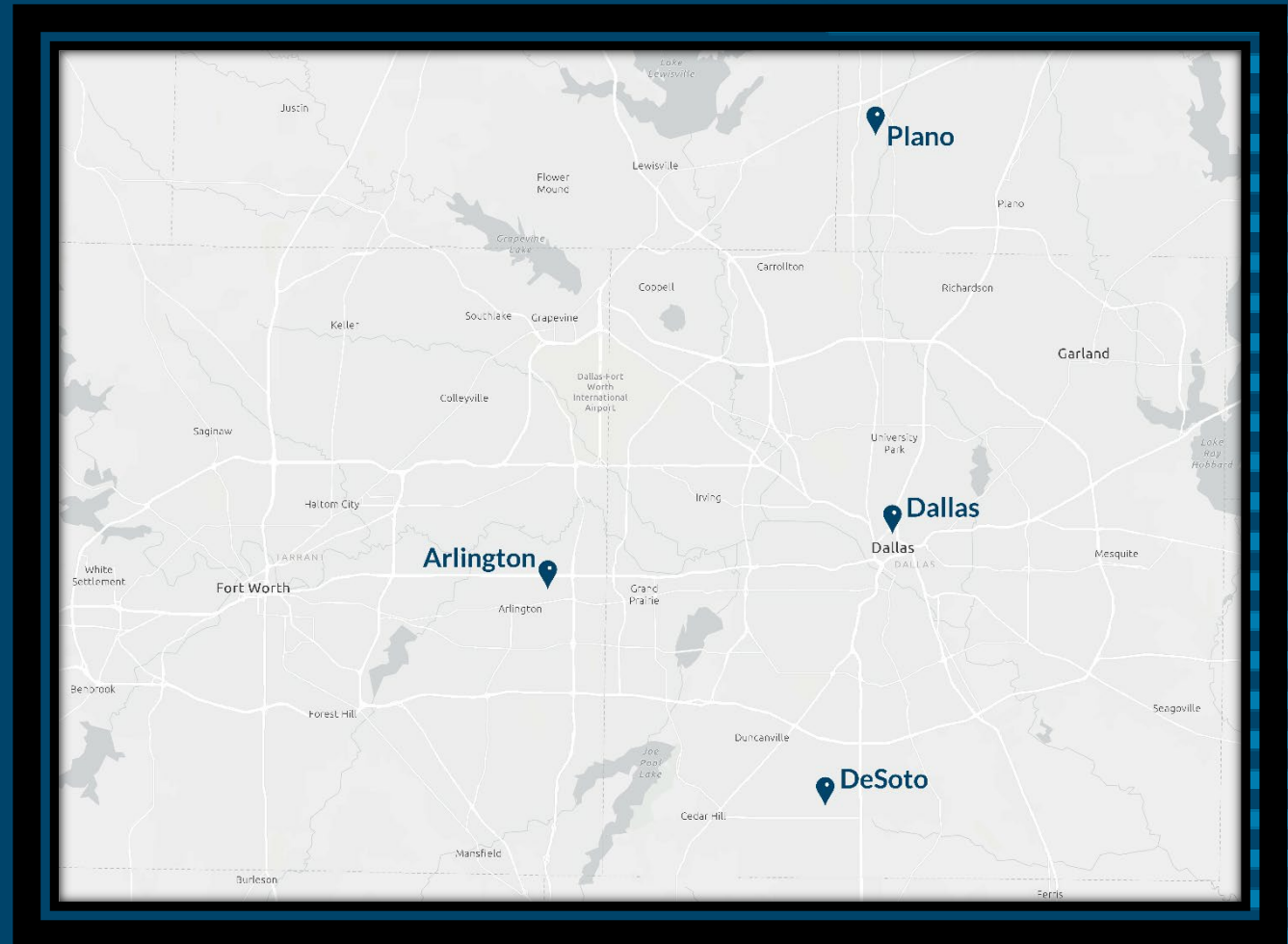
Arlington

Dallas

Desoto

Plano

Others have reached out to
Swyft Cities directly



Recent Progress

- Interest at national ASCE Conference
- Investigation of process/requirements for new technology certification
- Staff coordination with Swyft Cities and local governments in project development discussions and identification of roles/risks
- NCTCOG provided Letter of Commitment for City of Arlington's SMART Grant application (feasibility study)
- Included consideration for Swyft Cities and other technologies in scoping for Legacy Area ATN Planning Study in Plano



Next Steps

Swyft Cities: steps 4 and 5 continue in tandem

- Swyft Cities pursuing initial project and certification
 - Planning, funding, certification, and organization model that meets the needs of all parties
 - Initial project not intended to be only location
- NCTCOG staff continue providing support to Swyft Cities and local governments in project development discussions

TransPod: working to identify statewide program/interest

CERTT: continued monitoring for new technology proposals



CONTACT US



Jeff Hathcock

Program Manager

jhathcock@nctcog.org | 817-608-2354



Mike Johnson

Principal Transportation Planner

mjohnson@nctcog.org | 817-695-9160



Savannah Briscoe

Transportation Planner

SBriscoe@nctcog.org | 817-608-2347



Valerie Alvarado

Transportation Planner

VAlvarado@nctcog.org | 817-640-4428

Additional imagery provided by Swyft Cities, JPods, and TransPod



Certification of Emerging and Reliable
Transportation Technology (CERTT) Program





Local Clean Air Project Spotlight: Arlington Multi-Modal Delivery Demonstration

Regional Transportation Council

December 12, 2024

North Central Texas Council of Governments

Photo Source: City of Arlington

Arlington Multi-Modal Delivery Demonstration

Community:

- Zip code 76010; Historically disadvantaged community with a below-poverty rate of 26%*

Benefits:

- Demonstrate, test, and evaluate efficiency, scalability, and environmental impacts of using zero-emission robots to deliver critical goods to disadvantaged communities
- Harness lessons learned to develop blueprint for decarbonization
- 139 deliveries made from September 9 -13

Read More:

[www.arlingtontx.gov/city_hall/departments/transportation/Uncrewed Aircraft Systems](http://www.arlingtontx.gov/city_hall/departments/transportation/Uncrewed_Aircraft_Systems)

*2020 Census



Contact Us



Savana Nance
Principal Air Quality Planner
snance@nctcog.org



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



Ernest Huffman
Program Manager
ehuffman@nctcog.org



Dallas-Fort Worth
CLEAN CITIES



dfwcleancities.org



cleancities@nctcog.org



NCTCOG PRESENTATION

Engine Off North Texas Status Report

Regional Transportation Council

December 12, 2024

Trey Pope, Air Quality Planner

Engine Off North Texas

Goal

Reducing unnecessary engine idling in our region with the main focus on heavy-duty diesel vehicles

Education

Provide local government guide, ordinance template, brochures, posters, and webpage

Support

Provide tools and resources to help facilitate idle reduction



Legend

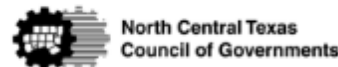
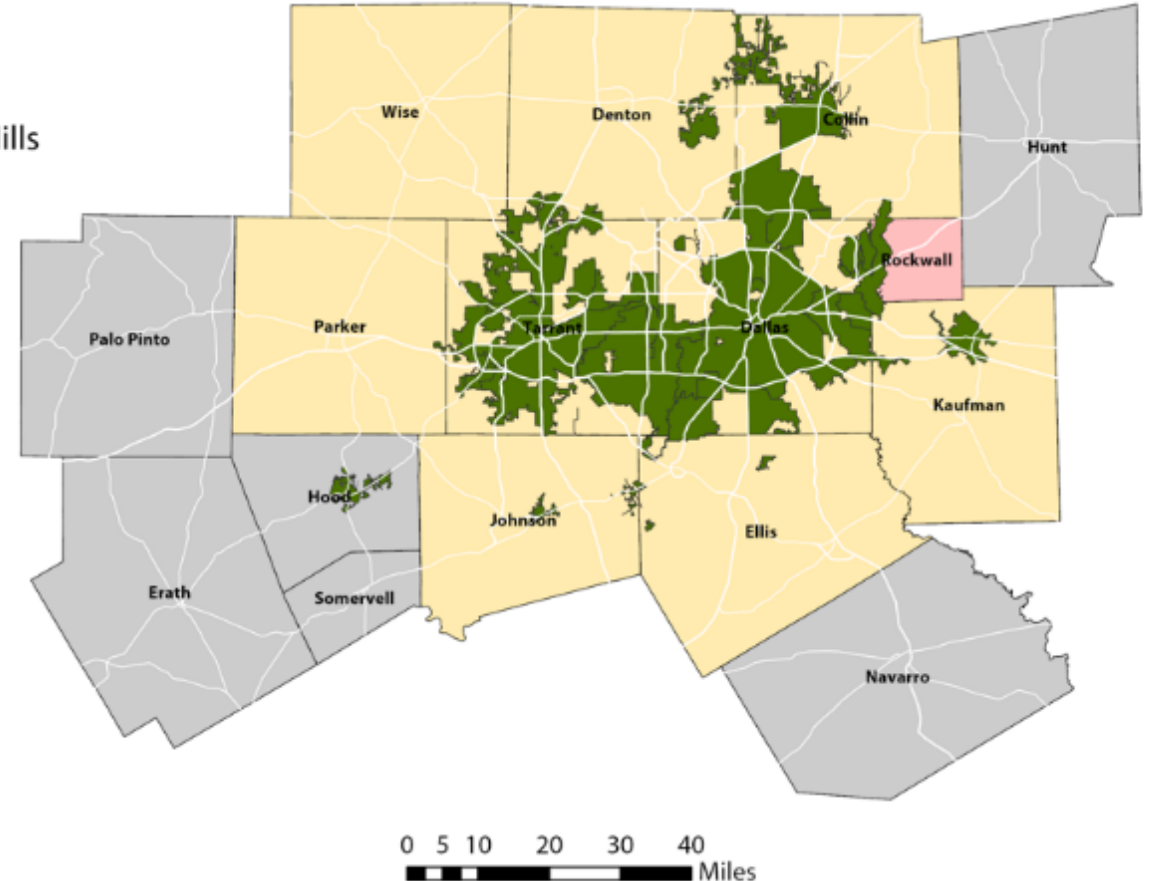
Cities With Idling Restrictions

Arlington	Little Elm
Benbrook	McKinney
Cedar Hill	Mesquite
Celina	North Richland Hills
Dallas	Pecan Hill
Duncanville	Plano
Euless	Richardson
Fort Worth	Rowlett
Granbury	Sunnyvale
Grand Prairie	Terrell
Hurst	Trophy Club
Keene	University Park
Lake Worth	Venus
Lancaster	Westlake

Counties Designated Nonattainment Under 8-Hour NAAQS

- 2008 Only
- 2008 and 2015

North Texas Idling Restrictions



Engine Off North Texas Toolkit

Resources are available by request **free of charge** from the North Central Texas Council of Governments.

Request regulatory signs, brochures, and posters at www.engineoffnorthtexas.org;

- click on “Engine Off North Texas Toolkit”, then
- click on “Request Engine Off North Texas Materials”

Complete and Submit Microsoft Forms Document

NCTCOG staff will coordinate with contact person to pick up/deliver items that cannot be mailed.

Resource	Audience	Purpose
Regulatory Signs	Truck Drivers	Deter truck drivers from idling in high idling areas
Brochures	Truck Drivers	Inform truck drivers of anti-idling ordinances, idling negative effects, and anti-idling strategies
Posters	General Public	Provide information about idling complaint hotline, can be posted at truck stops and public buildings
Local Government Guide	Local Government	Provide guidance regarding implementation of an idling policy in local jurisdiction
Infographic	Truck Drivers, General Public, Local Government	Use in presentations or website to provide information for truck drivers, general public, law enforcement, and local government
Complaint Hotline 877-689-4353	General Public	Submit idling complaint to NCTCOG
Engine Off North Texas Website www.EngineOffNorthTexas.org	Everyone	Access to all resource and provides information to all audiences



Engine Off North Texas Fact Sheet



QUICK TAKE

What:

Engine Off North Texas

Significance

The 10-county nonattainment area consists of Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The North Central Texas Council of Governments is working to improve air quality through a variety of collaborative projects and programs. Engine Off North Texas aims to improve air quality by limiting idling.

By the Numbers

48%

The approximate percentage of nitrogen oxides from all mobile emissions sources originating from heavy-duty vehicles.

Running Less, Breathing Cleaner Air: Engine Off North Texas

Idling is running a vehicle engine when it's not moving. While some idling is unavoidable, it can be quite wasteful, as it consumes more fuel than driving. Engine Off North Texas (EONT) is a regional initiative that aims to reduce the impact of the unnecessary idling of vehicles. To accomplish this goal, EONT focuses on expanding the adoption of anti-idling ordinances, offering policies for fleets, providing idle reduction technology options and promoting various idle reduction strategies across the region. There are several reasons the public, freight operators and local governments should care about idling.

Idling is expensive. An idling car wastes up to a half-gallon per hour, while a medium-duty truck may waste even more. While singular episodes of idling may seem inconsequential, their cumulative impact on fuel consumption is substantial. Idling results in the consumption of an additional 6 billion gallons of fuel annually from heavy-duty and light-duty vehicles.

Idling pollutes. Each gallon of fuel burned emits about 20 pounds of carbon dioxide.

Idling can affect health. Tailpipe emissions contribute to the formation of ground-level ozone, a harmful air pollutant that can cause respiratory problems, especially for those with lung conditions.

Idling is restricted in some parts of North Texas.



Cities Can Help

This initiative works directly with the region's municipalities to encourage them to adopt and implement ordinances that set a five-minute heavy-duty commercial vehicle limit on engine idling and inform them of enforcement options. Buses may idle for 30 minutes.

Currently, 28 municipalities in the region have ordinances in place, with many of them subjecting heavy-duty vehicle violators to a penalty of up to \$500 for each excessive idling occurrence. The North Central Texas Council of Governments (NCTCOG) is seeking to add to the number of participating local governments and is available to provide educational resources and idle restriction signs upon request.

Truck Drivers and the General Public

EONT has published brochures to help the freight industry and general public understand the importance of anti-idling ordinances, the negative effects of idling, ways to curb idling and options for reporting an idling vehicle. To report an idling violation from a heavy-duty vehicle, complete an online form at EngineOffNorthTexas.org or call 877-NTX-IDLE (877-689-4353).

Alternatives

For the heavy-duty trucking industry, safety regulations require drivers to rest. But developments in technology are allowing these drivers to avoid idling. On-board devices are available that allow drivers to turn off the main engine while still providing driver comfort and thus, reducing air pollution and fuel consumption. Available at a growing number of truck stops across the U.S., An Auxiliary Power Unit (APU) is a type of Idling Reduction Technology (IRT) designed to provide power to a vehicle's electrical apparatus and climate control without the need to keep the engine running. APUs can either be factory-installed or later added as an aftermarket option. They function as one of many IRT types used to reduce the idling time of an engine.

APUs can be powered by diesel fuel, electricity, or other alternative fuel sources. Utilizing an APU can decrease fuel costs, maintenance costs, noise, harmful emissions – and can extend the life of the engine.

For a list of EPA SmartWay verified APUs and other Idle Reduction Technologies, search the EPA website www.epa.gov/smartway.



Engine Off North Texas focuses on expanding the adoption of anti-idling ordinances, implementing fleet policies, providing idle reduction options and promoting idle reduction strategies.



Recently Mailed:

Correspondence to Local Governments which:

- Summarizes the purpose of Engine Off North Texas
- Provides information on the ordinance or TCEQ Memorandum options
- Provides a link for local governments to connect with NCTCOG staff
- Provides information to request local government guide, regulatory signs, posters and brochures



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

TO: City Managers/City Administrators

DATE: November 18, 2024

FROM: Chris Klaus, Senior Program Manager

SUBJECT: NCTCOG's Engine Off North Texas Program

Through the Engine Off North Texas (EONT) Program, designed as a transportation air quality initiative, the North Central Texas Council of Governments (NCTCOG) encourages local governments to reduce unnecessary heavy-duty vehicle engine idling from commercial business fleets or personal-owned vehicles within their jurisdictions, whether through adopting and enforcing an idle restriction ordinance, encouraging installation of idle reduction infrastructure such as electrified parking spaces, or implementing other idle reduction strategies. EONT offers guidance and materials available upon request – free of charge – to all local governments and businesses within NCTCOG boundaries.

The Regional Transportation Council (RTC) approved the Locally Enforced Motor Vehicle Idling Restrictions Resolution (R21-06) on October 14, 2021. A copy of this resolution, which could provide more flexibility to address idling issues within your jurisdiction, is enclosed. This resolution encourages adoption and implementation of an idling restriction ordinance as an option that is not limited to signing the Texas Commission on Environmental Quality (TCEQ) Locally Enforced Motor Vehicle Idling Limitation Memorandum of Agreement. This would allow local jurisdictions to implement an idle restriction ordinance without excluding them from competing for idle reduction infrastructure funding from TCEQ.

If you are interested in connecting with NCTCOG to find out more, please use the website link to the EONT Contact Form at <https://forms.office.com/r/MhlDQ7kzWB> or scan the left QR code at the bottom of this memo to identify a direct contact with whom we can coordinate EONT efforts, such as how to adopt, implement, and enforce an idle restriction ordinance. Additionally, use the website link to the EONT Materials Request Form at <https://forms.office.com/r/rZveLujh5> or scan the second QR code at the bottom of this memo to request Engine Off North Texas materials like brochures and/or posters.

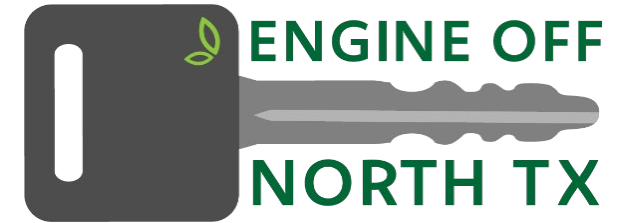
If you have any questions, feel free to contact me at jbrown@nctcog.org or (817) 704-2514.

Chris Klaus

TP/UB: jls
Enclosure



Contact Us



Trey Pope

Air Quality Planner II

tpope@nctcog.org | 817-695-9297



Jason Brown

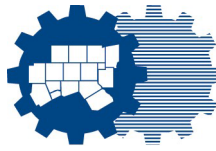
Program Manager

jbrown@nctcog.org | 817-704-2514



**Dallas-Ft. Worth Clean Cities Technical Advisory Committee Attendance
FY 2023-2024 Meetings**

Member Name	9/26/2023 Quarterly Mtg	1/22/2024 Quarterly Mtg	3/4/2024 Interim Mtg	4/22/2024 Quarterly Mtg	7/22/2024 Quarterly Mtg	9/27/2024 Interim Mtg
Dwayne Bianco City of Carrollton	Attended	Attended	Did not Attend	Attended	Attended	Attended
Vincent Olsen City of Dallas term began 01-24	n/a	Attended	Did not Attend	Did not Attend	Attended	Attended
Katherine Barnett City of Denton	Did not Attend	Attended	Did not Attend	Did not Attend	Did not Attend	Attended
Walter Council City of Fort Worth (term 01/24-07/24)	n/a	Attended	Did not Attend	Did not Attend	n/a	n/a
David Kendrick City of Frisco	Attended	Attended	Did not Attend	Did not Attend	Attended	Attended
James Wood DFW Airport	Attended	Attended	Attended	Attended	Attended	Attended
Michelle McKenzie Hood County Clean Air Coalition	Did not Attend	Attended	Attended	Did not Attend	Attended	Attended
Jose Correa Kimley-Horn	Attended	Attended	Attended	Attended	Did not Attend	Attended
David Treichler Oncor	Attended	Attended	Did not Attend	Attended	Did not Attend	Attended
David Word Oxword Associates	Attended	Attended	Attended	Attended	Attended	Attended
Jim Valerio Parsons	Did not Attend	Did not Attend	Attended	Did not Attend	Did not Attend	Did not Attend
Lon Holloway Propane Council of Texas	Attended	Attended	Attended	Attended	Attended	Attended
Dr. Anthony Cummings UT Dallas resigned term 04-24	Attended	Attended	Did not Attend	n/a	n/a	n/a
Total Attendees	8	12	6	6	7	10



North Central Texas Council of Governments

TO: County Commissioners
City Managers & City Secretaries
Special District Secretaries
in Nonattainment and Affected Counties

DATE: December 4, 2024

FROM: Lori Clark, Senior Program Manager, Transportation Department

SUBJECT: Reminder to Complete 2024 Local Government Energy Reporting

On behalf of the Texas State Energy Conservation Office (SECO), the North Central Texas Council of Governments (NCTCOG) reminds you of the annual reporting requirements on electricity consumption that apply to your organization under Texas Health and Safety Code §388.005(c).

The statute requires all political subdivisions, state agencies, and institutes of higher education in nonattainment areas or affected counties to establish a goal to reduce electricity consumption by at least five percent annually. Entities must submit a report annually to SECO regarding their progress and efforts. If the goal is not met, the report must justify why the entity is unable to achieve the reduction and request an exemption. **Exemptions apply only to the five percent electricity reduction goal—not to the reporting requirement.** The reporting requirements apply to all previously stated entities in the following NCTCOG counties: Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise.

A report on electricity consumption from January 1, 2024, to December 31, 2024 is due by **March 4, 2025**. To submit the online reporting form, visit the SECO Local Government Energy Reporting webpage at www.comptroller.texas.gov/programs/seco/reporting/local-gov.php.

The following resources may assist local governments in fulfilling the requirements:

- Reporting guidance on the South-Central Partnership for Energy Efficiency as a Resource (SPEER)'s website: www.eepartnership.org/energy-reporting-faq/
- The "Texas' Mandated Local Government Energy Reduction Goal: Challenges and Best Practices" whitepaper found at www.conservenorthtexas.org/item/local-government-energy-reporting-toolkit outlines best practices and resolving challenges
- Free Preliminary Energy Assessments (PEAs) are offered by SECO to provide local governments assistance in identifying cost-effective energy efficiency projects and meeting energy reduction goals. A PEA form is enclosed and online at www.comptroller.texas.gov/programs/seco/programs/local/pea.php with more information

In addition, NCTCOG and SPEER will host two in-person workshops, with lunch provided, at the NCTCOG offices on January 16, 2025:

- Local Government Energy Reporting Workshop from 10:00 a.m. – 11:45 a.m. is for entities submitting an energy report to learn tips for creating the energy report
- Advancing Campus Sustainability: Initiatives, Efficiency, and Funding Workshop from 1:00 p.m. – 3:30 p.m. will provide information for colleges and universities on sustainability initiatives, energy efficiency strategies, recommissioning buildings, and funding opportunities
- Signup at <https://www.conservenorthtexas.org/workshops-and-training-opportunities>

Thank you in advance for your compliance with these reporting requirements. For more information or additional assistance, contact Joaquin Escalante at energy@nctcog.org or (817) 704-5646. Please forward to an appropriate staff member if needed.

Sincerely,

Lori Pampell Clark

LC:JE:js
Enclosure

Preliminary Energy Assessment Service Request Form

Form# 50-852



Public Entity Name

Telephone

Contact Person

Title

Email Address

County

Street Address

City

State

ZIP Code

Mailing Address

City

State

ZIP Code

Preliminary Energy Assessment Service Eligibility

The State Energy Conservation Office (SECO) provides free preliminary energy assessments (PEAs) for existing public facilities and infrastructure. Eligible entities include municipal and county governments, public school districts, county hospitals, port authorities, major airports, public water authorities and municipally owned utilities. Leased or rented facilities and infrastructure are not eligible for this service.

Principles of Agreement

By submitting this request form, the entity listed above must agree to:

- select a contact person to work with SECO and its designated contractor to establish an energy policy and set realistic energy efficiency goals;
- allow SECO's designated contractor to provide walk-through assessments of selected facilities;
- schedule a time for SECO's designated contractor to make a presentation on the assessment findings to key decision-makers;
- consider implementing the PEA's energy savings recommendations; and
- allow SECO to post portions of this report on its website

Additional Questions

Has this organization used SECO's technical assistance or PEA services in the past?

☐ Yes ☐ No

Is the primary contact for this PEA familiar with SECO's LoanSTAR revolving loan program?

☐ Yes ☐ No

Has this organization used SECO's LoanSTAR revolving loan program in the past?

☐ Yes ☐ No

Signature

This agreement must be signed by your organization's chief executive officer or other signing authority.

Signature

Date

Print Name

Title

Submit completed forms to SECO at seco.forms@cpa.texas.gov

or by mail to: State Energy Conservation Office

Attn: SECO Program Manager

111 E. 17th Street

Austin, TX 78711-1440



North Central Texas
Council of Governments



Reminder of Annual Required Local Government Energy Reporting

Regional Transportation Council

December 12, 2024

North Central Texas Council of Governments



Local Government Energy Reporting

[Texas Health and Safety Code §388.005\(c\)](#)

Purpose: Aid efforts to attain federal air quality standards by reducing demand for electricity generation

Requirement:

- Establish a goal to reduce electricity consumption by at least **five percent** each year
- Report progress annually

Who:

- Each political subdivision in a nonattainment area or an affected county
- North Texas counties: Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise

Action Required:

- **Submit your energy report by Tuesday, March 4, 2025**
- [State Energy Conservation Office \(SECO\) Local Government Energy Reporting webpage](#)

Resources:

- [Energy Dashboard](#) – Prior reporting data
- [Reporting template](#) – Organize and collect data
- [Frequently asked questions](#)
- [Reporting Help Guide \(PDF\)](#)
- [Workshop recording](#)



Local Government Energy Reporting

Local Government Energy Reporting Workshop

Purpose: North Central Texas Council of Governments and the South-central partnership for Energy Efficiency as a Resource are providing local governments step-by-step guidance on how to submit their energy report to the State Energy Conservation Office.

Presenters from each group will also provide additional information on their respective programs.

In-Person Workshop:

- Thursday, January 16, 2024, from 10:00am - 11:45am CST
- Transportation Council Room - 1st Floor, 616 Six Flags Drive, Centerpoint II, Arlington, Texas
- [Please register here](#)



State Energy Conservation Office Resources

No-Cost Assistance to Meet the 5% Reduction Goal

Preliminary Energy Assessment (PEA):

- Recommendations for cost-effective efficiency measures
- [Preliminary Energy Assessments \(texas.gov\)](https://www.texas.gov)

Technical Assistance Program (TAP):

- Customized, energy-related services: basic consultation to feasibility studies
- [Technical Assistance for Local Governments \(texas.gov\)](https://www.texas.gov)



Contact Us



Joaquin Escalante
Planner
NCTCOG

jescalante@nctcog.org

817-704-5646



Transportation Department
Clean Fuels and Energy Team
NCTCOG

Energy@nctcog.org



Local Government Energy Reporting

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

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

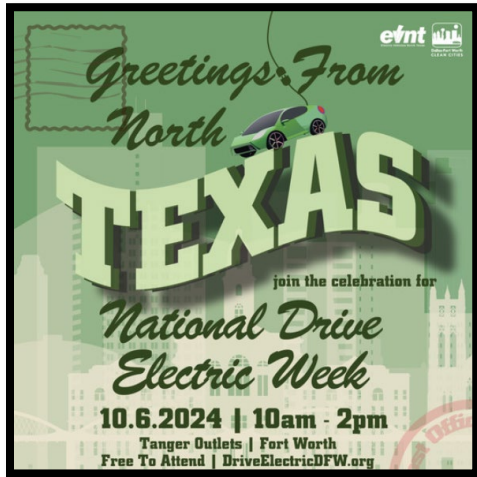
Additionally, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. This tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received 89 new comments related to bicycle and pedestrian, roadway and transit conditions. You can view these new comments as well as past comments by visiting:

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

Air Quality

Facebook –

1. Are you interested in learning more about EVs from actual owners? Come out to our North Texas National Drive Electric Week celebration! — NCTCOG Transportation Department



No thank you — Scott Rust

No thank you. — Kathleen Berry Weaver

I'll save you guys the trip - I've owned two and I'll never buy another one, you're welcome. — Donny Baker

Donny Baker what was it you didn't like, you don't say. Was the technology too difficult to understand? Was the zero to 60 in less than 3 seconds too much pickup? What was it, and which cars? — Kerry Trout Barefoot

Donny Baker So, you bought one and hated it so much that you bought another one. — Steve Yates

Donny Baker What oil company is paying you to post such nonsense. — Darrell Dyer

I have a Nissan Leaf and love it. — Paula Jampsa

I can do without that. — Rick Tuttle

Rick Tuttle ok if that's your choice. I LOVE filling up at HOME and spending \$80 - \$91 vs the \$400-600 I was spending on Gas every month! — Kyle Borne

Kyle Borne well I'm happy for you. — Rick Tuttle

Oh My gosh, let's Start Pumping more Oil that's underground in Texas and other places in America. — Dewey Marsh

Dewey Marsh We are currently pumping more oil now than we ever have in history. The proof is superstorms like Helene with more coming. Meanwhile the oil companies keep the profits and stick the tax payers with the clean up bill. Exxon disputed climate findings for years. Its scientists knew better. <https://news.harvard.edu/.../harvard-led-analysis-finds.../> — Darrell Dyer

Dewey Marsh Ev's are not about oil. Oil is fine, it makes so many great things for us. But the point is not to BURN it. Which is not good at all. However, we can make a lot of useful things with oil. So, chill and learn the facts. 👍 — Matthew Bass

2. Are you interested in learning more about EVs from actual owners? Come out to our North Texas National Drive Electric Week celebration! — NCTCOG Transportation Department



no! — Jeff Thompson



3. — NCTCOG Transportation Department

Can't wait to see some Lucids on display from the owners! — Rachel Nichole

4. Here's the weekend #AirQuality forecast for DFW: Saturday, October 12: Ozone (yellow), Sunday, October 13: Ozone (yellow), Monday, October 14: Ozone (yellow). To learn more and sign up for Air Pollution Alerts, visit AirNorthTexas.org — NCTCOG Transportation Department



Let's reduce burning of gasoline. — Mark Metcalf

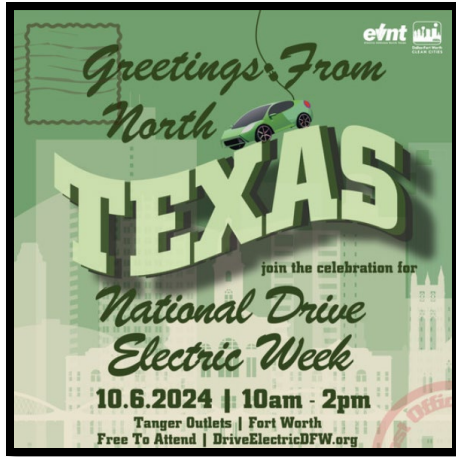
Hey @NCTCOGtrans it's not good when the Dallas Area Rapid Transit (Official DART page) green line closes the doors when the Denton County Transportation Authority (DCTA) opens theirs at Trinity Mills. Want people to ride? Coordinate and cooperate! — Jeremy Stephens

Mayor TJ Gilmore — Jeremy Stephens

Jeremy Stephens its on the agenda. We are speeding up the train this year- it requires track modifications. — Mayor TJ Gilmore

Instagram –

1. Join @NCTCOGTrans @CityofFortWorth and partners for National Drive Electric Week this Saturday from 10am-2pm, at the Tanger Outlets, 15853 N Fwy, 76177. Talk to electric car owners and vendors and enter to win fun prizes! — Keep FW Beautiful (@KFWB_TX)



Bicycle/Pedestrian/Sustainable Development

Instagram –

1. It's almost time to join @walkrolltoschool's yearly "National Walk Bike & Roll to School Day!" This event gives communities a chance to celebrate the joy of walking and biking to school and helps address the need to make routes safer for children. Communities are welcome to celebrate any day in October that best fits their schedules. Participating Fort Worth schools include @avcatoelementary, @versiafwisd, @rivertrailselementary, Parkview Elementary, and @daggmontfwisd. @nctcogtrans supports a program called "Safe Routes to School," as well as "National Walk Bike & Roll to School Day" by funding, encouraging, educating, and hosting yearly promotions that include giveaways, toolkits, and safety resources. Check out <https://www.nctcog.org/trans/plan/bikeped/saferoutestoschool/walktoschoolday> for more information. #walkbiketoschoolday #walkrolltoschoolday #pedestriansafety #fortworthisd #kellerisd #castleberryisd — Walkable Fort Worth (@walkablefortworth)



Public Involvement

Facebook –

1. Do you walk, ride, bike or drive in Dallas-Fort Worth? We need your input! — NCTCOG Transportation Department



Please see link for comments submitted via Facebook: <https://fb.watch/vnPqGkoSuK/>

2. ¿Qué tal satisface a tus necesidades el sistema de transporte en Dallas- Fort Worth? — NCTCOG Transportation Department



We need zipzone ride on Crowley — Luis Rios

3. Hệ thống giao thông Dallas-Fort Worth đáp ứng nhu cầu của bạn tốt đến mức nào?
#ConnectNorthTexas #Mobility2050 — NCTCOG Transportation Department



Where did I go? I heard it was very good — Trần Đại Quang

4. Proyecto Azul-Verde-Gris, gestión de estacionamiento regional y más para
revisión/comentario. — NCTCOG Transportation Department



Pushing a socialist communist agenda by stealing land and raising taxes — Brian Bennett

5. ¿Qué tal satisface a tus necesidades el sistema de transporte en Dallas- Fort Worth? — NCTCOG Transportation Department



No — Carmen Almeida

Instagram –

1. Do you walk, ride, bike or drive in North Texas? We need your input! — NCTCOG Transportation (@nctcogtrans)



No one in government truly cares — Sassie (@sassie777_)

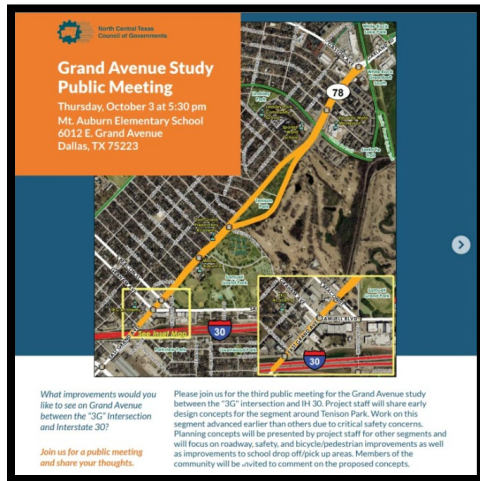
Not in Texas they don't. Vote. — Aaron Strader (@dvddesign)

Survey is down. Kind of a bummer since I'd love to provide input — Ray Hapeman (@hapemanray)

Vote Trump ..., period — joe morale (@jkmorale)

2. Come out to the Grand Avenue Study public meeting held by @nctcogtrans this Thursday at 5:30 P M. at Mount Auburn Elementary School. If you have questions or ideas, this is a great way to connect! #D2 #Dallas Venga a la reunión pública de Estudio de Grand Avenue celebrada por @nctcogtrans este jueves a las 5:30 P M. en la Escuela Primaria Mount Auburn.

¡Si tienes preguntas o ideas, esta es una gran manera de conectarte! #D2 #Dallas — Jesse Moreno (@dallascitycouncildistrict2)

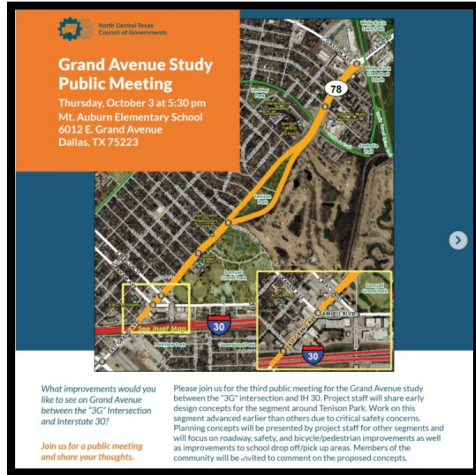


3. Thanks so much for everyone that came out to tonight's @nctcogtrans meeting! For those that missed it, there's more info at the following link: <https://publicinput.com/grandavenue>. #D2 #Dallas ¡Muchas gracias a todos los que vinieron a la reunión de @nctcogtrans de esta noche! Para los que se lo perdieron, hay más información en el siguiente enlace: <https://publicinput.com/grandavenue>. #D2 #Dallas — Jesse Moreno (@dallascitycouncildistrict2)



Twitter –

1. Come out to the Grand Avenue Study public meeting held by @NCTCOGtrans this Thursday at 5:30 P.M. at Mount Auburn Elementary School. If you have questions or ideas, this is a great way to connect! #D2 #Dallas — Dallas City Council District 2 (@CityofDallasD2)



Nobody is here. — JohnnyBot 🐼 👍 (@Johnnyalamo)

Nextdoor –

Please see Attachment 1 for comments submitted through Nextdoor.

Rideshare/Carpool

Facebook –

1. Try Parking It is a resource for tracking your greener trips, including biking and working from home to earn instant rewards. — NCTCOG Transportation Department



You first, ok, NCTCOG Transportation Department...how about some leadership by example...not just: "Do as we say, not as we do." — Rob Dentremont

how can you back electric cars when what made them work is why you want ban gas and diesel vehicles? QUIY BE A AGENDA BACKER ON BD — Brian Bennett

Quit being anti God on your agenda or is it a socialist/ communist agenda like it seems to be — Brian Bennett

Roadways

Email –

1. Trish and John Donaghey

Dear NCTCOG Reps, what is the plan to funnel 4 to 6 lanes of traffic onto two-lane bridges in Branch, Lucas, and Allen, when most of the FM 982 traffic will turn W at FM 546? Are there plans to create 3 new two-lane bridges?

Response from NCTCOG Transportation Department:

Good afternoon, Mrs. Donaghey,

You can contact Clarence Daugherty, P.E., the Collin County Director of Engineering at cdaugherty@collincountytx.gov. He will have more information and be able to answer any specific questions you have regarding the project.

Thank you.

2. Rachelle Wittmayer

To all this may concern,

The proposed Rockwall Outer Loop 8-lane super highway will go right by my beautiful, quiet, serene neighborhood - High Point Lake Estates - turning it into a disgusting, polluted, noisy, crime-ridden California-like suburb. Add a highway and you pave the way for nefarious people to get quick access to these pristine neighborhoods so they can vandalize, loot, and much worse. This will inevitably hurt existing homeowners by decreasing home values.

I moved to this neighborhood to escape the loud, busy, polluted, and dangerous suburbs that plague this country and am shocked that some, not all, Rockwall County Officials are supporting this abomination in the name of progress. Clearly those county officials don't live in any of the impacted neighborhoods so why would they care? They should care because every neighbor I've spoken to is against this project.

Please don't spit in the faces of all the good, hard-working Texans who want to keep their neighborhoods safe, clean, and peaceful. We just want to keep what we have. Don't take that away from us.

3. Erle Marion

I am currently a resident in Rockwall County and reside in High Point Lake Estates in Rockwall County. I am writing you this letter because I am opposed to the building of the Outer Loop Highway. The proposed route would run adjacent to my residence and will be elevated over the floodplain. This will bring many issues to a peaceful country area of Rockwall County. For

example, a proposed elevated highway directly adjacent to a community of 400 homes will bring noise, pollution, crime and more traffic to the area. The suggested path crosses a large flood plain and water causeway in multiple areas adjacent to our community, this will chase wild animals from their habitat, bringing the potential for more water to be sent to the floodplain causing a risk for existing homes. Please consider another route for this proposed highway that does not destroy the beauty of Rockwall County and our beloved neighborhood. This roadway would not add any value to Rockwall County. This is a thruway for trucks and will not help Rockwall, in fact this would be the destruction of a great county.

4. Midge Resquer

I am writing this email to voice my and my husband's views on the proposed construction of an Outer Loop through Rockwall county.

We, like many others, are furious about the proposed Outer Loop being constructed in our backyards!! Here's why....

Number 1 - it will be a "living nightmare" for us during the years of construction and forever after!! We've lived in North Texas for many years and seen multiple new roads constructed, and constantly expanded, to support the ever growing traffic conditions. I75 is a great example, as well as NDTW, GB Tollway, Sam Rayburn TW, and others. All of which are EVER encroaching on residential areas, making them less desirable for family life, lowering property values, and increasing crime rates.

Number 2 - The Outer Loop will carry mostly large semi trucks making the noise a constant issue as these trucks run 24/7 every day of the year!!

Number 3 -It will NOT bring more revenue to our area, and in fact, will take up land that could be developed and built upon to bring more Property tax & retail revenue into Rockwall county.

Number 4 - No resident within Rockwall county wants the Outer Loop in our county. However, other nearby counties want the Loop as they are hungry for more traffic alternatives, as they expand. The NTTCC should look to these counties for alternative routing of this project. Many of us moved into Rockwall county to take advantage of the quiet rural lifestyle, with a short driving distance to Dallas and/or other North Texas cities. Our goal was to get away from the hustle of large freeways that encroach upon every growing township/city within North Texas. Rockwall county provided that opportunity for us as retirees and for the other families who moved here for the same reason. In short--

We do not want to have a major freeway crossing through our neighborhoods and disrupting our lives!

5. Jennine Merlino

As a resident of Rockwall County I am strongly opposed to the Outer Loop for the south side of Rockwall. It does not belong in this area, this is the country side not the city. We chose and paid for a more peaceful and quiet place to raise our family. There is a flood plain directly where it was suggested to build and we have been advised in order to avoid it they are going to build a 25-30ft highway right through our yards, neighborhoods, farms, wildlife habitats. Please put yourself in our shoes and think of a 30 ft highway overlooking your backyard! There would be absolutely no privacy or peace. Tens of thousands spent on a pool you could no longer go in. The noise, pollution and crime would be unbearable. Just recently our community had a

traumatic event as 2 criminals engaged in a shoot out with police through our neighborhood. Many of us including myself heard and witnessed the gunshots. I don't want to imagine what it would be like if they could just jump on the highway after committing crimes. Additionally, this loop does not benefit Rockwall in any way. If Kaufman County wants it then they have plenty of space to accommodate it and they should be the ones forced to accept the consequences of their decisions.

Public Input –

1. I am currently a resident in Rockwall County and reside in High Point Lake Estates in Rockwall County. I am writing you this letter because I am opposed to the building of the Outer Loop Highway. The proposed route would run adjacent to my residence and will be elevated over the flood plain. This will bring many issues to a peaceful country area of Rockwall County. For example this a proposed elevated highway directly adjacent to a community of 400 homes, this highway will bring noise, pollution, crime and more traffic to the area. The suggested path crosses a large flood plain and water causeway in multiple areas adjacent to our community, this will chase wild animals from their habitat, bring the potential for more water to be sent to the flood plain causing a risk for existing homes. Please consider another route for this proposed highway that does not destroy the beauty of Rockwall County and our beloved neighborhood. This roadway would not add any value to Rockwall County. This is a thruway for trucks and will not help Rockwall, in fact this would be the destruction of a great county. — Frank Merlino

2. I am currently a resident in Rockwall County and reside in High Point Lake Estates in Rockwall County. I am writing you this letter because I am opposed to the building of the Outer Loop Highway. The proposed route would run adjacent to my residence and will be elevated over the flood plain. This will bring many issues to a peaceful country area of Rockwall County. For example this a proposed elevated highway directly adjacent to a community of 400 homes, this highway will bring noise, pollution, crime and more traffic to the area. The suggested path crosses a large flood plain and water causeway in multiple areas adjacent to our community, this will chase wild animals from their habitat, bring the potential for more water to be sent to the flood plain causing a risk for existing homes. Please consider another route for this proposed highway that does not destroy the beauty of Rockwall County and our beloved neighborhood. This roadway would not add any value to Rockwall County. This is a thruway for trucks and will not help Rockwall, in fact this would be the destruction of a great county. — Erle Marion

3. I am currently a resident in Rockwall County and reside in High Point Lake Estates in Rockwall County. I am writing you this letter because I am opposed to the building of the Outer Loop Highway within the proposed route. The proposed route would run adjacent to my residence and will be elevated over the flood plain. This will bring many issues to a peaceful country area of Rockwall County. For example the proposed elevated highway directly adjacent to a community of 400 homes, this highway will bring noise, pollution, crime and more traffic to the area. The suggested path crosses a large flood plain and water causeway in multiple areas adjacent to our community, this will chase wild animals from their habitat, bring the potential for more water to be sent to the flood plain causing a risk for existing homes, and lower the property values in our area. We did not purchase property in this peaceful area hoping one day a major highway would be built surrounding it. Please consider another route for this proposed highway that does not destroy the beauty of Rockwall County and our beloved neighborhood. This roadway would not add any value to Rockwall County. This is a thruway for trucks and will not help Rockwall, in fact this would be the destruction of a great county. — Shay Singleton

4. I am currently a resident in Rockwall County and reside in High Point Lake Estates in Rockwall County. I am writing you this letter because I am opposed to the building of the Outer

Loop Highway. The proposed route would run adjacent to my residence and will be elevated over the flood plain. This will bring many issues to a peaceful country area of Rockwall County. For example this a proposed elevated highway directly adjacent to a community of 400 homes, this highway will bring noise, pollution, crime and more traffic to the area. The suggested path crosses a large flood plain and water causeway in multiple areas adjacent to our community, this will chase wild animals from their habitat, bring the potential for more water to be sent to the flood plain causing a risk for existing homes. Please consider another route for this proposed highway that does not destroy the beauty of Rockwall County and our beloved neighborhood. This roadway would not add any value to Rockwall County. This is a thruway for trucks and will not help Rockwall, in fact this would be the destruction of a great county. — Christina Henderson

5. I am currently a resident in Rockwall County and reside in High Point Lake Estates in Rockwall County. I am writing you this letter because I am opposed to the building of the Outer Loop Highway. The proposed route would run adjacent to my residence and will be elevated over the flood plain. This will bring many issues to a peaceful country area of Rockwall County. For example this a proposed elevated highway directly adjacent to a community of 400 homes, this highway will bring noise, pollution, crime and more traffic to the area. The suggested path crosses a large flood plain and water causeway in multiple areas adjacent to our community, this will chase wild animals from their habitat, bring the potential for more water to be sent to the flood plain causing a risk for existing homes. Please consider another route for this proposed highway that does not destroy the beauty of Rockwall County and our beloved neighborhood. This roadway would not add any value to Rockwall County. This is a thruway for trucks and will not help Rockwall, in fact this would be the destruction of a great county. — Tara Edwards

6. As a homeowner and external stakeholder, I am not opposed to growth and understand it is inevitable. The current proposal for the Outer Loop in Southern Rockwall County has the highway directly beside the neighborhood in which I reside. Like most people, my family's home is our biggest investment. The proposed location of the Loop would be a detriment to our home's value. The noise and alteration of the landscape surrounding High Point Lake Estates would take away from the reason we reside here. There is still a lot of unincorporated land in southern Rockwall County that has no existing developments near by that could be used for the proposed Loop. Please consider an alternate plan to help keep our neighborhood's home values from declining. The COG represents the people who elect the representatives to governmental offices. The primary objective should be to protect the taxpayers. Thank you for the consideration. — Robby Clower

7. No Loop!!!!!! We don't want or need it!!!!!!!!!! I live in High Pointe Lake Estates a very nice community and this loop would destroy our neighborhood! There is absolutely no reason for this loop, it would not benefit Rockwall at all!!!! — Marilyn Scott

8. I am currently a resident in Rockwall County and reside in High Point Lake Estates in Rockwall County. I am writing you this letter because I am opposed to the building of the Outer Loop Highway. The proposed route would run adjacent to my residence and will be elevated over the flood plain. This will bring many issues to a peaceful country area of Rockwall County. For example this a proposed elevated highway directly adjacent to a community of 400 homes, this highway will bring noise, pollution, crime and more traffic to the area. The suggested path crosses a large flood plain and water causeway in multiple areas adjacent to our community, this will chase wild animals from their habitat, bring the potential for more water to be sent to the flood plain causing a risk for existing homes. Please consider another route for this proposed highway that does not destroy the beauty of Rockwall County and our beloved neighborhood.

This roadway would not add any value to Rockwall County. This is a thruway for trucks and will not help Rockwall, in fact this would be the destruction of a great county. — Melanie Lee

9. We are current residents of Rockwall County and live in High Point Lake Estates and DO NOT WANT THE OUTER LOOP! Frankly it is the most ridiculous plan I have ever seen! Rockwall county is the SMALLEST county in the state of Texas which spans around 12.5 miles wide! There is absolutely no need for an EIGHT lane highway. We have interstate 30. 205 is currently being widened as is 548. We have great access to highway 80 too. And on top of that 190 isn't finished either. Rockwall county does not NEED the loop. It only would benefit surrounding areas at the demise of our neighborhood and surrounding neighborhoods. We do not want Dallas or Kaufman County any closer than they already are. The proposed location for the highway is a flood plain, which I'm sure will create huge water issues for everyone around, absolutely ZERO DRAINAGE. The highway would be raised which is even worse. You can't squeeze an 8 lane highway between two sprawling neighborhoods on a flood plain. If you believe the loop is an absolute necessity PLEASE push it south out of Rockwall county. PLEASE! — Mr. and Mrs. Jeff Watson

10. We are current residents of Rockwall County and live in High Point Lake Estates and DO NOT WANT THE OUTER LOOP! Rockwall county is the SMALLEST county in the state of Texas which spans around 12.5 miles wide! There is absolutely no need for an EIGHT lane highway. We have interstate 30. 205 is currently being widened as is 548. We have great access to highway 80 too. And on top of that 190 isn't finished either. Rockwall county does not NEED the loop. It only would benefit surrounding areas at the demise of our neighborhood and surrounding neighborhoods. We do not want Dallas or Kaufman County any closer than they already are. The proposed location for the highway is a flood plain, which I'm sure will create huge water issues for everyone in the area as we currently have absolutely ZERO DRAINAGE. The highway would be elevated which is even worse. You can't squeeze an 8 lane highway between two sprawling neighborhoods on a flood plain. If the loop is an absolute necessity PLEASE consider an alternative route outside of Rockwall county. — Rodd and Kim Hanna

11. I am a homeowner in Southern Rockwall County, living off Kuban Rd and FM 548. I am opposed to the proposed outer loop that will be alongside my neighborhood. I believe the loop will mainly be used for commercial traffic and commercial real estate. The loop will not benefit me or the residents of this county. This will, however, bring more tax money to the county but the double-edged sword it will increase the need for more infrastructure, ie police, fire, ambulances and hospitals. Due to the personnel shortage in these fields, it would decrease the safety for our local roads and neighborhood safety. I believe finishing the SH190 loop would help with your concerns of north and south traffic. The proposed loop will add an increased amount of concrete and concrete run off that would ultimately run into our rainwater drainage which would negatively affect our ponds and wildlife. It would increase the temperature of our neighborhood significantly and reduce natural landscapes for the many varied wildlife in our community and county. The TCEQ and the Emissions Reduction Incentive Program is trying to reduce the nitrogen oxides emissions in Texas, this would add to the existing problem. I believe we should investigate other forms of commercial transportation including, but not limited to railway. Statistics shows that Texas is the deadliest state involving Trucks and fatalities and serious injuries. More than double than any other state. I would ask you not to bring this loop into our county and neighborhood. The cost would involve lives lost and millions of dollars in economic loss. I believe now is not the time to add this burden to our community as everyone is struggling to pay bills and keep food on the table. Thank you for your consideration. — Cheryl Kelly

Safety

Twitter –

1. Meaningful progress is happening in Dallas w/ @TxDOTDallas @NCTCOGtrans & @DDOTransport working together to make the city's most dangerous street safe. We support community leaders calling for immediate changes. The dangerous design speed can be fixed w/ interim improvements. — FarmAndCity (@FarmAndCity)



Transit

Twitter –

1. Hey @NCTCOGtrans it's not good when the @DARTAlerts green line closes the doors when the @RideDCTA opens theirs at Trinity Mills. Want people to ride, coordinate and cooperate — Jeremy Stephens (@J_Stephens_CPA)

Mail –

1. Katie Robertson

Please see Attachment 2 for comments submitted via postal mail.

Email –

1. Debra Young

My name is Debra Young and I live at Solea Novolo a 55 + apartment at 7545 Harris Parkway. I am in a wheelchair. We have Access buses that do come out here but there is no city bus within close proximity of us. When do city busses make new routes? There is another apartment complex, a school, houses, and new townhouses. We need closer access to a city bus.

Attachment 1

Author	Body	Author Origin	Date
	Two virtual town hall meetings will be held to hear community feedback on preliminary planning concepts presented at a public meeting on October 3, 2024. These preliminary concepts are available to download on the project website. The presentation will not be repeated at the town hall meetings - these will only be for community feedback.		
	Grand Avenue Study Town Hall Meetings: Thursday, October 24 at 5:30 pm Monday, November 4 at 1:00 pm		
	These meetings will be hosted on Zoom. Registration is required in advance. To register, visit publicinput.com/grandavenue then select the "Meeting Information" tab. Once registered, you will receive an email with instructions about how to join the virtual town hall on your computer or phone. Upon registration, you will also be able to view presentation slides in the "Files" tab.	NCTCOG Transportation Department	2024-10-18 20:43:14.506323+00:00
Communications Specialist Sarah T.	For more information visit publicinput.com/grandavenue This month's presentation topics include the Blue-Green-Grey Project, regional parking management, traffic signal equipment improvements, and more for review/comment.		
	The session will be held at NCTCOG's Arlington offices, located at 616 Six Flags Drive. For those unable to attend in person, the meeting will be streamed live at publicinput.com/nctcogOct24 . Participants can also join the discussion by calling 855-925-2801 and entering code 7277. Public comments will be accepted until Wednesday, November 13.		
	Residents planning to use transit to attend the meeting can take advantage of \$6 roundtrip rides from the CentrePort/DFW Airport Station to NCTCOG via the Arlington Transportation app. To download the app, go to arlingtontx.gov/ondemand . For special accommodations related to disabilities or language interpretation, please contact 817-695-9255 or email jcastillo@nctcog.org .	NCTCOG Transportation Department	2024-10-09 16:20:41.282450+00:00
Communications Specialist Sarah T.	For more information and details on this month's presentation topics, visit https://www.publicinput.com/nctcogOct24		
	Any regular frequent transit in the Cedar Hill area would be more than we have. I would like to see a noCar-centric implementation of velo & tram, designed to work together holistically. Every person should have safe options to move around town independently without a car.		2024-10-09 17:01:22.967011+00:00
Mike D.		Highlands 2	
Gloria B.	No	Garden Park	2024-10-09

Attachment 1

			17:52:29. 736263+ 00:00 2024-10- 09 21:50:53. 478551+ 00:00 2024-10- 10 02:15:12. 311371+ 00:00 2024-10- 15 20:55:43. 095559+ 00:00
Dee K.	See if cedar hill will sign on to dart	Stone Creek	
Roger L.	Jggyythjjhfrhh	Estates West	
Pat B.	DART IS EXPENSIVE. Averages out to \$400. A person annual in Plano and Addison. Not worth it. This event includes a free EV display, EV ride-and-drives, and more! EVs will be on display by their owners who will answer questions and share their experience owning and living with an EV.	Dallas North Estates	
Communications Specialist Sarah T.	The DFW NDEW will also feature food, games, kids's activities, prizes, a scavenger hunt, and opportunities to meet with industry professionals involved with sustainability! Join us on October 6 at Tanger Outlets in Fort Worth for an electrifying day! Learn more at https://www.dfwcleancities.org/ndew	NCTCOG Transportation Department	2024-09- 24 18:21:55. 560499+ 00:00 2024-09- 26 00:04:21. 506425+ 00:00 2024-09- 26 00:09:26. 194310+ 00:00
Donna T.	Mark I tried to reply where we could have an amicable meeting ground of agreement. But, I see that you aren't having it. I wish you a good evening regardless.	Trinity St	
Hal P.	Mike not bad price. Mary I expect that Mark is right but if you are saying extreme weather effects electric cars, that is true. It effects the range. I can drive in very cold temperatures. But I can't drive as far. Electric heat is a direct short and that heat energy depletes the amount of energy available to propane the car. But if it is true that there is a pivot point where battery powered cars simply can't compete with some other, I wouldn't know one way or the other. If I move to that kind of environment it would be worth checking out. My experience has been good in Texas.	Lakewood Point	
William P.		Downtown Forney	2024-09- 26 00:11:13. 179987+ 00:00

Kimberlee Well that wasn't what they asked. They asked them to reduce consumption by reducing AC and other things (including charging) during peak times - a few hours a day. There was no emergency caused by electric cars.

Fox news made a big thing out of it and Tucker Carlsen did as well but we should know by now that Fox News is just as likely to be Fox Fiction as Fox News. Let's get a reliable source. From Scientific American:

"In California—the national leader in electric cars with more than 1 million plug-in vehicles—EV charging currently accounts for less than 1 percent of the grid's total load during peak hours. In 2030, when the number of EVs in California is expected to surpass 5 million, charging is projected to account for less than 5 percent of that load, said Buckley, who described it as a "small amount" of added demand."

And what was the real problem? It was heat. So really, EVs are part of the solution not the problem. From Scientific American:

"In fact, experts see EV batteries as part of the solution. They help to reduce planet-warming emissions and can add needed flexibility to electric utilities that are sure to come under more strain as global temperatures continue to rise."

William P.

<https://www.scientificamerican.com/article/why-electric-vehicles-wont-break-the-grid/>

Donna Yeah but it's rare. It's about 9K last I saw for mine. But some of the guys on the Volt Facebook page has gotten remanufactured a lot less. Doesn't take long to switch them out.

Downtown
Forney

2024-09-26
00:30:44.
954794+
00:00

William P.

The warranty is very long. It's that long warranty that provides comfort and the reason they can have such long warranties is that a battery pack failing is very rare. I would be very suspicious if the dealer told me my battery pack was kaput.

Downtown
Forney

2024-09-26
00:43:07.
678458+
00:00

William P.

Chad Wave of the world.

Downtown
Forney

2024-09-26
00:43:35.
531656+
00:00

William P.

Christy It would be about 9K for mine but the Volt Facebook guys says there are some remanufactured you can get for less. Warranty is pretty long on these battery packs.

Downtown
Forney

2024-09-26
00:45:01.
775980+
00:00

Attachment 1

			2024-09-26
		Whispering Hills Plantation	00:48:01.410391+
Michael R.	EV is a scam.		00:00
			2024-09-26
			00:48:07.822351+
Donna T.	William Cool. Jan Here is the Ford website for 2024. Looks like they are expanding:	Trinity St	00:00
			2024-09-26
	https://media.ford.com/content/fordmedia/fna/us/en/news/2024/04/04/ford-updates-timing-for-next-gen-evs--readies-manufacturing-plan.html	Downtown Forney	00:48:12.961165+
William P.			00:00
			2024-09-26
	Kimberlee "Common sense. The govt subsidies are paid for by taxpayers." That's a common myth. Your taxes have nothing to do with those subsidies. Unless you are talking about State subsidies and then you are correct.	Downtown Forney	00:53:39.506456+
William P.			00:00
			2024-09-26
			00:59:30.443210+
William P.	Hal My son said gas mileage on his vette was pretty good.	Downtown Forney	00:00
			2024-09-26
			01:18:35.725131+
Christie P.	Marianne how much did your electric bill go up once you started charging at home?	Old Rose Hill	00:00
			2024-09-26
	Jorge my commute when I go into Dallas is 120 miles, which means I would have to charge every other day in order to not cut the range too close. How much did your electric bill increase?	Old Rose Hill	01:19:58.157912+
Christie P.	Mary hi. No issue in the heat. I typically park in a garage but not climate controlled. I have had my car in direct sunlight (but avoid it at all cost with any car) I can only speak on my experience with my Tesla. The car can turn on climate control when the interior exceeds 100 or whatever temp you set. It can be turned off and act like a gas car (no climate control) and I won't lose any additional battery power. Tesla also loses some power being parked with the video surveillance active. This can be turned off as well. Don't recall anything significant during our few freezing temps. I do know it's definitely not as efficient in freezing weather. What I recall in the north, people that charge their cars in public chargers had serious issues. I would have never purchased an EV if I had to		00:00
			2024-09-26
			01:34:10.127829+
Jorge M.		Stonewood South	00:00

	charge away from home or work, as in some charging station. Yes, I agree, it's not for everyone. A corvette or almost any sports car would also be a horrible choice to drive in heavy snow. I don't know of a car that would be perfect in every scenario. Nope to you Drew and Lori, it was information to let people know it is an event for people who'd like to learn more. You guys asleep truly something else.		2024-09-26 01:45:56.643305+00:00
Edwin A.	Let it be post about NRA and if i speak negatively in the comments you people wouldn't leave me alone Christie hi. Good question. Of course depends how much I have driven (just like a gas car), my car app and my electricity provider tracks what I have used on charging. My biggest monthly expense (car charging only) this year was \$85 that was at 11 cent kWh. Unfortunately my rate increased to 15 cents kWh which now would be about \$115. I would have spent at the very least \$200 in gas on an economy car. I spend approx \$3 daily commuting, and about \$14 if I drove my gas loving SUV. Yes, I would charge nightly, which to me is a lot more convenient, than stopping to get gas. I now absolutely hate stopping for gas for several reasons (rent cars and my SUV). An EV isn't for everyone, but it can be an excellent vehicle if it works for you. Definitely recommend a 200VAC outlet for quicker charge at home. A fancy charger is not needed in my opinion.	Randy	2024-09-26 02:05:18.292072+00:00
Jorge M.	Mark Prime use case. Fleet vehicles that see less than 150-200 miles per day of use, and can be charged overnight for pennies.....no reason to send meter readers out in a gas F150 for example. Could save big money to city budgets without fuel or maintenance costs.	Stonewood South	2024-09-26 02:11:35.269118+00:00
Garett T.		Creekside at Ridgeview	2024-09-26 02:19:15.280803+00:00
Mark W.	Mark and you, Motor Trend.	Kensington	2024-09-26 03:33:10.993827+00:00
Andrew H.	Deanna you are very much wrong... https://www.eia.gov/energyexplained/electricity/electricity-in-the-us.php	Kings Row	2024-09-26 03:36:17.324388+00:00
Andrew H.	Brenda angry enough to spew nonsense...	Kings Row	2024-09-26 03:40:45.
Andrew H.	Michael just read comments by the adults on here. You've been misled.	Kings Row	

Attachment 1

			229569+ 00:00 2024-09-26 04:31:59. 325222+ 00:00
William P.	Mike Nice. That's going to be one fast car Immediate torque and never have to shift. Mark well how about the lithium battery disposal? Also mining for them is pretty toxic to the environment. The only solution is to go back to horse and buggy. You can't argue that electric cars are any better. You're just fooled into thinking they are because they say they are. At least my vehicle doesn't tribute to an already failing power grid and can operate in both hot and cold temperatures.	Downtown Forney	2024-09-26 05:45:58. 056048+ 00:00 2024-09-26 06:12:46.
Brittany M.		Adell	608390+ 00:00 2024-09-26 11:07:16. 268051+ 00:00
Lori P.	Edwin when I post events I always close comments. The employees of these agencies should know to do the same.	Morris Lane	2024-09-26 11:23:36. 095708+ 00:00 2024-09-26 13:08:14.
Mark M.	Michael Not a scam. Jorge this conversation is enlightening actually, we are the people and should have the freedom to choose, anytime we feel like we're being forced it will backfire every time. They can't force us to go electric regardless of the benefits to whatever. We have plenty of oil we do t have plenty of electricity at the moment do we? We all still remember the winter we froze because of the electricity grid and they want us to depend on it for our daily transportation? ðŸ˜ˆ , fix the grid the mining the battery disposal the cars combusting charging time ect and we'll talk but till then stop forcing this stupidity down our throats!	South Hills	297177+ 00:00 2024-09-26 13:10:36. 459782+ 00:00 2024-09-26 14:33:55.
Cheryl M.		Old Chico	
Hal P.	Kimberlee put non ethanol gas in them and store only non ethanol gas. If you leave anything but non ethanol gas you will be sorry.	Lakewood Point	
Hal P.	Jorge then people will look at you and say is that the new Prius?!	Lakewood Point	
John D.	William That's a myth. EV's have more low end torque, ie., 0-60, but after that they're no faster than any other car. You may beat a Corvette in a quarter mile but after that he's going to kick your a..	Hunters Ridge	

			918538+ 00:00 2024-09-26
Dan K.	What's the expected life span of an electric car? I have a 2006 Honda with ~155K miles and still going strong. I doubt an EV would go that long without replacing the battery or some other expensive maintenance, but I don't know that for sure.	Lake Forest Estates	14:41:32. 913443+ 00:00 2024-09-26
Shane L.	<div style="background-color: black; width: 450px; height: 25px; margin-bottom: 5px;"></div> John I don't think my Volt would beat an ICE Corvette even 0-60. Maybe a Tesla would. I like to describe it as quick rather than fast. But for driving, it has it when I need it. So if I get caught in the wrong lane at a red light, am I confident I can come off the line fast enough for a safe lane change. Yep. Not shifting is nice as well.	Ridgewood Park	14:47:37. 380621+ 00:00
	Because of my limited gas range, I don't drive the same way. I drive slower with my gaze further down the road. I am looking for a rocking chair where I seldom touch my break and since I drive in low gear, the regeneration slows the car more often than a break.		2024-09-26
William P.	I find in normal commutes the slower calm way of driving cost very little in time. People overestimate the benefits of driving fast in daily short trips. Dan Copilot AI answered my question.	Downtown Forney	15:03:57. 425885+ 00:00
	"So - how long do Chevy Volts last? According to motorandwheels.com, a typical Chevy Volt will last 200,000-300,000 miles. Anything from driving in strange weather to natural aging will impact the lifespan of your machine. It's critical to take care of your Volt and it will care for you."		2024-09-26
William P.	The guys on the Volt forum seem to think in excess of 200K for the battery pack. Since I only burn gas when I run out of battery, I don't have much maintenance. I change my oil once a year when it gets stickered and then I am changing it early.	Downtown Forney	15:16:15. 561993+ 00:00
	Cheryl I agree. Nothing should be forced (Covid shots cough cough lol). During the freeze, we had "rolling power outages", people with all electric homes use a ton of energy. I have natural gas at home and use very little power during the winter, I could keep my entire home warm with a small generator. Now most new homes are all electric, I wouldn't be happy having to purchase a all electric home. I heard gas stoves will soon be banned. Yes, I agree		2024-09-26
Jorge M.	charging a car requires more power from the grid.	Stonewood South	15:30:10. 994500+ 00:00
Hal P.	Mark I thought 7-8 years very expensive also.	Lakewood Point	2024-09-26

Attachment 1

			15:34:23. 638186+ 00:00 2024-09- 26 15:45:16. 071824+ 00:00 2024-09- 26 15:46:38. 161381+ 00:00
Jorge M.	Hal I thought the older Prius was fugly. This new one, not so bad looking. I don't have a Prius though lol	Stonewood South	
Marianne P.	Christie not an issue at all. Eric interesting. I like to hear what this entails. I've owned a TESLA for almost 5 yrs now. Only maintenance is replacing tires. It does use up tires faster than many other cars, but not as fast a V8 sports car. Most of the gas car maintenance has been eliminated and or reduced. Electricity prices have gone up and gasoline prices are down, but charging my car is still cheaper than filling with gas. I'm just interested in knowing how/why it's more expensive.	University Meadows	
Jorge M.		Stonewood South	2024-09- 26 17:22:02. 893804+ 00:00 2024-09- 26
Dan K.	William I am definitely more apt to drive a hybrid. I don't have much problem at all with Prius and Volt and similar as long as I can go from here to Miami without having to stop for anything but gas.	Lake Forest Estates	17:25:54. 922878+ 00:00 2024-09- 26 18:18:37. 758594+ 00:00 2024-09- 26
William P.	Brittany They is the science community of the whole civilized world.	Downtown Forney	
Brian U.	Jorge Tell me how tax credits has anything to do with stealing electricity? Dan Sadly the Volt is still being produced in China but not in the US. The Bolt has replaced it. With a 300 mile range, I am OK with that. It is simpler. Electric motors are much simpler and easier to maintain than ICE. Although the ICE portion of my car gets little use it is a complication.	Pecan Hollow	18:18:51. 359455+ 00:00 2024-09- 26 18:25:53. 447328+ 00:00 2024-09- 26
William P.	The reason I got the rebate as full electric is because the Volt only drives on battery until it runs out. Then it drives on gas. Jorge I was having a heart bypass during the pandemic. I was at Medical City where shots where not mandatory. I got a nurse that was not vaxxed so I told her she would have to get me another nurse. The head nurse would not do so. I packed my bags and got ready to leave the hospital before the scheduled surgery. That's	Downtown Forney	
William P.		Downtown Forney	18:46:01. 386840+ 00:00

	when things got busy. The cardiologist called me, and I explained we would have to find new surgeons at Presbyterian as they did require vaccinations. The head nurse became my nurse, and I never saw the other one again.		
	I have zero tolerance for people who want to put me in danger because they decide they are so smart they can ignore the best science. And yes - I believe in mandatory vaccines for public schools with limited exceptions.		
Jorge M.	Brian tax credits and electricity 2 seperate things. Sorry, got the comments mixed. I don't understand why you brought up stealing electricity, my original reply to you was regarding stealing electricity which to me not much different than stealing gas.	Stonewood South	2024-09-26 19:05:46. 714898+ 00:00
Hal P.	Dan as soon as you have to replace the \$7000 battery	Lakewood Point	2024-09-26 19:08:57. 870367+ 00:00
Michael R.	Mark You have a right to believe that if you wish. Green new scam is what I call it. Hal Yes, that's what I was afraid of when I asked about the life span. I have heard that if a Tesla is in an accident and the battery pack gets even the most minimal damage, they won't fix it due to liability and a new battery pack is prohibitively expensive. So they total the cars. Don't know if that's true, but that was my understanding.	Whispering Hills Plantation	19:25:03. 564919+ 00:00
Dan K.		Lake Forest Estates	2024-09-26 19:36:03. 336312+ 00:00
Linda H.	Never!	Spoonemore Ln to Sabine River Rd	2024-09-26 19:42:07. 276299+ 00:00
Jorge M.	William I respect and understand your decisions and choices you made, I have different thoughts on that, and I'm sure would lead to a long discussion.	Stonewood South	2024-09-26 22:31:15. 727831+ 00:00
William P.	Jorge Shouldn't be long at all. The science is what the science is. And ND guidelines don't allow pseudo science or misinformation regarding Covid or vaccines. They are pretty emphatic on that point.	Downtown Forney	2024-09-26 22:46:17. 683240+ 00:00
Hal P.	Dan the battery is one price the next price is install the new battery.	Lakewood Point	2024-09-26 23:01:27.

Attachment 1

[illegible]

Attachment 1

			2024-09-27 13:10:01.
William P.	Brian They get recycled.	Downtown Forney	063639+ 00:00
	Cheryl Mandates are sometimes required for public health. And people shouldn't tolerate science deniers when they put us in danger. That's a nice thing about Nextdoor. Their guidelines don't allow misinformation about Covid19 or vaccines. If you see it, report it, and Nextdoor will remove it.		2024-09-27 13:14:55.
William P.		Downtown Forney	526580+ 00:00
			2024-09-27 16:58:43.
Linda B.	Billy they will use diesel to power the generators to charge them.	Coyote Flats	947745+ 00:00
			2024-09-27 17:16:33.
kendall s.	Make sure your autos are insured at the cheapest possible pricing, give me a call!	Briarwyck	601522+ 00:00
			2024-09-27 17:45:19.
Brian U.	William So they get replaced.	Pecan Hollow	566102+ 00:00
			2024-09-27 18:12:53.
Brian S.	ðŸ˜˜,ðŸ˜˜ðŸ˜˜ðŸ˜˜	Highland Village	408730+ 00:00
			2024-09-27 18:40:20.
Pat D.	https://www.dol.gov/agencies/ilab/reports/child-labor/list-of-goods/supply-chains/lithium-ion-batteries	Braves	862166+ 00:00
	Jorge I donâ€™t care Iâ€™m not interested in paying a premium to buy an EV then not be able to hop in it and take an extended trip without careful planning, extra time for recharge or rent something more practical.		2024-09-27 18:46:28.
Larry B.		Trails of Elizabeth Creek	511291+ 00:00
			2024-09-27 18:50:52.
Larry B.	William maybe in demand because Volt last year of production was 2019. Heâ€™ll Chevy didnâ€™t even want the damn thing. Jorge the tax credits reduce the amount of taxes paid to the IRS. Where do you think the IRS makes up for the money not being paid to them? You knowâ€™.all taxpayers	Trails of Elizabeth Creek	548030+ 00:00
			2024-09-27 18:57:18.

			455260+ 00:00 2024-09-27
Larry B.	William where does the \$\$\$ for government spending come from? Jorge you're forgetting the electrician that has to come to put your car plug in , then the chargers to charge your car and forget going on roadtrips in an electric car. A client of mine was looking at a Tesla till she found out her insurance would go through the roof. I'm sure it'll be worth it in 20 years or so but it's not right now.	Trails of Elizabeth Creek	19:00:34.533077+00:00 2024-09-27
Bryn M.	Mark eventually the battery will have to be replaced by the original owner or the poor sap that bought the pig in a poke with a battery on its last leg. I know a few EV owners that just parked their EV due to the replacement cost when the battery failed. Makes the resale value plummet when the range is 40 miles	Abbey Crossing	19:01:28.236133+00:00 2024-09-27
Larry B.		Trails of Elizabeth Creek	19:06:38.387610+00:00 2024-09-27
Larry B.	William so all the news I read about EV sales being flat is propaganda from the oil & gas industry. I guess big oil is financing all the deep discounts on EVs sitting on dealers lots.	Trails of Elizabeth Creek	19:10:15.581098+00:00 2024-09-27
Larry B.	Mark air pollution is less now than when I was young. Bryn I can only speak of Tesla cars, unless you drive over 200 miles a day, you don't need a fancy Tesla wall charger. Just use a 200v outlet. I added an outlet myself. I'm sure thats a few hundred dollars to have an electricians to do the work. I don't recommend going cross country in it. It's doable, but I wouldn't do it. My insurance hasn't gone up in the past 4 yeas. When it started to creep up I switched insurance and I'm happy again.	Trails of Elizabeth Creek	19:11:40.262525+00:00 2024-09-27
Jorge M.	William why did the mandates go away if it is proven science. We were hoodwinked from the get go with all of the COVID hysteria. Luckily many of us said [REDACTED] NO! I worked for a corporation that has DOD contracts so shots were mandated. Thankfully my company had a policy if you applied for a waiver on the vax it was approved period. Just had to apply for the waiver. Oh by the way never had COVID.	Stonewood South	19:19:07.318678+00:00 2024-09-27
Larry B.		Trails of Elizabeth Creek	19:20:20.913871+00:00 2024-09-27
Mark M.	Larry The battery will likely last through the life of the car. https://www.topgear.com/car-news/electric/do-electric-car-batteries-need-replacing-it-expensive	South Hills	20:18:40.868675+00:00

Attachment 1

			2024-09-27 20:19:43.696686+
Mark M.	Brian Most EV batteries will last as long as the vehicle.	South Hills	00:00
			2024-09-27 20:21:07.978917+
Mark M.	<p>Brittany You believe that EV's are as toxic to the environment because "They" tell you to believe that.</p> <p>Larry Never had COVID either. Mandates were a political choice.</p>	South Hills	00:00
			2024-09-27 21:05:10.602536+
William P.	<p>I will say this as a statement of fact - not opinion. It is the best science to get vaxxed against Covid 19 and when infection is high to engage in other steps to mitigate infection, intensity of infection and to help alleviate the spread. This isn't a debate. It isn't a controversy. If you are a science denier there isn't anything I can do to help you. Nextdoor only allows discussion of Covid19 and vaccines that comply with the CDC, WHO or some other scientific source. Statements to contrary are simply not allowed on this platform.</p> <p>Larry The climate is already changing. To meet CO2 targets and try to mitigate the effect on the climate change, scientists all over the world is turning to EV's as part of the solution. I would like to see us do as much as possible because I love my grandchildren who will reap the consequences. Kids too for that matter. That's my personal motivation. I understand others don't have that motivation.</p>	Downtown Forney	00:00
			2024-09-27 21:12:51.635529+
William P.	Texas A&M has a new study out. Hundred degree days are expected to quadruple in the next 30 years. Texas weather is going to suck.	Downtown Forney	00:00
			2024-09-27 21:15:15.628126+
John B.	Will they also be educating the public on the downsides of owning an electric vehicle? Just curious.	North Grove	00:00
			2024-09-27 21:16:52.671313+
John B.	Wow. The ratio is real!	North Grove	00:00
			2024-09-27 21:21:42.060308+
William P.	<p>Larry Perhaps try a new source. There is a slow down right now. Growth is still expected to be strong and to overtake ICE powered engines in the next 30 years. In much of the world it will be illegal to make ICE powered cars. But I suspect you will be fine driving on GAS if you want though out your life time. My guess.</p>	Downtown Forney	00:00

"Almost 14 million new electric cars¹ were registered globally in 2023, bringing their total number on the roads to 40 million, closely tracking the sales forecast from the 2023 edition of the Global EV Outlook (GEVO-2023). Electric car sales in 2023 were 3.5 million higher than in 2022, a 35% year-on-year increase. This is more than six times higher than in 2018, just 5 years earlier. In 2023, there were over 250 000 new registrations per week, which is more than the annual total in 2013, ten years earlier. Electric cars accounted for around 18% of all cars sold in 2023, up from 14% in 2022 and only 2% 5 years earlier, in 2018. These trends indicate that growth remains robust as electric car markets mature. Battery electric cars accounted for 70% of the electric car stock in 2023."

<https://www.iea.org/reports/global-ev-outlook-2024/trends-in-electric-cars>

Larry Chevy went full electric. That is a simpler design. They still build the Volt in China. In the US you will need to get to the all electric Bolt. I think that range is about 300 miles where mine is about 50.

They put that technology in the Cadillac and stopped making it much earlier. The range was like 18 miles which would be fine for my wife so I went looking for one. Found one too. Couldn't afford it. They are really expensive for a very dated used car.

William P.

The Ford F150 Lightning seems to be having some success. Larry That's almost the right question. The answer is key strokes. The correct question is where do dollars come from? There is really 2 places. You go in and borrow \$1,000 from the bank which is government regulated. Your account goes up \$1000. You also have a liability of \$1,000. They just mark up your account. But notice your net financial assets never change. No change in wealth.

Or, you get a contract to pave the driveway at the White House. You get paid with a treasury check for \$1,000 that goes into your bank account. There is no liability. Your wealth has increased. It was all done with key strokes.

Moral of the story -all money comes from the government. Till government spends, there are no dollars to tax. If you want to learn more about currency and monetary systems let me know. I can send you links. There's even a documentary on Prime that explains it.

William P.

Kimberlee Government subsidies are not not dependent on collection from taxpayers. Just like home interest deductions are not dependent on collections from taxpayers. Just like the

William P.

2024-09-27
21:31:36.
302046+00:00

Downtown
Forney

2024-09-27
21:45:03.
873843+00:00

Downtown
Forney

2024-09-27
21:50:11.

Downtown
Forney

	reduction for capital gains are not dependent on collections from taxpayers.		297353+00:00
	John I'm sure they will. Owners will be answering questions. You can do that now though. Go to any of the forums where the owners trade information on there particular EV.		2024-09-27
William P.	One downside I would note, is that apartment dwellers most likely can't charge for home. And that is a real benefit. If I lived in an apartment I would not have bought my EV.	Downtown Forney	22:02:43.028466+00:00
Larry B.	William there was virtually no human trials now many folks get to deal with the side effects of the vaccine. I am not anti vax I have faithfully gotten my flu shot since I was a child in the mid 1950s. Just not a fan of being a Guinea Pig for big Pharma & POS Fauci.	Trails of Elizabeth Creek	2024-09-2722:33:47.484061+00:00
Larry B.	Mark it really depends on the user. Lot of hard accelerations and fast charges degrade your battery's capacitance which is how much energy will it store. I find it funny seeing so many people putting along in their EVs on the freeway because of range anxiety Larry Touch. That's me you are talking about. My son drives a Tesla when he drives electric, so he doesn't putter. But that's right. Excess speed eats my battery. The thing is, speed is over rated. Not only do I drive more relaxed the amount of time I actually lose is negligible.	Trails of Elizabeth Creek	2024-09-2722:48:06.646104+00:00
William P.	Larry I've answered that before. All dollars come from the government. They spend first and then tax later. Where else would the dollars come from? The difference is the national debt. Which isn't really debt. What people call the national debt is private surplus. It is national savings.	Downtown Forney	2024-09-2722:59:57.434893+00:00
William P.	All other dollars come from bank borrowings. The bank simply credits the depositors bank account and creates money. Also creates a debt for the borrower so net financial assets on the balance sheet is zero.	Downtown Forney	2024-09-2723:18:22.171773+00:00
	Thanks to everyone for the continued dialogue about our Drive Electric Week event coming up this weekend in Fort Worth. We had questions regarding battery recycling, and we can confirm that it will be discussed during the event, and we'll also have fact sheets available at the NCTCOG table. In the meantime, here are a few resources about battery recycling, and other FAQs about electric vehicles:		
Communication s Specialist Sarah T.	- "Here's how EV batteries can be given a second life" (CNBC) https://www.cnbc.com/2023/03/29/heres-how-ev-batteries-can-be-given-a-second-life.html - Electric Vehicle Benefits and Considerations (US Department of Energy) https://afdc.energy.gov/fuels/electricity-benefits - Find recharging stations near you (DOE):	NCTCOG Transportation Department	2024-10-0419:51:51.045909+00:00

	https://afdc.energy.gov/stations#/find/nearest?fuel=ELEC - Charging Electric Vehicles at Home (DOE): https://afdc.energy.gov/fuels/electricity-charging-home - Available EV incentives (NCTCOG): https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle#vehicle		
Communications Specialist Sarah T.	Hi Michael! Yes, we will have fact sheets available at the NCTCOG table about battery recycling, and it will be a topic of discussion at the event on Sunday. In addition, here's an article from CNBC that has some additional information: "Here's how EV batteries can be given a second life" https://www.cnbc.com/2023/03/29/heres-how-ev-batteries-can-be-given-a-second-life.html	NCTCOG Transportation Department	2024-10-04 19:54:19.364150+00:00
Gary K.	Better get out your checkbook then. My Mach e can do that with a one stop 15 minute fast charge.	Yorkstown Dr	2024-10-05 00:22:54.412040+00:00
Gary K.	Amy Better get your check book out then. My Mach E can do that easily with a one stop 15 minute fast charge.	Yorkstown Dr	2024-10-05 00:24:39.133441+00:00
Amy R.	Perhaps so - but in Claude TX? Right now finding a charging station in tiny TX Panhandle towns is nearly impossible- much less fast chargers	Reservation	2024-10-05 00:31:02.188937+00:00
Gary K.	Donna What's the replacement price for an engine in a diesel truck?	Yorkstown Dr	2024-09-25 00:34:36.754015+00:00
Jose G.	John hahaha that too	Lake Country	2024-09-25 16:56:35.739666+00:00
Mike G.	Deanna 18 years ago we got 37% of our electricity from coal; today that's 11%. This year 47% of our electricity comes from wind, solar and nuclear (28+10+9, respectively). Mary what do you call extreme heat and extreme cold? I have driven during our hot Texas summers with no issue. Driven during that cold spell, below 0, no issues, it was less efficient, but it drove just fine. Driving in 100+ weather didn't affect the efficiency. Gas cars can have issues in extreme weather as well. If your 12V battery is not in the best condition you may have trouble starting	Wentworth Estates	2024-09-25 17:08:10.600806+00:00
Jorge M.		Stonewood South	2024-09-25 17:41:30.394128+00:00

	the car in extreme cold or hot weather. Everyone have seen gas cars overheating in our hot summers, some even catching fire on the side of the road. Not here to convince people to go EV, but just giving my experience. It's not for everyone, just like a pickup truck is not for everyone or a small Civic may not be suitable for everyone.		2024-09-25 17:57:41. 911405+ 00:00
Jorge M.	Hal so do you pass gas? Pass gas stations, that is..ðŸ˜ˆ?	Stonewood South	2024-09-25 17:59:44. 178219+ 00:00
Hal P.	Doug Dam I was in 1971 purple one when we hit a water spot and ran it up a palm tree in Sarasota Florida	Lakewood Point	2024-09-25 18:00:04. 819750+ 00:00
Christie P.	Marianne for a retired person, thatâ€™s fine. That wouldnâ€™t work for those of us who commute into Dallas daily. Iâ€™d have to charge it 3 times a week and again on weekends	Old Rose Hill	2024-09-25 18:04:05. 967555+ 00:00
Jorge M.	Russ Tesla Model Y was the best selling car globally in 2023. Ford F 150 came in number 7 (best selling American car other than Tesla).	Stonewood South	2024-09-25 18:19:22. 897383+ 00:00
Cheryl M.	Frank yeah that windmill thing was the biggest joke ever and they all just threw in without hesitation!	Old Chico	2024-09-25 18:20:44. 664450+ 00:00
Cheryl M.	Kenneth donâ€™t mean squat when your pushing that thing down the road ðŸ˜ˆ,	Old Chico	2024-09-25 18:34:52. 749099+ 00:00
Kimberlee S.	My hope is we start building more power plants in order to keep these cars charged up	Runaway Bay	2024-09-25 18:35:52. 043504+ 00:00
Cheryl M.	Jorge do you sell them or have stock in the company? Your sure defending it pretty hard ðŸ˜ˆ,	Old Chico	

Attachment 1

			2024-09-25 18:35:59.885289+00:00
Bryn M.	Jorge that doesn't mean squat!! How many of those folks regret buying it? Because I know alot of people that do and now they're stuck because the resale value is so low!	Abbey Crossing	2024-09-25 18:36:21.584504+00:00
Kimberlee S.	Jorge federal tax credit paid for by taxpayers!	Runaway Bay	2024-09-25 18:37:13.213425+00:00
Kimberlee S.	Jorge you can put some in gas cans and store them. Try storing electricity in a can. People who want electric vehicles should be required to install their own charger that is solar powered. Don't they realize the grid is powered by fossil fuel???	Runaway Bay	2024-09-25 18:39:51.117451+00:00
Lori P.	The charging stations being partially funded with tax subsidies means that the rest of us are paying for something we will never use. (This federal program is also proving to be a rip-off. Where did all that money go Mayor Pete???)	Morris Lane	2024-09-25 18:45:00.590415+00:00
Hal P.	Jorge developing a new science not like old French fries oil. The blast is energy we just need to bottle it.	Lakewood Point	2024-09-25 19:01:02.786692+00:00
Shane F.	I think most Tesla owners only regret owning them because now they all have to hate Elon Musk.	Bristol	2024-09-25 19:28:06.771191+00:00
John D.	I've caught a couple of Tesla Uber's, felt like I was in a chuckwagon.	Hunters Ridge	2024-09-25 20:34:56.059416+00:00
Mike L.	lol love the comments! Electric cars can [REDACTED]	Pecan	2024-09-25 20:42:55.848150+00:00
Brian U.	Jorge Except I'm not a thief.	Pecan Hollow	

Attachment 1

	Michael Most are "fixed" replacing some parts. Or just recycled completely.		2024-09-25 20:48:40.
William P.	https://www.youtube.com/watch?v=s2xrarUWVRQ	Downtown Forney	350802+ 00:00
			2024-09-25 20:51:05.
William P.	Mark I like mine. Gas vehicles for MOST will go the way of horse and buggy. Oil and gas will still have a job to do. Just silly to burn it up in driving cars. For a hosts of reasons.	Downtown Forney	829035+ 00:00
			2024-09-25 20:51:25.
Donna T.	The replacement price of a battery on an EV is a deterrent.	Trinity St	530286+ 00:00
			2024-09-25 20:52:48.
William P.	Bryn That too will change over time. Not time for you yet though. You need to be able to charge at home to really enjoy it.	Downtown Forney	516739+ 00:00
	Jorge park your ev, OUTSIDE during our normal summer of average 100 +/- degrees, unplugged, and see how long it will run. Not every shopping center, employer has climate controlled parking. The same is true for cold weather, less than 60 degreesâ€¦I check with your friends in North Dakota & Montanaâ€¦I did. Big fail! A quick at home test, leave your cell phone out, exposed to the elements and see how long it wonâ€™t lastâ€¦ and we donâ€™t have heat like Nevada.		2024-09-25
Mary Ann S.		Hidden Creek / Partagas	20:54:09. 801874+ 00:00
			2024-09-25 20:55:16.
William P.	Kimberlee Electricity is stored in batteries. When the grid goes down home generators are used along with solar panels.	Downtown Forney	975026+ 00:00
			2024-09-25 20:56:47.
William P.	Cheryl Sounds like he is just aware. There is always resistance to progress. People complaining of electric vehicles are not much different than people holding onto their horse and buggy. Christie I used to commute to Dallas everyday. I was totally battery the I charged at home. If I ran out I drove a few miles on gas. If I went to Austin, I drove highways miles completely on gas to Austin and plugged in when I got there. As time goes on, there will be other solutions. My Volt has been the cheapest most efficient car I have ever owned. And it has precious few "gas" miles on it which mean precious few oil changes or need for maintenance.	Downtown Forney	187451+ 00:00
			2024-09-25 21:01:57.
William P.	Current Chevy EVs will easily handle a Dallas commute.	Downtown Forney	257480+ 00:00

Attachment 1

			2024-09-25 21:02:29.
William P.	Doug No they don't.	Downtown Forney	193816+ 00:00
			2024-09-25 21:03:50.
William P.	Carol They recycle them. There is no net environmental downside for using batteries to power vehicles.	Downtown Forney	100891+ 00:00
			2024-09-25 21:05:11.
William P.	Andrew no maybe about it. I have been driving electric and gas for years. A little water does nothing.	Downtown Forney	402511+ 00:00
			2024-09-25 21:06:56.
William P.	Blake Didn't go up with my Volt. It went down.	Downtown Forney	163161+ 00:00
			2024-09-25 21:08:58.
William P.	Mary Texas gets both extreme heat and extreme cold. I have had some gas cars that wouldn't start when cold. Never my electric.	Downtown Forney	082060+ 00:00
			2024-09-25 21:10:22.
William P.	Mary I don't know where these mythologies come from. If that was true those of use that drive electric would know. It isn't.	Downtown Forney	207707+ 00:00
			2024-09-25 21:12:34.
Marianne P.	Christie That should not be a problem. Overnight charge is easy.	University Meadows	815105+ 00:00
			2024-09-25 21:12:35.
William P.	Bryn Are you kidding, dealer has been crying for me to sell him back my 2018 Volt. They are in demand. And there is no tax credit on a used electric car.	Downtown Forney	821077+ 00:00
			2024-09-25 21:12:45.
Chad B.	What a joke. EV's are not the wave of the future. They are just as dirty as gas if you think otherwise, you are naive.	Westchester	447264+ 00:00
	Billy I don't know where? We just built one in my community.		2024-09-25
William P.	Mostly supporting housing developments. The electricity needed for cars is negligible.	Downtown Forney	21:14:04.

			714961+ 00:00 2024-09-25 21:15:57. 177537+ 00:00
William P.	Kimberlee Doesn't take much. When I got mine, I didn't notice a change in my electric bill. Had to be some but it was so small as not to matter. Want to conserve energy? Cut off your air conditioner in summer. That will make an impact. You will notice it.	Downtown Forney	
	Lori No. Big myth number 1 - spending comes from tax dollars. It doesn't. Big myth number 2 - the grid is powered by fossil fuel. Almost half of Texas power comes from renewable resources. Texas politicians are corrupt and push oil industry propaganda, but renewables are the wave of the future. And BTW 3 - more and more homes are producing their own solar energy. And that trend will continue.		2024-09-25 21:21:09. 235212+ 00:00
William P.		Downtown Forney	
	Shane About a year ago I switched. I will now never buy a Tesla. And I don't need to. I have lots of options.	Downtown Forney	2024-09-25 21:22:17. 251807+ 00:00
William P.			2024-09-25 21:24:49. 220074+ 00:00
Christy H.	Hope your battery doesn't go bad heard you will have to pay \$20,000.00 for a new one. I'll keep my gas trucks so I can haul what ai need to haul	Sandswitc h Area	
	Christie hi, drive 75 to 80 miles per day commuting to work. I just plug in my car when I get home. Literally takes less than 5 seconds to reach for the charger and connect. You don't need a fancy charger but a 200VAC outlet will do just fine. I spend a lot less time plugging in than stopping at a gas station. Plus I don't have to gas up in extreme weather or wait in line for other inconsiderate people that park at a pump then go to the store, blocking people from getting gas. If you don't have a place to connect to at home, as in an apartment, then I totally understand and wouldn't consider an EV. If you have to charge at a public charging station, then I wouldn't recommend an EV.		2024-09-25 21:26:04. 496088+ 00:00
Jorge M.	We have a gun fetish in this state and we have a gas fetish in this state. Some idiot tried to "roll smoke" on me on the highway at highways speeds in a heavy wind. "Roll smoke" is what some diesel pickups do by modifying their exhaust to produce smoke and incomplete combustion. I just laughed at him as I shot by him.	Stonewoo d South	
	Once I pulled into a hotel that advertised free plug in only to find a pickup had blocked the space. Management made him come move his truck. I thought that was funny.		2024-09-25 21:34:25. 652071+ 00:00
William P.	Anyway electric vehicles take a bigger market share every year and that will mean more and more accommodations. Gas engines will	Downtown Forney	

	still be used for what Gas engines are needed for. It's good for the environment. It's good for consumer. Maybe not as good for the oil/gas industry.		2024-09-25 21:38:19. 268998+
Mark M.	Kimberlee Tax credit paid by taxpayers. And that is a good thing.	South Hills	00:00 2024-09-25 21:40:47. 803882+
Mark M.	Frank How many Americans, and non-Americans are killed by fossil fuel burning and air pollution? Btw the smoke we are breathing from fires, and gasoline engines causes dementia. Not a joke.	South Hills	00:00 2024-09-25 21:43:49. 595458+
Mark M.	Carol https://www.usnews.com/news/national-news/articles/2019-04-08/100-000-americans-die-from-air-pollution-study-finds	South Hills	00:00 2024-09-25 21:45:32. 390376+
Mark M.	John Nobody is forcing you to drive an EV, except car makers when they stop selling gasoline engines in the future.	South Hills	00:00 2024-09-25 21:46:39. 270569+
William P.	Mary Tax credit is a good thing. You think that spending must come from Tax Dollars. We have to tax before we can spend. That's a myth. My getting a tax credit has nothing to do with your tax bill. Spending depends on resources. Not tax revenues.	Downtown Forney	00:00 2024-09-25 21:47:19. 267671+
Mark M.	Mary Nobody is forcing you to buy an EV.	South Hills	00:00 2024-09-25 21:49:45. 178977+
Mark M.	William We believe whatever the Oil Industry tells us to believe.	South Hills	00:00 2024-09-25 21:50:29. 828305+
William P.	Mark Probably not in her life time. May come a time. Remember when the government mandated a change in TVs and we all got flat screens? You never hear anybody complain about that.	Downtown Forney	00:00 2024-09-25 21:50:39. 540586+
Carol L.	Mark when an electric car catches on fire, emits toxic pollutants and takes 4 times the amount of water to extinguish the fire	Whisperin g Meadows	00:00

Attachment 1

			2024-09-25 22:00:35.
Lori P.	William only around 10% of energy in TX comes from "renewable" sources. And after dark that percentage is pretty much zero.	Morris Lane	472516+ 00:00
			2024-09-25 22:03:45.
Mark M.	Brad why?	South Hills	972009+ 00:00
			2024-09-25 22:05:53.
Mark M.	Donna air pollution from burning gasoline is ruining our kids health. And seniors' health.	South Hills	841711+ 00:00
			2024-09-25 22:06:33.
Jorge M.	Kimberlee not really. It's federal tax you paid. You're not getting money from another tax payer. If you didn't pay over \$7500 in taxes, you won't get, the \$7500 in credit. If you didn't pay any taxes, you get \$0 credit. Lori "Combined sources of clean power accounted for a 47.4% share of total generation so far in 2024, which is down slightly from a 47.7% share over the same period in 2023." Now that I look I should of said "much" not "most". Look for most to become operable in the coming years. For me, it is ALL. My electricity comes from 100% renewable resources. https://www.reuters.com/markets/commodities/texas-set-smash-clean-dirty-power-output-records-2024-2024-05-29/#:~:text=Combined%20sources%20of%20clean%20power,the%20same%20period%20in%202023.&text=However%2C%20total%20clean%20generation%20looks,output%20period%20over%20the%20summer.	Stonewood South	898980+ 00:00
			2024-09-25 22:14:37.
William P.		Downtown Forney	650034+ 00:00
			2024-09-25 22:15:49.
Cheryl M.	Terry sure did!ðŸ™ˆ	Old Chico	846383+ 00:00
			2024-09-25 22:17:33.
Tammi D.	no I don't know where you get your "myth #1" fantasy from---but our tax dollars fund the federal government, and even with all of the tax dollars they confiscate from us the federal debt will soon reach \$40 TRILLION.	Big Salty/ Old Agnes	755382+ 00:00
			2024-09-25 22:18:20.
Lori P.		Morris Lane	

	True--more and more people are installing solar, but how many of them are depending on federal subsidies to cover the expense?We witnessed how reliable wind and solar were during the rolling blackouts. They failed. My wood-burning fireplace kept my home warm during the grid failure. If I could afford it, I would install a generator as a backup if needed during the summer and it would be powered by propane.		968286+ 00:00
Jorge M.	Kimberlee no, it's a tax credit, meaning you're not taking anyone's else tax that they paid. You only get what you paid in taxes, no one else's taxes. If you didn't work and pay taxes, you won't get any credit back. You have to have paid over \$7500 in taxes to get the credit. Just like child tax credit.	Stonewood South	2024-09-25 22:18:20. 993052+ 00:00
Cheryl M.	Mark you go ahead if your willing to gamble the thing won't combust one day or you get stuck no way to charge and your pushing it down the road like the videos I've seen! Not me, no way would I ever put myself in that position!	Old Chico	2024-09-25 22:18:29. 494875+ 00:00
Mike G.	Lori if you're talking about electricity in ERCOT, then 38% of ALL electricity thru 1H ~ 24 came from renewables (28% wind, 10% solar). Wind energy actually increases overnight and decreases during the day. Lori Not true. Almost half and one day it will be more than half. Praise the powers of Asgard for that, AMEN?	Wentworth Estates	2024-09-25 22:19:01. 793451+ 00:00
	"Combined sources of clean power accounted for a 47.4% share of total generation so far in 2024, which is down slightly from a 47.7% share over the same period in 2023."		
	For me, ALL my energy comes from renewable resources.		
William P.	https://www.reuters.com/markets/commodities/texas-set-smash-clean-dirty-power-output-records-2024-2024-05-29/#:~:text=Combined%20sources%20of%20clean%20power,the%20same%20period%20in%202023.&text=However%2C%20total%20clean%20generation%20looks,output%20period%20over%20the%20summer.	Downtown Forney	2024-09-25 22:19:19. 269270+ 00:00
Cheryl M.	Patrick I second that motion! ðŸ™CE	Old Chico	2024-09-25 22:22:05. 315388+ 00:00
Kimberlee S.	Mark idk. I work in the power industry. In Texas. I take a common sense approach to my purchases. Not subject to propaganda. Electric cars don't get me from point A to point B in Texas. Common sense. The govt subsidies are paid for by taxpayers.	Runaway Bay	2024-09-25 22:23:03. 664125+ 00:00

Attachment 1

			2024-09-25 22:26:12.
Kimberlee S.	William if so, why did Cali ask residents not to charge electric cars during a heat wave?	Runaway Bay	086078+00:00
			2024-09-25 22:28:04.
Kimberlee S.	William incorrect!!! Most Texas power is fossil. Power. This I know. Brian is it theft when people use child tax credit? What's the difference? What about when many recieved the Economic Impact check in 2020? Is that theft? It's a credit, meaning it's tax money you and only you paid the government, not anyone else's tax money. If you didn't pay taxes, you get nothing. You have had to pay over \$7500 in taxes.	Runaway Bay	270979+00:00
Jorge M.	Lori No they don't. In a modern economy we spend first and tax later. Taxing will destroy money in the banking system and reduce the public's ability to consume therefore acting as a stop on some sorts of inflation. A government deficit is simply the publics surplus.. Their red ink is our black ink. It is basically net public savings.	Stonewood South	2024-09-25 22:29:53. 169801+00:00
	Now I can give you some links on currency mechanics and it isn't hard but it will require a time investment and a mental shift. Ask if you want them.		
	But just know this - dollars are a thing produced by the government and comes from the government. They don't need yours. They have all the dollars they want. It's the resources that are important. Are the resources available that those dollars will purchase and in sufficient supply.		2024-09-25 22:31:50.
William P.	This is not true of state governments. State governments don't have their own currency.	Downtown Forney	927054+00:00
			2024-09-25 22:33:17.
William P.	Mike Don't forget hydro and nuclear.	Downtown Forney	065871+00:00
			2024-09-25 22:34:54.
Mike G.	Kimberlee William it's close to even. 53% from fossil fuels vs 47% non-FF.	Wentworth Estates North	721013+00:00
Billy P.	William The electric plant in your neighborhood you mentioned is powered by gas , you hippocrit. Just checked it on internet .	Ridge Estates	2024-09-25 22:37:50.

			404636+
			00:00
			2024-09-
			25
Jorge M.	Cheryl I wish I did at the right time ðŸ˜˜. I don't care if anyone buys one or not. Just being fair. Some comments and excuses don't make sense. I've mentioned before, it's not for everyone, but some of these excuse are not valid.	Stonewood South	22:38:28.677970+
	Jorge the government doesn't give anything away, that they haven't taken from someone else. They spend, then figure out how much more they need to take in to cover the expenditure.	Hidden	00:00
	Unfortunately, not like most people budget according to what we earn!	Creek / Partagas	2024-09-25
Mary Ann S.			22:39:08.668493+
			00:00
			2024-09-
			25
			22:40:06.313596+
Brittany M.	I'll make sure to drive my 6.2l V8 gas guzzler that day ðŸ˜˜	Adell	00:00
			2024-09-
			25
			22:42:42.213807+
Jorge M.	Kimberlee what William P said... I'm not here to argue, just providing solutions to the excuses, that's all.	Stonewood South	00:00
			2024-09-
			25
			22:43:04.730864+
William P.	Billy My electricity is 100% renewable. What's your point about the local plant? Do you know how electricity is purchased in Texas?	Downtown Forney	00:00
			2024-09-
			25
	Brittany I watch some of these big gas guzzlers and how they drive on the highway. Not saying you. But observing their driving style I think to myself - "there's a guy who truly has money to burn."	Downtown Forney	22:46:14.911365+
William P.	Makes me smile.		00:00
	William well Texas doesn't get consistently below zero temps like Montana, Wyoming, North Dakota, etc. they aren't driving an ev there! look what happened in Chicago last year, as bc that was just a short cold snap. Stranded !	Hidden	2024-09-25
	â„Ž, ðŸŒŸCESðŸŒŸ' â„Žfj, ðŸŒŸCES	Creek / Partagas	22:47:59.561240+
Mary Ann S.			00:00
			2024-09-
			25
			22:50:02.333714+
Donna T.	Mark We do not live in an ideal world by any stretch, do we?	Trinity St	00:00
			2024-09-
			25
			22:50:53.970250+
William P.	Kimberlee It's getting close to half. I thought it had already crossed the threshold but not yet. 47%.	Downtown Forney	00:00

Attachment 1

			2024-09-25 22:50:59.814585+
Jorge M.	Hal glad to find some humor here! Mark Which is a cost that percolates through the society at large.	Stonewood South	00:00
			2024-09-25 22:53:27.942980+
William P.	We are all motivated by different things. I want to be more environmentally aware due to the impact on my grandchildren. To some extent. That's just me. Not everyone has that concern.	Downtown Forney	00:00
			2024-09-25 23:02:54.278353+
William P.	Mary That's not how fiat currency works. Your household budget doesn't operate based on your own fiat currency. My tax credit has nothing to do with your tax bill.	Downtown Forney	00:00
	Doug what year GTO? I'm sure absolutely sweet ride! My Tesla is pretty darn quick, like Kenneth mentioned, but I do miss the V8 rumble, the sweet exhaust notes, and stick shift is fun. If I had one, it would be my weekend car and not my daily. Different car		2024-09-25 23:12:11.496475+
Jorge M.	different purpose.	Stonewood South	00:00
			2024-09-25 23:19:39.747637+
Hal P.	Brittany want to run it whatcha gotâ€¦!..lol	Lakewood Point	00:00
			2024-09-25 23:33:10.525661+
Jorge M.	Patrick electric fence, hmm, someone might figure out a way to charge their car with it ðŸ™ˆ. I definitely dont want everything electric, we should all have choices. It's what works best for your application.	Stonewood South	00:00
			2024-09-25 23:42:52.130599+
Hal P.	They donâ€™t make Corvettes with electric motors so it will be some time before I give up my joy of driving vettes since 1977.	Lakewood Point	00:00
			2024-09-25 23:44:45.400745+
Mark M.	Kimberlee what about all the other people who aren't you?	South Hills	00:00
			2024-09-25 23:45:09.460049+
Brittany M.	William itâ€™s just a normal SUV. Nothing crazy ðŸ™ˆ itâ€™s the nicest vehicle Iâ€™ve had, so I drive nicely. When I had a little car, I was a terrorist on the roads!	Adell	00:00
			2024-09-25 23:45:36.
Mark M.	Cheryl You believe whatever the Oil Industry tells you. OK	South Hills	

Attachment 1

			309369+ 00:00 2024-09-25 23:47:34.
Jan R.	Question: Why are auto manufacturers, like Ford, discontinuing their EV divisions? Hmmm?	Indian Oaks	500506+ 00:00 2024-09-25 23:48:15.
Mark M.	Mary EV's work better in below zero temps than gasoline engines.	South Hills	552290+ 00:00 2024-09-25 23:52:40.
Mark M.	Donna Most EV owners will never have to replace the battery. Don't believe everything you see on Youtube.	South Hills	636897+ 00:00 2024-09-25 23:53:42.
Mark M.	Christy Most EV owners will never need to replace the battery. And the cost of batteries is going down.	South Hills	808679+ 00:00 2024-09-25 23:55:29.
Mark M.	Brittany Our kids will have shorter lives thanks to the air pollution they breath today, thanks to gas-guzzling engines, and wildfires.	South Hills	905292+ 00:00 2024-09-25 23:55:30.
Mike G.	Hal they actually do: https://www.chevrolet.com/performance/corvette/e-ray	Wentworth Estates	121395+ 00:00 2024-09-25 23:57:05.
Mark M.	Jan Ford is not discontinuing EV production. Who is trying to mislead you?	South Hills	837164+ 00:00 2024-09-24 19:17:41.
Michael S.	Will it include anything about how to recycle EV batteries? I've heard the U.S. needs to work on that issue.	Kimball Estates	354382+ 00:00 2024-09-24 19:24:01.
Terry N.	EV's - What a joke!!! Oh lets not forget that in September 2022, California asked EV owners to limit charging during a heat wave.	Yale Park of Richardson	265028+ 00:00

Attachment 1

			2024-09-24 19:36:35.085943+00:00
Marcus S.	Terry EVs are good in theory but not in practice. I have seen too much research and personal stories from people about electric cars. We should invest in other energy but still have gas and oil.	Garner Rd	2024-09-24 19:39:02.604217+00:00
Stephen J.	No thanksðŸŒŸðŸŒŸ. I'll be driving my V8 E150 or Tundra.	Runaway Bay	2024-09-24 19:48:08.780563+00:00
Jes D.	Terry that's not even half the horror stories the media is talking about going green let's see the left figure out where there going to put millions of dead batteries filled with chemicals	Lake Hollow Estates	2024-09-24 19:57:10.019549+00:00
Cheryl M.	Not on your life or mine !!!	Old Chico	2024-09-24 20:10:51.753440+00:00
Mike S.	Propaganda paid for by us taxpayers. I will keep my Ram 3500	Pecan	2024-09-24 20:16:26.178759+00:00
Sharon H.	No	Wentworth Estates	2024-09-24 20:39:24.143613+00:00
Sarah J.	No way!!!	Woodcreek	2024-09-24 20:46:58.141759+00:00
Edwin A.	Y'all commenting can't just move along lol. Sad and typical	Randy	2024-09-24 20:51:16.036130+00:00
Wesley A.	Terry No pictures of oil spill devastation?	WyndSOR Estates-BPE-CWP	2024-09-24 20:52:57.
Terry N.	Wesley all cleaned up...haha! can't clean up the mining!!!!	Yale Park of	

Attachment 1

		Richardson	734727+00:00 2024-09-24 21:01:02.
Bryn M.	So, if I live in an apartment, I have to go to a charging station, if I can find one without a two hour line or find one at all and sit for 45 minutes while it charges!!! No thanks!But that's after I spend \$60,000 before financing on a car!! Again, no thanks!	Abbey Crossing	092453+00:00 2024-09-24 21:06:49.
Dina G.	Coal powered cars	Starwood	705961+00:00 2024-09-24 21:24:01.
John L.	Nope	Preston Hollow	268263+00:00 2024-09-24
Pat B.	NO, biggest hoax, what will happened when grid breaks down	Dallas North Estates	21:43:10. 619043+00:00 2024-09-24 21:56:31.
Jeremy A.	I don't think so !	The Ranches	374597+00:00 2024-09-24
Peggie M.	No thanks! Doesn't SPARK my interest. No thanks. Failed tx prepper standards.	Squaw Creek Estates West	22:26:32. 654324+00:00 2024-09-24 22:27:15.
Matt M.	Should for all you DFW locals & beyond too! As the UK increases its 'green energy', ZeroHedge reports the UK has now produced figures showing that driving an electric vehicle is "up to twice as expensive" as driving a regular gas powered car.	Arbor Creek	746985+00:00 2024-09-24 22:53:54.
Eric J.	This is operating costs only and does not address the added expense of purchasing an EV	Hunters Glen Plano	162681+00:00 2024-09-24 23:05:57.
Rose L.	No,no	Calhoun Bend	762172+00:00

Attachment 1

			2024-09-24 23:10:39.707077+
Mark M.	Marcus my friends with electric cars love them.	South Hills	00:00
			2024-09-24 23:13:12.250774+
Mark M.	Lots of propaganda out there, funded by the Oil Industry. My next car will be electric. https://www.motortrend.com/news/evs-more-efficient-than-internal-combustion-engines/	South Hills	00:00
			2024-09-24 23:18:09.646028+
Marianne P.	I love my electric car. It's easy to charge at home overnight once a week or less & drives smoothly with more power than my last vehicle.	University Meadows	00:00
			2024-09-24 23:28:15.194669+
Marcus S.	Mark shocking news	Garner Rd	00:00
			2024-09-24 23:46:39.308613+
Doug R.	No thanks I'll stay with my Pontiac GTO 575 hp	Stonegate Bedford	00:00
			2024-09-24 23:50:43.597012+
Doug R.	The latest studies show ev batteries are more toxic for the environment than gas engines	Stonegate Bedford	00:00
	Bryn you can purchase a new Tesla for \$35k after the federal tax credit. I do agree with you, it's not for everyone, especially if you live in an apartment without the ability to charge at your location. Some people (as I did at one point) are able to charge at work for free. Can't beat that. If you have to go to a charging station, I would		2024-09-24 23:56:17.277307+
Jorge M.	absolutely never get an EV.	Stonewood South	00:00
			2024-09-24 23:57:00.740640+
Jorge M.	Pat same a gas car. You can't get gas when power goes out. Marianne I totally agree with you. Not for everyone, but for some, it's works out. I absolutely hate stopping to get gas for my rental car when I travel on business. It takes me less than 5 seconds to plug in at home, and car is fully charged in the morning. It wouldn't	Stonewood South	00:00
	be my first choice of car going cross country, but love it for commuting to work and driving around town.		2024-09-25 00:02:49.161118+
Jorge M.		Stonewood South	00:00

Attachment 1

			2024-09-25 00:36:25. 683939+
Cheryl M.	Edwin well they asked	Old Chico	00:00 2024-09-25 00:41:45. 567523+
Edwin A.	Cheryl there was no question. It's an invitation lol	Randy	00:00 2024-09-25 00:42:35. 201899+
Mark M.	Doug not true. But that's what the Oil industry wants us to believe.	South Hills	00:00 2024-09-25 00:42:50. 286526+
Brenda P.	Lol. No thanks. Lil water gets in and they die!! I have a few friends with EV and they regret ir	Alsbury Meadows	00:00 2024-09-25 00:43:36. 112475+
Brenda P.	Mark EV is a huge pass for me.	Alsbury Meadows	00:00 2024-09-25 00:50:19. 480637+
Steve B.	They're not electric. They're battery powered like a kid's Power Wheels.....	Rosy	00:00 2024-09-25 00:50:51. 036198+
Blake H.	Teslas are super high on insurance rates	Arbor Lakes	00:00 2024-09-25 00:52:41. 606630+
Mark M.	Brenda You better notify all the Amazon electric trucks that deliver our orders every day.	South Hills	00:00 2024-09-25 01:01:09. 455026+
Brenda P.	Mark I dont care about Amazon. I don't order	Alsbury Meadows	00:00 2024-09-25
Andrew H.	Dina not in Texas. Not nationwide.	Kings Row	01:40:27.

Attachment 1

			308820+ 00:00 2024-09-25 01:41:41. 441784+
Andrew H.	Brenda the point is there's a lot out on the road and maybe you are misinformed.	Kings Row	00:00 2024-09-25 01:42:26. 663190+
Andrew H.	Steve and what do you fill batteries with? Also, why are you angry about EVs?	Kings Row	00:00 2024-09-25 01:46:20. 205690+
Brenda P.	Andrew No. I'm am very educated being that I have friends with them. I prefer a little power and rumble under the hood not a golf cart.	Alsbury Meadows	00:00 2024-09-25 01:47:03. 615687+
Wesley A.	Terry You might want to do some research on the ongoing damage of oil spills around the globe. I don't have an EV, I just understand that your little pictures are not an honest representation.	WyndSOR Estates-BPE-CWP	00:00 2024-09-25 01:51:02. 233882+
Brenda P.	Andrew not angry, probable just don't prefer one	Alsbury Meadows	00:00 2024-09-25 01:56:18. 719311+
Jorge M.	Blake my rate did not increase at all when I switched to a Tesla. I've used Allstate and Farmers.	Stonewood South	00:00 2024-09-25 02:01:11. 396958+
Jorge M.	Brenda a little water in a gas engine will also make the car stall and or damage it. Of course, an EV isn't for everyone, just like any other vehicle.	Stonewood South	00:00 2024-09-25 02:12:59. 496074+
Blake H.	Jorge don't know that anything is 100% of time but can tell you, I'm in the business and when someone replaces a car with a Tesla, the price increase is substantial 75% of the time. Guess you were on the right side.	Arbor Lakes	00:00 2024-09-25 02:55:48. 980773+
Christie P.	Marianne how far do you drive every day?	Old Rose Hill	00:00

Attachment 1

Carol L.	Mark have you ever seen how they make EV batteries? Just google it! Secondly what do they do with all those EV batteries after the EV car expires after 100K. To replace a Tesla EV battery will run a min of 20k	Whispering Meadows	2024-09-25 02:56:19.240610+00:00
Brenda P.	Jorge exactly. Not for me. And gas cars have gas caps so this don't happen.	Alsbury Meadows	2024-09-25 03:09:25.184951+00:00
Brenda P.	Jorge You like EV, and that's ok. I don't. Never will.	Alsbury Meadows	2024-09-25 03:10:26.593207+00:00
Kenneth I.	Blake yah, our ev rate actually went down. but our home rate went up. and it's electric. hmmm	City of Krum	2024-09-25 03:24:36.298040+00:00
Patrick M.	You want everything electric? Let's start with the border fence. ðŸ™ƒ	Kaufman Lake	2024-09-25 03:25:26.408348+00:00
Richard B.	Hi Sarah, is this a PARODY POST, or are you really still trying to shill that garbage???? First off, they as the one person who rresponded with the comment that they were like the Battery Operated kid toys. \$60K - \$80K - that's some toy. If it were truly electric you wouldn't need a Battery or a Battery Charger - somewhere logic and common sense took the left exit from reality	Estates Of Forest Creek	2024-09-25 03:30:31.445774+00:00
Keith A B.	-VOR-	Hunters Glen South	2024-09-25 03:34:40.157361+00:00
Drew S.	Not a chance I'll drive one. Just look at what happens when the battery gets punctured.	The Palisades	2024-09-25 03:40:22.382554+00:00
Drew S.	Carol I had to send a Tesla from an auction in SC to NC just to get a key. Found out the battery was bad. Estimate was \$22k. A Bolt battery is \$15k.	The Palisades	2024-09-25 03:42:41.247517+00:00
Drew S.	Mark	The Palisades	2024-09-25

Attachment 1

			03:44:45. 087513+ 00:00 2024-09- 25 04:05:46. 140927+ 00:00 2024-09- 25
Brenda P.	Drew öÿ' -	Alsbury Meadows	04:24:57. 879267+ 00:00 2024-09- 25 04:27:45. 367017+ 00:00 2024-09- 25
Drew S.	Edwin So itâ€™s just for people that agree? Good thing for free speech from not just one side.	The Palisades	05:43:33. 313013+ 00:00 2024-09- 25
Drew S.	Jorge I take gas out of my other two cars for the third one.	The Palisades	06:22:08. 174936+ 00:00 2024-09- 25
Lori P.	Edwin if they didn't want our comments they should close commenting when they create their posts.	Morris Lane	08:31:02. 663670+ 00:00 2024-09- 25
Jan R.	When ■■■ freezes over.	Indian Oaks	08:38:05. 780904+ 00:00 2024-09- 25
Katie G.		2030 Cross Oak Ranch	09:48:30. 015007+ 00:00 2024-09- 25
Dina G.	Andrew where do you think the electricity for that car comes?	Starwood	10:01:50. 256966+ 00:00
Jorge M.	Drew yes, there are alternatives, I can charge my car with battery backup which can also be charged with solar panels. Point I was making, you still can't go purchase gas when the grid breaks down.	Stonewoo d South	
Doug R.	Mark wrong	Stonegate Bedford	

Attachment 1

Jorge M.	Brenda lol. I didn't mean adding water in your gas tank. Cars stall when driving in high waters, floods. I haven't had an issue, but I don't know what you mean by a lil water, a lil water where? I've driven in strong storms never had an issue. I'm not pushing an EV on anyone, I just disagree with your original statement. That's all.	Stonewood South	2024-09-25 12:07:10. 529761+ 00:00
Brad R.	City and government vehicles need 100% conversions 1st.	Northwood Hills	2024-09-25 12:24:44. 511800+ 00:00
Deanna M.	Andrew 70% of electricity is created by burning coal.	Richland	2024-09-25 13:12:20. 743850+ 00:00
Billy P.	When are they going to build more electric power plants? They already threatens us with power outages in winter & summer ! As usual history repeats itself . They had electric vehicles in the 1920's. What happened to them !	North Ridge Estates	2024-09-25 13:47:06. 466526+ 00:00
Kenneth I.	Doug hp dont mean squat. torque is king. can you beat 0-60 times of 3.2 sec? i dont think so. tesla has several that will do it under 3, and roadster coming out supposed to do 1.1. all in eerie silence	City of Krum	2024-09-25 14:05:59. 689112+ 00:00
Jose G.	â€œDrill baby drillâ€ ðŸ™¸	Lake Country	2024-09-25 14:33:12. 403620+ 00:00
Russ G.	If EVs were so wonderful they would be selling themselves and we wouldn't need the government to subsidize them and shove the EV agenda down the public's throat.	Homestead	2024-09-25 14:34:55. 632023+ 00:00
Mary Ann S.	Jorge â€˜tax creditâ€™â€™.translation, taxpayer funded. Jan and they wonâ€™t operate in extreme heat OR cold! No thanks! Fossil fuel for us tooâ€™ and btw, after the big oil spill In Louisiana, it was discovered that residue was cleaned up by â€˜sea/wildlifeâ€™. Thatâ€™s attributed to oil being a natural productâ€™.	Hidden Creek / Partagas	2024-09-25 14:47:15. 851565+ 00:00
Mary Ann S.		Hidden Creek / Partagas	2024-09-25 14:52:48. 238748+ 00:00
Mary Ann S.	Russ â€˜governmentâ€™ = taxpayers ðŸ™¸	Hidden Creek / Partagas	2024-09-25 14:55:59.

Attachment 1

			553060+ 00:00 2024-09-25 14:56:02.
Doug R.	Kenneth you don't know squat	Stonegate Bedford	856117+ 00:00 2024-09-25
	Where are the power plants that are going to support all of this electricity that will be needed ?	North	15:21:08.
Billy P.	History repeats itself again ! They had electric cars in the 1920's ! Where are they and how long did that fad last !	Ridge Estates	712964+ 00:00 2024-09-25
	Christie this car is for my short trips around town. The car will go 300 mi. on a charge. I'm retired, so my mileage is low. We have a hybrid for extended trips. The technology on this car is impressive.	University Meadows	15:33:14. 931272+ 00:00 2024-09-25
Jorge M.	Mary that's correct. Not arguing that. You don't have to take the credit off, and end up paying \$42.5k which is still less than \$60k	Stonewood South	15:41:14. 444213+ 00:00 2024-09-25
Brian U.	Mark My friends don't. They say the are a pain in the you know what.	Pecan Hollow	15:47:57. 022623+ 00:00 2024-09-25
Brian U.	Jorge and also steal electricity from the building owner.....	Pecan Hollow	15:51:25. 655660+ 00:00 2024-09-25
Rebecca M.	Oh,	Grove Creek	16:08:55. 588109+ 00:00 2024-09-25
Hal P.	I use electric mode of transportation everywhere I go and thankful for it. Wheelchair works fine up to 7 mph. Got to love my sense of humor. Don't ask me about gas!	Lakewood Point	16:33:12. 926039+ 00:00 2024-09-25
Frank M.	Dina Shh...they think it comes from magic carbon-neutral fairies.	Willow Falls	16:34:38. 711383+ 00:00

Attachment 1

Frank M.	Mark Even more propaganda out there by those to who seek to benefit from tax subsidies for all renewables.	Willow Falls	2024-09-25 16:37:03.177814+
	Ask those whales dying from the offshore wind turbines or birds being killed by the onshore ones what they think about it.		00:00
Frank M.	Mark You think the strip mining equipment runs on fairy dust, Mark? Nope. It actually runs on diesel and child labor.	Willow Falls	2024-09-25 16:38:29.603673+
	Mark Okay Mark, so there are some applications in very select places that EV's serve their operators needs. Not so across the whole picture, and having them forced down rational, productive citizens throats by a bunch of self serving Political activist is insane. I expect to be chastised by the "watchers" for this post.		00:00
John W.	Have a great and electrifying day!	Poetry	2024-09-25 16:39:28.910103+
			00:00
John W.	Mary Glad you brought that up. Thank you.	Poetry	2024-09-25 16:41:13.214603+
			00:00
John W.	Jose I am horrified at "drill baby drill" only when my dentist leans over me and says"open wide"HAGW	Poetry	2024-09-25 16:43:21.775562+
			00:00
Jorge M.	Brian true. If you have a gas car, you can syphon gas from someone else's car. ðŸ˜ˆ	Stonewood South	2024-09-25 16:50:26.118709+
			00:00

10 / 15 / 24

Attachment 2

Attn: Regional Transportation Council

Re: Medical Transportation needs' Considerations of
Older Adults; Oversee Concerns of RTC?

From: MS Katie Robertson

There exists a very obvious need for the incorporation
of the area's transportation providers in integrating
public transit and private transit with
respect to CMS services and the HHSC.

Can your organization kindly consider
this factor in the "primary activities" of
the RTC as the lead guide in the
development of multimodal transportation plans
and programs?

The older citizens, need your kind,
compassionate realization of these needs.

Thank you!

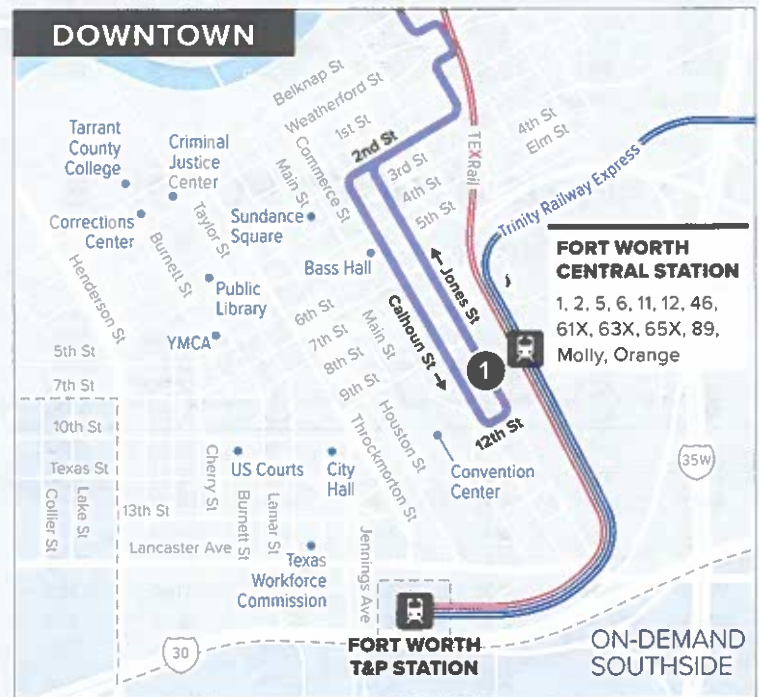
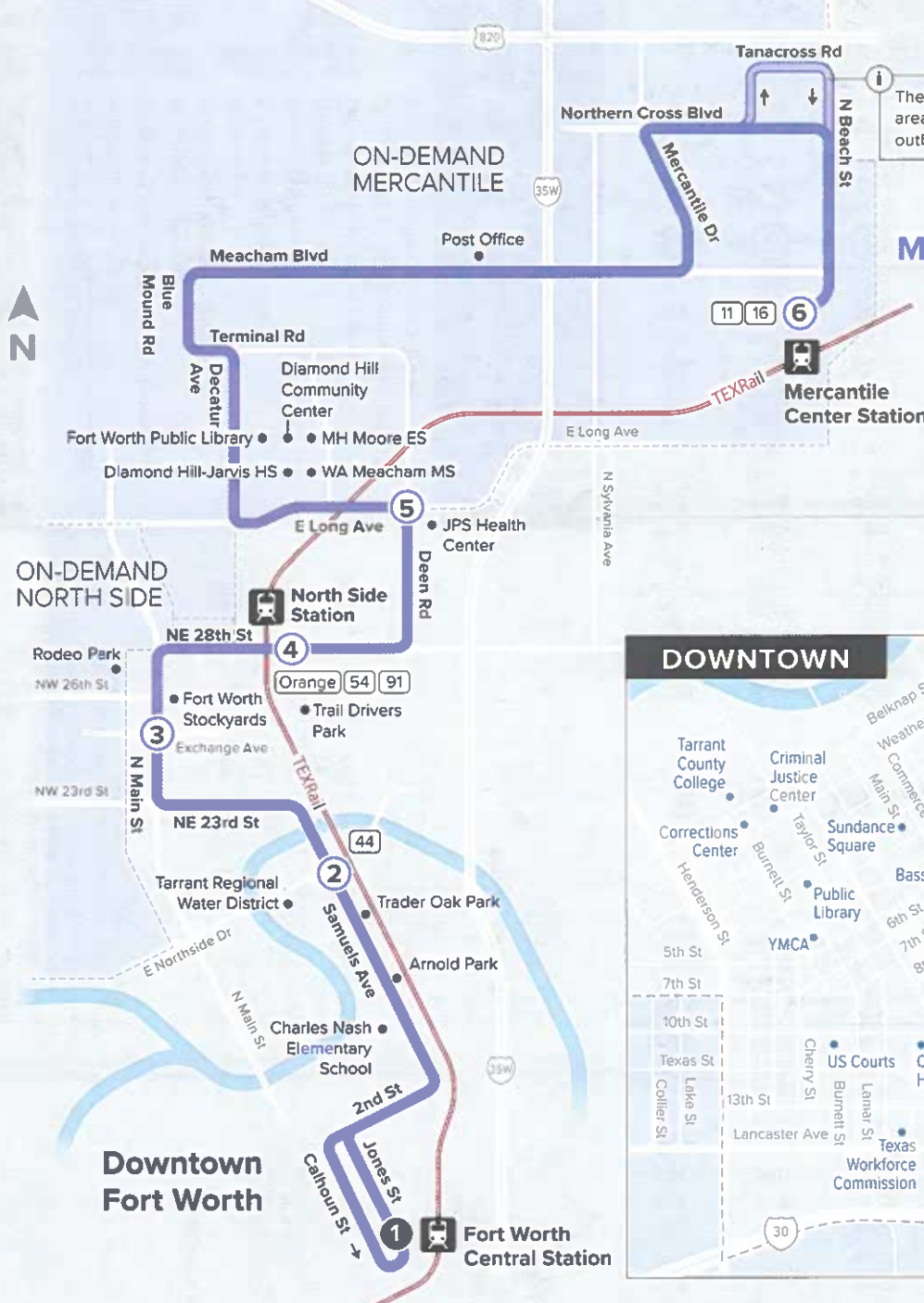
Stay blessed to bless

CC AARP Texas

Samuels/ Mercantile Center Station

Map Key

- Route Line
- Scheduled Timepoint
- Transfer Center
- Transfer to other buses
- Trinity Metro On-Demand
- Rail Station



WEEKDAYS

TO DOWNTOWN

Mercantile Center Station Bus Bay A	Long & Deen	Arrive North Side Station Bus Bay B	Depart North Side Station Bus Bay B	Main & Exchange	Samuels & Northside	Fort Worth Central Station Bus Bay B
6	5	4	4	3	2	1
5:17	5:44	5:50	5:52	5:59	6:04	6:15
5:47	6:14	6:20	6:22	6:29	6:34	6:45
6:17	6:44	6:50	6:52	6:59	7:04	7:15
6:47	7:14	7:20	7:22	7:29	7:34	7:45
7:17	7:44	7:50	7:52	7:59	8:04	8:15
7:47	8:14	8:20	8:22	8:29	8:34	8:45
8:17	8:44	8:50	8:52	8:59	9:04	9:15
8:47	9:14	9:20	9:22	9:29	9:34	9:45
9:17	9:44	9:50	9:52	9:59	10:04	10:15
every 60 minutes						

FROM DOWNTOWN

Fort Worth Central Station Bus Bay B	Samuels & Northside	Main & Exchange	Arrive North Side Station Bus Bay B	Depart North Side Station Bus Bay B	Long & Deen	Mercantile Center Station Bus Bay A
1	2	3	4	4	5	6
6:20	6:30	6:36	6:41	6:44	6:51	7:12
6:50	7:00	7:06	7:11	7:14	7:21	7:42
7:20	7:30	7:36	7:41	7:44	7:51	8:12
7:50	8:00	8:06	8:11	8:14	8:21	8:42
8:20	8:30	8:36	8:41	8:44	8:51	9:12
8:50	9:00	9:06	9:11	9:14	9:21	9:42
9:20	9:30	9:36	9:41	9:44	9:51	10:12
every 60 minutes						
3:20	3:30	3:36	3:41	3:44	3:51	4:12

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

Purpose

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

This document is a compilation of general public comments submitted from Sunday, Oct. 20 through Tuesday, Nov. 19, 2024 via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting. This month, comments related to public involvement and bicycle/pedestrian/sustainable development were in the majority.

Additionally, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. This tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received 52 new comments related to bicycle and pedestrian, roadway and transit conditions. You can view these new comments as well as past comments by visiting <http://nctcoggis.maps.arcgis.com/apps/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Air Quality

Twitter –

1. I am so excited that @NCTCOGtrans received \$2.999 million in grant funding from the @realEPAGov to help the City of Dallas replace heavy-duty diesel vehicles that are currently in service. Environmental sustainability is very important and we're taking steps towards solutions.
 — Dallas City Council District 2 (@CityofDallasD2)



Instagram –

1. I am so excited that @nctcogtrans received \$2.999 million in grant funding from the @epagov to help the City of Dallas replace heavy-duty diesel vehicles that are currently in service. Environmental sustainability is very important and I'm glad that we're taking real steps towards meaningful solutions. #D2 #Dallas Estoy tan emocionado de que @nctcogtrans recibiera \$2,999 millones en fondos de subvenciones del @epagov para ayudar a la Ciudad de Dallas a

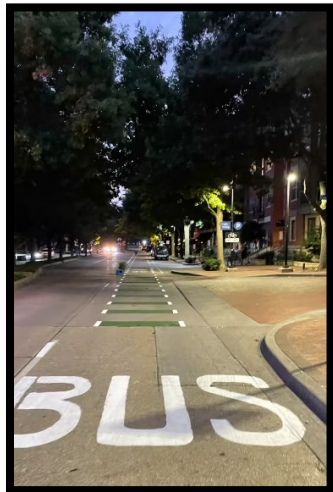
reemplazar los vehículos diesel pesados que están actualmente en servicio. La sostenibilidad ambiental es muy importante y me alegro de que estemos dando pasos reales hacia soluciones significativas. #D2 #Dallas — Jesse Moreno (@dallascitycouncildistrict2)



Bicycle/Pedestrian/Sustainable Development

Instagram –

1. Experience the latest pop-up bike lane demonstration on Quorum Dr through Addison Circle for one last weekend! Share your experience through the online user survey on site. The Town of Addison plans to make this a permanent installation. Now is the time to evaluate the pros and cons of this design and help refine what will ultimately be implemented! Installed by the Popken PopUps team, this project was designed by @kimleyhorn and funded by @nctcogtrans as part of their program to connect the new @dartdaily Silverline stations and Cottonbelt hike & bike trail to nearby bike & pedestrian connections in cities across DFW. We couldn't have asked for a better partner than the @townofaddison. Thanks for making this so much fun!! — Poken PopUps (@popkenpopups)



2. Attention cyclists! We're partnering with TxDOT on a virtual public hearing for potential projects and policies for bicycle use on the Texas highway system. 🚲 Visit www.KeepItMovingDallas.com/bicycle-2024 through Nov. 25. #DFWTraffic — NCTCOG

Transportation (@nctcogtrans)



How many members of the North Texas Council of Governors cycle to work? Try it for a week and adjust your city policy accordingly 🤖 — Matthew Banks (@matthew.banks.3762)

3. We need YOU! 🚲 TxDOT & @NCTCOGtrans are hosting a virtual public hearing for bicycle use on the state's highway system. Learn more & share your thoughts to shape projects, programs & policies. Visit <https://www.keepitmovingdallas.com/bicycle-2024> through Nov. 25. 🚲 — TxDOTFortWorth (@txdotfortworth)



4. Learn your rights and responsibilities when walking, biking or driving. Together, we can make our streets safer for everyone! — NCTCOG Transportation (@nctcogtrans)



Ah yes it's obviously the cyclists fault when they get killed, they should have been wearing yellow. — Alex Rawlings (@alexr4wlings)

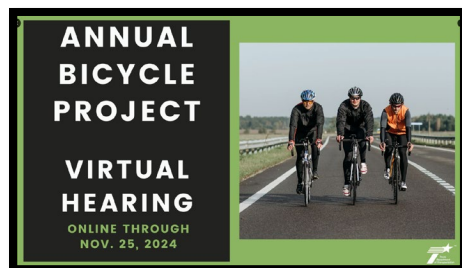
5. Learn your rights and responsibilities when walking, biking or driving. Together, we can make our streets safer for everyone! — NCTCOG Transportation (@nctcogtrans)



Or, don't drive on a sidewalk. — bikefriendlyfarmersbranch (@bikefriendlyfarmersbranch)

Twitter –

1. If you've got two wheels 🚲, we need your help! Join @TxDOT & @NCTCOGtrans for virtual public hearing on projects, programs & policies for #bicycle use on #Texas state highway system. Go to <http://keepitmovingdallas.com/bicycle-2024> through Nov. 25 to see materials & comment. #DFWTraffic — TxDOT Dallas (@TxDOTDallas)



Mail –

1. Phyllis Silver

Please see Attachment 1 for comments submitted via postal mail.

Public Involvement

Facebook –

1. Hệ thống giao thông Dallas-Fort Worth đáp ứng nhu cầu của bạn tốt đến mức nào?
#ConnectNorthTexas #Mobility2050 — NCTCOG Transportation Department



0/10 🙄 — Quay Hai

too much traffic. By the way the traffic jam come from people who driving while texting!
— Locy Dinh

Oh no — Nga Nguyen

Meet the [REDACTED] — Henry Nguyen

2. Do you walk, ride, bike or drive in North Texas? We need your input! — NCTCOG Transportation Department



Please see link for comments submitted via Facebook: <https://fb.watch/vnPqGkoSuK/>

Instagram –

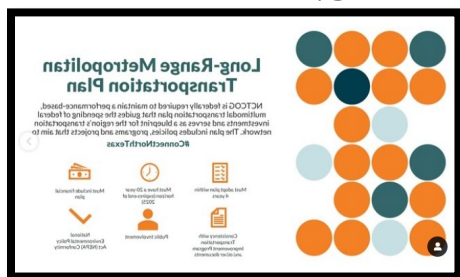
1. Do you walk, ride, bike, or drive in North Texas? We need your input! — NCTCOG Transportation (@nctcogtrans)



Please see link for comments submitted via Facebook:

https://www.instagram.com/p/DARJ3ROMtQg/?utm_source=ig_web_copy_link

2. The Metropolitan Transportation Plan (Mobility 2050) acts as a blueprint to guide the spending of federal and state transportation funds in the Dallas-Fort Worth region for the next 20 years and beyond. The plan recommends projects, programs, and policies that aim to improve the quality of life for all residents in the region as part of an ongoing and collaborative planning effort. Mobility 2050 is scheduled to be adopted in 2025 by the Regional Transportation Council, which serves as the policy body for the Metropolitan Planning Organization for North Central Texas. The next public meeting will be on Monday, November 11th at 12:00 p.m at 616 Six Flags Drive, Arlington, TX 76011. For more information, go to nctcog.publicinput.com/E05628 Want to get involved now? Go to publicinput.com/g5178#tab-39748 to fill out a survey and interactive map. #nctcog #transportationplan #connectnorthtexas — Walkable Fort Worth (@walkablefortworth)



3. 🚲 🚶 🚗 🚚 We want to hear from you! Join us and @nctcogtrans on Tuesday (10/29) to discuss transportation along corridors in Oak Farms, in northern Oak Cliff. ¡Queremos escuchar tu opinión! Ven a nuestra reunión pública con @nctcogtrans el martes (29 de octubre) para discutir transporte a lo largo de corredores en Oak Farms, en el norte de Oak Cliff. #dfwtraffic #dallastraffic #VisionZeroDallas #VisionCeroDallas — Dallas Transportation & Public Works

Department (@dalldot)


PUBLIC MEETING
Oak Farms Area Transportation Corridors Study


The City of Dallas and the North Central Texas Council of Governments (NCTCOG) are conducting separate studies for bike, pedestrian, traffic, and transit links along transportation corridors in the Oak Farms area of northern Oak Cliff.

Tuesday, Oct. 29, 2024
6:30 p.m. to 7:30 p.m.

HITT Auditorium - Methodist Dallas Medical Center
1441 N. Beckley Ave.
Dallas, TX 75203

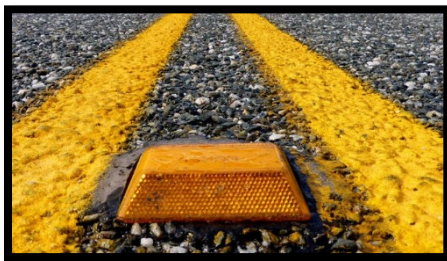
View study information at bit.ly/DTPWMeetings.





Twitter –

1. 🚶 🚗 🚲 🚌 We have five open public comment periods for transportation projects across the City of #Dallas. Give us your input! <http://bit.ly/DTPWMeetings> #dallastraffic #dfwtraffic — Dallas Transportation & Public Works (@DDOTransport)



2. We want to hear from you! Join us and @NCTCOGtrans on Tuesday, Oct. 29 to talk bike, pedestrian, vehicle, and transit links in northern Oak Cliff. 🕒 6:30 p.m. 📍 HITT Auditorium, 1441 N. Beckley Ave. More information at <http://bit.ly/DTPWMeetings>. — City of Dallas (@CityofDallas)

PUBLIC MEETING
Oak Farms Area Transportation Corridors Study

The City of Dallas and the North Central Texas Council of Governments (NCTCOG) are conducting separate studies for bike, pedestrian, traffic, and transit links along transportation corridors in the Oak Farms area of northern Oak Cliff.

Tuesday, Oct. 29, 2024
6:30 p.m. to 7:30 p.m.

HITT Auditorium - Methodist Dallas Medical Center
1441 N. Beckley Ave.
Dallas, TX 75203

View study information at bit.ly/DTPWMeetings.





Nextdoor –

Please see Attachment 2 for comments submitted through Nextdoor.

Rideshare/Carpool

Facebook –

1. Try Parking It is a resource for tracking your greener trips, including biking and working from home to earn instant rewards. — NCTCOG Transportation Department



Oh yeah, it's not bad enough that my phone follows me wherever I go but now this alphabet-soup agency wants me to volunteer the info? (I made a Faraday cage for my phone so I can control that if I want to.) — Kit Odom

Sorry but you don't have a proper mass transit system down in Granbury. There's no way for me to park it given how far the nearest bus or train is. It's 64 miles to get from Granbury to any sort of long-distance rail or Intercity bus service up in Fort Worth itself. If you're serious about your no driving agenda, Tell Amtrak and TRE TO GET OFF THEIR HIGH HORSES and work with Fort Worth and Western railway to set up a commute train down here. In fact, it should go all the way to Stephenville. Tell Greyhound and FlixBus they must use a proper bus station and stop stranding passengers alongside the road. And they must actually get serious about getting people everywhere. And seriously, it's time for you to start getting serious about High-Speed rail. Not just the Shinkansen knockoff to Houston, get trains to where people want to go now. — Zach Bell

Wow. So much hate for this program. Y'all, here's how this works. If the COG can show numbers of folks who are finding alternate commuting solutions, it helps them to bring more dollars to the area to support more options to get around in ways other than cars. But hey, don't sign up. Just get yourself to work. If it is in a car, fine. If it is via some other form of transport, better. — Michael Tripp McNair

Roadways

Email –

1. John Donaghey

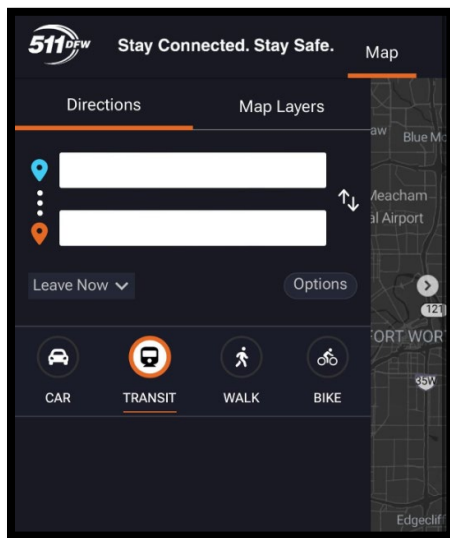
Dear NCTCOG,

Have you noticed how the traffic has impeded travel around the metroplex? The City of Princeton recently imposed a moratorium on any new building permits in order to allow infrastructure a chance to catch up w/ demand. Any chance we in North Texas could suggest such a radical action be implemented? The state of Oregon did much the same thing with their UGB's. Anything you can do to ease our ever-increasing congestion would be much appreciated. Our schools and emergency personnel are overloaded, and many services are suffering. HELP, PLEASE!!!

Safety

Instagram –

1. The updated 511DFW Travel Information System, launched on November 4th (administered by @nctcogtrans), is available to DFW travelers to guide them to make better decisions about their mode of transportation, transit routes, as well as links to Mobility Assistance Patrols (such as free roadside assistance). Other features include Traffic speeds, Toll lane facilities, Traffic signals, Highway incidents, Construction zones, EV charging stations, Off-road walk and bike paths, Traffic camera snapshots, and Special events. All routes and services from @dartdaily, @ridetrinitymetro, and @ridedcta are included. Go to 511dfw.org, or download their app, available in English and Spanish. Source: Fort Worth Report #dart #dcta #trinitymetro #dfwtravel — Walkable Fort Worth (@walkablefortworth)

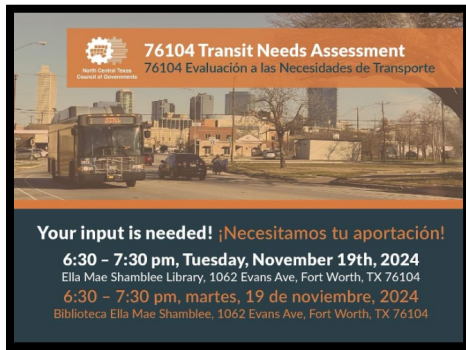


Transit

Twitter –

1. @nctcogtrans has been awarded federal funding from the Areas of Persistent Poverty program to conduct a Transit Needs Assessment for the 76104 zip code in Fort Worth. After gathering input from the public and local stakeholders, NCTCOG is now working on drafting a Transit Needs Assessment Plan for the area. There will be public meeting to discuss the Transit Needs Assessment Study on November 19th from 6:30-7:30 p.m. at the Ella Mae Public Library. To fill out the survey, go to publicinput.com/76104survey For more information about the project, go to nctcog.org/76104 #nctcog #eastsidefortworth — Walkable Fort Worth

(@walkablefortworth)



Pedestrian Crossings Along Preston Road in Dallas, South of LBJ

These comments were requested by
Vickie Morris in October 15, 2024 Public
Input Meeting

In the past, I have written to COG about the specific intersections along Preston Road that I find difficult to cross as a pedestrian. I am happy to review my request to make it safer by providing the specifics again.

One intersection is at the Shopping Center just South of Forest Lane on Preston Road. If a pedestrian (or a person in a wheelchair or scooter) wanted to go to or from 11661 Preston Road to 11700 Preston Road, at the same moment that the ^(white) green walk sign allows one to cross the street, the green light comes on allowing cars to turn. These cars are turning onto the same road that the pedestrian is trying to cross. I realize that pedestrians have the right of way, but reality shows that many motorists are in a hurry and are not careful driving around pedestrians.

I recommend that the lights be timed so that pedestrians have at least enough time to get to the median before cars are allowed to start their turn into the road.

A similar scenario occurs when you try to cross Preston at Forest Lane or Forest Lane at Preston. There are also shopping centers on both sides of Preston just north of Forest Lane at a separate traffic signal. There are similar safety issues there.

In the area of Preston and Royal Lane, there are shopping centers on both sides of Preston,

just north of Royal Lane. Specifically, if you want to cross from 5959 Royal Lane to the other side of Preston, you have the same situation where the ^(white) green walk sign comes on simultaneously with the green light for turning cars. We have the same situation at the Preston and Royal intersection.

I would appreciate it if COG can work with the City of Dallas to give pedestrians the opportunity to cross safely.

Thank you.

Phyllis
November 1, 2024

TO: Kevin Bike Lane Pilot Project on Quorum Drive
Kokes Addison, TX Oct. 12 - Oct. 27, 2024

Since I do not have the technology to respond to the QR Code survey, I am sending this critique of the project.

The one good feature of the pilot was that it slowed down traffic in the project zone. Traffic calming, which is the purpose of a round-about, such as Blueprints at Addison Circle, is an important quality of traffic and this project extended the traffic calming beyond the round-about.

Notification about the project to Addison resident subscribers to the weekly electronic Addison newsletter was good. Also some apartment complexes in the area issued notices to its residents alerting them in advance. There were many other Addison residents who were not aware of the installation and implementation of the project. Supervisors at the Addison Post Office did not know of the project in advance. The Post Office, located on Airport Parkway was in the project zone, plus all post office delivery vehicles have to travel in that area in order to get to their delivery destinations.

Motorists travelling through the area were unprepared. Even when the project was implemented, arrow boards only led motorists away from the closed lane without an explanation that it was temporary and that it was for a bicycle lane project. Later on in the implementation phase there were paper signs indicating the nature of the project, but the small signs were more easily read by pedestrians, rather than motorists. A brief explanation on the signboard (arrow board) plus public service announcements on the radio and television would have been appropriate alerts for the public passing through

the area, but there were none.

The DART Scheduling and Service Planning Department was notified by Addison Staff in advance of the project installation and implementation. DART runs three different bus routes through the project zone.

The raised wooden platform on the east side of Quorum at Parkview (at a bus stop) was a mysterious looking structure. Someone explained to me that this was a place for riders to wait for the bus. Part of the wood platform ended up caving in, which could have injured someone. The whole platform looked dangerous for pedestrians, motorists, and bicyclists.

The high orange and white barriers at the round-about were very uninviting. Personally, I had to find ways to re-route myself to avoid that area. The entire route's configuration looked dangerous to me. With only one lane ^{in each direction} remaining for motorists, what would happen if a car or bus broke down or stalled? If there were rigid barriers between the car lanes and bicycle lanes, what would happen if a car or bus broke down or stalled? How would other vehicles get around the stalled car? There are people illegally dropping off or picking up passengers and they stop in the bicycle lane or they hold up traffic by stopping in the car lane. I observed a motorist stopping to unload items from their vehicle as they parked in the bicycle lane. You cannot have enough enforcement officers to issue violations for these types of activities.

During the pilot project, I observed very few bicyclists. I conferred with others and they made the same comment. Of the bicyclists that I did see, some were riding in the automobile lane, some rode in the bicycle

lane in the same direction as the cars, and some (1)
rode in the bicycle lane in the opposite direction of
traffic. There was no consistency.

I think bicyclists should have a dedicated, safe
area to travel in. I don't think this should be at
the expense of inconveniencing motorists by installing
hard barriers and reducing available car lanes to
one lane. There are so few bicyclists in relation to
motorists. Before inconveniencing all the motorists for
the few bicyclists, the ratio needs to be considered. I
realize this would be expensive, but if there needs to be
room on the road for bicyclists, then perhaps the road needs
to be widened to have two lanes in each direction
for cars and then a narrower lane for bicyclists. Then
you have the issue of parked cars. Do you need to
have space for cars to park, especially in front of
businesses?

I trust that a wiser solution than the
configuration of the pilot can be devised.

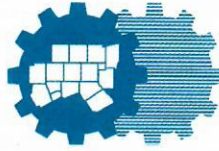
Thank you.

Phyllis Silver

Please note: As of 2 PM on Thursday, October 31
the high, hard barriers were still at the roundabout.
All signs had said that the Pilot Project removal
would take place on Monday, Oct 28 and Tuesday, Oct. 29.
There have been no notices as to when the actual
removal date will be.

November 1, 2024

CC: Janna Tidwell, Addison, Director of Parks & Recreation
Passion Hayes, Deputy City Manager, Town of Addison



North Central Texas Council of Governments

November 7, 2024

Ms. Phyllis Silver
15720 Artist Way, Apt 4912
Addison TX 75001

Dear Ms. Silver:

Thank you for the insightful comments concerning the temporary bike lane pilot for Quorum Drive in Addison. The pilot completed last month was part of a broader study to improve first-mile/last-mile walking and bicycle connections to rail stations ahead of the opening of the Dallas Area Rapid Transit (DART) Silver Line between Dallas-Fort Worth International Airport and Shiloh Road in Plano. The pilot was also conducted to gauge the ability to calm traffic and lower traffic speeds along the Quorum Drive corridor to improve safety and comfort for pedestrians and bicyclists.

The temporary bike lanes gave cyclists, pedestrians and motorists an opportunity to interact with one another and provide feedback about options for possible future modifications to roadway corridor. Those who test-drove the lanes were encouraged to submit comments through a survey, with comments being used to shape future decisions on permanent bike lanes and transportation improvements in Addison. Your feedback is important and will be considered by the Town of Addison staff during the engineering design process if a future project is advanced by the community.

Sincerely,

Kevin Kokes
Program Manager

KK:bw
Attachment

Cc: Janna Tidwell, Town of Addison

Author	Body	Author Origin	Date
	<p>The public meeting will be held at 6:30 p.m. Tuesday, Nov. 19, at the Ella Mae Shamblee Library, 1062 Evans Ave. in Fort Worth. The 76104 study is designed to identify innovative transit solutions to increase mobility and access for residents to food, healthcare, housing, and jobs in a part of Fort Worth identified as an area of persistent poverty. The planning study will also identify strategies to reduce greenhouse gas emissions related to transit.</p> <p>NCTCOG staff used information gathered from an online survey and an in-person public meeting to identify potential service gaps and points of interest in the 76104 ZIP code. Most of the responses fell into four main categories:</p> <ol style="list-style-type: none"> 1. Fares and Affordability: Recommendations related to fares center on continuing efforts to align any future transit fare structure changes with regional standards and practices for affordability. 2. Marketing and Awareness: Marketing recommendations highlight ongoing and future outreach efforts that may be used to heighten awareness of transit services offered in the specific project area. 3. Safety and Accessibility: Recommendations for safety and accessibility focus on bus stop and sidewalk improvements and how NCTCOG can assist with planning and funding opportunities. 4. Operations Improvements: Operational recommendations take transit frequency and on-time performance into consideration, along with recent service changes and improvements. <p>Feedback on the draft recommendations is encouraged and will be accepted through Jan.17, 2025. All recommendations are still being developed as more feedback from local stakeholders and the public is received.</p>		
Communications Specialist Sarah T.	Provide your feedback today at PublicInput.com/76104survey .	NCTCOG Transportation Department	2024-11-11 19:20:38.550944 +00:00

This month's presentation topics include Transit 2.0, Mobility 2050, 511DFW Traveler Information System, and more for review/comment.

The session will be held at NCTCOG's Arlington offices, located at 616 Six Flags Drive. For those unable to attend in person, the meeting will be streamed live at publicinput.com/nctcogNov24. Participants can also join the discussion by calling (855) 925-2801 and entering code 7348. A video recording will also be made available afterward. Public comments will be accepted until Tuesday, December 10.

Residents planning to use transit to attend the meeting can take advantage of \$6 roundtrip rides from the CentrePort/DFW Airport Station to NCTCOG via the Arlington Transportation app. To download the app, go to arlingtontx.gov/ondemand. For special accommodations related to disabilities or language interpretation, please contact 817-695-9255 or email jcastillo@nctcog.org.

Communications Specialist Sarah T.	For more information and details on this month's presentation topics, visit https://www.publicinput.com/nctcogNov24	NCTCOG Transportation Department	2024-10-28 19:40:38.689528 +00:00 2024-10-29 12:37:03.479545
Tina M.	Sharing!	Harbour Town	+00:00 2024-10-29 14:06:56.399293
Susana D.	Why is this on Granbury NextDoor forum? If it's not for us	Granbury	+00:00 2024-10-29 14:08:32.364664
Susana D.	I never subscribed to this why was I ?	Granbury	+00:00

Hi Susana, our agency serves a 12-county area, including Hood County. You're subscribed automatically by Nextdoor because you live within our service region.

Communications Specialist Sarah T.	Here's our website if you'd like to learn more about NCTCOG: https://www.nctcog.org/trans	NCTCOG Transportation Department	2024-10-29 14:22:46.479483 +00:00
Joy J.	Thank you for sharing. I just did their survey.	Old Dennis - Bethel	2024-10-30 18:38:35.494667 +00:00

in the City of Dallas, Dallas County, Texas.

The meeting will take place on October 29 from 6:00 pm to 7:30 pm at the Hitt Auditorium at the Methodist Dallas Medical Center (1441 N. Beckley Avenue, Dallas, Texas 75203).

Communications Specialist Sarah T.	https://dallascityhall.com/departments/transportation/Pages/public-meetings.aspx	NCTCOG Transportation Department	2024-10-25 15:04:28.889761 +00:00
------------------------------------	---	----------------------------------	-----------------------------------

☺☺

On November 7 from 2-4 PM join staff from the North Central Texas Council of Governments at Weatherford College for Connect North Texas: A Transportation and Air Quality Fair!

Enjoy games, snacks, and an opportunity to speak with transportation and air quality planners about the future of our regional transportation system.

We’re looking for your input on key topics like:
Air Quality Improvement Plan ☺☺☺
EV Charging Stations Locations ☺
Mobility 2050 - The Metropolitan Transportation Plan ☺☺☺
Access North Texas - Improving Transit Coverage in the Region ☺☺☺

Communications Specialist Sarah T.	Location: Work Building, Room 301 Don’t miss out—we hope to see you there!	NCTCOG Transportation Department	2024-10-23 17:28:21.427374 +00:00 2024-10-25 18:43:27.191880 +00:00
Carlie S.	Not even	E Hwy 199	

MINUTES**REGIONAL TRANSPORTATION COUNCIL
PUBLIC MEETING****Blue-Green-Grey Call for Projects****Regional Parking Management Toolbox and Database****Strategic Selection of Traffic Signal Equipment****Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Tuesday, Oct. 15, 2024, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at www.publicinput.com/nctcogOct24. Karla Windsor, Senior Program Manager, moderated the meeting attended by 67 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:

- Blue-Green-Grey Call for Projects – **presented by Devia Joshi**
- Regional Parking Management Toolbox and Database – **presented by Travis Liska**
- Strategic Selection of Traffic Signal Equipment – **presented by Vickie Morris**

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/nctcogOct24.

Summary of Presentations***Blue-Green-Grey Call for Projects presentation:***

<https://www.nctcog.org/getmedia/7eaa1149-b6cb-4b7b-ae90-c6a42577d589/BlueGreenGrey-Call-for-Projects.pdf>

The Blue-Green-Grey (BGG) Funding Program provides money for innovative projects that combine Blue (water), Green (environment) and Grey (transportation infrastructure) components that help address challenging regional issues and promote the planning and construction of green and/or sustainable infrastructure.

Most recently, NCTCOG conducted a competitive Call for Projects related to this initiative. The review committee included five NCTCOG staff members, and nine applications were submitted. Three of the nine applications were recommended to receive funding.

While reviewing applications for the program, staff focused on the following principles:

- Projects must be scored and should have a score sufficient to qualify for funding
- Incorporation of Blue (water), Green (environment) and Grey (transportation infrastructure) components
- Impact
- Innovation and significance
- Applicability, adaptation, transferability and practicality
- Collaboration with various stakeholders

The Regional Transportation Council (RTC) will take action on the recommended applications on Nov. 14, 2024. For more information, visit www.nctcog.org/greeninfrastructure.

Regional Parking Management Toolbox and Database presentation:

<https://www.nctcog.org/getmedia/cd2efda9-507b-4460-99fd-e9f5d890750b/Regional-Parking-Management-Toolbox-Database.pdf>

To help North Texas cities achieve a more efficient transportation system, NCTCOG is collecting data on parking demands and promoting best practices in parking management. The Parking Toolbox offers resources and information for local governments to better manage parking in strategic locations.

The current parking supply decision process often lacks adequate information and can highly overestimate demand, resulting in parking oversupply. More observed data on parking use could help our region build more efficiently. NCTCOG has developed a Regional Parking Demand Database from local parking counts and studies. You can contribute to this data with NCTCOG and explore the database and best practice strategies.

For more information, visit www.NCTCOG.org/Parking or email Travis Liska at tliska@nctcog.org.

Strategic Selection of Traffic Signal Equipment presentation:

<https://www.nctcog.org/getmedia/df07d640-1d3f-4af2-b18f-9a1738d46f47/Strategic-Selection-of-Traffic-Signal-Equipment.pdf>

NCTCOG conducted a regional inventory to establish a Regional Traffic Signal Minimum Standard and identify traffic signals that don't have equipment to meet the standard. This prioritization follows a NCTCOG regional inventory that identified traffic signals lacking the necessary equipment to meet the standard. However, due to limited funding, not all equipment needs can be addressed.

Traffic signal equipment improvements in the region include:

- Coordination (GPS Clocks)
- Communication
- Vehicle Detection
- Flashing Yellow Arrow
- Controllers
- Cabinet
- LED Signal Bulbs

The project selection process will be submitted to the RTC for approval on November 14, 2024.

COMMENTS RECEIVED DURING THE MEETING

Blue-Green-Grey Call for Projects

David Yaqubian, Congresswoman Jasmine Crockett's Office

A. Transit budget cuts

Question: What are the different approaches being utilized at NCTCOG to mitigate the recent budget cuts to DART?

Summary of response by Karla Windsor: We have an initiative underway called Transit 2.0. The RTC has awarded funding, and we have selected consultants to undergo a study to look at coordination issues related to transit. We will be looking into how more cities could join transit, how the three transit agencies could work better together, how funding works with transit agencies, legislative priorities for transit and more.

James Kovic, Smart City Texas

B. Regional connectivity

Question: Why are we not discussing connectivity along the old interurban route?

Summary of response by Karla Windsor: We have information about the region's high-capacity bus corridors, light rail and a variety of other transit choices as part of our long-term transportation plan and transit planning initiatives. A staff member will reach out and follow up with you to provide additional information.

Strategic Selection of Traffic Signal Equipment

Phyllis Silver, Citizen

A. Pedestrian safety

Comment: You mentioned coordination in certain major intersections where there are shopping centers. I realize pedestrians have the right of way, but this is not a pedestrian-oriented region, and I think that there should be some delays. Is that one of the things that is being looked at for coordination?

Summary of response by Vickie Morris: The GPS clocks inside the signal equipment serve as the coordination mechanism for this project. That allows your signals to coordinate with the next and following signals down the road, resulting in continuous green time. So, in this project, coordination specifically refers to signal timing within the individual intersections that handle pedestrian crossings. However, if you believe there is a hazard or that the timing is incorrect at a certain intersection, we can notify the city traffic engineers in charge of that intersection's signal timing.

Other

Phyllis Silver, Citizen

A. Addison popup bike lane

Comment: Somebody printed me a copy of an article regarding the Addison Popup Bike Lane Community Celebration. I was not able to attend the celebration, however, the article says we can share our feedback with NCTCOG. Who can I direct my comments to?

Summary of response by Karla Windsor: Our Sustainable Development Team is coordinating with the City of Addison for that popup. It's a road diet modification to the street to test out bike lanes. Kevin Kokes on our staff is leading this initiative with our consultant team and can take your comments.

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



North Central Texas
Council of Governments

TRANSPORTATION PUBLIC MEETING

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

PRESENTATIONS

TRANSIT 2.0: INITIAL RESULTS IMPACTING TRANSPORTATION AUTHORITIES

The North Central Texas Regional Transit 2.0: Planning for Year 2050 Study is being conducted by the consultants McKinsey & Company and InfraStrategies LLC. The study includes efforts to develop strategies for fostering partnerships and effective collaboration among transit authorities and city leaders throughout North Texas. Potential policy positions will be presented on how transportation authorities can evolve to meet regional needs in the future.

MOBILITY 2050: THE METROPOLITAN TRANSPORTATION PLAN FOR NORTH CENTRAL TEXAS

NCTCOG is working on the next long-range Metropolitan Transportation Plan (MTP). Staff have initiated the development of Mobility 2050 and will provide an overview of public input heard so far, financial planning and the project evaluation process. For more information, visit: nctcog.org/PlanInProgress.

511DFW TRAVELER INFORMATION SYSTEM

511DFW is a traveler information system for the Dallas-Fort Worth region to provide data on roadway conditions, transit options and roadside assistance.

The system provides information in English and Spanish through the Mobile Application (for Android and iOS devices), at 511DFW.org, or by dialing 511 from a phone within the DFW region. NCTCOG will provide an overview of the new system expected to go live in November 2024.

ONLINE REVIEW + COMMENT

PROPOSED MODIFICATIONS TO THE LIST OF FUNDED PROJECTS

No in-person presentation. Handout will be posted online at www.publicinput.com/nctcogNov24

RESOURCES + INFORMATION

Interactive Public Input: Map Your Experience
www.nctcog.org/MapYourExperience

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

Try Parking It
www.TryParkingIt.com

Business Engagement Program
www.publicinput.com/nctcogbusiness

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

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

Attend in person, watch the presentations live at publicinput.com/nctcogNov24 or participate via phone by dialing 855-925-2801 then code 7348.

    @nctcogtrans

MINUTES**REGIONAL TRANSPORTATION COUNCIL
PUBLIC MEETING****Transit 2.0: Initial Results Impacting Transportation Authorities****Mobility 2050: The Metropolitan Transportation Plan for North Central Texas****511DFW Travel Information System****Proposed Modifications to the List of Funded Projects****Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, November 11, 2024, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at www.publicinput.com/nctcogNov24. Natalie Bettger, Senior Program Manager, moderated the meeting attended by 90 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 2.0: Initial Results Impacting Transportation Authorities – **presented by**
- **Michael Morris**
- Mobility 2050: The Metropolitan Transportation Plan for North Central Texas – **presented by Amy Johnson**
- 511DFW Travel Information System – **presented by Eric Quintana**

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/nctcogNov24.

Summary of Presentations***Transit 2.0: Initial Results Impacting Transportation Authorities:***

<https://www.nctcog.org/getmedia/02f528cf-9473-43a5-abb3-1b7b27cf9d37/Transit-2-0-Initial-Results-Impacting-Transportation-Authorities.pdf>

Transit 2.0 aims to assess and modernize regional transportation in order to meet the needs of a population expected to exceed 12 million. This initiative will identify improvements to better prepare the region for future demands and is crucial to creating a resilient and effective transportation system. The program focuses on seven tasks:

- Task 2: Develop Transit Legislative Program
- Task 3: Develop Strategies to Increase Transit Authority Membership

- Task 4: Collaboration Between Existing Transit Authorities
- Task 5: Develop Strategies for Transit Authority Board Partnerships & Teamwork
- Task 6: Develop Strategies for In-Fill Development
- Task 7: Fare Collection Strategies Review
- Task 8: Recommendations for Transit Authority/Member City Paradox

Tasks 2 and 5 are completed, as the Regional Transportation Council (RTC) adopted Task 2 on October 17, 2024, which supports the utilization of Texas Mobility Funds for regional rail improvements as well as dedicated State funds for transit projects.

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas presentation:

<https://www.nctcog.org/getmedia/389a2e03-c81c-43c1-8ad0-a85373aadde9/Mobility-2050-The-Metropolitan-Transportation-Plan-for-North-Central-Texas.pdf>

The Metropolitan Transportation Plan (MTP) defines a long-term vision for the region's transportation system and guides spending of federal and State transportation funds. This includes funding for highways, transit, bicycle and pedestrian facilities, and other programs that reduce congestion and improve air quality.

Mobility 2050 replaces the current MTP, Mobility 2045-2022 Update, and includes population and employment forecasts, goals, a financial plan and an air quality analysis. The financial plan will include new financial forecasts, comprehensive updates to policies and will build on the performance measures framework from the current plan. The Plan will also undergo a baseline analysis, financial assessment and non-discrimination analysis to ensure it meets air quality and social equity targets.

Public comment periods will occur throughout the development process, and the draft Plan will be posted online in early 2025. To take part in the Plan's survey and assist planning staff in understanding how the transportation system works for the public, visit:

www.publicinput.com/Mobility2050.

511DFW Traveler Information System presentation:

<https://www.nctcog.org/getmedia/9cb45e77-c675-496f-97b4-90dee0c06c53/511DFW-Travel-Information-System.pdf>

511DFW is a three-digit phone service and mobile app providing Dallas-Fort Worth travelers with real-time travel information to support better travel decisions regarding transportation mode, timing, route and roadside assistance. Available in both English and Spanish, 511DFW helps users navigate regional transportation more effectively.

The 511DFW website provides comprehensive information, including:

- Traffic speeds
- Toll lane info
- Traffic cameras
- Signals, incidents, construction zones and special events
- Details on public transit agencies (DART, DCTA, Trinity Metro)
- Walking and biking trails
- Roadside assistance
- EV charging stations

- Weather conditions
- Truck routes

Additionally, the 511DFW mobile app (iOS and Android) adds regional services with location-based roadside assistance and user-driven reporting for transportation issues. It links to other regional apps, such as GoPass and DFW Airport, and continuously improves based on user feedback and usage data.

For more information or to download the mobile app, visit www.511DFW.org.

Summary of Online Review and Comment Topics

Proposed Modifications to the List of Funded Projects handout:

<https://www.nctcog.org/getmedia/e52da1d0-8811-45db-a081-fd24fb3a7dde/Proposed-Modifications-to-the-List-of-Funded-Projects.pdf>

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

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

COMMENTS RECEIVED DURING THE MEETING

Transit 2.0: Initial Results Impacting Transportation Authorities

Phyllis Silver, Citizen

A. DART

Comment: Certain DART board members are advocating for a portion of the 1 percent sales tax to be redirected from transit improvements to economic development within their cities. Could you expand upon that? Also, does NCTCOG have a legislative agenda that could lead to a reduction in sales tax allocated to DART?

Summary of response by Michael Morris: The RTC emphasizes maintaining dedicated transit funding and advocates that a lower sales tax is unrealistic for meeting local or future transit needs. One of the tasks of Transit 2.0 will project costs and revenues for transit agencies over the next 20 to 30 years to determine funding needs for maintenance and possible expansion. Transit 2.0 consultants are analyzing the best path forward for transit agencies, aiming to avoid premature legislative changes. Additionally, DART is working with local governments to address transit challenges and foster collaboration. The RTC has encouraged local government leaders to develop a collaborative approach to address the region's needs, and these efforts will guide long-term transit planning for the growing region.

Jonathan Ackmann, Citizen

A. Rail network additions

Comment: What plans are there to add Southlake, Westlake, Roanoke, Justin and the Texas Motor Speedway to the rail network? That is one of the fastest growing areas of the metro and it will be a disaster in a few decades if there isn't public transportation built there now.

Summary of response by Michael Morris: Now is the perfect time to engage in the mobility planning process, as the new demographic forecast will be presented to the NCTCOG Executive Board this month. This forecast will provide insights into the current and future needs for public transit in various communities. Public feedback shows a desire for more transportation choices, including options for biking, walking and transit, as well as frustration with congestion. I encourage you to provide feedback to help shape the Mobility Plan and address the specific needs mentioned.

Bryan, Citizen

A. Transit public perception

Comment: Is there any plan to not only improve transit options but improve public perception of public transit? For a lot of North Texans, I think there is a stigma around taking public transit, which needs to be squashed for it to be successful.

Summary of response by Michael Morris: Transit 2.0 very much sees the perception of safety and security on both bus and public rail to be a problem. We're seeing post-COVID behaviors both in aggressive driving and communication on the freeway system. Transit 2.0 very much confirms that increasing safety and security in the transit system is a critical step to gain credibility if transit ends up competing with the automobile.

Laurence Richardson, Citizen

A. Rail network expansion

Comment: Expand regional rail service to the growing east side of Lake Ray Hubbard, including Rockwall, Royce City, Caddo Mills, Greenville and perhaps Commerce.

Summary of response by Michael Morris: This is a perfect time to provide comments for the current Mobility Plan. You have a passenger rail service to Rowlett, lakes in Lamont, Lake Ray Hubbard and a major corridor north of there. In the future, we would like to see protected space for bicycle and pedestrian lanes and potentially passenger rail in that area. Additionally, we would like to see an extension of the Silver Line. Transit is a major theme for NCTCOG. With our population growth, we are anticipating the right mode of transportation for the future.

Other

Blair Dedwylder, Sunrise Movement

A. 2026 FIFA World Cup

Question: What are the plans for FIFA 2026?

Summary of response by Michael Morris: There will be nine events at AT&T Stadium. They are still deliberating on whether or not the International Broadcast Center will be in our region. There

will also be an event open to the public at Fair Park, and we're discussing the possibility of hosting more public events in other parts of the region. Transportation Department staff have created a transportation plan to get to the stadium.

B. Transit plans for FIFA 2026

Question: What are the plans to corral traffic in Downtown Arlington? Are the buses going to be available for Arlington citizens? Are these plans going to remain in place after FIFA?

Summary of response by Michael Morris: Arlington has a well-developed micro transit system that continues to mature and may eventually trigger fixed-route services, reconnecting regular public transit to the TRE station. High-speed rail expansion to Arlington and Fort Worth is under way, with Arlington evaluating its future role in regional transit. Any Fan Fest events at the university, downtown or entertainment district would require dedicated transit plans. The region is focused on maximizing success for the event, with an aggressive travel demand management program prioritizing guests. Regular commuters may be encouraged to consider alternate plans during the event days to ease demand. The goal is to create a memorable experience for guests and inspire young soccer fans in the region.

Rogelio Meixueiro, Sunrise Movement

A. Congestion and safety issues in Arlington

Comment: We appreciate your hard work, which often draws criticism. We aim to support, not add to that. As a resident near the stadium, I felt firsthand the chaos and lack of safety during major events like the Taylor Swift concert, with heavy traffic and unsafe conditions. Expecting rideshare services alone to address these issues is unrealistic. I used to rely on the UTA-Centerport bus, but we need better, sustained efforts to make public transit a viable option for more people. Catering primarily to fans with charter buses to the entertainment district neglects the daily needs of residents like me, who depend on accessible transit for work and school. We need stronger political will to prioritize mass transit over car-centric solutions. This isn't just about event traffic; it's about making our city livable. High traffic leads to accidents, especially with impaired drivers after games. Please help us improve public transit for everyone's safety and quality of life.

Summary of response by Michael Morris: Everyone is encouraged to join in on the FIFA transportation planning and provide valuable input. The plan will differ from concerts, and we're anticipating most guests coming from around the world will rely on public transit rather than cars. Additionally, soccer presents unique safety considerations due to large crowds. To accommodate diverse audiences, we're planning to have electronic signs in multiple languages. Rideshares like Uber and Lyft may pose safety risks due to drivers disregarding designated pickup and drop-off locations, so a plan is being developed to ensure safe zones.

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

Email

Thomas Wall Simons, Citizen

1. Why do you have this in Arlington? They have no mass transit. Try Grapevine or some other location.

Facebook

1. Transit 2.0, long-range planning and more for review/comment. — NCTCOG Transportation Department



Rick Harrell CHS Amy Prather Barber Crandall - Combine cities! Go work on this for us — Marilyn G Adams

City councils of Combine Community Watch and News Crandall City Councils — Marilyn G Adams

Why would the deadline for questions be a month after the meeting? — Kelly Dennison

Kelly Dennison Hello, Kelly! December 10 is the end of the November public meeting comment period, not the deadline. You can comment on this month's topics from November 11 through December 10. If you have any further questions, please contact nctcogNov24@publicinput.com. Thank you. — NCTCOG Transportation Department

NCTCOG Transportation Department: How many of you bike, bus, rail, walk, scooter or even carpool to the office? How about some leadership by example rather than survey after survey after survey. — Rob Dentremont

Rob Dentremont I'm going to guess 0% — Matthew Banks

Hi Matthew. I am sure you are correct, else wouldn't they brag about their high %, use the number to justify their pushing others to find alternatives to the private motorcar? — Rob Dentremont

Matthew Banks How do you know that? — Mark Metcalf

THE DALLAS MORNING NEWS

DALLAS TO CUT GREENHOUSE GAS EMISSIONS WITH NEW BATTERY-POWERED AND AUTOMATED EQUIPMENT

The purchase of this equipment was another major milestone toward the city's goals of minimizing environmental impact

By Maria Ramos Pacheco
Nov. 4, 2024

Dallas has [unveiled about \\$250,000 of new fully battery-powered](#) and automated maintenance equipment.

City officials from the Dallas Park and Recreation Department and the Parks, Trails and the Environment Committee previewed the equipment, which includes movers, trimmers and blowers, at Kiest Park on Monday.

Related: [The survey results are in. Here is what concerns North Texans](#)

"It's inspiring to see Dallas taking meaningful steps, not only to enhance our city's beautiful green spaces but also to prioritize sustainable practices," said Kathy Stewart, District 10 council member and Parks, Trails, and the Environment Committee chair.

The equipment will help the city reduce greenhouse gas emissions and minimize environmental impact through quieter, cleaner and more efficient operations as part of the [Dallas Comprehensive Environmental and Climate Action Plan](#), Stewart said.



The Dallas Parks and Recreation department showed their effort to use new all-battery-powered and automated maintenance equipment, like this field striper in use at Kiest Park in Dallas, November 4, 2024. The department is committed to reducing carbon

emissions, improving environmental quality. They have been using the equipment exclusively at the 48-acre Kiest Softball Complex since earlier this year. (Tom Fox / Staff Photographer)

Dallas City Council members unanimously approved the plan in 2020. It was created to establish protocols to adapt to the challenges of climate change. The plan's goals include making the city carbon neutral by 2050 and reducing greenhouse gas emissions by 43% by 2030.

City officials in 2022 estimated it would cost [\\$6.5 million to fully convert more than 5,400 pieces of gas-powered, city-owned equipment to electric and battery-power](#), *The Dallas Morning News* reported previously.

"The big factoid of the day, according to Edmunds [the online resource for automotive information], [using a two-stroke leaf blower for just 30 minutes produces the same amount of hydrocarbon emissions as driving a Ford Raptor from Texas to Alaska](#)," said Carlos Evans, director of the Office of Environmental Quality and Sustainability.

The Dallas-Fort Worth area does [not meet the National Ambient Air Quality Standard for ground-level ozone](#), according to the Environmental Protection Agency.

Ozone levels in D-FW are the highest they've been in the past three years, [with an average of 83 parts per billion from 2022 to 2024](#), according to data collected by the North Central Texas Council of Governments.

Related: [Dallas City Council approves audit of failed lead removal program](#)

That's up from the 81 parts per billion of ozone calculated for 2021 to 2023. Levels ranging from 71 to 85 parts per billion are considered unhealthy for sensitive groups.

Ground-level ozone [contributes to increased asthma attacks and other respiratory health issues, especially for children, older adults and those with breathing problems](#), according to the EPA.

Evans said switching to battery-powered equipment can protect residents and lawn care operators from respiratory and heart problems, cognitive impairment and even cancer and premature death.

The Dallas Air Quality program inspects and monitors the regulated industry, and ensures compliance with federal and state regulations governing air quality as well as enforcement.



The City of Dallas Parks and Recreation department demonstrated their new all-battery-powered and automated maintenance equipment at Kiest Park in Dallas, November 4, 2024. The department is committed to reducing carbon emissions, improving environmental quality. They have been using the equipment exclusively at the 48-acre Kiest Softball Complex since earlier this year. (Tom Fox / Staff Photographer)

Dallas is part of the Air North Texas initiative, a regional public awareness campaign and partnership from North Central Texas Council of Governments that seeks to improve air quality in North Texas.

Most of the equipment is from [Stihl Inc.](#) According to Renee Johnson, assistant director of the Dallas Park and Recreation Department, the new equipment will be used exclusively at the 48-acre Kiest Softball Complex.

COUNTY \$60M TRANSPORTATION BOND PASSES

By Matt Smith
Nov. 6, 2024

Tuesday's passage of the Johnson County transportation bond makes possible substantial infrastructure, safety and transportation improvements both soon and far into the future, county leaders said Wednesday morning.

"The thing is, these projects that are going to start getting underway in the near future because of this bond are going to benefit county transportation and make things safer and address transportation needs as we continue to grow," County Commissioner Kenny Howell said. "More important is that these projects are going to positively impact the county for years to come to the benefit of our kids and grandkids down the road."

Voters approved the proposed \$60 million transportation bond Tuesday with 42,026 voting in favor and 31,955 against.

{span}Commissioners Court called for the bond election earlier this year to address growth and future road needs.{/span}

A committee of county and city residents used a recently completed master thoroughfare plan to identify transportation needs and projects throughout the county, Johnson County Public Works Director Jennifer Vanderlaan said in explaining how projects were chosen.

Such projects include railroad crossing improvements, feasibility and alignment studies for several south and west corridors, major east and west arterial improvements and safety and mobility improvements.

The bond will increase the county's I&S tax rate by less than a penny or add about \$24.92 in additional costs on an average taxable home value of \$251,707 as of 2024.

Although commissioners could have issued certificates of obligation bonds, they decided instead to let voters decide the matter, Vanderlaan said.

"This will allow the county to advance projects in partnership with the Texas Department of Transportation and the North Central Texas Council of Governments, County Judge Chris Boedeker said.

The identified projects, to be addressed over the next few decades, will cost substantially more than \$60 million but the bond funds will help the county leverage \$60 million into about \$500 million of road projects through grant funding opportunities and those partnership opportunities with state and federal agencies, county officials said.

The bond funds will allow the county to render the projects — some of which are on TxDOT's radar, some of which are not — shovel ready for construction. Bond funds will allow county officials to address such pre-construction needs as environmental studies, right-of-way acquisition, utility relocations and other matters to allow TxDOT to move straight to construction and ultimate maintenance responsibility for such projects, county officials said.

"The goal of this bond is to get everything ready for TxDOT to come in and spend money on construction," County Engineer Colt Friedrich said. "Our goal is to do the upfront items. And, by doing that, it will help advance TxDOT's construction timeline by years."

Commissioner Rick Bailey spoke of the team effort on the part of county, city and other officials along with county residents to spread word of the purpose of the bonds.

HOW SUGAR LAND TEXAS BECAME A TESTING GROUND FOR FLYING TAXIS AND GONDOLAS

When widening highways will no longer do, the city of Sugar Land, southwest of Houston, is looking up for answers.

By Elissaveta M. Brandon
November 6, 2024

There once was a sugar plantation where cane fields stretched as far as the eye could see, and enslaved people—primarily African Americans—toiled away in the heat. In time, the plantation grew into a factory called Imperial Sugar, which grew into a city that was [aptly named Sugar Land](#). Over the next few decades, Sugar Land grew beyond recognition. Master-planned neighborhoods sprouted, and as cars became popular in the 1970s, highways expanded to connect these neighborhoods—and also splinter them. In 1970, just over 3,000 people called Sugar Land home. In 2020, that number had skyrocketed to 110,000.

Sugar Land is located just southwest of Houston; today, it is the [sixth-fastest growing city in the U.S.](#), and it is running out of space. With only 4% of land left to build on, the city is looking for innovative transportation solutions—and looking up for answers.

Over the past year, Sugar Land has set in motion three big initiatives—one of them is a [community microtransit service](#), the other two involve aerial solutions. Earlier this year, the city partnered with [Wisk Aero](#), a company that has spent the past 14 years developing electric, self-flying taxis, also known as vertical take-off and landing (VTOL).

The pilot would allow residents to hop on an air taxi (from, say, downtown Sugar Land) and fly to a designated vertiport in a fraction of the time it would take them to drive. Mitchell Davies, deputy director of aviation at the Sugar Land Regional Airport, says the airport has identified potential locations for a so-called Vertiport and is working closely with Wisk Aero and the Federal Aviation Administration to conduct an airspace study. The Vertiport should become operational “by the end of the decade or sooner,” he says.

More recently, the city [announced](#) that it is studying the possibility of bringing an “autonomous elevated cable and rail mobility system” that would glide above its streets. The system, which is operated by a provider of urban mobility systems called [Swyft Cities](#), can best be described as an on-demand gondola—a bit like Uber, except instead of a car, it’s a cabin that slides by to pick you up and drop you off at your desired location, with no stops in between. An engineering schematic study is currently underway to examine the potential for the gondola system, including potential locations. It is expected to be completed later this year.

When highways won’t do

The story of Sugar Land is the story of so many American cities, particularly in regions where the car is still king. Melanie Beaman, transportation and mobility manager at the City of Sugar Land, says that traffic in the region is expected to increase by 40-60% by 2045, and if the [I-10 debacle in Houston](#) is any indication, building more lanes won’t free up more space, it will simply attract more cars. “You’ll end up erasing the city with this big, huge mega-freeway,” she says.

To come up with solutions, the city conducted a yearslong study that culminated in a 163-page [Mobility Master Plan](#). After interviewing close to 2,000 residents, they outlined plans to

develop a safe streets program, to allocate more room for people to walk and bike, as well as accommodate those who use wheelchairs and strollers. They also laid out their goal to position Sugar Land as an innovative mobility leader. “City leadership has told us to be bold in what we do with transportation,” says Beaman. “We’re told to be trailblazers and not be afraid to take risks.”

Sugar Land could be the first American city to implement a Swyft Cities’ Whoosh cabin (though Swyft Cities is also eyeing the Dallas-Fort Worth area and the five cities of Dallas, Plano, Arlington, Frisco, and DeSoto as potential sites).

There are many reasons why they would rather take risks than play it safe. For one thing, funding is hard to come by, and public-private partnerships can bring about much-needed cash. The Federal Transit Administration also offers grants for innovative and green transportation through their “[Enhancing Mobility Innovation](#)” program. The [Congestion Mitigation and Air Quality program](#) provides grants and loans to state and local governments wanting to reduce air pollution and congestion.

But there’s something else: The standard solutions no longer work. Brendon Wheeler, who is senior transportation planner at a regional planning organization called NCTCOG, says that Dallas-Fort Worth is “so spread out” that there are no geographical constraints to stop the growth. “Traditional transit simply cannot beat or match automobile travel times around the region.”

Are the skies the answer?

Swyft Cities was born out of a desire to unify some of Google’s campuses in Silicon Valley with nearby neighborhoods and transit options, but the plan fell through during the pandemic. In 2019, the team spun off into a company, and partnered with a New Zealand-based engineering firm called Whoosh.

Since 2019, the companies have built two prototypes—one in a Google warehouse in Silicon Valley, the other in New Zealand. Whoosh will also soon start building a full-scale network with fully enclosed cabins that can accommodate five passengers in Queenstown, New Zealand.

Unlike a traditional ski lift or gondola system, which uses a continuously moving cable to propel cabins between two stations, a Whoosh cabin uses an electric motor to propel itself along a stationary network of cables and rails. The team says that a Whoosh cabin consumes less than half the energy of an electric vehicle, and less than quarter of a bus, largely because of its small, electric motors and low friction on cables.

The five-seat cabin that would appear in Sugar Land can move at a speed of up to 30 mph, which is faster than buses, cars, and even light rail, though it’s worth noting that Swyft Cities isn’t looking to replace light rail. “Being that last-mile distributor between bus and rail, that’s where we fit in the set of transportation choices that are out there,” says Jeral Poskey, CEO of Swyft Cities.

There are many contenders for where the first gondola system might go in Sugar Land. The city is crisscrossed by two high-speed freeways that are seen as major barriers to anyone walking or bike. “You could build a pedestrian bridge, but it takes up a lot of room, which we don’t have,” says Beaman. Other contenders include the Sugar Land Town Square or the Smart Financial

Centre, which often runs big events, as well as the [ever-growing](#) University of Houston campus in Sugar Land, which recently acquired a new, 75,000-square-foot building.

Residents are yet to decide where they would most like a Whoosh cabin—or if they want one at all—but for Beaman, one of the biggest benefits is just how flexible the system is. “If a grocery store wants a stop, they can help pay for that stop, but once we get the basic system down, then people can branch off, and we can add stops,” she says. “It’s limitless.”

Whether or not Swyft Cities will fix Sugar Land’s transportation woes remains to be seen, but the city is hopeful that solutions like self-flying taxis and Uber-style gondolas can convince people to leave their cars in the driveway and get to their destination in a more efficient, sustainable way. “The whole reason why you get traffic is everyone is using the same mode [of transportation] at same time, in the same space,” she says. “If you can move just a small percentage of people to other modes, it frees up the traffic flow.”

TRINITY METRO SEEKS NEW RESTAURANT FOR HISTORIC DOWNTOWN FORT WORTH TRANSIT STATION

By Eric E. Garcia

November 6, 2024



Seco Ventures planned to develop part of the surface parking at the T&P Station facing West Vickery Boulevard into a mixed-use, transit-oriented project but the project was paused in spring 2024. (Sandra Sadek | Fort Worth Report)

Fort Worth's opulent, art deco-style Texas & Pacific Station remains ripe for development, months after a deal for a transit-related residential and commercial project was paused.

Now, Trinity Metro is pivoting to find a new tenant — likely a restaurant — to take over the dining space occupied by the T&P Tavern for 14 years before the business closed July 27.

The transit agency now owns the space that includes a large outdoor patio for community and private events as well as the grand ballroom next door.

"Now that we own both the tavern and the ballroom at Fort Worth T&P Station, we are seeking a tenant/operator who would be able to utilize both properties," Laura Hanna, director of communications for Trinity Metro, wrote in an email to the Fort Worth Report. "The historic setting is perfect for special events, and offers connectivity to Trinity Railway Express, Trinity Metro TEXRail, Trinity Metro Bus and Trinity Metro On-Demand rideshare services."

There is no specific timeline for the development, Hanna said.

The historic station, on the southern edge of downtown Fort Worth at 221 W. Lancaster Ave., is already the site of a newly opened business that provides fresh-baked croissants and other baked goods.

Tim D Young, a resident of the T&P Lofts who is a real estate broker and former restaurateur, launched his artisan croissant business from his condo in June and offers curbside pickup at the transit station.

Young said items from his Baked Just for You by Tim D Young business are sold mostly to residents of the building, but he offers curbside pickup for the general public through his website CroissantLove.com. His custom-baked goods, including classic croissants, Vienna-style pastries called viennoiseries, pain au chocolat and Danishes.

Young, who lives above the ballroom, said a notable Fort Worth restaurant could take over the restaurant space but he doesn't think the 1930s-era ballroom will be combined with the dining area.

"The nice thing is it's right next door to the ballroom, but I don't think they'll give up that space for a restaurant," he said.

A restaurant, he said, could cater to events in the ballroom.

Texas & Pacific Railway opened the building, fashioned in the zigzag moderne art deco style, in 1931.

A proposed \$75 million mixed-use development that included two new buildings in the station's parking lot was scrapped in April when Austin-based Seco Ventures decided not to move forward with the project despite a sale agreement for the parking lot.

The project would have added a residential building with commercial space on the ground floor and another for office space.

Trinity Metro did not disclose why Seco Ventures canceled the purchase. Efforts to develop the site have been ongoing for years and the Southside Tax Increment Financing District once approved a tax agreement equal to \$2.5 million to support the development, [the Fort Worth Report previously reported](#).

Trinity Metro has said there are no plans for the agency to redevelop the T&P Station parking lot.

"That's not what we do. We move people. We don't necessarily develop properties so it's probably better we find the professionals who know how to develop the property to do that work," Chad Edwards, executive vice president of strategy, planning and development, told the Report in April.

Meanwhile, North Texas officials are seeking a Federal Transit Authority pilot grant to help [create a strategic plan for transit-oriented developments](#) along the Trinity Railway Express route in Fort Worth, Irving and Dallas.

The Regional Transportation Council, an independent policy group of the North Central Texas Council of Governments, voted unanimously July 11 to request \$800,000 in federal funding for

the plan. The group also approved \$200,000 in transportation council funds to be used for a nonfederal grant match if the project is selected for the award.

The grant would be used for development plans around seven TRE stations in Tarrant and Dallas counties. The Trinity Lakes, Bell and CentrePort/DFW stations in Fort Worth are included as well as facilities in West Irving, Downtown Irving/Heritage Crossing, Medical/Market Station Center and the Victory area near downtown Dallas.

HOODLINE

WHITE SETTLEMENT CHAMPIONS ECO-FRIENDLY INITIATIVE WITH HOLIDAY GREASE ROUNDUP TO COMBAT SEWER BLOCKAGES

By Margie Townsend

Nov. 8, 2024

White Settlement Community Services is leading an initiative to discourage pouring kitchen grease down drains, a practice that often leads to clogged city pipes, sewer overflows, and other costly issues.

Their solution, the Holiday Grease Roundup, runs from November 13 to January 12, providing a responsible way to dispose of kitchen grease. Partnering with the North Central Texas Council of Governments, they've set up convenient drop-off sites to make participation easy.

Instead of waste, the collected grease is repurposed into biodiesel and biogas, turning yesterday's leftovers into tomorrow's clean energy. This effort not only prevents pollution but also promotes sustainability and cleaner fuel production.

The Roundup encourages the community to join in, helping keep drains clear and supporting a greener, more responsible future. "Let's team up and keep our community flowing smoothly," urges the [White Settlement Community Services](#), reflecting a commitment to shared responsibility for a cleaner environment.

NORTH TEXAS RESIDENTS SAY THEY WANT MORE TRANSIT

Transportation planners say survey results show residents are frustrated with traffic, lack of options

By Amber Gaudet

Nov. 11, 2024



A DART light rail train pulls into the Pearl/Arts District Station in downtown Dallas, Wednesday, July 10, 2024.(Elías Valverde II / Staff Photographer)

As Dallas-Fort Worth roads [become more congested](#), some residents have signaled they want more transportation options at a time when members of the area's largest transit agency want to cut funding.

A survey of more than 4,400 people by the North Central Texas Council of Governments shows residents feel "frustrated and limited" when it comes to transportation in the region. Among respondents' biggest complaints: roadway infrastructure isn't keeping pace with growth, transit options are inconvenient, and walking and biking are limited by current infrastructure. Planners are collecting public input as part of Mobility 2050, a forward-looking transportation plan for North Central Texas.

About 48% of respondents indicated expanding public transit options is the biggest challenge they see impacting the region in the future, while 37% said it's reducing traffic congestion.

The results, discussed during a hybrid meeting Monday, come as deliberations continue between Dallas Area Rapid Transit and six of its 13 member cities that support pulling back their

funding to the agency by 25%. City officials [said in an October meeting](#) they wanted DART to sign onto an agreement by Nov. 11 that would create a general mobility program to rebate cities up to 25% of their tax contributions for mobility projects. If that doesn't happen, officials have said they will ask state legislators to amend the Texas Transportation Code, which provides the mechanism for the one-cent sales tax DART collects from member cities.

DART's CEO Nadine Lee started meeting with member city managers in September, DART chief communications officer Jeamy Molina said.

"We're continuing meeting with all the city managers and Nadine and our chair to figure out some of the possibilities of things that we can do immediately and try to figure out how to come to something now, but the presentation that was given [in October] is not something that all 13 of our cities ever agreed to," Molina said.

Andrew Fortune, director of government relations for Plano, declined on Thursday to give an update on the city's plans regarding DART legislation. Plano has been at the forefront of efforts to pressure DART to make changes, including reducing member city funding. The city contributed nearly \$110 million in FY 2023 and got \$44.8 million in service, according to a third-party study by EY (formerly Ernst & Young) — which they argue isn't a good use of taxpayer dollars for Plano residents.

The North Central Texas Council of Governments also discussed recommendations from Transit 2.0, a study commissioned by the council to examine how to enhance transit in the area by 2050. Those include supporting dedicated funding for public transportation through a Texas Department of Transportation budget rider, providing tools to help transit agencies increase development around transit stations and supporting public-private partnerships for transit projects.

The council's legislative priorities also include protecting "existing transportation authority dedicated funding," a nod to the one-cent sales tax DART collects from member cities. Though that has [drawn the ire of some city officials](#) who sit on NCTCOG's Regional Transportation Council, the agenda item will remain in place until February, when the council will revisit the item if DART and member cities haven't come to an agreement.

Residents can provide input for Mobility 2050 through the end of the year at nctcog.org/M50.

NBC DFW

PUBLIC INPUT SOUGHT FOR LONG-RANGE REGIONAL TRANSPORTATION GOALS IN NORTH TEXAS

The North Central Texas Council of Governments plans to have a transit-focused initiative released by early 2025

By David Goins
Nov. 11, 2024

Regional planners say they need your input to help guide future transportation needs in North Texas.

It comes as two long-range projects are underway that could lay the groundwork for how cities and the region plan for transit needs in future decades.

While many cities' leaders grapple with right-now concerns like limits on property tax revenue, how to grow businesses, and improving public safety, there's an agency with a longer-range view.

Michael Morris heads up the North Central Texas Council of Governments (NCTCOG).

"We're the crazy uncle or aunt that has to say 'Wait a minute, you got to go to school and you have to get an education,'" Morris said.

NCTCOG not only handles long-range regional planning but also provides cities with guidance on how to get ready for more growth in a region already the fourth largest in the U.S. with over 8 million people.

The region is forecast to grow to nearly 12 million people over the next two decades.

On Monday, [NCTCOG hosted a public meeting](#), both in-person and online, to receive [comments and input](#) on two initiatives.

One, [Mobility 2050](#), aims to prioritize what's called multi-modal transportation, think more transit options for bikes and pedestrians.

The other initiative will provide guidance for existing transit agencies like DART and the TRE, along with city leaders on how to collaborate for the growth planners know is coming.

Transit 2.0 is set to be released by next spring.

"We're going to 12 and a half million people. A larger share of them are not inside the existing transportation authority boundaries," Morris said. "What are we going to do about that?"

"Having some independent consultants with international experience is a very timely piece of medicine that might be able to help us."

NBC DFW

DALLAS LEADERS TOUT HIGH-SPEED RAIL DURING JAPAN VISIT

Councilmembers Gay Donnell Willis and Adam Bazaldua talked about economic development and high-speed rail potential aboard a Japanese bullet train

By David Goins

Nov. 12, 2024



A high-speed rail train in Japan.

A delegation of Dallas city leaders returned to North Texas late Tuesday from a week-long, taxpayer-financed trip to Japan to gain firsthand experience with how high-speed rail could play a role in the development of the city's new convention center.

Before boarding a flight from Tokyo, Japan, back to Dallas-Fort Worth International Airport, Dallas City Councilmembers Gay Donnell Willis and Adam Bazaldua spoke to NBC 5 aboard the Shinkansen, the Japanese word for the high-speed rail system connecting its largest cities.

"We're actually adjacent to Mount Fuji coming from Western Japan back towards East Japan in Tokyo," Bazaldua said.

Seven other city officials joined the council members on a 212-mile trip between Nagoya and Tokyo, which took 90 minutes at 185 mph.

It's the same speedy commute [Texas Gov. Greg Abbott completed during an economic development trip to East Asia](#) in July.

In their only interview during the trip, Willis and Bazaldua shared their experiences with high-speed rail and the potential to bring the technology used for six decades in Japan to Texas.

[Amtrak already has approval for a high-speed rail station](#) in The Cedars, where a planned Houston-to-Dallas bullet train would arrive. The station would connect to the new [Kay Bailey Hutchison Convention Center](#), which broke ground earlier this summer.

An itinerary shared by interim city manager Kimberly Bizzor Tolbert with the City Council on Nov. 4 detailed the delegation, which included four Dallas City Council members and two assistant managers, along with a list of scheduled meetings with Japanese government officials.

The itinerary included five five-night hotel stays, split between four nights in Tokyo and one in Nagoya.

The city's Convention and Event Services Department paid for the trip through funds that can only be used for projects and activities within that department and "cannot be used for other City of Dallas purposes," according to the memo.

"The return on the investment when we're talking about several thousand dollars to travel to continue to strengthen relationships to see a project of this magnitude, the impact that that has on a \$30 billion project, one that is going to grow the economy of the fourth (DFW) and fifth (Houston) largest regions of the entire country, are things that we have to be serious about," Bazaldua said.

Willis said the value of the trip was reflected in a question asked Tuesday during a meeting with the leader of Aichi Prefecture. A prefecture is similar to a county in Texas.

"One question we asked was about who's coming to visit and how frequently they're visiting and we found out that Dallas is behind," Willis said. "So, there are other Texas cities that are visiting at least once a year that are hosting delegations more frequently and understanding the personal relationship aspect of this that a Zoom call, a phone call, an email doesn't get it done."

Michael Morris heads up the North Central Texas Council of Governments, which [handles regional long-range planning](#).

He told NBC 5 this week he sees a correlation between the ongoing work to develop a [high-speed rail corridor in the U.S.](#) now and the development of the interstate highway system in the mid-20th century.

"How do you layer high-speed rail into a system just like the people before us layered an interstate highway system," Morris said. "That's what we have to figure out."

"I couldn't be happier that they (Dallas officials) would go and take the time and see it firsthand," Morris said.

Texas has had [start-and-stops with high-speed rail for decades](#), but high costs and landowner opposition between Dallas and Houston have slowed momentum.

"Both the East and West Coast have tried to get this done and they haven't delivered," Bazaldua said. "And this is our opportunity to show that everything is bigger in Texas, and we're going to see this project to fruition."

ELECTROLIT'S FIRST U.S. PRODUCTION SITE WILL CREATE 200 JOBS IN TEXAS

The sports drink brand will invest \$400M in Waco

By Business Facilities Staff

Nov. 13, 2024

In response to rising demand for its sports drink made with pharmaceutical grade ingredients, Electrolit is planning its first-ever production site in the U.S. The \$400 million state-of-the-art manufacturing facility in Waco, Texas will create more than 200 jobs. The 600,000-square-foot greenfield project is a build-to-suit facility and is set to open in early 2026.

“We’re excited to announce our new U.S. manufacturing facility, marking a major milestone in our growth and commitment to quality,” stated the Electrolit Team. “We are immensely grateful to all our U.S. consumers for their continued preference and support. Your trust and loyalty have been pivotal to our success. As we move forward, we remain dedicated to providing the best hydration solutions in the market and are confident that the years ahead will bring even greater innovations and improvements. Thank you for being a part of the Electrolit family.”



(Photo: Electrolit)

Mexico-based Electrolit has acquired land in the heart of Waco’s largest industrial park, Texas Central Park. The company’s decision to locate its first U.S. facility in Waco represents a regional economic development collaboration between the City of Waco, McLennan County, the Waco Industrial Foundation, and the [Greater Waco Chamber](#).

“Attracting a business like Electrolit meets the economic development objectives of our City by bringing in a quality business, a great management team, a significant financial commitment,

and good jobs that help provide financial security to our Waco residents,” said City of Waco Mayor Jim Holmes. “Electrolit also has a track record of support and involvement in the local community, and we look forward to this business being a part of all the great things going on in Waco.”

“This announcement substantiates our success in creating an inviting environment where a skilled workforce, strategic location, and an inviting community culture can provide McLennan County with a competitive advantage in recruiting great companies, such as Electrolit,” said McLennan County Judge Scott Felton. “We are so thrilled to have Electrolit make Waco and McLennan County its home.”

The Waco site will have the capacity to incorporate non-virgin and recycled packaging materials when available, as Electrolit remains dedicated to complying with the state’s plastic usage regulations. Rail infrastructure will be utilized to distribute outbound finished products, significantly reducing carbon emissions and will be able to accommodate future expansion phases. The development of this leading-edge facility that prioritizes automation will be done in partnership with Stellar, a premier EPC firm that won Food Plant of the Year in 2022.

“Stellar and Electrolit have a mutual commitment to innovation and forward-thinking design, which will drive the creation of the Waco facility,” said Brian Kappeler, CEO of Stellar. “Setting a new standard for efficiency and environmental responsibility, this project exemplifies Stellar’s dedication to excellence and our ability to deliver top-tier solutions that meet the evolving needs of our clients while keeping the environmental considerations front of mind.”

USDOT Awards \$80M Grant To Launch AllianceTexas Smart Port

The new [Smart Port at AllianceTexas](#) has been awarded an \$80 million grant from the [Infrastructure for Rebuilding America \(INFRA\) program](#). The goal of INFRA is to transform the U.S. supply chain and increase supply chain resilience by providing regional, state and national leaders with real-time tracking of goods and services. The AllianceTexas Smart Port — Hillwood’s 27,000-acre master-planned, mixed-use development — was one of 44 projects chosen nationwide and the lone selection from Texas, with \$4.2 billion in total funding allocated to this round of the INFRA and Project Assistance (MEGA) grant programs.

The Texas Department of Transportation (TxDOT), the City of Fort Worth and the City of Haslet, the [North Central Texas Council of Governments](#) (NCTCOG) and Hillwood, a Perot Company, are partners in the project.

This \$262 million public-private partnership, which includes \$96 million of private sector investment, connects the [AllianceTexas](#) Inland Port, one of the nation’s critical supply chain hubs, to the Dallas-Fort Worth regional transportation network and its bigger state and national ecosystems, which include the Texas Connected Freight Corridor (TCFC) and the critical National Highway Freight Network corridors of Interstate 35 and Interstate 45.

“AllianceTexas is poised to redefine what it means to be a modern logistics hub,” said Ross Perot Jr., Chairman and CEO of Hillwood. “By integrating automation and forward-looking technologies through this grant, we will not only strengthen the national supply chain but also set a global benchmark for resilience and efficiency in port operations.”

The real-time tracking of goods and services will be coupled with a direct connector bridge from the heart of the AllianceTexas Inland Port facility to State Highway 170. The bridge will alleviate

east-west freight traffic, taking trucks off Interstate 35W and a four-lane suburban road, and more efficiently routing them to their destination. By reducing traffic congestion, it will improve road safety, air quality, access to jobs and the quality of life for over 3 million area residents across Denton and Tarrant Counties. Approximately 4.2 million trucks move in and out of the BNSF Railway Alliance Intermodal Facility each year, and that number will nearly double by 2035.

The AllianceTexas Inland Port is the primary port of entry for the southwestern U.S., bringing shipped global goods directly from the ports of Los Angeles, Long Beach and Houston via intermodal rail containers. In addition, AllianceTexas connects to nearshoring in Mexico and with more than half of all U.S. freight tonnage moving through Texas, it will also play a significant role in advancing the Texas Connected Freight Corridors Project, addressing freight safety and mobility needs. AllianceTexas' global logistics hub is one of the nation's largest intermodal hubs, connecting air (Perot Field Fort Worth Alliance Airport), road (I-35/SH-170) and rail (BNSF Intermodal Facility).

The project will support AllianceTexas' future intermodal growth, including new intermodal services to Mexico, and help improve supply chain resilience through enhanced freight logistics, optimized freeway lane connections and integration of technologies to aid in the efficient movement of freight.

"The award of an \$80 million grant to the AllianceTexas Inland Port Project is a groundbreaking achievement made possible by the collaboration of leaders across the public and private sectors," said Denton County Judge Andy Eads, who also serves on the Regional Transportation Council.



(Photo: AllianceTexas Mobility Innovation Zone)

Components of the award-winning project include:

- **Add a State Highway 170/Intermodal Parkway Smart Connected Bridge:** A technology/roadway connector from the BNSF Intermodal Facility to SH 170 to aid in vehicle-to-infrastructure (V2X) communication and connected/autonomous vehicle (CAV) deployment.

- **Build an integrated Intermodal Depot with BNSF Railway:** Create a 32-acre container lot with drayage serviceability between BNSF's Intermodal hub and over 14 million square feet of future, next-generation warehouse space.
- **Ensure long-term 5G communication network capacity:** Provide long-term telecommunications infrastructure to support expanded semi- and fully autonomous technology capabilities, as well as boost public/private 5G network growth.
- **Add TruckPort for electric vehicle (EV) freight operations:** Establish a regionally connected freight corridor node with EV/hydrogen charging units for short-/long-haul operation specializations.
- **Add independent and renewable energy micro-grid supporting future users:** Ensure a strategically placed energy storage and management system to help mitigate demand spikes and improve resiliency against unforeseen energy impacts.
- **Connect Texas AV/EV Connected Freight Corridor:** Institute a seamless platform for elevating inland port physical/technological connectivity in the 865-mile Texas Triangle, linking the DFW, Austin-San Antonio and Houston areas.

"The AllianceTexas Smart Port, a \$262 million public private partnership, allows our supply chain to function more efficiently and more reliably than it ever has before and provide greater safety and reduced congestion on our state's highway network," said TxDOT Executive Director Marc Williams. "The project ties into the National Highway System, which includes the 865-mile Texas Connected Freight Corridor and its critical corridors I-35 and I-45."

Guidehouse Expands National Presence With San Antonio Office

New location marks significant milestone in the firm's growth strategy, further solidifying its presence in Texas and across the U.S.

Guidehouse, a global consultancy providing advisory, digital, and managed services to the commercial and public sectors, has expanded into its newest office in San Antonio, Texas. This latest opening marks a significant milestone in the firm's growth strategy as it continues to extend its reach and deliver innovative solutions to the market.

With offices in Austin, Houston, and Lewisville, the San Antonio office further solidifies Guidehouse's footprint and ability to serve public and private sector clients in Texas. Joining leading companies, such as Boeing, CrowdStrike, and International Motors (formerly Navistar), that have recently established operations in the bustling region, Guidehouse plans to add another 1,000 jobs in the area over the next five years.

"Our expansion into San Antonio – an industry hub for cybersecurity, financial services, health and life sciences, intelligence, defense and security – reflects our commitment to supporting clients in this dynamic market," said Scott McIntyre, Guidehouse CEO. "With the region's commitment to support both government and commercial businesses confronting many of the world's most complex challenges, we look forward to working in close proximity to our many clients and colleagues, becoming part of the greater San Antonio community, and providing local opportunities for our expanding network of Texas-based employees and trading partners."

greater:SATX Regional Economic Partnership, a private-public organization dedicated to growing quality jobs in the San Antonio, Texas region assisted Guidehouse in its competitive

site selection process. Located at 9903 Westover Drive, the new office will serve as a regional operations hub for the firm to provide a full range of services, including advisory, corporate services, digital, and managed services, throughout Texas, Louisiana, Oklahoma, and New Mexico.

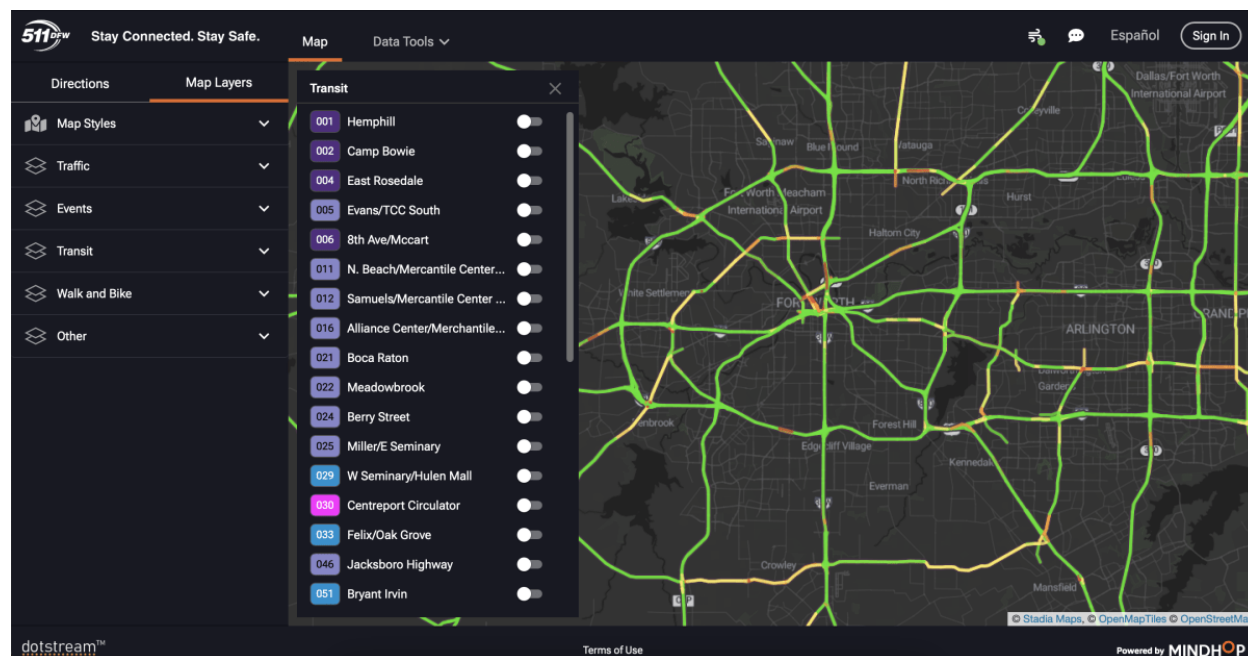
“As the U.S. office market continues to recover in a post-COVID environment, San Antonio is projected to lead the nation in office growth,” said Jenna Saucedo-Herrera, President and CEO of greater:SATX. “Our strategy has been to invest in our workforce to attract high-wage, knowledge-based jobs to San Antonio, exactly like those that Guidehouse is bringing. We will continue that investment as we work to further diversify our economy and create more opportunities for San Antonians.”

“Known for its vibrant workforce, thriving economy, and business-friendly environment, San Antonio offers the ideal location for Guidehouse’s continued growth and ability to better serve its Texas-based clients,” Charles Beard, Guidehouse COO. “We are excited to open our doors in San Antonio, in a space where employees can thrive in modern, safe, sustainable, and accessible workspaces that build a sense of pride in the work we do on behalf of our clients and communities.”

NAVIGATE NORTH TEXAS TRAFFIC, HIGHWAYS AND TRANSIT WITH UPDATED APP FOR TRAVELERS

By Eric Garcia

Nov. 12, 2024



The 511DFW Travel Information System provides users with transit information, including highway conditions. (Screen shot | Fort Worth Report)

North Texas travelers have a customized tool to help them reach their destinations.

The updated 511DFW Travel Information System, launched Nov. 4 in the Fort Worth-Dallas area, is available to travelers to guide them to make better decisions about their mode of transportation and transit routes as well as links to Mobility Assistance Patrols.

The free system — available in English and Spanish at www.511DFW.org — provides real-time travel information, including highway conditions and transit agency routes.

The system, administered by the North Central Texas Council of Governments since 2017, also includes information about traffic speeds, toll lane facilities, traffic signals, highway incidents, construction zones, EV charging stations, off-road walk and bike paths, traffic camera snapshots and special events.

The site also includes routes and services from local transit agencies, including Fort Worth-based Trinity Metro, Dallas Area Rapid Transit and the Denton County Transportation Authority.

“One of the other things you can do is get directions either via car, transit, walk or bike,” Eric Quintana, senior transportation planner for the council of governments, said during a transit meeting Nov. 11. “The system is connected to the transit (of) the region and gives you the best route that you select.”

Quintana said the system “gives you a better way of getting there” more efficiently.

The system combines travel data from other apps, including Google Maps, Apple Maps and Waze, with traffic and event data provided by local municipalities.

A 511DFW app is also available for iOS and Android devices.

The app, Quintana said, is an easy way to allow the public and agency users to report transportation issues with a focus on location-based highway roadside assistance to aid travelers.

“For instance, if you run out of gas, if you have the app, the app will tell you exactly where you are at and it will call the transit agency related to the roadside assistance to help you with whatever issue you have,” he said. “It will help you connect with the facility that will provide those services.”

The site provides directions to travelers.

“There is no voice turn-by-turn navigation, but a voice ‘talk to me’ feature allows the app to read information to motorists about traffic congestion or road closures on their routes,” the council of governments said in an information sheet.

Quintana said the site and app are easy to use since people can use an email account to sign up and create a password.

“You should be good to go from there,” he said.

Transportation officials are urging residents to consider using transit services as North Texas’ population surges.

North Texas leaders are considering transit options, including high-speed rail, as Fort Worth is now the [12th largest city](#) in the nation, and Arlington, the [largest U.S. city without mass public transit](#), prepares to host [multiple World Cup games](#).

“We are soon to be the third-largest metro region in the country. ... We have to have transit to get Texans across Texas, period,” Fort Worth Mayor Mattie Parker said Aug. 29 of the division between [Tarrant and Dallas officials over progress on high-speed rail](#).

Parker’s Urban Rail Committee Supporting Economic Development & Tourism, launched with Trinity Metro, is considering the [reintroduction of streetcars](#) in Fort Worth to aid in mobility options.

The council of governments will continue to refine the 511DFW system with public input. In the next few years, officials plan to add information about parking and low-water crossings to the system.

Users are encouraged to leave a comment on the app or website. They can also call 511 in North Texas to provide comments. Irving-based Kapsch TrafficCom, a mobility solutions firm, built the new 511DFW website and designed the mobile app.

THE DALLAS MORNING NEWS

\$8 MILLION GRANT TO HELP RENOVATE HISTORIC FOREST THEATER IN SOUTH DALLAS

The funding approved by Dallas City Council is the latest in the effort to redevelop the venue

By Aria Jones
Nov. 13, 2024



The strip shopping center adjacent to the Forest Theater has been cleared as the buildings are being reconstructed on Martin Luther King Jr Blvd in Dallas, November 13, 2024. (Tom Fox / Staff Photographer)

The city of Dallas is helping renovate the [historic Forest Theater in South Dallas](#) with an \$8 million grant for the redevelopment project on Wednesday.

The 75-year-old theater once featured acts including Tina Turner, B.B. King and Dallas' own Erykah Badu. The site stood vacant for 15 years before the nonprofit Forest Forward acquired the property on Martin Luther King Jr. Boulevard in 2017.

The theater is the centerpiece of an \$81 million revitalization effort, according to a city news release.

"This project brings a cherished asset back to life while creating jobs and cultural opportunities for our community," said Deputy Mayor Pro Tem Adam Bazaldua of District 7.

The redevelopment includes restoring the 500-seat theater, a 28,000-square-foot expansion and a black box theater. A cafe and rooftop deck will be added, with the venue expected to host over 140 events per year, officials said in the release.

Without incentives, the project wouldn't be "financially feasible," according to the resolution passed Wednesday by the council.

The community development grant will go toward Forest Forward and the project. Elizabeth Wattley, president and CEO of Forest Forward, told *The Dallas Morning News* the grant represented a significant investment and the project will be mostly complete by the end of 2025.

The grant will pick up some of the costs, with \$7 million coming from the city's Infrastructure Investment Fund, a 2023 initiative targeting development in underserved areas, according to officials. The other \$1 million will come from the Public Private Partnership fund, documents show.

At the council meeting, Wattley thanked city leaders for their support to bring "the shiny, bright lights back to sunny South Dallas."

Wattley told the council that the development would not only impact people in District 7, where the theater sits, but those across the city. District 7 largely covers south Dallas.

Shirley Rhodes, a District 7 resident, told council members she supported the theater reopening, recalling the time she spent there as a kid on outings like going to the movies on Saturday mornings.

"I'm here in total support of the Forest Theater reopening because I remember back in the day, back in the early '60s, I remember the lights," Rhodes said. "If you go out of town, those lights will guide you back to Dallas."

One council member, Zarin Gracey of District 3, also shared memories of the theater.

"My first experience, I think Erykah Badu had a concert there, and she had Mos Def and Talib Kweli, who are two of my favorite artists there," Gracey said. "That was just my very magical moment. So I'm looking forward to returning back to those days."

At Wednesday's meeting, Omar Narvaez, councilman for District 6, praised the project, adding that funding has come from the North Central Texas Council of Governments to improve transportation in the area and make it more walkable and safe.

Before it became a designated landmark, the theater was going to be torn down and turned into a QuikTrip gas station.

"I'm just so happy that it's not being torn down and it's being brought back to life," Narvaez said. "It's not the typical Dallas way of doing things, but this is the way we should be protecting those gems that we have, and just thank you all for everything you've done."

Staff writer Everton Bailey contributed to this report.

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS HOSTING PUBLIC MEETING TO DISCUSS TRANSIT NEEDS ASSESSMENT FOR 76104 ZIP

By Staff
Nov. 13, 2024

The North Central Texas Council of Governments will host a public meeting to discuss the Transit Needs Assessment Study for Fort Worth's 76104 ZIP code. The public meeting will be held at 6:30 p.m. Tuesday, Nov. 19, at the Ella Mae Shamblee Library, 1062 Evans Ave. in Fort Worth.

The 76104 study is designed to identify innovative transit solutions to increase mobility and access for residents to food, healthcare, housing and jobs in a part of Fort Worth identified as an area of persistent poverty. The planning study will also identify strategies to reduce greenhouse gas emissions related to transit.

According to a 2019 UT Southwestern study, residents of Fort Worth's 76104 ZIP code had the lowest life expectancy in Texas, with residents averaging just 67 years. This statistic has spurred community leaders and health advocates to address the underlying factors contributing to the area's health disparities.

NCTCOG staff used information gathered from an online survey and an in-person public meeting to identify potential service gaps and points of interest in the 76104 ZIP code. Most of the responses fell into four main categories:

- **Fares and Affordability:** Recommendations related to fares center on continuing efforts to align any future transit fare structure changes with regional standards and practices for affordability.
- **Marketing and Awareness:** Marketing recommendations highlight ongoing and future outreach efforts that may be used to heighten awareness of transit services offered in the specific project area.
- **Safety and Accessibility:** Recommendations for safety and accessibility focus on bus stop and sidewalk improvements and how NCTCOG can potentially assist with planning and funding opportunities.
- **Operations Improvements:** Operational recommendations take transit frequency and on-time performance into consideration, along with recent service changes and improvements that have been made.

Feedback on the drafted recommendations is encouraged and will be accepted through Jan. 17, 2025.

All recommendations are still being developed as more feedback from local stakeholders and the public is received. Provide your feedback today at PublicInput.com/76104survey.

This project is made possible through an Areas of Persistent Poverty Program grant awarded to NCTCOG. The grant was awarded for planning, engineering and technical studies or financial plans to improve transit in census-defined low-income areas.

FORT WORTH MOTORISTS INCREASINGLY STUCK IN TRAFFIC AS COMMUTE TIMES INCREASE

By Eric Garcia

Nov. 17, 2024



Drivers head down Interstate 35W near downtown Fort Worth on April 19, 2021. (Rodger Mallison | Fort Worth Report)

As Fort Worth grows — and more traffic clogs local freeways — motorists are choosing to use city thoroughfares and transit options as commute times increase.

“I try everything I can to avoid freeways,” said Fort Worth native Robert Wells. “Downtown highway traffic is always horrible.”

The Historic Southside resident said he takes the city’s thoroughfares such as Beach Street or Riverside Drive to run errands or get to a store. Sometimes, he finds those roads are also congested as the North Texas population now exceeds 8 million.

Fort Worth — which has more than 499,385 workers 16 years old and up — ranked at No. 10 in Forbes’ [“Hardest Commutes in the U.S.” study](#) with an average time of 26.80 minutes. The city came in right behind Dallas, which had an average commute time of 29.70 minutes.

The 2024 study, based on eight data points including U.S. Census information, showed Fort Worth has a walkability score of 35 and an access to transit score of 22 out of 100. The percentage of households without access to a vehicle was 2.10%.

Travel times in the Fort Worth area increased by nine seconds between 2022 and 2023, according to the Patterson Law Group, which has offices in Fort Worth and Arlington.

“While that does not seem like much, it adds up when this amount of time is added to each trip,” the personal injury law firm said in a [blog post](#). “It is also estimated that those who drive regularly in and around Fort Worth spend 46 hours (annually) on the road due to congestion.”

Motorists who drive in rush hour traffic — usually 6:30 to 9 a.m. and 4:30 to 7 p.m. on weekdays — added two days and one hour to their commutes in 2023 due to congestion, accidents and other issues, Patterson Law Group said.

The average speed during rush-hour commutes is about 20 to 25 mph, according to [the Parker Law Firm](#), a personal injury law firm based in Fort Worth and Bedford.

Residents are “frustrated and limited” when it comes to regional transportation — mostly because roads haven’t kept up with growth and transit services are limited, a North Central Texas Council of Governments survey of more than 4,400 people found in 2022-23.

Of the respondents, about 48% said expanding public transit is North Texas’ biggest challenge while 37% said reducing traffic congestion is a key issue.

Which areas of Fort Worth report the longest and shortest commute times?

- For Fort Worth-area residents, the longest commute is 33.6 minutes for those who live in the 76052 ZIP code near the Alliance area of northern Tarrant County, according to [SimpleMaps](#).
- Next is the adjacent 76131 ZIP code, northwest of the Interstate 35 West/Interstate 820 interchange that includes Blue Mound. Motorists there have a 30.7-minute commute.
- Fort Worth residents with the shortest commute — 5.9 minutes — live in the sparsely populated 76127 ZIP code between Westworth Village and East Lake Worth.

Transit needs

Regional leaders say that North Texas’ sprawling growth will be a factor in lengthening commute times as the population is expected to double from 8 million to more than 15 million by 2050.

The region will require at least \$431.5 billion by 2040 to eliminate traffic congestion through new roads and other improvements, but only 30% of that cost — \$118.9 billion — is expected, transit leaders have said.

On Nov. 4, Texas Department of Transportation officials joined Fort Worth Mayor Mattie Parker to celebrate the groundbreaking of the Interstate 30 Clear Lanes Project in western Fort Worth. The project, expected to be complete in 2028, will expand I-30 from Linkcrest Drive to Interstate 820 at a cost of \$267 million.

TxDOT has other road projects to ease congestion, including the \$175 million I-820 East Loop Project, which began construction in July 2018. That project reconstructed the existing highway to add more lanes and access roads in each direction, replaced Trinity River bridges and created new connectors to State Highway 121.

At an estimated cost of \$1.6 billion, the Southeast Connector Project is currently underway to rebuild and widen about 11 miles of I-820 and Interstate 20.

The project, representing the largest investment in transportation infrastructure in the history of TxDOT's Fort Worth district, will widen I-820 to eight main lanes from I-20 to Spur 303 (Rosedale Street) and widen I-20 to 10 main lanes from I-820 to U.S. Highway 287. The interchanges to connect I-20, I-820 and Highway 287 will also be rebuilt. The completion date for that project is 2028.

The road construction projects are part of the \$3.8 billion initiative started by Gov. Greg Abbott and the Texas Legislature to reduce gridlock in Texas' most congested areas.

Michael Morris, director of transportation for the North Central Texas Council of Governments and staff director to the Regional Transportation Council, said factors such as density of housing and jobs will affect congestion.

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

New and existing toll lanes on highways will aid in traffic congestion, but more transit options such as the proposed high-speed rail line from Fort Worth to Arlington and Dallas are needed, regional leaders say.

"The regional long-term success of DFW is connected to regional partnerships, such as the high-speed rail project, as the region is poised to be the third-largest metro region in the country by 2030 — with a majority of the growth occurring west," Parker said [earlier this year](#).

"Collectively, our success is dependent on world-class mobility solutions that connect not just DFW but the entire state of Texas."

Hundreds of thousands of Fort Worth-area residents are now using commuter rail to reach their destinations as passenger counts for TEXRail and Trinity Railway Express in 2024 [exceeded last year's ridership figures](#).

"We're thrilled with the numbers seen on both of our rail systems. ... The growth has been pretty amazing," Reed Lanham, Trinity Metro's vice president of rail, said in September.

Trinity Metro is planning [a 2.1-mile expansion of TEXRail into the Near Southside district](#). The popular 27-mile commuter train currently runs from downtown Fort Worth to Dallas Fort Worth International Airport.

Trinity Railway Express, the commuter train between Fort Worth and Dallas, exceeded 1.1 million passengers this year.

What's the data on how Tarrant County workers get to work?

- About 76% of Tarrant County workers drove alone to work, [according to Data USA](#). Those who carpooled to work reached 9.7%. The majority of Arlington motorists — 77.2% — drove alone to work while 9.75% carpooled.

- The average Arlington commute is 26.9 minutes. Nearly 2% of drivers in Fort Worth and Arlington endured “super commutes” in excess of 90 minutes, Data USA research showed.

Congestion comeback

As commuters await more transit options, traffic congestion reigns across the Lone Star State. A [recent study](#) by the Texas A&M Transportation Institute found that since 2021, when many worked remotely because of the COVID-19 pandemic, the familiar pattern of rush hour congestion in mornings and evenings made a comeback.

For commuters, the study said, “... the comeback of congestion was most evident in the travel delay per auto commuter statistic. There were only five of the 101 intensively studied urban areas with less than 30 hours of extra annual travel time for a commuter in 2019. There were 73 such regions in 2020. The number of such regions in 2022 was five again.”

The Fort Worth-Arlington-Dallas area was listed as the nation’s 16th most congested metropolitan area by traffic delays, according to the study.

Nationally, the average commuter lost 54 hours per year because of traffic delays, resulting in 3.3 billion gallons of wasted gasoline — and more [air quality issues](#) associated with vehicle emissions. The economic effect was a cost of \$224 billion, according to the institute’s 2023 Urban Mobility Report.

Commuters react to growing highway traffic

Diane Garcia, a 51-year-old Fort Worth resident, said she always avoids travel on highways.

“The congestion is so awful, I try to stay off the freeways,” she said. “It is jarring to see all the traffic accumulate. There’s so many accidents.”

Her solution? Take the back roads.

“There’s back roads to get everywhere,” Garcia said. “If you get lost, just punch in the GPS and you’re back on your way.”

Garcia said she learned not to get stressed about traffic delays by allowing more time to get to her destination.

“You can get stressed and aggravated by traffic,” she said. “For me, taking the back roads is calmer and gives me a healthy mindset so I can focus on other tasks when I get to work. I’m not all stressed out.”

Billy Ray, a resident of west Fort Worth’s Como neighborhood, said he prefers driving on freeways but avoids congestion by checking his watch.

“It’s all about timing,” he said. “I know there will be congestion on I-30 or I-35 so I time my travel to off-peak hours.”

Fort Worth is also among the top 10 most dangerous U.S. cities to drive at night, according to a study using National Highway Traffic Safety Administration data by Anidjar & Levine, a Florida personal injury law firm.

Between 2017 and 2021, 72% of fatal collisions in Fort Worth occurred at night.

Driving friendly?

The state slogan “Drive Friendly — the Texas Way,” approved in 1973 by then-Gov. Dolph Briscoe, apparently applies to Tarrant County’s two largest cities.

Arlington ranked No. 19 on the list of best and worst cities to drive in, while Fort Worth is No. 34, according to a new study by WalletHub that ranked 100 U.S. cities based on 30 key indicators, including cost of vehicle ownership and maintenance, traffic and infrastructure, safety and access to vehicles.

The data set ranges from average gas prices to annual hours in traffic congestion per auto commuter to the likelihood of accidents.

Motorists spend an average of nearly 370 hours on the road each year — totaling more than 15 days. The national study determined that it costs drivers an average of \$733 when hours of wasted time and fuel caused by traffic congestion are added in.

“Living in one of the best cities to drive in can make owning and maintaining a car much cheaper,” Chip Lupo, a WalletHub analyst, said. “However, costs aren’t the only factors that matter; the best cities for drivers also minimize commute times and traffic congestion, have accident rates well below the national average and keep their roads in good condition.”

Arlington, the fourth-best Texas city on the list, had a ranking of 58.46, while Fort Worth had a ranking of 56.45.

Other Texas cities that ranked high on the list include Plano (No. 10), Lubbock (No. 17), El Paso (No. 22), Garland (No. 27), Austin (No. 29) and Irving (No. 38).

Fort Worth resident Lisa Byrd said she avoids highways — whether there are friendly drivers or not.

She said parts of Interstates 20, 35 West and 820 all suffer from congestion because of too many cars or road construction.

“I take back roads or wait till later to drive on the highway,” she said. “I do avoid I-35 at all costs.”

SAN ANTONIO COMPANY DEVELOPING AI-POWERED GUNSHOT DETECTION

In addition to gunshots, Wytec International Inc. sensors can detect smoke, fire, drugs and even chemical and biological elements

By Tribune News Service
Nov. 12, 2024

Wytec International Inc., a builder of 5G wireless networks, is working on artificial intelligence software to deploy on networks of sensors to pinpoint the location of gunshots or other campus problems and immediately notify school district officials.

Founder and CEO William “Bill” Gray launched the company in 2011 to provide in-building cellular networks to schools. But that goal changed after the May 2022 Robb Elementary School shooting in Uvalde.

“Now there’s a big focus on gunshot detection on campuses,” he said. “So we now are more and more focused towards that.”

Since then, the firm has added five provisional patents for its AI software and methods. It expects to roll out a pilot program to test the system at some Texas schools sometime in the next year. Judson, North East and Southside ISDs in San Antonio are among the 46 Texas school districts that have expressed interest in participating, according to Wytec.

The company also has submitted a proposal with the North Central Texas Council of Governments (NCTOG), which is seeking vendors to provide “advanced gunshot detection solutions” for 1,207 school districts. Gray said that deal could be worth as much as \$2.4 billion.

“The smallest contracts in this thing are going to be \$50 million to \$100 million and up,” he said. He’ll find out in late December whether Wytec made the cut.

Robert Sanchez, Wytec’s chief technology officer, came to the company after years in the defense industry, where he designed software.

Wytec’s gunshot detection system is “an adaptation of the technology I helped to develop to defeat IEDs,” Sanchez said. He sees the technology as a critical component of making schools safer.

Rather than manufacturing its own sensors and hardware, the company plans to integrate its AI software with other vendors’ equipment. Wytec’s software is compatible with various types of cameras and sensors that monitor motion, temperature, light, sound and pressure.

Sanchez said the system communicates via a private, secured wireless network.

Its centerpiece is Wytec’s LPN-16, a patented, small cellular base station that quickly processes the data coming from the sensors and cameras and provides information about unfolding events to school and security staff via a mobile app.

A company presentation showed the mobile app interface, which displays the event's location and provides real-time video and communication.

In addition to gunshots, the sensors can detect smoke, fire, drugs and even chemical and biological agents.

One difference between Wytec's system and others on the market is that it does not immediately call 911. Others, he said, immediately dial 911.

"If you're very familiar with some of our competitive technologies, they get too many false positives," Sanchez said.

By putting teachers or administrators in the loop, Wytec says its system can help limit unwarranted lockdowns or first responder callouts.

The company says it's performed 500,000 lab tests of its software, logging "better than 90 percent accuracy" in identifying gunshots.

The system also will be able to pick up preprogrammed key words that could be used to trigger an alert.

That means that "teachers aren't the only one with the ability to trigger things. Students can too," Sanchez said. "If a student sees an incident, they call out, for example, 'Code Red,' you'll be able to detect that on our system."

Wytec already has two patents for some of its communications technology. They cover the company's designs for local area networks with high data transfer speeds across multiple channels.

In September, it filed applications for five more patents covering various aspects of its detection system.

WHAT ARE FORT WORTH HISTORIC SOUTHSIDE'S TRANSIT NEEDS? THIS MEETING WILL ADDRESS THEM

By Eric Garcia

Nov. 15, 2024



Parade participants make their way onto Evans Avenue and Allen Avenue during an Atatiana Carr-Jefferson memorial parade on Oct. 12, 2024, in the Historic Southside. The parade ended at the Atatiana Carr-Jefferson Community Center at Hillside. (Camilo Diaz | Fort Worth Report)

A meeting about transit needs in Fort Worth's 76104 ZIP code — a historically Black area with persistent poverty that recorded the lowest life expectancy in Texas five years ago — is set for Nov. 19.

The North Central Texas Council of Governments meeting will be held at 6:30 p.m. at the Ella Mae Shamblee Library, 1062 Evans Ave., in the city's [Historic Southside](#).

The council of governments' planning study will identify transit solutions to help residents increase their mobility and access to food, health care, housing and jobs.

Michael Morris, the council of governments director of transportation, said it is important for the agency to collaborate with community members to find solutions since many residents may not always have access to a vehicle.

“Through these meetings and in close coordination with Trinity Metro and the city of Fort Worth, we want to provide tools and resources that allow us to view transit through the eyes of the end user and help them easily get where they want to go,” he said in a statement to the Fort Worth Report.

Residents in the 76104 ZIP code — an area where the median income is about \$22,000 — have an average life expectancy of 67 years, according to [a 2019 study](#) by UT Southwestern.

“This statistic has spurred community leaders and health advocates to address the underlying factors contributing to the area’s health disparities,” the council of governments said in a news release.

The agency seeks to identify transit service gaps based on results of an online survey and an in-person meeting.

Prior responses from residents have identified transit fare affordability and service frequency, marketing and awareness, and safety and accessibility at bus stops as main categories to focus on.

Survey results will help the council of governments staff identify ways to potentially assist with planning and funding opportunities. Public feedback on draft recommendations will be accepted through Jan. 17 at PublicInput.com/76104survey.

The study, which also seeks ways to reduce greenhouse gas emissions related to transit, is the result of an Areas of Persistent Poverty Program grant. The grant from the Federal Transit Administration also aids in planning, engineering and technical studies, and possible financial plans to improve transit in low-income areas identified by the U.S. Census Bureau.

AI SYSTEMS IN ARLINGTON ENTERTAINMENT DISTRICT COULD HELP REDUCE TRAFFIC AHEAD OF FIFA

By James Hartley

Nov. 20, 2024



Arlington Entertainment District traffic lights are getting AI upgrades to improve traffic around AT&T Stadium, Globe Life Field, Choctaw Stadium and Texas Live. It's meant to improve traffic flow ahead of the FIFA World Cup. (Emily Nava | KERA News)

[The Arlington Entertainment District](#) will soon have new tech on traffic lights intended to make the area safer and less congested for pedestrians, cyclists and drivers alike just in time for [the FIFA World Cup in 2026](#).

The city's spending \$600,000 to purchase [the NoTraffic detectors](#) that use AI to improve street conditions. The money is coming from a previous bond, but those funds will be returned under an agreement between Arlington and [the North Central Texas Council of Governments \(NCTCOG\)](#).

Keith Brooks, the director of public works for Arlington, said the systems going in the entertainment district are being installed [in preparation for the World Cup](#) but won't be disappearing after the tournament is over.

"One of the long-term goals in terms of traffic management is having this advanced traffic technology not just for the World Cup," Brooks told KERA News. "We were already piloting this

technology before that was even announced or things of that nature. Long term, this is the goal for the city as a whole.”

The NoTraffic detection uses AI sensors, collected data and information about the city’s traffic and transportation policies to optimize the flow of people, bikes and vehicles.

Brooks said the technology will be used to gather data on things like busiest times for intersections, what types of vehicles are driving through certain areas, how long wait times are for both pedestrians and vehicles and if there are times of the day where people are more likely to run red lights.

He stressed that while NoTraffic will detect and track the number of vehicles that run red lights, as well as trends in red light running, it won’t take photos of vehicles or record any identifying information. Red light cameras are not allowed in Texas and were also banned by the city in its charter.



With nine 2026 FIFA World Cup matches allocated to Arlington, North Texas needed to develop a transportation plan to allow visitors to get to and from AT&T Stadium efficiently. (Sandra Sadek | Fort Worth Report)

How NoTraffic works

NoTraffic’s website says it can be deployed across an entire city and work to reduce congestion and improve the flow of vehicles by “optimizing traffic signals at the city grid level.”

It uses data analytics and machine learning to predict traffic flow, adapt to congestion, highlight positive and negative patterns and even communicate between traffic lights to help make the flow of vehicles smoother.

The platform prioritizes pedestrians and cyclists, along with emergency vehicles. It even has the ability to detect when someone is about to run a red light and extend the amount of time the intersection is clear to avoid crashes, according to the website.

While the World Cup was the catalyst for approving NoTraffic systems for about 30 Arlington Entertainment District intersections, the benefits won't leave town with the international soccer fans.

Brooks said the changes to the area will be subtle at first, as the city uses data to set expectations for intersections. People in the area might not even notice the change, even though he expects it to be a big change.

The impacts on traffic will become more obvious as NoTraffic is installed in other parts of the city, but even just in the entertainment district these systems will continue to benefit Arlington residents and visitors well past the FIFA tournament.

Traffic lights already in use

Brooks said Arlington has already been using NoTraffic for a while. The platform hasn't been installed in enough areas yet for its AI traffic control capabilities to be used, but the data the city has gained is helping them make adjustments that match the Arlington's needs.

The data also helps the people in [the Arlington Traffic Management Center](#). That is where city employees work in real-time to control traffic lights and respond to incidents like crashes.

Employees are able to use NoTraffic data to see intersections with problems and respond faster, plus the city evaluates the data to learn what changes need to be made.

That's where information on red light running comes in, too. The TRC can notify Arlington police about trends in red light running, giving officers a chance to monitor the area and hopefully deter intersection crashes.

Who's paying for it

Funding for NoTraffic tech in the Arlington Entertainment District is coming from \$17.5 million from a bond initially meant to widen a portion Randol Mill Road to improve streets, sidewalks and signage around AT&T Stadium. That money will be replaced by NCTCOG, which in 2023 promised it would work with the city to secure federal funding for the Randol Mill Road project.

The council is expected to use the \$17.5 million exchanged with the city of Arlington to address operations, transit, streetscapes and safety needs ahead of both major events. The amount for improvements in the entertainment district includes:

- \$6 million to add dynamic message sign boards, improve software and enhance traffic signals.
- \$3 million to improve the TRE Centerpoint Station, create bus staging sites and other transit enhancements.
- \$8 million to improve sidewalks, lighting and crosswalks near the stadium as well as add wayfinding signage.

The council also approved a move to buy backup batteries for \$165,000. The batteries would kick in if power is lost, keeping those same traffic lights in the Arlington Entertainment District operational until power is restored.

Brooks said the city is also working on sidewalks in the entertainment district, partially in anticipation of increased pedestrian traffic for the World Cup and installing new pedestrian signals that give audible instructions to wait, go and how much time is left to cross the street.

Another \$750,000 for signs around the stadium is expected to come from the Texas Department of Transportation.

This story contains information from the KERA archives.

BILL PROPOSES BULLET TRAIN BETWEEN NORTH TEXAS, AUSTIN AND SAN ANTONIO

By Pablo Arauz Pena

Nov. 20, 2024



Japan's Shinkansen bullet trains travel at speeds of up to 200 mph. A Texas lawmaker is now proposing a high-speed rail project that would connect North Texas to San Antonio.

As plans for a Dallas-to-Houston bullet train move forward, one state legislator is hoping to kick-start another high speed rail line from North Texas to San Antonio.

State Rep. John Bucy, a Democrat who represents parts of Austin and Williamson County, told KERA that his legislation, if passed, would allow the Texas Department of Transportation to start planning a line along the Interstate 35 corridor, one of the most traveled in the state.

"Having high-speed rail between connecting these major hubs of Texas, of Dallas and Austin and San Antonio, it should be a great option for Texans and for visitors and everyone alike," Bucy said.

House Bill 483 would require TxDOT to enter into a comprehensive development agreement with a private partner to create the new line. Another bill, HB 542, would allow for the use of state highway funds for transit-oriented projects as well as public roads.

Bucy said there are no specific plans drawn out for the bullet train to San Antonio. Right now, it's just a vision.

"It's more just telling the Texas Department of Transportation to basically enter a bid and get a contract going on," Bucy said.

He added that since he prefiled the bills, there's been an outpouring of support among constituents and advocates.

"The calls are nonstop, from constituents, from county commissioners, from elected officials that are just excited about this idea," he said.

Peter LeCody, president of Texas Rail Advocates, called the bills an "early Christmas gift" for passenger rail supporters.

"TxDOT has been kind of gun-shy in the past to enter into any type of funding resolution or apply for any of these funds," LeCody said. "It's going to be interesting to see if we can get the Legislature to move on this."

He said the recently formed Texas Passenger Rail Advisory Committee is leading the charge on passenger rail projects across the state. Members of the committee, organized by Travis County Judge Andy Brown and Bexar County Judge Peter Sakai, include the rail division director for TxDOT as well as local elected officials and representatives from private businesses.

LeCody added that the committee plans to ask the Legislature for \$300 million to start a Rail Relocation and Improvement Fund.

"[I-35] is going to be in construction for our lifetime, and probably the lifetime of our kids and our kids' kids coming as well," LeCody said. "We've got to look at some different modes of transportation, not only between Austin, San Antonio, but all the way down to Fort Worth and down to San Antonio and the [Rio Grande] Valley."

North Texas leaders on the Regional Transportation Council say they'll push the state to create a high-speed rail authority that would support and coordinate efforts to build bullet train routes connecting Dallas and Fort Worth to Houston and other parts of the state.

DALLAS MIGHT ELIMINATE PARKING MINIMUMS, BUT SOME AREN'T CONVINCED

Members of the City Plan Commission heard a briefing on the issue Thursday

By Amber Gaudet

Nov. 21, 2024

Eliminating minimum off-street parking requirements could transform Dallas, but the proposal from urban planners has drawn mixed reactions from city leaders.

The 15-person City Plan Commission heard a long-anticipated briefing on the issue Thursday morning. Minimum requirements baked into city code create parking ratios that require a specific number of spots per square foot of development for most areas of the city.

City staff told the commission that the minimums are inflexible and slow the permitting process for new construction, which several commission members indicated they agree with.

"I think this amended ordinance has the potential to do more good for the city in terms of land use and urban design than anything else we'll do," District 10 commissioner James Housewright said. "We consistently build 20 to 30% more parking in our projects than is needed, and so I'm a big supporter of this ordinance."

A few of the committee members questioned if totally eliminating minimums is the right move, however.

"I represent Lowest Greenville and we use parking to manage the balance of uses — it's really the only way we can do it legally under state law," District 14 commissioner Melissa Kingston said.

Getting rid of minimums would likely mean more bars and restaurants and "the attendant issues" that the area has seen in the past.

"I'm clearly not sold," Kingston said

Dallas residents expressed strong opinions on the issue when [CPC an advisory committee recommended approving the changes in January](#). Some agreed with city staff arguments that parking minimums harm walkability, limit density and drive up prices.

A single parking spot can cost as much as \$10,000 to construct in a surface lot once land value is factored in, [estimates show](#), and up to \$50,000 in a garage. Those costs get passed down to consumers in the form of [higher rents](#), home prices and retail costs.

Others said killing parking minimums would push parked cars onto residential streets and make it harder to patronize businesses.

In southern Dallas, urban design creates challenges for residents wanting to move away from car use, District 3 commissioner Darrell Christopher Herbert said Thursday.

"We have a very unique city in the southern sector that was built in a very unique way that it's going to take decades to correct and I believe this is a start," Herbert said. "This can help, but it

has to be with the overall picture, especially when it comes to the amount of apartment and overflow parking that we have to deal with today.”

Eliminating minimums would not take away any existing parking in Dallas. But it would allow developers to be more flexible in assessing how much parking they might need rather than adhering to generic minimums, staff say. If projects reach a certain threshold, developers will be required to submit a transportation demand management plan to incentivize reductions in the amount of single-occupant vehicle trips it generates.

If passed, the changes would have an effect over time, Dallas interim chief planner Michael Wade told the commission, and most motorists will not see an immediate difference.

Staff on Thursday recommended adding to the proposal a requirement that property owners “whose spillover parking is creating a significant on-street nuisance work with staff to mitigate the issue.”

More than a quarter of Dallas’s downtown is used for parking, [according to the Parking Reform Network. Analyses](#) by the North Central Texas Council of Governments and the city show that on average, Dallas has enough parking.

The changes would not apply to planned development districts that set their own parking standards, but would impact those that defer to city requirements.

The City Plan Commission is expected to vote on the proposed changes in a future public hearing.

HISTORIC SOUTHSIDE RESIDENTS WANT IMPROVED TRANSIT OPTIONS. HERE'S WHAT THEY RECOMMEND

By Eric Garcia

Nov. 21, 2024



Residents exit the 89 Spur bus at the Fort Worth Central Station March 29, 2024. (Camilo Diaz | Fort Worth Report)

Fort Worth residents in the 76104 ZIP code say they need improvements to existing transit services and related infrastructure to provide them with better access to stores, schools and medical facilities.

Express bus service with faster, more direct connections — especially to hospitals and retail centers — is needed for residents to get the services and products they need. They also want to see more sidewalk improvements and safer, well-lit buses and bus stops.

Those are some of the initial recommendations from residents of [the Historic Southside neighborhood](#), an area of persistent poverty that recorded the lowest life expectancy in Texas in 2019.

Resident input is being used for a North Central Texas Council of Governments transit study in the 76104 ZIP code, specifically looking at the historically Black Southside, Hillside and Morningside neighborhoods off Evans Avenue.

During a Nov. 19 meeting at the Ella Mae Shamblee Library, staffers from the council of governments revealed the initial results of a spring 2024 transit survey as the timeframe for [public input](#) continues until January.

“This is a very special project for us,” Gypsy Gavia, the study’s project manager, told about 25 community members at the meeting.

Most residents surveyed earlier this year said that they use Trinity Metro buses and trains. About 59% use the Trinity Railway Express commuter train that connects Fort Worth and Dallas while 54% use the agency’s buses. About 53% of residents also used TEXRail, a train line that extends from downtown Fort Worth to Dallas Fort Worth International Airport.

On-demand rideshare service was favored by 42% of residents while 41% relied on borrowing a vehicle or getting a ride to their destinations. About 28% traveled by bike while 22% used Fort Worth’s bike sharing program. About 9% used paratransit vehicles.

The council of governments’ planning study will identify transit solutions to help residents increase their mobility and access to food, health care, housing and jobs. The study is funded by an Areas of Persistent Poverty Program grant from the Federal Transit Administration, which is intended to improve transit in low-income areas identified by the U.S. Census Bureau.

Morningside resident Ornell Hinex, 68, said bus service used to be more convenient to her home.

“It used to be easier to get around,” she said. “I used to go all over the place by bus. Now I would have to walk farther to get a bus. That makes it harder for the older population.”

On June 17, [Trinity Metro’s board of directors unanimously approved a new fare structure](#) that resulted in some riders paying less for rail and rideshare programs.

The changes, made effective Sept. 15, included a dollar decrease in a \$5 regular day pass. Frequent riders now pay \$7 less for a seven-day pass, which decreased from \$25 to \$18. Other passes, sold on a monthly or annual basis, were eliminated. The transit agency’s research showed that riders preferred a cap on transit fares, said Chad Edwards, the agency’s executive vice president of strategy, planning and development.

Trinity Metro created “a simpler, easier-to-understand fare system” that is attractive to the public and will help increase ridership in coming years, Edwards said in June.

Residents said other barriers to transportation include lack of usable sidewalks, frequency of buses, limited operational times of buses and unsafe waiting conditions.

Safety aboard buses is also a concern.

On Nov. 19, [Fort Worth police published a video on its Facebook page](#) that shows a suspect attacking a bus passenger on Oct. 30 while the bus was stopped on East Lancaster Avenue at 2268 Handley Drive. The suspect allegedly took a person’s cell phone and struck the passenger during a struggle before he left the bus. He remains at large.

Transit survey results will help the council of governments staff identify ways to potentially assist with planning and funding opportunities. Public feedback on draft recommendations will be

accepted through Jan. 17 at publicinput.com/76104survey. The final results of the survey will be released in March.

NBC DFW

DALLAS SHERIFF'S DEPUTIES WRITE 65% FEWER SPEEDING TICKETS THAN 5 YEARS AGO, DATA SHOWS

Dallas County Sheriff says other law enforcement duties have prevented deputies from writing more tickets and records show the county has passed on grant funding that could pay for additional speed patrols

By Scott Friedman, Eva Parks, Edward Ayala, Frank Heinz
Nov. 20, 2024

Throughout our Driven to Death series of reports on speeding drivers, viewers have wondered what's happened to speed enforcement on busy Dallas freeways. **NBC 5 Investigates** has discovered data confirming there's been a dramatic drop in the number of tickets issued by deputies tasked with patrolling some of Dallas County's busiest highways.

On a recent weeknight, **NBC 5 Investigates** used a LiDAR gun and a retired law enforcement officer, to clock drivers on Stemmons Freeway. In our speed check, drivers often hit 90 mph, while some even topped the triple digits. One motorcycle rider near Interstate 35E and Marsalis was clocked at 142.

With speeds that high in a county with a population of more than 2.6 million people, it's easy to think that Dallas County Sheriff's Department deputies could write more tickets than ever. However, Dallas County ticket data uncovered by **NBC 5 Investigates** showed the opposite -- a 65% decline in the number of tickets written over the last five years.

In 2019, the records showed the Dallas County Sheriff's Department issued over 5,600 speeding tickets and 200 warnings. In 2023, the deputies issued only about 1,900 tickets, and warnings were down to 150.

NBC 5 Investigates asked Dallas County Sheriff Marian Brown what she'd tell drivers who wonder about the level of enforcement after seeing other drivers flouting the speed limit.

"I would say to them, it's out there," Brown said. "It's not to the degree that they would want."

Brown told **NBC 5 Investigates** that the number of tickets issued declined because deputies made fewer stops during the COVID-19 pandemic. Since then, the numbers have not come back up, and Brown said that's because deputies assigned to patrol the county's freeways also have to respond to calls in parts of the county where they provide police services. That duty, the sheriff said, leaves less time for deputies to enforce speeds on the highways.

"We're out there, but we're having to measure out what we have in terms of resources and do what we can do with what we have," Brown said.

Still, **NBC 5 Investigates** found evidence that the sheriff's department missed opportunities to tap into funding that could have helped increase speed enforcement.

Some deputies now worry that a lack of consistent enforcement has created a vicious cycle. They now spend so much time responding to freeway crashes that they find it difficult to devote time to patrolling for dangerous speeders.

"The more that we're tied up on crashes, the less time that we have to do actual enforcement on the highways, which means the more crashes that we have, which means the less time we have

to do enforcement, said Chris Dyer, president of the Dallas County Sheriff's Association, a labor and advocate group representing deputies and sheriff's department employees.

Dyer, who is also a senior sergeant with the Dallas County Sheriff's Department's patrol division and traffic section, agreed that increased enforcement results in fewer crashes.

"Absolutely. The times that we come together and we run specials and enforcement specials, we won't have crashes in those areas for the day," Dyer said. "So it's definitely a cause and effect."

Dyer said it has become difficult to run stepped-up speed enforcement because of staffing challenges and overtime limits.

"We're reducing overtime. We're reducing comp time," Dyer said. "I've had to take one of my deputies and send him home for two weeks because his comp time level is too high and I can't hire anybody to replace him, which means I've got basically one less person on the street every single day."

Some departments apply for state and federal grant money that allows them to pay overtime and assign more officers to speed enforcement. Data from Dallas County showed that the sheriff's department has written only four speeding tickets using grant funding in the last five years.

Brown told **NBC 5 Investigates** the department has often passed on grant funds because it needs to keep deputies available to deal with calls in the neighborhoods it covers, away from the freeways.

"If we have not been writing the citations and then we asked for a grant and we are given that grant, we have to stop doing what we're doing over here and focus and tell our people this is what you have to do," Brown said. "In doing that ... we are negating some other police service."

The sheriff's association said it was a missed opportunity. They believe grant funding or additional funding from the county budget would help them increase enforcement, reduce dangerous speeds and save more lives on the road.

That would include areas along Stemmons from Wycliff to Empire Central, where there have been five fatal speed-related crashes since January 2023, and along Interstate 30 from Hampton Road to Chalk Hill, where there have been four fatal speed-related crashes since the start of 2023.

"We would be able to put more people out on the highways. We would be able to be proactive," Dyer said. "We could bring these crash numbers down."

More grant money for speed enforcement is about to flow into the area. Michael Morris, transportation director for the North Central Texas Council of Governments, has pledged to pour money into overtime programs to help law enforcement use unmarked vehicles to crack down on excessive speeds that have worsened since the pandemic.

"I'm going to bring as much as I possibly can, as unmarked as I possibly can, to have the residents of the region know we're serious about bad behavior when it comes to driving," Morris said in an interview with NBC 5 Investigates earlier this year.

The question remains whether the Dallas County Sheriff's Department will participate and increase efforts to stop drivers who openly disregard the speed limit.

"I can't speak to the future, but, you know, I would hope that in our evaluation every year of what it is that we do, that we're able to reach a point where we can," Brown said.

If the Dallas County Sheriff's Office doesn't step up speed enforcement, it raises the question of who will? Brown told **NBC 5 Investigates** her department has also often passed on grants to allow other departments within the county to use the funding to increase patrols on highways running through their cities.

But, under an agreement with the city of Dallas, the sheriff's department has primary responsibility for freeway response on sections of Interstate 45, Interstate 20, I-35E and I-30. And, in the city of Dallas, the police department has only a small traffic unit and limited resources for freeway speed patrols as the department focuses primarily on addressing neighborhood crime.

INDUSTRY INSIDER

INVESTORS BET \$3M ON PROCUREMENT STARTUP CIVIC MARKETPLACE

The company, which recently partnered with the North Central Texas Council of Governments, has a new cash flow infusion

By Thad Rueter
Nov. 21, 2024

Texas is big, but not big enough, perhaps, for one of the newest players in the changing procurement space.

[Civic Marketplace](#), founded in 2023, has raised \$3 million in a seed round.

Led by Kindred Capital, the round also included angel investors such as Andy Phillipps, one-time CEO of Priceline International, and Sophie Adelman, co-founder of apprentice matching software firm Multiverse, along with Avalanche VC and others.

Part of the capital will go toward helping the company expand from his home state of Texas, CEO [Al Hleileh](#) told *Government Technology*. *

“We are expanding across the U.S.,” he said.

Product development also will benefit from the new funding, he said, as the company works to bring more artificial intelligence into its procurement search features.

The company says its mission is to streamline and accelerate the procurement process for local and smaller agencies and encourage more participation in government contracting from minority suppliers.

Civic Marketplace offers access to its network of “reliable, pre-approved vendors,” according to a statement, and helps with compliance and quality assurance issues.

In October, the company made a splash in heavily populated and economically strong North Texas when it announced a deal with the North Central Texas Council of Governments (NCTCOG) to offer a procurement platform for the group’s members.

That group has more than 200 members spread across 16 counties, an area that includes Dallas and Fort Worth.

Along with the new funding, Civic Marketplace also announced a partnership with NIGP Code and Consulting, an operation described in the statement as “the gold standard in public-sector procurement.” The deal involves platform access, best-practice advising and integration with NIGP’s “standardized commodity coding system to enable more precise category navigation.”

As Civic Marketplace tries to spread its wings, procurement is set to go through some significant changes thanks to technology.

[A recent report](#), for instance, highlighted the role that AI could play in procurement, including automation that would alleviate the pain of low staffing, chatbots for inquiries to suppliers and other tools.

As that happens, the procurement space is suffering from a crisis of confidence among professionals worried about their ability to keep up with increasing numbers of projects, at least [according to another report](#), this one from a company that is trying to grow its own procurement capabilities.



North Central Texas
Council of Governments

PRESS RELEASE

Contact: Brian Wilson
(817) 704-2511

bwilson@nctcog.org

NCTCOG Invites Public to Hybrid Meeting Oct. 15

Public comments on transportation planning initiatives accepted through Nov. 13

Oct. 8, 2024 (Arlington, TEXAS) – NCTCOG is seeking input on infrastructure funding recommendations, parking management and other transportation planning initiatives during an upcoming public meeting at noon Tuesday, October 15.

The session will be held at NCTCOG's Arlington offices, located at 616 Six Flags Drive. Those unable to attend in person can watch the meeting live online at PublicInput.com/nctcogOct24. Participants can also join the discussion by calling 855-925-2801 and entering code 10502. Public comments will be accepted until Wednesday, November 13.

An overview of the Blue-Green-Grey Call for Projects will be presented. This program supports innovative projects that integrate water management, environmental considerations and transportation infrastructure. The presentation will cover funding recommendations and outline the next steps for the program. NCTCOG staff will provide an overview of the Regional Parking Management Toolbox and Database, an initiative aimed at helping North Texas cities manage parking more effectively and promote sustainable land use. The toolbox offers resources and best practices for local governments, and the presentation will detail how these materials can be used and how the region can engage with this effort.

NCTCOG collected an inventory of traffic signal equipment for the region's approximately 7,000 traffic signals. As part of this effort, staff worked with partner agencies to develop a minimum standard for all traffic signal equipment. The Regional Transportation Council set aside funding to begin updating equipment that does not meet this standard. Due to limited funding, not all necessary equipment upgrades can be completed. NCTCOG will present a strategic process based on this inventory to select locations for equipment upgrades. Information on updates to the Mobility 2045 - 2022 Plan, interactive public input tools like "Map Your Experience," as well as details about the Try Parking It program and the Business Engagement Program will also be available online for review and comment.

Residents planning to use transit to attend the meeting can take advantage of \$6 roundtrip rides from the CentrePort/DFW Airport Station to NCTCOG via the Arlington Transportation app. To download the app, go to arlingtontx.gov/ondemand. For special accommodations related to disabilities or language interpretation, please contact 817-695-9255 or email jcastillo@nctcog.org.

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development.

NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered in the two urban centers of Dallas and Fort Worth. For more information on the Transportation Department, visit www.nctcog.org/trans.



North Central Texas
Council of Governments

PRESS RELEASE

Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

NCTCOG TO HOST HYBRID PUBLIC MEETING NOV. 11

Public comments on transportation, air quality topics will be accepted through Dec. 10

Nov. 6, 2024 (Arlington, TEXAS) – The North Central Texas Council of Governments (NCTCOG) will seek input on several important transportation initiatives during a public meeting at noon Monday, Nov. 11.

The session will be held at NCTCOG's offices, located at 616 Six Flags Drive in Arlington. Those unable to attend in person can watch the discussion live at PublicInput.com/nctcogNov24. Participants can also call 855-925-2801 and enter code 7348 to engage in the conversation. Public comments will be accepted until Dec. 10.

The first presentation will focus on the North Central Texas Regional Transit 2.0 initiative. This program explores strategies for collaboration among transit authorities and city leaders, along with potential policy recommendations for meeting future regional needs.

NCTCOG staff will also present on the development of Mobility 2050, Dallas-Fort Worth's next long-range transportation plan, which will forecast the transportation needs over the next quarter-century. For information, visit NCTCOG.org/planinprogress.

An introduction to the 511DFW Travel Information System will also be provided during the public meeting. This system is designed to provide real-time information about roadway conditions, transit options and roadside assistance in the Dallas-Fort Worth area. The bilingual service is set to launch in November and will be accessible online and via a mobile app, available for iOS and Android devices. For information, visit 511dfw.org.

In addition, there will be an opportunity for online review and comment on proposed modifications to the Transportation Improvement Program. This is a multi-year plan that tracks regional transportation projects funded by federal, state and local sources.

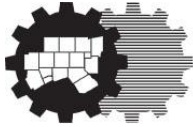
Information on Map Your Experience, air quality programs and funding opportunities, Try Parking It and business engagement will also be available online for review and comment.

Residents planning to use transit to attend the meeting can take advantage of \$6 round-trip rides from the CentrePort/DFW Airport Station to NCTCOG via the Arlington Transportation app. To download the app, visit ArlingtonTX.gov/ondemand. For special accommodation related to disabilities or language interpretation, contact 817-695-9255 or email jcastillo@nctcog.org.

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered in the two urban centers of Dallas and Fort Worth. For more information on the Transportation Department, visit www.nctcog.org/trans.

###



North Central Texas
Council of Governments

PRESS RELEASE

Contact: Brian Wilson

(817) 704-2511

bwilson@nctcog.org

Community Input Needed at Grand Avenue Virtual Town Hall Events

Participants must register for Zoom meetings in advance

Oct. 18, 2024 (Arlington, TEXAS) – North Texans have two more opportunities to contribute to the discussion about proposed transportation options along a stretch of Grand Avenue near Fair Park. Virtual listening sessions are scheduled for 5:30 p.m. Thursday, Oct. 24 and 1 p.m. Monday, Nov. 4.

These virtual town halls will be conducted on Zoom, and participants must register in advance. To register, interested residents and stakeholders should visit the project webpage at publicinput.com/grandavenue and select the “Meeting Information” tab. Once registered, they will receive an email with instructions about how to join the virtual town hall by computer or phone.

In coordination with the Texas Department of Transportation (TxDOT) and the City of Dallas, the North Central Texas Council of Governments (NCTCOG) is studying a two-mile stretch of Grand Avenue from the 3G intersection (Grand Avenue/Garland Road/Gaston Avenue), southwest to Interstate Highway 30.

The virtual town halls will allow planners to receive community feedback on preliminary planning concepts presented at an in-person meeting Oct. 3 where planners shared early concepts for the Grand Avenue area, with attention paid to improvements to roadways and bicycle pedestrian facilities, as well as overall safety enhancements. The town hall meetings are reserved for community feedback. The presentation will not be repeated during either session.

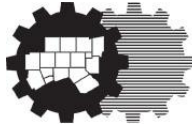
Some safety-related improvements along certain stretches of roadway in the study area, such as lower speed limits, have been implemented. Further improvements could enhance connections of adjacent neighborhoods with schools, parks and nearby bicycle-pedestrian trails.

Public input is being prioritized throughout the planning process to help determine what improvements are made in the Grand Avenue Study area. Subscribe to updates to stay informed about the Grand Avenue Study at publicinput.com/grandavenue.

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered in the two urban centers of Dallas and Fort Worth. For more information on the Transportation Department, visit www.nctcog.org/trans.

###



North Central Texas
Council of Governments

PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

Public Input Requested on Transportation Improvements for Oak Farms Area of Dallas

NCTCOG and the City of Dallas partner together to reshape transportation options near former Oak Farms Dairy site

Oct. 22, 2024 (Arlington, Texas) – The City of Dallas and the North Central Texas Council of Governments (NCTCOG) are seeking public input on proposed transportation improvements near the former Oak Farms Dairy site. NCTCOG and Dallas are conducting a transportation study of the area, which includes a portion of North Oak Cliff and surrounding communities in the City of Dallas and Dallas County.

Traffic operations, patterns and impacts are being studied to accommodate all forms of transportation in the area surrounding the former dairy site. An in-person public meeting will be held at 6:30 p.m. Tuesday, Oct. 29, in the Hitt Auditorium at the Methodist Dallas Medical Center, 1441 N. Beckley Avenue, to provide details of possible transportation upgrades and seek public input. (Access the meeting location by entering off West Colorado Boulevard at North Bishop Avenue.)

The public meeting will begin with a brief presentation of the project overview and highlights, followed by an open house format allowing the public to ask staff members questions and provide comments about proposed concepts.

The project team is seeking input from the public to determine options for several transportation enhancements designed to improve safety, mobility and accessibility in the Oak Farms area. An important gateway to/from downtown Dallas and beyond, this area presents opportunities to connect neighborhoods through a multimodal approach. The study is being conducted in two parts: one by the City of Dallas and one by NCTCOG.

The City of Dallas portion is designed to provide corridor analysis to determine multimodal prioritization for studied thoroughfares, evaluate the feasibility of a DART Streetcar extension in the Oak Farms area with connectivity to existing operations, and recommend corridor rehabilitation projects to provide pedestrians and cyclists safe access to the street grid.

NCTCOG's portion of the study involves analysis of the Houston Street and Jefferson Street Viaducts, including possible bicycle/pedestrian, transit and vehicular configuration and connectivity options for the bridges, and how they could enhance mobility as both the study area and Dallas-Fort Worth region continue to grow and evolve.

If you have questions or need special accommodation, contact Matt Craig, P.E., at 214-346-6200. Reasonable accommodation will be made.

Written comments from the public regarding the proposed project are encouraged and may be submitted by mail to Halff, Attn: Matt Craig, P.E., 1201 North Bowser Road, Richardson, Texas 75081 or by email to OakFarmsProjectStudyCOD@Halff.com for comments on the City of Dallas study or OakFarmsProjectStudyNCTCOG@Halff.com for comments on the NCTCOG study. Verbal comments may be submitted by calling 214-308-1873. All comments must be received on or before Friday, November 29, 2024.

For more information, visit <https://dallascityhall.com/departments/transportation/Pages/public-meetings.aspx>.

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. For more information on the NCTCOG Transportation Department, visit NCTCOG.org/trans.

The City of Dallas Department of Transportation and Public Works

The mission of the City of Dallas Department of Transportation and Public Works (TPW) is to provide a safe multi-modal surface transportation system that is reliable, efficient, equitable, sustainable, and resilient. We envision a surface transportation system which enhances economic vitality, quality of life, and mobility while offering innovative, Service First solutions for residents, businesses, and visitors. TPW is responsible for assessing and maintaining over 12,000 lane miles of roads, alleys, bridges, and bike lanes. The Department is also responsible for long-range planning for the City's transportation system, including the Strategic Mobility Plan, Thoroughfare Plan, Bike Plan, and Vision Zero.

###

PRESS RELEASE

Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS HOSTING PUBLIC MEETING TO DISCUSS TRANSIT NEEDS ASSESSMENT FOR 76104 ZIP CODE

Staff will present draft recommendations based on initial survey results

Nov. 12, 2024 (Arlington, TEXAS) – The North Central Texas Council of Governments will host a public meeting to discuss the Transit Needs Assessment Study for Fort Worth's 76104 ZIP code. The public meeting will be held at 6:30 p.m. Tuesday, Nov. 19, at the Ella Mae Shamblee Library, 1062 Evans Ave. in Fort Worth.

The 76104 Transit Needs study is designed to identify innovative transit solutions to increase mobility and access for residents to food, healthcare, housing, and jobs in a part of Fort Worth identified as an area of persistent poverty. The planning study will also identify strategies to reduce greenhouse gas emissions related to transit.

According to a 2019 UT Southwestern study, residents of Fort Worth's 76104 ZIP code had the lowest life expectancy in Texas, with residents averaging just 67 years. This statistic has spurred community leaders and health advocates to address the underlying factors contributing to the area's health disparities.

NCTCOG staff used information gathered from an online survey and an in-person public meeting to identify potential service gaps and points of interest in the 76104 ZIP code. Most of the responses fell into four main categories:

- **Fares and Affordability:** Recommendations related to fares center on continuing efforts to align any future transit fare structure changes with regional standards and practices for affordability.
- **Marketing and Awareness:** Marketing recommendations highlight ongoing and future outreach efforts that may be used to heighten awareness of transit services offered in the specific project area.
- **Safety and Accessibility:** Recommendations for safety and accessibility focus on bus stop and sidewalk improvements and how NCTCOG can potentially assist with planning and funding opportunities.
- **Operations Improvements:** Operational recommendations take transit frequency and on-time performance into consideration, along with recent service changes and improvements that have been made.

Feedback on the drafted recommendations is encouraged and will be accepted through Jan. 17, 2025.

All recommendations are still being developed as more feedback from local stakeholders and the public is received. Provide your feedback today at PublicInput.com/76104survey.

This project is made possible through an Areas of Persistent Poverty Program grant, awarded to NCTCOG. The grant was awarded for planning, engineering and technical studies or financial plans to improve transit in census-defined low-income areas.

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered in the two urban centers of Dallas and Fort Worth. For more information on the Transportation Department, visit www.nctcog.org/trans.

###



North Central Texas Council of Governments

FY 2024 Federal-State Partnership for Intercity Passenger Rail (FSP) Grant Program – National

Regional Transportation Council (RTC) – Action

Jeffrey C. Neal, Senior Projects Manager – December 12, 2024

Federal-State Partnership (FSP) Program – Overview

Program Purpose:

- Improve American passenger rail assets by funding projects that reduce the State of Good Repair backlog, improve performance, or expand/establish new intercity passenger rail service, including privately operated services.

Funding Availability:

- Total Funding – \$1,057,596,637

Minimum/Maximum Award:

- Minimum – None
- Maximum – 80% of Cost per Project
- Maximum per State – None

Application Deadline: **December 16, 2024**



Federal-State Partnership (FSP) Program – Overview

Project Eligibility:

1. A project to replace, rehabilitate, or repair infrastructure, equipment, or a facility used for providing intercity passenger rail service to bring such assets into a state of good repair.
2. *A project to improve intercity passenger rail service performance, including reduced trip times, increased train frequencies, higher operating speeds, improved reliability, expanded capacity, reduced congestion, electrification & other improvements, as determined by the Secretary.*
3. A project to expand or establish new intercity passenger rail service.
4. A group of related projects from the categories above.
5. *The planning, environmental studies, & final design for a project or group of projects described above.*



Federal-State Partnership (FSP) Program – Overview

Applicant Eligibility (groups included):

1. State (*including the District of Columbia*)
2. Group of States
3. Interstate Compact
4. Public agency or publicly chartered authority established by one or more States
- 5. Political Subdivision of a State**
6. Amtrak, acting on its own behalf or under a cooperative agreement with one or more States
7. Federally recognized Indian Tribe



Federal-State Partnership (FSP) Program – Overview

Application Tracks:

Applications fall into one of the following categories:

- 1) Track 1 – Project Planning
- 2) Track 2 – Project Development
- 3) Track 3 – Final Design/Construction

Submittal can receive **Letter of Intent (LOI)** –

Applicant can apply for Track 1 or 2 funding, then receive a LOI from the Federal Railroad Administration (FRA) for future funding in Track 3.



NCTCOG Approach to FSP Program Application

Complete Double-Tracking of the Trinity Railway Express (TRE) Corridor

Take the project through the outlined FRA Project Tracks:

- **Track 1 & 2 –**

Planning/design and project development for remaining single-track sections (*overall length ~ 8.41 miles*), including the State Highway (SH) 360 and Interstate Highway (IH) 35E Stemmons Freeway bridges.

- **Track 3 –**

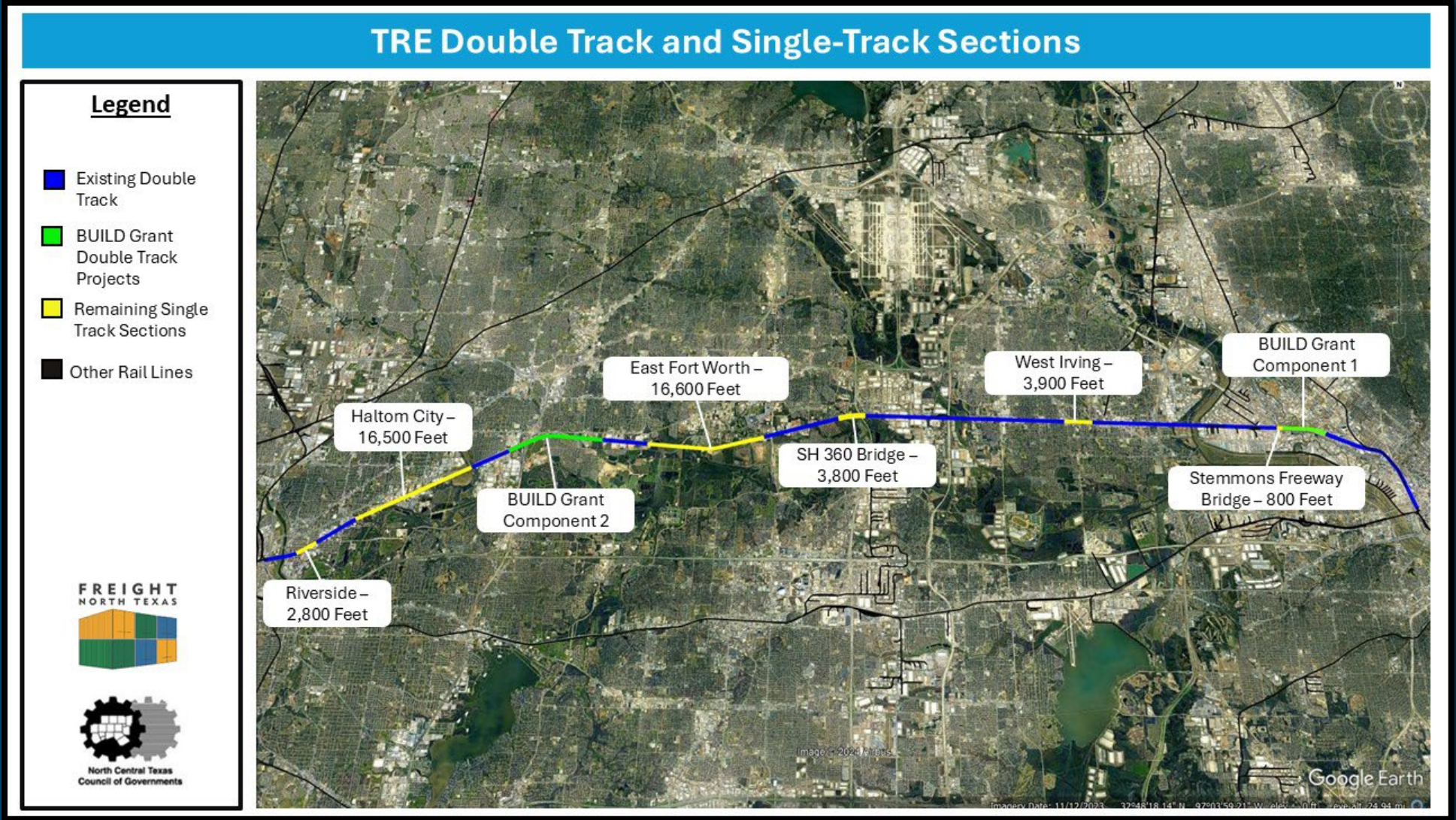
LOI for construction of all remaining single-track sections (*including the IH 35E Stemmons Freeway bridge as a possible breakout project*).

Funding Request:

- | | |
|--|----------------------|
| ▪ Track 1 & 2 – Planning and Project Development: | \$12 Million |
| ▪ Track 3 (LOI) – Final Design and Construction: | \$310 Million |



NCTCOG Approach to FSP Program Application



FSP Program – Schedule

September 30, 2024 **FSP Notice of Funding Opportunity (NOFO) Released**

December 6, 2024 **STTC Action Item**

December 12, 2024 ***RTC Action Item***

December 16, 2024 **FSP Submittal Deadline**

January 23, 2025 **Executive Board Endorsement (Approval)**



FSP Program – Requested RTC Action

Request approval for:

- Submittal of the ***TRE Corridor Double-Tracking Project*** for funding consideration through the FY2024 Federal-State Partnership (FSP) for Intercity Passenger Rail Program.
- Administratively amending NCTCOG Transportation Improvement Program and State Transportation Improvement Program (TIP/STIP), as well as other planning and administrative documents, to include the proposed project if selected for a FY2024 FSP Grant award



CONTACT US



Dan Lamers, P.E.

Senior Program Manager

dlamers@nctcog.org | (817) 695-9263



Christie Gotti

Senior Program Manager

cgotti@nctcog.org | (817) 608-2338



Jeffrey C. Neal, PTP

Senior Projects Manager

jneal@nctcog.org | (817) 608-2345



Jeff Hathcock

Program Manager

jhathcock@nctcog.org | 817-608-2354



Mike Johnson

Principal Transportation Planner

mjohnson@nctcog.org | 817-695-9160



REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	MAY 2024 COMMENTS	MAY 2024 RISK RATING	DECEMBER 2024 COMMENTS	DECEMBER 2024 RISK RATING
PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY2025 OR BEYOND														
11263.2	0902-48-645	HALTOM CITY	HALTOM CITY	UNION PACIFIC RAILROAD CROSSING AT NORTH HALTOM ROAD AND GLENVIEW DRIVE	INSTALL NON-TRANSVERSABLE MEDIANS ON NORTH HALTOM AND NON-TRANSVERSABLE MEDIANS AND OFF-SETTING FOUR QUADRANT GATES AT GLENVIEW DR	\$550,000	LOCAL CONTRIBUTION, 7, 12S	10/2020	12/2025 10/2020	FUNDING HAS BEEN OBLIGATED AND WORK AT ONE LOCATION (HALTOM ROAD) STARTED IN OCTOBER 2020; WORK AT THE OTHER LOCATION (GLENVIEW) IS PENDING APPROVAL BY UNION PACIFIC	CITY STAFF PREVIOUSLY INDICATED THAT WORK HAD STARTED AT HALTOM ROAD LOCATION AND WORK AT GLENVIEW DRIVE WAS PENDING APPROVAL BY UNION PACIFIC (UP); AFTER A STATUS UPDATE WAS REQUESTED, CITY INFORMED NCTCOG THAT WORK HAD ACTUALLY NOT STARTED ON EITHER LOCATION; UP APPROVAL OF DESIGN PLANS FOR BOTH LOCATIONS PENDING; PROJECT IS ON FHWA INACTIVE LIST DUE TO NO REIMBURSEMENT REQUESTS BEING SUBMITTED FOR MORE THAN A YEAR; STAFF RECOMMENDS THAT THE STTC AND RTC REQUIRE HALTOM CITY'S CITY COUNCIL TO REAFFIRM THEIR COMMITMENT TO THE PROJECT WITH A RESOLUTION (MUST INCLUDE CONFIRMATION THAT LOCAL MATCH IS STILL AVAILABLE AND A SCHEDULE THAT CITY COMMITS TO IMPLEMENT THE PROJECT BY)	HIGH RISK	CITY STAFF BROUGHT A RESOLUTION TO HALTOM CITY'S CITY COUNCIL ON JUNE 10, 2024 TO AFFIRM SUPPORT OF THE PROJECT AND CONFIRM THE AVAILABILITY OF A LOCAL MATCH; CITY STAFF IS WORKING TO MOVE FORWARD WITH THE LOWEST BID AND AWARD A CONTRACT FOR WORK AT GLENVIEW CROSSING; UP APPROVAL OF DESIGN AT HALTOM ROAD LOCATION IS PENDING; STAFF RECOMMENDS THAT THE STTC AND RTC ESTABLISH A LETTING DEADLINE OF DECEMBER 2025 FOR THIS PROJECT (ACTION ITEM)	MEDIUM RISK
11572	0902-48-579	TXDOT FORT WORTH	VARIOUS	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY	CONSTRUCT NORTH TARRANT PARKWAY OVER US 81 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287	\$25,681,329	CAT 2M, STBG, LOCAL CONTRIBUTION	01/2023	08/2026 05/2025 10/2023 1/2027	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY2023	ENVIRONMENTAL CLEARANCE STILL PENDING, ALONG WITH RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATIONS	MEDIUM RISK	ENVIRONMENTAL CLEARANCE STILL PENDING DUE TO AN ASSOCIATED PROJECT NOT BEING APPROVED BY FHWA; RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATIONS CANNOT PROCEED UNTIL ENVIRONMENTAL CLEARANCE IS RECEIVED; THEREFORE, STAFF RECOMMENDS THAT THE STTC AND RTC EXTEND THE LETTING DEADLINE TO DECEMBER 2026 (ACTION ITEM)	MEDIUM RISK
53029	0014-15-033	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE NORTHBOUND FRONTAGE ROAD	\$11,470,000	SW PE, SW ROW, CAT 2M, STBG	01/2023	08/2026 05/2025 10/2023 1/2027	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY2023	ENVIRONMENTAL CLEARANCE STILL PENDING, ALONG WITH RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATIONS	MEDIUM RISK	ENVIRONMENTAL CLEARANCE STILL PENDING DUE TO AN ASSOCIATED PROJECT NOT BEING APPROVED BY FHWA; RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATIONS CANNOT PROCEED UNTIL ENVIRONMENTAL CLEARANCE IS RECEIVED; THEREFORE, STAFF RECOMMENDS THAT THE STTC AND RTC EXTEND THE LETTING DEADLINE TO DECEMBER 2026 (ACTION ITEM)	MEDIUM RISK
53030	0014-15-034	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE EXISTING SOUTHBOUND FRONTAGE ROAD	\$21,596,000	SW PE, SW ROW, CAT 2M, STBG	01/2023	08/2026 05/2025 10/2023 1/2027	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY2023	ENVIRONMENTAL CLEARANCE STILL PENDING, ALONG WITH RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATIONS	MEDIUM RISK	ENVIRONMENTAL CLEARANCE STILL PENDING DUE TO AN ASSOCIATED PROJECT NOT BEING APPROVED BY FHWA; RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATIONS CANNOT PROCEED UNTIL ENVIRONMENTAL CLEARANCE IS RECEIVED; THEREFORE, STAFF RECOMMENDS THAT THE STTC AND RTC EXTEND THE LETTING DEADLINE TO DECEMBER 2026 (ACTION ITEM)	MEDIUM RISK
53031	0014-15-035	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT NB AND SB EXIT RAMP TO HARMON ROAD/NORTH TARRANT PARKWAY AND SB ENTRANCE RAMP FROM HARMON ROAD	\$2,338,179	SW PE, CAT 2M	01/2023	08/2026 05/2025 10/2023 1/2027	CONFIRM FUNDING IN FY2023	ENVIRONMENTAL CLEARANCE STILL PENDING, ALONG WITH RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATIONS	MEDIUM RISK	ENVIRONMENTAL CLEARANCE STILL PENDING DUE TO AN ASSOCIATED PROJECT NOT BEING APPROVED BY FHWA; RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATIONS CANNOT PROCEED UNTIL ENVIRONMENTAL CLEARANCE IS RECEIVED; THEREFORE, STAFF RECOMMENDS THAT THE STTC AND RTC EXTEND THE LETTING DEADLINE TO DECEMBER 2026 (ACTION ITEM)	MEDIUM RISK

GREEN ROWS REPRESENT LOW RISK, YELLOW ROWS REPRESENT MEDIUM RISK, RED ROWS REPRESENT HIGH RISK RATINGS.
CHANGES SINCE LAST UPDATE ARE IN RED TEXT.

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	MAY 2024 COMMENTS	MAY 2024 RISK RATING	DECEMBER 2024 COMMENTS	DECEMBER 2024 RISK RATING
53032	0014-15-036	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF FM 3479 TO NORTH OF IH 35W INTERCHANGE	CONSTRUCT AUXILIARY LANE FROM NORTHBOUND EXIT TO NORTH TARRANT PARKWAY; AUXILIARY LANE FOR SOUTHBOUND ENTRANCE FROM NORTH TARRANT PKWY	\$19,356,480	SW PE, CAT 2M	01/2023	05/2025 10/2023 4/2027 08/2026	CONFIRM FUNDING IN FY2023	ENVIRONMENTAL CLEARANCE STILL PENDING, ALONG WITH RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATIONS	<u>MEDIUM RISK</u>	ENVIRONMENTAL CLEARANCE STILL PENDING DUE TO AN ASSOCIATED PROJECT NOT BEING APPROVED BY FHWA; RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATIONS CANNOT PROCEED UNTIL ENVIRONMENTAL CLEARANCE IS RECEIVED; THEREFORE, STAFF RECOMMENDS THAT THE STTC AND RTC EXTEND THE LETTING DEADLINE TO DECEMBER 2026 (ACTION ITEM)	<u>MEDIUM RISK</u>
PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY2027 OR BEYOND														
20115	0081-03-047	TXDOT DALLAS	ARGYLE	US 377 FROM SOUTH OF FM 1171 TO CRAWFORD ROAD	RECONSTRUCT AND WIDEN ROADWAY FROM 2 LANE RURAL TO 4 LANE DIVIDED URBAN	\$197,943,511	CAT 2M, CAT 4, SW PE, SW ROW, LOCAL CONTRIBUTION	09/2024	12/2023 09/2024	KEEP PROJECT IN APPENDIX D (ENVIRONMENTAL CLEARANCE SECTION OF TIP) UNTIL FUNDING IS SECURED	PROJECT IS NOW FULLY FUNDED; UTILITY RELOCATIONS UNDERWAY, BUT ARE EXPECTED TO BE COMPLEX; STAFF RECOMMENDS THAT THE STTC AND RTC ESTABLISH A LETTING DEADLINE OF SEPTEMBER 2027 NOW THAT THE PROJECT HAS BEEN FUNDED	<u>LOW RISK</u>	UTILITY RELOCATIONS ARE ONGOING	<u>LOW RISK</u>
					TOTAL FUNDING	\$278,935,499								

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2) STATUS UPDATE											
TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	DECEMBER 2024 COMMENTS	DECEMBER 2024 RISK RATING
20066	2374-03-074	TXDOT DALLAS	DALLAS	IH 20 AT BONNIE VIEW RD	IMPROVE APPROACH, WIDEN BRIDGE TO ADD TURN LANES, AND REPLACE TRAFFIC SIGNAL SYSTEM	\$3,876,525	STBG, LOCAL CONTRIBUTION	05/2021	05/2021 (ACTUAL)	PROJECT COMPLETED MAY 2023	N/A (PROJECT HAS LET)
20261.2	0918-47-297	MESQUITE	MESQUITE	MGR TRAIL AT MESQUITE CITY LIMITS NEAR DUCK CREEK TO MESQUITE HERITAGE TRAIL NEAR NORTHWEST DR	CONSTRUCT NEW HIKE/BIKE TRAIL FROM MESQUITE HERITAGE TRAIL TO CONNECTING MGR TRAIL IN GARLAND; CONNECTS ACROSS IH 30 AND DUCK CREEK	\$827,115	RTR, LOCAL CONTRIBUTION	09/2021	07/2021 (ACTUAL)	PROJECT COMPLETED MAY 2022	N/A (PROJECT HAS LET)
20113	0918-46-240	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM FM 544 TO JOSEY LANE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 6	\$19,164,449	RTR	12/2022	12/2021 (ACTUAL) 10/2021 07/2021		N/A (PROJECT HAS LET)
20213	0918-47-051	DALLAS COUNTY	GRAND PRAIRIE	WILDLIFE PARKWAY FROM SH 161 TO BELT LINE RD	CONSTRUCT 0/2 LANE RURAL TO 2/4 LANE DIVIDED INCLUDING BRIDGE OVER TRINITY RIVER	\$54,575,908	RTR, LOCAL CONTRIBUTION	06/2022	01/2022 (ACTUAL) 11/2021 08/2022		N/A (PROJECT HAS LET)
20240	0918-47-027	DALLAS	DALLAS	COLLECTIVE MIXED USE DEVELOPMENT	BICYCLE LANES, SIDEWALKS, PEDESTRIAN AND INTERSECTION IMPROVEMENTS BOUNDED BY FORT WORTH AVE, BAHAMA DR, IH 30, AND PLYMOUTH ROAD; AND CONNECTION TO COOMBS CREEK TRAIL ALONG PLYMOUTH RD	\$2,482,813	RTR	06/2021	01/2022 (ACTUAL) 12/2021 09/2021		N/A (PROJECT HAS LET)
11237.2	0918-45-812	IRVING	IRVING	CONFLANS RD FROM SH 161 TO VALLEY VIEW LANE	CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH	\$30,708,329	STBG, LOCAL CONTRIBUTION	03/2022	01/2023 (ACTUAL) 08/2022 06/2022 03/2022		N/A (PROJECT HAS LET)
11734	0902-90-034	DFW AIRPORT	VARIOUS	EAST-WEST CONNECTOR FROM SH 360 TO INTERNATIONAL PARKWAY	CONSTRUCTION OF EAST-WEST CONNECTOR FROM 0 TO 2 LANES UNDIVIDED URBAN WITH INTERSECTIONS AT SH 360, 20TH AVE, AND RENTAL CAR DRIVE (ULTIMATE BUILD OUT 2 TO 4 LANES DIVIDED)	\$46,115,637	STBG, LOCAL CONTRIBUTION	12/2023	02/2023 (ACTUAL) 11/2022 06/2022 12/2022 05/2022		N/A (PROJECT HAS LET)

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2) STATUS UPDATE											
TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	DECEMBER 2024 COMMENTS	DECEMBER 2024 RISK RATING
20060	0918-24-154	PLANO	PLANO	LEGACY DRIVE FROM INDEPENDENCE PARKWAY TO K AVENUE	ADD RIGHT TURN LANES AND DUAL LEFT TURN LANES	\$2,015,500	RTR, LOCAL CONTRIBUTION	05/2021	<u>06/2023 (ACTUAL)</u> 07/2024 (ACTUAL)		<u>N/A (PROJECT HAS LET)</u>
20131	0918-46-236	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM ELM FORK TRINITY RIVER BRIDGE TO DGNO RR	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 2	\$11,812,679	RTR, LOCAL CONTRIBUTION	12/2022	<u>09/2027</u> 12/2023 09/2024		<u>N/A (PROJECT HAS LET)</u>
20152	0918-46-237	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE AT ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 3	\$21,844,715	RTR; LOCAL CONTRIBUTION	12/2022	<u>11/2023 (ACTUAL)</u> 03/2023 09/2022 05/2022 12/2022		<u>N/A (PROJECT HAS LET)</u>
20084	0047-14-053	TXDOT DALLAS	VARIOUS	US 75 FROM 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	<u>\$91,604,860</u>	SW PE, S102, 4, 12	09/2023	<u>01/2024 (ACTUAL)</u> 12/2023 09/2023		<u>N/A (PROJECT HAS LET)</u>
20108	0918-46-238	LEWISVILLE	LEWISVILLE	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 4	\$15,502,609	RTR, LOCAL CONTRIBUTION	12/2022	<u>03/2024 (ACTUAL)</u> 04/2024 03/2023 01/2023 12/2022		<u>N/A (PROJECT HAS LET)</u>
20111	0918-46-239	LEWISVILLE	LEWISVILLE	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO FM 2281	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 5	\$6,843,921	RTR, LOCAL CONTRIBUTION	12/2022	<u>03/2024 (ACTUAL)</u> 04/2024 03/2023 01/2023 12/2022		<u>N/A (PROJECT HAS LET)</u>
11726.4	0918-47-168	DALLAS COUNTY	DALLAS	RIVERFRONT BLVD FROM CADIZ STREET TO JUSTICE CENTER WAY	RECONSTRUCT 6/8 LANE TO 6 LANE WITH BIKE/PEDESTRIAN IMPROVEMENTS AND INTERSECTION IMPROVEMENTS	<u>\$62,960,939</u>	RTR, LOCAL CONTRIBUTION	06/2022	<u>09/2024 (ACTUAL)</u> 10/2023 09/2022 08/2022		<u>N/A (PROJECT HAS LET)</u>
					TOTAL FUNDING	\$370,335,999					

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2) STATUS UPDATE								
TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	COMMENTS
83129.1	0000-18-030	FLOWER MOUND	FLOWER MOUND	DENTON CREEK BLVD AT GRAHAM BRANCH	BUILD NEW LOCATION 0 TO 4 LANE BRIDGE	\$0 \$7,000,000	LOCAL CONTRIBUTION	PROJECT REMOVED FROM THE TIP THROUGH 2023-2026 TIP DEVELOPMENT AT THE REQUEST OF THE TOWN OF FLOWER MOUND
82384	0000-18-019	FLOWER MOUND	FLOWER MOUND	KIRKPATRICK LN (PHASE III) FROM FM 1171 TO BELLAIRE BLVD	CONSTRUCT 0 TO 4 LANE ROADWAY	\$0 \$9,500,000	LOCAL CONTRIBUTION	PROJECT REMOVED FROM THE TIP THROUGH 2023-2026 TIP DEVELOPMENT AT THE REQUEST OF THE TOWN OF FLOWER MOUND
53079	0902-50-104	BURLESON	BURLESON	ALSBURY FROM HULEN ST TO CR 1020 (APPROXIMATELY 0.2 MILES)	CONSTRUCTION OF A 4 LANE EXTENSION OF ALSBURY BOULEVARD	\$0 \$1,287,880	CAT 10 (CONGRESSIONAL EARMARK), LOCAL CONTRIBUTION	EARMARK FUNDS WERE REMOVED FROM THE PROJECT DURING 2023-2026 TIP DEVELOPMENT

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
25097.2	0918-47-480	DART	DALLAS	T	VA	SILVER LINE FROM DFW AIRPORT STATION	SHILOH STATION IN PLANO	CONSTRUCTION OF SILVER LINE REGIONAL RAIL PROJECT	\$12,474,000	\$0	\$3,118,500	\$15,592,500	\$12,474,000	01/2020 (ACTUAL) 02/2024	OBLIGATED (2024)	FUNDS HAVE BEEN TRANSFERRED (JANUARY 2024) AND WILL BE USED FOR SILVER LINE PROJECT ALREADY UNDER CONSTRUCTION
11684.8	0902-90-261	ARLINGTON	FORT WORTH	T	VA	DOWNTOWN ARLINGTON AND UNIVERSITY OF TEXAS AT ARLINGTON CAMPUS		EXPAND ON-DEMAND, SHARED RIDE SERVICE AND EQUIP VEHICLES WITH TELEOPERATIONS AND FIRST RESPONDER V2X COMMUNICATION DEVICES, INCLUDING BEFORE AND AFTER DATA COLLECTION AND REPORTING	\$1,013,333	\$0	\$0	\$1,013,333	\$1,013,333	02/2024 (ACTUAL) 10/2024	OBLIGATED (2024)	
11651.5	0902-90-199	KENNEDALE	FORT WORTH	C	VA	ARTHUR INTERMEDIATE AND DELANEY ELEM SAFE ROUTES TO SCHOOL, BOUNDED BY ARTHUR DR TO THE N	W KENNEDALE PARKWAY TO THE S, RUTH DR TO THE E, CORRY A EDWARDS DR TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, AND CROSSING SAFETY IMPROVEMENTS; CONSTRUCT NEW SIGNAGE, TRAFFIC CALMING TREATMENTS, AND LIGHTING	\$883,756	\$0	\$220,939	\$1,104,695	\$883,756	04/2024 (ACTUAL)	OBLIGATED (2024)	
21049	0918-47-333	TXDOT-DALLAS	DALLAS	C	VA	VARIOUS LOCATIONS IN DALLAS COUNTY; IH 20 AT DALLAS/TARRANT COUNTY LINE (EB)	IH 30 AT DALLAS/TARRANT COUNTY LINE (EB), IH 30 AT SYLVAN (WB), SH 183 AT COUNTY LINE ROAD (EB), US 75 AT HASKELL (NB & SB)	INSTALLATION OF DYNAMIC MESSAGE SIGNS	\$1,043,000	\$260,750	\$0	\$1,303,750	\$1,043,000	05/2024 (ACTUAL) 06/2024	OBLIGATED (2024)	
25101.1	0918-47-430	NCTCOG	DALLAS	T	VA	ENHANCING MOBILITY WITHIN THE SOUTHERN DALLAS INLAND PORT PROJECT	BOUNDED BY ANN ARBOR TO THE NORTH, TRINITY RIVER TO THE EAST, DALLAS/ELLIS CL TO THE SOUTH, & IH 35E TO THE WEST	PURCHASE OF 8 NEW ELECTRIC VEHICLES AND RELATED CHARGING INFRASTRUCTURE FOR IMPLEMENTATION OF SERVICE; CONSTRUCT SIDEWALKS AND CROSSWALKS NEAR THE VA MEDICAL CENTER AND LIGHT RAIL STATION; TRAFFIC SIGNAL IMPROVEMENTS	\$1,300,000	\$0	\$325,000	\$1,625,000	\$1,300,000	05/2024 (ACTUAL) 01/2024	OBLIGATED (2024)	TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED AND IS BEING PROCESSED BY TXDOT AND FHWA- FUNDS HAVE BEEN TRANSFERRED (MAY 2024)
11616.1	0918-00-417	NCTCOG	DALLAS	I	VA	REGIONAL TRAFFIC SIGNAL RETIMING PROJECT; DEVELOP & IMPLEMENT TRAFFIC SIGNAL COORDINATION IN THE DFW NONATTAINMENT AREA		INCLUDES IMPROVING SIGNAL OPERATION AND PROGRESSION THROUGH TRAFFIC SIGNAL RETIMING, EQUIPMENT AND IMPLEMENTATION, AND EVALUATION OF THE RESULTANT IMPROVEMENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$3,137,500	\$0	\$0	\$3,137,500	\$3,137,500	06/2024 (ACTUAL) 08/2024	OBLIGATED (2024)	AFA EXECUTION PENDING
21071	0918-24-286	PROSPER	DALLAS	E	CS	ON FIRST STREET AT SH 289		CONSTRUCT ADDITIONAL LEFT TURN LANES	\$80,000	\$0	\$20,000	\$100,000	\$80,000	06/2024 06/2023	OBLIGATED (2024)	DELAYED FROM FY2023; AFA HAS BEEN EXECUTED; FEDERAL FUNDS WILL BE REMOVED FROM ENGINEERING AND MOVED TO CONSTRUCTION VIA A FUTURE TIP MODIFICATION DUE TO CITY MOVING FORWARD WITH DESIGN PRIOR TO AFA EXECUTION
19007.1	0364-04-052	PLANO	DALLAS	C	SH 121 FRTG RD	LEGACY	CUSTER	INSTALL SIGNAL CONTROLLER AND SOFTWARE UPGRADES	\$357,333	\$0	\$0	\$357,333	\$357,333	07/2024 (ACTUAL) 08/2024-08/2023	OBLIGATED (2024)	DELAYED FROM FY2023; AFA HAS BEEN EXECUTED
19007.2	0364-03-106	PLANO	DALLAS	C	SH 121 FRTG RD	AT SPRING CREEK PKWY		INSTALL SIGNAL CONTROLLER AND SOFTWARE UPGRADES	\$44,667	\$0	\$0	\$44,667	\$44,667	07/2024 (ACTUAL) 08/2024-08/2023	OBLIGATED (2024)	DELAYED FROM FY2023; AFA HAS BEEN EXECUTED
19005	0918-24-251	PLANO	DALLAS	C	VA	PLANO CITYWIDE CCTV CAMERA EXPANSION		INSTALL NEW CCTV CAMERAS CITYWIDE	\$1,867,000	\$0	\$0	\$1,867,000	\$1,867,000	08/2024 (ACTUAL) 07/2024-10/2022	OBLIGATED (2024)	DELAYED FROM FY2023; AFA HAS BEEN EXECUTED; ENVIRONMENTAL CLEARANCE PENDING
25002	0902-90-326	DART	FORT WORTH	T	VA	TRINITY RAILWAY EXPRESS (TRE) RAIL STATIONS		TRE STATION UPDATES FOR RIDER AMENITIES INCLUDING IMPROVED SIGNAGE, LIGHTING, SECURITY, WAITING AREAS, AND PARKING ENHANCEMENTS TO FACILITATE UTILIZATION OF TRANSIT FOR EVERYDAY & SPECIAL EVENTS RIDERS	\$1,000,000	\$0	\$250,000	\$1,250,000	\$1,000,000	08/2024	OBLIGATED (2024)	FUNDS HAVE BEEN TRANSFERRED (SEPTEMBER 2024)
11657.2	0918-00-401	NCTCOG	DALLAS	I	VA	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM; REGIONWIDE	IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED	ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	\$950,000	\$0	\$0	\$950,000	\$940,500	09/2024 (ACTUAL) 08/2024	OBLIGATED (2024)	
21058	0918-22-166	WAXAHACHIE	DALLAS	E	VA	MIDLOTHIAN TO WAXAHACHIE HIKE & BIKE TRAIL FROM GETZENDANER PARK	FM 875	CONSTRUCT NEW SHARED-USE PATH	\$520,000	\$0	\$130,000	\$650,000	\$514,900	10/2024 (ACTUAL) 05/2024-10/2023	OBLIGATED (2024)	AFA HAS BEEN EXECUTED
40017	0918-46-282	CARROLLTON	DALLAS	CE	VA	DUDLEY BRANCH TRAIL FROM NORTH CARROLLTON/FRANKFORD DART STATION	OLD DENTON RD	CONSTRUCT APPROX 2.1 MILES BIKE/PEDESTRIAN TRAIL	\$195,653	\$0	\$65,218	\$260,871	\$195,653	10/2024 (ACTUAL) 08/2024-04/2024	OBLIGATED (2024)	TXDOT AWAITING RESUBMITTAL OF 95% PS&E FROM THE CITY; RE-EVALUATION OF ENVIRONMENTAL CLEARANCE REQUIRED DUE TO TIME THAT HAS ELAPSED SINCE ORIGINAL CLEARANCE APPROVED IN APRIL 2024

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
40017	0918-46-282	CARROLLTON	DALLAS	C	VA	DUDLEY BRANCH TRAIL FROM NORTH CARROLLTON/FRANKFORD DART STATION	OLD DENTON RD	CONSTRUCT APPROX 2.1 MILES BIKE/PEDESTRIAN TRAIL	\$2,804,347	\$0	\$934,785	\$3,739,132	<u>\$2,804,349</u>	<u>10/2024 (ACTUAL)</u> 08/2024-04/2024	<u>OBLIGATED (2024)</u>	TXDOT-AWAITING RESUBMITTAL OF 95% PS&E FROM THE CITY; RE-EVALUATION OF ENVIRONMENTAL CLEARANCE REQUIRED DUE TO TIME THAT HAS ELAPSED SINCE ORIGINAL CLEARANCE <u>APPROVED IN APRIL 2024</u>
19010	0135-02-067	MCKINNEY	DALLAS	C	CS	ON US 380/WEST UNIVERSITY DRIVE AT COMMUNITY AVE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING DUAL LEFT TURN LANES AND RIGHT TURN LANES	\$1,200,000	\$0	\$0	\$1,200,000	<u>\$1,200,000</u>	<u>10/2024 (ACTUAL)</u> 05/2024-01/2024	<u>OBLIGATED (2024)</u>	FPAAS HAS BEEN REQUESTED
14013	0918-47-236	DALLAS CO	DALLAS	C	VA	TRAIL CONNECTIONS TO FUTURE CYPRESS WATERS COTTON BELT RAIL STATION; FROM SOUTH OF CYPRESS WATERS COTTON BELT STATION	TO EXISTING TRAIL NORTH OF OLYMPUS BLVD	CONSTRUCT SHARED USE PATH AND RELATED PEDESTRIAN AND BICYCLE IMPROVEMENTS (PEDESTRIAN CROSSWALKS, SIGNAGE, LIGHTING, AND SIGNALS) IN PROXIMITY OF THE FUTURE CYPRESS WATERS COTTON BELT RAIL STATION	\$1,834,068	\$0	\$458,517	\$2,292,585	<u>\$1,834,068</u>	<u>10/2024 (ACTUAL)</u> 06/2025	<u>OBLIGATED (2024)</u>	DELAYED FROM FY2023; ACQUISITION OF EASEMENTS IS DELAYING THE PROJECT; 95% DESIGN PLANS BEING WORKED ON
21039	0008-08-079	GRAND PRAIRIE	DALLAS	C	SH 180	ON MAIN STREET AT JEFFERSON STREET		CONSTRUCT ROUNDABOUT	\$3,032,000	\$758,000	\$0	\$3,790,000	<u>\$3,032,000</u>	<u>12/2024</u> 09/2024-09/2023	<u>OBLIGATED (2024)</u>	TXDOT-REVIEWING 95% PLANS; AFA HAS BEEN EXECUTION PENDING AND MUST BE EXECUTED BEFORE DESIGN REVIEW CAN BE COMPLETED
21056.2	0918-22-168	MIDLOTHIAN	DALLAS	E	VA	LIMESTONE TRAIL; SEGMENT 2 FROM BRYAN PLACE TO TRAIL BRIDGE #6;	SEGMENT 3: FROM SHADY GROVE TO PLAINVIEW ROAD	DESIGN TWO SEGMENTS OF NEW SHARED-USE PATH AND CONSTRUCT SEGMENT 2 (PART OF LARGER MIDLOTHIAN TO WAXAHACHIE TRAIL)	\$720,000	\$0	\$180,000	\$900,000	<u>\$720,000</u>	<u>12/2024</u> 05/2024-09/2023	<u>OBLIGATED (2024)</u>	AFA HAS BEEN EXECUTED
11614.5	0918-46-267	DENTON	DALLAS	C	VA	CITY OF DENTON SCHOOL CONNECTION SIDEWALKS		CONSTRUCT NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK ELEMENTARY SCHOOL AND NETTE SHULTZ ELEMENTARY SCHOOL (FORMERLY NAMED WOODROW WILSON ELEMENTARY) IN THE CITY OF DENTON	\$325,280	\$0	\$81,320	\$406,600	<u>\$325,280</u>	<u>01/2025</u> 05/2024-02/2024	<u>OBLIGATED (2024)</u>	DESIGN BEING FINALIZED AND BID DOCUMENTS BEING PREPARED <u>REVIEWED; CITY AWAITING TXDOT APPROVAL</u>
14050	0902-90-145	GRAPEVINE	FORT WORTH	C	CS	EULESS-GRAPEVINE ROAD FROM SH 360	HUGHES ROAD	RECONSTRUCT 2 LANES TO 2 LANES, INCLUDING SIDEWALK AND TRAFFIC SIGNAL IMPROVEMENTS	\$323,000	\$0	\$0	\$323,000	<u>\$53,831</u>	01/2025	<u>OBLIGATED (2024)</u>	FUNDING HAS OBLIGATED BUT PROJECT IS BEING RE-BID
14074	0918-46-319	DENTON	DALLAS	C	CS	BONNIE BRAE STREET FROM WINDSOR DRIVE	US 77	WIDEN FROM 2/4 LANES TO 4 LANES DIVIDED WITH SIDEWALKS AND SHARED-USE PATH (SEGMENT 6B)	\$360,000	\$0	\$90,000	\$450,000	<u>\$360,000</u>	<u>01/2025</u> 05/2024-03/2024	<u>OBLIGATED (2024)</u>	FPAAS FOR CONSTRUCTION HAS BEEN REQUESTED- <u>RECEIVED</u>
21063	0918-47-368	DALLAS	DALLAS	E	CS	CAMP WISDOM RD FROM US 67	WESTMORELAND RD	RECONSTRUCT AND WIDEN SIDEWALKS, INSTALL PEDESTRIAN LIGHTING, AND RECONSTRUCT/UPGRADE CROSSWALKS AND ASSOCIATED TRAFFIC SIGNAL INFRASTRUCTURE	\$400,000	\$0	\$100,000	\$500,000	\$400,000	<u>01/2025</u> 08/2024	OBLIGATED (2024)	AFA EXECUTED OCTOBER 2023
21014.1	0918-46-347	DCTA	DALLAS	T	VA	DCTA A-TRAIN EXPANDED SPECIAL EVENTS SERVICE		EXPAND A-TRAIN SERVICE FOR THREE YEARS TO COINCIDE WITH SPECIAL EVENTS IN THE DCTA AND DART SERVICE AREAS	\$3,000,000	\$0	\$0	\$3,000,000	\$3,000,000	<u>02/2025</u> 10/2024-01/2024	OBLIGATED (2024)	FUNDS HAVE BEEN TRANSFERRED (<u>DECEMBER 2023</u>)
14073.1	0918-47-303	DART	DALLAS	T	VA	COTTON BELT TRAIL AT SPRING CREEK		CONSTRUCT SHARED-USE PATH, INCLUDING BRIDGE ACROSS SPRING CREEK	\$2,975,000	\$0	\$0	\$2,975,000	\$2,975,000	<u>03/2025</u> 10/2024-05/2024	OBLIGATED (2024)	FUNDS HAVE BEEN TRANSFERRED (<u>FEBRUARY 2024</u>)
14013.7	0918-00-427	DART	DALLAS	T	VA	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	COTTON BELT VELOWEB TRAIL (26 MILES); CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON) - PHASE 2	\$19,435,506	\$0	\$0	\$19,435,506	\$19,435,506	<u>03/2025</u> 10/2024-02/2024	OBLIGATED (2024)	FUNDS HAVE BEEN TRANSFERRED (<u>JANUARY 2024</u>)
14013.8	0918-00-428	DART	DALLAS	T	VA	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	CONSTRUCT MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (GRAPEVINE, COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON) - PHASE 2	\$10,563,170	\$0	\$2,640,793	\$13,203,963	\$10,563,170	<u>03/2025</u> 10/2024-02/2024	OBLIGATED (2024)	FUNDS HAVE BEEN TRANSFERRED (<u>JANUARY 2024</u>)
14013.2	0918-00-463	DART	DALLAS	T	VA	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$350,000	\$0	\$0	\$350,000	<u>\$350,000</u>	<u>03/2025</u> 05/2024-03/2024	<u>OBLIGATED (2024)</u>	TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED AND IS BEING PROCESSED BY TXDOT AND FHWA- FUNDS HAVE BEEN TRANSFERRED (APRIL 2024)
14066	0918-47-275	DALLAS	DALLAS	E	CS	WEST COMMERCE FROM FORT WORTH AVE	RIVERFRONT BLVD	CONSTRUCT SIDEWALKS AND BICYCLE LANES	\$570,000	\$0	\$0	\$570,000	<u>\$570,000</u>	<u>04/2025</u> 08/2024	<u>OBLIGATED (2024)</u>	AFA EXECUTION PENDING <u>HAS BEEN EXECUTED</u>
11630.6	0008-08-077	GRAND PRAIRIE	VARIOUS	C	SH 180	EAST OF HENSLEY	GREAT SOUTHWEST PKWY	INSTALLATION OF 4 NEW CCTV CAMERAS AND 5 NEW DMS ALONG SH 180 TO FACILITATE TRAFFIC MANAGEMENT BY VIEWING TRAFFIC CONDITIONS VIA CCTV AND ADJUSTING SIGNAL TIMING AND PROVIDING FEEDBACK TO MOTORING PUBLIC VIA DMS	\$288,596	\$72,149	\$0	\$360,745	<u>\$288,596</u>	<u>05/2025</u> 05/2024-08/2023	<u>OBLIGATED (2024)</u>	DELAYED FROM FY2023; ADDITIONAL FUNDING FOR PROJECT ALREADY OBLIGATED; EXECUTION OF AFA-AMENDMENT PENDING; AFA AMENDMENT <u>EXECUTED</u>

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14094	0918-24-299	FRISCO	DALLAS	E	VA	PANTHER CREEK TRAIL FROM BNSF	PANTHER CREEK PARKWAY	CONSTRUCT NEW SHARED USE PATH	\$200,000	\$0	\$0	\$200,000	\$0	12/2024 08/2024	DID NOT OBLIGATE IN FY2024	AFA PROCESS HAS NOT BEGUN, SO 2024 OBLIGATION IS UNLIKELY; <u>DELAYED TO FY2025 VIA THE 2025-2028 TIP DEVELOPMENT</u>
14013.3	0902-00-235	FORT WORTH	FORT WORTH	R	VA	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12 FT WIDE SHARED-USE PATH	\$165,200	\$0	\$0	\$165,200	\$0	02/2025 09/2024 10/2023	DID NOT OBLIGATE IN FY2024	DELAYED FROM FY2023; <u>AWAITING RESPONSES FROM LANDOWNERS REGARDING RIGHT-OF-WAY ACQUISITION; DELAYED TO FY2025 VIA THE 2025-2028 TIP DEVELOPMENT</u>
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	E	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$173,092	\$0	\$43,273	\$216,365	\$0	02/2025 09/2024	DID NOT OBLIGATE IN FY2024	ADDITIONAL FUNDING FOR ENGINEERING ADDED THROUGH MAY 2024 TIP MODIFICATION CYCLE; <u>CITY WORKING TO PROCURE CONSULTANT FOR FINAL 10% OF DESIGN; ENVIRONMENTAL CLEARANCE ANTICIPATED IN EARLY 2025</u>
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	R	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$508,880	\$0	\$127,220	\$636,100	\$0	02/2025 10/2024 03/2023	DID NOT OBLIGATE IN FY2024	DELAYED FROM FY2023; PROJECT HAS BEEN PLACED ON HOLD BY THE CITY DUE TO SIGNIFICANT COST-OVERRUNS; FUNDING SHORTFALL ADDRESSED AND RIGHT-OF-WAY PHASE DELAYED VIA MAY 2024 TIP MODIFICATION CYCLE; <u>CITY WORKING TO PROCURE CONSULTANT FOR FINAL 10% OF DESIGN; ENVIRONMENTAL CLEARANCE ANTICIPATED IN EARLY 2025</u>
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	U	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$60,000	\$0	\$15,000	\$75,000	\$0	02/2025 10/2024 03/2023	DID NOT OBLIGATE IN FY2024	DELAYED FROM FY2023; PROJECT HAS BEEN PLACED ON HOLD BY THE CITY DUE TO SIGNIFICANT COST-OVERRUNS; FUNDING SHORTFALL ADDRESSED AND UTILITY PHASE DELAYED VIA MAY 2024 TIP MODIFICATION CYCLE; <u>CITY WORKING TO PROCURE CONSULTANT FOR FINAL 10% OF DESIGN; ENVIRONMENTAL CLEARANCE ANTICIPATED IN EARLY 2025</u>
14058	0902-90-330	FORT WORTH	FORT WORTH	E	CS	TRINITY TRAIL FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	\$202,000	\$0	\$0	\$202,000	\$0	03/2025 12/2024 12/2022	DID NOT OBLIGATE IN FY2024	DELAYED FROM FY2023; <u>DELAYED TO FY2025 AND ADDITIONAL FUNDING FOR ENGINEERING ADDED VIA THE 2025-2028 TIP DEVELOPMENT</u>
21065	0918-47-374	DALLAS	DALLAS	C	CS	ON LEMMON AVENUE FROM NORTHWEST HIGHWAY	US 75	RECONSTRUCT AND UPGRADE SIGNALS/EQUIPMENT AND CONSTRUCT PEDESTRIAN IMPROVEMENTS AT SEVEN INTERSECTIONS	\$1,000,000	\$0	\$250,000	\$1,250,000	\$0	04/2025 12/2024	DID NOT OBLIGATE IN FY2024	CURRENTLY AT 60% DESIGN, SO CONSTRUCTION NOT EXPECTED TO BEGIN IN FY2024; CONSTRUCTION DELAYED VIA MAY 2024 TIP MODIFICATION CYCLE
25066.1	0918-47-310	DALLAS	DALLAS	R	CS	ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST	AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12	CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET	\$350,000	\$0	\$0	\$350,000	\$0	05/2025 01/2025 06/2024	DID NOT OBLIGATE IN FY2024	TXDOT REVIEWING FOOTPRINT FOR ENVIRONMENTAL CLEARANCE; ENVIRONMENTAL CLEARANCE ANTICIPATED DECEMBER 2024, AND RIGHT-OF-WAY ACQUISITION CAN BEGIN ONCE THAT IS RECEIVED; <u>DELAYED TO FY2025 VIA THE 2025-2028 TIP DEVELOPMENT</u>
25036	1068-04-176	GRAND PRAIRIE	DALLAS	C	IH 30	MACARTHUR	SH 161	INSTALLATION OF NEW DYNAMIC MESSAGE SIGNS AND NEW CCTV CAMERAS	\$288,596	\$72,149	\$0	\$360,745	\$0	05/2025 05/2024 08/2023	DID NOT OBLIGATE IN FY2024	ADDITIONAL FUNDING FOR PROJECT ALREADY OBLIGATED; EXECUTION OF AFA AMENDMENT PENDING
25066.2	0581-01-157	DALLAS	DALLAS	U	SL 12	AT CARBONDALE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING REGRAIDING, REPAVING, AND SIDEWALKS	\$40,000	\$10,000	\$0	\$50,000	\$0	06/2025 01/2025 06/2024	DID NOT OBLIGATE IN FY2024	ENVIRONMENTAL CLEARANCE ANTICIPATED DECEMBER 2024, AND UTILITY RELOCATIONS CAN BEGIN ONCE THAT IS RECEIVED <u>AND RIGHT-OF-WAY ACQUISITION FOR TIP 25066.1 IS COMPLETE; DELAYED TO FY2025 VIA THE 2025-2028 TIP DEVELOPMENT</u>
40074.1	0918-47-320	DALLAS	DALLAS	E	VA	FAIR PARK TRAIL SOUTHERN ALIGNMENT FROM PHASE 1 (NORTH SECTION) AT INTERSECTION OF HASKELL AVE/PARRY AVE	PARRY AVE, HIGHWAY 352/ROBERT B. CULLUM BLVD, AND S. FITZHUGH AVE. AT LAGOW ST	CONSTRUCT SHARED-USE PATH	\$1,000,000	\$0	\$0	\$1,000,000	\$0	06/2025 10/2024	DID NOT OBLIGATE IN FY2024	CITY HAS INITIATED AFA PROCESS; CITY OF DALLAS AND DALLAS COUNTY WORKING THROUGH AFA AND PROJECT SPECIFIC AGREEMENT; <u>DELAYED TO FY2025 VIA THE 2025-2028 TIP DEVELOPMENT</u>
21075	0581-02-158	DALLAS	DALLAS	C	SL 12	AT COUNTRY CREEK DRIVE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT TURN LANES, NEW TRAFFIC SIGNAL, AND PEDESTRIAN CROSSWALKS	\$520,000	\$0	\$130,000	\$650,000	\$0	08/2025 12/2024	DID NOT OBLIGATE IN FY2024	ENGINEERING BEGAN NOVEMBER 2023, SO CONSTRUCTION WILL NOT OBLIGATE IN 2024; CONSTRUCTION DELAYED VIA MAY 2024 TIP MODIFICATION CYCLE; <u>WORKING ON 95% PLANS</u>

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
21068	0918-47-391	DALLAS	DALLAS	C	VA	INTERSECTION OF ZANG BLVD	AND SANER AVE	CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT TURN LANES, REALIGNMENT, UPGRADED TRAFFIC SIGNAL AND PEDESTRIAN CROSSWALKS	\$600,000	\$0	\$150,000	\$750,000	\$0	08/2025 12/2024	DID NOT OBLIGATE IN FY2024	DESIGN KICKOFF HELD IN OCTOBER 2023, SO CONSTRUCTION NOT EXPECTED TO BEGIN IN FY2024; CONSTRUCTION DELAYED VIA MAY 2024 TIP MODIFICATION CYCLE; <u>WORKING ON 95% PLANS</u>
21074	0918-24-255	FRISCO	DALLAS	C	CS	ON OHIO DRIVE AT GAYLORD PARKWAY		CONSTRUCT ROUNDABOUT	\$2,720,000	\$0	\$0	\$2,720,000	\$0	08/2025 09/2024-08/2024	DID NOT OBLIGATE IN FY2024	DELAYED FROM FY2023; 95% <u>100%</u> DESIGN PLANS <u>COMPLETE UNDER REVIEW</u> ; ENVIRONMENTAL CLEARANCE ANTICIPATED <u>RECEIVED</u> IN MAY 2024; <u>DELAYED TO FY2025 VIA THE 2025-2028 TIP DEVELOPMENT</u>
25107	0918-47-474	DALLAS	DALLAS	E	VA	FIVE MILE CREEK AT WESTMORELAND DART STATION FROM ILLINOIS AVE TO WESTMORELAND AND	FROM HAMPTON TO RUGGED DRIVE	CONSTRUCT NEW SHARED USE PATH/TRAIL	\$1,400,000	\$0	\$0	\$1,400,000	\$0	08/2025 12/2024	DID NOT OBLIGATE IN FY2024	CITY HAS INITIATED AFA PROCESS; ENGINEERING DELAYED VIA MAY 2024 TIP MODIFICATION CYCLE
25013	0902-90-172	FORT WORTH	FORT WORTH	C	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT	\$6,000,000	\$0	\$0	\$6,000,000	\$0	09/2025 08/2024	DID NOT OBLIGATE IN FY2024	CONSTRUCTION DELAYED TO 2025 VIA MAY 2024 TIP MODIFICATION CYCLE
21020	0902-90-219	TXDOT-FORT WORTH	FORT WORTH	C	CS	FOREST HILL DR AT FOREST HILL CIRCLE		CONSTRUCT SIGNAL AND INTERSECTION IMPROVEMENTS, INCLUDING SIGNAL RETIMING	\$500,000	\$0	\$0	\$500,000	\$0	10/2025 10/2024	DID NOT OBLIGATE IN FY2024	<u>DELAYED TO FY2026 VIA THE 2025-2028 TIP DEVELOPMENT</u>
14079	0918-47-295	DALLAS	DALLAS	R	CS	PARK LANE FROM GREENVILLE AVENUE	HEMLOCK AVENUE	RECONSTRUCT ROADWAY TO ACCOMMODATE BICYCLE LANE AND SIDEWALKS FROM GREENVILLE AVE TO HEMLOCK AVE; INTERSECTION IMPROVEMENTS AT SHADY BROOK AND 5-POINT INTERSECTIONS; RESTRIPE PAVEMENT TO ACCOMMODATE 4 THROUGH LANES WITH LEFT TURN LANES AND BICYCLE LANES	\$500,000	\$0	\$0	\$500,000	\$0	12/2025 09/2024	DID NOT OBLIGATE IN FY2024	CITY WILL <u>LIKELY</u> NOT RECEIVE ENVIRONMENTAL CLEARANCE IN TIME FOR FUNDING TO OBLIGATE IN 2024; RIGHT-OF-WAY PHASE DELAYED TO 2025 VIA MAY 2024 TIP MODIFICATION CYCLE
14058	0902-90-330	FORT WORTH	FORT WORTH	C	CS	TRINITY TRAIL FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	\$1,600,000	\$0	\$0	\$1,600,000	\$0	02/2026 12/2023	DID NOT OBLIGATE IN FY2024	PROJECT DESIGN HAS NOT BEGUN, SO CONSTRUCTION WILL NOT BEGIN IN 2024; <u>DELAYED TO FY2026 AND ADDITIONAL FUNDING FOR CONSTRUCTION ADDED VIA THE 2025-2028 TIP DEVELOPMENT</u>
14065	0918-47-274	DALLAS	DALLAS	C	VA	SOPAC TRAIL FROM INTERSECTION OF GREENVILLE AVENUE AND MEADOW	NORTHAVEN TRAIL	CONSTRUCT SHARED USE PATH	\$3,600,000	\$0	\$0	\$3,600,000	\$0	02/2026 02/2025	DID NOT OBLIGATE IN FY2024	ENGINEERING HAS NOT STARTED, SO CONSTRUCTION WILL NOT OBLIGATE IN 2024; <u>DELAYED TO FY2025 VIA THE 2025-2028 TIP DEVELOPMENT</u>
21052	0918-47-371	DALLAS	DALLAS	C	VA	PRESTON ROAD FROM WEST NW HWY TO WALNUT HILL LANE	DOUGLAS AVE FROM COLGATE AVE TO NW HWY	CONSTRUCT SIDEWALKS	\$1,160,000	\$0	\$290,000	\$1,450,000	\$0	03/2026 07/2025	DID NOT OBLIGATE IN FY2024	CONSTRUCTION PHASE DELAYED TO 2025 VIA MAY 2024 TIP MODIFICATION CYCLE
40074.1	0918-47-320	DALLAS	DALLAS	R	VA	FAIR PARK TRAIL SOUTHERN ALIGNMENT FROM PHASE 1 (NORTH SECTION) AT INTERSECTION OF HASKELL AVE/PARRY AVE	PARRY AVE, HIGHWAY 352/ROBERT B. CULLUM BLVD, AND S. FITZHUGH AVE. AT LAGOW ST	CONSTRUCT SHARED-USE PATH	\$150,000	\$0	\$0	\$150,000	\$0	06/2026 06/2025	DID NOT OBLIGATE IN FY2024	DESIGN HAS NOT STARTED, SO RIGHT-OF-WAY WILL NOT OBLIGATE IN 2024; <u>DELAYED TO FY2025 VIA THE 2025-2028 TIP DEVELOPMENT</u>
14018	0918-47-281	DALLAS	DALLAS	R	CS	BOUNDED BY US 75 TO THE WEST, GREENVILLE AVE TO THE EAST,	LOVERS LN TO THE NORTH, AND MOCKINGBIRD LN TO THE SOUTH	PEDESTRIAN IMPROVEMENTS INCLUDING TRAFFIC SIGNALS, SIDEWALKS, CROSSWALKS, LIGHTING, AND INTERSECTION IMPROVEMENTS	\$1,600,000	\$0	\$400,000	\$2,000,000	\$0	08/2026 10/2024-06/2024	DID NOT OBLIGATE IN FY2024	ENVIRONMENTAL CLEARANCE ANTICIPATED- <u>SEPTEMBER 2024 SCHEDULE PENDING AWAITING FOOTPRINT</u> ; CITY IS COORDINATING WITH AFFECTED PROPERTY OWNERS; <u>DELAYED TO FY2025 VIA THE 2025-2028 TIP DEVELOPMENT</u>
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	C	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$12,001,070	\$0	\$3,000,267	\$15,001,337	\$0	12/2026 07/2023	DID NOT OBLIGATE IN FY2024	<u>DELAYED FROM FY2023</u> ; PROJECT HAS BEEN PLACED ON HOLD BY THE CITY DUE TO SIGNIFICANT COST OVERRUNS; FUNDING SHORTFALL ADDRESSED AND CONSTRUCTION DELAYED TO 2027 VIA MAY 2024 TIP MODIFICATION CYCLE
14064	0918-47-273	DALLAS	DALLAS	C	VA	ON KCS TRAIL CONNECTOR FROM LBJ/SKILLMAN DART STATION	RICHARDSON CITY LIMIT	CONSTRUCT SHARED USE PATH	\$3,600,000	\$0	\$0	\$3,600,000	\$0	09/2027	DID NOT OBLIGATE IN FY2024	PROJECT ON HOLD (KCS RAILROAD WILL NOT PERMIT TRAIL TO BE IN ITS RIGHT-OF-WAY); DESIGN HAS NOT BEGUN; <u>PROJECT TO BE CANCELLED VIA THE FEBRUARY 2025 MODIFICATION CYCLE</u>

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
21031	0918-47-376	DALLAS	DALLAS	C	CS	FAIR OAKS AVENUE FROM RIDGECREST	WALNUT HILL LANE	IMPLEMENT BIKE LANES ALONG FAIR OAKS AVENUE	\$350,000	\$0	\$87,500	\$437,500	\$0	03/2028 01/2027	DID NOT OBLIGATE IN FY2024	CITY WANTS TO BID THIS PROJECT WITH TIP 14079, WHICH IS ANTICIPATED TO GO TO CONSTRUCTION IN 2027; CONSTRUCTION PHASE DELAYED TO 2027 VIA MAY 2024 TIP MODIFICATION CYCLE
14037	0013-10-092	FORT WORTH	FORT WORTH	U	BUS 287	BUS 287/NORTH MAIN STREET AT NORTH AIRPORT ENTRANCE		ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO NORTHERN AIRPORT ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)	\$0	\$0	\$0	\$0	\$0	N/A	DID NOT OBLIGATE IN FY2024	UPDATE ON PROJECT SCHEDULE PENDING; UTILITY RELOCATION MIGHT NOT BE NEEDED BASED ON DISCUSSION WITH CITY. UTILITY FUNDING REMOVED DURING THE 2025-2028 TIP DEVELOPMENT AND TRANSFERRED TO FY2025 CONSTRUCTION PHASE
14055	0902-90-169	FORT WORTH	FORT WORTH	R	CS	UNIVERSITY DRIVE FROM TRAIL DRIVE	ROSEDALE BRIDGE	REHABILITATE 6 TO 6 LANE ROADWAY (MILL AND OVERLAY) AND CONSTRUCT PEDESTRIAN IMPROVEMENTS INCLUDING NEW AND WIDENED SIDEWALKS, CROSSWALKS, WAYFINDING SIGNAGE, AND TRAFFIC SIGNALS	\$0	\$0	\$0	\$0	\$0	N/A	DID NOT OBLIGATE IN FY2024	DELAYED FROM FY2023; FUNDING NOT NEEDED PER DISCUSSION WITH CITY; FUNDING MOVED TO FY2026 CONSTRUCTION PHASE
TOTAL									\$113,336,047	\$1,173,048	\$13,108,332	\$127,617,427	\$72,763,442			

TOTAL CLOSEOUTS/WITHDRAWALS	(\$1,036,408)
TOTAL PROJECT ADJUSTMENTS	\$471,526
TOTAL OBLIGATED IN FY2024	\$72,763,442
TOTAL DID NOT OBLIGATE IN FY 2024	\$40,288,838

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11625	0918-00-381	NCTCOG	DALLAS	E	VA	PARK ROW HISTORIC DISTRICT BOUND BY PARK ROW AVE ON THE NORTH AND OAKLAND AVE (AKA MALCOLM X BLVD) ON THE EAST	SOUTH BLVD TO THE SOUTH AND SOUTH CENTRAL EXPRESSWAY ON THE WEST	COMPREHENSIVE PLAN TO IDENTIFY TRANSPORTATION AND REHABILITATION IMPROVEMENTS IN SOUTH BOULEVARD-PARK ROW HISTORIC DISTRICT; MAY INVOLVE CONSULTANT ASSISTANCE AND NCTCOG STAFF TIME	\$500,000	\$0	\$0	\$500,000	\$500,000	11/2023 (ACTUAL) 08/2024	OBLIGATED (2024)	DELAYED FROM FY2023
11657.1	0918-00-382	NCTCOG	DALLAS	I	VA	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM	IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED	ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	\$440,000	\$0	\$0	\$440,000	\$440,000	11/2023 (ACTUAL) 08/2024	OBLIGATED (2024)	DELAYED FROM FY2023
11684	0902-00-326	NCTCOG	FORT WORTH	I	VA	REGION WIDE PROJECT TO ASSIST LOCAL PARTNERS TO PLAN AND IMPLEMENT CAV DEPLOYMENTS BY PROVIDING FUNDING FOR COSTS RELATED	TO DEPLOYMENTS AND SUPPORTING COSTS OF ACTIVE AV DEPLOYMENTS IN PARTNERSHIP WITH THE PRIVATE SECTOR; INCL LOCAL GOVT STAFF, NCTCOG STAFF & CONSULTANT TIME,	INFRA UPGRADES (EX: SIGNAL, STRIPING, DSRC & 5G CONNECTIVITY), LEGAL SVCS, PUBLIC ED, SAFETY (EX: COORD W/FIRST RESPONDERS); SOFTWARE & TECH EXPERTISE; EQUAL ACCESS TO INTERNET AS TDM TOOL	\$4,000,000	\$0	\$0	\$4,000,000	\$4,000,000	11/2023 (ACTUAL) 08/2024	OBLIGATED (2024)	DELAYED FROM FY2023
11692	0918-00-385	NCTCOG	DALLAS	I	VA	REGIONAL PARKING MANAGEMENT TOOLS & STRATEGIES PROGRAM		CONDUCT DATA COLLECTION AND/OR PLANNING TO DEVELOP AND IMPLEMENT DATA DRIVEN TOOLS AND STRATEGIES TO SUPPORT PUBLIC SECTOR IN MANAGEMENT OF PARKING AT MULTIMODAL LOCATIONS	\$350,000	\$0	\$0	\$350,000	\$350,000	11/2023 (ACTUAL) 08/2024	OBLIGATED (2024)	DELAYED FROM FY2023
11694	0918-00-384	NCTCOG	DALLAS	I	VA	REGIONAL AIR QUALITY INITIATIVES	IDENTIFY AND IMPLEMENT POLICIES/BEST PRACTICES TO IMPROVE AIR QUALITY AND ENSURE COMPLIANCE WITH FEDERAL STANDARDS;	INCLUDING STRATEGIES TO REDUCE EMISSIONS FROM COMMERCIAL AND CONSUMER VEHICLES, IMPLEMENTATION OF NEW VEHICLE TECHNOLOGIES, AND ASSIST LOCAL GOVERNMENTS AND BUSINESS WITH THE DEPLOYMENT OF LOW-EMISSION TECHNOLOGIES	\$1,086,000	\$0	\$0	\$1,086,000	\$1,086,000	11/2023 (ACTUAL) 08/2024	OBLIGATED (2024)	DELAYED FROM FY2023
14038.1	0902-00-342	NCTCOG	FORT WORTH	I	VA	DFW REGION; MANAGEMENT & OVERSIGHT OF NEW REGIONAL SAFETY PROJECT FUNDING PROGRAM; INCLUDES DEVELOPMENT OF A REGIONAL	TRANSPORTATION SAFETY PLAN; GENERAL SAFETY PLANNING/IMPLEMENTATION ACTIVITIES; CONDUCTING REGIONAL & FEDERAL SAFETY	PERFORMANCE TRACKING/REPORTING REQUIREMENTS; ANALYSIS OF WRONG-WAY DRIVING AND INTERSECTION SAFETY IMPLEMENTATION PLAN COUNTERMEASURE EFFECTIVENESS; COLLECTING/ANALYZING CRASH DATA & INCIDENT PERFORMANCE MEASURES	\$400,000	\$0	\$0	\$400,000	\$400,000	11/2023 (ACTUAL) 08/2024	OBLIGATED (2024)	DELAYED FROM FY2023
16000	0918-00-403	NCTCOG	DALLAS	I	VA	INPUT/OUTPUT ECONOMIC MODEL	SOFTWARE TO PROVIDE ANALYSIS FOR DEMOGRAPHIC FORECASTING, SCENARIO ANALYSIS, AND TRANSPORTATION PROJECT EVALUATION	TECHNICAL SUPPORT FOR COMPLEX INTERACTIONS AMONG TRANSPORTATION BEHAVIORS AND PROVIDE CONNECTIVITY BETWEEN TRANSPORTATION INVESTMENT AND ECONOMIC EFFECTS	\$1,500,000	\$0	\$0	\$1,500,000	\$1,500,000	11/2023 (ACTUAL) 08/2024	OBLIGATED (2024)	
25097.1	0918-47-478	DART	DALLAS	T	VA	SILVER LINE FROM DFW AIRPORT STATION	SHILOH STATION IN PLANO	CONSTRUCTION OF SILVER LINE REGIONAL RAIL PROJECT (COTTON BELT/SILVER LINE PROJECT #11)	\$8,672,000	\$0	\$2,168,000	\$10,840,000	\$8,672,000	11/2023 (ACTUAL) 02/2024	OBLIGATED (2024)	TRANSIT TRANSFER REQUEST TO BE SUBMITTED IN-2024; FUNDS HAVE BEEN TRANSFERRED AND WILL BE USED FOR SILVER LINE PROJECT ALREADY UNDER CONSTRUCTION
25097.2	0918-47-480	DART	DALLAS	T	VA	SILVER LINE FROM DFW AIRPORT STATION	SHILOH STATION IN PLANO	CONSTRUCTION OF SILVER LINE REGIONAL RAIL PROJECT	\$7,200,000	\$0	\$1,800,000	\$9,000,000	\$7,200,000	11/2023 (ACTUAL) 02/2024	OBLIGATED (2024)	TRANSIT TRANSFER REQUEST TO BE SUBMITTED IN-2024; FUNDS HAVE BEEN TRANSFERRED AND WILL BE USED FOR SILVER LINE PROJECT ALREADY UNDER CONSTRUCTION
25078	0918-47-436	BALCH SPRINGS	DALLAS	E	CS	ON HICKORY TREE ROAD; FROM ELAM ROAD	LAKE JUNE ROAD	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH PEDESTRIAN IMPROVEMENTS, INCLUDING SIDEWALKS AND SHARED-USE PATH	\$1,300,000	\$0	\$0	\$1,300,000	\$1,300,000	12/2023 (ACTUAL)	OBLIGATED (2024)	DELAYED FROM FY2023
11621.1	0902-00-267	NCTCOG	FORT WORTH	I	VA	PLANNING STUDIES AND STREAMLINED PROJECT DELIVERY (REGIONAL)		PROVIDE MPO PLANNING SUPPORT AND TECHNICAL ASSISTANCE FOR SURFACE TRANSPORTATION PROJECTS WITHIN THE METROPOLITAN PLANNING AREA INCLUDING PLANNING STUDIES AND EXPEDITE ENVIRONMENTAL REVIEW PROCESS	\$1,248,000	\$0	\$0	\$1,248,000	\$1,248,000	01/2024 (ACTUAL) 08/2024	OBLIGATED (2024)	COORDINATION BETWEEN NCTCOG AND TXDOT-ONGOING REGARDING AFA EXECUTION
21015.8	0902-00-372	FWTA	FORT WORTH	T	VA	CONSTRUCT NEW STOP ACCOMMODATIONS IN THE TRINITY METRO SERVICE AREA		IDENTIFY AND CONSTRUCT BUS STOP UPGRADES INCLUDING, CONCRETE FOUNDATIONS, OVERHEAD SHELTERS, LIGHTING, SEATING, REAL-TIME SCHEDULE INFORMATION	\$2,780,000	\$0	\$0	\$2,780,000	\$2,780,000	01/2024 (ACTUAL)	OBLIGATED (2024)	
21037	0918-24-265	FRISCO	DALLAS	C	VA	ON PANTHER CREEK PARKWAY FROM PRESTON ROAD	DALLAS NORTH TOLLWAY	CONSTRUCT 0 TO 6 LANE ROADWAY, INCLUDING GRADE SEPARATION OVER BNSF RAIL LINE	\$30,000,000	\$0	\$0	\$30,000,000	\$30,000,000	01/2024 (ACTUAL) 02/2024	OBLIGATED (2024)	CITY AND TXDOT FINALIZING DESIGN
11684.8	0902-90-261	ARLINGTON	FORT WORTH	T	VA	DOWNTOWN ARLINGTON AND UNIVERSITY OF TEXAS AT ARLINGTON CAMPUS		EXPAND ON-DEMAND, SHARED RIDE SERVICE AND EQUIP VEHICLES WITH TELEOPERATIONS AND FIRST RESPONDER V2X COMMUNICATION DEVICES, INCLUDING BEFORE AND AFTER DATA COLLECTION AND REPORTING	\$506,667	\$0	\$0	\$506,667	\$506,667	02/2024 (ACTUAL) 10/2024	OBLIGATED (2024)	
14032	0918-47-246	TXDOT-DALLAS	DALLAS	R	CS	ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD	IH 35E	RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS	\$2,000,000	\$0	\$500,000	\$2,500,000	\$2,019,600	02/2024 (ACTUAL)	OBLIGATED (2024)	DELAYED FROM FY2023; CITY OF GLENN HEIGHTS IS RESPONSIBLE FOR ACQUIRING RIGHT-OF-WAY; STATUS UPDATE FROM CITY PENDING

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024																
TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
20304.3	0918-47-330	TXDOT-DALLAS	DALLAS	I	VA	HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT		PURCHASE OF HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT TO MITIGATE CRASH RISK BY IMPROVING EFFICIENCY AND MINIMIZING TIME REQUIRED PER INCIDENT	\$66,540	\$0	\$0	\$66,540	\$66,540	02/2024 (ACTUAL) 03/2024	OBLIGATED (2024)	DELAYED FROM FY2023
21083	0918-47-390	TXDOT-DALLAS	DALLAS	C	CS	ON LAKE JUNE ROAD FROM US 175	GILLETTE STREET	REHABILITATION OF 6 TO 4 LANE ROADWAY, INCLUDING FULL DEPTH REPAIR, TO INCLUDE BIKE LANES, SIDEWALKS, LIGHTING, AND TRAFFIC SIGNAL AT GILLETTE STREET AND LAKE JUNE ROAD	\$1,600,000	\$0	\$400,000	\$2,000,000	\$631,793	02/2024 (ACTUAL) 03/2024	OBLIGATED (2024)	PART OF FEDERAL RAISE GRANT PROJECT
54119.5	0442-02-162	TXDOT-DALLAS	DALLAS	C	IH 35E	ELLIS COUNTY LINE	BEAR CREEK ROAD	CONSTRUCT INTERCHANGE AT LOOP 9 AND IH 35E	\$466,400	\$116,600	\$0	\$583,000	\$2,637,450	02/2024 (ACTUAL) 04/2024	OBLIGATED (2024)	
54119.6	0442-03-044	TXDOT-DALLAS	DALLAS	C	IH 35E	REESE DRIVE	DALLAS COUNTY LINE	CONSTRUCT INTERCHANGE AT LOOP 9 AND IH 35E	\$80,000	\$20,000	\$0	\$100,000	\$1,356,976	02/2024 (ACTUAL) 04/2024	OBLIGATED (2024)	
11619.1	0902-00-310 0902-00-311	TXDOT-FORT WORTH	FORT WORTH	C	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	\$4,829,600	\$1,207,400	\$0	\$6,037,000	\$6,070,770	03/2024 (ACTUAL) 09/2024	OBLIGATED (2024)	TXDOT ORIGINALLY COMBINED THE FUNDING UNDER ONE CSJ BUT THE COMBINATION OF FUNDING WAS NOT CHANGED IN THE AFA
11639.1	0918-46-314	DCTA	DALLAS	T	VA	DCTA VANPOOL PROGRAM		OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE	\$364,000	\$0	\$91,000	\$455,000	\$364,000	03/2024 (ACTUAL) 01/2024	OBLIGATED (2024)	
11639.1	0918-46-313	DCTA	DALLAS	T	VA	DCTA VANPOOL PROGRAM		OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE	\$327,600	\$0	\$81,900	\$409,500	\$327,600	03/2024 (ACTUAL) 01/2024	OBLIGATED (2024)	
14047	2374-07-074	TXDOT-DALLAS	DALLAS	C	IH 635	AT BELT LINE ROAD		CONSTRUCT TEXAS U-TURN, MEDIAN IMPROVEMENTS, SIGNAL IMPROVEMENTS, ITS, TURN LANES, LIGHTING AND SIDEWALK IMPROVEMENTS	\$2,904,000	\$726,000	\$0	\$3,630,000	\$2,904,000	03/2024 (ACTUAL)	OBLIGATED (2024)	PROJECT ADVANCED FROM FY2025
21014	0918-46-346	DCTA	DALLAS	T	VA	DCTA BUS SHELTERS		CONSTRUCT BUS SHELTERS INCLUDING CONCRETE PADS, OVERHEAD SHELTERS, LIGHTING, SEATING, REAL-TIME SCHEDULE INFORMATION, ETC	\$1,000,000	\$0	\$0	\$1,000,000	\$1,000,000	03/2024 (ACTUAL) 10/2023	OBLIGATED (2024)	UPDATE ON PROJECT SCHEDULE PENDING
21083.2	0197-02-135	TXDOT-DALLAS	DALLAS	C	US 175	2ND AVENUE	SOUTH OF LAKE JUNE ROAD	REPLACE AND WIDEN EXISTING BRIDGE FROM 2 TO 4 LANES AT LAKE JUNE ROAD; CONSTRUCT NEW PEDESTRIAN TRAIL BRIDGE PARALLEL TO US 175 WITHIN EXISTING ROW FROM 2ND AVE TO LAKE JUNE ROAD	\$1,600,000	\$400,000	\$0	\$2,000,000	\$1,600,000	03/2024 (ACTUAL)	OBLIGATED (2024)	PART OF FEDERAL RAISE GRANT PROJECT
14013.9	0918-24-298	DART	DALLAS	T	VA	SILVERLINE RAIL SAFETY WALL NORTH OF SUGAR CANE WAY BETWEEN PINYON LN	AND SAGE LN	CONSTRUCT SAFETY WALLS ALONG THE SILVERLINE RAIL CORRIDOR AT PLANO ISD PROPERTY	\$500,000	\$0	\$0	\$500,000	\$500,000	03/2024 (ACTUAL) 10/2024-02/2024	OBLIGATED (2024)	TRANSIT TRANSFER REQUEST TO BE SUBMITTED IN-2024 FUNDS HAVE BEEN TRANSFERRED (JANUARY 2024)
11612.3	0918-00-400	NCTCOG	DALLAS	I	VA	REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR)	TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.COM;	PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$2,569,500	\$0	\$0	\$2,569,500	\$2,569,500	04/2024 (ACTUAL) 08/2024	OBLIGATED (2024)	
11613.3	0918-00-414	NCTCOG	DALLAS	I	VA	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES & PLANNING ACTIVITIES IN SUPPORT OF THE	REGION'S GOOD MOVMT INCL NCTCOG STAFF TIME & CONSULTANT ASST TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT; MOVMT,	DATA COLLECTION & ANALYSIS, SAFETY, COORD WITH PRIVATE SECTOR FREIGHT PARTNERS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUC & OVERSIGHT OF PARTNER IMPL PROJECTS	\$1,325,000	\$0	\$0	\$1,325,000	\$1,325,000	04/2024 (ACTUAL) 08/2024	OBLIGATED (2024)	
11618.2	0918-00-342	TXDOT-DALLAS	DALLAS	I	VA	REGIONAL MOBILITY ASSISTANCE PATROL (DALLAS DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	\$3,660,000	\$915,000	\$0	\$4,575,000	\$4,216,320	04/2024 (ACTUAL) 08/2024	OBLIGATED (2024)	
11622.4	0918-00-402	NCTCOG	DALLAS	I	VA	TRAVEL SURVEY, DATA COLLECTION, MODEL REFINEMENT PROGRAM: TO PROVIDE TRAVEL INFORMATION USED TO CREATE ANALYTICAL TOOLS	FOR ALL PLANNING, AIR QUALITY, AND MANAGEMENT PROJECTS IN THE MPA; ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND	FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES; INCLUSION OF NON-MOTORIZED TRIPS IN THE REG TRAVEL MODEL; DEV OF DYNAMIC TRAFFIC ASSIGNMENT MODEL FOR ROADWAY NETWORK ANALYSIS; CONDUCT TRAVEL SURVEYS & INTERSECTION OPERATIONAL ANALYSES	\$2,500,000	\$0	\$0	\$2,500,000	\$2,500,000	04/2024 (ACTUAL) 08/2024	OBLIGATED (2024)	

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11691.1	0918-00-412	NCTCOG	DALLAS	I	VA	IMPLEMENT AND OPERATE TRAVELER INFORMATION SYSTEM; DEVELOP CONCEPT OF OPERATIONS AND DEPLOYMENT OF TRANS SYS	MANAGEMENT AND OPERATIONS DATA ENGINE TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGIONS TRANSP NETWORK BY INTEGRATING	DATA SOURCES INCL REGIONAL TRAFFIC MGMT AND TRAVELER INFORMATION SYS; ITS DATA UPDATES AND COMPLIANCE; COORDINATION WITH REGIONAL PARTNERS ON INFORMATION SHARING AND AGREEMENT TRACKING; ADMINISTRATION OF MOBILITY ASSISTANCE PATROL; INCL NCTCOG STAFF TIME	\$1,584,000	\$0	\$0	\$1,584,000	\$1,584,000	04/2024 (ACTUAL) 08/2024	OBLIGATED (2024)	
14077	0918-24-249	ANNA	DALLAS	E	CS	FERGUSON PKWY FROM ELM STREET	THE COLLIN COUNTY OUTER LOOP	CONSTRUCT 0/2 TO 4 LANE URBAN DIVIDED (6 LANES ULTIMATE), INCLUDING NEW SIDEWALKS AND 0 TO 6 LANE BRIDGE OVER SLAYTER CREEK	\$1,804,735	\$0	\$451,184	\$2,255,919	\$1,229,292	04/2024 (ACTUAL) 11/2023	OBLIGATED (2024)	ADDITIONAL FUNDING FOR A PROJECT ALREADY OBLIGATED; AFA AMENDMENT EXECUTED
25028	0918-47-469	DALLAS	DALLAS	E	CS	CADIZ ST FROM WEST OF HOTEL ST	BOTHAM JEAN BLVD	RECONSTRUCT THE CADIZ RAILROAD BRIDGE INCLUDING RECONSTRUCT AND WIDEN CADIZ ST FROM 3 LN DIVIDED TO 4 LN DIVIDED WITH BIKE/PEDESTRIAN IMPROVEMENTS	\$5,000,000	\$0	\$0	\$5,000,000	\$5,000,000	04/2024 (ACTUAL) 06/2024	OBLIGATED (2024)	AFA EXECUTION PENDING (DECEMBER CITY COUNCIL); FUNDS HAVE BEEN OBLIGATED, BUT ACTUAL DESIGN WORK WILL BEGIN JUNE 2024
21014.3	0918-00-449	NCTCOG	DALLAS	T	VA	TRANSIT DRIVER WORKFORCE DEVELOPMENT AND TRAINING PROGRAM		PROGRAM TO PROVIDE TRAINING AND CDL TUITION REIMBURSEMENT TO ADDRESS THE SHORTAGE OF TRANSIT VEHICLE DRIVERS	\$500,000	\$0	\$0	\$500,000	\$500,000	05/2024 (ACTUAL) 08/2024	OBLIGATED (2024)	TRANSIT TRANSFER REQUEST SUBMITTED OCTOBER 2023 AND BEING PROCESSED BY TXDOT AND FHWA- FUNDS HAVE BEEN TRANSFERRED (MAY 2024)
11663.3	0918-00-411	NCTCOG	DALLAS	I	VA	ENTIRE MANAGED LANE SYSTEM		DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE & NCTCOG STAFF TIME	\$1,773,000	\$0	\$0	\$1,773,000	\$1,773,000	05/2024 (ACTUAL) 08/2024	OBLIGATED (2024)	AFA EXECUTION PENDING
11554.4	0918-47-482	NCTCOG	DALLAS	E	VA	LAS COLINAS AUTOMATED TRANSPORTATION SYSTEM (ATS); TOWER 909 STATION (LAKE CAROLYN PKWY)	TO BELL TOWER STATION (MANDALAY DRIVE) AND TO URBAN TOWERS STATION (NEAR FULLER DRIVE	ENGINEERING STUDY TO MODERNIZE PORTION OF EXISTING LAS COLINAS AREA PERSONAL TRANSIT GUIDEWAY FOR AUTOMATED TRANSPORTATION SYSTEM OPERATION INCLUDES LAS COLINAS AUTOMATED TRANSPORTATION SYSTEM (ATS), CONSULTANT AND COG STAFF TIME	\$500,000	\$0	\$0	\$500,000	\$500,000	06/2024 (ACTUAL) 08/2024-12/2023	OBLIGATED (2024)	AFA EXECUTION PENDING
11633.4	0918-00-415	NCTCOG	DALLAS	I	VA	M&O -PROGRAM OVERSIGHT COORDINATION & COMPLIANCE, INCLUDING DEPARTMENT STREAMLINING INITIATIVES, PROCUREMENT (EDUCATION, OUTREACH W/ POTENTIAL BIDDERS	INCL WEB UPDATES), CONTRACT MGMT, ENHANCEMENT OF RESOURCES & COMPLIANCE W/ BUY AMERICA &	DBE PRGM (INCL OUTREACH TO VENDORS, AND DEVELOPMENT OF PARTNERSHIP W/ REGIONAL & STATE CERT AGENCIES), & LEGAL (COORDINATION OF RTC POLICIES, EVALUATION, DEVELOPMENT, REGULATION OF LEGAL INSTRUMENTS TO IMPLEMENT MPO PROJECTS)	\$445,000	\$0	\$0	\$445,000	\$445,000	06/2024 (ACTUAL) 08/2024	OBLIGATED (2024)	AFA EXECUTION PENDING
11647.2	0918-00-410	NCTCOG	VARIOUS	I	VA	LAND USE/TRANS & BIKE/PED INITIATIVES INCLUDES BICYCLE/PED PLANNING & PROGRAMMING, & TRANSIT ORIENTED DEVELOPMENT	TECHNICAL ASSISTANCE, REGIONAL BIKE/PED SAFETY PROGRAM/LOOK OUT TEXANS, IMPL OF SUSTAINABLE DEV, REGIONAL WAYFINDING	ADA COMPLIANCE; COLLECT & ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL, TARGETED SAFETY EDUCATION FOR ISDS AND TEEN DRIVERS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$2,265,000	\$0	\$0	\$2,265,000	\$2,265,000	06/2024 (ACTUAL) 08/2024	OBLIGATED (2024)	AFA EXECUTION PENDING
11650.1	0918-00-409	NCTCOG	DALLAS	I	VA	TRANSPORTATION TECHNICAL SUPPORT	REGIONWIDE	TECHNICAL ASSISTANCE FOR DEVELOPING, MONITORING, ENVIRONMENTALLY APPROVING, AND IMPLEMENTING CORRIDOR STUDIES/PROJECTS ACCORDING TO CAPITAL ASSET MANAGEMENT PRINCIPLES	\$860,000	\$0	\$0	\$860,000	\$860,000	06/2024 (ACTUAL) 08/2024	OBLIGATED (2024)	AFA EXECUTION PENDING
11655.2	0918-00-405	NCTCOG	DALLAS	I	VA	REVENUE AND PROJECT TRACKING SYSTEM (RAPTS)		TRACK, MONITOR, AND ASSESS REGIONAL TRANSPORTATION AND AIR QUALITY PROJECTS THROUGH THE RAPTS WEBSITE; INCLUDES SOFTWARE DEVELOPMENT AND NCTCOG STAFF TIME	\$801,000	\$0	\$0	\$801,000	\$801,000	06/2024 (ACTUAL) 08/2024	OBLIGATED (2024)	AFA EXECUTION PENDING
11694.1	0918-00-406	NCTCOG	DALLAS	I	VA	REGIONAL AIR QUALITY INITIATIVES; IDENTIFY AND IMPLEMENT INITIATIVES TO IMPROVE AIR QUALITY AND ATTAIN FEDERAL STANDARDS,	INCLUDING STRATEGIES TO SUPPORT INCREASED ADOPTION OF ZERO-EMISSION AND OTHER LOW-EMISSION VEHICLES, IMPLEMENTATION AND	EVALUATION OF NEW EMISSIONS-REDUCING TRANSPORTATION TECHNOLOGIES, DEVELOPMENT OF REGIONAL RESOURCES TO ADVANCE EMISSIONS-REDUCING EFFORTS, AND COORDINATION EFFORTS ACROSS LOCAL STAKEHOLDERS	\$3,000,000	\$0	\$0	\$3,000,000	\$3,000,000	06/2024 (ACTUAL) 08/2024	OBLIGATED (2024)	AFA EXECUTION PENDING
14038.2	0902-00-343	NCTCOG	FORT WORTH	I	VA	MANAGEMENT AND OVERSIGHT OF REGIONAL SAFETY PROGRAM		INCLUDING REGIONAL DATA TOOLS AND ANALYSIS, TRAFFIC INCIDENT MANAGEMENT, DRIVE AWARE NORTH TEXAS SAFETY CAMPAIGN, STRATEGIC TARGETING OF AGGRESSIVE DRIVING AND ROAD RAGE, INCLUDES CONSULTANT, NCTCOG STAFF TIME AND EQUIPMENT	\$3,490,000	\$0	\$0	\$3,490,000	\$3,490,000	06/2024 (ACTUAL) 08/2024	OBLIGATED (2024)	PROJECT HAS NOT BEEN APPROVED BY FHWA- EXCEPTION HAS BEEN CLEARED (MAY 2024)

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
21015.1	0918-00-378	NCTCOG	DALLAS	E	VA	ENGINEERING FOR PASSENGER RAIL/ROADWAY INTERFACES, REGIONWIDE INCLUDING	BNSF AT AVONDALE HASLET, RIVERFRONT, FM 429, CADIZ RD AND RR BRIDGE AT UP RR, N. PRAIRIE CREEK AND BONDS RANCH AT BNSF	ESTABLISH ENGINEERING AGREEMENTS WITH FREIGHT AND PASSENGER RAILROADS, ALLOWING FOR STREAMLINED DESIGN AND REVIEW OF DESIGN PLANS FOR REGIONALLY SIGNIFICANT TRANSPORTATION PROJECTS	\$3,100,000	\$0	\$0	\$3,100,000	<u>\$3,100,000</u>	<u>06/2024 (ACTUAL)</u> 08/2024	<u>OBLIGATED (2024)</u>	AFA-EXECUTION-PENDING
11615.4	0918-00-421	NCTCOG	DALLAS	I	VA	REGIONAL GEOSPATIAL IMAGERY: DATA COLLECTION/PLANNING		DATA COLLECTION/PLANNING COOPERATIVE DIGITAL AERIAL PHOTOGRAPHY DATA COLLECTION TO IMPROVE TRAVEL DEMAND MODEL, AND CORRIDOR ALIGNMENT PLANNING, AND TRACK POPULATION/EMPLOYMENT CHANGES, AND SUPPORT VARIOUS ADDITIONAL ANALYTICAL TRANSP PLANNING ACTIVITIES	\$1,150,000	\$287,500	\$0	\$1,437,500	<u>\$1,150,000</u>	<u>07/2024 (ACTUAL)</u> 08/2024	<u>OBLIGATED (2024)</u>	AFA-EXECUTION-PENDING
16002	0918-00-408	NCTCOG	DALLAS	E	VA	MCKINNEY LINE PASSENGER RAIL STUDY; FROM PARKER ROAD STATION IN PLANO	TO MCKINNEY NORTH	MCKINNEY LINE PASSENGER RAIL CONCEPTUAL ENGINEERING STUDY INCLUDING ALTERNATIVE ROUTE ANALYSIS AND FUNDING OPTIONS; INCLUDES CONSULTANT AND NCTCOG STAFF TIME	\$1,000,000	\$0	\$0	\$1,000,000	<u>\$1,000,000</u>	<u>07/2024 (ACTUAL)</u> 08/2024	<u>OBLIGATED (2024)</u>	AFA-EXECUTION-PENDING
21038	0918-47-383	GARLAND	DALLAS	E	CS	PEDESTRIAN ROUTES TO RAIL STATION AT GARLAND FOREST/JUPITER DART STATION BOUNDED BY WEST OF JUPITER ROAD TO THE WEST,	JACOBSON ROAD TO THE EAST, MARQUIS DRIVE TO THE SOUTH, AND EDGEWOOD DRIVE TO THE NORTH	CONSTRUCT SIDEWALKS AND OTHER PEDESTRIAN SAFETY IMPROVEMENTS AT AND AROUND THE GARLAND FOREST/JUPITER DART STATION	\$500,000	\$0	\$125,000	\$625,000	\$500,000	<u>07/2024 (ACTUAL)</u> 10/2024-01/2024	OBLIGATED (2024)	FUNDS HAVE BEEN OBLIGATED, BUT ACTUAL DESIGN- WORK WILL BEGIN OCTOBER 2024.
25013	0902-90-172	FORT WORTH	FORT WORTH	E	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT	\$814,198	\$0	\$0	\$814,198	<u>\$814,197</u>	<u>07/2024 (ACTUAL)</u> 05/2024-01/2024	<u>OBLIGATED (2024)</u>	ADDITIONAL FUNDING FOR PHASE ALREADY IN PROGRESS; AFA-AMENDMENT-PENDING
21072	0918-24-268	RICHARDSON	DALLAS	C	CS	WATERVIEW	AT FRANK JOHNSON	CONSTRUCT NEW TRAFFIC SIGNAL	\$350,000	\$0	\$0	\$350,000	\$350,000	<u>08/2024 (ACTUAL)</u> 05/2024-08/2023	OBLIGATED (2024)	DELAYED FROM FY2023; UPDATE-ON-PROJECT- SCHEDULE-PENDING
11674	0902-00-287	NCTCOG	FORT WORTH	T	VA	DFW CORE EXPRESS HIGH SPEED RAIL	FROM DALLAS TO FORT WORTH	COMPLETION OF THE DFW CORE EXPRESS SERVICE HIGH-SPEED RAIL PROJECT ENVIRONMENTAL PROCESS; INCLUDES COG STAFF TIME AND CONSULTANT ASSISTANCE	\$1,099,657	\$0	\$0	\$1,099,657	<u>\$1,099,657</u>	08/2024 <u>(ACTUAL)</u>	<u>OBLIGATED (2024)</u>	FUNDING-ADD-TO-THE-TIP-VIA-MAY-2024-TIP- MODIFICATION-CYCLE FUNDS HAVE BEEN TRANSFERRED (AUGUST 2024)
55310	0918-47-463	TXDOT-DALLAS	DALLAS	E	VA	OVER IH 30; EAST OF ERVAY ST	HARWOOD ST	CONSTRUCT SUPPORT STRUCTURES INCLUDING UNDERGROUND SHAFTS AND WALLS FOR PEDESTRIAN CAPS TO BE CONSTRUCTED ACROSS IH 30	\$2,000,000	\$0	\$0	\$2,000,000	\$1,914,860	<u>08/2024 (ACTUAL)</u> 02/2024	OBLIGATED (2024)	PROJECT HAS NOT BEEN APPROVED BY FHWA-- PENDING ELIGIBILITY DETERMINATION
11657.2	0918-00-401	NCTCOG	DALLAS	I	VA	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM; REGIONWIDE	IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED	ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	\$950,000	\$0	\$0	\$950,000	<u>\$940,500</u>	<u>09/2024 (ACTUAL)</u> 08/2024	<u>OBLIGATED (2024)</u>	
21015.9	0902-90-252	FWTA	FORT WORTH	T	VA	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT STATION	DALLAS FORT WORTH (DFW) INTERNATIONAL AIRPORT	CAPITAL COST OF CONTRACTING FOR A CRITICAL FIRST/LAST MILE CONNECTION BETWEEN THE TRE CENTREPORT STATION AND DFW INTERNATIONAL AIRPORT TO A NEW LOCATION (TERMINAL B)	\$320,000	\$0	\$80,000	\$400,000	\$320,000	09/2024 <u>(ACTUAL)</u>	OBLIGATED (2024)	<u>FUNDS HAVE BEEN TRANSFERRED (JANUARY 2024)</u>
14048	0902-90-144	GRAPEVINE	FORT WORTH	C	CS	ON FAIRWAY DRIVE FROM SH 26	MARINA DRIVE	RECONSTRUCT 2 TO 2 LANES INCLUDING SHARED USE PATH AND ROUNDABOUT AT FAIRWAY AND MARINA DRIVE	\$3,852,500	\$0	\$0	\$3,852,500	<u>\$3,027,713</u>	<u>10/2024 (ACTUAL)</u>	<u>OBLIGATED (2024)</u>	
21064	0902-90-228	ARLINGTON	FORT WORTH	C	CS	ON CENTER STREET/MLK JR BLVD FROM BARDIN ROAD	SE GREEN OAKS BOULEVARD	CONSTRUCT 0 TO 4 LANE DIVIDED ROADWAY WITH SHARED- USE PATH	\$7,120,000	\$0	\$1,780,000	\$8,900,000	<u>\$6,000,000</u>	10/2024 <u>(ACTUAL)</u> 06/2024	<u>OBLIGATED (2024)</u>	ENVIRONMENTAL CLEARANCE <u>RECEIVED JUNE 2024</u> ANTICIPATED-APRIL-2024; <u>ADDITIONAL FUNDING</u> <u>FOR CONSTRUCTION ADDED VIA THE 2025-2028 TIP</u> <u>DEVELOPMENT TO COVER INCREASED COSTS; AFA-</u> <u>AMENDMENT PENDING</u>
11639.1	0918-46-344	DCTA	DALLAS	T	VA	DCTA VANPOOL PROGRAM		OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE	\$1,250,000	\$0	\$312,500	\$1,562,500	\$1,250,000	<u>11/2024</u> 06/2024-01/2024	OBLIGATED (2024)	<u>FUNDS HAVE BEEN TRANSFERRED (JANUARY 2024)</u>

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14050	0902-90-145	GRAPEVINE	FORT WORTH	C	CS	EULESS-GRAPEVINE ROAD FROM SH 360	HUGHES ROAD	RECONSTRUCT 2 LANES TO 2 LANES, INCLUDING SIDEWALK AND TRAFFIC SIGNAL IMPROVEMENTS	\$1,859,263	\$0	\$0	\$1,859,263	\$1,859,263	01/2025	OBLIGATED (2024)	FUNDING HAS OBLIGATED BUT PROJECT IS BEING RE-BID
14074	0918-46-319	DENTON	DALLAS	C	CS	BONNIE BRAE STREET FROM WINDSOR DRIVE	US 77	WIDEN FROM 2/4 LANES TO 4 LANES DIVIDED WITH SIDEWALKS AND SHARED-USE PATH (SEGMENT 68)	\$9,111,600	\$0	\$2,277,900	\$11,389,500	\$9,452,220	01/2025 05/2024-03/2024	OBLIGATED (2024)	FPA FOR CONSTRUCTION HAS BEEN REQUESTED; CITY AWAITING APPROVAL FROM TXDOT TO MOVE FORWARD WITH CONSTRUCTION
14015.1	0918-47-484	DALLAS	DALLAS	E	CS	HARRY HINES AT MOCKINGBIRD LANE		RECONSTRUCT INTERSECTION	\$3,000,000	\$0	\$0	\$3,000,000	\$3,000,000	04/2025 4/2024	OBLIGATED (2024)	FUNDING TO BE CONVERTED TO RTR
54062	0008-13-221	TXDOT-FORT WORTH	FORT WORTH	C	IH 820	SH 121/SH 183 INTERCHANGE	RANDOL MILL ROAD	INTERIM PROJECT TO CNST IH 820/SH 121 DIRECT CONNECTORS; FROM RANDOL MILL RD TO TRINITY BLVD: RECNST FROM 4 TO 6 LNS PLUS 2 AUX LNS; FROM TRINITY BLVD TO N INT WITH SH 121/SH 183: WDN FROM 9 TO 11 LNS & 4/6 LN DISC FR RDS TO 2/6 LN DISC FR RDS (INTERIM)	\$57,634	\$14,409	\$0	\$72,043	\$0	05/2024 01/2024	DID NOT OBLIGATE IN FY2024	ADDITIONAL FUNDING FOR A PROJECT ALREADY OBLIGATED; TXDOT PROCESSED PROCESSING-CHANGE ORDER
21033	0902-90-223	FORT WORTH	FORT WORTH	E	VA	EAST ROSEDALE BOUNDED BY ROSEDALE ON THE NORTH, LIBERTY STREET ON THE EAST,	POLLARD-SMITH ON THE SOUTH, AND AMANDA AVENUE ON THE WEST	DESIGN AND CONSTRUCT TRANSIT BUS CENTER NEAR NEW ENVISION CENTER AND STOP SIX	\$200,000	\$0	\$0	\$200,000	\$0	10/2024	DID NOT OBLIGATE IN FY2024	DELAYED FROM FY2023 ; CITY IS CURRENTLY CONDUCTING STUDY AND PUBLIC OUTREACH WITH LOCAL FUNDING; DESIGN IS ANTICIPATED TO START IN FY2025; DELAYED TO FY2025 VIA THE 2025-2028 TIP DEVELOPMENT
11684.3	0918-47-366	DALLAS COLLEGE	DALLAS	I	VA	DALLAS COLLEGE AUTONOMOUS VEHICLE (AV) INITIATIVE	CEDAR VALLEY CAMPUS AV SERVICE/WORKFORCE DEVELOPMENT AND EASTFIELD CAMPUS WORKFORCE DEVELOPMENT	PROVISION OF TRANSIT SERVICES SERVING THE CAMPUSES AND NEIGHBORING COMMUNITIES IN LANCASTER, DALLAS, & HUTCHINS FOR 3 YRS USING AV, INCLUDING WORKFORCE DEVELOPMENT TRAINING IN TRANS TECHNOLOGY, OVER-THE-ROAD TRUCKING AND/OR DELIVERY OF GOODS	\$1,500,000	\$0	\$0	\$1,500,000	\$0	02/2025 05/2024-10/2023	DID NOT OBLIGATE IN FY2024	DELAYED FROM FY2023 ; PROJECT HAS NOT BEEN APPROVED BY FHWA; PENDING ELIGIBILITY-DETERMINATION ; DELAYED TO FY2025 VIA THE 2025-2028 TIP DEVELOPMENT
25022	0902-90-050	FORT WORTH	FORT WORTH	C	VA	CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	\$8,024,130	\$0	\$756,033	\$8,780,163	\$0	02/2025 09/2024	DID NOT OBLIGATE IN FY2024	ADDITIONAL FUNDING FOR PROJECT ALREADY UNDER CONSTRUCTION; DUE TO INCREASED COSTS AND CITY BID RESTRICTIONS, THIS PART OF THE PROJECT WILL BE BROKEN OUT IN A FUTURE TIP. MODIFICATION AND WILL NEED TO BE RE-BID
11622.3	0918-00-315	NCTCOG	DALLAS	I	VA	TRAVEL SURVEY & DATA COLLECTION PROGRAM: TO PROVIDE TRAVEL INFORMATION USED TO CREATE ANALYTICAL TOOLS FOR ALL PLANNING,	AIR QUALITY, AND MANAGEMENT PROJECTS IN THE MPA; ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND	FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES; INCLUSION OF NON-MOTORIZED TRIPS IN THE REGIONAL TRAVEL MODEL; DEVELOPMENT OF DYNAMIC TRAFFIC ASSIGNMENT MODEL FOR ROADWAY NETWORK ANALYSIS	\$780,000	\$0	\$0	\$780,000	\$0	03/2025 08/2024	DID NOT OBLIGATE IN FY2024	DELAYED FROM FY2023 ; AFA HAS BEEN EXECUTED AND FUNDS WILL BE OBLIGATED ONCE EXISTING FUNDING HAS BEEN SPENT DOWN; DELAYED TO FY2025 VIA 2025-2028 TIP DEVELOPMENT
11898.5	0902-90-268	TXDOT-FORT WORTH	FORT WORTH	E	CS	ON AVONDALE-HASLET ROAD	AT BNSF RAIL LINE	CONSTRUCT GRADE SEPARATION	\$1,000,000	\$0	\$0	\$1,000,000	\$0	03/2025 08/2024-05/2023	DID NOT OBLIGATE IN FY2024	DELAYED FROM FY2023 ; UPDATE ON PROJECT- SCHEDULE PENDING; AFA IS BEING DRAFTED; DELAYED TO FY2025 VIA THE 2025-2028 TIP DEVELOPMENT
11898.6	0902-90-166	TXDOT-FORT WORTH	FORT WORTH	E	CS	ON HASLET PARKWAY/SH 170 FROM IH 35W	INTERMODAL PARKWAY	CONSTRUCT 0 TO 2 LANE GRADE SEPARATED DIRECT CONNECTORS	\$8,000,000	\$0	\$0	\$8,000,000	\$0	03/2025 08/2024-05/2023	DID NOT OBLIGATE IN FY2024	AFA IS BEING DRAFTED; DELAYED TO FY2025 VIA THE 2025-2028 TIP DEVELOPMENT
14054	0902-90-148	FORT WORTH	FORT WORTH	R	CS	HORNE STREET FROM VICKERY BLVD	CAMP BOWIE BLVD	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH BICYCLE LANES, PEDESTRIAN/SIDEWALK IMPROVEMENTS, AND TRAFFIC SIGNAL IMPROVEMENTS	\$436,623	\$0	\$0	\$436,623	\$0	03/2025 09/2024-08/2024	DID NOT OBLIGATE IN FY2024	DELAYED TO FY2025 VIA THE 2025-2028 TIP DEVELOPMENT
21079	0918-47-385	NCTCOG	DALLAS	E	VA	ON IH 30 FROM DALLAS/TARRANT COUNTY LINE	IH 635	PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES	\$3,200,000	\$800,000	\$0	\$4,000,000	\$0	03/2025 09/2024-12/2023	DID NOT OBLIGATE IN FY2024	DELAYED FROM FY2023 ; DELAYED TO FY2025 VIA 2025-2028 TIP DEVELOPMENT ; PROJECT CURRENTLY ON HOLD

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
21080	1068-02-156	NCTCOG	FORT WORTH	E	IH 30	IH 35W	DALLAS/TARRANT COUNTY LINE	PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES	\$800,000	\$200,000	\$0	\$1,000,000	\$0	03/2025 09/2024-12/2024	DID NOT OBLIGATE IN FY2024	DELETED FROM FY2023; <u>DELAYED TO FY2025 VIA 2025-2028 TIP DEVELOPMENT; PROJECT CURRENTLY ON HOLD</u>
21065	0918-47-374	DALLAS	DALLAS	C	CS	ON LEMMON AVENUE FROM NORTHWEST HIGHWAY	US 75	RECONSTRUCT AND UPGRADE SIGNALS/EQUIPMENT AND CONSTRUCT PEDESTRIAN IMPROVEMENTS AT SEVEN INTERSECTIONS	\$1,000,000	\$0	\$250,000	\$1,250,000	\$0	04/2025 12/2024	DID NOT OBLIGATE IN FY2024	DELAYED BASED ON TIP DEVELOPMENT UPDATE FROM CITY; CURRENTLY AT 60% DESIGN; FUNDING DELAYED TO 2025 VIA MAY 2024 TIP MODIFICATION CYCLE
21070	0918-47-387	RICHARDSON	DALLAS	C	CS	JUPITER ROAD AT CAMPBELL ROAD		INTERSECTION IMPROVEMENTS INCLUDING CONSTRUCTION OF NEW DEDICATED RIGHT-TURN LANES ON EB CAMPBELL ROAD & SB JUPITER ROAD	\$1,788,000	\$0	\$447,000	\$2,235,000	\$0	04/2025 08/2024-01/2024	DID NOT OBLIGATE IN FY2024	100% PLANS AND BID DOCUMENTS BEING FINALIZED; <u>CITY IS WORKING ON RIGHT-OF-WAY ACQUISITION</u>
11684.7	0902-90-266	DFW AIRPORT	FORT WORTH	I	VA	AUTOMATED PARKING PROJECT AT DFW AIRPORT	TO FACILITATE DIRECT INTERMODAL INTERCHANGE TRANSFER AND ACCESS IN TO/OUT OF THE AIRPORT	IMPLEMENT AUTOMATED PARKING PROJECT INCLUDES USING LOW-SPEED VEHICLE AUTOMATION AND VEHICLE-TO-INFRASTRUCTURE TECHNOLOGY	\$1,500,000	\$0	\$0	\$1,500,000	\$0	05/2025 05/2024-02/2024	DID NOT OBLIGATE IN FY2024	DELETED FROM FY2023 (PROJECT WAS NOT APPROVED BY FHWA UNTIL ELIGIBILITY COULD BE DETERMINED); PROJECT HAS BEEN APPROVED BY FHWA; PROJECT FEASIBILITY UNDER REVIEW- <u>REVIEWED</u> AND MAY NOT <u>WILL</u> PROCEED; <u>AFA EXECUTION PENDING; DELAYED TO FY2025 VIA THE 2025-2028 TIP DEVELOPMENT</u>
14003	0918-47-239	DALLAS CO	DALLAS	R	CS	JEFFERSON ST FROM WINTERGREEN RD TO PLEASANT RUN RD AND PLEASANT RUN RD FROM JEFFERSON ST	LANCASTER-HUTCHINS RD	WIDEN AND RECONSTRUCT 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN	\$329,152	\$0	\$82,288	\$411,440	\$0	05/2025	DID NOT OBLIGATE IN FY2024	PROJECT IS UNLIKELY TO RECEIVE ENVIRONMENTAL CLEARANCE IN 2024; <u>RIGHT-OF-WAY PHASE DELAYED VIA THE 2025-2028 TIP DEVELOPMENT TO FY2026</u>
14015.3	0918-47-483	DALLAS	DALLAS	E	CS	ON HARRY HINES BLVD/MCKINNON ST FROM DALLAS NORTH TOLLWAY	MOODY ST	REHABILITATE ROADWAY WITH SIGNAGE, SIGNAL, AND INTERSECTION IMPROVEMENTS TO ADDRESS SAFETY ISSUES (WRONG WAY DRIVING ON DNT)	\$2,000,000	\$0	\$0	\$2,000,000	\$0	05/2025 09/2024-05/2024	DID NOT OBLIGATE IN FY2024	AFA <u>AND FPAA EXECUTED</u> EXECUTION PENDING; <u>DELAYED TO FY2025 VIA 2025-2028 TIP DEVELOPMENT</u>
21086	0918-24-302	TXDOT-DALLAS	DALLAS	E	CS	ON N MCDONALD STREET FROM VIRGINIA ST	LOUISIANA ST	CONSTRUCTION OF LOWER SH 5 PEDESTRIAN AMENITIES	\$3,000,000	\$0	\$0	\$3,000,000	\$0	05/2025 05/2024-04/2024	DID NOT OBLIGATE IN FY2024	DELETED FROM FY2023; <u>DELAYED TO FY2025 VIA 2025-2028 TIP DEVELOPMENT</u>
21076	0918-47-396	GARLAND	DALLAS	E	CS	ON SHILOH ROAD FROM MILLER ROAD	FOREST LANE	RECONSTRUCT AND WIDEN FROM 4 LANES TO 6 LANES WITH SIDEWALKS	\$3,500,000	\$0	\$0	\$3,500,000	\$0	06/2025 06/2024-03/2024	DID NOT OBLIGATE IN FY2024	DELETED FROM FY2023; AFA <u>EXECUTED</u> EXECUTION PENDING; <u>ADVERTISEMENT OF RFP TO SELECT ENGINEER ANTICIPATED NOVEMBER 2024; DELAYED TO FY2025 VIA 2025-2028 TIP DEVELOPMENT</u>
14002	0918-47-208	DALLAS CO	DALLAS	R	CS	ON WINTERGREEN RD FROM JEFFERSON STREET	WEST OF CARPENTER ROAD	RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN	\$560,000	\$0	\$140,000	\$700,000	\$0	07/2025 10/2024	DID NOT OBLIGATE IN FY2024	PROJECT IS UNLIKELY TO RECEIVE ENVIRONMENTAL CLEARANCE IN 2024; RIGHT-OF-WAY PHASE DELAYED VIA MAY 2024 TIP MODIFICATION CYCLE <u>TO FY2026</u>
11684.2	0081-12-053	FORT WORTH	FORT WORTH	ENV	IH 35W	IH 35W TRUCK PARKING HUB ON IH 35W AT SH 170 NEAR HARMON ROAD		CONSTRUCT TRUCK PARKING AREA TO INCLUDE SAFETY REST AREA FOR TRUCK DRIVERS, VEHICLE TO INFRASTRUCTURE COMMUNICATION EQUIPMENT, STRIPING, AND SIGNAGE	\$100,000	\$0	\$0	\$100,000	\$0	08/2025 08/2024-11/2023	DID NOT OBLIGATE IN FY2024	DELETED FROM FY2023 (DELAY IN GETTING FHWA-APPROVAL); CITY DISCUSSING PROJECT WITH AVIATION DEPARTMENT AND HILLWOOD; <u>WILL BE DELAYED TO FY2026 VIA THE FEBRUARY TIP MODIFICATION CYCLE</u>
11684.2	0081-12-053	FORT WORTH	FORT WORTH	E	IH 35W	IH 35W TRUCK PARKING HUB ON IH 35W AT SH 170 NEAR HARMON ROAD		CONSTRUCT TRUCK PARKING AREA TO INCLUDE SAFETY REST AREA FOR TRUCK DRIVERS, VEHICLE TO INFRASTRUCTURE COMMUNICATION EQUIPMENT, STRIPING, AND SIGNAGE	\$758,953	\$0	\$0	\$758,953	\$0	08/2025 08/2024-11/2023	DID NOT OBLIGATE IN FY2024	DELETED FROM FY2023 (DELAY IN GETTING FHWA-APPROVAL); CITY DISCUSSING PROJECT WITH AVIATION DEPARTMENT AND HILLWOOD; <u>WILL BE DELAYED TO FY2026 VIA THE FEBRUARY TIP MODIFICATION CYCLE</u>
16003	0902-00-346	NCTCOG	FORT WORTH	E	VA	MANSFIELD LINE PASSENGER RAIL STUDY FROM MIDLOTHIAN	TO FORT WORTH CENTRAL STATION	MANSFIELD LINE PASSENGER RAIL CONCEPTUAL ENGINEERING STUDY INCLUDING ALTERNATIVE ROUTE ANALYSIS AND FUNDING OPTIONS; INCLUDES CONSULTANT AND NCTCOG STAFF TIME	\$1,000,000	\$0	\$0	\$1,000,000	\$0	08/2025 03/2025-08/2024	DID NOT OBLIGATE IN FY2024	PROJECT DELAYED TO 2025 VIA MAY 2024 TIP MODIFICATION CYCLE
16004	0902-00-347	NCTCOG	FORT WORTH	E	VA	NORTHWEST AND SOUTHWEST FORT WORTH SUBAREA STUDIES; NORTHWEST STUDY: BOUNDED BY US 377 TO E, SH 114 TO N, FM 730 TO W, & IH 820 TO S; SW STUDY: IH 20/IH 820 TO N, FM 1187 TO W, US 377 TO S, & CHISHOLM TRAIL TO E; DEVELOP SUB-REGIONAL		TR PLANS TO IDENTIFY NEEDED IMPROVEMENTS & ESTABLISH A MULTI-MODAL TR NETWORK WITH FOCUS ON LAND USE, SAFETY, & CONGESTION; AREAS OUTSIDE THIS STUDY AREA WILL ALSO BE INCLUDED AS THEY IMPACT TRAVEL WITHIN THE AREA, INCL CONSULTANT & NCTCOG STAFF TIME	\$200,000	\$0	\$0	\$200,000	\$0	08/2025 01/2025-08/2024	DID NOT OBLIGATE IN FY2024	<u>DELAYED TO FY2025 VIA 2025-2028 TIP DEVELOPMENT</u>

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024																
TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
21028	0918-47-364	NCTCOG	DALLAS	E	VA	HIGH-SPEED RAIL/CEDARS PLANNING STUDY BOUNDED BY GOOD LATIMER ON THE EAST, CORINTH ON THE SOUTH	THE TRINITY RIVER ON THE WEST, AND YOUNG STREET ON THE NORTH	PLANNING STUDY TO LOOK AT POTENTIAL IMPROVEMENTS TO THE GRID SYSTEM OVER IH 30 & IN THE CEDARS NEIGHBORHOOD OF DALLAS, & TO REVIEW THE POTENTIAL FOR PLACING STRUCTURES ON TOP OF IH 30; INCL. PRELIM ENG FOR IMPROVEMENTS THAT COME OUT OF PLANNING WORK	\$2,000,000	\$0	\$0	\$2,000,000	\$0	08/2025 09/2024-08/2024	DID NOT OBLIGATE IN FY2024	DELAYED FROM FY2023; <u>DELAYED TO FY2025 VIA 2025-2028 TIP DEVELOPMENT</u>
21044	0918-47-380	NCTCOG	DALLAS	E	VA	DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM BOUNDED BY IH 635 TO THE SOUTH, DALLAS NORTH TOLLWAY	TO THE WEST, PRESTON ROAD TO THE EAST, AND SPRING VALLEY ROAD TO THE NORTH	ENGINEERING AND CONSTRUCTION OF THE DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM	\$2,000,000	\$0	\$0	\$2,000,000	\$0	08/2025 09/2024-08/2024	DID NOT OBLIGATE IN FY2024	DELAYED FROM FY2023; PROJECT HAS NOT BEEN APPROVED BY FHWA DUE TO ELIGIBILITY QUESTIONS; <u>DELAYED TO FY2025 VIA 2025-2028 TIP DEVELOPMENT</u>
25013	0902-90-172	FORT WORTH	FORT WORTH	U	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT	\$1,120,000	\$0	\$0	\$1,120,000	\$0	09/2025 04/2023	DID NOT OBLIGATE IN FY2024	UTILITIES TO BE RELOCATED DURING CONSTRUCTION (ANTICIPATED START OF SEPTEMBER 2025)
25013	0902-90-172	FORT WORTH	FORT WORTH	C	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT	\$9,750,000	\$0	\$0	\$9,750,000	\$0	09/2025	DID NOT OBLIGATE IN FY2024	FUNDING DELAYED TO 2025 VIA MAY 2024 TIP MODIFICATION CYCLE
25092	0918-47-363	DALLAS	DALLAS	E	VA	DEEP ELLUM PARKING IMPROVEMENTS; FROM ELM ST	IH 30	CONSTRUCT NEW PARKING FACILITIES IN THE VACANT LAND UNDER IH 345 AND CONSTRUCT IMPROVEMENTS TO THE EXISTING PARKING LOTS UNDER IH 345, INCLUDING ELECTRIC VEHICLES CHARGING TECHNOLOGY, PARKING METERS, WAYFINDING, AND OTHER INNOVATIVE IMPROVEMENTS	\$500,000	\$0	\$0	\$500,000	\$0	09/2025	DID NOT OBLIGATE IN FY2024	CITY WORKING WITH TXDOT ON AGREEMENTS, SO PROJECT ON HOLD; FUNDING MOVED TO 2026 VIA MAY 2024 TIP MODIFICATION CYCLE
25096	0902-90-265	ARLINGTON	FORT WORTH	E	CS	ON AT&T WAY FROM SH 180/DIVISION ST	ABRAM ST	CONDUCT A FEASIBILITY STUDY OF THE EXTENSION OF AT&T WAY TO ABRAM ST (0 TO 6 LANES), INCLUDING A GRADE SEPARATION ACROSS THE UNION PACIFIC MAIN LINE AND A CREEK CROSSING	\$3,000,000	\$0	\$750,000	\$3,750,000	\$0	09/2025 06/2024-01/2024	DID NOT OBLIGATE IN FY2024	DELAYED FROM FY2023 (DUE TO AMOUNT OF TIME IT TOOK TO GET FFCS AMENDMENT PROCESSED); CITY WORKING WITH TXDOT ON THE AFA; <u>DELAYED TO FY2025 VIA THE 2025-2028 TIP DEVELOPMENT</u>
21061	0918-11-107	TERRELL	DALLAS	C	SS 226	ON VIRGINIA STREET (SS 226) FROM BRIN STREET	ROCHESTER STREET	PEDESTRIAN IMPROVEMENTS INCLUDING CONSTRUCTION OF PEDESTRIAN/ADA RAMPS AND CROSSWALKS, AND MINOR LANDSCAPING	\$450,000	\$0	\$0	\$450,000	\$0	10/2025 05/2023	DID NOT OBLIGATE IN FY2024	<u>DELAYED TO FY2026 VIA THE 2025-2028 TIP DEVELOPMENT</u>
11624	0918-47-422	DALLAS	DALLAS	C	CS	S LANCASTER RD FROM E KIEST BLVD	E LEDBETTER DR	CONSTRUCT PEDESTRIAN CONNECTIONS SUCH AS CROSSWALKS AND ADA RAMP AND ASSOCIATED IMPROVEMENTS AND PEDESTRIAN LIGHTING	\$1,720,000	\$0	\$0	\$1,720,000	\$0	11/2025	DID NOT OBLIGATE IN FY2024	DESIGN HAS NOT BEGUN, SO CONSTRUCTION WILL NOT START IN 2024; CONSTRUCTION MOVED TO 2026 IN MAY 2024 TIP MODIFICATION CYCLE
21033	0902-90-223	FORT WORTH	FORT WORTH	C	VA	EAST ROSEDALE BOUNDED BY ROSEDALE ON THE NORTH, LIBERTY STREET ON THE EAST,	POLLARD-SMITH ON THE SOUTH, AND AMANDA AVENUE ON THE WEST	CONDUCT PLANNING STUDY TO DETERMINE PARCEL LOCATION AND TRANSIT DEMAND; DESIGN AND CONSTRUCT TRANSIT BUS CENTER NEAR NEW ENVISION CENTER AND STOP SIX	\$800,000	\$0	\$0	\$800,000	\$0	05/2026	DID NOT OBLIGATE IN FY2024	CITY IS CURRENTLY CONDUCTING STUDY AND PUBLIC OUTREACH WITH LOCAL FUNDING; DESIGN IS ANTICIPATED TO START IN FY2025, SO CONSTRUCTION IS UNLIKELY TO BEGIN IN 2024; <u>DELAYED TO FY2026 VIA THE 2025-2028 TIP DEVELOPMENT</u>
21038	0918-47-383	GARLAND	DALLAS	C	CS	PEDESTRIAN ROUTES TO RAIL STATION AT GARLAND FOREST/JUPITER DART STATION BOUNDED BY WEST OF JUPITER ROAD TO THE WEST,	JACOBSON ROAD TO THE EAST, MARQUIS DRIVE TO THE SOUTH, AND EDGEWOOD DRIVE TO THE NORTH	CONSTRUCT SIDEWALKS AND OTHER PEDESTRIAN SAFETY IMPROVEMENTS AT AND AROUND THE GARLAND FOREST/JUPITER DART STATION	\$3,500,000	\$0	\$875,000	\$4,375,000	\$0	01/2027	DID NOT OBLIGATE IN FY2024	MOVING MOVED TO 2027 VIA TIP DEVELOPMENT
16001	0918-00-407	NCTCOG	DALLAS	I	VA	REG SCRAP TIRE ABATEMENT PGRM DEV & IMPL; SCRAP TIRE PUB EDUC/OUTREACH/AWARENESS CAMPAIGN; PROVIDE TECH SUPPORT TO LOC	GOVTS, INCL ORDINANCE & MODEL CREATION TO INCR REGU & ENFORCEMENT; DB FOR ABANDONED TIRE LOCATIONS, HAULERS, DEALERSHIPS	& END USERS IN REGION; IDENTIFY & IMPL ADDL POLICIES FOR REG IMP, ASSIST LOC GOVTS, BUSINESSES, & CITIZENS IN PROJ & PGRM IMPL; ADDL RESEARCH INTO EXISTING & POTENTIAL END USES TO INCL LOC SCRAP TIRE UTIL AS A RESOURCE; COLLECTION EVENTS	\$0	\$0	\$0	\$0	\$0	<u>N/A</u>	DID NOT OBLIGATE IN FY2024	FUNDING CONVERTED TO RTR DUE TO ELIGIBILITY ISSUES VIA MAY 2024 TIP MODIFICATION CYCLE

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11684.6	0918-24-262	NCTCOG	DALLAS	I	VA	AUTONOMOUS MOBILE VEHICLE TO RESIDENTIAL LOCATIONS PILOT PROJECT	MCKINNEY - PHASE 1; DALLAS - PHASE 2	AUTOMATED, INTERNET-CONNECTED, & TELEOPERATED VEH TECH TO DELIVER SERVICES TO UNDERSERVED COMMUNITIES; INVOLVES PROCURING “INTEGRATOR” W/BROADBAND CONNECTIVITY TO PROVIDE VEH PLATFORM, SERVICE, & COORD W/LOCAL STAKEHOLDERS; PART OF NEW TDM+TECH INITIATIVE	\$0	\$0	\$0	\$0	\$0	N/A	DID NOT OBLIGATE IN FY2024	PROJECT HAS NOT BEEN APPROVED BY FHWA DUE TO ELIGIBILITY QUESTIONS PROJECT CANCELLED VIA 2025-2028 TIP DEVELOPMENT DUE TO IT NOT BEING FEDERALLY ELIGIBLE
21013	0902-90-225	NCTCOG	FORT WORTH	E	CS	FOREST HILL DRIVE FROM LON STEPHENSON ROAD	SHELBY ROAD	PLANNING STUDY OF TRANSPORTATION, LAND USE, AND FLOODING; ENGINEERING TO RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES WITH SIGNAL RETIMING AND INTERSECTION IMPROVEMENTS	\$0	\$0	\$0	\$0	\$0	N/A	DID NOT OBLIGATE IN FY2024	PROJECT HAS NOT BEEN APPROVED BY FHWA; FUNDING IS NO LONGER NEEDED AND REMOVED VIA 2025-2028 TIP DEVELOPMENT
21021	0902-90-206	NTTA	FORT WORTH	E	MH	ON CHISHOLM TRAIL PARKWAY	AT WORTH CREEK PARKWAY	CONSTRUCT INTERCHANGE	\$0	\$0	\$0	\$0	\$0	N/A	DID NOT OBLIGATE IN FY2024	DELAYED FROM FY2023 DUE TO DELAYS IN APPROVAL FROM FHWA (FFCS AMENDMENT BEING PROCESSED); PROJECT TO BE DEFEDERALIZED AND FUNDED BY NTTA
21027	0918-47-392	DALLAS	DALLAS	E	VA	DALLAS TRAFFIC SIGNAL PROJECT AREA BOUNDED BY IH 35 ON THE W, IH 635 ON THE E & N, AND NORTHWEST HWY TO THE S	ALONG HAMPTON ROAD FROM LEATH STREET TO CAMP WISDOM; ALONG LANCASTER ROAD FROM ELMORE AVENUE TO SHELLHORSE DRIVE	DESIGN AND CONSTRUCT 22 SIGNALS IN AREA DAMAGED BY 2019 TORNADO; 9 SIGNALS ALONG HAMPTON ROAD; AND 13 SIGNALS ALONG LANCASTER RD; ALL SIGNAL WORK INCLUDES SIGNAL RETIMING	\$0	\$0	\$0	\$0	\$0	N/A	DID NOT OBLIGATE IN FY2024	PROJECT SPLIT OUT AND FUNDING BEING CONVERTED TO RTR VIA MAY 2024 TIP MODIFICATION CYCLE
21062	0902-50-142	ALVARADO	FORT WORTH	R	CS	ON CUMMINGS DRIVE FROM US 67	NORTH OF CR 508	RECONSTRUCT 2 TO 3 LANE ROADWAY WITH NEW SIDEWALKS AND INTERSECTION IMPROVEMENTS INCLUDING TURN LANES AND SIGNALIZATION AT US 67 AND CUMMINGS	\$0	\$0	\$0	\$0	\$0	N/A	DID NOT OBLIGATE IN FY2024	FEDERAL FUNDING TO BE REMOVED AND CITY OF ALVARADO WILL FUND RIGHT-OF-WAY ACQUISITION WITH LOCAL FUNDS
55166.3	0918-47-485	DALLAS	DALLAS	E	VA	SOUTHERN GATEWAY DECK PARK PLAZA PHASE 2; FROM MARSALIS AVENUE	LANCASTER AVE	CONSTRUCT FOUNDATIONAL STRUCTURAL, SAFETY, MULTIMODAL TRANSPORTATION, & HARDSCAPE ELEMENTS TO EXPAND DECK PLAZA OVER TO MARSALIS AVENUE BRIDGE	\$0	\$0	\$0	\$0	\$0	N/A	DID NOT OBLIGATE IN FY2024	FUNDING TO BE REMOVED AND ENGINEERING WILL BE FUNDED WITH ANOTHER SOURCE
TOTAL									\$209,849,752	\$4,686,909	\$13,367,805	\$227,904,466	\$147,297,918			

TOTAL CLOSEOUTS/WITHDRAWALS	(\$1,711,582)
TOTAL PROJECT ADJUSTMENTS	\$3,596,082
TOTAL OBLIGATED IN FY2024	\$147,297,918
TOTAL DID NOT OBLIGATE IN FY 2024	\$64,574,492

TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
40039	0918-46-305	DENTON	DALLAS	CE	VA	GINNINGS ELEMENTARY SCHOOL & ALEXANDER ELEMENTARY SCHOOL SIDEWALK PROJECT	ALONG STUART RD, MULKEY LN, AND AUDRA LN	SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO ELEMENTARY SCHOOLS INCLUDING NEW SIDEWALKS, PEDESTRIAN BRIDGE, AND CROSSWALKS	\$17,326	\$0	\$4,332	\$21,658	\$17,326	<u>09/2024 (ACTUAL)</u> 05/2024-02/2024	<u>OBLIGATED (2024)</u>	DELAYED FROM FY2023; DESIGN BEING FINALIZED AND BID DOCUMENTS BEING PREPARED <u>REVIEWED</u>
40039	0918-46-305	DENTON	DALLAS	C	VA	GINNINGS ELEMENTARY SCHOOL & ALEXANDER ELEMENTARY SCHOOL SIDEWALK PROJECT	ALONG STUART RD, MULKEY LN, AND AUDRA LN	SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO ELEMENTARY SCHOOLS INCLUDING NEW SIDEWALKS, PEDESTRIAN BRIDGE, AND CROSSWALKS	\$630,009	\$0	\$157,502	\$787,511	\$630,009	<u>09/2024 (ACTUAL)</u> 05/2024-02/2024	<u>OBLIGATED (2024)</u>	DELAYED FROM FY2023; DESIGN BEING FINALIZED AND BID DOCUMENTS BEING PREPARED <u>REVIEWED</u>
40040	0918-46-306	DENTON	DALLAS	C	CS	SYCAMORE - WELCH ACTIVE TRANSPORTATION CONNECTION; ALONG S WELCH ST FROM EAGLE DRIVE	TO W HICKORY ST; AND ALONG W SYCAMORE ST TO DOWNTOWN DENTON DCTA STATION	CONSTRUCT NEW SHARED-USE PATH, BIKE LANES, AND CROSSWALKS	\$471,698	\$0	\$117,925	\$589,623	\$630,172	<u>09/2024 (ACTUAL)</u> 05/2024-02/2024	<u>OBLIGATED (2024)</u>	DESIGN BEING FINALIZED AND BID DOCUMENTS BEING PREPARED <u>REVIEWED</u>
40040	0918-46-306	DENTON	DALLAS	CE	CS	SYCAMORE - WELCH ACTIVE TRANSPORTATION CONNECTION; ALONG S WELCH ST FROM EAGLE DRIVE	TO W HICKORY ST; AND ALONG W SYCAMORE ST TO DOWNTOWN DENTON DCTA STATION	CONSTRUCT NEW SHARED-USE PATH, BIKE LANES, AND CROSSWALKS	\$34,659	\$0	\$8,665	\$43,324	\$17,330	<u>09/2024 (ACTUAL)</u> 05/2024-02/2024	<u>OBLIGATED (2024)</u>	DESIGN BEING FINALIZED AND BID DOCUMENTS BEING PREPARED <u>REVIEWED</u>
40075	0918-47-327	DALLAS	DALLAS	C	VA	ZARAGOZA ELEM, BOUNDED BY GASTON AVE TO THE NW, NORTH PRAIRIE AVE TO THE NE	MAIN/COLUMBIA AVE TO THE SE, ALCALDE ST TO THE SW	WIDEN EXISTING SIDEWALKS, RECONSTRUCT EXISTING SIDEWALKS, INSTALL ADA RAMPS, TRAFFIC CALMING IMPROVEMENTS, CROSSWALKS, SIGNS, PEDESTRIAN SIGNALS, AND OTHER SAFE ROUTES TO SCHOOL IMPROVEMENTS	\$325,661	\$0	\$0	\$325,661	\$325,661	<u>09/2024 (ACTUAL)</u> 05/2024-04/2024	<u>OBLIGATED (2024)</u>	DELAYED FROM FY2023; DESIGN BEING FINALIZED
40073	0918-47-326	DALLAS	DALLAS	C	CS	ELAM SRTS IMPROVEMENTS; ON ELAM ROAD FROM NORTH JIM MILLER ROAD	PEMBERTON HILL ROAD	IMPLEMENT IMPROVEMENTS ALONG ELAM ROAD TO ACCOMMODATE A SHARED-USE PATH AND PEDESTRIAN SAFETY AND ACCESSIBILITY FEATURES INCLUDING CROSSWALKS	\$1,962,980	\$0	\$0	\$1,962,980	\$1,962,980	<u>10/2024 (ACTUAL)</u> 05/2024-04/2024	<u>OBLIGATED (2024)</u>	DELAYED FROM FY2023; ENVIRONMENTAL CLEARANCE RECEIVED IN DECEMBER 2023; DESIGN BEING FINALIZED
40024.2	0918-47-324	DALLAS	DALLAS	C	VA	ROSEMONT SRTS IMPROVEMENTS BOUNDED BY MARY CLIFF ST (WEST), STEWART ST (NORTH),	TYLER ST (EAST), AND JEFFERSON BLVD (SOUTH)	CONSTRUCT NEW SIDEWALKS, BIKE LANE, AND TRAFFIC CALMING DEVICES TO CONNECT THE ROSEMONT SCHOOL CAMPUSES AND THE SURROUNDING NEIGHBORHOODS; TRAFFIC CALMING DEVICES INCLUDING ITEMS SUCH AS SPEED BUMPS, SIGNS, AND MARKINGS	\$689,410	\$0	\$0	\$689,410	\$689,410	<u>10/2024 (ACTUAL)</u> 05/2024	<u>OBLIGATED (2024)</u>	DELAYED FROM FY2023; DESIGN BEING FINALIZED (100% PS&E NEEDED)
40024.2	0918-47-324	DALLAS	DALLAS	CE	VA	ROSEMONT SRTS IMPROVEMENTS BOUNDED BY MARY CLIFF ST (WEST), STEWART ST (NORTH),	TYLER ST (EAST), AND JEFFERSON BLVD (SOUTH)	CONSTRUCT NEW SIDEWALKS, BIKE LANE, AND TRAFFIC CALMING DEVICES TO CONNECT THE ROSEMONT SCHOOL CAMPUSES AND THE SURROUNDING NEIGHBORHOODS; TRAFFIC CALMING DEVICES INCLUDING ITEMS SUCH AS SPEED BUMPS, SIGNS, AND MARKINGS	\$68,941	\$0	\$0	\$68,941	\$68,941	<u>10/2024 (ACTUAL)</u> 05/2024	<u>OBLIGATED (2024)</u>	DELAYED FROM FY2023; DESIGN BEING FINALIZED (100% PS&E NEEDED)
40076	0918-47-321	DALLAS CO	DALLAS	C	VA	ROWLETT RD MULTIMODAL IMPROVEMENTS; ALONG DUCK CREEK DR/ROWLETT RD FROM DUCK CREEK TRAIL AT GREENBELT PKWAY	GARLAND EASTERN CITY LIMITS	CONSTRUCT NEW SEPARATED BICYCLE LANES, SIDEWALKS, AND SHARED-USE PATH ALONG ROWLETT RD/DUCK CREEK DR	\$4,179,705	\$0	\$1,044,926	\$5,224,631	\$3,880,219	<u>10/2024 (ACTUAL)</u> 07/2024-12/2023	<u>OBLIGATED (2024)</u>	DESIGN BEING FINALIZED
14013.7	0918-00-427	DART	DALLAS	T	VA	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	COTTON BELT VELOWEB TRAIL (26 MILES); CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON) - PHASE 2	\$26,325,824	\$0	\$0	\$26,325,824	\$26,325,824	<u>03/2025 (ACTUAL)</u> 02/2024	OBLIGATED (2024)	FUNDS HAVE BEEN TRANSFERRED (<u>JANUARY 2024</u>)
14013.4	0902-90-177	DART	FORT WORTH	T	VA	COTTON BELT VELOWEB TRAIL FROM FUTURE DFW THROUGH STATION	GRAPEVINE EASTERN CITY LIMITS	CONSTRUCT GRAPEVINE SECTION OF THE COTTON BELT TRAIL CORRIDOR	\$1,923,024	\$0	\$480,756	\$2,403,780	\$1,923,024	<u>03/2026 (ACTUAL)</u> 06/2024-02/2024	<u>OBLIGATED (2024)</u>	DELAYED FROM FY2023; TRANSIT TRANSFER REQUEST TO BE SUBMITTED OCTOBER 2023 IN 2024 AND IS BEING PROCESSED BY TXDOT AND FHWA <u>FUNDS HAVE BEEN TRANSFERRED (JULY 2024); PROJECT AWAITING ADDITIONAL FUNDING BEFORE IT CAN BEGIN</u>
40076	0918-47-321	DALLAS CO	DALLAS	CE	VA	ROWLETT RD MULTIMODAL IMPROVEMENTS; ALONG DUCK CREEK DR/ROWLETT RD FROM DUCK CREEK TRAIL AT GREENBELT PKWAY	GARLAND EASTERN CITY LIMITS	CONSTRUCT NEW SEPARATED BICYCLE LANES, SIDEWALKS, AND SHARED-USE PATH ALONG ROWLETT RD/DUCK CREEK DR	\$0	\$0	\$0	\$0	\$0	N/A	<u>DID NOT OBLIGATE IN FY2024</u>	DESIGN BEING FINALIZED; <u>FUNDING COMBINED WITH CONSTRUCTION PHASE VIA MAY 2024 TIP MODIFICATION, THEREFORE REMOVING CONSTRUCTION ENGINEERING PHASE</u>
								TOTAL	\$36,629,237	\$0	\$1,814,106	\$38,443,343	\$36,470,896			

TOTAL CLOSEOUTS/WITHDRAWALS	(\$213,613)
TOTAL PROJECT ADJUSTMENTS	\$0
TOTAL OBLIGATED IN FY2024	\$36,470,896
TOTAL DID NOT OBLIGATE IN FY 2024	\$0

CARBON REDUCTION PROGRAM FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
25097.1	0918-47-478	DART	DALLAS	T	VA	SILVER LINE FROM DFW AIRPORT STATION	SHILOH STATION IN PLANO	CONSTRUCTION OF SILVER LINE REGIONAL RAIL PROJECT (COTTON BELT/SILVER LINE PROJECT #11)	\$35,328,000	\$0	\$8,832,000	\$44,160,000	\$35,328,000	01/2024 (ACTUAL)	OBLIGATED (2024)	FUNDS HAVE BEEN TRANSFERRED AND WILL BE USED FOR SILVER LINE PROJECT ALREADY UNDER CONSTRUCTION
25097.3	0918-47-487	DART	DALLAS	T	VA	SILVER LINE RAIL PROJECT FROM DFW AIRPORT	TO SHILOH STATION IN PLANO	CONSTRUCTION OF SILVER LINE REGIONAL RAIL PROJECT (COTTON BELT/SILVER LINE PROJECT #13)	\$3,700,000	\$0	\$0	\$3,700,000	\$3,700,000	05/2024 07/2024 (ACTUAL)	OBLIGATED (2024) OBLIGATED (2024)	TRANSIT TRANSFER REQUEST SUBMITTED FEBRUARY 2024 AND IS BEING PROCESSED BY TXDOT AND FHWA FUNDS HAVE BEEN TRANSFERRED (MAY 2024) AND WILL BE USED FOR SILVER LINE PROJECT UNDER CONSTRUCTION
24030	0902-00-394	FWTA	FORT WORTH	I	VA	NEW TEXRAIL VEHICLES FOR TEXRAIL LINE		PURCHASE 4 NEW PASSENGER RAIL VEHICLES FOR TEXRAIL TO ENABLE EXPANSION OF SERVICE FROM EXISTING T&P STATION TO NEAR SOUTHSIDE STATION IN THE FORT WORTH MEDICAL DISTRICT	\$13,000,000	\$0	\$0	\$13,000,000	\$6,318,400	02/2025	OBLIGATED (2024)	FUNDS HAVE PARTIALLY BEEN TRANSFERRED (AUGUST 2024); REMAINING FUNDING WILL BE OBLIGATED IN FY2025
14013.2	0918-00-476	DART	DALLAS	T	VA	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$4,000,000	\$0	\$0	\$4,000,000	\$4,000,000	07/2024 03/2025	OBLIGATED (2024) OBLIGATED (2024)	TRANSIT TRANSFER REQUEST TO BE SUBMITTED IN 2024 FUNDS HAVE BEEN TRANSFERRED (JULY 2024)
								TOTAL	\$56,028,000	\$0	\$8,832,000	\$64,860,000	\$49,346,400			

TOTAL CLOSEOUTS/WITHDRAWALS	\$0
TOTAL PROJECT ADJUSTMENTS	\$0
TOTAL OBLIGATED IN FY2024	\$49,346,400
TOTAL DID NOT OBLIGATE IN FY2024	\$0

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2025

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14094	0918-24-299	FRISCO	DALLAS	E	VA	PANTHER CREEK TRAIL FROM BNSF	PANTHER CREEK PARKWAY	CONSTRUCT NEW SHARED USE PATH	\$200,000	\$0	\$0	\$200,000	\$0	12/2024	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; AFA IS UNDER REVIEW
11684.8	0902-90-262	ARLINGTON	FORT WORTH	T	VA	DOWNTOWN ARLINGTON AND UNIVERSITY OF TEXAS AT ARLINGTON CAMPUS		EXPAND ON-DEMAND, SHARED RIDE SERVICE AND EQUIP VEHICLES WITH TELEOPERATIONS AND FIRST RESPONDER V2X COMMUNICATION DEVICES, INCLUDING BEFORE AND AFTER DATA COLLECTION AND REPORTING	\$1,013,333	\$0	\$0	\$1,013,333	\$0	02/2025	EXPECTED TO OBLIGATE IN FY2025	
11853.2	0008-07-036	ARLINGTON	FORT WORTH	R	SH 180	DIVISION BICYCLE AND PEDESTRIAN PROJECT ON SH 180/DIVISION FROM COOPER ST	FM 157/COLLINS STREET; IN ARLINGTON	CONSTRUCT NEW SIDEWALKS, PEDESTRIAN LIGHTING, AND MINOR LANDSCAPING WITHIN THE DISTRICT	\$1,280,000	\$0	\$320,000	\$1,600,000	\$0	02/2025	EXPECTED TO OBLIGATE IN FY2025	ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED; AFA AMENDMENT IN PROGRESS
14013.3	0902-00-235	FORT WORTH	FORT WORTH	R	VA	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12 FT WIDE SHARED-USE PATH	\$165,200	\$0	\$0	\$165,200	\$0	02/2025	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; AWAITING RESPONSES FROM LANDOWNERS REGARDING RIGHT-OF-WAY ACQUISITION
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	E	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$173,092	\$0	\$43,273	\$216,365	\$0	02/2025	EXPECTED TO OBLIGATE IN FY2025	CITY WORKING TO PROCURE CONSULTANT FOR FINAL 10% OF DESIGN; ENVIRONMENTAL CLEARANCE ANTICIPATED IN EARLY 2025
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	R	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$508,880	\$0	\$127,220	\$636,100	\$0	02/2025	EXPECTED TO OBLIGATE IN FY2025	CITY WORKING TO PROCURE CONSULTANT FOR FINAL 10% OF DESIGN; ENVIRONMENTAL CLEARANCE ANTICIPATED IN EARLY 2025
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	U	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$60,000	\$0	\$15,000	\$75,000	\$0	02/2025	EXPECTED TO OBLIGATE IN FY2025	CITY WORKING TO PROCURE CONSULTANT FOR FINAL 10% OF DESIGN; ENVIRONMENTAL CLEARANCE ANTICIPATED IN EARLY 2025
55312	0365-03-053	TXDOT-FORT WORTH	FORT WORTH	C	SH 171	US 377	SH 174	REHABILITATE 2 TO 2 LANE ROADWAY AND CONSTRUCT TURN LANES	\$1,600,000	\$400,000	\$0	\$2,000,000	\$0	02/2025	EXPECTED TO OBLIGATE IN FY2025	
14058	0902-90-330	FORT WORTH	FORT WORTH	E	CS	TRINITY TRAIL FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	\$202,000	\$0	\$0	\$202,000	\$0	03/2025	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024
14089	0092-04-077	TXDOT-DALLAS	DALLAS	C	IH 45	AT SH 34/ENNIS AVE		CONSTRUCT TEXAS U-TURNS, LEFT TURN LANES, AND TRAFFIC SIGNAL IMPROVEMENTS/RETIMING	\$5,962,940	\$1,490,735	\$0	\$7,453,675	\$0	03/2025	EXPECTED TO OBLIGATE IN FY2025	
21067	2681-01-027	TXDOT-DALLAS	DALLAS	C	FM 2499	AT FM 407 (JUSTIN ROAD)		CONSTRUCT DUAL LEFT TURN LANES ON EASTBOUND, WESTBOUND, AND SOUTHBOUND APPROACHES; CONSTRUCT ADDITIONAL THROUGH LANE NORTHBOUND; RECONFIGURE SIGNALIZATION	\$600,000	\$150,000	\$0	\$750,000	\$0	03/2025	EXPECTED TO OBLIGATE IN FY2025	
21073	0918-47-388	RICHARDSON	DALLAS	C	CS	CAMPBELL ROAD	AT UNIVERSITY PARKWAY	CONSTRUCT A SECOND SOUTHBOUND LEFT TURN LANE, NEW TRAFFIC SIGNALS, AND EXTEND THE WESTBOUND RIGHT TURN LANE	\$1,300,000	\$0	\$0	\$1,300,000	\$0	03/2025	EXPECTED TO OBLIGATE IN FY2025	CITY IS FINISHING 95% PS&E SUBMITTAL FOR TXDOT'S REVIEW
25002.3	1068-04-182	TXDOT-DALLAS	DALLAS	C	IH 30	MACARTHUR BLVD	BELT LINE RD	INSTALL NEW DYNAMIC MESSAGE SIGN	\$250,000	\$62,500	\$0	\$312,500	\$0	03/2025	EXPECTED TO OBLIGATE IN FY2025	
21065	0918-47-374	DALLAS	DALLAS	C	CS	ON LEMMON AVENUE FROM NORTHWEST HIGHWAY	US 75	RECONSTRUCT AND UPGRADE SIGNALS/EQUIPMENT AND CONSTRUCT PEDESTRIAN IMPROVEMENTS AT SEVEN INTERSECTIONS	\$1,000,000	\$0	\$250,000	\$1,250,000	\$0	04/2025	EXPECTED TO OBLIGATE IN FY2025	FPAА FOR CONSTRUCTION ANTICIPATED IN NOVEMBER/DECEMBER 2024
25066.1	0918-47-310	DALLAS	DALLAS	R	CS	ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST	AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12	CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET	\$350,000	\$0	\$0	\$350,000	\$0	05/2025	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; TXDOT REVIEWING FOOTPRINT FOR ENVIRONMENTAL CLEARANCE; ENVIRONMENTAL CLEARANCE ANTICIPATED DECEMBER 2024, AND RIGHT-OF-WAY ACQUISITION CAN BEGIN ONCE THAT IS RECEIVED
11616.1	0918-00-464	NCTCOG	DALLAS	I	VA	REGIONAL TRAFFIC SIGNAL RETIMING PROJECT; DEVELOP & IMPLEMENT TRAFFIC SIGNAL COORDINATION IN THE DFW NONATTAINMENT AREA		INCLUDES IMPROVING SIGNAL OPERATION AND PROGRESSION THROUGH TRAFFIC SIGNAL RETIMING, EQUIPMENT AND IMPLEMENTATION, AND EVALUATION OF THE RESULTANT IMPROVEMENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$3,450,000	\$0	\$0	\$3,450,000	\$0	06/2025	EXPECTED TO OBLIGATE IN FY2025	
14013.3	0902-00-235	FORT WORTH	FORT WORTH	C	VA	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12 FT WIDE SHARED-USE PATH	\$5,056,911	\$0	\$0	\$5,056,911	\$0	06/2025	EXPECTED TO OBLIGATE IN FY2025	
14013.3	0902-00-395	FORT WORTH	FORT WORTH	C	VA	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12 FT WIDE SHARED-USE PATH	\$6,914,471	\$0	\$1,728,618	\$8,643,089	\$0	06/2025	EXPECTED TO OBLIGATE IN FY2025	
21024	0718-02-076	TXDOT-FORT WORTH	FORT WORTH	C	FM 156	AT INDUSTRIAL BLVD		CONSTRUCT INTERSECTION IMPROVEMENTS, INCLUDING LEFT AND RIGHT TURN LANES, AND SIDEWALKS	\$2,400,000	\$600,000	\$0	\$3,000,000	\$0	06/2025	EXPECTED TO OBLIGATE IN FY2025	

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2025

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
25066.2	0581-01-157	DALLAS	DALLAS	U	SL 12	AT CARBONDALE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING REGRADING, REPAVING, AND SIDEWALKS	\$40,000	\$10,000	\$0	\$50,000	\$0	06/2025	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; ENVIRONMENTAL CLEARANCE ANTICIPATED DECEMBER 2024, AND UTILITY RELOCATIONS CAN BEGIN ONCE THAT IS RECEIVED AND RIGHT-OF-WAY ACQUISITION FOR TIP 25066.1 IS COMPLETE
25104.1	0918-47-475	NCTCOG	DALLAS	T	VA	SOUTH DALLAS IMPROVED BICYCLE/PEDESTRIAN ROUTES TO RAIL AND TRANSIT TECHNOLOGY UPGRADES	BOUNDED BY BOTHAM JEAN BLVD TO THE NORTH, IH 45 TO THE EAST, IH 20 TO THE SOUTH, IH 35E TO THE WEST	CONSTRUCT NEW SIDEWALKS, BIKE TRAIL, PEDESTRIAN SAFETY COUNTERMEASURES, AND LANDSCAPING AND TRANSIT SUPPORTIVE INFRASTRUCTURE AND TECHNOLOGY NEAR DART BUS STOPS AND EAST OAK CLIFF BLUE LINE STATIONS INCLUDES NCTCOG STAFF TIME AND CONST MANAGEMENT FEES	\$5,000,000	\$0	\$1,250,000	\$6,250,000	\$0	06/2025	EXPECTED TO OBLIGATE IN FY2025	PROJECT HAS NOT BEEN APPROVED BY FHWA
40074.1	0918-47-320	DALLAS	DALLAS	E	VA	FAIR PARK TRAIL SOUTHERN ALIGNMENT FROM PHASE 1 (NORTH SECTION) AT INTERSECTION OF HASKELL AVE/PARRY AVE	PARRY AVE, HIGHWAY 352/ROBERT B. CULLUM BLVD, AND S. FITZHUGH AVE. AT LAGOW ST	CONSTRUCT SHARED-USE PATH	\$1,000,000	\$0	\$0	\$1,000,000	\$0	06/2025	EXPECTED TO OBLIGATE IN FY2025	
21074	0918-24-255	FRISCO	DALLAS	C	CS	ON OHIO DRIVE AT GAYLORD PARKWAY		CONSTRUCT ROUNDABOUT	\$2,720,000	\$0	\$0	\$2,720,000	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; 100% DESIGN UNDER REVIEW
21075	0581-02-158	DALLAS	DALLAS	C	SL 12	AT COUNTRY CREEK DRIVE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT TURN LANES, NEW TRAFFIC SIGNAL, AND PEDESTRIAN CROSSWALKS	\$520,000	\$0	\$130,000	\$650,000	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; WORKING ON 95% PLANS
21068	0918-47-391	DALLAS	DALLAS	C	VA	INTERSECTION OF ZANG BLVD	AND SANER AVE	CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT TURN LANES, REALIGNMENT, UPGRADED TRAFFIC SIGNAL AND PEDESTRIAN CROSSWALKS	\$600,000	\$0	\$150,000	\$750,000	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; WORKING ON 95% PLANS
14062	0918-47-272	FARMERS BRANCH	DALLAS	C	VA	WESTSIDE ART TRAIL FROM CAMPION TRAIL TO MERCER PARKWAY	AND FROM EMERALD STREET TO DENTON DRIVE	CONSTRUCT MINIMUM 12 FT WIDE SHARED-USE PATH	\$4,545,725	\$0	\$0	\$4,545,725	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	
25107	0918-47-474	DALLAS	DALLAS	E	VA	FIVE MILE CREEK AT WESTMORELAND DART STATION FROM ILLINOIS AVE TO WESTMORELAND AND	FROM HAMPTON TO RUGGED DRIVE	CONSTRUCT NEW SHARED USE PATH/TRAIL	\$1,400,000	\$0	\$0	\$1,400,000	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; CITY WORKING ON AFA
25013	0902-90-172	FORT WORTH	FORT WORTH	C	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASIRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT	\$6,000,000	\$0	\$0	\$6,000,000	\$0	09/2025	EXPECTED TO OBLIGATE IN FY2025	
21069	0008-14-137	FORT WORTH	FORT WORTH	C	CS	MARINE CREEK PARKWAY FROM NAUTILUS CIRCLE	WESTBOUND JIM WRIGHT (IH 820) FRONTAGE ROAD	CONSTRUCT LEFT TURN LANES AND TRAFFIC SIGNAL IMPROVEMENTS TO ACCOMMODATE THE ADDITIONAL TURNING LANES	\$2,720,000	\$680,000	\$0	\$3,400,000	\$0	10/2025	EXPECTED TO OBLIGATE IN FY2025	
14079	0918-47-295	DALLAS	DALLAS	R	CS	PARK LANE FROM GREENVILLE AVENUE	HEMLOCK AVENUE	RECONSTRUCT ROADWAY TO ACCOMMODATE BICYCLE LANE AND SIDEWALKS FROM GREENVILLE AVE TO HEMLOCK AVE; INTERSECTION IMPROVEMENTS AT SHADY BROOK AND 5-POINT INTERSECTIONS; RESTRIPE PAVEMENT TO ACCOMMODATE 4 THROUGH LANES WITH LEFT TURN LANES AND BICYCLE LANES	\$500,000	\$0	\$0	\$500,000	\$0	12/2025	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024
14063	0019-01-146	TXDOT-FORT WORTH	FORT WORTH	C	SH 174	N OF ELK DR	WICKER HILL RD	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES RURAL DIVIDED WITH SIDEWALKS	\$720,000	\$180,000	\$0	\$900,000	\$0	09/2025	NOT EXPECTED TO OBLIGATE IN FY2025	PROJECT HAS NOT BEEN APPROVED BY FHWA DUE TO MTP INCONSISTENCY BETWEEN NETWORK YEAR AND FISCAL YEAR
25093.3	0918-47-361	DALLAS	DALLAS	E	VA	DEEP ELLUM RIDESHARE PLAZA; NORTHEAST CORNER OF N GOOD LATIMER	AT MONUMENT STREET	CONSTRUCT DEEP ELLUM RIDESHARE PLAZA TO PROVIDE OFF-STREET PASSENGER PICK-UP/DROP-OFF AREA FOR TRANSPORTATION NETWORK COMPANIES IN ORDER TO IMPROVE TRAFFIC FLOW IN DEEP ELLUM	\$100,000	\$0	\$0	\$100,000	\$0	10/2025	NOT EXPECTED TO OBLIGATE IN FY2025	PARTNERSHIP AGREEMENTS MUST BE IN PLACE TO PROCEED; AFA EXECUTION ON HOLD UNTIL CITY HAS A RESOLUTION WITH PARTNERS (DEEP ELLUM FOUNDATION AND DART) FOR FUNDING RESPONSIBILITIES
14065	0918-47-274	DALLAS	DALLAS	C	VA	SOPAC TRAIL FROM INTERSECTION OF GREENVILLE AVENUE AND MEADOW	NORTHAVEN TRAIL	CONSTRUCT SHARED USE PATH	\$3,600,000	\$0	\$0	\$3,600,000	\$0	02/2026	NOT EXPECTED TO OBLIGATE IN FY2025	
21052	0918-47-371	DALLAS	DALLAS	C	VA	PRESTON ROAD FROM WEST NW HWY TO WALNUT HILL LANE	DOUGLAS AVE FROM COLGATE AVE TO NW HWY	CONSTRUCT SIDEWALKS	\$1,160,000	\$0	\$290,000	\$1,450,000	\$0	03/2026	NOT EXPECTED TO OBLIGATE IN FY2025	

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2025

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14037	0013-10-092	FORT WORTH	FORT WORTH	C	BUS 287	BUS 287/NORTH MAIN STREET AT NORTH AIRPORT ENTRANCE		ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO NORTHERN AIRPORT ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)	\$521,000	\$0	\$0	\$521,000	\$0	04/2026	NOT EXPECTED TO OBLIGATE IN FY2025	CITY IS WORKING THROUGH LAND DONATION PROCESS
21053	0918-47-372	DALLAS	DALLAS	C	CS	ALONG PINE ST FROM US 175 TO MALCOLM X BLVD	ALONG ELSIE FAYE HEGGINS ST (PREVIOUSLY HATCHER RD) FROM US 175 TO 2ND AVE	CONSTRUCT SIDEWALKS, CROSSWALKS, AND SIGNAL IMPROVEMENTS	\$600,000	\$0	\$150,000	\$750,000	\$0	05/2026	NOT EXPECTED TO OBLIGATE IN FY2025	
40074.1	0918-47-320	DALLAS	DALLAS	R	VA	FAIR PARK TRAIL SOUTHERN ALIGNMENT FROM PHASE 1 (NORTH SECTION) AT INTERSECTION OF HASKELL AVE/PARRY AVE	PARRY AVE, HIGHWAY 352/ROBERT B. CULLUM BLVD, AND S. FITZHUGH AVE. AT LAGOW ST	CONSTRUCT SHARED-USE PATH	\$150,000	\$0	\$0	\$150,000	\$0	06/2026	NOT EXPECTED TO OBLIGATE IN FY2025	ENGINEERING NOT STARTING UNTIL JUNE 2025 AND ENVIRONMENTAL CLEARANCE WILL NOT BE RECEIVED IN FY2025 TO PERMIT RIGHT-OF-WAY TO BEGIN
14018	0918-47-281	DALLAS	DALLAS	R	CS	BOUNDED BY US 75 TO THE WEST, GREENVILLE AVE TO THE EAST,	LOVERS LN TO THE NORTH, AND MOCKINGBIRD LN TO THE SOUTH	PEDESTRIAN IMPROVEMENTS INCLUDING TRAFFIC SIGNALS, SIDEWALKS, CROSSWALKS, LIGHTING, AND INTERSECTION IMPROVEMENTS	\$1,600,000	\$0	\$400,000	\$2,000,000	\$0	08/2026	NOT EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; ENVIRONMENTAL CLEARANCE SCHEDULE PENDING (AWAITING FOOTPRINT); CITY IS COORDINATING WITH AFFECTED PROPERTY OWNERS ON ROW
14088	0902-90-176	TXDOT-FORT WORTH	FORT WORTH	C	CS	ON LAS VEGAS TRAIL FROM QUEBEC DRIVE	IH 820	RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES WITH SIDEWALKS, STORMWATER, AND INTERSECTION IMPROVEMENTS	\$1,300,000	\$211,250	\$113,750	\$1,625,000	\$0	08/2026	NOT EXPECTED TO OBLIGATE IN FY2025	PROJECT MAY BE ABLE TO ADVANCE DEPENDING ON UTILITY RELOCATION TIMELINES
								TOTAL	\$67,283,552	\$3,784,485	\$4,967,861	\$76,035,898	\$0			

TOTAL CLOSEOUTS/WITHDRAWALS	\$0
TOTAL PROJECT ADJUSTMENTS	\$0
TOTAL OBLIGATED IN FY2025	\$0
EXPECTED TO OBLIGATE IN FY2025	\$57,532,552
NOT EXPECTED TO OBLIGATE IN FY2025	\$9,751,000

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2025

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
21033	0902-90-223	FORT WORTH	FORT WORTH	E	VA	EAST ROSEDALE BOUNDED BY ROSEDALE ON THE NORTH, LIBERTY STREET ON THE EAST,	POLLARD-SMITH ON THE SOUTH, AND AMANDA AVENUE ON THE WEST	DESIGN AND CONSTRUCT TRANSIT BUS CENTER NEAR NEW ENVISION CENTER AND STOP SIX	\$200,000	\$0	\$0	\$200,000	\$0	10/2024	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; UPDATE FROM CITY OF FORT WORTH ON SCHEDULE PENDING
11684.3	0918-47-366	DALLAS COLLEGE	DALLAS	I	VA	DALLAS COLLEGE AUTONOMOUS VEHICLE (AV) INITIATIVE	CEDAR VALLEY CAMPUS AV SERVICE/WORKFORCE DEVELOPMENT AND EASTFIELD CAMPUS WORKFORCE DEVELOPMENT	PROVISION OF TRANSIT SERVICES SERVING THE CAMPUSES AND NEIGHBORING COMMUNITIES IN LANCASTER, DALLAS, & HUTCHINS FOR 3 YRS USING AV, INCLUDING WORKFORCE DEVELOPMENT TRAINING IN TRANS TECHNOLOGY, OVER-THE-ROAD TRUCKING AND/OR DELIVERY OF GOODS	\$1,500,000	\$0	\$0	\$1,500,000	\$0	02/2025	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024
11684.8	0902-90-262	ARLINGTON	FORT WORTH	T	VA	DOWNTOWN ARLINGTON AND UNIVERSITY OF TEXAS AT ARLINGTON CAMPUS		EXPAND ON-DEMAND, SHARED RIDE SERVICE AND EQUIP VEHICLES WITH TELEOPERATIONS AND FIRST RESPONDER V2X COMMUNICATION DEVICES, INCLUDING BEFORE AND AFTER DATA COLLECTION AND REPORTING	\$506,667	\$0	\$0	\$506,667	\$0	02/2025	EXPECTED TO OBLIGATE IN FY2025	
11699.1	0918-00-423	NCTCOG	DALLAS	T	VA	REGIONAL VANPOOL PROGRAM (EASTERN SUBREGION)		OPERATE VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; INCLUDES COST OF VEHICLE LEASING AND PART OF ADMINISTRATIVE COSTS	\$2,577,000	\$0	\$0	\$2,577,000	\$0	02/2025	EXPECTED TO OBLIGATE IN FY2025	TRANSIT TRANSFER REQUEST SUBMITTED IN NOVEMBER 2024
11699.2	0902-00-358	NCTCOG	FORT WORTH	T	VA	REGIONAL VANPOOL PROGRAM FOR (WESTERN SUBREGION)		OPERATE VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; INCLUDES COST OF VEHICLE LEASING AND PART OF ADMINISTRATIVE COSTS	\$341,000	\$0	\$0	\$341,000	\$0	02/2025	EXPECTED TO OBLIGATE IN FY2025	TRANSIT TRANSFER REQUEST SUBMITTED IN NOVEMBER 2024
21014.2	0918-00-448	NCTCOG	DALLAS	T	VA	REGIONAL TRANSIT COORDINATION PROGRAM		REGIONAL COORDINATION OF TRANSIT SERVICES WITH A FOCUS ON INCREASING ECONOMIES OF SCALE, TECHNICAL ASSISTANCE, MOBILITY ON DEMAND, AND MOBILITY AS A SERVICE	\$500,000	\$0	\$0	\$500,000	\$0	02/2025	EXPECTED TO OBLIGATE IN FY2025	TRANSIT TRANSFER REQUEST SUBMITTED IN NOVEMBER 2024
20003.1	0918-47-528	DART	DALLAS	T	VA	MEANDERING WAY AT SILVER LINE RAIL CROSSING		INSTALL FLASHING OR LIT SIGNAGE FOR ENHANCED VISIBILITY AT MEANDERING WAY	\$124,608	\$0	\$0	\$124,608	\$0	02/2025	EXPECTED TO OBLIGATE IN FY2025	TRANSIT TRANSFER REQUEST SUBMITTED IN NOVEMBER 2024
20003.2	0918-47-529	DART	DALLAS	T	VA	SILVER LINE RAIL LINE FROM EXISTING TERMINATION OF SAFETY WALL TO WATERVIEW (UNIVERSITY PLACE WALL EXTENSION)		EXTEND SAFETY WALL TO WATERVIEW	\$1,000,000	\$0	\$0	\$1,000,000	\$0	02/2025	EXPECTED TO OBLIGATE IN FY2025	TRANSIT TRANSFER REQUEST SUBMITTED IN NOVEMBER 2024
20003.4	0918-24-308	DART	DALLAS	T	VA	ON COIT ROAD	AT OSAGE PLZ COURT	CONSTRUCT NEW SIGNAL	\$863,333	\$0	\$0	\$863,333	\$0	02/2025	EXPECTED TO OBLIGATE IN FY2025	TRANSIT TRANSFER REQUEST SUBMITTED IN NOVEMBER 2024
20003.5	0918-47-532	DART	DALLAS	T	VA	COTTON BELT/SILVER LINE RAIL LINE FROM DFW AIRPORT STATION	SHILOH STATION IN PLANO	CONSTRUCTION ENGINEERING FOR SILVER LINE RAIL	\$229,099	\$0	\$0	\$229,099	\$0	02/2025	EXPECTED TO OBLIGATE IN FY2025	TRANSIT TRANSFER REQUEST SUBMITTED IN NOVEMBER 2024
21015.6	0918-24-270	DART	DALLAS	T	VA	ON SILVER LINE FROM DFW AIRPORT	SHILOH ROAD	EXPEDITE DESIGN REVIEW BY CLASS I AND SHORT LINE FREIGHT RAILROADS FOR THE SILVER LINE RAIL AND TRAIL PROJECT	\$800,000	\$0	\$0	\$800,000	\$0	02/2025	EXPECTED TO OBLIGATE IN FY2025	TRANSIT TRANSFER REQUEST SUBMITTED IN NOVEMBER 2024
24013	0918-00-469	DART	DALLAS	T	VA	TRE REPLACEMENT VEHICLES		PURCHASE 9 REPLACEMENT VEHICLES	\$30,000,000	\$0	\$7,500,000	\$37,500,000	\$0	02/2025	EXPECTED TO OBLIGATE IN FY2025	TRANSIT TRANSFER REQUEST SUBMITTED IN NOVEMBER 2024
55312	0365-03-050	TXDOT-FORT WORTH	FORT WORTH	C	SH 171	US 377	SH 174	REHABILITATE 2 TO 2 LANE ROADWAY AND CONSTRUCT TURN LANES	\$1,600,000	\$400,000	\$0	\$2,000,000	\$0	02/2025	EXPECTED TO OBLIGATE IN FY2025	
11622.3	0918-00-315	NCTCOG	DALLAS	I	VA	TRAVEL SURVEY & DATA COLLECTION PROGRAM: TO PROVIDE TRAVEL INFORMATION USED TO CREATE ANALYTICAL TOOLS FOR ALL PLANNING,	AIR QUALITY, AND MANAGEMENT PROJECTS IN THE MPA; ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND	FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES; INCLUSION OF NON-MOTORIZED TRIPS IN THE REGIONAL TRAVEL MODEL; DEVELOPMENT OF DYNAMIC TRAFFIC ASSIGNMENT MODEL FOR ROADWAY NETWORK ANALYSIS	\$780,000	\$0	\$0	\$780,000	\$0	03/2025	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; AFA HAS BEEN EXECUTED AND FUNDS WILL BE OBLIGATED ONCE EXISTING FUNDING HAS BEEN SPENT DOWN
11898.5	0902-90-268	TXDOT-FORT WORTH	FORT WORTH	E	CS	ON AVONDALE-HASLET ROAD	AT BNSF RAIL LINE	CONSTRUCT GRADE SEPARATION	\$1,000,000	\$0	\$0	\$1,000,000	\$0	03/2025	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; AFA IS BEING DRAFTED
11898.6	0902-90-166	TXDOT-FORT WORTH	FORT WORTH	E	CS	ON HASLET PARKWAY/SH 170 FROM IH 35W	INTERMODAL PKWY	CONSTRUCT 0 TO 2 LANE GRADE SEPARATED DIRECT CONNECTORS	\$8,000,000	\$0	\$0	\$8,000,000	\$0	03/2025	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; AFA IS BEING DRAFTED; PROJECT HAS NOT BEEN APPROVED BY FHWA
14054	0902-90-148	FORT WORTH	FORT WORTH	R	CS	HORNE STREET FROM VICKERY BLVD	CAMP BOWIE BLVD	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH BICYCLE LANES, PEDESTRIAN/SIDEWALK IMPROVEMENTS, AND TRAFFIC SIGNAL IMPROVEMENTS	\$436,623	\$0	\$0	\$436,623	\$0	03/2025	EXPECTED TO OBLIGATE IN FY2025	
21067	2681-01-027	TXDOT-DALLAS	DALLAS	C	FM 2499	AT FM 407 (JUSTIN ROAD)		CONSTRUCT DUAL LEFT TURN LANES ON EASTBOUND, WESTBOUND, AND SOUTHBOUND APPROACHES; CONSTRUCT ADDITIONAL THROUGH LANE NORTHBOUND; RECONFIGURE SIGNALIZATION	\$1,334,424	\$333,606	\$0	\$1,668,030	\$0	03/2025	EXPECTED TO OBLIGATE IN FY2025	
21079	0918-47-385	NCTCOG	DALLAS	E	VA	ON IH 30 FROM DALLAS/TARRANT COUNTY LINE	IH 635	PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES	\$3,200,000	\$800,000	\$0	\$4,000,000	\$0	03/2025	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; PROJECT CURRENTLY ON HOLD

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2025

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
21080	1068-02-156	NCTCOG	FORT WORTH	E	IH 30	IH 35W	DALLAS/TARRANT COUNTY LINE	PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES	\$800,000	\$200,000	\$0	\$1,000,000	\$0	03/2025	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; PROJECT CURRENTLY ON HOLD
21065	0918-47-374	DALLAS	DALLAS	C	CS	ON LEMMON AVENUE FROM NORTHWEST HIGHWAY	US 75	RECONSTRUCT AND UPGRADE SIGNALS/EQUIPMENT AND CONSTRUCT PEDESTRIAN IMPROVEMENTS AT SEVEN INTERSECTIONS	\$1,000,000	\$0	\$250,000	\$1,250,000	\$0	04/2025	EXPECTED TO OBLIGATE IN FY2025	FPAА FOR CONSTRUCTION ANTICIPATED IN NOVEMBER/DECEMBER 2024
11554.3	0918-00-461	NCTCOG	DALLAS	E	VA	AUTOMATED TRANSPORTATION SYSTEM INITIATIVE		ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED AUTOMATED TRANSPORTATION SYSTEMS (ATS) IN THE DFW REGION AND EVALUATE CONNECTIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS; INCLUDES PROJECT PLANNING AND DEVELOPMENT SUPPORT FOR ATS	\$250,000	\$0	\$0	\$250,000	\$0	04/2025	EXPECTED TO OBLIGATE IN FY2025	
11678	0902-00-383	NCTCOG	FORT WORTH	I	VA	DFW AUTOMATED VEHICLE WORK ZONE PROJECT (REGION-WIDE)	ADVANCE HIGH-SPEED AUTOMATED VEHICLE PROGRAM AND IMPROVE ROADWAY SAFETY THROUGH	THE IMPLEMENTATION OF WORK ZONE REPORTING FOR USE BY NAVIGATION SYSTEMS; PROJECT WILL CONVERT RAW WORK ZONE DATA INTO THE WORK ZONE DATA EXCHANGE (WZDX) SPECIFICATION DEVELOPED BY USDOT; ALL VEHICLES WILL BENEFIT FROM IMPROVED WORK ZONE REPORTING	\$2,500,000	\$0	\$0	\$2,500,000	\$0	04/2025	EXPECTED TO OBLIGATE IN FY2025	
21070	0918-47-387	RICHARDSON	DALLAS	C	CS	JUPITER ROAD AT CAMPBELL ROAD		INTERSECTION IMPROVEMENTS INCLUDING CONSTRUCTION OF NEW DEDICATED RIGHT-TURN LANES ON EB CAMPBELL ROAD & SB JUPITER ROAD	\$1,788,000	\$0	\$447,000	\$2,235,000	\$0	04/2025	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; 100% PLANS AND BID DOCUMENTS BEING FINALIZED; CITY WORKING ON RIGHT-OF-WAY ACQUISITION
11613.3	0918-00-441	NCTCOG	DALLAS	I	VA	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES & PLANNING ACTIVITIES IN SUPPORT OF THE	REGION'S GOOD MOVMT INCL NCTCOG STAFF TIME & CONSULTANT ASST TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT; MOVMT,	DATA COLLECTION & ANALYSIS, SAFETY, COORD WITH PRIVATE SECTOR FREIGHT PARTNERS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUC & OVERSIGHT OF PARTNER IMPL PROJECTS	\$1,250,000	\$0	\$0	\$1,250,000	\$0	05/2025	EXPECTED TO OBLIGATE IN FY2025	
11684.7	0902-90-266	DFW AIRPORT	FORT WORTH	I	VA	AUTOMATED PARKING PROJECT AT DFW AIRPORT	TO FACILITATE DIRECT INTERMODAL INTERCHANGE TRANSFER AND ACCESS IN TO/OUT OF THE AIRPORT	IMPLEMENT AUTOMATED PARKING PROJECT INCLUDES USING LOW-SPEED VEHICLE AUTOMATION AND VEHICLE-TO-INFRASTRUCTURE TECHNOLOGY	\$1,500,000	\$0	\$0	\$1,500,000	\$0	05/2025	EXPECTED TO OBLIGATE IN FY2025	AFA EXECUTION PENDING; DELAYED FROM FY2024
14015.3	0918-47-483	DALLAS	DALLAS	E	CS	ON HARRY HINES BLVD/MCKINNON STREET FROM DALLAS NORTH TOLLWAY	MOODY STREET	REHABILITATE ROADWAY WITH SIGNAGE, SIGNAL, AND INTERSECTION IMPROVEMENTS TO ADDRESS SAFETY ISSUES (WRONG WAY DRIVING ON DNT)	\$2,000,000	\$0	\$0	\$2,000,000	\$0	05/2025	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; AFA AND FPAА EXECUTED
21086	0918-24-302	TXDOT-DALLAS	DALLAS	E	CS	ON N MCDONALD STREET FROM VIRGINIA ST	LOUISIANA ST	CONSTRUCTION OF LOWER SH 5 PEDESTRIAN AMENITIES	\$3,000,000	\$0	\$0	\$3,000,000	\$0	05/2025	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024
25078	0918-47-313	BALCH SPRINGS	DALLAS	E	CS	ON HICKORY TREE ROAD; FROM ELAM ROAD	LAKE JUNE ROAD	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH PEDESTRIAN IMPROVEMENTS, INCLUDING SIDEWALKS AND SHARED-USE PATH	\$2,960,000	\$0	\$740,000	\$3,700,000	\$0	05/2025	EXPECTED TO OBLIGATE IN FY2025	ADDITIONAL FUNDING FOR A PROJECT ALREADY OBLIGATED; CITY TO INITIATE AFA AMENDMENT WITH TXDOT
21076	0918-47-396	GARLAND	DALLAS	E	CS	ON SHILOH ROAD FROM MILLER ROAD	FOREST LANE	RECONSTRUCT AND WIDEN FROM 4 LANES TO 6 LANES WITH SIDEWALKS	\$3,500,000	\$0	\$0	\$3,500,000	\$0	06/2025	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; AFA EXECUTED; ADVERTISEMENT OF RFP TO SELECT ENGINEER ANTICIPATED NOVEMBER 2024
21086.1	0047-05-063	MCKINNEY	DALLAS	R	CS	ON N MCDONALD STREET FROM VIRGINIA ST	LOUISIANA ST	CONSTRUCTION OF LOWER SH 5 PEDESTRIAN AMENITIES	\$6,800,000	\$0	\$0	\$6,800,000	\$0	06/2025	EXPECTED TO OBLIGATE IN FY2025	
11554.2	0918-00-422	NCTCOG	DALLAS	E	VA	PLANO LEGACY AREA AUTOMATED TRANSPORTATION SYSTEM (ATS)		INCLUDING ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED PEOPLE MOVER LOCATIONS IN THE DFW REGION AND CONNECT THOSE LOCATIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS; INCLUDES PLANO LEGACY AREA AUTOMATED TRANSPORTATION SYSTEM	\$375,000	\$0	\$0	\$375,000	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	
11618.2	0918-00-362	TXDOT-DALLAS	DALLAS	I	VA	REGIONAL MOBILITY ASSISTANCE PATROL (DALLAS DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	\$3,780,000	\$945,000	\$0	\$4,725,000	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	
11684.5	0918-47-389	RICHARDSON	DALLAS	C	VA	CITY OF RICHARDSON CONNECTED & AUTOMATED VEHICLE (AV) TEST BED & COMMUNITY CONNECTOR; TRAFFIC DETECTION & COMMS UPGRADES	INCLUDE CELLULAR VEHICLE-TO-EVERYTHING/LTE-TO-EVERYTHING ROADSIDE & ON-BOARD UNITS; RAPID FLASHING BEACONS AT	GREENVILLE/ARAPAHO STATION; RECTANGLE RAPID FLASHING BEACONS XING; SYSTEMS ENG FOR CONNECTED VEHICLE-TO-EVERYTHING IMP; ON-DEMAND AV SERVICES CONNECTING POINTS-OF-INTEREST AROUND ARAPAHO STATION, INCL NETWORK OF NEIGHBORHOODS AND COMMUNITY CENTERS	\$1,768,800	\$0	\$0	\$1,768,800	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	
11691.1	0918-00-443	NCTCOG	DALLAS	I	VA	IMPLEMENT AND OPERATE TRAVELER INFORMATION SYSTEM; DEVELOP CONCEPT OF OPERATIONS AND DEPLOYMENT OF TRANS SYS	MANAGEMENT AND OPERATIONS DATA ENGINE TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGIONS TRANSP NETWORK BY INTEGRATING	DATA SOURCES INCL REGIONAL TRAFFIC MGMT AND TRAVELER INFORMATION SYS; ITS DATA UPDATES AND COMPLIANCE; COORDINATION WITH REGIONAL PARTNERS ON INFORMATION SHARING AND AGREEMENT TRACKING; ADMINISTRATION OF MOBILITY ASSISTANCE PATROL; INCL NCTCOG STAFF TIME	\$2,750,000	\$0	\$0	\$2,750,000	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2025

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11692.1	0918-00-426	NCTCOG	DALLAS	I	VA	REGIONAL PARKING MANAGEMENT TOOLS & STRATEGIES PROGRAM		CONDUCT DATA COLLECTION AND/OR PLANNING TO DEVELOP AND IMPLEMENT DATA DRIVEN TOOLS AND STRATEGIES TO SUPPORT PUBLIC SECTOR IN MANAGEMENT OF PARKING AT MULTIMODAL LOCATIONS	\$550,000	\$0	\$0	\$550,000	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	
11694.1	0918-00-454	NCTCOG	DALLAS	I	VA	REGIONAL AIR QUALITY INITIATIVES; IDENTIFY AND IMPLEMENT INITIATIVES TO IMPROVE AIR QUALITY AND ATTAIN FEDERAL STANDARDS,	INCLUDING STRATEGIES TO SUPPORT INCREASED ADOPTION OF ZERO-EMISSION AND OTHER LOW-EMISSION VEHICLES, IMPLEMENTATION AND	EVALUATION OF NEW EMISSIONS-REDUCING TRANSPORTATION TECHNOLOGIES, DEVELOPMENT OF REGIONAL RESOURCES TO ADVANCE EMISSIONS-REDUCING EFFORTS, AND COORDINATION EFFORTS ACROSS LOCAL STAKEHOLDERS	\$3,100,000	\$0	\$0	\$3,100,000	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	
14014	0918-47-467	NCTCOG	DALLAS	I	VA	MCKINNEY AVENUE TRANSIT AUTHORITY M-LINE EXTENSION FROM UPTOWN	KNOX-HENDERSON NEIGHBORHOOD	CONDUCT A STUDY TO RECOMMEND ALIGNMNTS & STOPS, EVAL THE COST OF IMPL, OPERATION, & MAINTENANCE, PROVIDE TECH ASSIST PRODUCING RIDERSHIP EST & PRELIM ENV ANALYSIS, ID POTENTIAL FUNDING, & DEVELOP TIMELINE; INCL NCTCOG STAFF TIME & MAY INCL CONSULTANT ASST	\$600,000	\$0	\$0	\$600,000	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	
14038.2	0902-00-344	NCTCOG	FORT WORTH	I	VA	MANAGEMENT AND OVERSIGHT OF REGIONAL SAFETY PROGRAM		INCLUDING REGIONAL DATA TOOLS AND ANALYSIS, TRAFFIC INCIDENT MANAGEMENT, DRIVE AWARE NORTH TEXAS SAFETY CAMPAIGN, STRATEGIC TARGETING OF AGGRESSIVE DRIVING AND ROAD RAGE, INCLUDES CONSULTANT, NCTCOG STAFF TIME AND EQUIPMENT	\$5,005,000	\$0	\$0	\$5,005,000	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	
16003	0902-00-346	NCTCOG	FORT WORTH	E	VA	MANSFIELD LINE PASSENGER RAIL STUDY FROM MIDLOTHIAN	TO FORT WORTH CENTRAL STATION	MANSFIELD LINE PASSENGER RAIL CONCEPTUAL ENGINEERING STUDY INCLUDING ALTERNATIVE ROUTE ANALYSIS AND FUNDING OPTIONS; INCLUDES CONSULTANT AND NCTCOG STAFF TIME	\$1,000,000	\$0	\$0	\$1,000,000	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024
16004	0902-00-347	NCTCOG	FORT WORTH	E	VA	NORTHWEST AND SOUTHWEST FORT WORTH SUBAREA STUDIES; NORTHWEST STUDY: BOUNDED BY US 377 TO E, SH 114 TO N, FM 730 TO W,	& IH 820 TO S; SW STUDY: IH 20/IH 820 TO N, FM 1187 TO W, US 377 TO S, & CHISHOLM TRAIL TO E; DEVELOP SUB-REGIONAL	TR PLANS TO IDENTIFY NEEDED IMPROVEMENTS & ESTABLISH A MULTI-MODAL TR NETWORK WITH FOCUS ON LAND USE, SAFETY, & CONGESTION; AREAS OUTSIDE THIS STUDY AREA WILL ALSO BE INCLUDED AS THEY IMPACT TRAVEL WITHIN THE AREA, INCL CONSULTANT & NCTCOG STAFF TIME	\$200,000	\$0	\$0	\$200,000	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024
16006	0918-00-425	NCTCOG	DALLAS	I	VA	ENVIRONMENTAL IMPACT STATEMENT COORDINATION ON REG PROJECTS; PROVIDE TECHNICAL, PLANNING, ENGINEERING, & ENV ASSISTANCE	TO TRANSPORTATION AGENCIES & THE RTC TO ADVANCE CORRIDORS IDENTIFIED FOR IMPROVEMENT IN OR BEING EVALUATED FOR THE	METROPOLITAN TRANSPORTATION PLAN; PROVIDE SUPPORT TO ADVANCE REGIONAL PROJECTS THROUGH THE ENVIRONMENTAL PROCESS; FACILITATE COORDINATION MEETINGS THAT MONITOR & ENSURE THE CONTINUED PROGRESS OF ENVIRONMENTAL DOCUMENT COMPLETION	\$400,000	\$0	\$0	\$400,000	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	
16007	0902-00-351	NCTCOG	FORT WORTH	I	VA	SPECIAL EVENTS MANAGEMENT; REGIONWIDE		INCLUDING MEASURES SUCH AS EXTENDED TRANSIT SERVICE FOR EVENTS, STAGING OF TOW TRUCKS TO CLEAR INCIDENTS QUICKLY, CLEARING ROADWAYS QUICKLY AFTER INCIDENTS, ETC. TO REDUCE CONGESTION DURING SPECIAL EVENTS; INCLUDES NCTCOG STAFF TIME	\$550,000	\$0	\$0	\$550,000	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	
16008	0918-00-413	NCTCOG	DALLAS	I	VA	TECHNOLOGY AND INNOVATION 3.0	STAFF SUPPORT FOR PROJECTS FOCUSED ON IMPROVING REGIONAL BROADBAND ACCESS FOR TRANSPORTATION PURPOSES,	COORDINATING AND SUPPORTING EMERGING MOBILITY TECHNOLOGY DEPLOYMENTS AND CONNECTED VEHICLE/INFRASTRUCTURE IMPROVEMENTS; SUPPORTING WORKFORCE DEVELOPMENT AND RESEARCH INITIATIVES; AND MANAGING ADMINISTRATIVE TASKS TO FACILITATE PROJECTS	\$900,000	\$0	\$0	\$900,000	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	PROJECT HAS NOT BEEN APPROVED BY FHWA DUE TO ELIGIBILITY QUESTIONS
21028	0918-47-364	NCTCOG	DALLAS	E	VA	HIGH-SPEED RAIL/CEDARS PLANNING STUDY BOUNDED BY GOOD LATIMER ON THE EAST, CORINTH ON THE SOUTH	THE TRINITY RIVER ON THE WEST, AND YOUNG STREET ON THE NORTH	PLANNING STUDY TO LOOK AT POTENTIAL IMPROVEMENTS TO THE GRID SYSTEM OVER IH 30 & IN THE CEDARS NEIGHBORHOOD OF DALLAS, & TO REVIEW THE POTENTIAL FOR PLACING STRUCTURES ON TOP OF IH 30; INCL. PRELIM ENG FOR IMPROVEMENTS THAT COME OUT OF PLANNING WORK	\$2,000,000	\$0	\$0	\$2,000,000	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024
21044	0918-47-380	NCTCOG	DALLAS	E	VA	DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM BOUNDED BY IH 635 TO THE SOUTH, DALLAS NORTH TOLLWAY	TO THE WEST, PRESTON ROAD TO THE EAST, AND SPRING VALLEY ROAD TO THE NORTH	ENGINEERING AND CONSTRUCTION OF THE DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM	\$2,000,000	\$0	\$0	\$2,000,000	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024
24007	0918-47-514	DALLAS	DALLAS	E	CS	ON HARRY HINES BLVD AND	WITHIN 1-MILE RADIUS AROUND SOUTHWEST MEDICAL DISTRICT/HARRY HINES BLVD	UPDATE ADVANCED TRAFFIC MANAGEMENT SYSTEM (ATMS) TO ACCOMMODATE AND INTEGRATE SIGNAL PREEMPTION AND CLOUD-BASED IMPROVEMENTS TO THE CITY'S SIGNAL SYSTEM; CONSTRUCT SIGNAL IMPROVEMENTS TO GIVE EMERGENCY VEHICLES PRIORITY IN THE CORRIDOR	\$2,000,000	\$0	\$0	\$2,000,000	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	
24032	0000-02-071	NCTCOG	FORT WORTH	I	VA	FLOODED ROADS INFORMATION SYSTEMS PROJECT; REGIONWIDE	IMPROVE ROADWAY SAFETY BY PROVIDING ADVANCE WARNINGS TO DRIVERS/VEHICLES THROUGH MOBILE DRIVING APPS AND CONNECTED VEHICLE SYSTEMS; SYSTEM WILL FOCUS ON ALERTING	USERS OF A HIGH PROBABILITY OF WATER POOLING , PONDING, OR FLOODING ON ROADWAY SURFACES; INCLUDES INTEGRATION WITH EXISTING REGIONAL FLOOD DETECTION SYSTEMS AND A NEEDS ASSESSMENT TO DETERMINE WHERE ADDITIONAL RAIN SENSING INFRASTRUCTURE IS NEEDED	\$2,000,000	\$0	\$0	\$2,000,000	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2025

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11622.4	0918-00-479	NCTCOG	DALLAS	I	VA	TRAVEL SURVEY, DATA COLLECTION, MODEL REFINEMENT PROGRAM: TO PROVIDE TRAVEL INFORMATION USED TO CREATE ANALYTICAL TOOLS	FOR ALL PLANNING, AIR QUALITY, AND MANAGEMENT PROJECTS IN THE MPA; ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND	FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES; INCLUSION OF NON-MOTORIZED TRIPS IN THE REG TRAVEL MODEL; DEV OF DYNAMIC TRAFFIC ASSIGNMENT MODEL FOR ROADWAY NETWORK ANALYSIS; CONDUCT TRAVEL SURVEYS & INTERSECTION OPERATIONAL ANALYSES	\$2,610,000	\$0	\$0	\$2,610,000	\$0	09/2025	EXPECTED TO OBLIGATE IN FY2025	
25013	0902-90-172	FORT WORTH	FORT WORTH	U	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASIRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT	\$1,120,000	\$0	\$0	\$1,120,000	\$0	09/2025	EXPECTED TO OBLIGATE IN FY2025	UTILITIES TO BE RELOCATED DURING CONSTRUCTION
25013	0902-90-172	FORT WORTH	FORT WORTH	C	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASIRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT	\$9,750,000	\$0	\$0	\$9,750,000	\$0	09/2025	EXPECTED TO OBLIGATE IN FY2025	
25096	0902-90-265	ARLINGTON	FORT WORTH	E	CS	ON AT&T WAY FROM SH 180/DIVISION ST	ABRAM ST	CONDUCT A FEASIBILITY STUDY OF THE EXTENSION OF AT&T WAY TO ABRAM ST (0 TO 6 LANES), INCLUDING A GRADE SEPARATION ACROSS THE UNION PACIFIC MAIN LINE AND A CREEK CROSSING	\$3,000,000	\$0	\$750,000	\$3,750,000	\$0	09/2025	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; CITY WORKING WITH TXDOT ON THE AFA
11684.2	0081-12-053	FORT WORTH	FORT WORTH	ENV	IH 35W	IH 35W TRUCK PARKING HUB ON IH 35W AT SH 170 NEAR HARMON ROAD		CONSTRUCT TRUCK PARKING AREA TO INCLUDE SAFETY REST AREA FOR TRUCK DRIVERS, VEHICLE TO INFRASTRUCTURE COMMUNICATION EQUIPMENT, STRIPING, AND SIGNAGE	\$100,000	\$0	\$0	\$100,000	\$0	08/2025	NOT EXPECTED TO OBLIGATE IN FY2025	WILL BE DELAYED TO FY2026 VIA THE FEBRUARY TIP MODIFICATION CYCLE
11684.2	0081-12-053	FORT WORTH	FORT WORTH	E	IH 35W	IH 35W TRUCK PARKING HUB ON IH 35W AT SH 170 NEAR HARMON ROAD		CONSTRUCT TRUCK PARKING AREA TO INCLUDE SAFETY REST AREA FOR TRUCK DRIVERS, VEHICLE TO INFRASTRUCTURE COMMUNICATION EQUIPMENT, STRIPING, AND SIGNAGE	\$758,953	\$0	\$0	\$758,953	\$0	08/2025	NOT EXPECTED TO OBLIGATE IN FY2025	WILL BE DELAYED TO FY2026 VIA THE FEBRUARY TIP MODIFICATION CYCLE
21035	0918-47-427	FARMERS BRANCH	DALLAS	C	VA	VALLEY VIEW LANE FROM DENTON ROAD	NESTLE DRIVE	RECONSTRUCT FROM 6 TO 4 LANE DIVIDED ROADWAY WITH ON-STREET PARKING AND SIDEWALKS	\$259,912	\$0	\$64,978	\$324,890	\$0	08/2025	NOT EXPECTED TO OBLIGATE IN FY2025	PROJECT MAY BE CANCELLED (COORDINATION WITH CITY OF FARMERS BRANCH PENDING)
21035	0918-47-428	FARMERS BRANCH	DALLAS	C	VA	VALLEY VIEW LANE FROM DENTON ROAD	NESTLE DRIVE	RECONSTRUCT FROM 6 TO 4 LANE DIVIDED ROADWAY WITH ON-STREET PARKING AND SIDEWALKS	\$2,983,285	\$0	\$0	\$2,983,285	\$0	08/2025	NOT EXPECTED TO OBLIGATE IN FY2025	PROJECT MAY BE CANCELLED (COORDINATION WITH CITY OF FARMERS BRANCH PENDING)
14063	0019-01-146	TXDOT-FORT WORTH	FORT WORTH	C	SH 174	N OF ELK DR	WICKER HILL RD	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES RURAL DIVIDED WITH SIDEWALKS	\$17,743,826	\$4,435,956	\$0	\$22,179,782	\$0	09/2025	NOT EXPECTED TO OBLIGATE IN FY2025	PROJECT HAS NOT BEEN APPROVED BY FHWA DUE TO MTP INCONSISTENCY BETWEEN NETWORK YEAR AND FISCAL YEAR
11626	0902-00-384	NCTCOG	FORT WORTH	E	VA	ROADWAY SAFETY AUDITS	REGIONWIDE ROADWAY SAFETY AUDIT TO EVALUATE VARIOUS ROAD SEGMENTS AND INTERSECTIONS HIGHLIGHTED IN THE REGIONAL	PEDESTRIAN SAFETY ACTION PLAN; IDENTIFY RECOMMENDED SAFETY COUNTERMEASURES THAT WILL ENHANCE SAFETY AND REDUCE THE NUMBER AND SEVERITY OF CRASHES; INCLUDES CONSULTANT AND COG STAFF TIME	\$1,500,000	\$0	\$0	\$1,500,000	\$0	12/2025	NOT EXPECTED TO OBLIGATE IN FY2025	WILL BE DELAYED TO FY2026 VIA THE FEBRUARY 2025 MODIFICATION CYCLE
21076	0918-47-396	GARLAND	DALLAS	R	CS	ON SHILOH ROAD FROM MILLER ROAD	FOREST LANE	RECONSTRUCT AND WIDEN FROM 4 LANES TO 6 LANES WITH SIDEWALKS	\$3,000,000	\$0	\$0	\$3,000,000	\$0	03/2026	NOT EXPECTED TO OBLIGATE IN FY2025	AFA EXECUTED
14088	0902-90-176	TXDOT-FORT WORTH	FORT WORTH	C	CS	ON LAS VEGAS TRAIL FROM QUEBEC DRIVE	IH 820	RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES WITH SIDEWALKS, STORMWATER, AND INTERSECTION IMPROVEMENTS	\$6,700,000	\$1,088,750	\$586,250	\$8,375,000	\$0	08/2026	NOT EXPECTED TO OBLIGATE IN FY2025	PROJECT MAY BE ABLE TO ADVANCE DEPENDING ON UTILITY RELOCATION TIMELINES
53029	0014-15-033	TXDOT-FORT WORTH	FORT WORTH	C	US 81	NORTH OF HARMON ROAD	NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE NORTHBOUND FRONTAGE ROAD	\$4,813,065	\$1,203,266	\$0	\$6,016,331	\$0	08/2026	NOT EXPECTED TO OBLIGATE IN FY2025	ENVIRONMENTAL CLEARANCE PENDING DUE TO AN ASSOCIATED PROJECT NOT BEING APPROVED BY FHWA; RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATIONS CANNOT PROCEED UNTIL ENVIRONMENTAL CLEARANCE IS RECEIVED
53030	0014-15-034	TXDOT-FORT WORTH	FORT WORTH	C	US 81	NORTH OF HARMON ROAD	NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE EXISTING SOUTHBOUND FRONTAGE ROAD	\$5,782,257	\$1,445,564	\$0	\$7,227,821	\$0	08/2026	NOT EXPECTED TO OBLIGATE IN FY2025	ENVIRONMENTAL CLEARANCE PENDING DUE TO AN ASSOCIATED PROJECT NOT BEING APPROVED BY FHWA; RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATIONS CANNOT PROCEED UNTIL ENVIRONMENTAL CLEARANCE IS RECEIVED
								TOTAL	\$171,440,852	\$10,852,142	\$10,338,228	\$192,631,222	\$0			

TOTAL CLOSEOUTS/WITHDRAWALS	\$0
TOTAL PROJECT ADJUSTMENTS	\$0
TOTAL OBLIGATED IN FY2025	\$0
EXPECTED TO OBLIGATE IN FY2025	\$127,799,554
NOT EXPECTED TO OBLIGATE IN FY2025	\$43,641,298

TASA FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2025

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
40086	0918-47-470	GARLAND	DALLAS	C	VA	GARLAND NEW SIDEWALK AT DART DOWNTOWN STATION BOUNDED BY CASTLE DR ON THE NORTH	N COUNTRY CLUB RD ON THE EAST, STATE ST ON THE SOUTH, N 4TH ST ON THE WEST	CONSTRUCT SIDEWALKS AND PEDESTRIAN SAFETY IMPROVEMENTS AT AND AROUND THE DOWNTOWN GARLAND DART STATION	\$3,344,389	\$0	\$836,097	\$4,180,486	\$0	03/2025	EXPECTED TO OBLIGATE IN FY2025	2022 TA SET ASIDE CALL FOR PROJECTS
40087	0918-47-471	SUNNYVALE	DALLAS	C	VA	SUNNYVALE RAILS TO TRAILS PROJECT; BOUNDED BY NANCE RD ON THE NORTH	FORMER RAILROAD ROW ON THE EAST, E TRIPP RD ON THE SOUTH, AND WEST OF COLLINS RD ON THE WEST	CONSTRUCT NEW SEGMENTS OF SHARED-USE PATHS, BICYCLE AND PEDESTRIAN SIGNALIZATION, AND NEW SIDEWALK CONNECTIONS TO SUNNYVALE ELEMENTARY, INTERMEDIATE, AND HIGH SCHOOLS	\$1,791,299	\$0	\$447,824	\$2,239,123	\$0	03/2025	EXPECTED TO OBLIGATE IN FY2025	2022 TA SET ASIDE CALL FOR PROJECTS
40070	0902-90-198	ARLINGTON	FORT WORTH	C	VA	CROW LEADERSHIP ACADEMY SRTS, THORNTON ELEMENTARY SRTS, AND WEBB ELEMENTARY SRTS	IN PROXIMITY TO CROW LEADERSHIP ACADEMY, THORNTON ELEMENTARY, AND WEBB ELEMENTARY	CITY OF ARLINGTON SRTS; CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, RETAINING WALLS, SIGNAGE, NEW SIGNALS, TRAFFIC CALMING TREATMENTS, AND CROSSING SAFETY IMPROVEMENTS	\$3,554,643	\$0	\$0	\$3,554,643	\$0	06/2025	EXPECTED TO OBLIGATE IN FY2025	2020 TA SET ASIDE CALL FOR PROJECTS
40070	0902-90-198	ARLINGTON	FORT WORTH	CE	VA	CROW LEADERSHIP ACADEMY SRTS, THORNTON ELEMENTARY SRTS, AND WEBB ELEMENTARY SRTS	IN PROXIMITY TO CROW LEADERSHIP ACADEMY, THORNTON ELEMENTARY, AND WEBB ELEMENTARY	CITY OF ARLINGTON SRTS; CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, RETAINING WALLS, SIGNAGE, NEW SIGNALS, TRAFFIC CALMING TREATMENTS, AND CROSSING SAFETY IMPROVEMENTS	\$355,463	\$0	\$0	\$355,463	\$0	06/2025	EXPECTED TO OBLIGATE IN FY2025	2020 TA SET ASIDE CALL FOR PROJECTS
40090	0918-46-348	FRISCO	DALLAS	C	VA	IRON HORSE TRAIL FROM STONEBROOK PKWY	ROCK CREEK PKWY	CONSTRUCTION OF A NEW SHARED-USE PATH ALONG STEWART CREEK	\$4,200,000	\$0	\$1,050,000	\$5,250,000	\$0	06/2025	EXPECTED TO OBLIGATE IN FY2025	2022 TA SET ASIDE CALL FOR PROJECTS
40078	0918-47-325	DALLAS	DALLAS	C	CS	ROSS AVENUE FROM GREENVILLE AVENUE	IH 345	IMPLEMENT ROADWAY IMPROVEMENTS TO ACCOMMODATE A SHARED-USE PATH; RESTRIPE PAVEMENT TO ACCOMMODATE FOUR THROUGH LANES AND SHARED-USE PATH; INTERSECTION IMPROVEMENTS SUCH AS NEW RAMPS AT SIGNALIZED INTERSECTIONS	\$3,836,092	\$0	\$0	\$3,836,092	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	2020 TA SET ASIDE CALL FOR PROJECTS; CITY WORKING ON 100% DESIGN
40080	0902-90-291	ARLINGTON	FORT WORTH	C	CS	ALLEN AVE FROM E MAYFIELD RD	E ARBROOK BLVD	CONSTRUCT NEW SIDEWALKS	\$957,427	\$0	\$239,356	\$1,196,783	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	2022 TA SET ASIDE CALL FOR PROJECTS
40081	0902-90-292	NORTH RICHLAND HILLS	FORT WORTH	C	CS	SMITHFIELD MIDDLE SAFE ROUTES TO SCHOOL PROJECT BOUNDED BY COPPER CANYON RD ON THE NORTH	CRANE RD ON THE EAST, MID-CITIES BLVD ON THE SOUTH, DAVIS BLVD ON THE WEST	CONSTRUCT NEW SIDEWALKS, PEDESTRIAN SIGNALIZATION, AND INTERSECTION IMPROVEMENTS	\$663,596	\$0	\$0	\$663,596	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	2022 TA SET ASIDE CALL FOR PROJECTS
40085	0918-24-296	ALLEN	DALLAS	C	VA	ROWLETT CREEK TRAIL FROM EXISTING TERMINUS AT MCDERMOTT DRIVE	EXISTING BLUEBONNET TRAIL AT US 75	CONSTRUCT NEW SEGMENTS OF SHARED-USE PATHS AND SHARED-USE BRIDGES OVER ROWLETT CREEK	\$3,200,000	\$0	\$800,000	\$4,000,000	\$0	09/2025	EXPECTED TO OBLIGATE IN FY2025	2022 TA SET ASIDE CALL FOR PROJECTS
								TOTAL	\$21,902,909	\$0	\$3,373,277	\$25,276,186	\$0			

TOTAL CLOSEOUTS/WITHDRAWALS	\$0
TOTAL PROJECT ADJUSTMENTS	\$0
TOTAL OBLIGATED IN FY2025	\$0
EXPECTED TO OBLIGATE IN FY2025	\$21,902,909
NOT EXPECTED TO OBLIGATE IN FY2025	\$0

CRP FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2025

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
20003.3	0918-47-531	DART	DALLAS	T	VA	SILVER LINE ROADWAY/RAIL CROSSINGS FROM COIT ROAD TO HILLCREST ROAD		CONSTRUCT 6 FOOT SIDEWALKS ON EACH SIDE OF HILLCREST ROAD, ALONG COIT ROAD, AND IN QUIET ZONE AREA	\$1,083,466	\$0	\$0	\$1,083,466	\$0	02/2025	EXPECTED TO OBLIGATE IN FY2025	TRANSIT TRANSFER REQUEST SUBMITTED IN NOVEMBER 2024
24030	0902-00-385	FWTA	FORT WORTH	T	VA	NEW TEXRAIL VEHICLES FOR TEXRAIL LINE		PURCHASE 4 NEW PASSENGER RAIL VEHICLES FOR TEXRAIL TO ENABLE EXPANSION OF SERVICE FROM EXISTING T&P STATION TO NEAR SOUTHSIDE STATION IN THE FORT WORTH MEDICAL DISTRICT	\$26,181,600	\$0	\$0	\$26,181,600	\$0	03/2025	EXPECTED TO OBLIGATE IN FY2025	TRANSIT TRANSFER REQUEST SUBMITTED IN NOVEMBER 2024
								TOTAL	\$27,265,066	\$0	\$0	\$27,265,066	\$0			

TOTAL CLOSEOUTS/WITHDRAWALS	\$0
TOTAL PROJECT ADJUSTMENTS	\$0
TOTAL OBLIGATED IN FY2025	\$0
EXPECTED TO OBLIGATE IN FY2025	\$27,265,066
NOT EXPECTED TO OBLIGATE IN FY2025	\$0

PROJECT STATUS REPORT

Regional Transportation Council
December 12, 2024

BACKGROUND

- Metropolitan Planning Organization (MPO) Milestone Policy
 - Focuses on projects funded 10+ years that have not gone to construction
 - Creates agency accountability to implement projects
- FY2024/FY2025 Project Tracking
 - Focuses on projects slated for implementation in FY2024 and FY2025
 - Highlights potential problems in order to prevent delays
 - Provides earlier monitoring
 - Enables the Regional Transportation Council (RTC) to take corrective actions if needed to avoid accumulation of carryover balances

MPO MILESTONE POLICY ROUND 2 STATUS UPDATE

SUMMARY OF PROJECTS THAT HAVE NOT GONE TO CONSTRUCTION (DECEMBER 2024)¹

PROJECT CATEGORIES	NUMBER OF PROJECTS	PROJECT RATING	TOTAL FUNDING OF PROJECTS
Scheduled Letting FY2025	6	Medium Risk	\$80,991,988
Scheduled Letting FY2027	1	Low Risk	\$197,943,511
Total	7		\$278,935,499

1: To date, 14 projects have let by their established deadlines and three have been removed from the TIP at the request of the implementing agency. One project originally not on the list was added.

MILESTONE PROJECT UPDATES

- **UNION PACIFIC (UP) RAILROAD CROSSING PROJECT (HALTOM CITY)**

- Project was added to the Milestone Policy list in May 2024
- The City Council passed a resolution reaffirming its commitment to the project (i.e., local match and project schedule)
- City staff is working to award a contract for work at Glenview Drive location and is awaiting UP approval of design at Haltom Road location
- **Staff recommendation: Establish a letting deadline of December 2025**

- **US 81/US 287 PROJECTS (TXDOT-FORT WORTH)**

- Updated letting deadline of May 2025 was approved in May 2023
- Environmental clearance is still pending, so right-of-way acquisition and utility relocations cannot proceed
- **Staff recommendation: Extend letting deadline to December 2026**

- **RIVERFRONT BOULEVARD (DALLAS COUNTY)**

- Dallas County met the December 2024 deadline by letting the project in September 2024

FISCAL YEAR 2024 PROJECT TRACKING

END OF YEAR SUMMARY OF FY2024 CMAQ & STBG FUNDING

Funding Category	Total Federal Funding Available ¹	Federal Funding Obligated (2024) ^{2, 3}	FY2024 Project Phases		Project Phases Obligated
	Sep. 2024	Sep. 2024	Oct. 2023	Sep. 2024	Sep. 2024
CMAQ	\$58,264,161	\$72,198,560	55	32	30
STBG	\$91,767,421	\$149,182,418	92	58	58

- Obligated funding is greater than available funding due to pre-award authority issued on multiple projects
- 45 percent of the CMAQ phases were delayed and 37 percent of the STBG phases were delayed
- Number of project phases decreased due to phases being delayed to a later fiscal year, funding being converted to another source, or funding being removed altogether

Notes:

¹ Apportionment plus carryover

² Obligations based on the federal fiscal year, which runs from October to September

³ Obligation amounts as of 9/30/2024

END OF YEAR SUMMARY OF FY2024 TASA & CRP FUNDING

Funding Category	Total Federal Funding Available ¹	Federal Funding Obligated (2024) ^{2, 3}	FY2024 Project Phases		Project Phases Obligated
	Sep. 2024	Sep. 2024	Oct. 2023	Sep. 2024	Sep. 2024
TASA	\$58,325,584	\$36,257,283	14	11	11
CRP	\$55,157,679	\$49,346,400	N/A	4	4

- 21 percent of the TASA phases were delayed
- Number of project phases decreased due to consolidation of construction and construction engineering phases

Notes:

¹ Apportionment plus carryover

² Obligations based on the federal fiscal year, which runs from October to September

³ Obligation amounts as of 9/30/2024

FISCAL YEAR 2025 PROJECT TRACKING

SUMMARY OF FY2025 CMAQ, STBG, TASA, & CRP FUNDING

Funding Category	Total Federal Funding Available ¹	Federal Funding Obligated (2025) ^{2, 3}	FY2025 Project Phases	Project Phases Obligated to Date
	October 2024			
CMAQ	\$83,386,312	\$0	39	0
STBG	\$180,037,654	\$0	63	0
TASA	\$41,734,302	\$0	9	0
CRP	\$24,469,923	\$0	2	0

¹ Apportionment plus carryover

² Obligations based on the federal fiscal year, which runs from October to September

³ Obligation amounts as of 11/13/2024

REQUESTED ACTION FOR MILESTONE POLICY

- RTC approval of:
 - Staff recommendations detailed in slide 5 for the MPO Milestone Policy Update
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed to incorporate any changes to affected projects

QUESTIONS/COMMENTS?

Christie J. Gotti
Senior Program Manager
Ph: (817) 608-2338
cgotti@nctcog.org

Brian Dell
Program Manager
Ph: (817) 704-5694
bdell@nctcog.org

Cody Derrick
Senior Transportation Planner
Ph: (817) 608-2391
cderrick@nctcog.org

Dylan Niles
Transportation Planner I
Ph: (682) 433-0512
dniles@nctcog.org



NCTCOG PRESENTATION

Call for Projects to Reduce Diesel Emissions

REGIONAL TRANSPORTATION COUNCIL

December 12, 2024

Jason Brown, Program Manager

New Funding and Applicant Eligibility

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

Call for Project	North Texas Diesel Emissions Reduction Project 2024
Project Types	Replace Onroad and Nonroad Diesel Engines/Vehicles/Equipment; Install Locomotive Shore Power and Other Idle Reduction Technologies
Available Funding for CFP*	\$1,635,949
Applicants	Private Fleets and Companies; Public Entities such as Municipalities and Airports
Geographic Area	10-County Nonattainment Area**, Area of Air Toxics Concern***
Clean Fleet Policy	Must Adopt RTC Clean Fleet Policy or Similar

*A committed project from a call for partners of \$1,188,065 was included in the overall EPA \$2.999 million award.

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

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



Eligibility and Scoring Criteria

North Texas Diesel Emissions Reduction Project 2024 Call for Projects

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

Schedule

Milestone	Date
STTC Recommendation of RTC Approval	October 25, 2024
RTC Approval	December 12, 2024
Open Call for Projects	December 16, 2024
Call for Projects Applications Deadline (Rolling 90-Day Application Deadline to Fully Award Funds)	March 14, 2025
Executive Board Approval	April/May 2025
Enter into Rebate Agreements	May/June 2025



ACTION REQUESTED

RTC Approval Of:

North Texas Diesel Emissions Reduction Project 2024

1. Open Call for Projects
2. Details
 - Eligibility
 - Scoring Criteria
3. Schedule
 - Call for Projects Estimated Open: December 16, 2024
 - Rolling 90-Day Application Deadline to Fully Award Funds



CONTACT US



Juan Barron Luna
Air Quality Planner

jbarron-luna@nctcog.org | 817-704-5611



Trey Pope
Air Quality Planner

Tpope@nctcog.org | 817-695-9297



Jason Brown
Program Manager

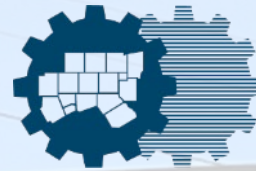
jbrown@nctcog.org | 817-704-2514



Chris Klaus
Senior Program Manager

Cklaus@nctcog.org | 817-695-9286





STRATEGIC SELECTION OF TRAFFIC SIGNAL EQUIPMENT UPGRADES

REGIONAL TRANSPORTATION COUNCIL
DECEMBER 12, 2024

14 FT 5 IN

Comprehensive Traffic Signal Program

Physical Equipment

Coordination Equipment

Traffic Signal System

Individual Approach

New Traffic Signals

Corridor Approach

Safety

Volume

Transit

Goods Movement

Economic Development

Systemic Approach

TRAFFIC SIGNAL COORDINATION EQUIPMENT INVENTORY

Overview

NCTCOG conducted a regional inventory to establish a Regional Traffic Signal Minimum Standard and identify traffic signals that don't have equipment to meet the standard.

List of Equipment Included in the Regional Traffic Signal Equipment Standard:

- Cabinets
- Controllers
- Coordination (GPS Clocks)
- Communication
- Vehicle Detection
- Flashing Yellow Arrow (FYA)
- LED Signal Bulbs



PARTNER AGENCY ELIGIBILITY

- Public Sector Partner Agencies within the 10-County Non-Attainment Area (Cities, TxDOT, Etc.)
- Actively using INRIX traffic signal performance platform.
- The agency commits to maintaining the equipment throughout its full lifespan, ensuring it functions as intended.
- Confirm agency agrees to share traffic signal and detector data in standard format that is consistent with Traffic Management Data Dictionary (TMDD) 3.03(d).



UTILIZE PREVIOUSLY APPROVED RTC FUNDS FOR TRAFFIC SIGNAL UPGRADES

\$30.72 million previously approved by RTC is allocated for prioritized traffic signal **coordination equipment** upgrades, focusing on:

- Coordination (GPS Clocks) – Fully Fund
- Communication Systems – Fully Fund
- Controllers – Fully Fund
- Vehicle Detection – Partially Fund

Vehicle detection upgrades are only partially covered. Proposed filters will help prioritize specific upgrades within this category.



Proposed Filter and Criteria for Vehicle Detection Location Selection



Filter 1: Regional Traffic Signal Priority Arterials

(Y/N) (FHWA functional classification: principal, minor, collector roads with 8 or more signals)

Filter 2: Vehicle Detection Working Properly

(Y/N)

Criteria 1: Signals with worst average control delay per vehicle from INRIX signal analytics (Ranking)



METHOD

Step 1: Overlay vehicle detection improvements on traffic signal priority arterials GIS layer.

Step 2: Analyze remaining Average Control Delay per vehicle

Step 3: Select locations for improvement based on criteria



SCHEDULE

Action	Meeting	Date
Action - Funding Approval	RTC	February 2024
Public Meeting		October 15, 2024
Action - Approval of Project Selection Process	STTC	October 25, 2024
Action - Approval of Project Selection Process	RTC	December 12, 2024
Scoring by NCTCOG		Nov. – Dec. 2024
TIP Modification Requests Due		December 6, 2024
TIP Modification Approval	STTC	February 28, 2025
TIP Modification Approval	RTC	March 13, 2025
FHWA Approval Expected		June/July 2025



ACTION REQUESTED

Regional Transportation Council (RTC) approval of the process, criteria, and schedule for the strategic selection of traffic signal **coordination equipment**.

Administratively amend NCTCOG and State Transportation Improvement Programs (TIP / STIP), as well as other planning and administrative documents.



CONTACT US



Natalie Bettger

Senior Program Manager

nbettger@nctcog.org | 817-695-9280



Gregory Masota

Principal Transportation Planner

gmasota@nctcog.org | 817-695-9264





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

November 22, 2024

Chairman Jon Niermann
Texas Commission on Environmental Quality
PO Box 13087
Austin, TX 78711-3087

RE: Request for Assessment on Rising Ozone Levels in North Central Texas

Dear Chairman Niermann:

On behalf of the Regional Transportation Council (RTC), I am reaching out to express concern regarding recent trends in ozone levels within the North Central Texas region. As the Metropolitan Planning Organization for the Dallas-Fort Worth area, we are dedicated to meeting air quality standards and ensuring a healthy environment for our residents. However, recent data, summarized in Attachment 1, shows the region's observed ozone design value has steadily increased to 83 parts per billion (ppb). This is not only above both the 2008 and 2015 National Ambient Air Quality Standards, but also significantly exceeds the Texas Commission on Environmental Quality's (TCEQ) 2023 and 2026 estimated design values of 73 and 72 ppb, respectively. This upward trend is alarming, notably unexplainable, and indicates the need for a thorough investigation of air chemistry since 2017 when the region's decreasing ozone annual design value stalled.

We understand background ozone typically contributes approximately two-thirds to three-quarters of the total ozone concentration, while the remaining one-third to one-fourth is locally attributable. This background contribution complicates local mitigation efforts and underscores the importance of targeted strategies to address both local and statewide sources of emissions. Attachment 2 shows approximately two-thirds of the region's anthropogenic nitrogen oxide (NOx) has been reduced since 2006. Given this information, we are seeking assistance in identifying key drivers behind the gap between real-world ozone values versus computer generated photochemical modeling values to implement more effective emissions reduction strategies.

We respectfully request that TCEQ support the RTC by conducting a comprehensive assessment to clarify the primary contributors to these elevated ozone levels. Additionally, we seek your guidance on actionable steps the RTC can take to reduce mobile source emissions. Equally important, we would appreciate TCEQ's support in evaluating and managing emissions from stationary and area sources to help mitigate locally and statewide attributable contributions and maintain previous achievements continue into the future (see Attachment 2). Collaborative efforts in these areas will be essential to addressing the complexities of ozone formation and improving air quality across the region.

November 22, 2024

Thank you for your attention to this request. We are committed to working alongside TCEQ in this endeavor and look forward to your response. Should you have any questions, please contact Jenny Narvaez, Program Manager at the North Central Texas Council of Governments, at 817-608-2342 or jnarvaez@nctcog.org.

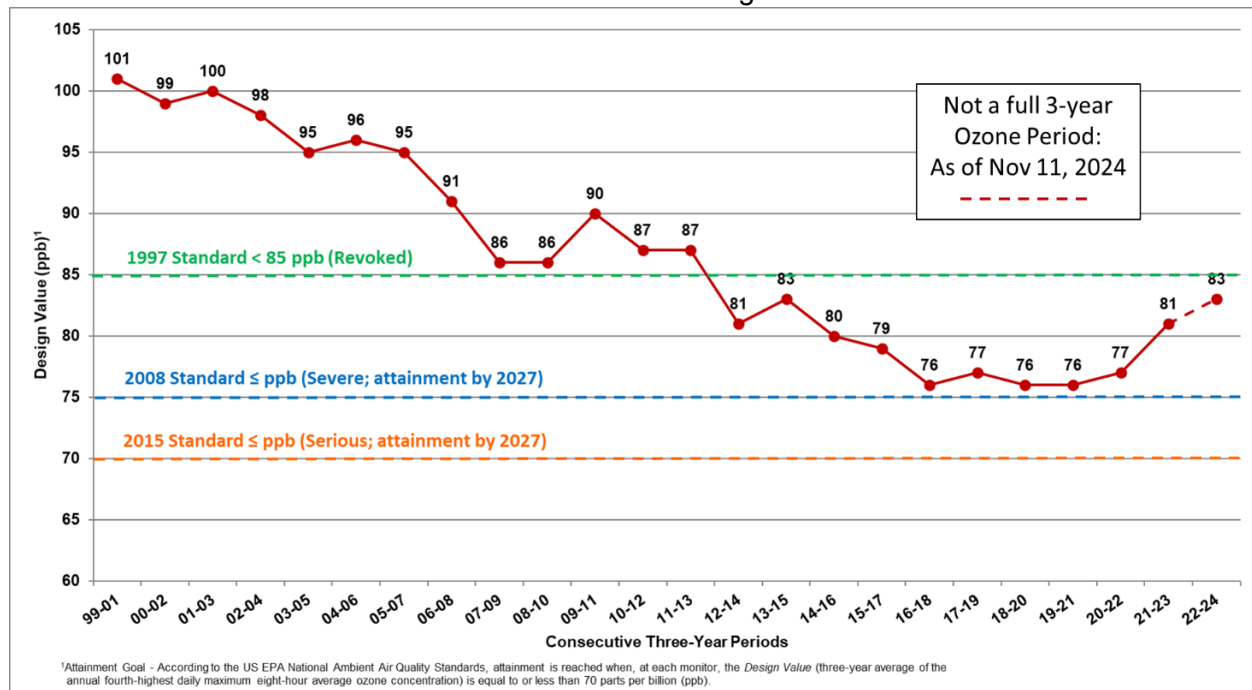
Sincerely,



Clay Lewis Jenkins, Chair
Regional Transportation Council
County Judge, Dallas County

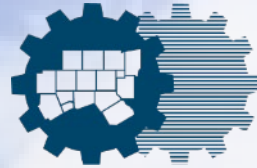
JN:js
Attachments

Attachment 1: Dallas-Fort Worth Observed Ozone Design Value



Attachment 2: Anthropogenic emissions for analysis years from multiple Attainment Demonstration State Implementation Plan emissions inventories for the Dallas-Fort Worth 2008 ozone National Ambient Air Quality Standard 10-county nonattainment area. Despite the decrease in various sources of local emissions from 2006 to 2026, the ozone design value continues to be in an upward trend and is currently at 83 ppb (end of 2024 ozone season).

DFW 10-County Nonattainment Area Nitrogen Oxides (NOx) (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%

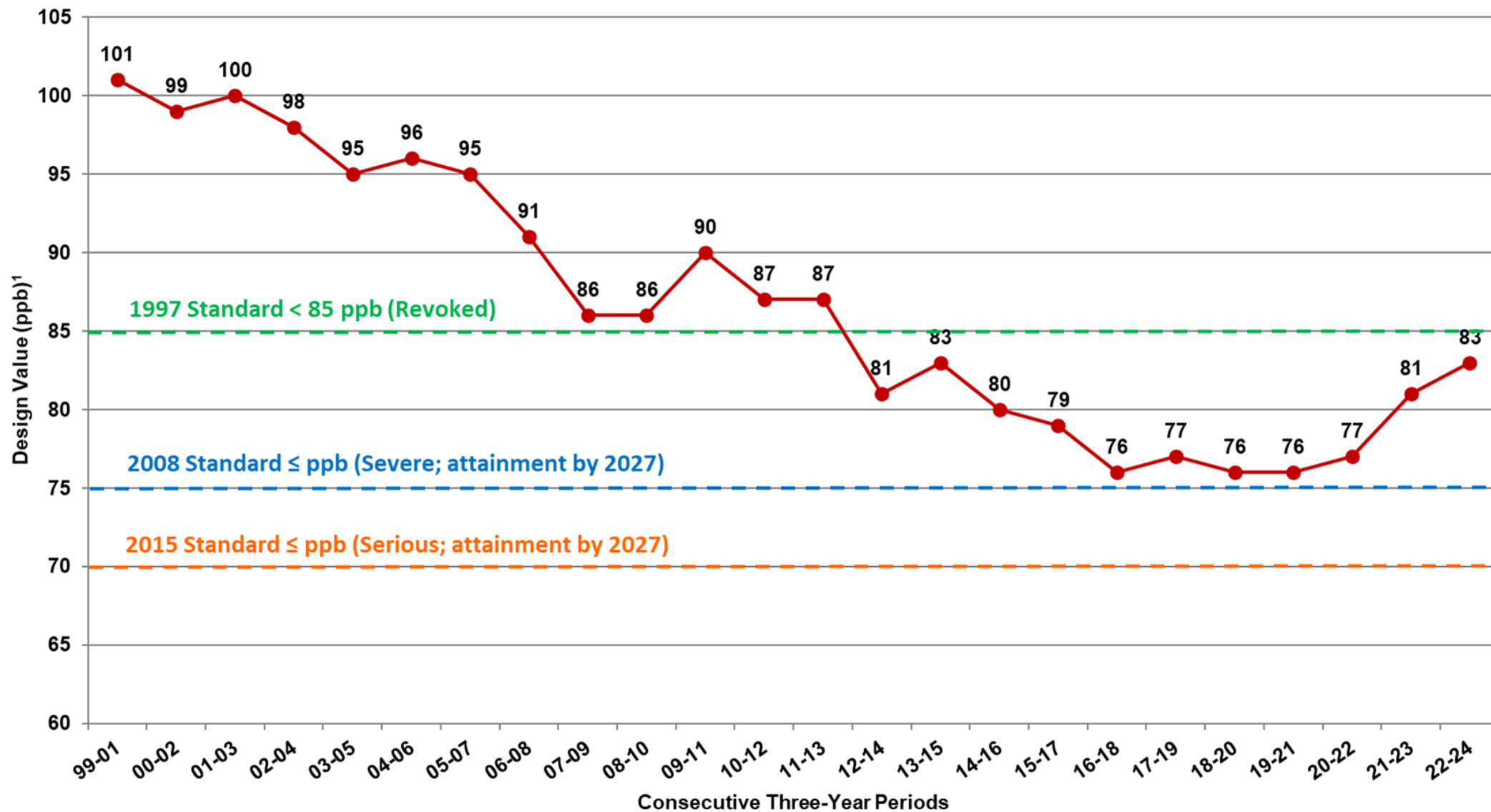


NCTCOG PRESENTATION

End of Ozone Season Recap

Jenny Narvaez | Regional Transportation Council | 12.12.2024

Ozone Design Value 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).

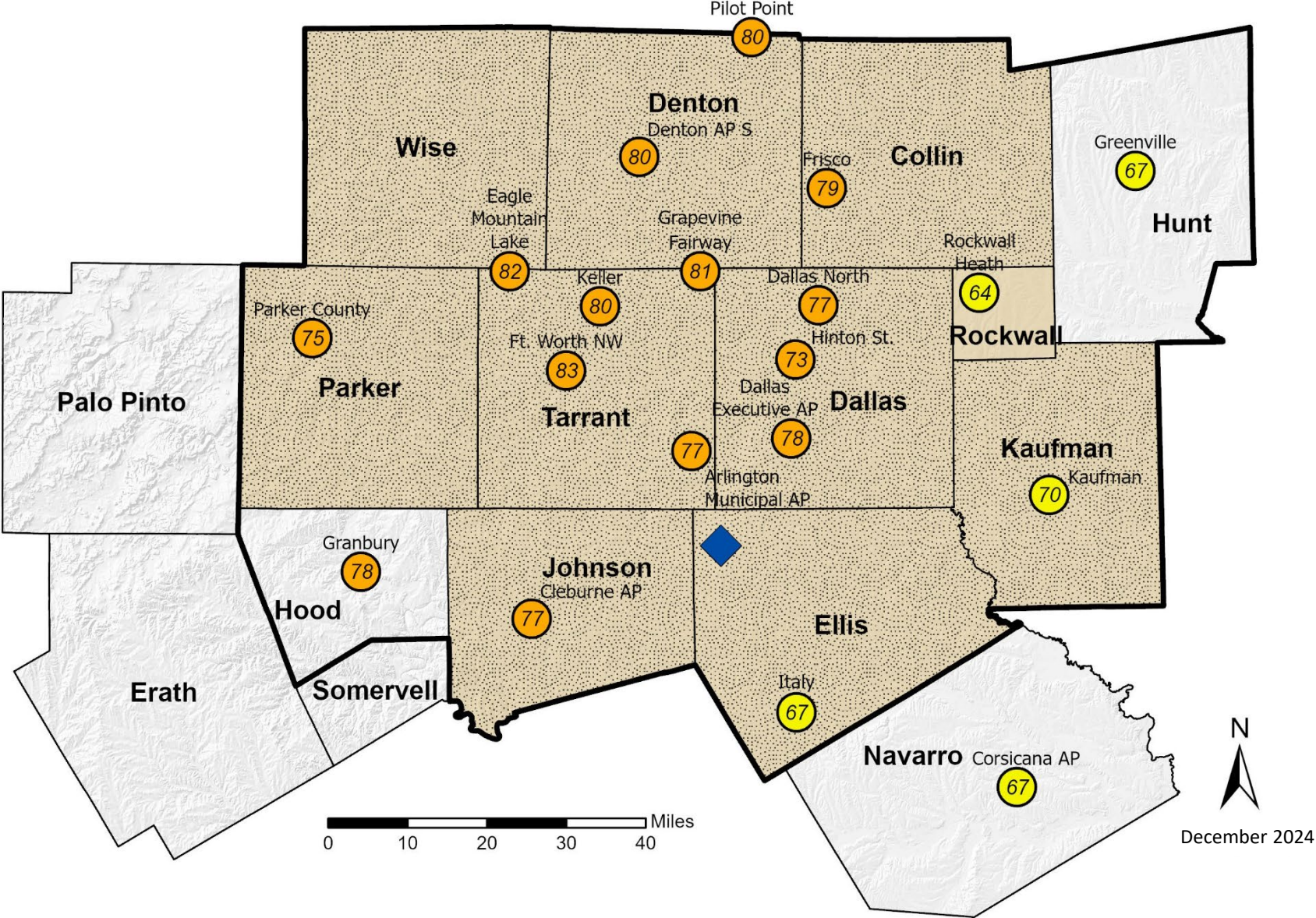


Monitor Locations with Associated 8-Hour Design Value

Legend

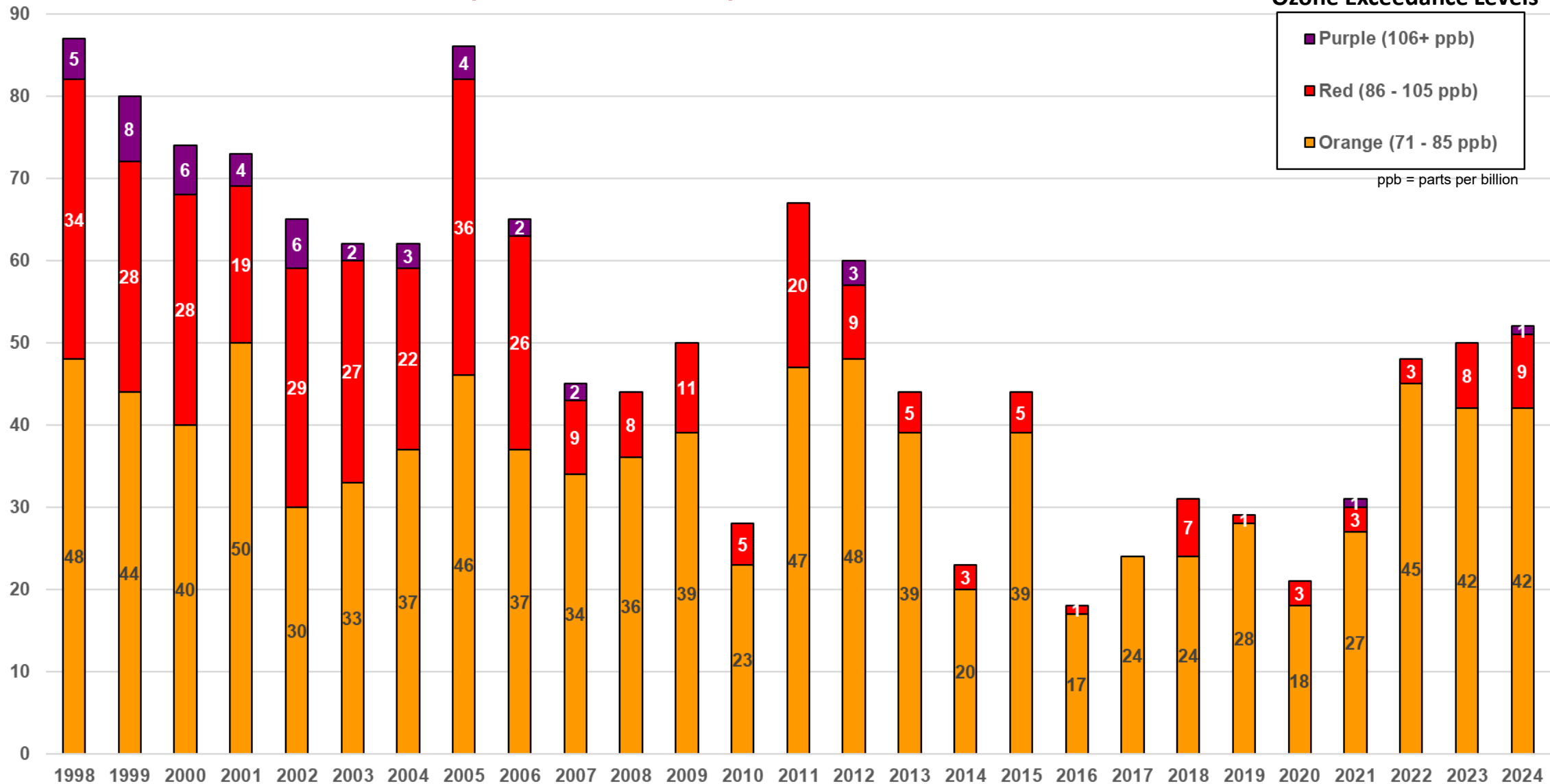
- Metropolitan Planning Area
- Counties Designated
Nonattainment Under 2015
8-Hour Ozone NAAQS
- Counties Designated
Nonattainment Under 2008
8-Hour Ozone NAAQS
- Temporarily Out of Service
- Sept 2024
- 62 - 69
- 70 - 85

As of December 1, 2024



8-Hour Ozone NAAQS – Exceedance Trends

Based on ≤ 70 ppb (2015 Standard) – December 1, 2024



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

Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

Source: TCEQ http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl

2024 Ozone Season

Attainment Based on Data from 2024-2026 Ozone Seasons

Top 10 Monitors	4 th Highest Value for Season			Design Value 2024 Monitor	State Implementation Plan 2026 Model
	2022	2023	2024		
Fort Worth Northwest	80	84	85	83	69
Eagle Mountain Lake	77	81	89	82	71
Grapevine Fairway	78	84	81	81	71
Denton Airport South	78	78	84	80	69
Keller	72	80	88	80	70
Pilot Point	77	81	83	80	70
Frisco	73	82	84	79	72
Dallas Executive AP	77	79	80	78	66
Granbury	81	79	76	78	N/A
Arlington Municipal AP	77	74	80	77	68



Air Quality – Path Forward

Letter to Chairman Jon Niermann:

(Electronic Item 10.1)

- **Identify key drivers behind gap between real-world and model ozone values**
- **Conduct comprehensive assessment to clarify primary contributors to elevated ozone levels**
- **Recommend actionable steps RTC can take to reduce mobile source emissions**
- **Support in evaluating and managing emissions from stationary and area sources**
 - **Mitigate locally attributable contributions to formation of ozone**
 - **Maintain previous ozone reduction achievements into future**
- **Collaborate with NCTCOG to address ozone formation complexities across region**



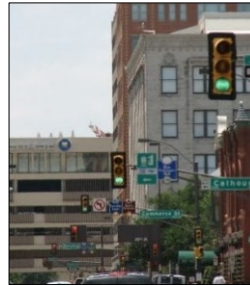
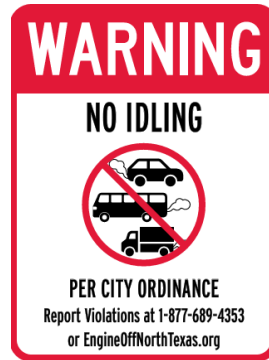
Mobile Source Air Quality Initiatives



Rideshare. Record. Reward.



Dallas-Fort Worth
CLEAN CITIES

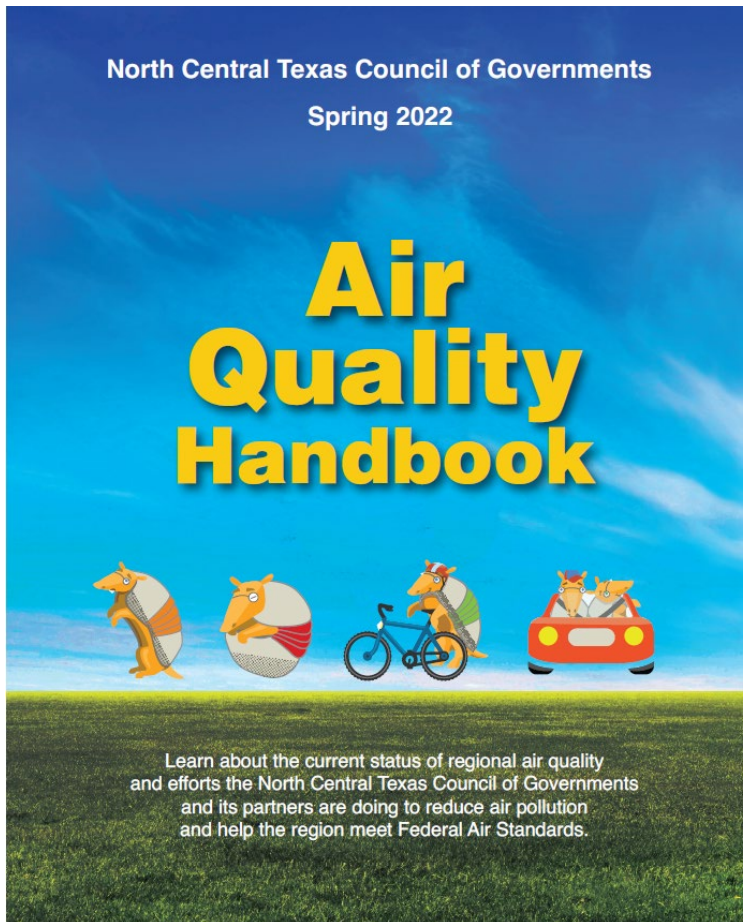


End of Ozone Season Recap

Air Quality – Path Forward

Handbook 2022 - update in Spring 2025

English



https://nctcog.org/nctcg/media/Transportation/DocsMaps/Quality/Air/AQ2022printer_Spring.pdf

Spanish



<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Quality/Air/AQ2022SPANISH.pdf>

Vietnamese



<https://www.nctcog.org/getmedia/787b9fe9-94d9-4d76-9701-020876a06e61/AQHbkViet.pdf>

FOR MORE INFORMATION

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

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

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

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

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

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

DEMOGRAPHIC FORECAST *and*

MOBILITY  **2050**

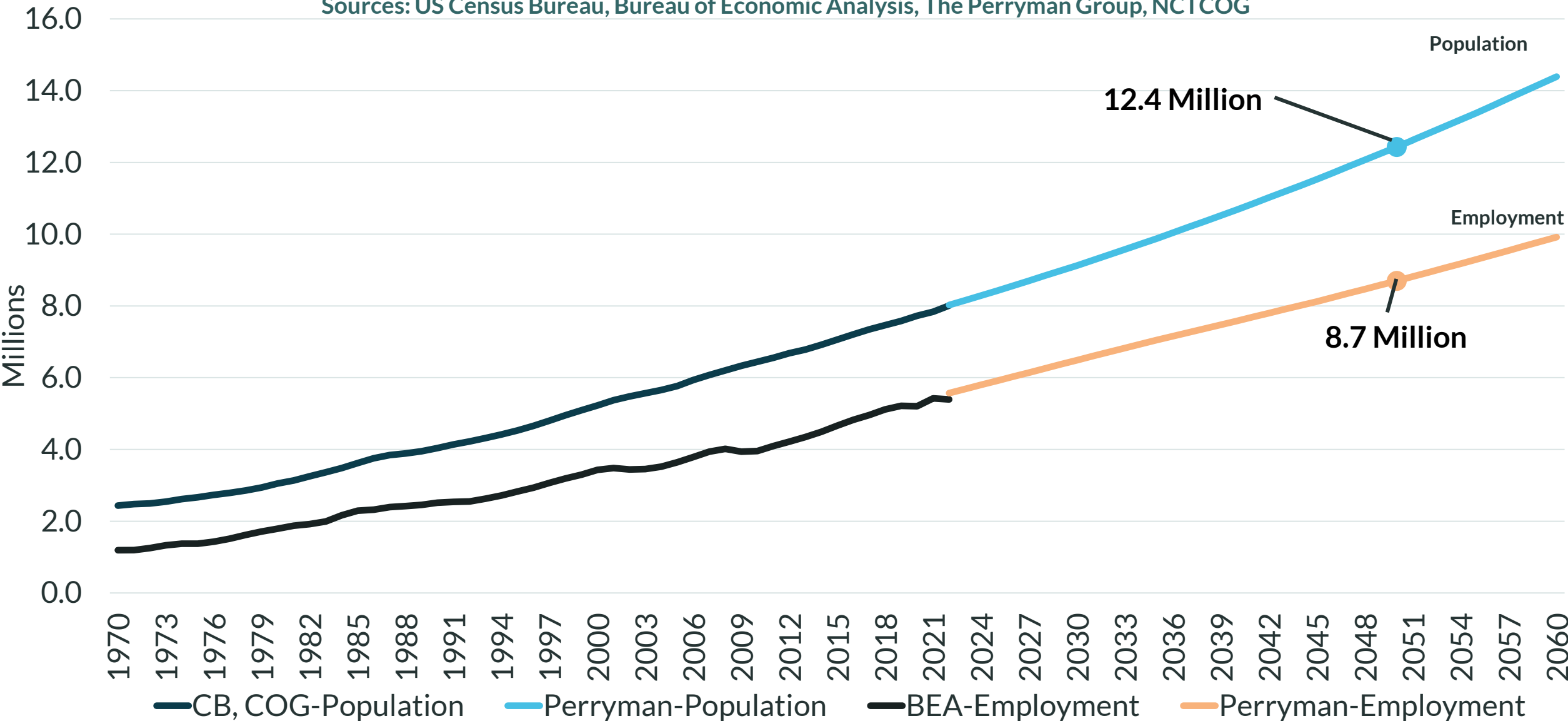
*Regional Transportation Council
December 12, 2024*

Forecast Timeline



Historical and Projected Total Population and Employment – MPA

Sources: US Census Bureau, Bureau of Economic Analysis, The Perryman Group, NCTCOG



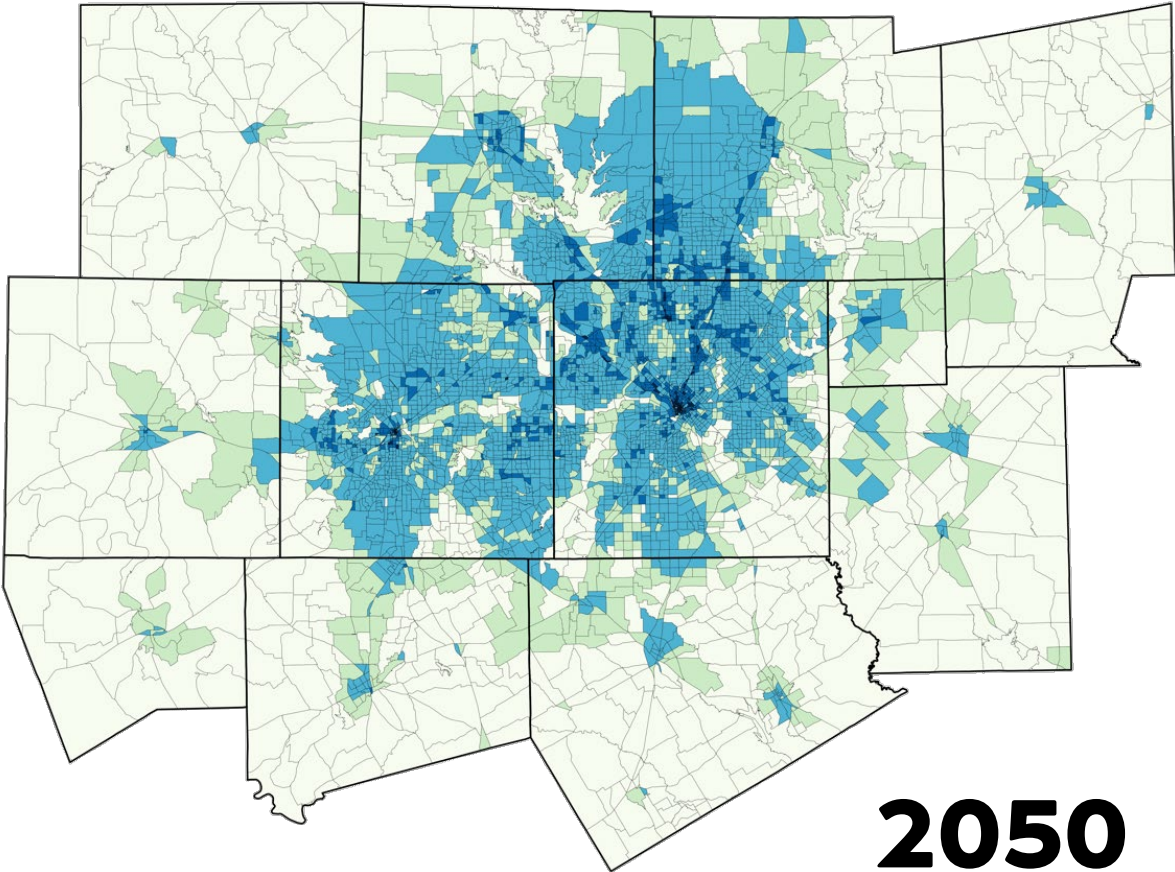
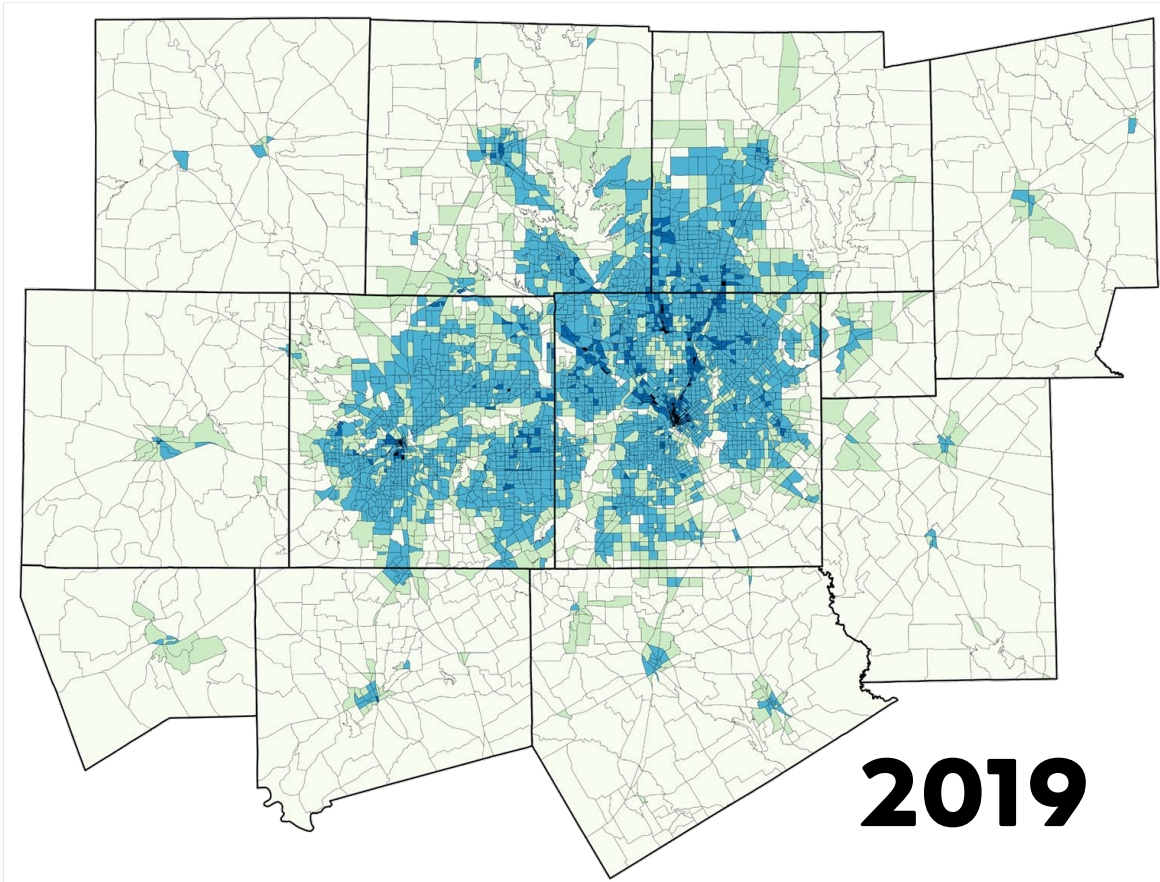
2050 County Forecasts – Household Population

County	2019	2035	2050	2019 – 2050 Change	2019 – 2050 Percent Change	2019 – 2050 Compound Annual Growth Rate
Collin	1,040,657	1,566,125	2,154,649	1,113,992	107.0%	2.38%
Dallas	2,565,640	2,935,741	3,070,902	505,262	19.7%	0.58%
Denton	886,945	1,382,017	1,877,835	990,890	111.7%	2.45%
Ellis	187,711	310,290	442,297	254,586	135.6%	2.80%
Hood	59,954	86,367	114,159	54,205	90.4%	2.10%
Hunt	95,977	147,964	205,990	110,013	114.6%	2.49%
Johnson	174,382	266,733	369,655	195,273	112.0%	2.45%
Kaufman	140,538	244,803	403,257	262,719	186.9%	3.46%
Parker	144,356	249,567	374,523	230,167	159.4%	3.12%
Rockwall	105,031	169,611	245,608	140,577	133.8%	2.78%
Tarrant	2,059,637	2,513,335	2,866,567	806,930	39.2%	1.07%
Wise	<u>67,176</u>	<u>115,084</u>	<u>171,714</u>	<u>104,537</u>	155.6%	3.07%
MPA Total	7,528,004	9,987,637	12,297,156	4,769,152	63.4%	1.60%

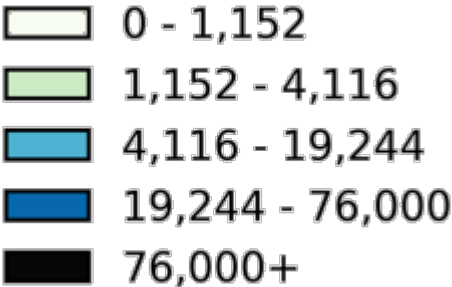
2050 County Forecasts – Employment

County	2019	2035	2050	2019 – 2050 Change	2019 – 2050 Percent Change	2019 – 2050 Compound Annual Growth Rate
Collin	662,150	964,916	1,243,330	581,180	87.8%	2.05%
Dallas	2,348,110	2,840,066	3,289,159	941,049	40.1%	1.09%
Denton	428,738	707,375	953,057	524,320	122.3%	2.61%
Ellis	86,928	142,161	206,028	119,100	137.0%	2.82%
Hood	30,733	43,127	52,007	21,275	69.2%	1.71%
Hunt	46,299	71,464	94,878	48,578	104.9%	2.34%
Johnson	79,291	123,221	166,900	87,609	110.5%	2.43%
Kaufman	56,647	108,319	189,354	132,707	234.3%	3.97%
Parker	69,499	117,475	169,621	100,122	144.1%	2.92%
Rockwall	54,837	97,275	134,769	79,931	145.8%	2.94%
Tarrant	1,319,425	1,734,172	2,120,932	801,507	60.7%	1.54%
Wise	<u>35,785</u>	<u>54,993</u>	<u>77,098</u>	<u>41,313</u>	115.5%	2.51%
MPA Total	5,038,442	7,005,014	8,697,132	3,478,692	66.7%	1.66%

Forecast 2050 Total Activity



Total Activity Per Square Mile



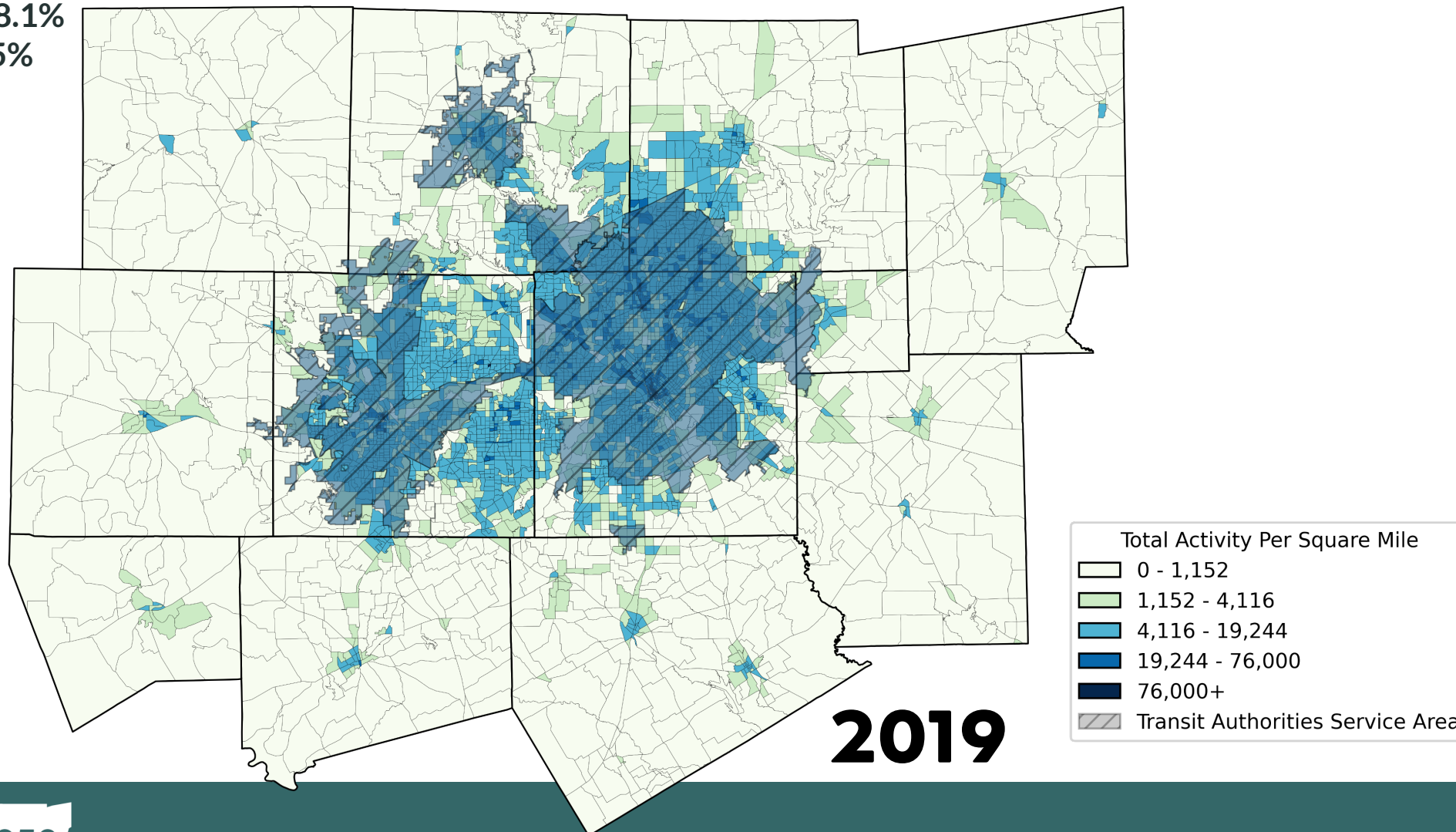
2019 Activity Residing within Transit

Authority Service Area

HH Population 48.1%

Employment 63.5%

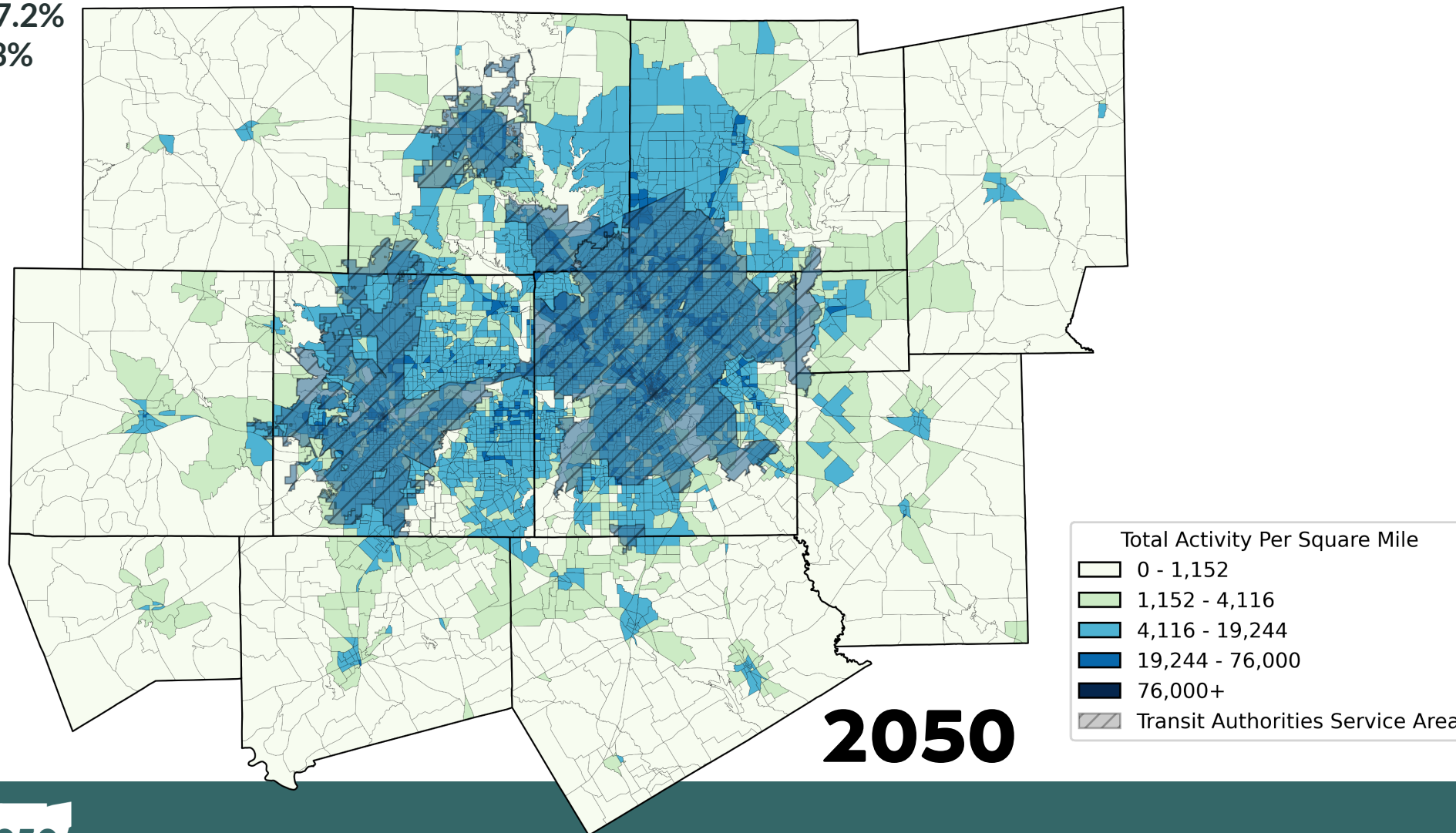
Forecast 2050 Total Activity



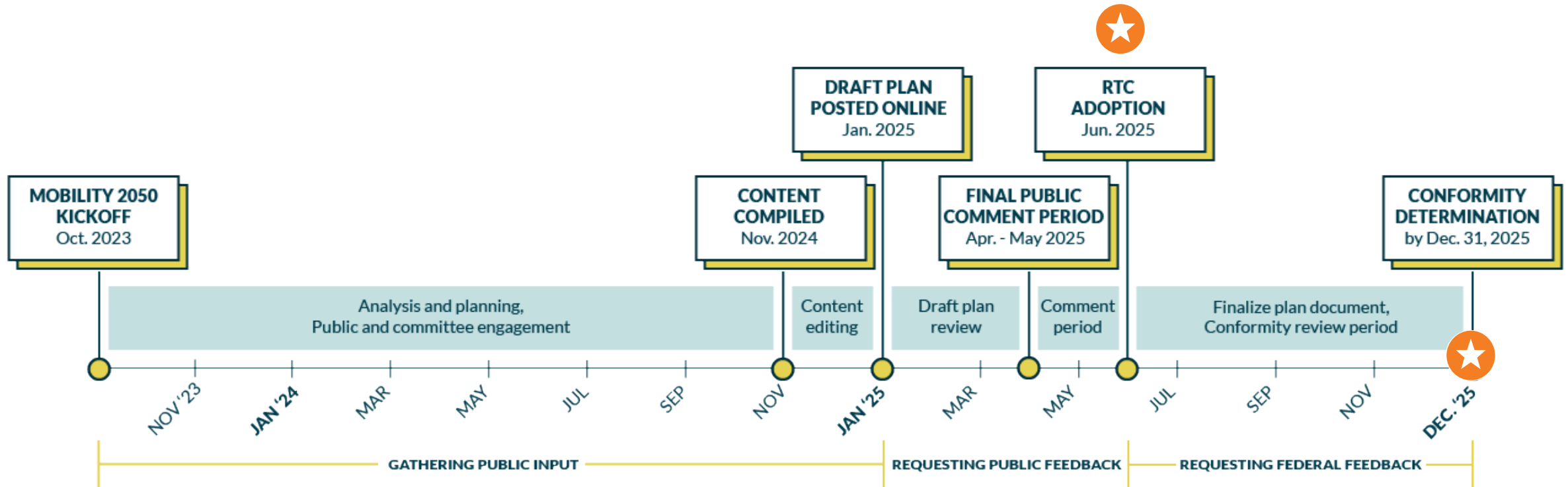
**2050 Activity Residing
within Transit
Authority Service Area**

HH Population 37.2%
Employment 55.3%

Forecast 2050 Total Activity



Plan Development Timeline



- Public involvement “input phase” closes at the end of 2024.
- Wrapping up technical analysis, incorporating final demographics, and developing recommendations.
- Draft plan expected in early 2025.

Process and Requirements



- Must include all reasonably expected revenue sources, including private
- Cost must be reflected in “year of expenditure” dollars
- Cannot spend more than we reasonably expect to receive over life of plan (financial constraint rule)

While we see the **REVENUE** flowing from the BIL/IIJA, costs have risen, tempering the buying power of the funds.

DRAFT	DRAFT Mobility 2050	Can be spent on...
Traditional Federal/State	\$92.8 B	Roadways, strategic initiatives
Local Revenue	13.5	Local matching funds, roadways
System/Toll	8.4	Toll roads, tolled managed lanes
Transit	89.5	Transit capital, operating, maintenance, etc.
Revenue Enhancements	8.2	Above categories, as appropriate/allowed
Total, Actual \$, Billions	\$212.4	<i>2045 Update: \$148.4 Billion</i>

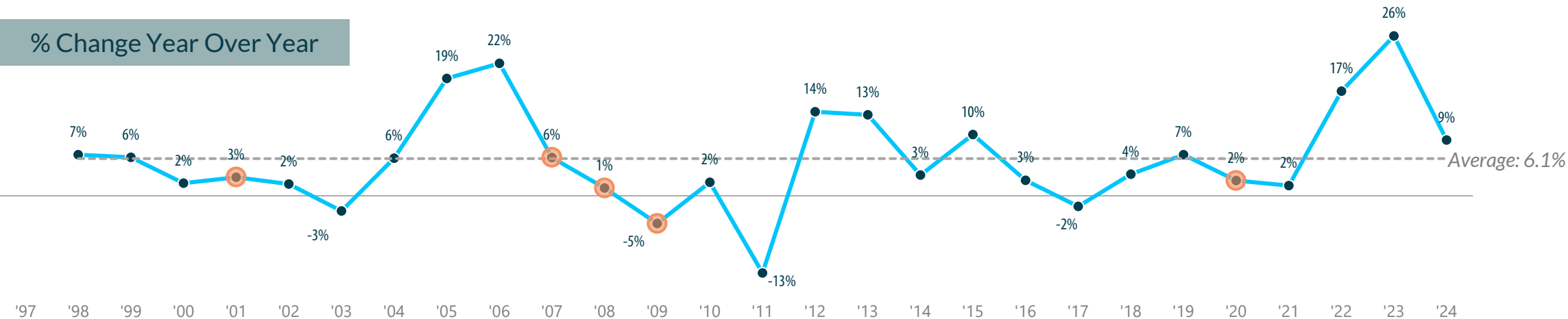
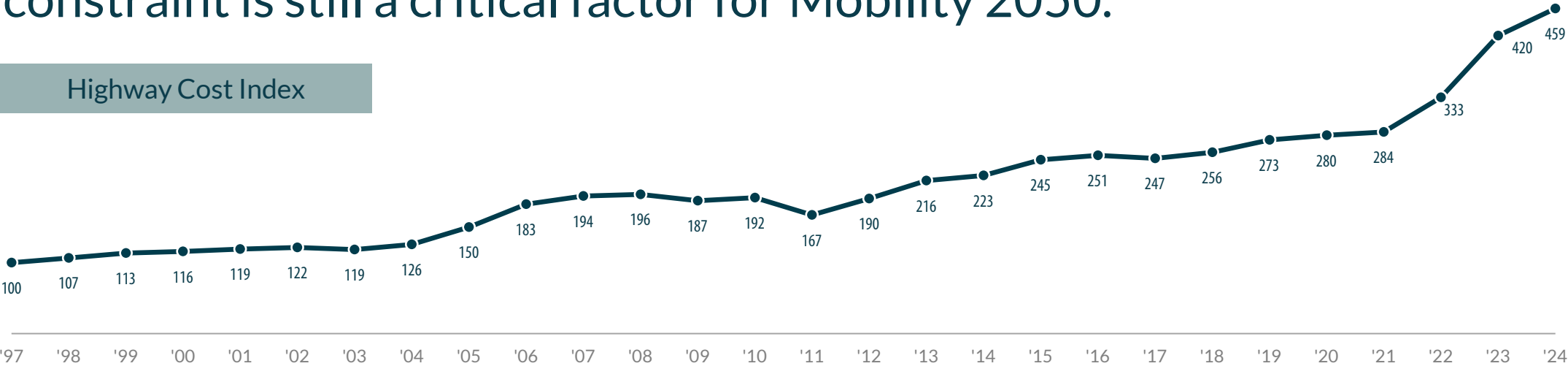
Values may not sum due to independent rounding

The preliminary financial plan is in progress as we compile costs and refine revenues with the latest data.

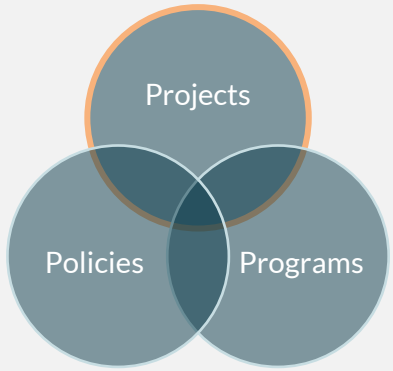
DRAFT	DRAFT Mobility 2050	Mobility 2045 Update ³	Δ Draft - Previous
Infrastructure Maintenance ¹	\$24.9	18.6	+6.3
Management & Operations	23.9	29.8	-5.9
Strategic Policy Initiatives ²	6.4	5.5	+0.9
Rail & Bus	53.9	44.9	+9.0
Freeways/Tollways, Managed Lanes, and Arterials	~100-103	49.7	+53.3
Total, Actual \$, Billions	\$212 B	148 B	+64 B

Values may not sum due to independent rounding

Surging **COSTS** have started to slow in 2024, but financial constraint is still a critical factor for Mobility 2050.



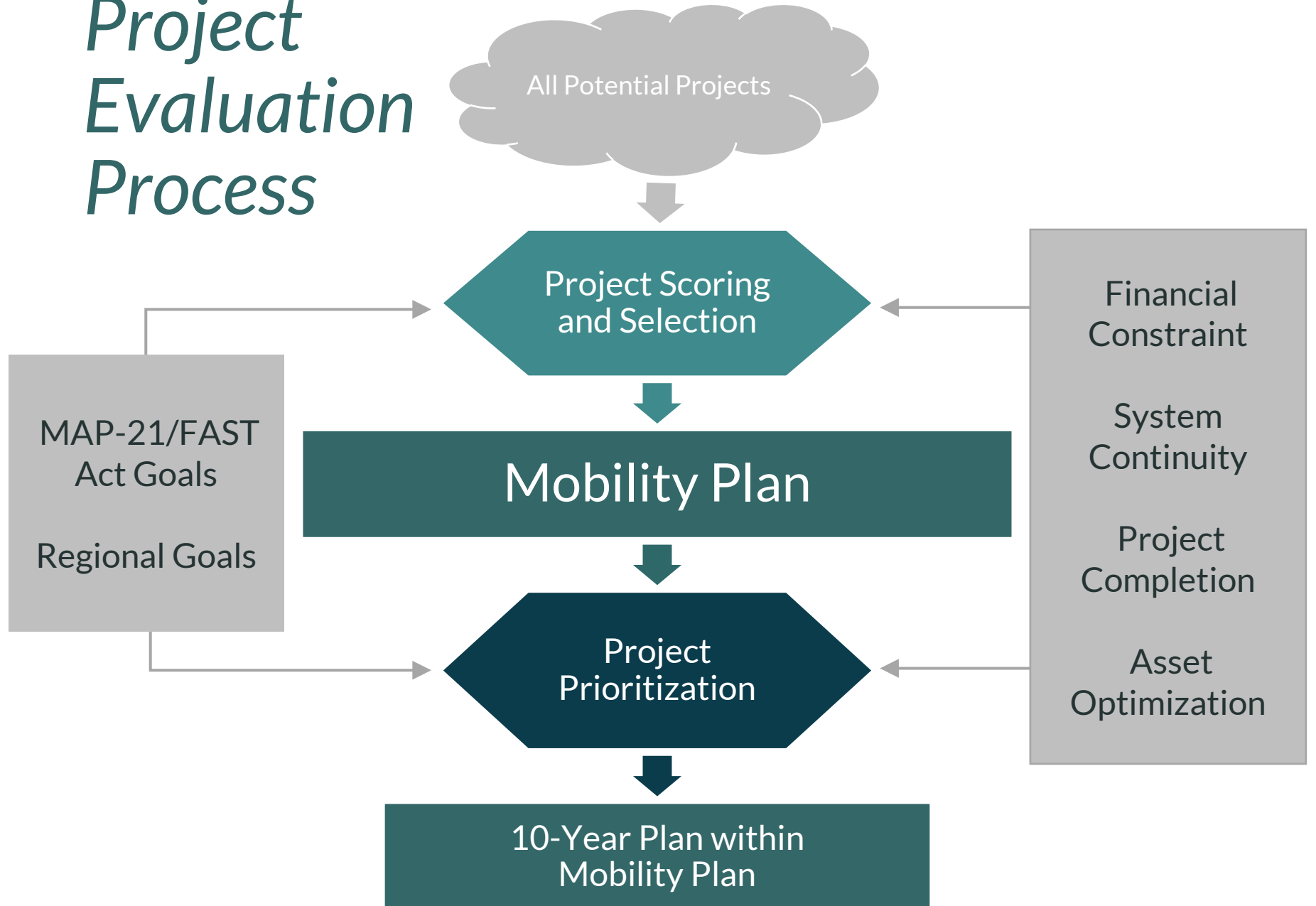
Foundation of the Plan



MAP-21/FAST Act and Regional Goals

Congestion Reduction
System Reliability
Safety
Infrastructure Condition
Freight Movement
Economic Vitality
Environmental Sustainability
Reduced Project Delivery Delay

Project Evaluation Process



Emerging Focus for Plan

- How does transportation respond to demographic growth trends?
 - Encourage infill development/density
 - Incorporate Transit 2.0 guidance for policies to support successful regional transit system
- Safety as a priority
- Funding and cost of implementing projects

Thank you – Demographic Forecasting Collaboration

Dan Kessler

Assistant Director
Transportation
dkessler@nctcog.org

Sarah Jackson

Geographic Information Analyst
Research & Information Services
sjackson@nctcog.org

Kathy Yu

Principal Transportation System
Modeler
Transportation
kyu@nctcog.org

Donna Coggeshall

Research Manager
Research & Information Services
dcoggeshall@nctcog.org

Hua Yang

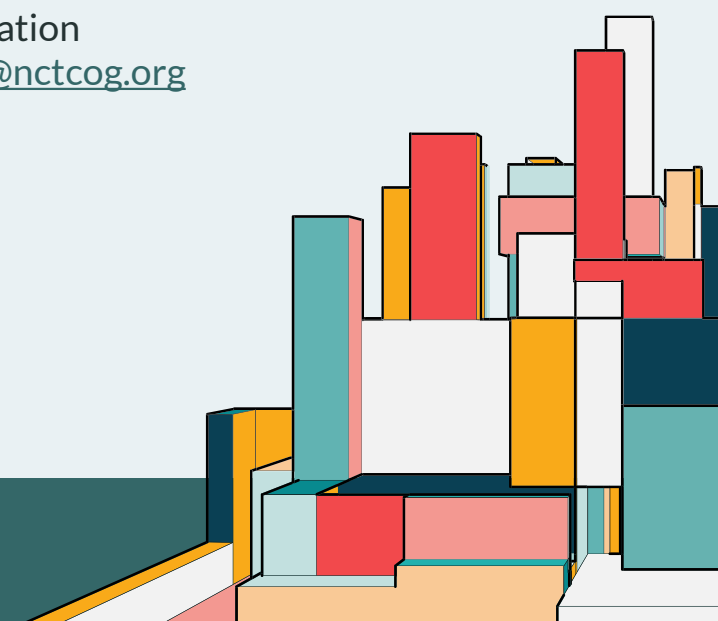
Principal Transportation System Modeler
Transportation
hyang@nctcog.org

Dhaval Jariwala

Transportation GIS Data Solutions
Analyst I
Transportation
djariwala@nctcog.org

Mark Folden

Senior Predictive Analytics Specialist
Research & Information Services
mfolden@nctcog.org



Mobility Plan Contacts



Amy Johnson

Principal Transportation Planner

ajohnson@nctcog.org | 817-704-5608



Brendon Wheeler, P.E., CFM

Program Manager

bwheeler@nctcog.org | 682-433-0478



Dan Lamers, P.E.

Senior Program Manager

dlamers@nctcog.org | 817-695-9263

Regional Transportation Council Attendance Roster
November 2023 - October 2024

RTC MEMBER	Entity	11/9/23	12/14/23	1/11/24	2/8/24	3/21/24	4/11/24	5/9/24	6/13/24	7/11/24	8/8/24	9/12/24	10/17/24
Daniel Alemán Jr (01/22)	Mesquite	E(R)	P	P	P	P	A	P	P	P	E(R)	P	E(R)
Arfsten, Bruce (07/23)	Addison	P	P	P	E(R)	P	P	P	P	P	P	P	P
Steve Babick (06/22)	Carrollton	P	P	P	P	P	E(R)	E(R)	P	P	P	P	P
Rick Bailey (07/22)	Johnson County	P	P	P	P	P	P	P	P	P	P	P	P
Adam Bazaldua (09/21)	Dallas	A	P	P	A	P	E	P	E	A	E(R)	P	P
Elizabeth M. Beck (08/21)	Fort Worth	E	P	E(R)	P	E	P	A	P	P	P	P	A
Gyna Bivens (08/21)	Fort Worth	P	P	P	P	P	P	P	P	P	P	E	P
Alan Blaylock (03/23)	Fort Worth	E	P	P	P	P	P	A	P	P	P	P	P
Ceason Clemens (10/22)	TxDOT, Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Michael Crain (06/22)	Fort Worth	A	P	P	P	E(R)	P	P	E(R)	E(R)	P	P	P
Theresa Daniel (11/18)	Dallas County	P	P	P	E(R)	P	P	P	P	E	P	P	P
Jeff Davis (11/19)	Trinity Metro	P	P	P	P	E(R)	P	E(R)	P	E	P	P	P
Pat Deen (07/24)	Parker	--	--	--	--	--	--	--	--	P	P	P	P
Andy Eads (1/09)	Denton County	E	P	E	P	P	P	P	P	P	P	P	P
Michael Evans (2/23)	Mansfield	P	P	P	P	P	P	P	P	P	A	P	P
Vernon Evans (4/24)	DFW Airport	--	--	--	--	--	A	P	E	A	E	E(R)	P
Gary Fickes (12/10)	Tarrant County	E	P	P	P	P	E	P	E(R)	E	P	E	E(R)
George Fuller (07/17)	McKinney	P	E	E	P	E	P	P	A	P	A	A	P
Raul H. Gonzalez (09/21)	Arlington	P	P	E(R)	P	P	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	P	E	P	A	P	P	P	E	P	P	P	A
Mojoy Haddad (10/14)	NTTA	P	P	P	E	A	P	P	P	E	P	E	P
Clay Lewis Jenkins (04/11)	Dallas County	E(R)	E(R)	P	P	E	P	P	P	P	E(R)	P	P
Ron Jensen (06/13)	Grand Prairie	E(R)	P	E	P	E(R)	P	P	E(R)	P	P	P	P
Jill Jester (08/24)	Denton	--	--	--	--	--	--	--	--	--	P	A	P
Brandon Jones (05/21)	Lewisville	P	P	P	A	A	P	P	P	P	P	P	P
Brad LaMorgese (07/22)	Irving	P	P	E	E	E	E	P	E	E	P	E	P
Stephen Mason (05/24)	Cedar Hill	--	--	--	--	--	--	P	E(R)	P	P	P	P
Tammy Meinershagen (07/24)	Frisco	--	--	--	--	--	--	--	--	P	P	E(R)	P
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Cesar Molina (08/24)		--	--	--	--	--	--	--	--	--	P	P	P
Jesse Moreno (07/24)	City of Dallas	--	--	--	--	--	--	--	--	E	P	P	P
Ed Moore (07/22)	Garland	P	E	P	P	E	P	E	P	P	P	P	E
Matthew Porter (07/24)	Wylie	--	--	--	--	--	--	--	--	P	P	P	P
John Muns (6/23)	Plano	E	P	A	A	A	P	P	P	A	P	P	P
Omar Narvaez (09/21)	Dallas	P	A	P	P	P	P	P	E	P	P	E(R)	P
Manny Ramirez (1/23)	Tarrant County	E	P	E	E	P	P	P	P	E	E	E	P

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Regional Transportation Council Attendance Roster
November 2023 - October 2024

RTC MEMBER	Entity	11/9/23	12/14/23	1/11/24	2/8/24	3/21/24	4/11/24	5/9/24	6/13/24	7/11/24	8/8/24	9/12/24	10/17/24
Tito Rodriguez (03/24)	Nrth Rch Hills	--	--	--	--	P	P	E	P	P	E	P	P
Jim R. Ross (07/21)	Arlington	E(R)	P	P	P	P	E(R)	P	P	P	E(R)	P	E(R)
David Salazar (10/22)	TxDOT, FW	P	P	P	P	P	P	P	P	E(R)	P	P	E(R)
Gary Slagel (11/23)	DART	P	P	P	P	P	P	P	P	P	P	P	P
Bobby Stovall (07/24)	Hunt County	--	--	--	--	--	--	--	--	P	P	P	P
Jeremy Tompkins (10/19)	Euless	E(R)	P	P	P	P	P	P	P	P	P	P	P
William Tsao (3/17)	Dallas	P	P	P	P	P	E	P	P	P	P	P	P
Webb, Duncan (6/11)	Collin County	P	A	P	P	P	P	P	P	P	P	P	P
Chad West (11/22)	Dallas	P	P	P	E	P	A(R)	P	E	P	P	P	E(R)

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
October 2023 - October 2024

STTC MEMBERS	Entity	10/27/23	12/8/23	1/26/24	2/23/24	3/22/24	04/26/24	05/24/24	6/28/2024	7/26/2024	8/23/2024	9/27/2024	10/25/2024
Rifat Alam	Lancaster	--	--	--	--	--	--	--	--	P	*	P	R
Joe Atwood	Hood County	A	A	P	A	P	P	P	A	P	*	P	P
Melissa Baker	Irving	P	P	P	R	R	E	P	P	P	*	P	P
James Bell	Grand Prairie	--	--	--	--	--	--	--	--	--	--	P	P
David Boski	Grand Prairie	--	--	--	--	--	--	--	--	--	--	P	P
Shon Brooks	Waxahachie	A	P	P	P	P	P	A	P	P	*	A	P
Tanya Brooks	DART	P	P	P	P	P	P	P	P	R	*	R	P
Matt Bryant	City of Duncaville	--	--	--	--	--	--	P	A	A	*	P	A
Daniel Burnham	Arlington	A	P	R	P	P	P	R	P	R	*	P	P
Farhan Butt	Denton	--	--	--	P	P	P	P	P	P	*	P	A
Brenda Callaway	Rockwall County	--	--	--	P	P	P	P	P	P	*	P	A
Travis Campbell	TxDOT Dallas	P	P	E	P	P	P	P	P	P	*	P	P
Arturo Del Castillo	Dallas												R
Aaron Cedar	Dallas County	--	--	--	--	--	--	--	--	--	--	--	A
Robert Cohen	Southlake	P	A	A	A	P	A	A	A	A	*	A	A
John Cordary, Jr.	TxDOT FW	A	P	E	P	P	A	P	A	P	*	P	P
Tara Crawford	Trinity Metro	--	--	--	--	--	--	--	--	--	--	--	P
Clarence Daugherty	Collin County	R	A	P	P	P	P	R	P	P	*	P	P
Chad Davis	Wise County	A	P	P	A	P	A	A	P	P	*	A	P
Arturo Del Castillo	Dallas	P	R	R	P	P	P	P	A	P	*	A	R
Pritam Deshmukh	Richardson	P	P	P	P	P	P	E	P	A	*	P	P
Greg Dickens	Hurst	A	R	R	A	A	A	R	A	R	*	A	P
Phil Dupler	FWTA	R	P	P	P	P	P	P	P	P	*	P	A
Martiza Figy	Dallas	A	A	A	A	A	A	A	A	A	*	A	A
Eric Fladager	Fort Worth	P	A	A	P	A	P	P	P	P	*	P	A
Chris Flanigan	Allen	P	P	P	P	P	P	P	P	A	*	P	P
Austin Frith	DCTA	--	--	P	P	P	P	R	A	R	*	P	P
Ricardo Gonzalez	TxDOT FW	P	P	P	P	P	P	P	P	P	*	P	P
Gary Graham	McKinney	R	P	P	P	R	P	R	A	R	*	P	R
Scott Hall	Tarrant County	--	--	--	--	--	--	--	P	P	*	P	P
Tom Hammons	Carrollton	A	P	P	P	P	P	P	P	A	*	P	P
Chris Harris	Greenville	--	--	--	--	--	--	--	--	--	--	--	--
Ron Hartline	The Colony	P	A	A	A	P	P	A	R	A	*	A	A
Barry Heard	Kaufman County	P	P	P	A	P	P	P	P	P	*	P	P
Matthew Hotelling	Flower Mound	P	P	P	P	P	P	P	A	P	*	P	P
John Hudspeth	TxDOT Dallas	P	P	P	P	P	P	P	P	P	*	P	P
Jeremy Hutt	Cleburne	A	P	P	P	A	P	P	P	P	*	P	P
Thuan Huynh	McKinney	P	P	P	P	P	P	R	A	P	*	P	P
Joseph Jackson	Tarrant County	P	P	P	P	E	P	A	P	P	*	P	P
Joel James	NTTA	P	A	A	A	P	R	P	P	A	*	P	P
William Janney	Frisco	A	P	A	A	P	P	P	P	A	*	P	A

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)

-- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.

Surface Transportation Technical Committee Attendance Roster

October 2023 - October 2024

STTC MEMBERS	Entity	10/27/23	12/8/23	1/26/24	2/23/24	3/22/24	04/26/24	05/24/24	6/28/2024	7/26/2024	8/23/2024	9/27/2024	10/25/2024
Kelly Johnson	NTTA	A	P	P	A	A	A	A	A	P	*	A	A
Major L. Jones	Euless	A	P	P	A	A	P	A	P	A	*	P	P
Gus Khankarli	Dallas	P	P	P	P	P	P	P	P	P	*	P	P
Alonzo Liñán	Keller	A	A	A	A	A	A	P	A	A	*	A	A
Eron Linn	DART	P	P	P	P	E	P	E	P	P	*	P	P
Clay Lipscomb	Plano	P	A	R	P	P	P	A	P	A	*	P	P
Paul Luedtke	Garland	P	A	P	P	P	P	E	P	P	*	P	P
Stanford Lynch	Hunt County	P	R	P	P	A	R	P	R	R	*	P	R
Chad Marbut	Weatherford	P	P	P	P	P	P	P	P	P	*	P	P
Alberto Mares	Ellis County	P	P	P	P	P	P	A	P	P	*	P	P
John Mears	Mesquite	--	--	--	--	--	--	--	P	A	*	A	A
Brian Moen	Frisco	P	P	P	P	P	P	P	A	P	*	P	P
Mark Nelson	Richardson	P	P	P	P	P	P	P	P	P	*	P	P
Jim O'Connor	Irving	P	P	P	P	P	P	P	P	A	*	P	P
Alfredo Ortiz	Dallas	--	--	P	P	P	A	A	P	A	*	P	E
Cintia Ortiz	Parker County	A	A	P	A	P	P	P	A	A	*	P	P
Martin Phillips	Fort Worth	E	P	P	E	P	E	P	E	P	*	P	P
John Polster	Denton County	P	A	P	P	P	A	A	P	P	*	A	P
Kelly Porter	Fort Worth	E	P	P	P	P	P	P	E	P	*	P	P
Tim Porter	Wylie	P	P	P	A	R	R	P	R	R	*	A	R
Minesha Reese	Dallas County	--	--	--	--	--	--	--	--	--	--	P	P
Elizabeth Reynolds	Grapevine	P	P	P	P	P	P	P	P	P	*	E	E
James Rogge	City of Mansfield	--	--	--	--	--	--	--	A	P	*	P	P
Jahor Roy	Mesquite	A	P	P	P	P	P	P	A	A	*	A	A
Greg Royster	DFW Int. Airport	P	P	P	P	P	A	P	A	R	*	R	P
Kathryn Rush	Dallas	A	A	P	R	P	P	A	A	A	*	P	A
David Salmon	Lewisville	P	R	P	P	R	A	R	P	R	*	R	P
Brian Shewski	Plano	P	P	P	P	P	R	P	P	P	*	P	R
Ray Silva-Reyes	Farmers Branch	--	--	--	--	--	--	P	P	P	*	P	P
Chelsea St. Louis	Fort Worth	--	--	--	P	P	P	P	A	P	*	E	P
Aaron Tainter	Coppell	--	--	--	--	--	--	--	--	--	--	--	E
Cheryl Taylor	Bedford	P	P	P	P	A	A	A	A	A	*	A	A
Errick Thompson	Burleson	--	A	P	P	P	P	P	P	P	*	P	P
Caleb Thornhill	Plano	P	A	P	P	A	P	P	P	A	*	A	A
Dave Timbrell	Garland	--	--	--	--	--	--	E	A	A	*	A	A
Jennifer VanderLaan	Johnson County	P	P	P	P	P	P	P	P	A	*	P	P
Gregory Van	Haltom City	P	P	P	P	P	R	P	R	P	*	R	P
Daniel Vedral	Irving	P	P	P	P	P	E	P	R	P	*	P	P
Caroline Waggoner	North Richland	A	A	P	P	P	P	A	P	P	*	A	A
Todd Weinheimer	Town of Addison	--	--	--	--	--	--	--	P	P	*	P	E
Jana Wentzel	Arlington	P	P	P	P	P	P	P	R	P	*	P	P
Robert Woodbury	Cedar Hill	A	P	A	P	A	R	P	A	A	*	P	P

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)

-- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.

Surface Transportation Technical Committee Attendance Roster

October 2023 - October 2024

STTC MEMBERS	Entity	10/27/23	12/8/23	1/26/24	2/23/24	3/22/24	04/26/24	05/24/24	6/28/2024	7/26/2024	8/23/2024	9/27/2024	10/25/2024
Larry Wright	Colleyville	A	A	A	A	A	A	A	A	A	*	A	A
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	*	A	A

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)

-- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, October 25, 2024

The Surface Transportation Technical Committee (STTC) met on Friday, October 25, 2024, at 1:30 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Joe Atwood, Nathan Benditz (representing Melissa Baker), James Bell, David Boski, Shon Brooks, Tanya Brooks, Daniel Burnham, Farhan Butt, Travis Campbell, John Cordary Jr., Tara Crawford, Clarence Daugherty, Chad Davis, Don Raines Jr. (representing Arturo Del Castillo), Pritam Deshmukh, Greg Dickens, Eric Fladager, Chris Flanigan, Austin Frith, Ricardo Gonzalez, Gary Graham, Scott Hall, Tom Hammons, Barry Heard, Matthew Hotelling, John D. Hudspeth, Jeremy Hutt, Thuan Huynh, Joseph Jackson, Joel James, Major Jones, Gus Khankarli, Eron Linn, Clay Lipscomb, Paul Luedtke, Alan Hendrix (representing Stanford Lynch), Chad Marbut, Alberto Mares, John Mears, Brian Moen, Mark Nelson, Jim O'Connor, Cintia Ortiz, Dipak Patel (representing Rifat Alam), Martin Phillips, John Polster, Kelly Porter, Than Nguyen (representing Tim Porter), Minesha Reese, James Rogge, Greg Royster, David Salmon, Chad Ostrander (representing Brian Shewski), Ray Silva-Reyes, Chelsea St. Louis, Errick Thompson, Jennifer VanderLaan, Gregory Van Nieuwenhuize, Daniel Vedral, Jana Wentzel, and Robert Woodbury.

Others present at the meeting were: Vickie Alexander, Berrien Barks, Kenneth Bergstrom, Natalie Bettger, Jason Brown, Lori Clark, Dina Colarossi, Shawn Conrad, David Dryde, Kevin Feldt, Brian Flood, Analisa Garcia, Gypsy Gavia, Rebekah Gongora, Chris Hoff, Mike Johnson, Dora Kelly, Dan Kessler, Ken Kirkpatrick, Jacki Kocmound, Gregory Masota, Malcolm Mayhew, Michael Morris, Jenny Narvaez, Ami Parikh, Trey Pope, Vercie Pruitt-Jenkins, Roman Rangel, Lexi Roddy, Toni Stehling, Brendon Wheeler, Ben Whisnant, Jeff Whitacker, and Brian Wilson.

1. **Approval of September 27, 2024, Minutes:** The minutes of the September 27, 2024, meeting were approved as submitted in Electronic Item 1. Jim O'Connor (M); Clarence Daugherty (S). The motion passed unanimously.
2. **Consent Agenda:**
 - 2.1. **Development of Transportation Mobility Plans for FIFA 2026: AT&T Stadium (Nine Matches), International Broadcast Center (Pending) and Fair Park (Fan Fest):** The Fédération Internationale de Football Association, more commonly known by its acronym FIFA, has requested detailed Transportation Mobility Plans and the North Central Texas Council of Governments (NCTCOG) requested consultant assistance in documenting existing plans into the FIFA format and detail.
 - 2.2. **Endorsement of Transit Strategic Partnerships Program: May 2024 Cycle Selected Project:** Committee endorsement was requested of the project evaluated through the May 2024 Cycle of Transit Strategic Partnerships Program to provide funding to Feonix Mobility Rising for the pilot of a Transportation Assistance Hub in portions of Dallas and Ellis counties.
 - 2.3. **Strategic Highway Network Route Proposed Additions:** A recommendation for Regional Transportation Council (RTC) approval was requested to add a roadway location within the Dallas-Fort Worth region to the Strategic Roadway Network (STRAHNET).

2.4. **Blue-Green-Grey Application for New Ideas Round 4 – Project Funding**

Recommendations: A recommendation for Regional Transportation Council approval of the Blue-Green-Grey application recommended for funding was requested.

A motion was made to approve Items 2.1, 2.2, 2.3, and 2.4 on the Consent Agenda. Kelly Porter (M); Alberto Mares (S). The motion passed unanimously.

3. **Endorsement of Community Noise Mitigation Program Grant Submission:**

Amanda Wilson requested Committee endorsement of the submittal of grant applications to the Department of Defense Community Noise Mitigation Program and a recommendation to the Regional Transportation Council for local match funds.

A motion was made to endorse the Regional Transportation Council's (RTC) approval for the North Central Texas Council of Governments (NCTCOG) grant applications for the Community Noise Mitigation program; recommend RTC approval of the use of approximately \$210,000 in Regional Transportation Council Local funds used to advance pre-application consultant activities to backfill Regional Joint Land Use Study activities; and approve staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program (TIP/STIP) and other planning/administrative documents to incorporate these changes should the project be selected for funding. Eron Linn (M); Kelly Porter (S). The motion passed unanimously.

4. **Strategic Selection of Traffic Signal Equipment:** Gregory Masota requested a recommendation for Regional Transportation Council approval of a strategic selection process based on the traffic signal equipment inventory to select equipment upgrades.

A motion was made to recommend Regional Transportation Council (RTC) approval of the process, criteria, and schedule for the strategic selection of traffic signal equipment, and for staff to administratively amend the North Central Texas Council of Governments Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP), as well as other planning and administrative documents. Brian Moen (M); Martin Phillips (S). The motion passed unanimously.

5. **Call for Projects to Reduce Diesel Emissions:** Jason Brown requested a recommendation for Regional Transportation Council approval to open a new, competitive Call for Projects (CFP) to award rebates through the North Texas Diesel Emissions Reduction Project 2024 utilizing Environmental Protection Agency (EPA) funds.

A motion was made to recommend Regional Transportation Council (RTC) approval of North Texas Diesel Emissions Reduction Project 2024 included opening the Call for Projects, details of eligibility screens and scoring criteria; the schedule for the Call for Projects estimated to open on December 16, 2024, and a Rolling 90-Day application deadline to fully award funds. John Polster (M); Mark Nelson (S). The motion passed unanimously.

6. **Director of Transportation Report on Selected Items:** The following topics were listed on the agenda:

1. Safety Review of Older Freeway Sections: Five Examples
2. Regional Transportation Council Recognition
3. Regional Transportation Council Legislative Program (Electronic Item 6.1) and (Electronic Item 6.2)

4. Executive Board Follow-Up: White Paper on Federal Eligibility of Broadband As a Travel Demand Management Strategy
5. North Central Texas Council of Governments Not Pursuing Low-Carbon Transportation Materials Grant Opportunity
6. Current Hold on Regional Transportation Council Policy – Temporary Suspension of Dynamic Pricing of Managed Lanes During Reconstruction

Michael Morris briefly highlighted each item listed above, recognized North Central Texas Council of Governments (NCTCOG) staff for the Association of Metropolitan Planning Organizations (AMPO) 2024 National Award for Excellence in MPO Coordination and Partnership, and noted that NCTCOG staff are reviewing Loop 12 and other “junior” freeways to thoroughfares in the region regarding speed and other safety concerns.

7. **Swyft Cities Certification of Emerging and Reliable Transportation Technology**

Program Update: Mike Johnson provided information on the Certification of Emerging and Reliable Transportation Technology (CERTT) Program, including recent progress of Swyft Cities and their advancement through the program.

8. **Fast Facts:** Staff provided brief presentations on Items 1 through 7 below:

1. *Daniel Snyder* - North Central Texas Council of Governments 2025 Transportation Alternatives Call for Projects Informational Webinar
2. *Analisa Garcia* – 2024 Ozone Season Update
3. *Jared Wright* – Texas Department of Transportation Rider 48 Report: Evaluation of Medium-Duty and Heavy-Duty Vehicle Charging Infrastructure and Capacity
4. *Trey Pope* – Engine Off North Texas Status Report
5. *Jared Wright* – Local Clean Air Project Spotlight: Arlington Multi-Modal Delivery Demonstration Success
6. *Jared Wright* – Air Quality Funding Opportunities
7. *Jared Wright* – Upcoming Dallas-Fort Worth Clean Cities Events
8. Written Progress Reports: Partner Progress Reports, September Public Meeting Minutes, November Public Meeting Notice, August – September Public Comments Report

Written progress reports were provided in Electronic Items 8.4, 8.5, 8.6, and 8.7.

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

10. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on December 6, 2024.***